LEARN
Logistics Emissions Accounting & Reduction Network

POLICY RECOMMENDATIONS FOR BUSINESS LOGISTICS EMISSIONS ACCOUNTING AND REPORTING

Supportive policy is essential to help businesses to improve and accelerate logistics emissions accounting, assurance and reporting. As part of the LEARN project, a coherent set of policy recommendations was developed for use by national governments in countries worldwide, the European Union (EU) and related organizations involved in setting or implementing policy agenda such as development banks and non-governmental organizations (NGOs). The LEARN policy recommendations are grouped around the four 'enablers' that were identified in the early stages of the LEARN project, namely:

- Methodology development for logistics emissions accounting
- Data collection and exchange
- Assurance of logistics emissions data and related information
- Use of results by business, government and other stakeholders

In addition, recommendations were identified for key overarching policies that apply more broadly than logistics or even the transport sector. The objective is, through recommending policy priorities, to enable policy making that is aligned with both high-level targets and industry needs and activities. Although policy gaps and recommendations to fill them have a global perspective, a greater emphasis is given to the EU as the European Commission (EC) has explicitly requested these policy recommendations through the LEARN project. It is also noted that the recommendations will need to be tailored to specific countries, which would make them more relevant and effective. Differences are due to distinctions in government priorities and/or authority, business models and practices, institutional capacity, and government-business relationships.

About LEARN and the GLEC Framework

The project Logistics Emissions Accounting and Reduction Network (LEARN) mobilizes businesses to reduce their carbon footprint across the global logistics supply chains through improved emissions calculation and reporting.
LEARN partners work closely with related organizations, initiatives and already existing networks. This includes the Global Logistics Emissions Council (GLEC), a voluntary partnership that was established by Smart Freight Centre together with companies, industry associations, programs and experts. The LEARN project builds on and seeks to improve the 'GLEC Framework for Logistics Emissions Methodologies' based on existing methodologies. The GLEC Framework makes carbon accounting work for industry. For the first time, emissions can be calculated consistently at the global level across all transport modes and logistics sites.The LEARN consortium is led by Smart Freight Centre and includes the following partners:

Smart Freight Centre · CLECAT · Connekt · DLR · energy saving trust · ESC · Fraunhofer IML · IRU PROJECTS · ivl · NTM · TNO innovation for life · UNTRR · ZLC · MIT GLOBAL SCALE NETWORK

For more information: www.learnproject.net or info@smartfreightcentre.org

This project has received funding from the European Union's Horizon 2020 research and innovation program under grant agreement No 723984.

European Commission

METHODOLOGY DEVELOPMENT FOR LOGISTICS EMISSIONS ACCOUNTING

A methodology specifies the calculation processes by which organizations should calculate GHG emissions from logistics operations using specified data input formats. Calculating and reporting emissions can help companies to understand how reporting can help them get insight in their logistics operations and identify improvement areas.

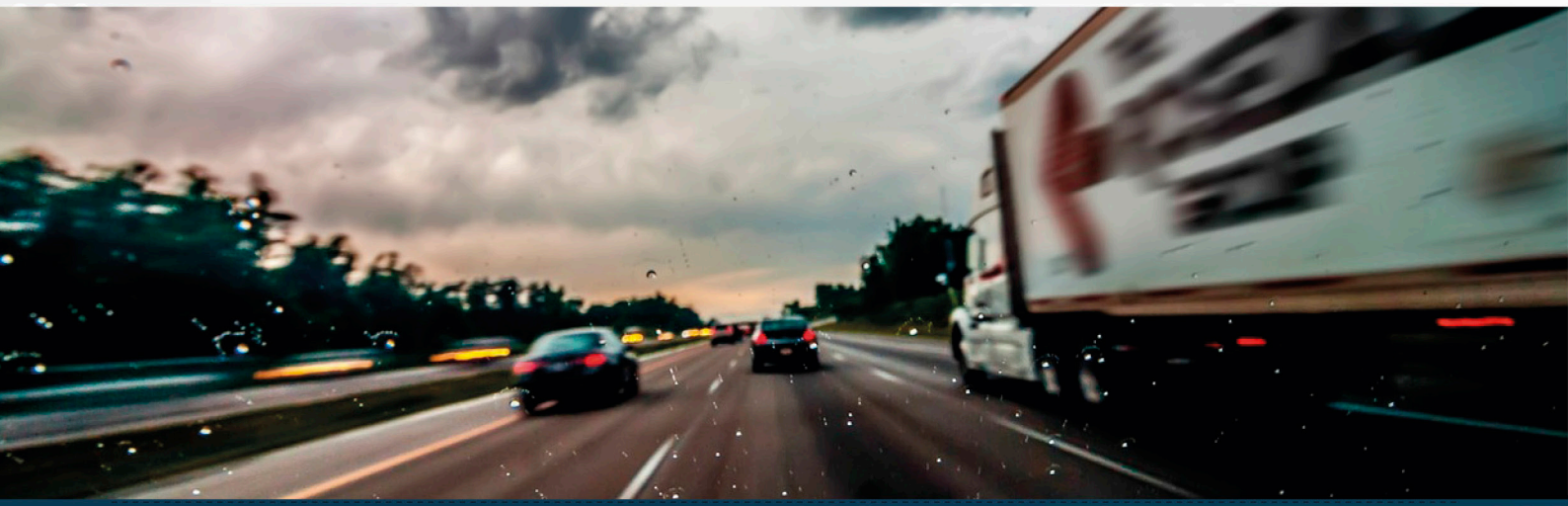
	Governments are encouraged to	EC is in addition encouraged to
Standard methodology and ISO	• adopt and promote one global standardized method for logistics emissions calculation by companies / organizations, namely the GLEC Framework, and support the development of an ISO standard based on the GLEC Framework	• support the updating of EN16258 and the development of an ISO standard using the GLEC Framework as a basis • consider supplementary policy or legislation to help fast track standardized reporting of logistics emissions
Set of fuel emission factors and emissions intensity factors	• back a global process for developing a single set of collated and regularly reviewed / updated a) fuel emission factors for different fuels, including alternative fuels using a common calculation approach b) emissions intensity factors	• recommend the use of JEC emission factors* (that were developed with EC co-funding) in all its policies • invest in expansion of JEC emission factors to a wider range of fuels
Information and awareness campaigns	• support the running of information and awareness campaigns for shippers, LSPs and freight operators	

* JEC (JRC-Eucar-Concawe) is a long-standing collaboration between the European Commission's Joint Research Centre, EUCAR and CONCAWE. https://ec.europa.eu/jrc/en/jec.

DATA COLLECTION AND EXCHANGE

In the context of the logistics emissions calculation, data exchange is generally taken to refer to the transfer or sharing of data between the operator of a transport service (carrier) and customer (cargo owner). Data collection and exchange systems are important because customers often do not have easy access to data from their subcontracted carriers.

Topic	Governments are encouraged to	EC is in addition encouraged to
Air and maritime protocols	• back IATA and IMO protocols in development for air and maritime sectors, together with relevant international institutions	• seek alignment with EC maritime protocols
Data collection and reporting protocol	• back a global process to develop globally recognized data collection and reporting protocol for all modes and logistics sites	• build on existing directives and the starting points developed across existing initiatives and projects and VECTO • build on existing directives, such as the revised Energy Efficiency Directive, by adding specifications for the data collection system embedded in the revised EED to ensure that reporting by freight transport companies meets the needs not only of basic energy use reporting, but also provides+ information suitable to track operational efficiency gains in the freight transport sector against existing and future policy targets



DATA COLLECTION AND EXCHANGE

Topic	Governments are encouraged to	EC is in addition encouraged to
Role of Transport Management Systems	• back further investigation of the potential for Transport Management System-based data to contribute to GHG emission calculation, reporting and reduction	• facilitate the coordination of entities that manage various calculation and modelling tools in order to progressively increase both their granularity, accuracy and usefulness
Data collection platform	• explore the development of a neutral, overarching platform backed by industry and governments to bring together all data related to carbon emissions calculation and accounting	• in parallel explore the development and subsequent implementation of IT architecture which would allow the connection of stakeholders' platforms/ databases to a network of nodal platforms interfaced between themselves to exchange data in order to avoid redundant declarations
Data exchange protocols	• invest in the development and back the subsequent implementation of agreed data exchange protocols, ideally globally, to allow transfer of data between subcontractors and customers relevant to logistics emissions reporting	• take a coordinating role for EU countries to ensure that one data exchange protocol exists across the EU if global harmonization is not possible
Government role in sharing data	• explore how they can take a more central role in monitoring and sharing emissions and related data and how this should be reflected in (existing or new) legislation	• take a central role for EU countries collectively to ensure that emissions and related data can be exchanged more easily between players that operate in multiple countries within Europe

ASSURANCE OF LOGISTICS EMISSIONS DATA AND RELATED INFORMATION

Assurance, in the context of logistics emissions calculation and reporting, provides an independent, objective assessment of statements or reports that contain logistics emissions data and related information. The aim of assurance is to build trust with the user of data, improve comparability and consistency and promote continual improvement actions.

Topic	Governments are encouraged to	EC is in addition encouraged to
Assurance on reported data	• incentivize companies to obtain assurance of reported data as part of their own assurance processes or relevant programs • establish terms of reciprocity so that data quality is assured as it is exchanged or reported, and users have confidence in accuracy	
Assurance costs	• support the lowering of assurance costs e.g. through promoting standardized calculation methods and reporting templates and the adoption of Transport Management Systems by carriers	
Reporting of high quality data	• provide incentives to support collection and reporting of high quality data, e.g. guidance, recognition, or rating – ideally combined with incentives to use data to reduce the GHG footprint	
Assurance requirements in case of mandatory reporting	• explore assurance requirements (together with voluntary GHG reporting schemes) and how that would be implemented in case future regulations are introduced mandating GHG reporting	• explore how a carbon pricing scheme, based on and paid after actual emissions, could be implemented in the goods transport sector, on top of carbon priced as part of excise taxes, should such a measure be considered as necessary to reach the EU objectives.
Standardized assurance guidelines	• invest in the development and back the subsequent implementation of standardized assurance guidance	
Standardized reporting template	• adopt and promote one global standardized template for logistics emissions reporting by companies / organizations	

USE OF RESULTS BY BUSINESS, GOVERNMENT AND OTHER STAKEHOLDERS

Companies can use results to report emissions, set targets and track progress, input to product carbon footprints and identify efficiency improvement and emission reduction opportunities. Governments can use emissions data to develop national logistics emissions inventories, track progress targets, and assess effectiveness and contribution of different policies and emission reduction measures.

Topic	Governments are encouraged to	EC is in addition encouraged to
Green freight program	• establish, in case there is none, a national green freight program or join a regional program • support more harmonization across green freight programs and related initiatives between countries, regions and modes • develop complementary financial programs to accelerate the uptake of cleaner and safer vehicle technologies (as part of green freight programs or a separate scheme), for example removing older vehicles from the global fleet	• recognize and increase support for existing industry-backed programs and initiatives that link GHG data reporting to emission reduction efforts
Contribution of logistics sector to national / regional targets	• make clear, in case they have set national GHG emission reduction targets, what the expected or assumed contribution of the logistics sector is to reach these so businesses can use this as a basis for their logistics emission reduction strategies	• explain what the expected or assumed contribution of the logistics sector is to reaching the European GHG reduction targets so businesses can use this as a basis for their logistics emission reduction strategies
Recognition of company leadership	• establish or support the establishment of a scheme to recognize company leadership on low emissions freight and logistics	• establish or support the establishment of a scheme to recognize company leadership on low emissions freight and logistics at the EU level, taking existing (national) schemes into consideration
Inclusion in NDCs	• develop a structure for freight and logistics measures, for inclusion in NDCs and related national freight plans.	

USE OF RESULTS BY BUSINESS, GOVERNMENT AND OTHER STAKEHOLDERS

Topic	Governments are encouraged to	EC is in addition encouraged to
Enabling environment for emission reduction actions	• ensure an enabling environmaent for operational changes to the sector that can contribute to GHG emission reductions	
Coverage by national and local plans	• assess if their national (and local where applicable) plans relevant to freight and logistics cover infrastructure, vehicles/ vessels and their operation (as governments often have plans for one but not for all three) • develop urban freight plans, either as separate plan or integrated into broader plans	• assess if the current EC plans related to freight and logistics cover infrastructure, vehicles/vessels and their operation
Business surveys	• conduct or support surveys to establish business readiness for emissions reporting	• support a business survey to follow up on its 2015 policy study to establish (any change in) business readiness for emission reporting

OVERARCHING POLICIES

Overarching policies refer to actions that could be applied more broadly than logistics or even the transport sector, at national, EU or even global level, but which would influence the activities of the freight transport operators and their customers. International government forums can play an important role to inform governments, share experiences and seek harmonization where relevant. Examples include road user charging, carbon pricing, fuel substitution and mandatory corporate emissions reporting (overall emissions as well as logistics contribution).

Topic	Governments are encouraged to
Data uses	• make an inventory of possible data uses, prioritize them and communicate to companies what they need data for
Carbon pricing	• explore the potential of a shadow carbon price and use to assess impact on decision making (what level would cause different decisions to be made for which actions)
Taxation	• work at global level to harmonize approach to fuel taxation, starting with international transportation
External costs	• investigate the scope for capturing external costs of logistics activities for all modes

LEARN project coordinator: Smart Freight Centre • P.O. Box 11772 - 1001 GT Amsterdam • Netherlands
Tel: +31 6 11079284 • E-mail: info@smartfreightcentre.org • www.learnproject.net