Welcome and Introduction

Cristiano Façanha, ICCT
International Green Freight Workshop
3 October 2018, HP Inc, San Diego
## Workshop structure and objectives

<table>
<thead>
<tr>
<th>Time</th>
<th>Session</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>9:00 – 9:30</td>
<td><strong>Introduction</strong></td>
<td>Present workshop structure/objectives, and set tone for the day</td>
</tr>
<tr>
<td>9:30 – 12:00</td>
<td>How government can support business Global expansion and alignment of green freight programs and initiatives</td>
<td>Provide an overview of Green Freight programs and initiatives and discuss what is needed to expand and harmonize these worldwide</td>
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<tr>
<td>1:00 – 3:00</td>
<td><strong>Practical insights from business</strong></td>
<td>Understand existing efforts by leading companies and what is needed to take this to scale</td>
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<td>3:30 – 5:00</td>
<td><strong>Mobilizing implementation of concrete actions</strong></td>
<td>Explore new opportunities for industry and government to work together in the sector-wide implementation of concrete actions.</td>
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Freight fuel consumption and GHG emissions are forecasted to grow four-fold through 2050.

Source: ITF 2016
Heavy-duty vehicles contribute disproportionally to emissions, thus being an effective target for emissions control.

<table>
<thead>
<tr>
<th></th>
<th>Percent of vehicles that are heavy-duty vehicles</th>
<th>Percent of vehicle carbon dioxide emissions that are from heavy-duty vehicles</th>
<th>Percent of vehicle particulate emissions that are from heavy-duty vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>China</td>
<td>10%</td>
<td>65%</td>
<td>83%</td>
</tr>
<tr>
<td>United States</td>
<td>5%</td>
<td>30%</td>
<td>36%</td>
</tr>
<tr>
<td>European Union</td>
<td>11%</td>
<td>37%</td>
<td>47%</td>
</tr>
<tr>
<td>Japan</td>
<td>19%*</td>
<td>43%</td>
<td>59%</td>
</tr>
<tr>
<td>Brazil</td>
<td>4%</td>
<td>61%</td>
<td>85%</td>
</tr>
<tr>
<td>India</td>
<td>5%</td>
<td>71%</td>
<td>74%</td>
</tr>
<tr>
<td>Russia</td>
<td>14%</td>
<td>54%</td>
<td>81%</td>
</tr>
<tr>
<td>Canada</td>
<td>15%</td>
<td>42%</td>
<td>52%</td>
</tr>
<tr>
<td>Global</td>
<td>11%</td>
<td>46%</td>
<td>71%</td>
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</tbody>
</table>

*Includes mini commercial vehicles

ICCT (2015): Policies to reduce fuel consumption, air pollution, and carbon emissions from vehicles in G20 nations.
Decarbonizing freight is more challenging than light-duty vehicles and will need to go beyond technology.
World-class freight systems must rely on clean & efficient logistics, modes and equipment.
The Global Green Freight Action Plan aims to develop, expand, and align green freight programs worldwide while incorporating black carbon alongside GHG emissions.

Supported by >50 organizations and countries

**Goal 2030:** Green freight programs span all countries and modes and demonstrate substantial emission reductions from freight transport.
This network of partners has been investing in a combination of capacity building, outreach, technical documentation and support to program development

Capacity building and outreach
- Global website: www.globalgreenfreight.org
- Regional workshops in Asia, Europe and Latin America to align and expand programs
- Training courses for drivers and fleet managers

Methodologies to support harmonization
- Methodologies for logistics emissions accounting – GHG and black carbon (GLEC Framework)

Green freight program development
- Expansion of SmartWay across US, Canada and Mexico
- Support program development: Argentina, Brazil, Chile, Philippines, Vietnam
- National freight assessments: Argentina, Brazil, China, Mexico, Philippines, Vietnam
- Green Freight Strategy for Africa Northern Corridor (Kenya, Uganda, Rwanda, Burundi, South Sudan and DR Congo)
Our series of national freight assessments indicate important opportunities for improvements.

<table>
<thead>
<tr>
<th>Strategy type</th>
<th>Priorities in China</th>
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<tbody>
<tr>
<td><strong>AVOID</strong></td>
<td>Drop and hook operations and trailer rental market</td>
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<td>Truck brokerage and freight matching platforms</td>
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<tr>
<td><strong>SHIFT</strong></td>
<td>Increased share of rail transport</td>
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<tr>
<td><strong>IMPROVE</strong></td>
<td>Adoption of truck fuel efficiency technologies</td>
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<td>New energy vehicles, especially in urban delivery</td>
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<td>Eco driving training</td>
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Source: ICCT China Green Freight Assessment
How can Green Freight Programs help companies?

• Reduce fuel consumption and costs
• Improve relations with industry partners (carriers, shippers)
• Create incentives for your drivers
• Access to technical and financial support information
• Create branding recognition
• Attract socially responsible investors
• Measure and improve environmental footprint
Overview of Green Freight Programs and Initiatives

Eszter Toth-Weedon, Smart Freight Centre

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Ample initiatives...
Where to start?

- Reporting, rating & improving performance
- Calculation of emissions
- How emissions should be calculated
- Set of standard values
- Tools
- Methodologies
- Databases
- Sustainability / climate initiatives
- Sustainability business networks
- Sustainable transport initiatives

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FINDING YOUR WAY IN INITIATIVES

Smart Freight

Green freight programs
- globalgreenfreight.org

Sustainable freight / transport initiatives
- Tools
Green Freight Programs worldwide
Smart Freight Leadership & Green Freight Programs

Efficient and environmentally sustainable global freight and logistics sector

Competitive advantage

CALCULATE & REPORT
SET TARGETS & KPIs
BUSINESS DECISIONS & ACTIONS
COLLABORATE ACROSS SUPPLY CHAIN
ADVOCACY & PUBLIC POLICY

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What can companies do?

- Calculate and report logistics emissions using the GLEC Framework
- Join Green Freight Programs and initiatives to reduce emissions
- Support the further development of the GFPs to ensure further efficiencies and global alignment
- Influence the role that governments and civil society can play concerning sustainable freight

Vladimer Botsvadze