

LEARN

Logistics Emissions
Accounting & Reduction
Network



LEARN International Workshop April 2017

4-5 April 2017

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LEARN International Workshop April 2017

Workshop Report

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Table of Contents

1. Introduction and executive summary	4
1.1 About the LEARN project	4
1.2 About the International Workshop	4
1.3 Main messages	5
2. Setting the scene	6
2.1 EC policy context and motivation	6
2.2 Mobilizing business	6
2.3 The LEARN Project.....	7
3. How to empower business.....	7
4. Maximizing business uptake of logistics carbon accounting and reduction	9
5. Keynote speech: Karl Simon	12
6. What is required for effective emissions accounting and reduction?	13
6.1 Methodology development for logistics emissions measurement	13
6.2 Data collection and exchange	14
6.3 Verification and certification	15
6.4 Ecolabels to reward business.....	17
7. Closing.....	18
Annexes.....	19
A. List of participants.....	19
B. List of presentations.....	20
C. Stakeholder recommendations on do's and don'ts.....	21

1. Introduction and executive summary

1.1 About the LEARN project

Businesses that measure their emissions have the opportunity to make informed decisions that lead to improved efficiency and reduced emissions. The Logistics Emissions Accounting and Reduction Network project (LEARN) empowers business to reduce their carbon footprint across the global logistics supply chain. Logistics emissions measurement, reporting and verification (MRV) is improved and accelerated by LEARN in four ways:

- Provide support to companies through guidance, training & education, and develop a blueprint for a label
- Test and validate with companies the practical applicability of emissions MRV and a label in complex multi-modal logistics settings
- Promote and facilitate supportive policy and research
- Develop and involve a LEARN multi-stakeholder network to maximize business uptake of carbon accounting and reduction

LEARN partners work closely with related organizations, initiatives and already existing networks. This includes the Global Logistics Emissions Council (GLEC), a voluntary partnership of companies, industry associations and programs. The LEARN project builds on and seeks to improve the 'GLEC Framework for Logistics Emissions Methodologies' that combines existing methods and fills gaps, making carbon accounting work for industry. For the first time, emissions can be calculated consistently at the global level across all transport modes and transshipment centers.

LEARN partners



1.2 About the International Workshop

The consortium partners of the LEARN project held the LEARN International Workshop on 4 and 5 April 2017 in Brussels. The event brought together private sector, government and civil society stakeholders with an interest in reducing the carbon footprint of the global freight and logistics sector. The workshop aimed to introduce the LEARN project, partners and activities, collect feedback from stakeholders, explored how stakeholders work together to maximize business uptake of carbon accounting and reduction and took steps to link through to the policy agenda.



1.3 Main messages

The main message during the event was that businesses want to move on from methodology development to its application in practice. The LEARN project can support businesses as follows:

- **Methodologies:** get the GLEC Framework applied in practice, taking into account SMEs and developing regions, and use this experience to develop version 2.0.
- **Data collection and exchange:** do not give preference to one form but make sure that a harmonized emission calculation methods fit with all options. Ensure that CO₂ is included as a KPI in broader ICT systems for logistics operations, such as developed under the EC-projects AEOLIX and Selis, and Blockchain.
- **Verification:** develop verification guidelines that build on existing assurance standards and add considerations for verifying logistics emissions. By extension, verifiers can involve experienced assurance providers and people with a more technical background.
- **Label:** determine the best option to communicate emissions data to users. As the focus of logistics emissions data is business-to-business, a declaration that communicates data may be sufficient. This declaration can then be used by businesses, green freight programs and other initiatives, and product labels such as EnergyStar.
- **Stakeholders and networks:** Stakeholders should all be involved in emissions accounting and reductions but have different roles to play. LEARN is forming a 'network of networks' around logistics emissions accounting and reduction.



2. Setting the scene

2.1 EC policy context and motivation

Szymon Oscislowski of the European Commission's DGMove underscored that industry should lead emission reduction efforts but the EC plays a key role in setting the right policy framework and through projects like LEARN. Considerations are:

- Logistics is a task of industry, but needs the right framework conditions to operate in
- Transport logistics is multimodal by definition and requires therefore an integrated transport policy approach
- As transport logistics is also cross-sectorial it requires an integrated policy approach across different policy areas, modes and sectors
- Freight requires a system perspective, including urban systems

To support these actions, the EC provides the following toolbox:

- Appropriate legal framework
- Infrastructure development
- Research and innovation
- Standards



2.2 Mobilizing business



Sophie Punte of Smart Freight Centre (SFC) introduced the Smart Freight Leadership framework with five leadership behaviors that companies and green freight programs can adopt. To ensure that actions collectively realize significant emission reductions, Smart Freight Leaders:

- Measure, report, verify (MRV) emissions
- Set KPIs and ambitious emission-reduction targets
- Develop and implement an action plan to deliver real emission reductions
- Collaborate with other leaders to mobilize industry-wide action
- Engage pro-actively in government policy development.

The LEARN project supports the Smart Freight Leadership behaviors through labeling, testing & validation of MRV, development of training & education on MRV, set policy priorities and develop networks that sustain collaboration between relevant stakeholders.



Figure 1. The Smart Freight Leadership Framework

2.3 The LEARN Project

Nicolette van der Jagt of the freight forwarders' association CLECAT explained how the LEARN project aims to help businesses improve their emissions accounting with the support of a growing stakeholder network. The objective of the LEARN project is to empower business to reduce their carbon footprint across their global logistics supply chain by improved emissions measurement, reporting and verification based on the GLEC Framework. The LEARN project focuses on 4 different components (1) guidance, label, training & education, (2) testing & validation, (3) supportive policies & research and (4) network & stakeholder engagement.

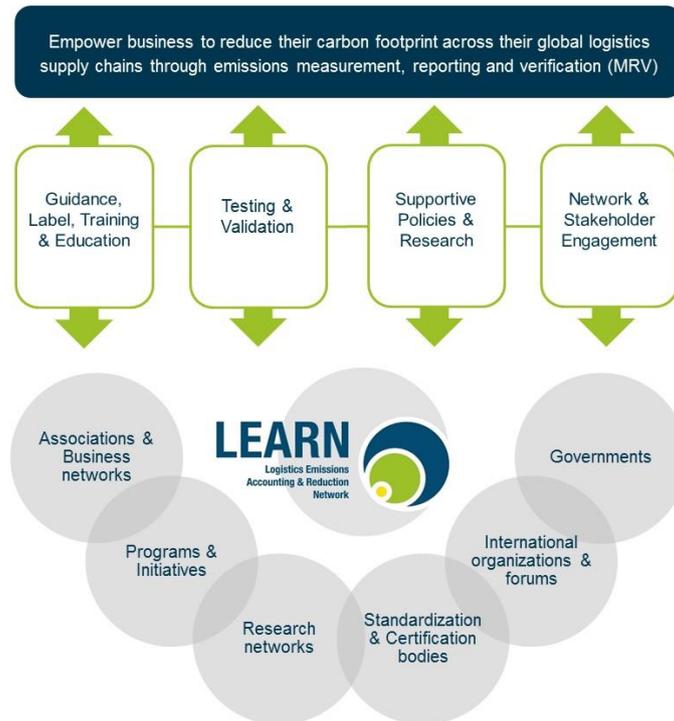


Figure 2. The LEARN project

3. How to empower business

Denis Choumert of the European Shippers Council led the first panel discussion on how to empower business to improve MRV. Companies take a lead role, and are supported by green freight programs and research institutes to advance emissions accounting by businesses.



The logistics panel – USEPA, Lean and Green, HP, Heineken, European shippers Council, DLR and ZLC



Anne Dubost, Consultant Global Logistics
- Heineken

Logistics represents about 12% of Heineken's carbon footprint, and until a few years ago the company used an internal methodology for carbon accounting and reporting. The GLEC Framework will allow them to communicate with companies around the world at the same level and work towards zero emissions. The LEARN project can help companies advance in reporting and reducing emissions.



Karl Simon, Director Transport and Climate Division
- Office of Transportation and Air Quality, USEPA

SmartWay combines sharing emissions data in a confidential and useful way with helping carriers find technologies to improve efficiency, and giving recognition to companies through a label and rewards. An advisory council was critical to get industry feedback on how USEPA could best design the program help both trucking companies and shippers.



Blair Chikasuye, Global Logistics Sustainability Manager
- HP

HP has a Global Logistics Sustainability Roadmap to reduce emissions and finds that it gives them a business edge. Programs like SmartWay and Clean Cargo Working Group help get the right carrier information and connect with like-minded companies. The perfect game is to have consistent data across all modes and regions around the world.



Nico Anten, Managing Director
- Connekt/Lean and Green

Lean and Green started originally in The Netherlands where setting up something voluntarily was preferred over legislation. The biggest value lies in a growing community of companies working and innovating together, initially reducing 20% emissions but aiming for zero emissions. Working with other green freight programs, GLEC and LEARN makes progress faster.



Verena Ehrler
- DLR Institute of Transport Research

The research project Cofret contributed to the GLEC Framework by getting a better understanding of what should be measured to give meaningful information to companies. The biggest challenge is to get this framework in place worldwide. We need to make a proposition and approach that industry will pick up by itself.



Susana Val, Associate Research Professor and Transport Research Group Manager
- Zaragoza Logistics Center

Only 27% of carriers surveyed in Spain are measuring their fuel and energy. For this reason, the Zaragoza Logistics Center started a Masters in Sustainable Logistics and works with Spanish carriers to measure emissions and understand how to save fuel, for example, through better distribution or more efficient transport equipment.

4. Maximizing business uptake of logistics carbon accounting and reduction



Iraklis Stamos of IRU and Eszter Toth-Weedon of SFC facilitated a live voting session where participants were asked to state their opinions on 30 statements and map stakeholder involvements via a live voting session (see chapter 3.1 for full results) and post-it notes (see annex; stakeholder do's & don'ts). Most respondents represented businesses (41%), followed by associations, networks, programs, organizations, forums (39%), research, standardization and certification bodies (14%) and government (6%).



A vast majority of 76% found application and verification guidelines, data exchange, practical testing, training and a label useful or very useful. The direction on standards and a label was less clear, which suggests that this needs to be further explored and explained. The GLEC Framework should be turned into an ISO standard as soon possible according to 49%. Most (71%) also agreed that a sound label helps mobilize emissions MRV by companies, although 20% questioned the usefulness of a label. Half of the participants (51%) found that labels should reward businesses on real carbon footprints rather than relative reductions.



Cargo owners need to lead but need help from others. Participants (89%) found that cargo owners take responsibility for emissions accounting even if their subcontractors don't, while 68% agreed that carriers and logistics service providers will only take MRV seriously if there is a clear demand from cargo owners. They also found that associations and green freight programs should support SMEs with emissions accounting to reduce emissions. More than 85% finds business' input into policy and research useful and about two-thirds indicated that industry associations and business networks are best placed to help with this.



It is not correct that businesses don't want government to get involved (12%) but opinions were split on how far to go: 55% felt that governments must legislate emissions reporting for businesses to move, while 29% disagreed. At the same time, there was wide agreement that international organizations and forums should put logistics emissions accounting higher on the policy agenda (92%) and connect policy makers and businesses better (86%).

There was also wide consensus that research institutes must make a clearer link between their research and practical use for businesses (92%). On green freight programs the message is clear: they play an important role

in ensuring emissions accounting by companies (84%) and are only successful if they link emissions accounting to efforts that reduce emissions (88%). Benchmarking carbon footprints between comparable companies is important to drive emission reductions (72%). And government backing makes industry programs work better according to 53%.

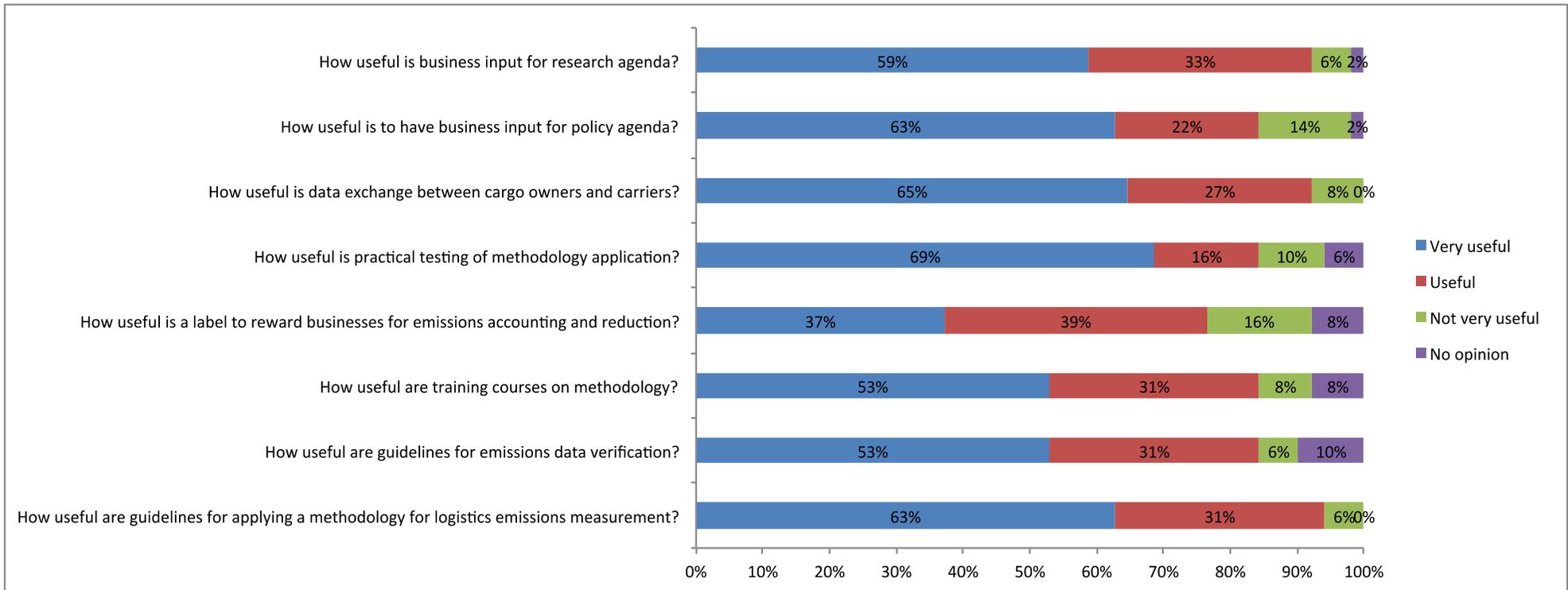
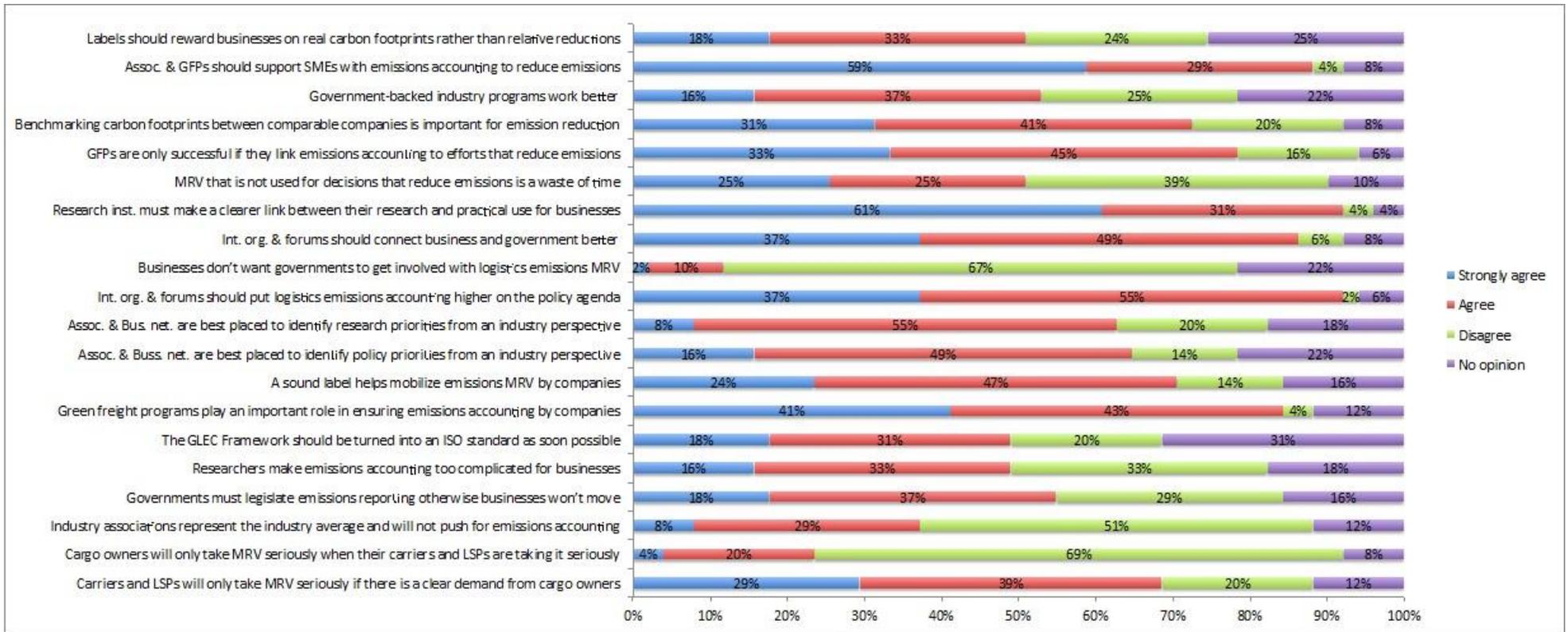


Figure 3. Usefulness of support mechanisms for emissions accounting
Results from live voting sessions (n=51)



**Figure 4. Requirements for effective logistics emissions accounting and reduction
Results from live voting sessions (N=51)**

5. Keynote speech: Karl Simon

Karl Simon, Director Transport and Climate Division, Office of Transportation and Air Quality at the US Environmental Protection Agency started his speech with one of the US' greatest success stories, the Clean Air Act, which over the past five decades realized a remarkable air pollution reduction coupled with economy growth and improved public health. The SmartWay program has its roots here too.



He led the audience through some of the lessons learned from SmartWay. The first is the ability to listen and take on board solutions brought forward by different stakeholders. A roundtable with businesses in 2002 created energy among 15 leading charter companies, and collaboration with the USEPA built trust over time, which accelerated change. The program now has more than 3500 members and many companies make it a condition in contracts with their carriers to be a SmartWay member.

Programs need to add value to business. SmartWay's tools to measure and report emissions allow participating companies to focus on outcomes rather than process. This is combined with testing and verifying available and emerging technologies and providing companies with neutral and credible information to increase their confidence to invest in technologies. This started with emission retrofit devices and then moved on to fuel and vehicle improvement technologies.

Flexibility around a core set of principles has allowed USEPA to grow along with the freight industry. This has enabled SmartWay's methodologies to be adopted and aligned globally, working with SFC's Global Logistics Emissions Council (GLEC) and the Global Green Freight Action Plan. This also points to the broader role of government: add real value by bringing stakeholders together and pull the best minds from different sectors together to work towards a common goal.

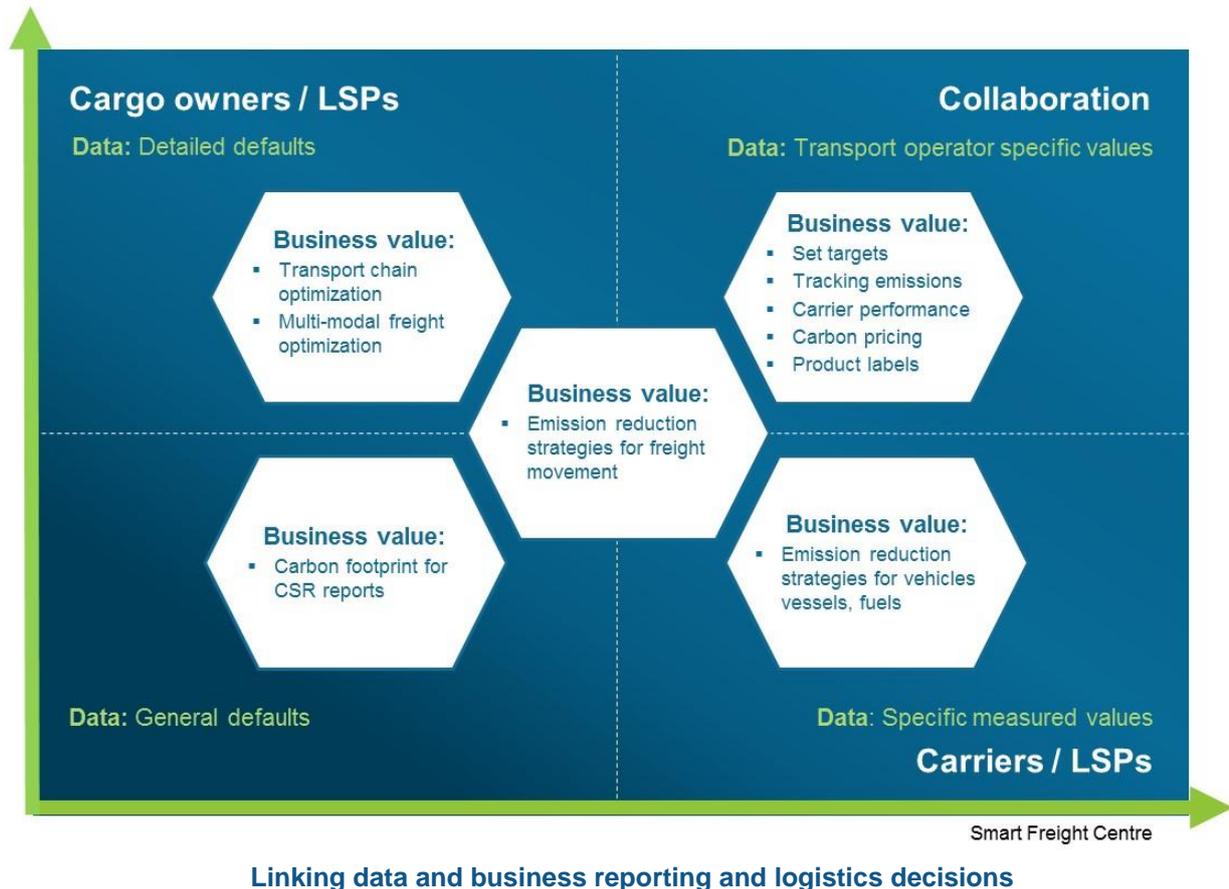
He then commented on the four concepts discussed at the LEARN workshop. First, methodologies provide a seedbed for a technology verification program: assessment methods, performance standards, technology harmonization and link to regulations. Second, on data exchange, government can act as an honest broker using its broad reach for collecting and disseminating information. Challenges are to avoid asking for more data than needed to reach an intended outcome and keeping ahead with the industry to set benchmarks that are credible and trustworthy. Third, on verification, data is only as good as what partners are willing to put into it and therefore verification does help for users to have confidence in the data. Fourth, awards and recognition is what partners value most highly and it does encourage competition as EPA has seen among SmartWay partners.

He closed with considerations on moving forward. He encouraged stakeholders to continue to work with each other to push boundaries, and when something doesn't work then learn from it and try a different way. Put one foot in the past and make use of what has been developed, but put one foot in the future to anticipate what industry needs because the near-term opportunities are incredible. On the question if SmartWay is interested in Europe he replied that EPA is working with the GLEC and other groups to ensure that the same methodology is used, and then it does not have to be called SmartWay.



6. What is required for effective emissions accounting and reduction?

Four presentations and panel discussions sought to clarify and align stakeholders around four concepts underpinning the LEARN project: methodology, data collection and exchange, verification and certification, and labels to reward businesses. A diagram linking data types with different business uses was an input for all panels.



6.1 Methodology development for logistics emissions measurement

Alan Lewis from SFC moderated the session on methodology development for logistics emissions measurement and panelists included Andrea Schön of DB Schenker, Kerstin Dobers of Fraunhofer IML and Magnus Swahn of the Network for Transport Measures (NTM). Panelists commented that carriers do not need to disclose raw fuel data but can use averages, as long as data are consistent between carriers. Companies should set baselines and calculate emissions with flexibility, focusing on the intended uses and making improvements in time. Communication messages should be different when targeting businesses, governments and researchers. A harmonized methodology is critical for comparability, and programs and tools can compete based on the service provided. The main message for the LEARN project was to get the GLEC Framework applied in practice and use this experience to develop version 2.0.



Andrea Schoen, Senior Manager Carbon Controlling & Consulting
- DB Schenker

It is very important that data is consistent for a company like DB Schenker to consolidate data from different carriers. Carriers need not be afraid of comparison. They can cluster transport services in a way that does not disclose their raw fuel data. The data can be annual averages, as long as they are consistent.



Kerstin Dobers
- Fraunhofer Institute for Material Flow and Logistics IML

Making a link between the type and level of detail of data collected and what businesses can use it for works. What is important now is to increase emissions accounting and get on with reductions. During that process thinking will evolve on how to use data to drive decisions better.



Magnus Swahn, Managing Director
- Network for Transport Measures (NTM)

What is the aim of calculating emissions because that determines what to calculate and how. Companies that join NTM want to assess total emissions and set a baseline that can be adjusted in time. The balance between precision and simplicity is easy to resolve because you companies can go through different steps and improve their data in time.

6.2 Data collection and exchange



Exchanging logistics carbon data
Smart Freight Center (moderator), BSR, DP-DHL, Heineken, Procter & Gamble and TNO

Sophie Punte from SFC moderated the session on data collection and exchange and panelists included Sergio Barbarino of Procter & Gamble, Patric Pütz of DPDHL, Lina Konstantinopoulou of Ertico, Richard Smokers of TNO Netherlands, and Nate Springer of BSR Clean Cargo Working Group (CCWG). Today, carriers cannot do business with major customers if they are not part of SmartWay and CCWG that provide cargo owners with emissions data. It was noted that centralized databases are a temporary situation because ICT on vehicles and vessels can generate detailed data. What matters is that cargo-owners and LSPs with outsourced freight transport know the CO₂ emissions of their shipments so that they can report these, set targets, analyze supply chains, identify improvement options and track emission. Carriers on the other hand need to be convinced that they will benefit from sharing their data too. The reality is that centralized databases will continue to exist in parallel to other forms of data exchange. The LEARN project and GLEC should therefore not give preference to one form but make sure that a harmonized emission calculation methods fit with all options. Another focus

is to ensure that CO₂ is included as a KPI in broader ICT systems for logistics operations, such as developed under the EC-projects AEOLIX and Selis, and Blockchain.



Sergio Barbarino, Research Fellow
- Procter & Gamble

Data sharing is really important because there is huge room for efficiency gains, and as CO₂ is a proxy for money there is a business case. We need to work together with other companies, even with our competitors, because climate change is a problem we all share.



Nathan Springer, Manager Advisory Services
- BSR Clean Cargo Working Group

Clean Cargo Working Group members get average fleet-wide performance data for their marine carriers over 32 trade lanes including dry and reefer freight. This allows companies to set targets, track performance and forecast emissions.



Patric Pütz, Senior Expert Shared Value / GoGreen
- DP DHL

DP DHL realized its 30% reduction target for 2020 already in 2016. We now set a target of zero emissions by 2050 and need good data from subcontracted carriers that is comparable across modes because they constitute 80% of our logistics emissions.



Lina Konstantinopoulou, Senior Manager ITS Europe
- AEOLIX and Ertico

ICT tools can act as catalysts for emission reduction. As a first step, we need to work out how data exchange between carriers and their customers can happen and agree with public authorities on a standard for exchange. CO₂ is one of the 15 KPIs in the AEOLIX project.



Richard Smokers, Principal Advisor Sustainable Transport & Logistics
- TNO Netherlands Organisation for Applied Scientific Research

More and more trucks have ICT systems that can generate detailed data. However, all that shippers need to know is a CO₂ figure for their shipments. A common database to collect and process carrier data is an interim solution and we should move to a decentralized system in time.

6.3 Verification and certification

Colin Smith from the Energy Saving Trust (EST) moderated the session on verification and certification. Panelists included Marc Cottignies of ADEME France, Jennifer Iansen-Rogers of ERM Certification and Verification Services, and Sebastian Backström of the Swedish Environmental Research Institute (IVL). Verification is a critical piece in making reported data credible and depends on what companies find important: completeness, accuracy, consistency and comparability. Companies can opt for pre-assurance help prepare for external verification. Verification standards should be the basis for certification and controlled by a body that is not one of the stakeholders, such as the CEN or in France ADEME who are issuing verification standards for data reported under the French Grenelle legislation. The LEARN project should focus on developing verification guidelines that builds on existing assurance standards and adds considerations for verifying logistics emissions. By extension, verifiers can involve experienced assurance providers and people with a more technical background.



What is needed on verification of logistics emissions data? EST (moderator), Ademe, ERM, IVL and NEN



Marc Cottignies, Expert Engineer, Transport and Mobility Services - ADEME France

France has the ObjectifCO2 program for carriers, FRET21 for shippers, and will introduce program for logistics service providers. At the moment verification guidelines are being developed for the French Grenelle legislation that requires emissions reporting, and which will take the GLEC Framework into consideration.



Arthus Carlebur, Industry Consultant, NEN (Nederlands Normalisatieinstituut)

A standard should be rigorous and be written in a neutrality principle so that it can be applied by manufacturer or supplier, user or purchaser, and independent bodies. A standard should be the basis of certification, whereby the body that controls the standard cannot be one of the stakeholders of the certification.



Jennifer Iansen-Rogers, Corporate Social Responsibility Partner - ERM Certification and Verification Services (ERM CVS)

The focus of verification really depends on three things. First, why does a company want verification, for whom and what is covered? Second, who do they want to do the work, a recognized body or accounting firm? And third, are they ready for an external third party verification or should they start with pre-assurance?



Sebastian Backström, Senior Project Manager - Swedish Environmental Research Institute (IVL)

Our challenge is that we have to change to a more sustainable logistics system. This requires collaboration between players to implement emission reduction measures – both low and high hanging fruits. Verification of data is important to guarantee the credibility of CO₂ reductions reported.

6.4 Ecolabels to reward business



**To label or not to label logistics emissions?
EST (moderator), ACI, Clean Air Asia, IAPH and Michelin,**

Stewart Muir from Energy Saving Trust moderated the session on labels to reward business. Panelists included Bjarne Pedersen of Clean Air Asia, Fer van der Laar of International Association for Ports and Harbors (IAPH), Arnaud Chatin of Michelin Europe, and Marina Bylinsky of Airports Council International (ACI) Europe. Labels are popular because at their core they have the potential to transform the market and improve environmental and social conditions. There are ample examples to learn from, such as the Airport Carbon Accreditation scheme, labels for tires covering fuel efficiency, safety and noise, and the Environmental Shipping Index. The LEARN project and GLEC should focus on what option is best to communicate emissions data to users. As the focus of logistics emissions data is business-to-business, a declaration that communicates data may be sufficient. This declaration can then be used by businesses, green freight programs and other initiatives, and product labels such as EnergyStar.



**Arnaud Chatin, Head of EU Representation Office
- Michelin Europe, Corporate Public Affairs**

The tire label can push tire performance in industry when it becomes a criterion for grants, programs or market access. Start with a simple set up that you can build on because if a scheme is too complex it does not get buy in. The choice between mandatory or voluntary scheme always raises the question who is going to pay.



**Marina Bylinsky, Environmental Strategy & Intermodality
- Airports Council International (ACI) Europe**

The Airport Carbon Accreditation helps airport operators to reduce and offset emissions. So far 29 airports have reached the highest accreditation level, which is supported by certification of the process and emissions reduced. The label gives the program and its members visibility and recognition of the 260,000 tonnes CO₂ reduced so far.



**Fer van der Laar, Managing Director
- International Association for Ports and Harbors (IAPH)**

The Environmental Shipping Index is not a label but an accreditation scheme covering more than 5000 container ships that meet specific criteria. It works because ports around the world give a discount on port fees to ships with an ESI accreditation, with Norway providing 100%.

**Bjarne Pedersen, Executive Director
- Clean Air Asia**

Organizations want labels because at the core they have the potential to transform the market and improve environmental and social conditions. But if not done in the right way carry the risk of being a waste of time and money. If the primary focus is B2B then the better choice may be a declaration that communicates credible data to businesses and other stakeholders that will use the data.

7. Closing

Sophie Punte of Smart Freight Centre gave closing remarks. She said that it was clear that businesses want to move on from methodology development to its application in practice, taking into account SMEs and developing regions. Clear boundaries should be put around what is done on the four concepts through the LEARN project, always linking back to improving logistics emissions accounting and how businesses can use results to report, manage risks and find ways to reduce emissions. Stakeholders should all be involved in emissions accounting and reductions but have different roles to play. She encouraged participants to connect with the LEARN partners – in essence we are forming a network of networks around logistics emissions accounting and reduction.



Annexes

A. List of participants

First name	Last name	Organization
Acacia	Smith	IRU
Andrea	Schön	DB Schenker AG
Anne	Dubost	Heineken
Annelies	van den Brink	HP
Arnaud	CHATIN	MICHELIN
Aron	Simon	Statkraft Markets B.V.
Baruti	Likoyi	Recherches et Documentation Juridiques Africaines asbl
Bjarne	Pedersen	Clean Air Asia
Blair	Chikasuye	HP Inc.
Bonne	Goedhart	Smart Freight Centre
Brian	Robinson	Low Carbon Vehicle Partnership
Cécile	Bray	GEODIS
Christian	Enzinger	UPS
Colin	Smith	Energy Saving Trust
Conor Feighan	Feighan	FEPOR
Cristina	Falcone	UPS Europe SPRL/BVBA
Curt	Rousseau	UPS
Denis	Choumert	European Shippers Council
Eszter	Toth-Weedon	Smart Freight Centre
Eusebiu	Catana	Ertico
Eva	Hunt	DP Schenker
Fabio	Santos	Sonae
Fer	van de Laar	International Association of Ports & Harbors
Fernando	Liesa	ALICE
Florian	Wagner	Dearman Engine Company
Francesca	Tassara	European Commission DG MOVE
Fuensanta	Martinez Sans	ACEA
Igor	Davydenko	TNO
Iraklis	Stamos	IRU Projects
Itzel	Obregon	ICLEI
Jean-Paul	Mugnier	Michelin
Jennifer	Rogers	ERM CVS
Jerome	Orsel	Orsel Conseil
Jérôme	Douy	TLF
Juup	Willemse	Dow Chemical
Kaisa	Tikk	Damco
Karl	Simon	US EPA
Katarzyna	Karnaus-Cofur	Unilever
Kate	Hay	Smart Freight Centre
Kerstin	Dobers	Fraunhofer Institute for Material Flow and Logistics IML
Klaas	Schouten	KPMG
Kostas	Papoutsis	Nike Europe
Koylu	Lokman	Ekol Logistics
Laura	Cars	H&M

Lina	Konstantinopoulou	Ertico
Maarten	Koets	Smart Freight Centre
Magnus	Swahn	NTM
Marc	COTTIGNIES	ADEME
Marc	Issel	Volkswagen Konzernlogistik GmbH & Co. OHG
Marina	Bylinsky	ACI EUROPE (Airports Council International)
Mark	Scheerlinck	Centraal Boeking Platform cvba
Martin	Burgat	ACEA
Mélo die	Vaury	IATA
Michael	Merkens	Ineos O&P
Michal	Osuch	Unilever
Mirjam	Botman	Smart Freight Centre
Nate	Springer	BSR (CCWG and Future of Fuels)
Nico	Anten	Connekt
Nicole	Roemer	CLECAT
Nicolette	van der Jagt	CLECAT
Patric	Pütz	Deutsche Post DHL Group
Paul	Vek	Schneider Electric
Per	Nilsson	Tetra Pak
Peter	Wolters	BOX Intermodal & Containers Magazine
Philippe	Payen	European TK'Blue Agency
Philippine	de Radiguès	MOBI VUB
Richard	Smokers	TNO
Roxana	Ilie	UNTRR
Saskia	Seidel	DLR
Sebastian	Bäckström	IVL Swedish Environmental Research Institute
Sergio	Barbarino	Procter & Gamble
Sophie	Punte	Smart Freight Centre
Stewart	Muir	EST
Susana	Val	ZLC
Tiago	Oliveira	Sonae
Verena Charlotte	Ehrler	DLR German Aerospace Centre
VITOR MANUEL	Lemos Martins	Modelo Continente Hipermercados, S.A.

B. List of presentations

(Click on the title of the presentation for a PowerPoint download)

- **EC policy context and motivation for supporting the LEARN project** – Szymon Oscislawski, Programme Manager, DG Move, European Commission
- **Mobilizing business to take action by improving logistics emissions accounting** - Sophie Punte, Executive Director, Smart Freight Centre
- **The LEARN project** – Nicolette van der Jagt, Director General, CLECAT
- **Align methodologies and interpretative rules, and develop harmonized guidelines** – Alan Lewis, Smart Freight Centre
- **Possible mechanisms for data collection interfaces and exchange** – Sophie Punte, Smart Freight Centre
- **Verification of the methodology application, quality of calculations and/or the reliability of data** – Colin Smith, Energy Saving Trust,
- **Explore conditions for ecolabels** – Stewart Muir, Energy Saving Trust

C. Stakeholder recommendations on do's and don'ts

The tables below present recommendations made by participants at the LEARN International Workshop to different stakeholder groups on what to do and what not to do to encourage businesses to account for and reduce their logistics emissions.

Table 1. Recommendations from stakeholders to Business

Comments by	Comments to: Business	
	Dos	DONTs
Business	<ul style="list-style-type: none"> ● Open up! Come out of your comfort zone and embrace innovation ● As the decision-making capabilities/processes are not yet introduced in making business, MRV is not yet only used for reduction decisions, but e.g. creating awareness internally, communication, inspiring the industry etc. ● Allow CO2 reduction to cost money ● Closer exchange of data between cargo owners & carriers driving the procurement decision making ● Collaboration between clients and suppliers to find best environmental alternative for transport 	<ul style="list-style-type: none"> ● Don't benchmark, focus on the business case ● Don't make a complex issue more complex
Associations & business networks, Programs & initiatives	<ul style="list-style-type: none"> ● Make very swift progress in CO2 reduction 	<ul style="list-style-type: none"> ●
Standardization & certification bodies	<ul style="list-style-type: none"> ● 	<ul style="list-style-type: none"> ●
Research networks	<ul style="list-style-type: none"> ● Solve the distrust between carriers & shippers. Let carriers take part of the benefits of CO2 reduction ● Use primary data ● Ask your ICT providers to include CO2 footprint in the development of systems ● Give industry a leading role in research priorities ● Identify which info a label/declaration will help you in reducing emissions ● Provide feedback on training material ● Take part in testing and validation ● Make sure measures are meaningful ● Embrace the opportunity to improve your efficiency ● Participate on training activities ● Align company methodology with the GLEC Framework! ● Make activity data openly available 	<ul style="list-style-type: none"> ●
International organizations and forums	<ul style="list-style-type: none"> ● Reduce absolute emission and not only relative emissions ● Use threat of legislation to push industry action ● Don't claim all data as confidential 	
Governments	<ul style="list-style-type: none"> ● Do methodology training ● Think of the global level not only about Europe ● Get involved with local programs on green freight 	<ul style="list-style-type: none"> ● Don't substitute robustness of emissions data for ease of completing forms

Table 2. Recommendations from stakeholders to Associations, business networks, programs and initiatives

Comments by	Comments to: Associations & business networks, Programs & initiatives	
	DOs	DONTs
Business	<ul style="list-style-type: none"> ● Provide training to LSPs on the framework/methodology ● Be careful with labels ● Promote data exchange between carriers and cargo owners ● Support European GFPs ● Align with GFPs in other geographical locations and other modes ● Focus on benchmarking trade lanes and operations in order to avoid benchmarking apples with oranges 	<ul style="list-style-type: none"> ●
Associations & business networks, Programs & initiatives	<ul style="list-style-type: none"> ● 	<ul style="list-style-type: none"> ●
Standardization & certification bodies	<ul style="list-style-type: none"> ● 	<ul style="list-style-type: none"> ●
Research networks	<ul style="list-style-type: none"> ● Speak about meaningful and equal ● Do provide training on implementation of methodologies ● Ask for better default factors ● Make sure measures are meaningful 	<ul style="list-style-type: none"> ●
International organizations and forums	<ul style="list-style-type: none"> ● Support industry over legislative proposals ● Support applicative program at higher levels Europe and coordination member states 	<ul style="list-style-type: none"> ●
Governments	<ul style="list-style-type: none"> ● Have 1 Framework, do not create a new one 	

Table 3. Recommendations from stakeholders to standardization and certification bodies

Comments by	Comments to: Standardization & certification bodies	
	DOs	DONTs
Business	<ul style="list-style-type: none"> ● Make sure that every label is appropriated and its impact is monitored ● Support NGO's to help integrate logistics emissions into existing labels ● Worldwide standards required! ● Test if smaller companies are also able to comply ● Proactively include IT providers into business ● Create a standard dashboard that should be used by companies in order to be 'labeled' ● Provide guidance on certification of emissions ● Provide base factors for all modes globally 	
Associations & business networks, Programs & initiatives		
Standardization & certification bodies		
Research networks	<ul style="list-style-type: none"> ● Provide possibility to easily align logistics standard to changing market demands ● Do not make theoretical standards. Keep them practical! 	

International organizations and forums		<ul style="list-style-type: none"> Don't pursue an ISO standard without more regional agreement on details
Governments		<ul style="list-style-type: none"> Don't use too many indicators

Table 4. Recommendations from stakeholders to research networks

Comments by	Comments to: Research networks	
	DOs	DONTs
Business	<ul style="list-style-type: none"> Research technology to bridge the gap to low carbon logistics We need more help with the tracking of CO2. E.g. free platform to calculate emissions Ensure that more research results are practically considerable with underlying data Assist in handling our emission data files Support businesses in science based target setting Exchange feedbacks in adoptions roadmaps 	
Associations & business networks, Programs & initiatives		
Standardization & certification bodies		
Research networks	<ul style="list-style-type: none"> Make sure measures are easy to use & transparent Work closer with business in finding cost solutions 	
International organizations and forums	<ul style="list-style-type: none"> Conduct research on what programs/data actively impact market decisions Find the right language to 'sell' the benefits not the product 	
Governments	<ul style="list-style-type: none"> Listen to business priorities Do make sure that there is a strong dialogue to business to ensure research can fed into practical solutions & guide policies 	

Table 5. Recommendations from stakeholders to governments

Comments by	Comments to: Governments	
	DOs	DONTs
Business	<ul style="list-style-type: none"> Actively listen to business Create legislation to support the growth of sustaining economy and collaboration to reduce carbon emissions Set specific timelines to each of the LEARN objectives Support best practices exchanges from market leaders to small players. Harmonize policies & regulators across the globe. Apply the GLEC Framework Offer tax rebates/incentives to business for following green guidelines Create goals with penalties and bonuses according to compliance Improve infrastructure Define a clear standard 	<ul style="list-style-type: none"> Don't request a B2C label on logistics Do not make measuring mandatory Introduce new requirements when GLEC is already doing a good job Don't sit on the fence with green freight programs

Comments by	Comments to: Governments	
	DOs	DONTs
Associations & business networks, Programs & initiatives	<ul style="list-style-type: none"> Do consider ways to engage consumers in making more sustainable choices Only legislate on full involvement of industry – led initiating such as GLEC Enable a level playing field regarding Co2 costs 	<ul style="list-style-type: none">
Standardization & certification bodies	<ul style="list-style-type: none"> 	<ul style="list-style-type: none">
Research networks	<ul style="list-style-type: none"> Keep it simple Make sure measures are meaningful Legislation forcing FOEC companies to report WTT-data Ensure infrastructure for reporting 	<ul style="list-style-type: none"> Listen to business BUT DO NOT what they say
International organizations and forums	<ul style="list-style-type: none"> 	<ul style="list-style-type: none">
Governments	<ul style="list-style-type: none"> Support the harmonization & standardization of emissions accounting schemes Do make sure that this remains voluntary and industry led Do make sure that these tools are also accessible for SMEs 	<ul style="list-style-type: none">

Table 6. Recommendations from stakeholders to international organizations and forums

Comments by	Comments to: International organizations and forums	
	DOs	DONTs
Business	<ul style="list-style-type: none"> Support training & education of carriers and LSPs on GLEC and LEARN Engage with business more often Share best practices from considerations in other markets Engage with companies for CO2 emission targets Support businesses in science based target setting Publicly rank, rate and report on how well or poorly businesses meet their criteria 	<ul style="list-style-type: none"> Labeling only incentivizes the leaders and does not move the majority of companies.
Associations & business networks, Programs & initiatives		
Standardization & certification bodies		
Research networks	<ul style="list-style-type: none"> Make sure measures are meaningful It makes sense to turn GLEC into ISO, but do not do it too soon 	<ul style="list-style-type: none"> Do not speak about data exchange in too general terms
International organizations and forums	<ul style="list-style-type: none"> Build support for GFPs in your local regions thus education of cities and policy makers 	
Governments		

