



INDUSTRY

Global Green Freight Action Statement and Plan

Provisional copy



CLIMATE SUMMIT 2014

UN HEADQUARTERS · NEW YORK
23 SEPTEMBER · #CLIMATE2014

Global Green Freight

Action Statement

List of Supporters

Nation-States:

Bangladesh, Benin, Canada, Central African Republic, Cote d'Ivoire, France, Ireland, [Japan], Liberia, Mexico, Morocco, the Netherlands, Nigeria, Norway, Peru, the Philippines, Poland, the Russian Federation, Sweden, Switzerland, Togo and the United States

California Air Resources Board

IGOs, NGOs and CSOs:

Centre for Clean Air Policy, CEID Colombia, Centro de Derechos Humanos y Ambiente, Centro Mario Molina Chile, CIMA - Centro de Investigación en Mecatrónica Automotriz of Tecnológico de Monterrey, Clean Air Asia, Inc., Clean Cargo Working Group, ECO Stars Fleet Recognition Scheme, FIA Foundation, Green Freight Europe, Institute for Governance and Sustainable Development, the International Council on Clean Transportation, Institute for Global Environmental Strategies, International Solid Waste Association, Lean and Green, Molina Center for Strategic Studies in Energy and the Environment, Natural Resources Defense Council, Partnership on Sustainable, Low Carbon Transport, Smart Freight Centre, Swiss Foundation for Technical Cooperation, the United Nations Environment Programme, the World Bank, and the World Meteorological Organization

Private Sector: Deutsche Post DHL, Hewlett Packard, IKEA and Volvo

On the occasion of the UN Secretary-General's Climate Summit, we, the supporters of this Joint Statement, announce our commitment to participate in the development and implementation of a Global Green Freight Action Plan, to be launched by December 2014.

The transportation sector contributes roughly 22 percent of global CO₂ emissionsⁱ and about 19 percent of emissions of black carbon:ⁱⁱ a powerful climate forcer with significant adverse health impacts. Heavy-duty vehicles such as those used for freight transportation have a marked impact on climate and air quality, and vehicle activity is projected to grow significantly in the coming decades, particularly in emerging economies. Emissions of fine particulate matter (PM_{2.5}), which includes black carbon and other particles from heavy duty vehicles, contributes to elevated ambient concentrations of PM_{2.5} responsible for millions of premature deaths eachⁱⁱⁱ year and many more instances of cardiovascular and respiratory disease. Green freight programs can accelerate the adoption of advanced technologies and strategies that save fuel, reduce costs for business, and lead to significant reductions of CO₂, black carbon, particulate matter and other air pollutant emissions across the entire transport sector.

Therefore, through the Global Green Freight Action Plan, we pledge to raise the awareness and to work towards (1) aligning and enhancing existing green freight efforts through knowledge sharing,

peer-to-peer partnerships, and government-industry exchanges that will build a bridge between policy makers, business leaders and civil society at the global level; (2) identifying ways to incorporate black carbon, particulate matter and other air pollutant emission reduction calculations in green freight programs; and, (3) expanding or improving green freight programs in interested countries.

Any parties interested in joining this announcement following the Summit can contact the CCAC Secretariat, hosted by the United Nations Environment Programme in Paris, at e-mail ccac_secretariat@unep.org

Action Plan

This announcement builds on and scales up the effort launched by the CCAC in November 2013 to develop and implement an Action Plan by December 2014. The CCAC has already provided funding to start the activities and its partnership gave high-level political support through a Green Freight Call to Action in November 2013.

The Problem: The transportation sector contributes roughly 22 percent of global CO₂ emissions^{iv} and about 19 percent of emissions of black carbon.^v Black carbon is a powerful climate forcer with significant adverse health impacts. Heavy-duty vehicles such as those used for freight transportation have a disproportionate impact on climate and air quality. If left unchecked, heavy-duty vehicles are expected to become the largest emitter of CO₂ from all transportation modes by 2035, due to projections for significant growth in freight trade in coming decades, particularly in emerging economies.

The Solution: Green freight programs that accelerate the adoption of advanced technologies and strategies which save fuel and reduce costs for business can lead to significant reductions of CO₂, black carbon, particulate matter and other air pollutant emissions in the transport sector, and across all modes of freight transport (truck, rail, maritime and air) and at transshipment centres. These programs are particularly important for reducing emissions from older but durable “legacy” diesel engines which run for decades. Green freight programs can also support the introduction of lower sulphur fuel and advanced vehicle emissions and efficiency standards. Such programs are further complemented by initiatives to improve infrastructure and logistics management with the potential to encourage multi-modalism and reduce the fuel intensity of freight. These combined efforts will translate to create climate, air quality, health, and energy security benefits.

A range of green freight programs currently exist or are in various stages of development around the world. The harmonization or alignment of these national, regional and mode specific green freight programs will be critical for maximizing reductions at the global level, because multinational firms which drive the success of these programs will have consistent approaches, tools and methods that they can use to optimize freight efficiency throughout their global supply chain.

The Pledge: The overarching goal of the partners in the Green Freight Action Plan is to promote, enhance, and scale-up green freight programs as a highly effective means of reducing CO₂, black carbon, particulate matter and other air pollutant emissions from the transportation sector. In

meeting this goal, we as partners in the development and implementation of the Action Plan, pledge to work towards:

- Aligning and enhancing existing green freight efforts, across modes through knowledge sharing, peer-to-peer partnerships, and government-industry exchanges that will build a bridge between policy makers, business leaders and civil society at the global level;
- Identifying ways to incorporate black carbon, particulate matter and other air pollutant emission reduction calculations in green freight programs; and,
- Expanding or improving green freight programs in interested countries.

This is a voluntary, multi-lateral, multi-stakeholder, global partnership that aims to make meaningful reductions of SLCPs and greenhouse gases by advancing, expanding and harmonizing global green freight programs and identifying options for developing programs in interested countries. In developing the Action Plan, we will strive to identify actions that government, private sector, finance and civil society partners can take to develop and improve green freight programs over the next several years to achieve quantifiable reductions in emissions of CO₂ black carbon, particulate matter and other air pollutants while raising awareness of how green freight programs can help to achieve greater energy security, improve public health, and provide economic benefits to all stakeholders.

Next steps after the Climate Summit: As part of these efforts, the CCAC green freight initiative leaders will support the development of a centralized, dynamic, web-based guide to integrate a range of resources provided by governments, firms, and other global green freight stakeholders to facilitate and accelerate the establishment and development of consistent national green freight programs.

In parallel, a consortium of partners spanning government, business, finance and civil society, will initially work with three countries – Bangladesh, Mexico and Vietnam – to reduce emissions from their freight operations. Specifically, with Bangladesh the CCAC will work to identify and engage public and private stakeholders to develop options for establishing a green freight program. With Vietnam, the CCAC will work alongside development organizations in the country to identify options for enhancing and accelerating the establishment of Vietnam’s nascent green freight program. With Mexico the CCAC will undertake a series of technical workshops to identify options to enhance Mexico’s existing green freight Transporte Limpio program.

The work on green freight also fits into the CCAC aim to reduce SLCPs more broadly. Specifically the CCAC initiative on reducing black carbon emissions from heavy-duty diesel vehicles and engines aims to achieve substantial reductions of fine particulate matter and black carbon emissions from heavy-duty diesel vehicles and engines, and the CCAC Global Green Freight Action Plan as a component of this initiative will benefit from continuous scaling up and high-level political support.

Any parties interested in joining this announcement can contact the CCAC Secretariat, hosted by the United Nations Environment Programme, at ccac_secretariat@unep.org

ⁱ International Energy Agency (2013) World Energy Outlook

ⁱⁱ Lamarque J.-F., Bond T.C., Eyring V., Granier C., Heil A., Klimont Z., Lee D., Liousse C., Mieville A., Owen B., Schultz M.G., Shindell D., Smith S.J., Stehfest E., Aardenne J.V., Cooper O.R., Kainuma M., Mahowald N., McConnell J.R., Naik V., Rishi K.,



CLIMATE SUMMIT 2014

CATALYZING ACTION

and Vuuren D.P.v. (2010) Historical (1850-2000) gridded anthropogenic and biomass burning emissions of reactive gases and aerosols: methodology and application. *Atmospheric Chemistry and Physics*, 10, 7017-7039.

ⁱⁱⁱ UNEP & WMO (2011) *Integrated Assessment of Black Carbon and Tropospheric Ozone*. UNON/publishing Services Section/Nairobi, ISO 14001:2014

^{iv} International Energy Agency (2013) *World Energy Outlook*

^v Lamarque J.-F., Bond T.C., Eyring V., Granier C., Heil A., Klimont Z., Lee D., Liousse C., Mieville A., Owen B., Schultz M.G., Shindell D., Smith S.J., Stehfest E., Aardenne J.V., Cooper O.R., Kainuma M., Mahowald N., McConnell J.R., Naik V., Rishi K., and Vuuren D.P.v. (2010) Historical (1850-2000) gridded anthropogenic and biomass burning emissions of reactive gases and aerosols: methodology and application. *Atmospheric Chemistry and Physics*, 10, 7017-7039.