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PRESS RELEASE

Post COP21 – The impact on EU transport and logistics policy

BRUSSELS, 23 February 2016 – At the tenth event of the European Logistics Platform (ELP), around 40 EU policymakers and industry stakeholders came together to discuss the impact from COP21 in Paris on transport and logistics policy. The event was hosted by **Inés Ayala Sender**, MEP, member of the TRAN committee and the ELP Advisory Board. In her introductory remarks, Mrs Sender stressed that “the freight transport sector is probably more challenged by COP21 than other sectors; but it is also an opportunity for developing a more focused future. We must recognise the progress in transport on reduction of emissions – because that allows us to build an even better future.”

Sophie Punte, Executive Director at Smart Freight Centre (SFC), focused on why a global framework for logistics emissions accounting across the global multi-modal supply chains is needed. SFC established the Global Logistics Emissions Council of companies, associations and programs to develop such a framework that will be launched in May. Ms Punte explained that “this framework builds on existing methodologies, tools and the GHG Protocol and fills gaps to provide companies with a more accurate carbon footprint for public reporting and logistics business decisions.”

Pauline Bastidon, Head of European Policy, at the Freight Transport Association (FTA) spoke about the challenges and opportunities to decarbonise freight transport in multimodal supply chains. “There are clear expectations on the logistics sector to reduce CO2 emissions, and no single solution to help achieve this target. What is required is a combination of different measures.’ She added: “Successful voluntary initiatives, such as the Logistics Carbon Reduction Scheme of FTA, show that the freight industry takes the challenge seriously and stands ready to play its part.

Finally, **Rolf Diemer**, head of Unit A3 Economic analysis and impact assessment at DG MOVE, gave the European Commission’s perspective on transport and decarbonisation following the decision in Paris. Mr Diemer gave some insight in the Commission’s considerations in view of the up-coming Communication on decarbonisation of transport but noted that political decisions still have to be made before Summer. This policy paper from the Commission will seek to give an overview of the possible options for an EU policy on reducing emissions from the transport sector.

In conclusion, **Nicolette van de Jagt**, Vice-Chairman of the European Logistics Platform said that “there is no silver bullet for reducing carbon emissions but green freight programs could deliver consistent, harmonised, global standards and tools for reductions of CO₂. One way is certainly to support and incentivise such programs and to ensure the sharing of experience and best practices.”

The European Logistics Platform represents a wide variety of actors involved in logistics and supply chains across Europe. Current members are ABP, ACEA, BDL, CER, CLECAT, Deutsche Bahn, Deutsche Post DHL Group, duisport, ECG, EIM, ESC, ECSLA, ERFA, FERRMED, FTA, Goodyear Dunlop Tires Europe B.V., HERE - a Nokia business, Hutchison Whampoa, IRU, Michelin, Nordic Logistics Association, P&G, RFG, SAP, TLN, Volvo Group, UIRR. For more information: www.europeanlogisticsplatform.eu