

PRESS RELEASE

ELP event on CountEmissionsEU: Why transport needs more transparency in GHG reporting?

BRUSSELS, 10 October 2023 – At the third event organised by the European Logistics Platform (ELP) this year, over 60 EU policymakers and industry stakeholders convened to discuss the CountEmissionsEU proposal as proposed by the European Commission and how measuring emissions support companies in making better informed freight transport decisions.

Caroline Nagtegaal, Member of the European Parliament, Renew Europe Group, opened the event with an introduction expressing her support for harmonising emissions calculation methodologies to ensure the reliability and accuracy of GHG emissions data. She noted that today already many companies are seeking to assume greater responsibility for the environmental sustainability of their supply chains and measure their emissions with existing tools. While Ms Nagtegaal was positive about the proposal for a harmonised framework, she also addressed some points of concern, noting that the proposal should ensure that new European rules do not duplicate existing ones, and align with recently adopted regulations, such as CO₂ standards for HDVs, the Renewable Energy Directive. Ms Nagtegaal also noted that it was important to take the position of SME's into account as they are already faced with competitive challenges and bureaucracy.

Szymon Oscislowski, Deputy Head of Unit, DG MOVE, European Commission introduced the CountEmissionsEU proposal and the motivation of the European Commission to launch a methodology which does not impose mandatory reporting. He explained that companies that choose to calculate emissions must adhere to the European methodology to ensure comparability of results. Referring to the Commission's impact assessment he noted that enhancing transparency for transport companies can lead to better decision-making, ultimately contributing to cost and emission reductions. The CountEmissionsEU proposal ensures alignment with the ISO 14083 standard, which allows for comparability at international level.

Noelle Fröhlich, Senior Expert Clean Operations, DHL Group introduced the decarbonization measures and targets of DHL Group noting that customer demand for high-quality emissions data is on the rise. DHL Group welcomes the CountEmissionsEU proposal, in particular the alignment with the international ISO 14083 standard, use of both primary and secondary data, and the voluntary opt-in. Ms Fröhlich addressed some questions and recommendations going forward referring to the need to incentivize companies to disclose high quality data and to provide clear and user-friendly guidance, especially for SMEs whilst limiting administrative barriers, e.g. for verification and accreditation with national conformity assessment bodies. Ms Fröhlich further referred to the need at EU level for digital data collection and exchange.

Rolf Willkrans, Director of Environmental Affairs, Volvo Group welcomed the proposal as it provides a methodology for ensuring comparability of output data of GHG emissions. He agreed with other speakers that the creation of a default database would be crucial for SMEs. Mr Willkrans further called for an additional information about zero-emission transport which can be used for procurement criteria, customer information etc. As such the instrument could also be used to drive the transition to zero-emission trucks.

Andreea Serbu, Senior Manager External Affairs, of the Association of European vehicle logistics presented an ECG project initiated in 2020 to standardise emissions and reporting calculations within the automotive supply chain. ECG launched the project in view of the lack of clarity in emissions reporting for transporting vehicles. To address these challenges, the ISO 14083 standard was tailored to meet the specific needs of the automotive sector. Officially launched in February 2023, the project involved car manufacturers, logistics providers, suppliers to the automotive industry, and external partner organisations such as the Smart Freight Centre. The project has yielded several significant outcomes, including a clear delineation of responsibilities, a harmonised approach to emissions reporting, and the development of standardised reporting formats for customers. As a result, the overall project has contributed to a more equitable and consistent approach to emissions reporting within the sector.

Raluca Marian, EU Advocacy Director of the International Road Transport Union (IRU) presented a number of good practices already in use by the road freight industry, such as the Objectif CO2 in France and the Fair Transport scheme in Sweden. She argued that in her view the CountEmissionEU proposal cannot be considered voluntary as SMEs working with larger companies, are as of January 2024 obliged to share emission data of their supply chains in their sustainability report in line with the Corporate Social Responsibility Directive (CSRD). Additionally, she raised concerns about potential issues arising if larger companies used primary data for their calculations while subcontractors use secondary data and how these different datasets can be effectively combined.

ELP Chairwoman, Nicolette van der Jagt, Director General of CLECAT, closed the event, thanking all speakers and participants for their participation and announcing that the ELP would be soon back with an event on Combined Transport taking place on the 8th November in the European Parliament.

The European Logistics Platform consists of more than twenty industry stakeholders representing a wide variety of actors involved in logistics and supply chains across Europe. Current members are ACEA, BDL, CER, CLECAT, Deutsche Bahn, DHL Group, Duisport, ECG, ERFA, ESC, ESPO, FEPORT, FERRMED, Hutchison Whampoa, IRU, Logistics UK, Michelin, NLA, Port of Rotterdam, TLN, UIRR, Volvo Group.

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