

## Climate TransAct

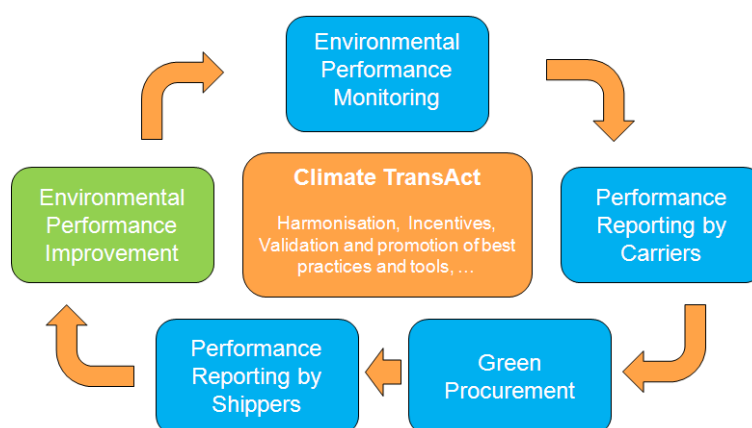
A consortium of environmental agencies and research institutes has applied for co-funding from the EACI Intelligent Energy Europe programme for the development of the Climate TransAct programme.

Climate TransAct ([www.climatetransact.eu](http://www.climatetransact.eu)) goals are to reduce the impact of freight transport on the environment, and to help transport service providers (carriers) and transport users (shippers) see the rewards to their business. Climate TransAct will develop a voluntary market transformation program to reduce energy use, greenhouse gas emissions, NO<sub>x</sub>, PM and SO<sub>2</sub> in freight transport.

Climate TransAct will build on the SmartWay program from the US Environmental Protection Agency and on results of an ongoing evaluation process by a workgroup of leading companies in Europe testing and adapting the new SmartWay emissions assessment and reporting tools for use in Europe. Climate TransAct will incorporate and leverage best practices and practical tools developed by European industry associations and several national public authorities.

Climate TransAct is the result of a broad European stakeholder process in 2009. This stakeholder process, co-funded by the French Environment and Energy Agency ADEME and the Green Logistics Consultants Group, indicated a strong interest of the European industry and national public authorities in a harmonised European approach to create a voluntary public private partnership to promote green procurement of transport services and to accelerate eco-efficiency in transport and logistics.

The aim is to create a public private organisation that will level the playing field with the industry as a neutral third-party and will create and manage tools for a central assessment of the environmental performance of carriers and their fleets based on verified data input from carriers and shippers.



The consortium will work with the industry and authorities to develop this common platform and will build tools that will allow the industry to:

- benchmark the environmental performance of their current freight operations;
- apply green procurement of transport services;
- add (scope 3) emissions from carriers to their corporate footprints;
- identify technologies and measures to reduce their greenhouse gas and local emissions; and
- track emissions reductions and project future improvements.

## ABSTRACT - CLIMATE TRANSACT PROPOSAL FOR IEE STEER CO FUNDING

Climate TransAct will:

- promote and support green procurement of transport and logistics services by shippers;
- support carriers to improve fuel consumption and their environmental performance;
- provide common tools for carriers and shippers to report data needed to calculate footprints and to assess environmental performance of carriers fleets;
- provide common default emission factors;
- verify data input from carriers and shippers;
- strengthen public recognition of participating carriers and shippers;
- inform the industry on sustainable freight transport best practices, grants and fiscal benefits ;
- coordinate with other organisations including the US EPA SmartWay with the objective to harmonise tools and data at a global level.

### INITIAL CONSORTIUM PARTNERS

- ADEME (France)
- TRT Trasporti e Territorio (Italy] (**Consortium coordinator**)
- Free University of Brussels, Department Transport and Logistics
- SITO (Finland)
- Flemish Institute for Technological Research, VITO (Belgium)
- Centre for Renewable Energy Sources and Saving, CRES (Greece)

### SUPPORTING ORGANISATIONS

Following organisations, representing national member organisations and a large group of corporations signed a letter of support:

- European Intermodal Association. The mission of the EIA is to develop, improve and promote sustainable intermodal mobility combining innovative rail, waterway, road, air and maritime transport solutions.
- European Shippers' Council. The ESC represents the interests of companies represented by 12 national transport user organisation and a number of key European commodity trade associations.
- European Logistics Association. The European Logistics Association is a federation of 30 national organisations, covering almost every country in Central and Western Europe.
- EuroCommerce. Established in 1993, EuroCommerce represents the retail, wholesale and international trade sectors in Europe. Its membership includes commerce federations in 31 countries, European and national associations representing specific commerce sectors and individual companies.
- VTT Technical Research Centre of Finland
- VMM/MIRA. The VMM is the Flemish government agency responsible for all aspects of the environmental policy except product policy, protection of the North Sea and ionising radiation lie within the exclusive competence of the regions in Belgium.
- AECOM. AECOM is running the UK DoT Freight Best Practices programme
- FEBETRA (Belgian federation of the road transport industry)
- US Environmental Protection Agency/SmartWay

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- CONNEKT. Connekt is a Dutch public-private initiative of 125 government bodies, companies and knowledge institutes working on the sustainable improvement of mobility in the Netherlands.
- GS1 Belgium & Luxembourg has more than 4800 members and is part of the global GS1 organisation. GS1 coordinates a single implementation of GS1 standards and supports the creation and implementation of harmonised, user-driven solutions for improving the supply and demand chain of European companies.
- Companies: Geodis, IKEA , Heineken, Beiersdorf, Procter & Gamble, TNT, PepsiCo, Deutsche Post / DHL, Norbert Dentressangle, Drive Systems, Schneider Electric, Unilever, Nike

### THE INTELLIGENT ENERGY EUROPE PROGRAMME

The 2007-2013 Intelligent Energy - Europe (IEE) programme forms part of the EU's Competitiveness and Innovation framework Programme (CIP). Its global budget of €730 million is mostly used to support European projects under annual calls for project proposals.

The objective of the IEE programme is to contribute to secure, sustainable and competitively priced energy for Europe and to boost actions which will help achieve the EU's targets, including measures to promote energy efficiency and the use of new and renewable energy sources in transport.

The IEE programme has become the main Community instrument to tackle non-technological barriers to the efficient use of energy and the greater use of new and renewable energy sources.

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