



CILT Webinar

Are we on the road to sustainable freight transport?

The Chartered Institute of Logistics &
Transport, Ireland

Friday 16th April 2021
10am Dublin

Zoom Webinar ID: 889 5829 0601

AGENDA

10am Hildegarde Naughton, TD

Welcome Speech

10.15 Dr. Eoin Plant & Sabrina Zhang

Transport Policy Review in Ireland

10.30 Tom Ferris

Transport centre stage

10.45 John Pakenham

VisionGreen's journey on biomethane fleet and sustainability reporting

11.00 Joanne Mellon

Technology enabled carbon savings in BWG's fleet operation

Please input your questions in the Q&A session in Zoom, we will have a Q&A session in the end.

Hildegarde Naughton, TD

*Minister of State at the Department of Transport,
Tourism and Sport.*

“We are supporting operators in making the move to cleaner vehicles. Aside from reducing HDV emissions, the transition will drive an awareness around newer and cleaner technologies, and create demand for alternative fuel systems and infrastructure.”

Minister launched the HDV Grant Scheme in March 2021 to encourage companies towards zero or lower carbon emission vans, trucks and buses.



Tom Ferris

Consultant Economist

Topic: Transport centre stage

“Transport has always been extremely important for Ireland, trading as a small open island economy. But in recent years transport has had to come even more centre stage in Ireland, as it grapples with Climate Change and Brexit.”

Tom was formally the Senior Economist at the Department of Transport. He is a former president of CILT in Ireland. He has undertaken consultancy projects for the World Bank, USAID, the OECD, a number of Irish Government Departments. Tom has published widely on Brexit and transport, regulatory economics and good governance.





John Pakenham

Co-founder and Director, VisionGreen

Topic: VisionGreen's journey on biomethane fleet and sustainability reporting

“How sustainability reporting and customer impact data can support a transition to a triple bottom line approach to sustainability.”

VisionGreen Logistics Solutions Ltd became the first logistics company in Ireland to make retail deliveries with biomethane-powered trucks in a partnership with BWG Foods. Previously, John has been the Head of Supply and Business Development at FoodCloud growing the supply base and network development. Also, he worked for 17 years at Tesco Ireland.

Visit VisionGreen: <https://www.visiongreenconsultancy.ie/>



Joanne Mellon

Logistics Director, BWG Foods

Topic: Technology enabled carbon savings in BWG's fleet operation

“How BWG achieved carbon savings through the use of technology in fleet operation.”

Joanne joined BWG Foods in July 2012 having spent the previous five years as Operations Manager in Allied Foods with responsibility for both Food Services and Logistics contracts. Previous to this Joanne worked with Folens Publishers as Distribution & Customer Services Manager. Joanne's career in logistics began in Dublin Airport establishing and managing the first non Aer Rianta Bonded Store for SAS Service Partner.

Visit BWG Foods: <https://www.bwg.ie/>



CILT Policy Committee



Dr. Eoin Plant
Chair of Policy
Committee



Rachel Ivers
Policy Committee
Deputy Chair



Xu Zhang (Sabrina)
Policy Researcher



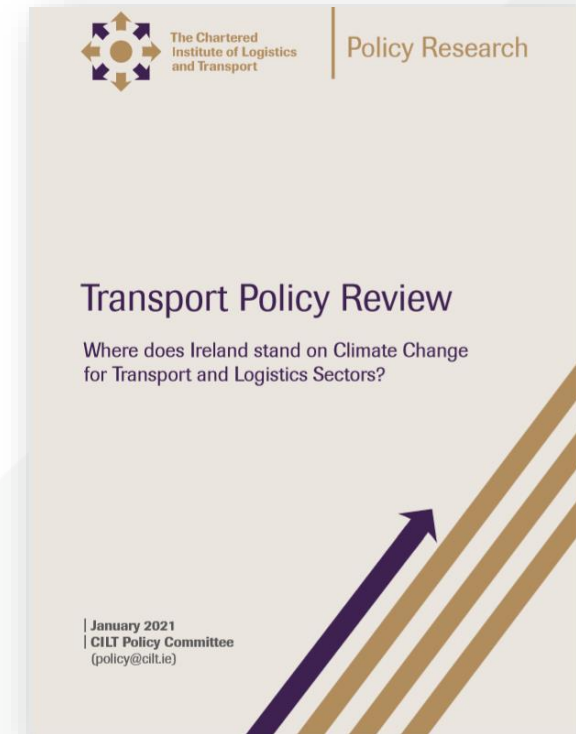
Mick Curran,
CEO of CILT Ireland



Tim Hayes
Education and Training
Committee Chair



John Henry
Membership Committee
Chair



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Transport Policy Review

Where does Ireland stand on Climate Change for Transport and Logistics Sectors?

“The freight transport and logistics sector require more supportive policies and initiatives to increase the industry awareness and readiness to embrace the low-carbon transition, especially in light of Brexit’s impact on trade patterns and supply chains.”

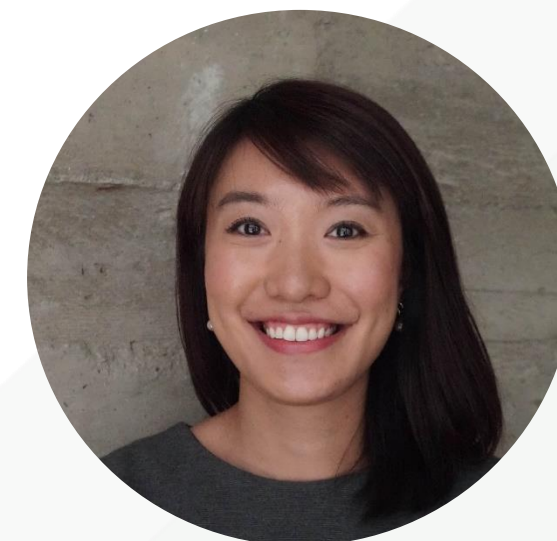
Our study identified and assessed a number of international sustainable transport measures that could potentially be adopted in Ireland. We gathered data through a panel of 21 transport experts from both public and private sectors in Ireland.



Dr. Eoin Plant

*Chair of CILT (Ireland) Policy
Committee*

*Associate Professor of Logistics
and Supply Chain Management at
Edinburgh Napier University*



Xu Zhang (Sabrina)

Policy Researcher

*Ph.D. candidate in Logistics at
Technological University Dublin*

CILT Webinar

CILT Ireland Policy Research



The Chartered
Institute of Logistics
and Transport

Transport Policy Review:

Where does Ireland stand on Climate Change for Transport and Logistics Sectors?

Dr. Eoin Plant, Chair of Policy Committee & Edinburgh Napier University

Xu Zhang (Sabrina), Policy Researcher & TU Dublin

April 2021

Research Motivation

Europe

The European Green Deal, 2019

ALICE Roadmap towards Zero Emissions Logistics
2050, 2019

Ireland

- The transport sector (20%) in Ireland is the second-largest contributor of GHG emission.
- Private cars (52%) still are the dominant mode contributes to national transport CO2 emissions; Road freight HGV (19%), LGV (8%);
- COVID-19 Lockdown Period: HGV traffic volumes are 48.2% higher in Dublin and 37.2% higher in regional sites (CSO, 2021)
- Emissions from transport are projected to increase, reflecting economic growth.

At the current pace, logistics emissions will double by 2050.

– Smart Freight Centre, Amsterdam





Status Quo

Policy Milestones in Ireland

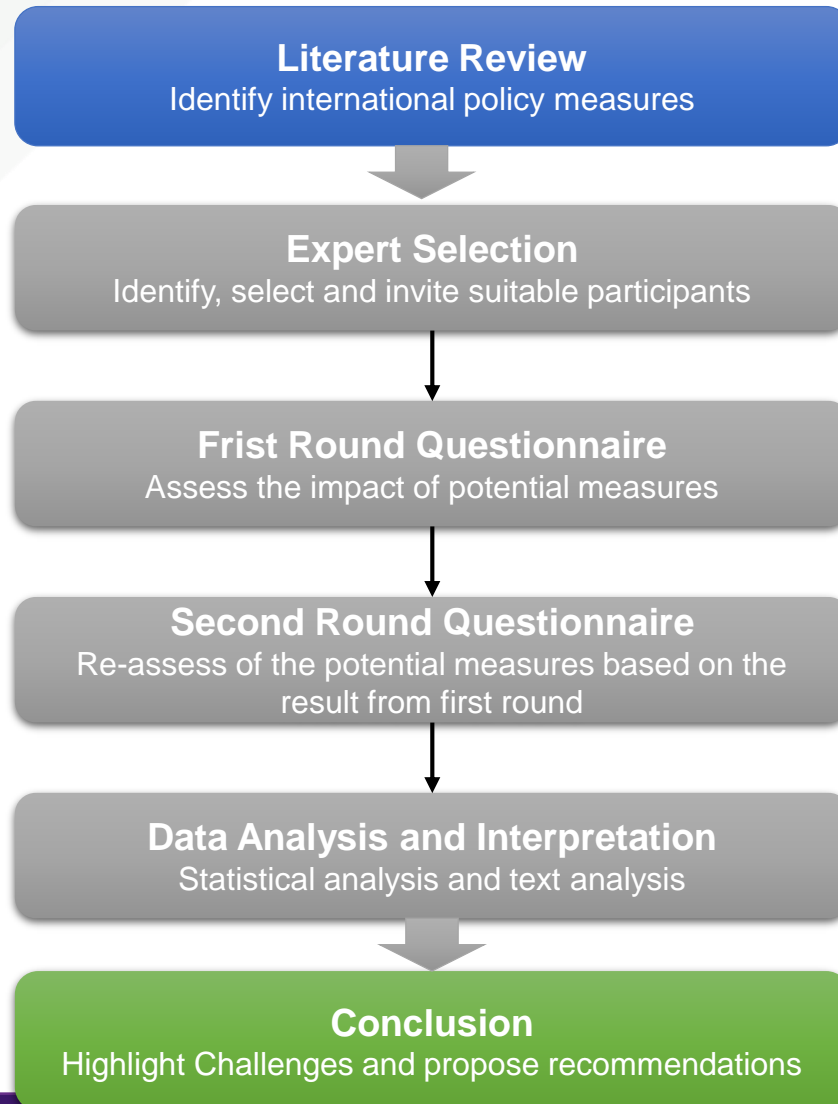
- 2019**
Sustainable Mobility Policies Review, DTTAS
Climate Action Plan, DCCAE
- 2020**
Climate Action and Low Carbon Development Bill announced, DCCAE
Smart Dublin project, Dublin City Council
- 2021**
Climate Action and Low Carbon Development Bill approved, DCCAE
Strategic Rail Review, DTTAS
HDV Grant Scheme for vans, trucks and buses, DTTAS
Public consultation call on Ireland's First Ten-Year Strategy for the Haulage Sector, DTTAS

Existing and Potential Decarbonisation Measures for the Transport Sector

		Policy Instruments	Existing Measures	Potential Measures
AVOID	Passenger	<ul style="list-style-type: none"> › Spatial planning › Fuel subsidies/taxes › Traffic management › Road pricing 	<ul style="list-style-type: none"> › NPF › Carbon tax › College Gate and no car entry zones during peak times › Tolls 	<ul style="list-style-type: none"> › Fuel subsidy/tax reform › Road pricing › Car sharing initiatives › Teleworking
	Freight	<ul style="list-style-type: none"> › User charges › Traffic management › Logistics planning 	<ul style="list-style-type: none"> › Tolls › HDV cordon 	<ul style="list-style-type: none"> › User charges › Logistics planning support
SHIFT	Passenger	<ul style="list-style-type: none"> › Public transport investment › Cycling/walking infrastructure › Optimise PT system › Low Emission Zones 	<ul style="list-style-type: none"> › BusConnects Smarter Travel › Tax saver › Bike to Work › Park & Ride sites 	<ul style="list-style-type: none"> › Parking policies › New Park & Ride sites › Low Emission Zones
	Freight	<ul style="list-style-type: none"> › Rail freight 	-	<ul style="list-style-type: none"> › Rail freight promotion
IMPROVE	Passenger	<ul style="list-style-type: none"> › Fuel economy standards › Alternative fuel infrastructure & supports › Ban on Internal Combustion Engine (ICE) cars › Scrappage scheme › Company car tax 	<ul style="list-style-type: none"> › VRT/motor tax › EU regulations on CO₂ › Biofuels Scheme › EV incentives 	<ul style="list-style-type: none"> › Further EV incentives › VRT/motor tax reform › Scrappage scheme › Ban/restrictions on ICE cars › CO₂ company car tax
	Freight	<ul style="list-style-type: none"> › Fuel economy standards › Fuel subsidies › Eco-driving 	<ul style="list-style-type: none"> › EU regulations on CO₂ › Minimum excise relief for natural gas › Biofuels scheme › Eco-driving › Research projects 	<ul style="list-style-type: none"> › VRT/motor tax reform › Eco-driving supports › Clean Vehicle Fund

Source: DTTAS (2019), p.57

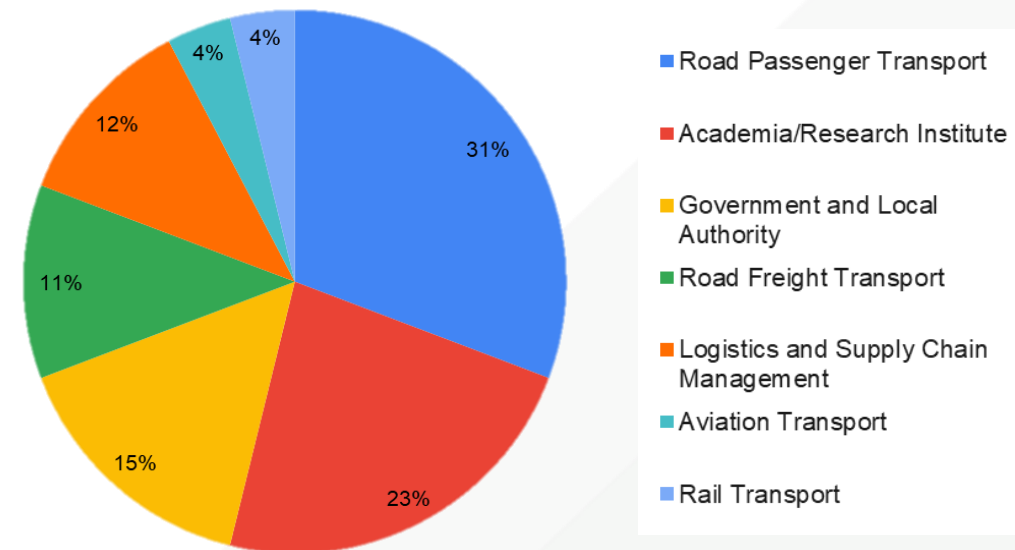
Research Methodology



Phase I: A list of 38 sustainable freight transport policy measures identified.

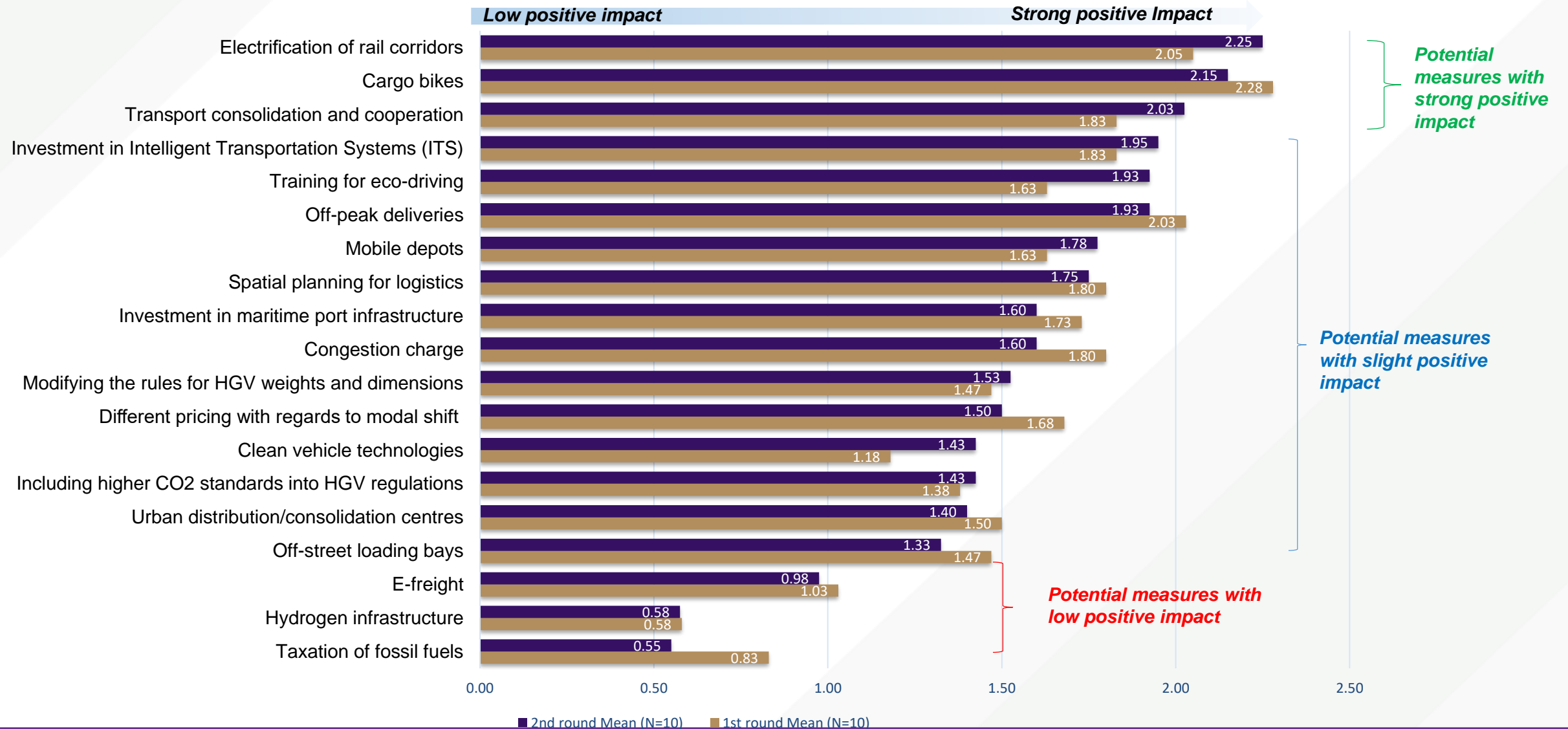
- *FREIGHTVISION: Sustainable European Freight Transport 2050*
- *ITF – Transport Climate Action Directory, 2020 (*New)*

Phase II: Total 21 Experts from Government (4), Academia (5) and Industry (12).

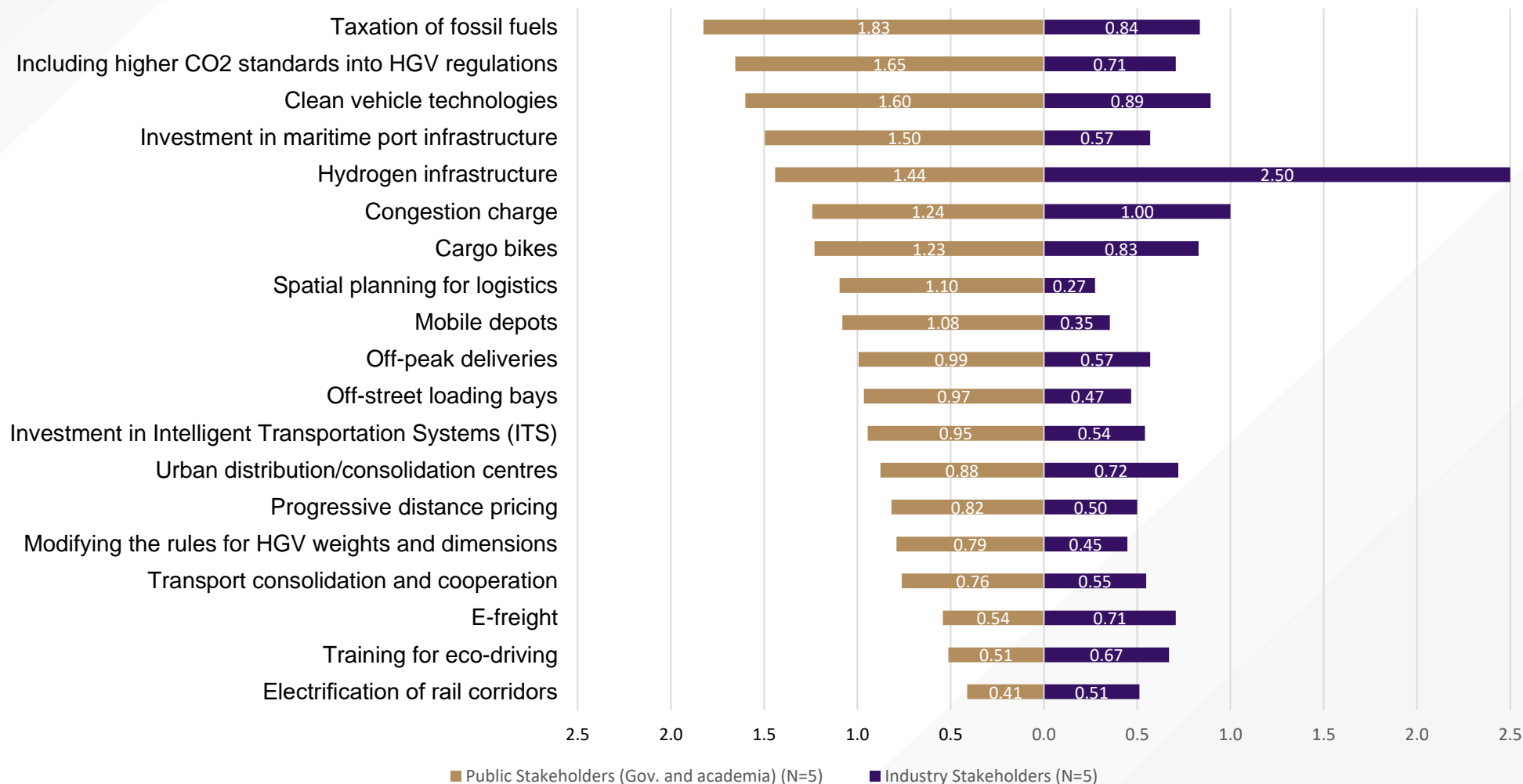


Phase III: Propose recommended measures based on **Ranking, Consensus Level** between two rounds and stakeholder groups.

Ranking of freight transport measures by their potential impact if adopted in Ireland



Consensus amongst public and industry stakeholder groups towards potential freight transport measures



Potential Decarbonisation Measures for Freight Transport

ASI	Existing Measures (DTTAS,2019)	Potential measures with <i>low positive impact</i>	Potential measures with <i>slight positive impact</i>	Potential measures with <i>strong positive impact</i>
AVOID <i>(Avoid demand)</i>	<ul style="list-style-type: none"> Tolls HDV cordon 	Taxation of fossil fuels	<ul style="list-style-type: none"> Congestion charge Off-peak deliveries 	
SHIFT <i>(Shifting to lower intensity modes)</i>	(*Rail freight)	Hydrogen infrastructure	<ul style="list-style-type: none"> Including higher CO2 standards into HGV regulations Different pricing with regards to modal shift Investment in maritime port infrastructure 	<ul style="list-style-type: none"> Rail freight - Electrification of rail corridors Cargo bikes
IMPROVE <i>(Improve vehicle loading and energy efficiency)</i>	<ul style="list-style-type: none"> EU regulations on CO2 Minimum excise relief for natural gas Biofuels scheme Eco-driving Research projects 	E-freight (paperless platform)	<ul style="list-style-type: none"> Spatial planning for logistics Off-street loading bays Urban distribution/consolidation centres Mobile depots Clean vehicle technologies Modifying the rules for HGV weights and dimensions Investment in Intelligent Transportation Systems (ITS) 	Transport consolidation and cooperation

Findings – Freight Transport

Recommended measures:

1. *Rail Freight - Electrification of rail corridors*

The cost-efficiency of the modal shift in the Irish context is still debatable. Factors such as infrastructure investment, freight quantity, and density, distance travelled (i.e. more than 300km to be viable for rail) need to be considered.

2. *Cargo bikes*

A proper bikeway network design is needed in urban areas to ensure road safety in cities.

3. *Transport consolidation and cooperation*

More policy efforts, technology, sustainability education should target stakeholders along the supply chains to facilitate collaboration and improve efficiency.



The Way Forward



- The road haulage industry needs more policy and supportive initiatives compared to other EU countries.
- Alternative fuels (biofuels, HVO, CNG) and clean vehicle technologies (such as Euro 6/7 for freight fleet, EV, hydrogen) need to further mature in order to offer at a commercially viable price for operators.
- Policy efforts towards green technology adoption and sustainability education should include wider audiences, thus encouraging positive behavioural change and foster collaboration amongst actors along the supply chain.



- How the industry, government, and academia can contribute to this low-carbon transition in the transport sector?
- How should we manage the behavioural and organisational change to a low-carbon trajectory?
- What can we do to foster stronger collaboration between stakeholders in Ireland?

Our Next Step



Decarbonisation Roadmap for Road Transport Companies in Ireland: A Gap Analysis of Policy Agenda and Industry Perspective

Road Transport Carrier Survey

If you are a transport manager in *road haulage* or *road passenger transport*, please help us to fill in this questionnaire.

The purpose of this questionnaire is to capture Irish road transport practitioners' awareness, attitude, and concerns about available carbon reduction measures in Ireland.

Online Survey: <https://forms.office.com/r/EyUhWmun7a>

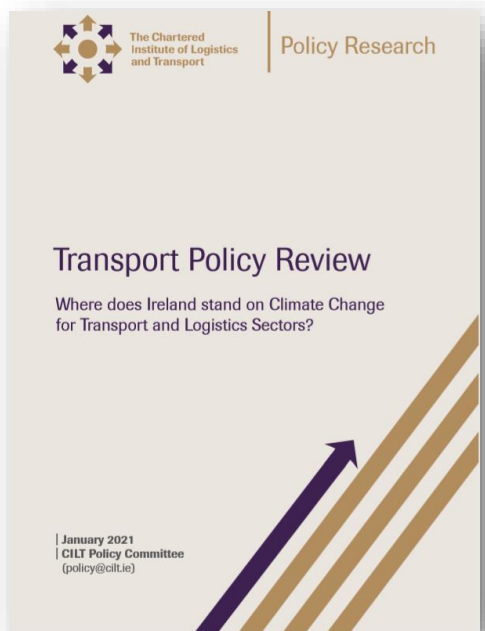
Scan the QR code to fill in this questionnaire.





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THANK YOU



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**Thank you
Time for Questions**