



The ITF's Inputs on Decarbonising Road Freight Transport for the Talanoa Dialogue

Question 3 - How do we get there?

This template is meant to guide non-Party stakeholders (organization(s), coalition(s), initiative(s) and/or sector(s) etc.) in providing inputs that are relevant and impactful to the Talanoa Dialogue process. Using such the template is not mandatory, however, the High-level Champions encourage non-Party stakeholders to use such a structure to facilitate capturing and highlighting the key messages across the three questions.

How do we get there?

Ways in which the UN Climate Change process can help you achieve your vision and goals, and how your actions can help in expediting sustainable transitions to climate neutral societies [Maximum 300 words]

The UN Climate Change process can help the International Transport Forum (ITF) raise the public profile of transport policy by advancing targeted agendas to decarbonise the transport sector in countries at all stages of development. As an international think tank working to foster a deeper understanding of the role of transport in economic growth, environmental sustainability, and social inclusion, the ITF can expedite the decarbonisation of the transport sector by conducting original research on the effectiveness of various policy measures, disseminating the insights generated by this research, and initiating dialogue among all relevant stakeholders on pressing issues society faces in decoupling transport activity from fossil fuel consumption.

Concrete solutions that have been realized while implementing your commitments, including lessons learnt from success stories and challenges, and case studies that are in line with the 1.5/2 degrees' goal and can support the Parties in achieving their NDC goals, enable higher ambition and inspire engagement of other non-state actors [Maximum 300 words]

As part of the ongoing Road Freight sectorial stream of work that is integrated in the wider ITF Decarbonising Transport (DT) initiative, the ITF organised a workshop and expert survey on this topic. The main lessons learned were, 1) the need to deploy measures with low barriers to adoption that have already been tested (e.g. technologies that improve the fuel efficiency of heavy vehicles); 2) improve and extend data collection, including from privately generated sources; 3) policy and regulation should not be a barrier to logistical collaboration; 4) deep decarbonisation will require zero emission alternative fuels for long-haul operations; 5) align wider societal goals like emission reduction with private business aims such as costs savings and operational performance increases, and 6) tailor decarbonising pathways to the economic and geographical realities of different country groups.

Collaboration models with other stakeholders and, in particular, between non-Party stakeholders, national governments and the UN Climate Change process that have been successful in helping you, or can help you, achieve your commitments [Maximum 300 words]

The ongoing Road Freight sectorial stream of work of ITF's DT initiative offers an example of collaboration between different stakeholders. The workshop was attended by more than 60 participants from more than 10 countries, with diverse backgrounds and an interest in clean and sustainable road freight. They were



government officials, energy companies, vehicle manufacturers, shippers, logistic suppliers, academics, research centers, professional organisations and representatives from international organisations. The same is true for the survey launched. The ITF received responses from all continents and respondents were from governments, academia and research institutes, international organisations and NGOs.

Opportunities to further scale up action and means to address barriers that can enable even further action by non-Party stakeholders based on the actions you have taken to implement your commitments. (“We’ve made progress and have made new commitments as described above. This is what I need from national governments, other non-Party stakeholders and the UN Climate Change process to take even further action...”) [Maximum 200 words for each item below]:

- *Policy levers*

- *Fuel economy and CO₂ emission standards are key to foster the wide-spread deployment of decarbonising options for road freight (e.g. vehicle efficiency technologies or alternative fuels).*
- *Supporting the development of recharging infrastructure or adopting alternative fuels for public institutions’ vehicle fleets (particularly in urban environments).*
- *Relaxing restrictions on truck length and weight, particularly in corridors where there is no competition from heavy modes (rail or barges).*
- *Urban zoning restrictions for diesel or gasoline commercial vehicles.*
- *Development and adoption of common standards for new equipment and processes (e.g. modular packaging units or emissions accounting).*
- *Incentives and decrease regulatory barriers for off-peak deliveries and collection points.*
- *Foster voluntary programmes with targets for emission reduction.*
- *Lowering the speed limit for trucks.*
- *Improve and extend data collection, including from privately generated sources.*
- *Antitrust laws can hinder efforts for horizontal collaboration in logistics and legal risk has already prevented some experiments. An important challenge to the industry, but also for policy makers, is to deploy new digital technologies to enhance cross-company collaboration and increase logistics efficiency while complying with antitrust laws.*
- *Strategic policy choices will likely have to be made in the medium term regarding the set of alternative fuels to scale up in association with significant funding, especially for energy supply infrastructure, e.g. charging stations, hydrogen refuelling stations.*
- *Road freight is a commercial business operated by profit-driven private companies. In order to change behaviours in the industry and adopt new logistical practices, it is necessary to leverage the business case of new proposals alongside their wider societal benefits.*
- *Increasing vehicle automation and driver assistance is a reality, even if full automation is a longer term perspective limited to certain markets. Governments and driver regulation should accompany these changes. Automation can deliver significant cost savings. These can be mobilised to invest in more fuel efficient vehicles and adopt alternative fuels.*
- *Collaboration across companies has the potential to leverage great savings in costs and emissions. Up to now, inter-companies collaboration has been only implemented at a localised experimental level. Scaling up these experiments is critical to unlock the potential of logistic measures in decarbonising. Policy and regulation should not be a barrier to logistical collaboration.*

- *Collaboration/cooperation opportunities*

- *Collaboration across companies has the potential to leverage great savings in costs and emissions. An important challenge to the industry, but also for policy makers, is to deploy new digital*



technologies to enhance cross-company collaboration and increase logistics efficiency while complying with antitrust laws. Digital platforms operated by neutral trusted third parties offer a promising pathway to overcome these barriers and unlock the potential of collaboration which, taken to its maximum potential, can lead to the “physical internet”.

- *Cross borders harmonisation of methodologies and ensuring equipment interoperability are relevant to the wide spread adoption of best practices and technologies.*
- *ITF’s DT initiative is also inclusive in that it engages with stakeholders across the transport sector, organising, for instance, workshops both at the technical and political levels. This approach is based on recognition of the large scale of the challenges and on the need to mobilise the capacities and resources of many sectors and organisations globally to tackle them successfully.*

- *Lessons learned based on the experience and progress so far*

- *Decarbonising road freight has to move higher in the overall decarbonising policy agenda. Road freight transport is estimated to be the number one sector in energy consumption and emissions increase. Worldwide, the sector consumes around 50% of all diesel produced and it is responsible for 80% of global net increase in diesel use since 2000. Furthermore, road freight activity is predicted to more than double from 2015 to 2050. This increase in demand will offset expected gains in efficiency and lead to an increase in emissions by 2050.*
- *A roadmap towards decarbonising involves implementing measures now with low barriers to adoption that have already been tested and have clearly been identified as a requirement to cut emissions.*
- *The current importance of data for logistics and decarbonising cannot be over-estimated. Data plays a critical role in policy making. The data required to properly estimate critical indicators like vehicle capacity utilisation currently exists (at least in a number of countries), but they are mostly the property of private companies. Access to private data from public entities is a critical issue.*
- *Collaboration across companies has the potential to leverage great savings in costs and emissions. An important challenge to the industry, but also for policy makers, is to deploy new digital technologies to enhance cross-company collaboration and increase logistics efficiency while complying with antitrust laws. Digital platforms operated by neutral trusted third parties offer a promising pathway to overcome these barriers and unlock the potential of collaboration which, taken to its maximum potential, can lead to the “physical internet”.*

- *Public and private financing models*

- *Impact on non-Party stakeholders if these actions by national level governments and the UN Climate Change process and other opportunities are implemented and how much further they could go*