"Standardisation of calculation and declaration on energy consumptions and GHG emissions in transport services"

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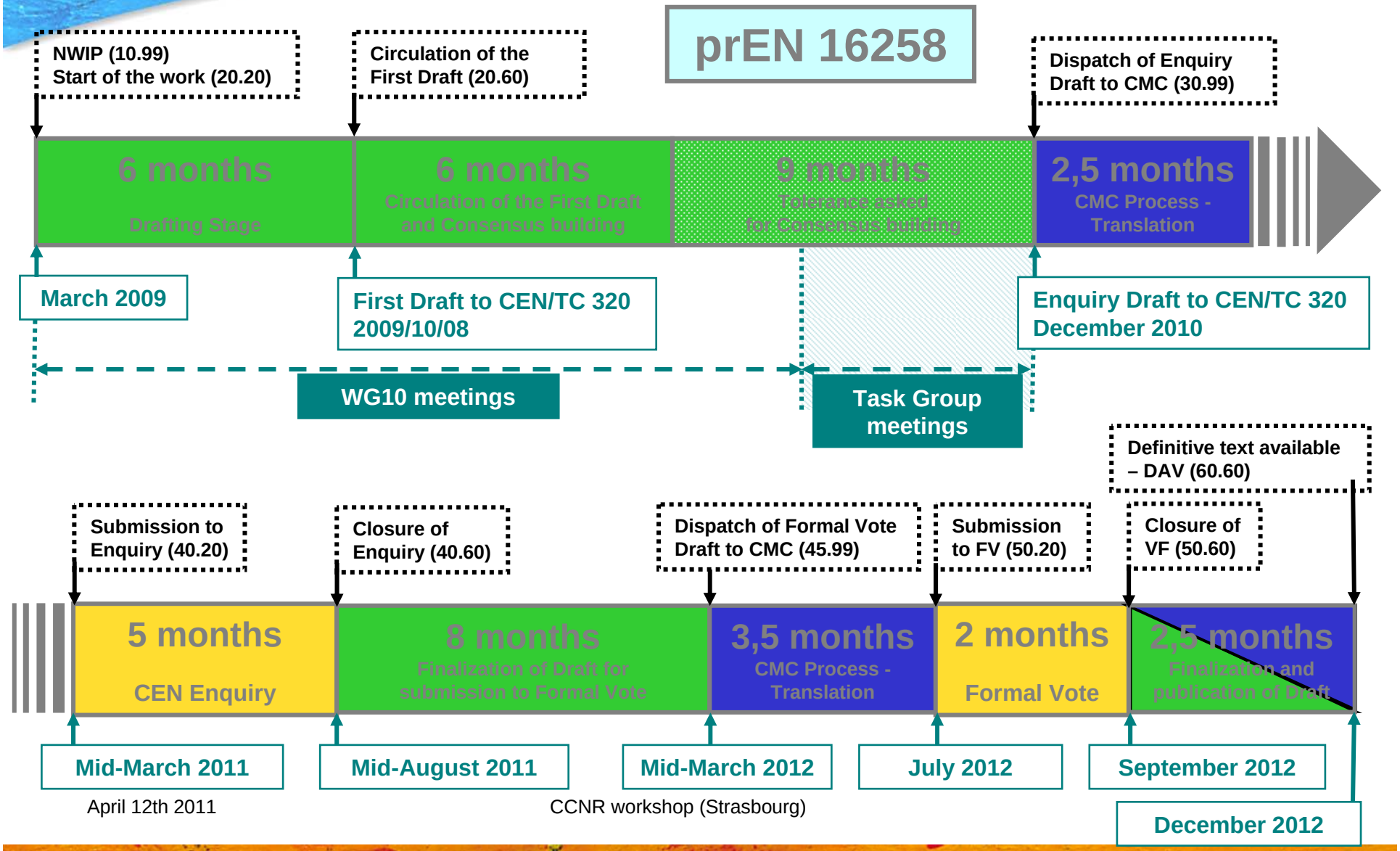
Introduction

- My name : **Marc COTTIGNIES**
- My organism : the **ADEME**, the French Environment and Energy Management Agency.
- My Department : **Transport & Mobility**
- My work in standardisation : **convenor of TC320 / WG10**
  - TC320 : " Transport – Logistics and Services"
  - WG10 : "**Energy consumption and GHG emissions in relation to transport services**"

Content

- Standardisation process on-going
- Technical issues
- Draft for CEN Enquiry (pr EN 16258:2011)
- French legislation on-going

Timeframe of WG10 work



WG10 Experts

- Around **70 members** registered
- **13 countries** represented: Bulgaria, Denmark, Finland, France, Germany, Greece, Italy, Netherlands, Norway, Spain, Sweden, Switzerland, United Kingdom
- Experts of **all modes** : road, rail, inland waterways, sea and air
- Representatives of **shippers** (freight)

CEN / TC320 / WG10 : scope

Common methodology for the calculation and declaration on energy consumption and greenhouse gas (GHG) emissions related to a transport service (of goods, passengers or both)

Main technical issues

- System boundaries
- Lifecycle approach ?
- Calculation methods
- Use of default values
- Declarations

System boundaries

- **Focus on activities of transport vehicles :** handling in terminals by external transhipment devices are not included; platforms operations excluded also;
- The scope is **limited to the energy used by the transport device(s)** that fulfill(s) the transport service;
- **Infrastructure** and **vehicles or vessels construction**, exploitation and maintenance are **excluded**, for this first edition of the standard.

Well to wheel approach

- "wheel" = wheel, propeller, reactor …
- A "**well to wheel**" approach is mandatory to provide consistency between different energy solutions:
  - Core process ("tank to wheel"): transport devices operations
  - Upstream process ("well to tank"): production and distribution of the energy used

Calculation principles

- Example of a container going from a factory in China to a warehouse in Strasbourg:
  - Identification of the different legs corresponding to each vehicle or vessel used;
  - Calculation for each leg;
  - Each leg is part of a “vehicles operations system” (example : round trip for the container ship);
  - Inclusion of empty trips;
  - Allocation rules;
  - Different levels of input data (measured values, company-specific values, default values).

Default values

- Rules:
  - Should be used only as a last resort;
  - Use under control (declaration required).
- Which values ?
  - 1st option : g CO_2 per vehicle kilometre + load factors + percentage of empty trips;
  - 2nd option : g CO_2 per ton kilometre;
  - No table in the standard : not the right place !

Declarations

- Crucial clause, as many possibilities are left;
- Two parts in a declaration:
  - Results;
  - Additional information.
- A transparent description of the method shall be made available

The Enquiry Draft - prEN 16258:2011

- Document named : prEN 16258:2011
- 55 pages which 9 main pages, supplemented by definitions and annexes:
  - Normative annex for energy and emissions factors (values to be worked again);
  - Informative annexes for examples.

Where to find the Enquiry Drafts ?

- AFNOR website : www.enquetes-publiques.afnor.org

  → French and English versions

- BSI website: http://drafts.bsigroup.com

  → English version (on line soon)

- DIN website: www.entwuerfe.din.de

  → German version

French Legislation

- Article in law « Grenelle II » adopted in July 2010 : **an information on CO2 emissions will become mandatory for each transport service**, sent to the beneficiary by the supplier;
- Date of enforcement : probably **mid of 2013;**
- Decrees and orders will be published in **mid of 2011.**

Thank you for your attention !

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