

Carbon accounting requirements of prEN16258



Marc Cottignies
ADEME, Convenor CEN TC320 WG10
Steve Labeylie
Compagnie Fluviale de Transport



PLAN

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ADEME in brief

- Name : French Environment and Energy Management Agency
- Status : public agency under the joint authority of the Ministry for Ecology and Transport, the Ministry for Higher Education and Research, and the Ministry for Economy, Finance and Industry.
- Mission : encouraging, supervising, coordinating, facilitating and undertaking operations with the aim of protecting the environment and managing energy.
- Priority areas : energy, air, noise, transport, waste, polluted soil and sites, and environmental management.
- Staff : around 1000 employees including 400 engineers
- Organization : three central departments in Angers, Paris and Valbonne; 26 regional branches, one representative office in Brussels.

What is prEN16258 about ?

- Title: Methodology for calculation and declaration of energy consumption and GHG emissions of transport services (freight and passengers)
- Scope : general principles, definitions, system boundaries, calculation methods, apportionment rules (allocation) and data recommendations
- Objective : to promote standardized, accurate, credible and verifiable declarations, regarding energy consumption and GHG emissions related to any transport service quantified.
- Potential users : Transport service operators (freight or passengers carriers); Transport service organizers (carriers subcontracting transport operations, freight forwarders and travel agencies); Transport service users (shippers and passengers).

Standardisation process for prEN16258

- In 2008, within the CEN (European Committee for Standardization), the AFNOR (French Standards Body) proposed a new work item proposal;
- Positive vote, then creation of a new working group (WG10) within TC 320 (Transport – Logistics and services):
 - Secretariat held by AFNOR;
 - Convenor: Marc Cottignies, ADEME

Standardisation process for prEN16258

- 11 meetings so far, held in Paris, Brussels, Stockholm, Berlin, Rome, Delft;
- composition of WG10:
 - more than 80 experts registered;
 - most active experts from Belgium, Finland, France, Germany, Italy, Netherlands, Norway, Sweden, Switzerland, United Kingdom;

Standardisation process for prEN16258

- Working process:
 - starting points for the methodology:
 - existing documents (EcoTransIT, NTM, WEF, ISO ...)
 - best practices and experiments from companies (French experiments for legislation upcoming for example);
 - decomposition into sub topics: system boundaries, allocation, default values, ...
 - finalisation of the interim version within a mandated smaller group (“Task Group”)

Standardisation process for prEN16258

- First interim step, the CEN Enquiry (2011):
 - A first complete version of the draft, finalised in December 2010, then translated in French and German;
 - A vote of all national standards bodies:
 - positive vote for 21 members, 7 abstentions, no negative vote;
 - 319 comments;
- Current status: a new draft has been finalised in February and will be also translated in French and German;

CFT in brief

- Compagnie Fluviale de Transport
- French Inland waterways and maritime transport company
- First Inland shipowner in France (240 ships owned)
- Created in 1946 in Le Havre, now nearly 600 employees
- hydrocarbons & Dangerous Goods transportation (gas/liquid/solid)
- Other main transport activities: containers, cars, bulk, heavy loads, waste, powdered cement, coal, bunkering...
- CFT represents the French inland shipowner Committee (issue for IWT in general) since the beginning of the work

Methodology

1. Identification of transport service boundaries
2. Calculation energy consumption for each leg
3. Sum up of the different energy
4. Conversion on the energy onto GHG emission
5. Allocation of GHG emission to the different beneficiaries of the transport service (for multi customer transport)
6. Declaration / customer information

Significant improvements

1/ Boundaries

Defines what is included:

- All vehicles & transport modes used for achievement of goods
- All energy needed (fuels/biofuels, electricity, steam, etc...)
- All energy consuming devices (main and ancillary engines, heating or cooling systems, boiler...)
- GHG based on the 6 gases of Kyoto Protocol
- Well-to-wheel approach for energy and GHG (not only tank-to-wheel)

...And what is excluded:

Significant improvements

- Handling and transshipment processes done by external devices like cranes, reach stacker or pumps (not excluded if device makes part of the vehicle)
- Administrative processes (office, buildings, staff commuting,...)
- Processes for the construction, maintenance, and scrapping/dismantling of vehicles or infrastructures
- Direct GHG emission at vehicle level resulting from leakage
- Additional impacts of aviation fuel combustion in high atmosphere
- Short term assistance like tug for vessels or tractor for aircraft

Significant improvements

2/ Empty trips

Empty trips are mostly “forgotten” in GHG calculation

But are a good mean to decrease GHG emission

⇒ Pr EN 16258 takes into account empty trips

Specific annex to describe empty trip inclusion:

1. For simple case (one trip and one customer)
2. For complex cases like collection/distribution round trip with several legs/customers

3/ Allocation

Significant improvements

Standard gives rules to allocate energy and emission between beneficiaries of transport service

Very sensitive issue and so a significant improvement

No marginal accounting \Rightarrow each parcel needs energy to be achieved

Allocation based on the transport activity = Freight Qty X distance

Freight quantity preferred: mass \Rightarrow transport activity = Ton.Km

Other parameters can be used if more relevant (volume, pallet, parcel, TEU, lane meter)

Specific rules for Ferries (allocation between freight & passengers)

Significant improvements

4/ Declaration

Discussion sometimes difficult to find an agreement with all experts

Also no possibility to find a reasonable answer for some specific problems

⇒ experts agreed on the necessity to inform at best the transport service user

Significant improvements

4/ Declaration

Information to give with declaration of energy consumption and GHG emission:

1. General information about methodology and transport service
2. What kind of values have been used for calculation (default values, company specific values, measured values) and justification if default values
3. Allocation rules if specific rules are chosen + justification
4. Energy and emission factors if different + justification

Next steps

- Formal Vote will be launched the 4th of July 2012, and closed the 4th of September 2012;
- Last WG10 meeting in October 2012;
- Availability of the draft for national publication in December 2012;
- Reviewing for a next version 5 years later, or before if accepted.

Thank you for your attention !

For more information :

Marc Cottignies

+33 (0)4 93 95 79 60

marc.cottignies@ademe.fr

www.ademe.fr

Steve Labeylie

+33 (0)2 35 53 50 35

steve.labeylie@cft.fr

www.cft.fr