EcoTransIT World

Stakeholder Workshop 5th October 2010

UIC Headquarters
Paris

Break-Out Group A: Marine Transport

Conclusions

Stefan Seum, Mads Stensen
Paris 5th October 2010

Break-Out Group A: Marine Transport

- Utilization, Emission factors and Routing are the most important aspects. Aim for comparability between default and primary data provider.
- Ecotransit should follow (draft) ISO hierarchie
  - Engineered data
  - Trade-lane specific engineered / primary data
  - Specific primary data from carriers
- Development of transparent, verifyable, standard methodologies for engineering utilization, emission factors and others.

- It would be beneficial to use EcoTransIT for default values and create additional customized options on input-side.

Break-Out Group A: Marine Transport

- Conclusion:
- The approach on the engineered data seems fair. It would need third party verification to further improve quality. Ocean carriers, engine manufacuters and academia.
  - Find organizations and experts to review standard approachs
- In order to further increase level of accuracy the tool would need to integrate primary data from ocean carriers
- Standard verification guidelines for primary data collection and calculation procedures should be developed.
  - Utilize existing primary data sources, such as Clean Cargo or directly to ocean carriers, to implement primary data level.

Break-Out Group A: Marine Transport

- What we did not discuss:
  - Port Handling
  - Feeder
  - Other emissions such as SOx, NOx, PM
  - Uncertainties
  - Emission control technologies in the future