Workshop Report on

Shippers Day – China Green Freight Initiative

Consultation with Shippers and Logistics Service Providers (LSPs)

December 2015

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About Clean Air Asia www.cleanairasia.org

Clean Air Initiative for Asian Cities (Clean Air Asia) promotes better air quality and livable cities by translating knowledge to policies and actions that reduce air pollution and greenhouse emissions from transport, energy, and other sectors.

Clean Air Asia was established as the leading air quality management network for Asia by the Asian Development Bank, World Bank and USAID in 2001, and operates since 2007 as an independent non-profit organization. Clean Air Asia has offices in Manila, Beijing and Delhi, networks in eight Asian countries (China, India, Indonesia, Nepal, Pakistan, Philippines, Sri Lanka, and Vietnam) and is a UN recognized partnership of more than 240 organizations in Asia and worldwide.

Clean Air Asia uses knowledge and partnerships to enable Asia's 1,000+ cities and national governments understand the problems and identify effective policies and measures. Our four programs are: Air Quality and Climate Change, Low Emissions Urban Development, Clean Fuels and Vehicles, and Green Freight and Logistics.

The biennial Better Air Quality (BAQ) conference is the flagship event of Clean Air Asia bringing experts, policy and decision makers together to network, learn and share experiences on air quality management. Past BAQs have proven to influence policies, initiate new projects and establish partnerships.

Contents

1. Introduction

Launched in April 2012, China Green Freight Initiative (CGFI) aims to promote energy conservation and emissions reduction in China's road freight transport sector. With joint efforts of the government, private sector, development agencies and other key stakeholders, CGFI promotes green freight technologies and management as well as eco-driving. Based on the following considerations, CGFI gives priority to engagement of shippers in the fourth phase. Firstly, shipper is the key stakeholder in green freight chain and an important driving force for carrier to take actions on energy-saving and emission-reduction. Secondly, having successfully involved key stakeholders including the government, industry association, research institute, carriers, development agencies, international organizations and NGOs, CGFI will further move towards engagement of shippers in the fourth phase, aiming to cover the whole freight industry chain. Thirdly, in 2015 CGFI Seminar, the *Green Freight Technology Standard and Green Freight Enterprise Standard were released*, and CGFI has begun collecting applications and developed certification procedures to provide a basis for shippers to select green carriers. Fourthly, CGFI has begun to consider the quantification of energy saved and emissions reduced, which will be able to provide incentives and industry benchmark opportunities for shippers' engagement.

CGFI Consultation with Shippers and Logistics Service Providers (LSPs) was held in Beijing on November 5, 2015. The objective is to promote shippers' engagement in CGFI, through which to move forward the implementation of CGFI's two green standards by carriers voluntarily, culminating in an advanced pattern of road freight market development led by green carriers and green shippers. To boost green development of the whole industry chain, shippers, LSPs, carriers and relevant government agencies, research institutions and international organizations were invited to the workshop (See Annex 1: List of Participants).

The workshop was co-organized by Clean Air Asia, China Road Transport Association (CRTA), Smart Freight Centre (SFC) and Green Freight Asia (GFA), and supported by U.S. Environmental Protection Agency (USEPA) and the Energy Foundation China.

2. Contents

This workshop opened by an introduction to CGFI progress and plan and overview of key green freight efforts involving China, and focused on round table discussions on 1) the green freight business case for shippers and LSPs, 2) value proposition that shippers and LSPs expect from green freight programs, and 3) role of shippers and LSPs in advancing green freight in China. The morning and afternoon sessions were facilitated respectively by Dr. FU Lu, China Director of Clean Air Asia and Dr. Wei WAN, Air Quality Specialist of Clean Air Asia. (See Annex 2: Agenda)

2.1 Address from MOT

Mr. Zhan Yulin, Director of the Freight and Logistics Management Division of the Transport Services Department of Ministry of Transport (MOT), delivered an address at the meeting. He emphasized on **the 'participatory nature' of CGFI** and that **only collaborative efforts of the government, enterprises (shippers and carriers), industry associations, research institutions and other various stakeholders can help the freight sector achieve a greater goal ——sustainability**.

China's economic development now faces a transition, with more focus on sustainable growth. Enterprises engaged in road freight transport need to take social responsibilities while keeping development. CGFI may grow as a club of industry leaders to attract more of those desiring to take more social responsibility. While advancing themselves (e.g. improving the freight efficiency), CGFI enterprises should serve as the role model in the industry. The government also needs to do a good job in regulating the market development, so that enterprises have a fair competition environment and competitive players can make better green choices. Now MOT is working with CRTA and other organizations to help push CGFI forward. Difficulties lie ahead. The first challenge is to quantify energy saved and emissions reduced, as well as setting goals or industry benchmarks. We hope to ignite CGFI with the engagement of industry leaders at first, and then its subsequent pace of development will not be too slow.

2.2 Overview of CGFI – Status, Plans and Shipper Engagement

Mr. Zhang Guanghe, Director of the International Cooperation Department of CRTA, and Director of the CGFI Secretariat Office, gave an introduction to CGFI, including industry background, program progress and future plans.

In China, the road freight sector plays an essential role in national economic development. It provides significant employment opportunities and is close to people's livelihood. However, the sector itself has encountered many problems (e.g. the market is less organized) in development caused by excessive competition. It is necessary to move towards a development mode featuring specialized vehicles, standardized models and lightweight design. In addition, the application of "Internet +" and other new service products is limited.

In China's transport sector, oil consumed in road transport accounts for 30% of total consumption, and the proportion is still rising in China's energy consumption structure. However, the energy efficiency of China's road freight vehicles is relatively low compared to other countries, even 50% lower than developed countries. Among various modes of transport, road freight contributes more than 60% to emissions of major pollutants. That signifies that China's transport sector, especially the road freight, faces a severe situation of energy consumption and emissions.

CGFI aims to help improving fuel efficiency and reducing emissions from road freight transport in China by promoting green technologies, green freight management, and eco-driving. CGFI long-term goals include: (1) establishing a robust and sound development mechanism for the industry through partnership; (2) participants are able to benefit from CGFI, for example, carriers can enhance their core competitiveness and shippers can find best carriers and establish strategic cooperative relations with them; (3) helping more and more enterprises improve their business operations, especially green indicators (performance in energy conservation and emissions reduction) and improving transparency; and (4) having the efforts contributed by the freight industry chain to the green freight development acknowledged by the society and build up good images of green shippers and freight sector. **CGFI short-term goals (for next 1-2 years):** (1) Green Enterprise Certification——completing the certification of two batches of green enterprises in 2016, followed by releasing and promoting the certified carriers to the public; (2) promoting green technologies through developing green freight technologies collection program, and publishing the first batch of green technologies; **(3) promoting cooperation between shippers, LSPs and carriers, developing program for shippers involvement, and engaging a number of green shippers in 2016;** (4) in terms of carbon footprints estimation, starting preparation in advance by referring to international experience, and linking with Chinese government's policies

on carbon trading program in road freight sector; (5) building a successful brand, organize the annual Green Freight Seminar and conduct CGFI certification, especially on green technologies, green shippers, green LSPs, green carriers, as well as other engaging parties; and (6) launching local green freight pilot projects in Beijing-Tianjin-Hebei area, and cities in the Yangtze River Delta and the Pearl River Delta.

Since 2012, CGFI has been recognized by stakeholders and become a cross-industry and large-scale platform for public interests. It connects the government, enterprises, international partners, and the entire freight industry chain. It has effectively guided the transformation and upgrading of outstanding freight enterprises, and actively promoted win-win cooperation between freight-related industries. With the increasing concerns from the public, CGFI becomes a very important third-party driving force for sustainable development of the freight transport industry. Mr. Zhang extended his thanks to shippers, LSPs, carriers, vehicle and equipment manufacturers, and industry chain-related agencies for their support and engagement, especially to the representatives attending the meeting.

2.3 Overview of Key Green Freight Efforts Involving China

- **Introduction to SmartWay Transport Partnership in US**

At the meeting, Mr. Buddy Polovick from USEPA introduced the history of US-China cooperation in the field of green freight, as well as the positive role played by SmartWay in the freight transport industry in the US.

Through collaboration with Chinese government agencies, industry association and international organizations, USEPA has played an active role in the initiation and implementation of China's several green freight programs at municipal, provincial and national levels. These programs include CGFI, Guangdong Green Freight Demonstration Project, and Guangzhou Green Truck Pilot project. USEPA will continue to maintain cooperation with China within the framework of U.S.-China Climate Change Working Group (CCWG).

The freight sector in the United States shares similar characteristics with that of China. Freight accounts for over 25% of all fuel consumed and GHGs emitted, and freight is fastest growing source of transport GHGs. Freight transportation is the cornerstone of U.S. economy and faces changing needs including: rising customer and consumer awareness demands corporate citizenship and accountability; investors, lenders and insurers require assessing climate risk and

business opportunities; rising energy prices drive energy-saving measures to reduce fuel cost (38% of operating costs); and globalization of supply chains increases carbon reporting requirements.

SmartWay was emerged in this context as the US national green freight partnership, starting with only 15 partners. USEPA has kept constant communications with enterprises to understand and meet their needs. Shippers need data to optimize carrier selection, supply chain performance, carbon management and reductions; benchmarking and reporting capabilities using data; credibility of data used, rigorous data quality control; neutral party to facilitate data exchange; balanced approach, level playing field; recognition and incentives in the forms of branding, marketing and awards.

Since 2004, SmartWay has grown to about 3,000 partners with broad freight industry support in U.S. and Canada. It covers Fortune 500 shippers from key economic sectors and SmartWay Carriers operate 10% of freight trucks on the road in U.S. Since 2004, SmartWay Partners saved: 61.7 million metric tons of CO_2, 1,070,000 tons of NOx, 43,000 tons of PM, 144.3 million barrels of oil and 6.1 billion gallons of fuel, and $20.6 billion dollars in fuel costs.

- **Introduction to Smart Freight Centre**

Ms. Sophie Punte, Executive Director of Smart Freight Centre (SFC) gave a global overview of SFC and its progress in China at the meeting. SFC is a dedicated global NGO for a more efficient and environmentally sustainable freight and logistics sector. Its main work includes three aspects: leadership framework, which drives industry leadership and takes effective industry programs to a global level; global logistics emissions council (GLEC), which creates a universal way of calculating logistics emissions across the global supply chain; and 'Green Trucks China' project, which catalyzes the sector-wide application of proven technologies and other measures.

Leadership framework aims to enable action and innovation at scale through policies, partnerships and programs, and ultimately bring the business value (policy influence, competitiveness, labels & recognition) and social value (climate, air pollution, environment, socio-economic benefits). There are lots of green freight initiatives and organizations worldwide, and it is helpful to work together in this framework.

GLEC approach harmonizes existing methodologies for assessing air, land and sea transport emissions and fills gaps. It is a universal way of calculating logistics emissions and makes it

possible to compare and benchmark between enterprises, ultimately helping to improve supply chain and reduce carbon emissions.

"Green Trucks China" has been carried out in three steps: (1) identify technology/measure, market segment, key players, and barriers; (2) develop and test business model with solutions for market barriers; (3) bring together partners and stakeholders to develop joint implementation plan to accelerate uptake by carriers. The case in Beijing has made positive progress and entered the pilot phase. Four-way partnership agreements among Beijing Transport Emission Centre (BTEC), Beijing carriers, tire agents and SFC have been signed and award for pilot carriers has been prepared.

- **Introduction to Green Freight Asia**

Mr. Stephan Schablinski, Director of Green Freight Asia, gave an introduction to Green Freight Asia (GFA) at the meeting. GFA is an industry-led network (incorporated as non-profit in Singapore) that focuses on driving sustainable road freight in Asia Pacific, similar to US EPA SmartWay in North America and Green Freight Europe (GFE) in Europe, to ultimately improve fuel efficiency, reduce CO_2 emissions and lower logistics costs across the entire supply chain.

The trucking sector in Asia is highly fragmented. Trucks constitute only 9% of the vehicle population in Asia but emit 54% of road transport CO_2 emissions. GFA hopes to provide support for the sustainable development of the freight sector. Its main work includes four aspects: (1) implementation of voluntary green industry standard aligned across countries in Asia; (2) recognize carriers and shippers for their adoption of green industry standard (Label); (3) create green ecosystem whereby shippers can log into a database and make a conscious, 'green' sourcing decision; and (4) information sharing about best practices and green technologies.

Carriers are then ultimately rewarded for their green practices, providing them with a genuine incentive to attain the GFA Label. The rankings are determined by the organizations' commitment to adopting green freight practices, with the GFA Label comprising of four distinct tiers of recognition. A company that attains one leaf has successfully demonstrated a minimum commitment to adopting green freight practices; and a company that has attained four leaves has demonstrated itself as a true sustainability leader, with an outstanding commitment. Shippers as well as buyers of road freight services will be provided with more efficient access to services from their carriers, with smaller footprints on the environment while their products are

transported. They will also be trading in an environment where they know they are being provided services that are of best practice. Finally, Mr. Stephan described the GFA label application process.

2.4 Roundtable Discussion—Engagement of Shippers and LSPs

- **The Green Freight Business Case for Shippers & LSPs**

In this session, the topic 'The Green Freight Business Case for Shippers & LSPs' was discussed from three aspects:

1) What are shippers' and LSPs' motivations on green freight in China?
2) How are green freight drivers integrated in the logistics supply chain or shippers and LSPs in China?
3) What are barriers for improving freight efficiency and emissions reductions especially in China?

Discussion results (See Figure 1) showed that, the engagement of shippers and LSPs is mostly driven by their corporate citizenship & accountability and needs to enhance corporate image and reputation, cost savings brought by green freight technologies, and customer requirements (especially high-end customer requirements). In addition, policy implications and industry development trends will be factored in to some extent, especially for industry leaders.

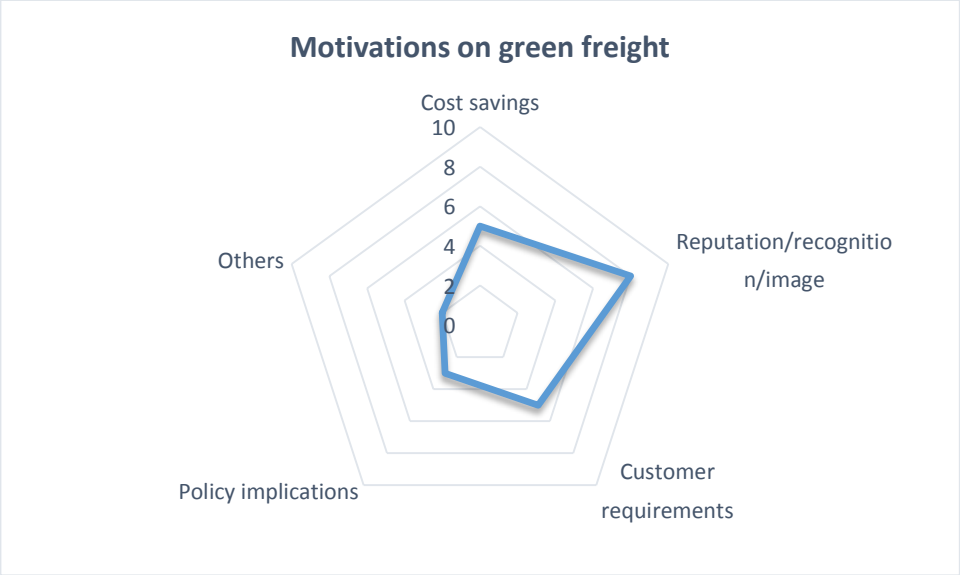

Figure 1 . Motivations on green freight[1]

Shipper and carrier representatives viewed that, linking emission indicators with freight logistics service procurement (e.g. as a bonus for logistics procurement tenders) based on comparison of energy consumption and emissions reduction performance data can effectively integrate freight drivers into the green supply chain and involve shippers and LSPs (See Figure 2).

[1] Note: The number in figures means how many representatives hold the view, which was counted during the round table discussion.

Figure 2 ． How to integrate freight drivers into green supply chain

China still faces many challenges to improve energy efficiency and reduce emissions from freight transport. The biggest obstacle comes from cost constraints. Price is usually the first consideration by shippers when procuring logistics service, because there is no effective way to reduce cost while being environmentally friendly. Although the investment in green freight technologies will be offset by fuel savings, the high initial investment is still prohibitive for most individual truck owners and small/medium-sized enterprises (SMEs) (it should be noted that the freight sector in China is highly fragmented and LSPs are mainly consisted of SMEs and individual truck owners). Besides, lack of standardized, reliable methods for assessing energy consumption and emissions and real data benchmarks also hinders green freight development. Because enterprises do not know what the specific effect will be, what the average level of industry is, and how high goals should be set. In addition, fragmented management by the Ministry of Environmental Protection, the MOT and National Development and Reform Commission prevents the development of unified policies and standards (See Figure 3).

Figure 3 . Barriers for improving freight efficiency and emissions reductions

■ Value Proposition Shippers and LSPs Expect from Green Freight Programs

This session was about the value proposition shippers and LSPs expect from green freight programs. Discussions focused on:

1) What should green freight programs provide to shippers and LSPs for them to join?
2) From a shippers and LSPs perspective, what are the priority areas for development in green freight efforts involving China?
3) What is the value of the label schemes of CGFI and GFA to shippers and LSPs in China?

The shippers and LSPs representatives affirmed the value of CGFI and its positive role in promoting China's green freight development. CGFI should provide recognition mechanisms (e.g. label leading enterprises and promote them in relevant activities), methods for emission data assessment (or linking with existing assessment methods of enterprises), and programs for implementing green freight, including technical program and those for the engagement of different stakeholders under CGFI. Besides, the representatives also hoped to obtain materials about CGFI, how to join CGFI, information of green suppliers, etc. (See Figure 4).

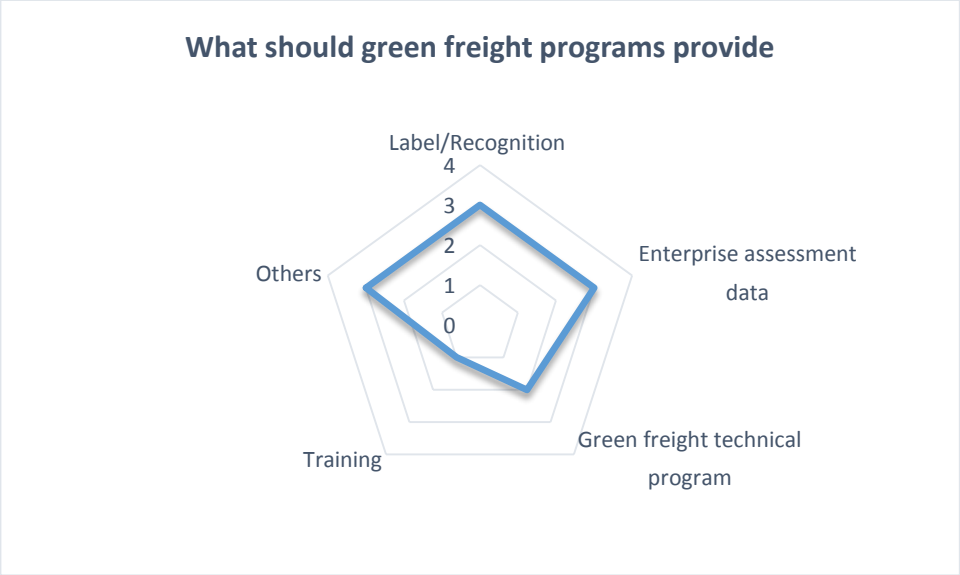

Figure 4. What should green freight programs provide

From the shippers and LSPs' point of view, the most important thing for developing green freight at present is to strengthen publicity and communication, enhance the recognition of green freight concept from all stakeholders (the government, shippers, LSPs, carriers, etc.), and extend CGFI's influence in the whole industry. Besides, there are three important aspects to be considered: (1) establish unified methods for assessing energy consumption and emissions, or to provide tools for measuring emissions for enterprises; (2) win policy support from the government; and (3) provide a platform for information exchange and cooperation between stakeholders. It should also be considered for involvement of industry associations (not limited to freight association) to create a fair competition environment (See Figure 5).

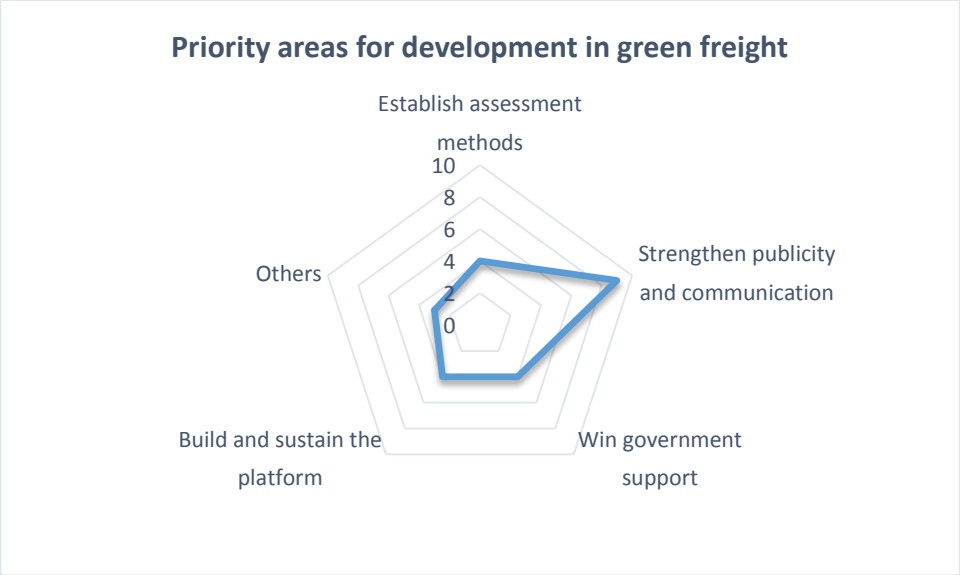

Figure 5. Priority areas for development in green freight

■ Role of Shippers and LSPs in Advancing Green Freight

In the process of promoting CGFI, shippers' passion for upholding energy conservation and emissions reduction, fulfilling green and sustainable development, commitment to social responsibility, as well as awareness of moving up the industry chain were very impressive. Shippers have a big relevance in dealing with problems faced by CGFI, e.g. heavy pollution, low energy efficiency and fierce vicious competition. Engagement of shippers will play a crucial role in guiding the development of the whole industry. CGFI's partners also showed keen interest in shippers' engagement. Based on international experience and good practices in the SmartWay partnership, Mr. Buddy Polovick recommended the following ways for shippers' engagement:

- Commit to ship more freight with CGFI carriers;
- Recommend, require or prefer CGFI carriers in contracts;
- Get more non-CGFI carriers to participate;
- Support carriers' efforts to improve efficiency;
- Select higher rated CGFI carriers (3 leaf, 4 leaf, etc.);
- Get peers and competitors involved;

- Make public commitments to reduce freight emissions;
- Track, report, reduce carbon (CDP, GRI, CSR reports);
- Collaborate with others on co-loading, backhauling;
- Consider mode shifting; and
- Implement operational strategies.

The shippers and LSPs representatives who participated in the roundtable discussion expressed that, while meeting the requirements for cost reduction, transport safety and efficiency etc., they will consider performance in energy conservation and emissions reduction as a bonus, preferably choose green carriers, and support CGFI promotion and 'Green Shippers and Green Carriers' branding campaign. Some enterprises also expressed their wish to see the engagement of peers, which will help create a fair competition environment. At present, many shippers have already practiced green freight through actions such as monitoring transport emissions, co-shipment, encouraging their carriers to adopt energy-saving and emission-reducing measures. Currently, existing green freight programs and platforms focus on different areas. It is important to establish a long-term collaboration mechanism for relevant parties, and accordingly enterprises will choose to cooperate with these programs and select the ones that best meet their needs.

3. Summary

CGFI has the 'participatory nature'. Only collaborative efforts of the government, enterprises (shippers, carriers), industry associations, research institutions and other various stakeholders can help the freight sector achieve a greater goal ——sustainability. The engagement of both shippers and LSPs is very important to CGFI's development. CGFI gives priority to shippers' engagement in the fourth phase, and plans to identify a number of green shippers.

CGFI Consultation with Shippers and Logistics Service Providers was held in such context. It aims to promote shippers' engagement in CGFI, through which to move forward the implementation of CGFI's two green standards by carriers voluntarily, culminating in an advanced pattern of road freight market development led by green LSPs and green shippers. This workshop opened by an introduction to CGFI progress and plan and overview of key green freight efforts involving China, and focused on discussions discussion, on 1) the green freight business case for shippers and LSPs, 2) value proposition that shippers and LSPs expect from green freight programs, and 3) role of shippers and LSPs in advancing green freight in China. A summary of discussion results is provided as follows:

- The engagement of shippers and LSPs is mostly driven by their corporate citizenship and accountability and needs to enhance corporate image and reputation, cost savings brought by green freight technologies, and customer requirements (especially high-end customer requirements);
- Linking emission indicators with freight logistics service procurement (e.g. as a bonus for logistics procurement tenders) based on comparison of energy consumption and emissions reduction performance data can effectively integrate freight drivers into the green supply chain and involve shippers and LSPs;
- China still faces many challenges to improve energy efficiency and reduce emissions from freight transport. The biggest obstacle comes from cost constraints. Lack of standardized, reliable methods for assessing energy consumption and emissions and data benchmarks also hinders green freight development. Besides, there are no unified policies and standards;
- The shipper, LSP and carrier representatives affirmed the value of CGFI and its positive role in promoting China's green freight development. CGFI should provide recognition mechanisms, methods for emission data assessment and programs for implementing green freight;

- The most important thing for developing green freight at present is to strengthen publicity and communication, enhance the recognition of green freight concept from all stakeholders, and extend CGFI's influence in the whole industry; and
- Shippers representatives expressed that they will preferably choose green carriers while meeting the requirements for budget, transport safety and efficiency etc., consider performance in energy conservation and emissions reduction as a bonus, and support CGFI promotion and 'Green Shippers and Green Carriers' branding campaign. Currently, many shippers have already practiced green freight through actions such as monitoring transport emissions, co-shipment with other shippers, and encouraging their carriers to adopt energy-saving and emission-reducing measures.

Attachment 1 – Participant List

机构 Organization	职务 Title	姓名 Name
交通运输部 Ministry of Transport	运输服务司处长 Director, Transport Department	战榆林 Zhan Yulin
美国环保署 USEPA	SmartWay Transport Partnership SmartWay 交通运输合作伙伴关系	Buddy Polovick
环保部机动车排污监控中心 Vehicle Emission Control Center, MEP	副研究员 Associate Researcher	王燕军 Wang Yanjun
宜家 IKEA	亚太地区交通与服务部 Sustainability Developer, Transport & Services Asia Pacific	Andy Yang
宜家 IKEA	运输经理 Transport Manager	Shirley Xu
佳能（中国）有限公司 Canon (China) Co.,Ltd.	亚洲 SCM 物流部主管 Supervisor of Asia SCM-Logistics Dept.	王辉 Wang Hui
联想 Lenovo	物流高级经理 Senior Logistics Manager	高伟 Gao Wei
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广州宝洁有限公司 P&G	商务运营 Commercial and Operation	张华萍 Sally Zhang
广州宝洁有限公司 P&G	商务运营 Commercial and Operation	王子川 Walter Wang
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敦豪速递公司 DHL	公共政策副总裁 V.P. for public policy	Tony Chen
联合包裹速递服务公司 UPS	公共事务部经理 Public Affairs Manager	张岩 Zhang Yan
新杰物流 SUNJEX	首席执行官 CEO	Wang Jian

中外运久凌储运有限公司 Sinotrans Jiuling Transport&Storage Co.,Ltd.	副总经理 Deputy General Manager	邵长丰 Shao Changfen
中外运久凌储运有限公司 Sinotrans Jiuling Transport&Storage Co.,Ltd.	部门经理 Department Manager	曹鹏 Cao Peng
中国外运长航集团有限公司 Sinotrans&CSC Holding Co.,Ltd.	节能减排经理 Energy Saving & Emission Reduction Manager	于大万 Yu Dawan
中国外运股份有限公司 Sinotrans Limited	主管 Supervisor	魏滨 Wei Bin
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招商局物流集团北京有限公司 China Merchants Logistics Holding (Beijing) Co.,Ltd.	运输部经理 Transport Manager	刘明亮 Liu Mingliang
北京外运物流中心 SIONTRANS Beijing Logistics Company	副总经理 Deputy General Manager	张兵 Zhang Bing
世能达物流(天津)有限公司 Schneider Logistics (Tianjin) Co.,Ltd.	经理助理 Assistant Manager	Bonnie Wang
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许昌万里运输集团股份有限公司 Xuchang Wanli Transport Group Co.Ltd.	经理 Manager	刘华仑 Liu Hualun
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北京祥龙物流(集团)有限公司 Beijing Xianglong Logistics Co.,Ltd.	总工 Chief Engineer	魏振民 Wei Zhenmin

北京正丰易科环保技术研究中心有限公司 Beijing Zhengfengyike Environmental Technology Research Center Co.,Ltd.	主任 Director	陈文明 Chen Wenming
北京京津港国际物流有限公司 Beijing Jingjin Port International Logistics Co.,Ltd.	助理 Assistant	李捷 Li Jie
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虹迪股份 Hong Di	经理 Manager	王紫豪 Wang Zihao
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中国物流与采购联合会研究室 China Federalion of Logistics & Purchasing	职员 Staff	杨淞程 Yang Songcheng
落基山研究所 Rocky Mountain Institute	高级交通专家 Senior Transport Expert	Dave Mullaney
落基山研究所 Rocky Mountain Institute	经理 Manager	Joshua Agenbroad
Carbon War Room	物流运营经理 Shipping Operations Manager	Galen Hon
中国绿色货运行动合作方 CGFI Partners		
能源基金会中国 Energy Foundation China	交通项目主任 Transport Program Director	龚慧明 Gong Huiming
能源基金会中国 Energy Foundation China	高级项目经理 Senior Program Manager	辛焰 Xin Yan
中国道路运输协会 China Road Transport Associations	国际合作部主任 Director,International Cooperation Office	张光合 Zhang Guanghe
中国道路运输协会 China Road Transport Associations	国际合作部副主任 Deputy Director, International Cooperation Office	高兮 Gao Xi

亚洲清洁空气中心 Clean Air Asia	中国区总监 China Director	付璐 Fu Lu
亚洲清洁空气中心 Clean Air Asia	空气质量专家 Air Quality Expert	万薇 Wan Wei
亚洲清洁空气中心 Clean Air Asia	传播官员 Communication Officer	王秋霞 Wang Qiuxia
亚洲清洁空气中心 Clean Air Asia	总监助理 Director Assistant	刘明明 Liu Mingming
智慧货运中心 Smart Freight Centre	执行总监 Executive Director	Sophie Punte
智慧货运中心 Smart Freight Centre	总监（全球物流排放委员会） Director, Global Logistics Emissions Council	Alan Lewis
智慧货运中心 Smart Freight Centre	技术经理（全球物流排放委员会） Technical Manager, Global Logistics Emissions Council	Suzanne Greene
智慧货运中心 Smart Freight Centre	货运战略总监 Freight Strategy Director	王波勇 Wang Boyong
智慧货运中心 Smart Freight Centre	项目协调人 Project Coordinator	苏莉 Su Li
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Attachment 2 – Agenda

8:30 - 8:45	Registration
8:45 - 9:05	**Opening Remarks** – Ministry of Transport (MOT) • Freight sector status in China • CGFI introduction • Support and Expectation of MOT for CGFI

9:05 – 9:55	**Overview of CGFI – Status, Plans and Shipper Engagement -** CRTA and CAA
	• Goals and objective
	• Program structure and components
	• Plan
	  ○ Technology verification
	  ○ Carbon footprint calculation and performance benchmarking
	  ○ City network and engagement
	  ○ Communication and branding
	• Private sector role, how to attract more carriers, shippers and technology suppliers

9:55 – 10:55	**Overview of Key Green Freight Efforts Involving China** • SmartWay – Buddy Polovick, USEPA (20 mins) • Smart Freight Center – Sophie Punte, SFC (20 mins) • Green Freight Asia – Stephan Schablinski, GFA (20 mins)
10:55 – 11:10	BREAK
11:10 – 12:20	**Session 1: The Green Freight Business Motivation for Shippers & LSPs** • What are shippers' and LSPs' motivation on green freight in China? • How can green freight drivers be integrated in the logistics supply chain or shippers and LSPs in China? • What are barriers for improving freight efficiency and emission reduction especially in China?
12:20 – 13:30	LUNCH
13:30 – 14:40	**Session 2: The Value Proposition Shippers and LSPs Expect from Green Freight Programs**

	• What should green freight programs provide to shippers and LSPs for them to join? • From shippers and LSPs perspective, what are the priority areas for development in green freight efforts involving China? • What is the value of the label schemes of CGFI and GFA to shippers and LSPs in China?
14:40 – 14:55	BREAK
14:55 – 16:05	**Session 3: Role of Shippers and LSPs in Advancing Green Freight in China** • Would shippers choose certified green carriers for services? • Would shippers support CGFI communication/branding activities promoting green shippers and green carriers? • Would shippers get peers and competitors involved? • Would shippers take actions to support CGFI? • How shippers see their role under different green freight programs involving China
16:05 – 16:20	BREAK
16:20 – 17:05	**Session 4: Open Discussion** • Feedback from CGFI partners (CRTA, CAA, RIOH, SFC, GIZ, BTEC, EF) • Suggestions or ideas from participants • Takeaways from the audience
17:05 –17:20	**Closing** – CAA