

Circular economy and sustainable use of natural resources



Outline

- Introduction
- Short term : Increase efficiency of transport
- Mid term : Avoid emissions by modal shift to rail / inland waterways
- Mid-long term : Reduce CO₂ emissions by using alternative fuels for the fleets used to transport dangerous goods
- Increase the amount of recycled plastic in packaging and ensure that the packaging are reusable or recyclable.
- Digitalization of processes & documents
- Challenges



Introduction

- CEFIC supports ambition of green deal for CO₂ reduction through advocacy on policy actions defined in the smart & sustainable mobility strategy. Positions on www.cefic.org :
 - Smart & sustainable mobility strategy
 - TEN-T guidelines revision
 - Rail freight & rail freight corridors
 - Combined transport Directive
 - Weights & Dimensions
 - Digital collaboration & data sharing
- Influence through sector initiatives, e.g. emission measuring guidelines, guidelines towards more efficient road transport, management alternative fuelled vehicles...



Short term: increase efficiency of transport

- Increase sustainability of transport starts with increasing efficiency, better use of resources (equipment, people)
- Reduce kilometers driven by empty trucks
- Increased collaboration for more FTL shipments
- Harmonization / increase of allowed payload in Europe
 - Additional payload for low/zero emission vehicles
 - Additional payload for intermodal road/rail transport, aligned with maximum payload on rail
 - Cross-border max. payload (40ton) changed to max. allowed weights in neighbouring countries.
- However, legislation can be conflicting!
Mandatory return of vehicles after 8 weeks, cabotage in combined transport,.. increases emissions and reduces utilisation of equipment and drivers



Mid term: Modal shift

- Avoid transport via road in the first place, if possible
- Explore alternative modes: shift from road to rail or inland waterways
- However: no plug & play !
 - redesign of production, stock and customer strategy
 - reliable and efficient rail / IWW services (ETA, punctuality,...)
 - availability and capacity of intermodal infrastructure, including for dangerous goods transports
 - Secure DG transport
- Implementing TEN-T guidelines until 2030 (core network), 2040 (extended core), 2050 (comprehensive).

Ambitious targets and deadlines needed: without infrastructure, including fuelling/charging infra, no zero emissions nor modal shift in freight transport possible



Long term: Reduce CO₂ emissions by using alternative fuels for the fleets used to transport dangerous goods

- Collaborate with the sectors to amend ADR to allow the use of alternatively fueled vehicles
- Allow delivery to our sites of trucks powered by alternative fuels (need for safe loading/unloading guidance)
- CEFIC is open to developing technologies



Increase the amount of recycled plastic in packaging and ensure that the packaging are reusable or recyclable

- Discussion at UN joint meeting is supported by CEFIC



Digitalization of processes & documents

- Digital collaboration is essential to turn paper-based processes into proactive, efficient, sustainable, safe and compliant digital processes
- Common requirements for trusted data sharing ecosystems needed (cfr DTLF Subgroup 2 – federated platforms)
- Chemical industry already frontrunner : ECLIC www.eclic.eu, trusted digital collaboration for chemical B2B transport & logistics processes :
 - Electronic cleaning document
 - Electronic proof of previous load
 - Electronic equipment information
 - and many more use cases to come, driven and designed by the sector...
- B2A started for goods (DTLF SG1 – eFTI Regulation), but more can be done regarding data sharing/checking on equipment and drivers.



Challenges

- Technology development can be faster than legislation, especially in digitalisation but also in equipment
- Limiting factors like payload, cabotage, driving bans,... can lead to more trucks on the road, more drivers needed etc.
- Conflicting directives/legislations, e.g. mobility package
- Infrastructure, driver and vehicle availability will play an important role



Thank you.

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About Cefic

Cefic, the European Chemical Industry Council, founded in 1972, is the voice of large, medium and small chemical companies across Europe, which provide 1.1 million jobs and account for 15% of world chemicals production. Cefic members form one of the most active networks of the business community, complemented by partnerships with industry associations representing various sectors in the value chain. A full list of our members is available on the Cefic website. Cefic is an active member of the International Council of Chemical Associations (ICCA), which represents chemical manufacturers and producers all over the world and seeks to strengthen existing cooperation with global organisations such as UNEP and the OECD to improve chemicals management worldwide

