A strong contribution by the global freight and logistics sector to the Paris Climate Agreement goals is critical. Pressure from customers, governments and investors on business to take action will continue to grow. Businesses are looking to optimize operational efficiency and minimize their carbon footprint at the same time.

The GLEC Framework allows businesses to calculate and report their logistics emissions consistently across their multi-modal supply chain. Results can be used to inform stakeholders and improve business decisions and actions. Challenge cases support businesses to implement the GLEC Framework through five steps:

- **Adopt GLEC Framework**
- **Integrate into Business Processes**
- **Calculate Emissions**
- **Obtain Assurance and Report**
- **Use Results for Better Decisions and Actions**
- **Optimize Supply Chain Efficiency, Minimize Carbon Footprint**

**About LEARN and the GLEC Framework**

The project Logistics Emissions Accounting and Reduction Network (LEARN) mobilizes businesses to reduce their carbon footprint across the global logistics supply chains through improved emissions calculation and reporting. LEARN partners work closely with related organizations, initiatives and already existing networks. This includes the Global Logistics Emissions Council (GLEC), a voluntary partnership that was established by Smart Freight Centre together with companies, industry associations, programs and experts. The LEARN project builds on and seeks to improve the ‘GLEC Framework for Logistics Emissions Methodologies’ based on existing methodologies. The GLEC Framework makes carbon accounting work for industry. For the first time, emissions can be calculated consistently at the global level across all transport modes and logistics sites. The LEARN consortium is led by Smart Freight Centre and includes the following partners:

For more information: www.learnproject.net or info@smartfreightcentre.org

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**CHALLENGE**

Most multinational and large national companies publish annual sustainability reports and increasingly include environmental impacts from their supply chain, including logistics. Public reports include data on total emissions and reductions over time. In addition, logistics service providers and carriers are increasingly asked to report fuel and emissions data to their customers. This is often done for a certain trade lane or country of service.

The challenge for several companies was therefore: how can I use the results from calculations using the GLEC Framework to create reports for customers and external stakeholders based on their different needs?

**ANSWER**

The GLEC Framework carries the Built on GHG Protocol Mark, (meaning it is consistent with the higher-level GHG Protocol that most companies already follow) and is recommended by the CDP for logistics emissions reporting (meaning that companies can safely report logistics emissions to the CDP that conform with the GLEC Framework).
The GLEC Declaration can help companies that wish or are required to report logistics emissions in standardized way. It provides a menu of information that companies can choose from and complements the GLEC Framework that standardizes how logistics emissions are calculated.

The GLEC Declaration works at two levels: business-to-business reporting and public reporting. Business-to-business reporting happens at the service level to customers. A simple set of core indicators can be used to describe each individual transport service performed and its core emissions performance, in terms of total emissions and emission intensity, over the course of a year.

The GLEC Declaration for public reporting happens at the company level and can be used to report logistics emissions information in public sustainability reports, governments, investors and programs, such as green freight programs, the CDP reporting platform and product label schemes.

A minimum level of information applies to all companies whereas additional information can be negotiated with individual customers or disclosed by companies voluntarily to show leadership.

### GLEC Declaration on Logistics GHG Emissions

#### BUSINESS TO BUSINESS REPORTING
at service level to customers

**Minimum:**
- GHG total (based on WTW, CO\textsubscript{2}e, Scope 1, 2, 3)
- GHG per tonne-km
- Reporting year
- Breakdown by modes and logistics sites and pre- and on-carriage
- Input data source by mode

**Negotiable:**
- Multi-years, other time periods
- Breakdown by shipment level, trade lane, business unit, geography, product, other
- Breakdown by WTW and TTW

#### PUBLIC REPORTING
at company level in to public, government, investors, programs

**Minimum:**
- GHG total (based on WTW, CO\textsubscript{2}e, Scope 1, 2, 3)
- GHG per unit of production (shipper)
- Reporting year
- Breakdown by scope 1, 2 and 3
- Breakdown by modes and logistics sites
- Percentage logistics supply chain coverage
- Disclose if input data was independently verified

**Smart Freight Leadership:**
- GHG per tonne-km for each mode (LSP/carrier)
- GHG per tonne-km (shipper)
- Breakdown WTW and TTW global level
- Past years (at least 1)
- Breakdown by business units
- Input data sources for each mode
- Input data was independently verified