

Partner and Affiliate Roundtable Sessions: Summary of Stakeholder Feedback

ROUNDTABLE PARTICIPATION


-  **Logistics.** April 21, Partner attendees (29) including large and small 3PLs, EPA and Natural Resources Canada.
-  **Shipper.** May 19, Partner attendees (31) including retail, industrial manufacturing, auto, food & beverage, electronics, consumer goods, EPA and Natural Resources Canada.
-  **Carrier.** June 22, Partner attendees (144) including commercial and private fleets, large and small carriers, USPS, ATA, FRA, ACEEE, NCTCOG, EPA and Natural Resources Canada.
-  **Affiliates.** July 27, Affiliate Attendees (24) including professional and trade associations, regional governments, federal agencies, a media representative, EPA and Natural Resources Canada.

Purpose of the 2022 Partner Roundtables


EPA postponed the SmartWay Excellence Award in 2022 and chose to use this year as a listening opportunity for SmartWay Partners and Affiliates. The aim is to reassess and refresh the decades-old recognition program and to also explore partner needs, challenges, and insights to enhance other elements of the program, such as reporting metrics and methodologies. Four Roundtables were held. Partner input continues to be encouraged and welcomed.

This summary highlights input received from Partners and Affiliates in two primary areas: *awards and recognition programs*, and *the future of emissions accounting and reporting*. Included below are summary comments received which is being shared broadly with the SmartWay Partner community. EPA is taking into consideration all comments received during this listening year received via the Roundtables and other engagements. Thanks to all Partners and Affiliates who contributed their time and thoughts. Please let us know if you have additional input to offer by contacting your Partner Account Manager or the SmartWay hotline (734) 214-4767, or mailbox (smartway_transport@epa.gov).

KEY TAKEAWAYS ON AWARDS AND RECOGNITION

-  The SmartWay Excellence Award has made a difference for Partners in the following ways:
 - Aiding to secure organizational support for testing new equipment and technology

- Affirming sustainability goals of top management

 Both Shippers and Carriers appreciate that SmartWay currently assesses Carrier Tool results as the dominant criteria for Excellence Award recognition. The quantitative data makes the recognition meaningful. Even though:

- Shippers reported also liking how SmartWay currently assesses both quantitative Shipper Tool results and qualitative leadership characteristics from the award application process
- Carriers mentioned a willingness to submit qualitative information for additional award consideration

 In the future, Partner carrier fleets would welcome recognition for "green" investments in the following innovations:


- Safety, advanced technologies, or equipment upgrades
- Ownership and/or use of electric vehicles
- Use of greener fuels

 In the future, Partner companies would welcome recognition for the following strategies:

- Demonstrations of freight, environmental or community leadership
- Actions to reduce packaging
- Net zero GHG goals for 2030 or 2050 and processes/strategies to attain them
- Initiatives to reduce miles

 There was expressed interest in recognizing Partners in a holistic manner, including:

- Small businesses, minority-owned, woman-owned, LGBTQ+ owned
- Companies that have changed their facilities to make them more environmentally friendly to neighbors in disadvantaged communities

 Affiliates expressed interest in being recognized by EPA for the work they do in supporting SmartWay's mission. Several suggestions were offered for possible award criteria including:

- Quantity and consistency of inclusion of SmartWay in outreach
- Number of Affiliate members that are SW members on a percentage basis
- SmartWay recruitment results for membership organizations
- Organization size should be a criteria consideration

KEY TAKEAWAYS ON THE FUTURE OF EMISSIONS ACCOUNTING AND REPORTING


 Many partners noted how they are affected by and/or are addressing climate change:

- Setting carbon neutrality goals, and science-based targets, green procurement
- Incorporating GHG reductions goals/targets/strategies with and for clients


- Growing demands to provide GHG data, performance improvement, demonstrations of commitments and improvements
- Adding sustainability requirements to RFPs and RFQs.
- Committing to biofuels, EVs and other strategies to meet goals
- Using SmartWay results/data in their public sustainability reporting and GHG disclosure
- CDP (formerly Carbon Disclosure Project) is the most commonly used reporting platform followed by Science Based Targets Initiative, Global Logistics Emissions Council, and the Greenhouse Gas Protocol

 SmartWay is generally recognized as good/adequate for *domestic* accounting and reporting

- Some Partners expressed desire for globally aligned programs like SmartWay
- Consider SmartWay as gold standard, and not too burdensome, though recent enhancements make it more user-friendly
- SmartWay is a good platform for industry engagement and peer to peer sharing
- Data collection in the US is more difficult than in EU where GPS and telematics are used
- Suggestion that SmartWay cover nodes like warehouses and terminals

 Partners expressed the growing need for global emission factors from other regions and modes, i.e., there is a “lack of global data visibility”


- Most partners believe SW should provide “global emission factors” for GHG reporting
- Some report having their own internal data availability and quality challenges, e.g., accurate mileage estimates, using average values or spend estimates
- Some need to use third parties and consultants to complete global analyses




 Some Partners acknowledged complexities of doing comprehensive scope 3 accounting, noting freight is just one of numerous elements and they have lots of challenges

- Some may not know how to apply SmartWay data in their public GHG disclosure
- GHG accounting is especially complex with global modes (OGV and Air) combined with multi-stops and other modes,
- Concerns about accounting for EV emissions compared to diesels, e.g., including electricity emissions, when diesels are assessed on “tank-to-wheel” instead of “well-to-wheel”
- Some use life-cycle fuel emissions (well-to-tank) plus tank-to-wheel

 Most Partners report emissions with the “CO₂e” metric and need SmartWay to provide as well

- Some Partners also report “GHGs” and criteria pollutants, plus black carbon
- Some Partners suggest adding SO_x and CO emissions measurements

 “Primary data” (like what SmartWay provides) is the most preferred source for emissions reporting, followed by default averages, modeled data, and then estimates/projections

- Default averages are acceptable for calculating emission from other regions where primary data is not available
-  All Partners agree data auditing and validation is essential
- Some expressed concerns about ensuring data integrity
-  Some Partners express need for more frequent assessments like monthly or quarterly assessments or "on demand" calculations for each mode or shipment
- Some shippers think there may be opportunity to get some carriers to provide more frequent data submittals and/or more transparent data
-  Most Partners see value in holding more roundtable sessions and feedback opportunities in the future