Three statements on containing transport emissions

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A solution to the emissions’ problem in logistics and transport may come from several measures used in combination, with an overarching objective to find proportionate solutions, especially if this exercise is assisted by a much desired common calculation scheme together with sufficient incentives. Incentives are simple to administer and transparent to all parties, while not requiring universal agreement or implementation to begin with. Incentives may even survive the difference of calculations and data, as it ignites an emulation process rather than fostering distortions. In principle it creates no harm to the economy. Incentives for reducing emissions need to be given to operators who show credible credentials in fuel saving, alternative energy use and employing appropriate life-cycle programmes that allow for measurable and significant results.

FIATA believes the role of the IPCC could be decisive. Well-grounded non-punitive policy can work much faster in the short run than any global agreement that is not within reach at present. FIATA advocates for a global solution at IMO level in the maritime sector and at global coordination at UN level with other transport modes.

The objective should be to reduce transport’s contribution to the overall GHG (and other) emissions, not to raise revenues. Industry is already contributing to GHG emission reduction programmes in many parts of the world (e.g. under the EU ETS). Transport users can invest in transportation equipment which has less impact on the environment, but only if one can measure its effect and benefit reliably one can claim that the full life-cycle of the supply chain offers overall environmental advantages. Whatever efficiency may be gained by improving the environmental process in logistics, shippers should be made aware that this kind of success does not come easy or cheaply. Without the cooperation of the cargo interests any programme intended to address emissions in the SC would be pointless.