

Technical appendix: Results of Stakeholder Workshop

This appendix summarises the results from the stakeholder consultation workshop which was organised by SLOCAT and the Kühne Climate Center on 5 September 2024. This workshop was conducted to validate the findings of the draft compendium and understand what participants think about the draft set of interventions. The results are based on the 22 votes by participants. The scores are between 1 to 5 (from 1-lowest to 5-best) for the proposed interventions under each critical enabler. Since then the interventions have been revised and further defined.

Ambitious, science-based targets, regulations, policies, standards

| Intervention | Criteria | Score | Mentimeter results |
|---|-----------------------------------|-------|--------------------|
| CO₂ emission mitigation targets for freight transport supporting overall transport decarbonisation by 2050 | Universality | 4.3 | |
| | Cost effective | 4 | |
| | Political / technical feasibility | 3.6 | |
| | Short implementation timeframe | 3.4 | |
| Low-carbon freight transport infrastructure, operations, vehicles and alternative fuels | Universality | 3.8 | |
| | Cost effective | 3 | |
| | Political / technical feasibility | 3.5 | |
| | Short implementation timeframe | 2.3 | |
| Resilience of freight transport infrastructure and adaptation of systems | Universality | 3 | |
| | Cost effective | 2.9 | |
| | Political / technical feasibility | 3.3 | |
| | Short implementation timeframe | 2.2 | |
| Shift to the most efficient, low-carbon modes of transport and use of intermodal, low-carbon, efficient and resilient freight transport corridors across borders | Universality | 4 | |
| | Cost effective | 4 | |
| | Political / technical feasibility | 3.1 | |
| | Short implementation timeframe | 2.8 | |

Economics, finance and investments

| Intervention | Criteria | Score | Mentimeter results |
|--|-----------------------------------|-------|--------------------|
| Pricing and fiscality to reflect the entire costs of each freight transport mode on our societies and the environment, and to guide market forces towards the most sustainable services, across supply chains | Universality | 4.3 | |
| | Cost effective | 4.1 | |
| | Political / technical feasibility | 2.6 | |
| | Short implementation timeframe | 2.8 | |
| Climate and development finance aligned with decarbonisation and sustainability goals, and that supports LMICs in achieving multiple development priorities | Universality | 4.1 | |
| | Cost effective | 3.7 | |
| | Political / technical feasibility | 3.8 | |
| | Short implementation timeframe | 2.8 | |
| Re-use of funds collected from inefficient and polluting services to support efficient, green freight transport and logistics solutions | Universality | 4.4 | |
| | Cost effective | 4.3 | |
| | Political / technical feasibility | 3.7 | |
| | Short implementation timeframe | 3.7 | |
| Financing and funding accessible to formal and informal operators | Universality | 3.6 | |
| | Cost effective | 3.3 | |
| | Political / technical feasibility | 3 | |
| | Short implementation timeframe | 3.2 | |

Integrated planning and operations

| Intervention | Criteria | Score | Mentimeter results |
|---|-----------------------------------|-------|--------------------|
| Management of freight transport demand | Universality | 4.5 | |
| | Cost effective | 4 | |
| | Political / technical feasibility | 3.2 | |
| | Short implementation timeframe | 3.2 | |

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|--|-----------------------------------|-----|--|
| Fleets and assets sharing combined with intelligent transport systems | Universality | 3.9 | <p>It is universal (scalable and replicable).</p> |
| | Cost effective | 3.8 | <p>It is cost-effective.</p> |
| | Political / technical feasibility | 3.2 | <p>It is politically and technically feasible.</p> |
| | Short implementation timeframe | 2.8 | <p>It has a relatively short implementation timeframe.</p> <p>Strongly disagree Strongly agree</p> |
| Integrated urban logistics and freight | Universality | 4 | <p>It is universal (scalable and replicable).</p> |
| | Cost effective | 3.7 | <p>It is cost-effective.</p> |
| | Political / technical feasibility | 3.2 | <p>It is politically and technically feasible.</p> |
| | Short implementation timeframe | 2.7 | <p>It has a relatively short implementation timeframe.</p> <p>Strongly disagree Strongly agree</p> |
| Efficient and resilient multimodal freight transport infrastructure | Universality | 3.9 | <p>It is universal (scalable and replicable).</p> |
| | Cost effective | 3.4 | <p>It is cost-effective.</p> |
| | Political / technical feasibility | 3.3 | <p>It is politically and technically feasible.</p> |
| | Short implementation timeframe | 2.2 | <p>It has a relatively short implementation timeframe.</p> <p>Strongly disagree Strongly agree</p> |

Mandatory, standardised and transparent tracking, reporting and evaluation

| Intervention | Criteria | Score | Mentimeter results |
|--|-----------------------------------|-------|--|
| Standardised approaches for GHG emissions, climate and sustainability impacts accounting | Universality | 4.5 | <p>It is universal (scalable and replicable).</p> |
| | Cost effective | 4.2 | <p>It is cost-effective.</p> |
| | Political / technical feasibility | 3.9 | <p>It is politically and technically feasible.</p> |
| | Short implementation timeframe | 3.5 | <p>It has a relatively short implementation timeframe.</p> <p>Strongly disagree Strongly agree</p> |
| Participation in voluntary market-based measures framework for freight transport and logistics accounting and reporting | Universality | 3.9 | <p>It is universal (scalable and replicable).</p> |
| | Cost effective | 2.8 | <p>It is cost-effective.</p> |
| | Political / technical feasibility | 3.6 | <p>It is politically and technically feasible.</p> |
| | Short implementation timeframe | 3.3 | <p>It has a relatively short implementation timeframe.</p> <p>Strongly disagree Strongly agree</p> |
| Indicators on intermodality, low-carbon, efficiency and resilience for all freight transport modes | Universality | 4.1 | <p>It is universal (scalable and replicable).</p> |
| | Cost effective | 2.9 | <p>It is cost-effective.</p> |
| | Political / technical feasibility | 3.6 | <p>It is politically and technically feasible.</p> |
| | Short implementation timeframe | 3.3 | <p>It has a relatively short implementation timeframe.</p> <p>Strongly disagree Strongly agree</p> |

| | | | |
|--|-----------------------------------|-----|--|
| Evaluation of performance against national, regional and global goals on sustainability, resilience and climate | Universality | 4.1 | <p>It is universal (scalable and replicable). 4.1</p> <p>It is cost-effective. 3.2</p> <p>It is politically and technically feasible. 3.7</p> <p>It has a relatively short implementation timeframe. 2.9</p> <p>Strongly disagree Strongly agree</p> |
| | Cost effective | 3.2 | |
| | Political / technical feasibility | 3.7 | |
| | Short implementation timeframe | 2.9 | |

Data, research, technology, innovation and capacity building

| Intervention | Criteria | Score | Mentimeter results |
|---|-----------------------------------|-------|--|
| Multimodal freight data-focused interfaces, digital platforms and new data approaches | Universality | 4.9 | <p>It is universal (scalable and replicable). 4.9</p> <p>It is cost-effective. 3.6</p> <p>It is politically and technically feasible. 3.2</p> <p>It has a relatively short implementation timeframe. 3.9</p> |
| | Cost effective | 3.6 | |
| | Political / technical feasibility | 3.2 | |
| | Short implementation timeframe | 3.9 | |
| Workforce planning and training to build skills for new jobs in low-carbon freight transport and logistics | Universality | 4.6 | <p>It is universal (scalable and replicable). 4.6</p> <p>It is cost-effective. 3.9</p> <p>It is politically and technically feasible. 4.6</p> <p>It has a relatively short implementation timeframe. 3.1</p> <p>Strongly disagree Strongly agree</p> |
| | Cost effective | 3.9 | |
| | Political / technical feasibility | 4.6 | |
| | Short implementation timeframe | 3.1 | |
| Multi-stakeholder partnerships for peer exchange, joint action and resource pooling | Universality | 4.6 | <p>It is universal (scalable and replicable). 4.6</p> <p>It is cost-effective. 4.1</p> <p>It is politically and technically feasible. 4.6</p> <p>It has a relatively short implementation timeframe. 4.1</p> <p>Strongly disagree Strongly agree</p> |
| | Cost effective | 4.1 | |
| | Political / technical feasibility | 4.6 | |
| | Short implementation timeframe | 4.1 | |
| Voluntary programs to reduce logistic emissions | Universality | 3.5 | <p>It is universal (scalable and replicable). 3.5</p> <p>It is cost-effective. 2.7</p> <p>It is politically and technically feasible. 3.6</p> <p>It has a relatively short implementation timeframe. 3.6</p> <p>Strongly disagree Strongly agree</p> |
| | Cost effective | 2.7 | |
| | Political / technical feasibility | 3.6 | |
| | Short implementation timeframe | 3.6 | |