

State of Sustainability in Freight Forwarding 2024

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The challenges and impact of carbon emissions in freight transport

Freight is on track to become the highest emitting sector by 2050

11%

The percentage of total greenhouse gas emissions produced by the global logistics industry today



The challenges and impact of carbon emissions in freight transport

The need to take action is increasing

42%

The percentage by which global logistics emissions are set to increase by 2050



Objectives, Methodology and Approach

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Objectives:

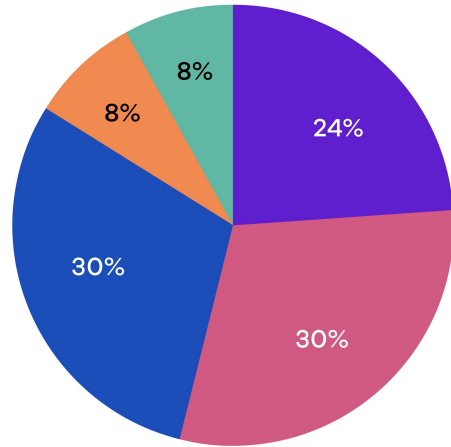
- Assess the current state of sustainability in the UK freight forwarding sector
- Identifying areas of improvement and practical sustainability solutions for freight forwarding
- Develop best practice guidance for members on their sustainability journey

Methodology:

- 15 multiple choice questions
- Survey sent to BIFA Members for 6 weeks from April 2024
- 83 responses
- Report published on 12 June, 2024.

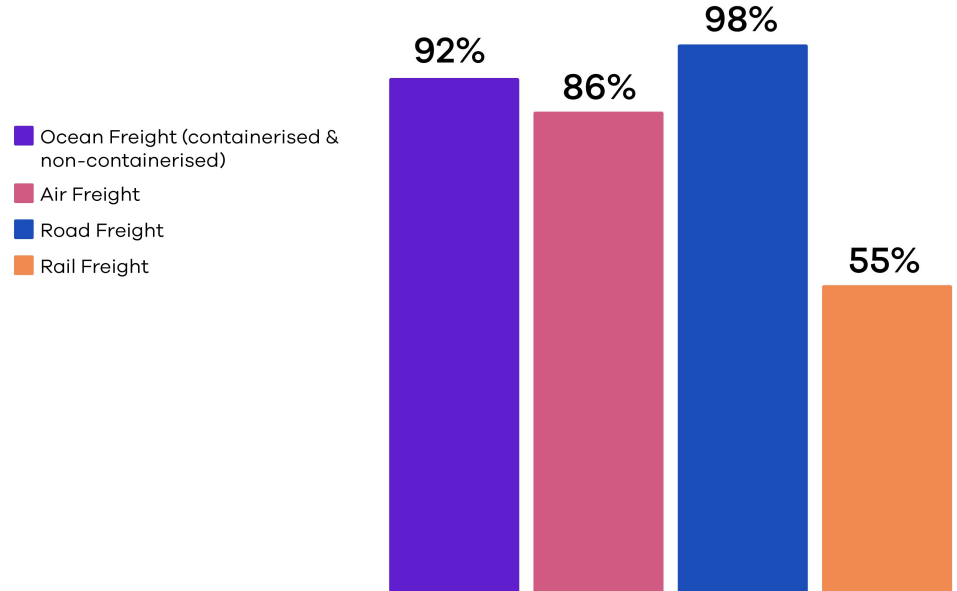
Breakdown of survey respondents

Company Size



- 1 - 10 employees
- 11 - 50 employees
- 51 - 250 employees
- 251 - 1,000 employees
- 1,000 + employees

Transport Modes



Report findings

Sustainability practices

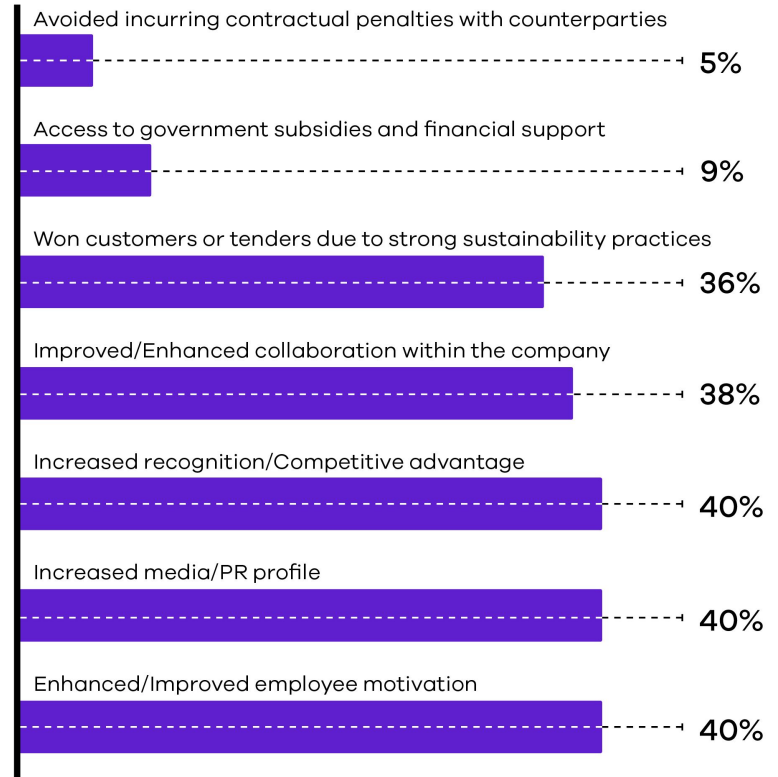
More than half of respondents have sustainability policy in place

53%

of respondents say they
currently have a
sustainability policy

Recognition of positive business impact needs to improve to drive adoption

Benefits from implementing sustainability practices



Forwarder **company size is an indicator of how much they prioritise sustainability**

52%

say sustainability is important but other issues take precedence

Many forwarders plan to offer sustainability services in the next 12 months

Likely or very likely to offer the following sustainability services

42%

Carbon reporting

45%

Consolidated consignments

45%

Modal shifts

Report findings

Carbon reporting

A majority of freight forwarders have customers asking for carbon emissions reports on their shipments

60%

of respondents have customers asking for carbon reports

Significant reliance on software solutions to measure customer carbon emissions

45%

of respondents use software to
measure customers' carbon
emissions

Business and customer-focused incentives will drive forwarders to add carbon reporting to their services

Incentives for adding carbon reporting to forwarding services

73%

Demand from customers

65%

Financial/Positive ROI

Usability, accreditation and accuracy are all important when choosing a carbon reporting platform

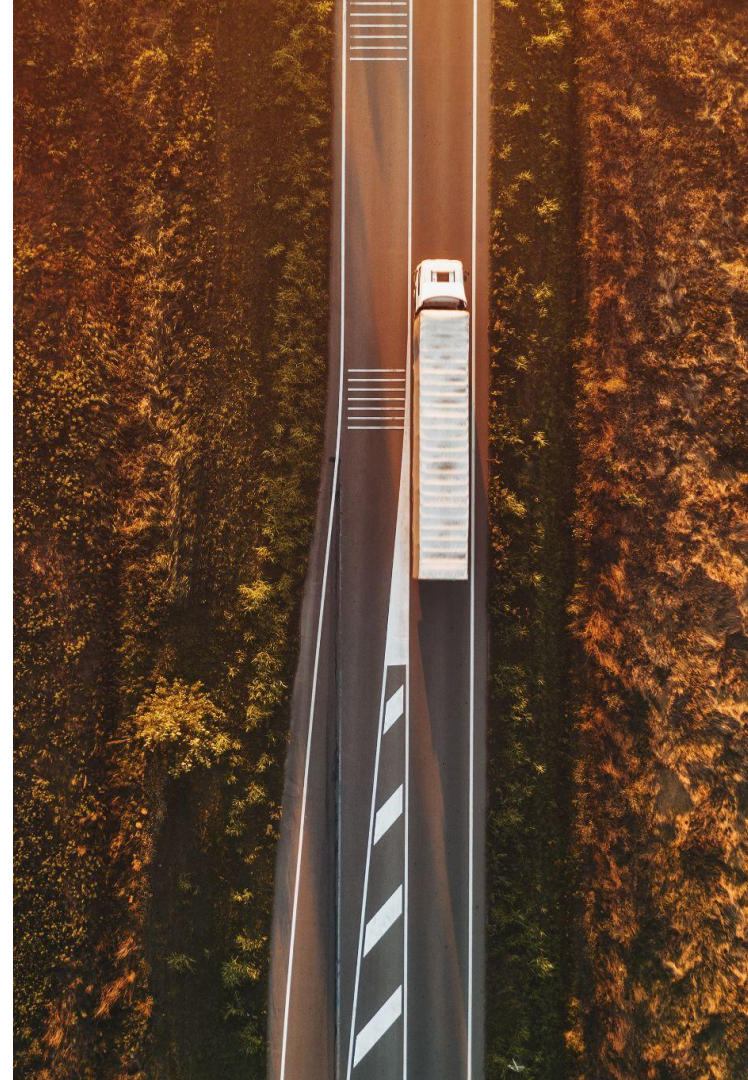
84%

of respondents say accurate calculations are important or very important

Outcomes

Climate change is a key issue for freight and logistics

- Effects becoming more apparent
- Increased urgency to decarbonise the industry
- Collaboration across supply chain partners will help this transition



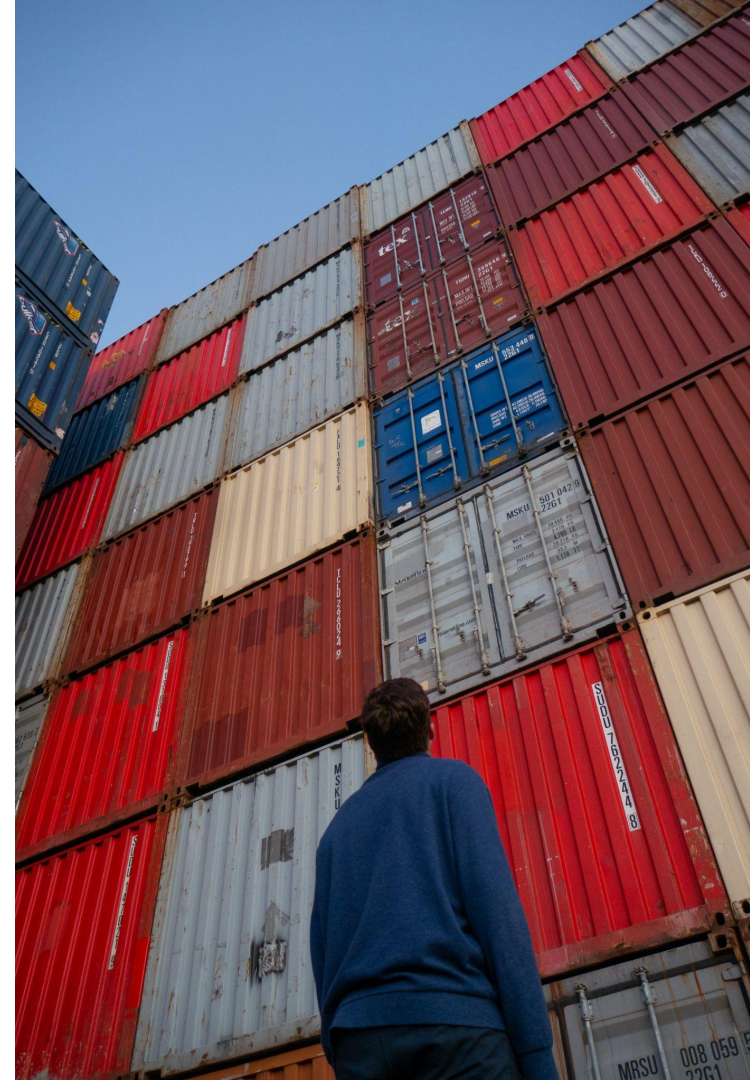
BIFA's role and initiatives

Monitoring legislation

- BIFA will track new regulation and it is announced
- Provide guidance on environmental issues

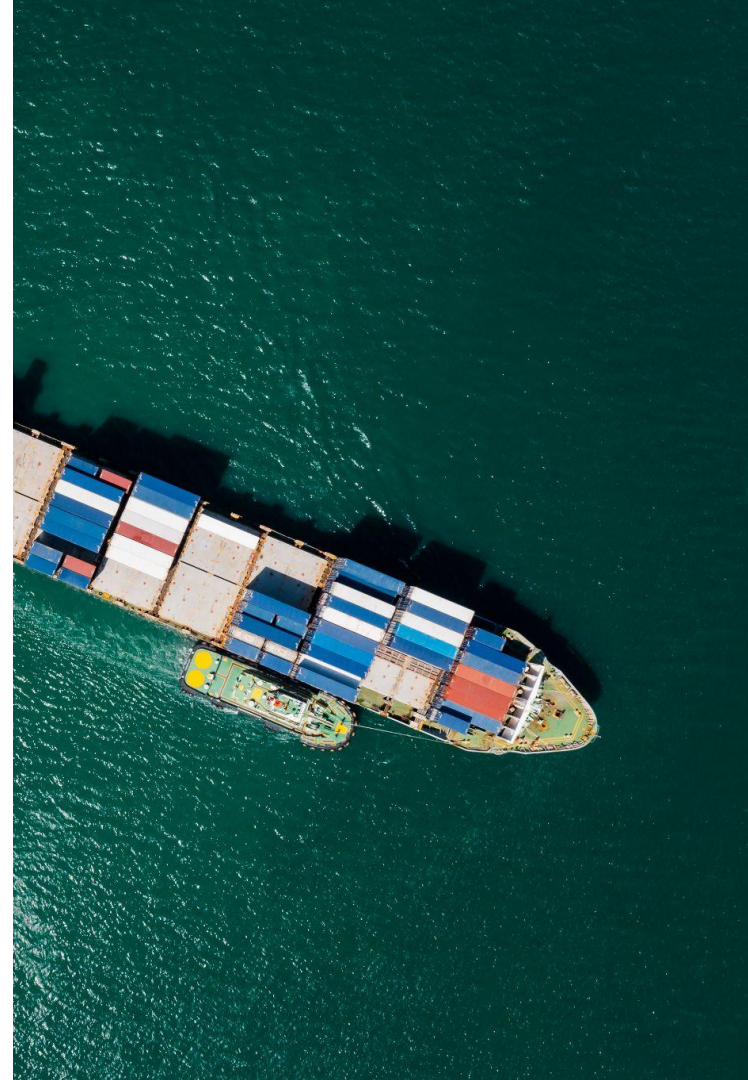
Insights from report

- Shape best practice guidance
- Influence representation with government and stakeholders



Future communications

- Identify and discuss key issues relating to sustainability for logistics industry
- Use policy groups, regional meetings, website, newsletters, BIFAlink magazine, BIFAlink TV to communicate findings and actions
- Identify improvement areas and develop practical solutions and advice to overcome these



Dive into the power of the Pledge platform

Date: Thursday July 18th

Time: 11.00am – 11.45am BST

Join us for a live demonstration of the Pledge platform and experience how GLEC-accredited carbon reporting can help your business.

Explore in real-time:

- Effortless in-depth carbon reporting
- Instant report generation and sharing
- Exciting new features that add value to your proposition

The screenshot displays the 'Freight emission calculator' interface. On the left, a sidebar contains input sections: 'Cargo' (Weight: 1,000 KG, Cargo type: Average), 'Route' (Origin: Liverpool, United Kingdom), 'Detail' (Vehicle used: Ship - Container Ship - Average, IMO Vessel No. field), and 'Carrier' (with expandable sections for operating characteristics and routing options). On the right, a main panel shows 'Overview' with a summary: '19.86 kg CO2e from 1,050.6 t-k with an intensity ratio of 0.0189'. Below this is a 'Lifecycle analysis' bar chart comparing 'Well to tank' (7.95 kg) and 'Tank to wheel' (36.54 kg) emissions. A map shows the route from Liverpool to Cardiff. A disclaimer at the bottom states: 'The path shown is for illustration purposes only and is based on routing algorithms.'



Questions

Thank you

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BIFA members taking climate action with Pledge

ligentia™

Davies Turner

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