Shipment Emission Report

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811
KG CO_2E

FROM
Port of Shanghai
CNSHA

TO
Wolfsburg

Modality	Deepsea, Barge, Truck
Operators	HMM, modal 3
Created for	Port of Rotterdam
Transport Date	05 October 2023
Reference	1234 Example

SMART FREIGHT CENTRE ACCREDITATION
IN ACCORDANCE WITH THE GLEC FRAMEWORK

GLEC-verified by
Routescanner

Created on 30 October 2023

Details

Containers

Number	Gross weight (kg)	Type
TEST1234689	3.800	40DV
TEST1234688	2.450	20HC

Emissions and distance

Origin	Destination	Operator	Modality	Distance (km)	WTW Emission (kg CO_2e)
Port of Shanghai CNSHA Shanghai International Port Container Terminal (WaiGaoQiao Phase 4) (SIPG)	Port of Hamburg DEHAM Burchardkai Hamburg (CTB)	HMM	DEEPSEA	20.240	644
Transfer at Burchardkai Hamburg (CTB)					60
Port of Hamburg DEHAM Burchardkai Hamburg (CTB)	Wolfsburg DEWOB Container Terminal Fallersleben (CTF)	modal 3	BARGE	167	28
Transfer at Container Terminal Fallersleben (CTF)					76
Wolfsburg DEWOB Container Terminal Fallersleben (CTF)	Wolfsburg		TRUCK	7	3
Total emissions					**811**

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Conditions

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General Terms

Distance calculations are based upon schedule information as shared with us by the operators, and upon a shortest distance routing over the network of the applicable modality. Any limitations (special freight routes for rail, maximum vessel sizes allowed for certain sea connections like the Panama Canal, the Suez Canal, and the Kieler Canal) are taken in account whenever the data required for the limitations are available, and whenever possible and applicable. The emission calculation for specific operators is based on the API response of the day of document creation.

All distances are calculated to the best of our knowledge; no guarantees can be given that the distances will in accordance with reality, as operational concerns and short term deviations cannot be taken in account.

CO_2 emission factors are taken from the GLEC-Framework. For details on the GLEC-Framework and for the most recent Framework data, please refer to www.smartfreightcentre.org/en/our-programs/global-logistics-emissions-council/calculate-report-glec-framework/ For the factors as used in Routescanner, please refer to www.routescanner.com/GLEC/

This shipment emission report has the same validity as the version of the framework adopted by GLEC. The version of the GLEC model used for this document was version 2.0 issued in July 2022. At the time of document creation, this was the latest known version.

The values were calculated based on inputs provided by the user.

The values of emissions for a certain operator are based upon the schedule data of the operator as known by us at the time of document creation.

All generated documents can be found via a dedicated page within your RS profile. We will store the pdf for 2 years for you to link to, such that you can show that Routescanner has indeed calculated this for you.

The information generated in the Emissions Report is for informational purposes only. Whilst Routescanner strives to provide the most accurate emission values using industry averages, we make no representations or warranties of any kind, express or implied, about the completeness, accuracy, reliability or suitability of any of the emission values generated in the emissions report. Any reliance you place on the emission values is strictly at your own risk.

Definitions

GLEC The Global Logistics Emissions Council was established in 2014 as a voluntary partnership, with the goal to develop and implement global guidelines to calculate, report and reduce logistics emissions that work for industry. The Council is led by SmartFreightCentre (SFC), a global non-profit organization dedicated to an efficient and zero-emissions freight sector. SFC brings together and works with the global logistics community to drive transparency , collaboration and industry action – contributing to the Paris Climate Agreement targets and Sustainable Development Goals.

CO_2e Carbon Dioxide comprises the majority of GHG emissions for logistic activities, and is thus the standard reference by which emissions are measured. CO_2-equivalent (CO_2e) is the common unit used to represent global warming impact of various GHGs. The GHGs that are included in the CO_2-equivalent are: CO_2 (Carbon Dioxide); CH_4 (Methane); N_2O (Nitrous Oxide); NF_3 (Nitrogen Trifluoride); SF_6 (Sulphur Hexafluoride); HFCs (Hydrofluorcarbons); PFCs (Perfluorcarbons).

WTT Well-to-tank emissions consist of all processes between the source of the energy (the well) through the energy extraction, processing, storage and delivery phases up to the point of use (the tanl). WTT values can vary by energy source, region, method of production,and the transportation required to move the fuel to market.

TTW Tank-to-wheel are the emissions from fuels combusted to power Scope 1 activities (the wheel). TTW is considered to be zero for electricity, hydrogen fuel cells and biofuels – all emissions are in the WTT stages at the point of use.

WTW These are emissions from the full fuel life cycle, and should be equivalent to the sum of WTT and TTW emissions.