# REGISTRIES FOR RELIABLE DECARBONIZATION

DHL'S PERSPECTIVE

Andreas Mündel Senior Vice President Strategy & Operations Programs Aireg Webinar 17. Januar 2024

**Corporate Development** 



Clean operations for climate protection

We will invest

### € 7 billion

until 2030 in clean operations to reduce our emissions to under

## 29 MT CO<sub>2</sub>e

by 2030 and thereby commit to the Science-Based Targets initiative (SBTi) Green linehaul powered by sustainable fuels



Target: > 30 % SAF by 2030 across Scope 1 &

Sustainable aviation fuels to power planes in Express and Global

Scope 3

Carbon neutral buildings leveraging green electricity, building automation and sustainable heating

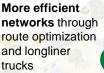


Emissions transparency to provide customers visibility on the carbon footprint of their shipments

Green last-mile delivery through electric vehicle fleet and other green modes, incl. bicycles



Sustainable marine fuels to power ships for ocean freight



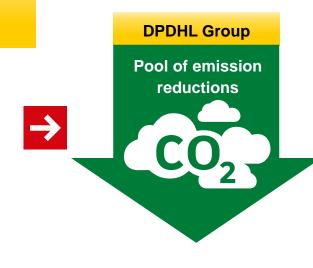


#### Once a robust registry exists – book & claim/insetting is the logical next step

Procurement of sustainable fuels

Enabling cost- and resourceefficient purchase of sustainable fuels via book & claim:

- Without unnecessary logistics costs
- Without necessity to establish separate green infrastructure
- Without market barriers for SF supplier



Insetting customer products



Enabling customers to actively contribute to emission reductions:

- Targeted allocation of reductions to customers, i.e. opportunity to reduce footprint already now
- Customer contributes to decarbonization cost
- Without necessity to establish a separate green infrastructure

Prerequisite: Clear standard and system for a robust and fraud-resistant book & claim mechanism

# Why is book & claim so important for us? Without it, benefits from sustainable fuels in our network would need to be distributed equally across all customers

## Sustainable fuel blending within the network



When we purchase sustainable fuels, they are usually blended in with conventional fossil fuels, e.g. at airport fuel farms or public fuel stations for trucks.

### Improved GHG intensity in the network



The fuel composition and GHG intensity in the network improves slightly, but it is almost impossible to match the use of sustainable fuels to specific customer shipments.

#### Without book & claim



All customers benefit equally from improved GHG intensity, no one can purchase a decarbonized

#### With book & claim



A customer paying a green premium benefits fully from sustainable fuel emission reductions.

# A new framework by the Smart Freight Centre addresses the key challenges to logistics decarbonization by providing guidelines for book & claim

#### **Challenge 1**



High transport decarbonization abatement costs

#### **Challenge 2**



Large, complex and dynamic supply chains

#### **Solution: Market-based Measures Framework**

Accounting guideline based on book & claim

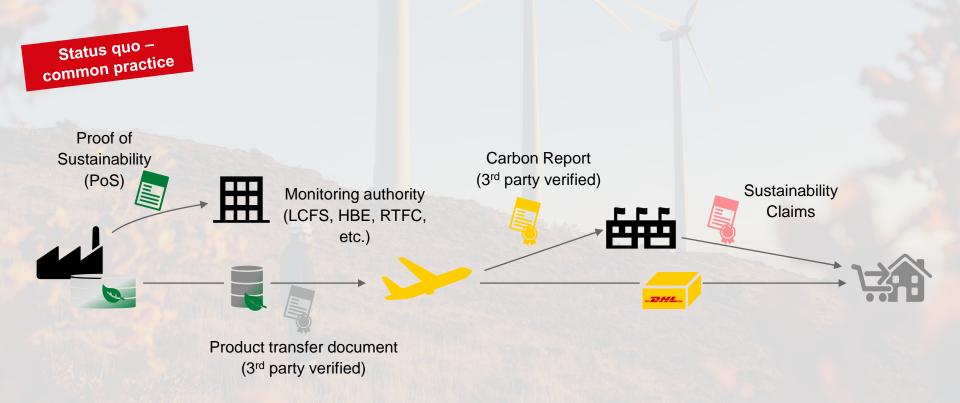


The framework is based on a book & claim chain of custody mechanism which addresses these challenges:

- Permits suppliers and carriers to allocate low-emission profile of solutions (e.g. fuels) or transport services to paying customers
- Permits forwarders and shippers to account for lower emissions even if shipments are not physically transported with sustainable solutions
- Is largely consistent with established GHG accounting methods, e.g. GLEC and ISO 14083

DHL intends to comply with the framework

# Currently independent certificates are issued at each step of the value chain – there is no transparency on upstream and downstream claims of SAF



# A central registry provides transparency on relevant aspects of the transaction to verifiers and stakeholders along the value chain

