



SUSTAINABLE • TRUSTED • COLLABORATIVE • NETWORKS



Newsletter Issue 5

May 2017

Welcome to the 5th NexTrust Newsletter including some exciting news of current progress within the project. We are now in month 25 of 42 and pilots are moving into the operation and evaluation phases.

The NexTrust Industry Board met this month at the Transport & Logistics Fair in Munich - this is a group of industry experts who are not partners in the project but give their valuable commercial advice and guidance to the Consortium.



To stay informed about our activities or to contact us have a look at our website

www.nextrust-project.eu

New Multi Supplier-Multi Retailer platform: Biscuits suppliers and retailers are setting up a collaboration for sustainable logistics



- Four major Belgian biscuits suppliers consolidate their deliveries to four Belgian retail stores to reduce truck movements and to increase the truck's fill rate.
- Collaboration is guided by trustees and specialised lawyers to ensure that it complies with EU competition law.
- The more companies that bundle their freight volumes, the higher the gains in sustainability and in business.

Ground Breaking Approach

The proposed approach in this pilot is ground-breaking because of its impartiality and neutrality towards all supply chain partners, including multiple suppliers such as Vondelmolen, Vermeiren Princeps, Poppies and Desobry, retailers such as Delhaize Le Lion/De Leeuw, Colruyt, OKay and Retail Partners Colruyt Group RPCG.

[Click here to read the full story on our website](#)

Inbound Retail and Less than Truckload (LTL)

- Targeting transport flows to retailers and other high volume business sectors where there are opportunities to improve transport efficiency and sustainability.
- Focus on various segments of the supply chain, e.g. inbound transport to retail, fresh/frozen products, high tech/electronic shippers.
- Research, develop and validate in real market condition while maintaining required service levels and replicating the benefits of just in time delivery and inventory management

Pilot Case Progress

- Vertical supplier segment consolidation to multiple Belgian retailers in operational phase. First tests being evaluated.
- Optimizing LTL frozen foods shipments from multiple European shippers into FTL loads. Operational tests currently underway.
- Large FMCG suppliers in the UK market intended to optimize loads in a cross dock scenario to retailers. Operational scenario now being developed.



Reducing Green House Gas (GHG) Emissions

The purpose of the NexTrust project is to increase the efficiency and sustainability levels in the logistics supply chain. One of the targets set by the EU is to reduce greenhouse gas emissions by 50%

How do we measure it?

GHG reporting is important for shippers and carriers but needs to be meaningful with comparable results avoiding green washing and double counting.

For this reason the GLEC (Global Logistics Emissions Council) framework is used which was established in 2013 and led by Smart Freight Centre. It is driven by industry and building existing standards and methodologies and output from COFRET / US NCFRP projects. The GLEC Action Groups address each mode and

transshipment centers.

On an annual basis the carrier has to

- Monitor fuel consumption per round trip or homogenous set of round trips
- Calculate the ton kilometers performed (so-called useful work done) including empty trips
- Consumption factor = fuel consumption per round trip/useful work done

On an annual basis the shipper (or LSP) has to measure

- useful work done (ton/km) per round trip or homogenous set of round trips
- Multiply with consumption factor reported by the carrier
- Results in CO₂e emissions
- This approach allows for differentiating between carriers and shippers that perform above average

Preliminary results in validation process

Horizontal collaboration between companies can yield a significant CO₂e saving

- Modal shift (truck + train) has advantages and drawbacks:
- Advantages: CO₂e savings and less trucks on the road
- Drawbacks: Longer lead times and waiting times; refrigeration on train is making use of diesel => reduction of potential CO₂e savings

Find out about another H2020 research and innovation project



The H2020 funded project "SYNCHRO-NET" plans to demonstrate how a powerful and innovative synchromodal supply chain eco-NET can catalyse the uptake of the slow steaming concept and synchro-modality, guaranteeing cost-effective robust solutions that de-stress the supply chain to reduce emissions and costs for logistics operations while simultaneously increasing reliability and service levels for logistics users.

Visit the website here: <http://www.synchronet.eu/>

NexTrust Partners



www.nextrust-project.eu

*“Building sustainable logistics through trusted collaborative networks across the entire supply chain”
This project has received funding from the EU Horizon 2020 research & innovation programme under grant agreement 635874*

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