





#### **PARTNERS**

**EcoVadis** Kuhne Logistics University Turnkey Solutions Ltd

### **PARTIAL LIST OF PARTICIPANTS**

Agility Logistics APL

Arkas Line

**BDP** International

BMW AG

CMA CGM

COSCO

DAMCO **DB** Schenker

DHL Deutsche Post

Electrolux AB

Evergreen Marine Corp Ltd.

Hamburg Sud

Hanjin Shipping

Hapag Lloyd

Heineken N.V.

Hermes Logistics

HP Inc.

Hyundai Merchant Marine

ICL Europe NV

IKEA

JF Hillebrand

Kuehne + Nagel Inc.

Marks & Spencer

Matson

Maersk

MCC Transport Singapore Pte Ltd. Mediterranean Shipping

## Introduction

The Clean Cargo Working Group (CCWG) is a business-to-business leadership initiative involving major brands, cargo carriers, and freight forwarders dedicated to reducing the environmental impacts of global goods transportation and promoting responsible shipping. Today, CCWG tools represent the industry standard for measuring and reporting ocean carriers' environmental performance on carbon dioxide emissions.

## Our Vision

Clean Cargo members share a vision of a container shipping industry that is responsible part of sustainable supply chains, which supports clean oceans, healthy port communities and global climate goals.

## Our Mission

We pursue this vision through four main workstreams, which make up CCWG's mission:



Measuring, reporting, and evaluating performance data in marine container transport



Sharing best practices and member engagement



Supporting responsible corporate engagement on public policy



Catalyzing and partnering on projects that drive sustainability performance improvement

## Our Focus

- Help ocean freight carriers track and benchmark their performance and easily report to customers in a standard format
- Allow shipping customers to review and compare carriers' environmental performance when reporting and making informed buying decisions

# Why Join?

Join CCWG members in creating and using the practical tools for measuring, evaluating, and reporting the environmental impacts of global goods transportation. These tools and the dialogue between members and key stakeholders help:

- Ocean freight carriers track and benchmark their performance and easily report to customers in a standard format
- Cargo owners (shippers) review and compare carriers' environmental performance when reporting and making informed buying decisions

**85**%\*

of the global container fleet by volume is represented by carriers in the CCWG.

SOURCE BSR's Clean Cargo Working Group \* Figure fluctuates due to market conditions and membership evolution

## How We Work

### **Full Group Bi-Annual Meetings**

Typically, two full group in-person meetings are held each year. The meetings are an important aspect of developing group cohesiveness and moving the group forward on key decision points, and are typically very well attended.

#### **Work-Stream Activities**

Work-stream meetings are facilitated by an assigned BSR lead and take place via webinar/conference call every +/- 6 weeks, according to tasks defined. In instances where it may be appropriate that work-stream teams meet in person, this may take place.

# Our Accomplishments

- We provide reliable, year-on-year emissions-performance data from 23 of the world's leading ocean carriers that represent approximately 85% of global ocean container capacity.
- 95% of cargo transport buyers in CCWG use CCWG data and tools in procurement decisions and in supplier relationships with cargo carriers.
- CCWG's annual emissions factors report indicates carriers have reduced CO2 emissions per TEU-km by more than 8% from 2014 to 2015, and by 35% since 2009\*.

## Contact

For More Information

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BSR is a global nonprofit organization that works with its network of more than 250 member companies and other partners to build a just and sustainable world. From its offices in Asia, Europe, and North America, BSR develops sustainable business strategies and solutions through consulting, research, and cross-sector collaboration. Visit **www.bsr.org** for more information about BSR's 25 years of leadership in sustainability.

<sup>\*</sup> Changes in carrier representation or global trade conditions likely explain a portion of these results