

The U.S. Freight Sustainability Summit:

Meeting Summary



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Transportation and Climate Division
Office of Transportation and Air Quality
U.S. Environmental Protection Agency

U.S. Freight Sustainability Summit

Meeting Summary

The U.S. Freight Sustainability Summit, held November 17-18, 2011 at the Ronald Reagan Building and International Trade Center in Washington, DC, examined the critical role that goods movement plays in growing our nation's economy, protecting the environment, and reducing energy consumption through technology investment and business strategies that significantly improve efficiency. The conference also addressed the value of "SmartWay," a public/private collaborative jointly developed by the trucking industry, shipping community and U.S. Environmental Protection Agency (EPA) to assess and promote sustainability in the management of freight.

EPA, in collaboration with the American Trucking Associations (ATA), Environmental Defense Fund (EDF), and Retail Industry Leaders Association (RILA) hosted the summit. Leaders from government, the transportation and freight, retail and manufacturing industries, and environmental community, shared their insight and experience in working towards sustainability in the movement of goods.

Key goals of the Summit were to:

- Share best practices and highlight existing strategies and technologies that are effectively moving freight more sustainability (i.e., achieving greater efficiency, using less fuel and releasing fewer emissions);
- Discuss industry progress and the emergence of new strategies needed to stay on a path toward sustainability;
- Review measurement tools and data that provide industry with a foundation for understanding performance *and* the motivation to change and adopt new business practices that will result in increased productivity and greater sustainability; and
- Create new opportunities for future collaboration through discussion and networking to identify common goals for industry, government, and the environmental community, leading to a stronger SmartWay partnership and greater sustainability.

Nearly 200 freight industry and sustainability leaders participated over the course of the one and one-half day meeting. Featured speakers included Gina McCarthy, assistant administrator of EPA's air office; Bill Graves, ATA's president and chief executive officer; Fred Krupp, EDF's president; David Matsuda, administrator of the U.S. Department of Transportation's Maritime Administration; and Drew Sloan, a fellow with the Truman National Security Project and former U.S. Army Captain, Iraq and Afghanistan veteran.

Other key speakers participated in panels and represented a good cross-section of the freight industry, including a small single owner-operator business, mid-size firms servicing ports and targeted U.S. regions, railroads, trade associations, and large multinational corporations that operate in the U.S. and abroad. Leaders from EPA regional offices also led and participated in panels.

A key theme that emerged during the summit is the tremendous growth that is projected to occur within the freight sector in the coming decades. Participants agreed that this growth creates an urgent need for improvements in technology, operational strategies, and policies that will support the sector's economic success while also contributing to sustainability.

Speakers and participants outlined several key components of a strategy to meet this challenge, including:

- Continue building partnerships and opportunities for collaboration among government, industry, and environmental stakeholders;
- Leverage the relationship between shippers and carriers to drive further efficiency and sustainability in trucking, rail and other modes of freight transportation;
- Increase intermodal cooperation and optimization (e.g., between truck, rail, and marine) to achieve greater efficiency across the supply chain and at key "nodes" such as ports, rail yards, border crossings and major distribution centers;
- Look to operational strategies as well as emerging technologies to achieve greater efficiencies;
- The pursuit of opportunities (information sharing, cooperation) that will facilitate incremental changes that can save fuel and reduce costs for all organizations engaged in the freight sector, recognizing that small incremental changes at the organizational level add up to significant, industry-wide improvements and benefits;
- Maintain and develop programs aimed at encouraging sustainability efforts among small and mid-size trucking firms; and
- Recognize and communicate the global security benefits of increasing freight efficiency and reducing dependence on petroleum-based fuels.

There was broad recognition that SmartWay plays a key role in encouraging positive, sustainable change in the industry. Specifically, the program has:

- Set the standard for how the freight sector measures, benchmarks, and reports emissions through a consistent methodology that "levels the playing field" among companies and modes;
- Made freight supply chain sustainability part of the business case and incentive structure for industry;
- Promoted innovation by encouraging and verifying emerging technologies;
- Created partnerships and opportunities for collaboration across the industry; and
- Served as an example of an effective, voluntary, and market-based government program.

Participants recognized that there are still huge potential supply chain savings that can be derived from more fleets, more shippers, more modes and enhanced operational strategies. To help achieve these savings, there was consensus that EPA, the freight industry, and environmental community continue to:

- Build SmartWay across modes and continue to extend it to companies of all sizes throughout the supply chain;
- Develop and refine SmartWay tools and methods, including tools for multiple modes;
- Drive technological and operational innovation with “industry-standard” verification methods and measurement tools;
- Increase shipper participation with targeted outreach;
- Create more visibility for SmartWay and its partners to strengthen stakeholder support; and
- Support more events like the U.S. Freight Sustainability Summit to enhance collaboration and build support and visibility for freight sector sustainability.

The remainder of this summary provides an overview of key themes presented and discussed in each of the sessions. Attachment 1 provides the meeting agenda. Attachment 2 provides a list of organizations that were represented at the meeting.

Presentations are available at: <http://www.epa.gov/smartway/partner-resources/summit.htm>.

Thursday, November 17, 2011

Welcome, Opening Remarks, and Keynote

Margo T. Oge, Director, Office of Transportation and Air Quality, U.S. Environmental Protection Agency provided opening remarks. She noted that the U.S. EPA and its SmartWay partners in the freight sector have a common goal of enhancing the sustainability of our transportation sector. Ms. Oge described the vital importance of the freight sector for the economy, and also how the transportation industry is responsible for roughly one-third of U.S. greenhouse gas emissions. SmartWay’s public-private partnership, she said, has allowed participating businesses to save \$6.1 billion in fuel and operating costs and has given EPA an extremely valuable understanding of opportunities for sustainability in the freight industry.

Ms. Oge’s opening remarks were followed by a keynote from Gina McCarthy, Assistant Administrator for the Office of Air and Radiation at the U.S. Environmental Protection Agency.

Key themes covered by Gina McCarthy included:

- SmartWay is a critical component of EPA’s transportation sector strategy because it focuses on fleets that are already on the road and leverages existing technologies and operational strategies that can reduce emissions.
- The collaborative approach used in SmartWay has supported EPA’s policy direction by serving as a technical test bed in support of the agency’s GHG emission standards for heavy-duty trucks.
- Growth in the transportation sector does not mean there has to be growth in pollution. The sector can innovate and grow, and simultaneously drive down pollution.
- In addition to complementing EPA’s core mission to protect public health and the environment, SmartWay has taught the agency how to collaborate with partners to grow the economy
- EPA asks partners to be a positive voice for reducing greenhouse gas emissions, making the country less dependent on foreign oil, and helping to make it more secure.

- SmartWay and its partners need to make a concerted effort to continue to drive innovation and increase demand for advanced technologies and improved operational practices.
- Key EPA priorities moving forward include accelerating investment in new fleets, reducing port-related emissions (especially in low-income communities), and bringing more manufacturers that ship goods into the SmartWay partnership.

Panel Discussion:

Supporting the Economy, Environmental Sustainability, Jobs, and Energy Independence: Part I

This session focused on how leading companies are creating value, achieving environmental and economic sustainability, and contributing to energy security and job growth by improving productivity, lowering costs, and reducing emissions. The session was moderated by James Jack, Executive Director, Coalition for Responsible Transportation. Presentations were given by:

- Randy Mullett, Vice President Government Relations and Public Affairs, Con-way Inc.
- Jim Butts, Senior Vice President Transportation, CH Robinson
- Lindsay Chason, Senior Manager, Environmental Innovations, The Home Depot

Key themes presented and discussed during the session were:

- Economic growth cannot be decoupled from the growth of transport; the population is growing and people love “stuff.” If we constrain transportation for any reason, we will hurt the economy. Freight is expected to increase by 25% over the next decade and the challenge for all of us is to grow sustainably.
- Trucking will continue to be a key component of the freight sector. 80% of communities in the U.S. are only served by trucks. One in thirteen people in the U.S. private sector hold a truck-related job.
- Strategies that companies are using to be more sustainable and improve the bottom line include reducing vehicle speeds, re-engineering networks to reduce miles traveled, advanced planning for better coordination among modes, load optimization and consolidation, reduced idling, driver education, and new technologies (e.g., undertray systems to increase aerodynamics).
- SmartWay’s emphasis on information sharing and transparency has attracted many freight sector businesses; it has also spurred information sharing within the industry—Con-Way, for example is willing to share anything any time on safety, security, and sustainability.
- SmartWay has been the first foray into the sustainability world for many companies.
- Measurement is a key strength of SmartWay; key future needs are carbon footprint calculators for international supply chains and tools for measuring alternative fuels.
- Going forward, the freight sector needs to continue to bring new partners into the effort to increase sustainability, including shippers, environmental groups, and others.
- Natural gas is a compelling fuel for the freight sector, but there needs to be a concerted effort to build infrastructure for natural gas fueling with a focus on key corridors.
- Truck size and weight reform—such as adding a sixth axle and increasing truck weights to 97,000 pounds—could potentially save billions of gallons of fuel per year.

- Leveraging relationships among shippers and suppliers can increase efficiency by combining loads and reducing empty truck trips.
- Ports are an important focus of sustainability efforts because they concentrate freight activity and link modes.

Remarks:

Finding the Ways that Work: Synergies for Advancing Sustainable Freight Transport

Fred Krupp of the Environmental Defense Fund spoke to participants about the successes of Americans working together to boost the economy and serve the environment. He provided an overview of the Environmental Defense Fund's work to reduce greenhouse gas emissions from the transportation sector and beyond. Key themes included:

- Recent accomplishments to reduce greenhouse gas emissions include the new 2017 to 2025 fuel economy rules as well as activities in other sectors, such as emissions trading for the power sector in the Northeast.
- Work by the Environmental Defense Fund's "Climate Corps" has identified \$650 million in operational savings at 78 companies and institutions that also reduce hundreds of thousands of tons of greenhouse gases.
- The country should be in a race to get these technologies deployed on a grand scale.
- There is still much untapped potential for sustainability innovation in the transportation sector, in areas such as rail, marine vessels and off-road vehicles.

Interview and Discussion:

Sustainable Goods Movement

This session focused on how supply chains balance environmental stewardship and growth. The session was moderated by Richard Kassel, Senior Attorney and Director, Natural Resources Defense Council. Discussants were:

- Victor LaRosa, President, Total Transportation Services, Inc.
- Adam Siegel, Vice President of Sustainability and Retail Operations, Retail Industry Leaders Association
- William Nurthen, General Manager, Port Authority of NY and NJ, Port Commerce Department, Environment and WaterWay Development Program
- Ken Dorsey, Association of American Railroads

Discussants represented port drayage trucking (i.e., "the last mile" for many goods), retail, port operations and management, and rail. Key themes discussed during the session were:

- Environmental sustainability and economic growth go hand in hand; any time we use extra fuel, we're wasting emissions and money. Although the recession has created some challenges, it has also created opportunities. For example, rail companies have retired many of their older, less efficient, and more polluting engines.
- Regulations are necessary but not sufficient in this sector; it also takes collaboration, partnerships, innovation, and better information flows among links in the global supply chain.

- Increased collaboration and decision-making among modes is a critical strategy. Strategies for increasing collaboration include building multimodal centers, improving tools that support choices and coordination among modes, and developing measurement tools that allow transparency and consistent comparison across modes.
- Increasingly businesses in the freight sector are taking greenhouse gas footprints into account as they make decisions about how to move goods from suppliers to final customers. They are recognizing that these efforts also save money: the retailer Best Buy has a philosophy that “carbon is cost.” In the rail sector, shareholders are increasingly asking companies about their carbon footprints and carbon reduction strategies.
- Local issues can impact decisions throughout the global supply chain. For example, ports are generally in densely populated areas. Air is impacted around every port in the U.S., and drayage trucks are responsible for a great deal of that pollution. Working with local stakeholders and communities on air quality issues at ports is critical to improved public health. Some strategies are regulatory, but benefits can also be achieved through strong and transparent public/private partnerships.
- The sector needs a better way to organize information and identify pollution “hotspots” in supply chains.
- Maritime transport is a critical area for future focus because ocean-going ships are the single largest emitters in global supply chains. There needs to be more coordination between ports and ships (e.g., on infrastructure and port emissions management) and between shippers and ocean carriers.
- To help retailers understand and reduce the impacts of goods movement through logistics and mode selection, it is helpful to have protocols for sharing information as goods are transferred along the supply chain to end-users.

Luncheon Keynote

Over lunch, Maritime Administrator David Matsuda (U.S. Department of Transportation) described the key role that the Maritime Administration plays in making sure the U.S. maritime industry is capable of meeting U.S. economic and security needs. He also described future needs and trends for inter-modal collaboration. Key themes included:

- In the near term, economic uncertainty creates challenges for all transportation sectors. Over the long term, the key challenge—and opportunity—will be efficiently and sustainably moving goods for a U.S. population expected to grow by 100 million people over the next 40 years.
- As demand for goods movement grows, every mode of transportation will need to be utilized and will increasingly need to be coordinated to take advantage of each mode’s relative strengths and efficiencies.
- There is much room for the water transport sector to grow because U.S. waterways are one of the most underutilized transportation routes. The new initiative “America’s Marine Highways” has designated 18 marine highway corridors around the country as key opportunities to reduce land congestion and move goods more efficiently. At the same time, the sector is pursuing initiatives to test and utilize new types of engines and alternative fuels, and U.S. ports are pursuing many strategies for reducing emissions.
- Much coordination among modes is already happening. For example, trucking and logistics companies often use marine routes in New England, across Long-Island Sound, and from Florida to Texas. To support this kind of coordination, the Department of Transportation has developed

the Geospatial Intermodal Freight Transport tool to determine optimal multi-modal freight pathways.

- Moving forward, all modes will need each other to succeed, and the Maritime Administration sees SmartWay as a model for bringing sustainability to all modes of transportation.

Panel Discussion:

Building an Efficient, Competitive and Environmentally Sustainable Freight Supply Chain in North America

This session focused on perspectives for accelerating the adoption of advanced technologies and energy savings for the multimodal, North American supply chain. The session was moderated by Dennis McLerran, EPA Regional Administrator, Region 10. Presentations were given by:

- Allen Schaeffer, Executive Director, Diesel Technology Forum
- Dave Berry, Vice President, Swift Transportation
- Susan Alt, Vice President, Strategy and Industry Relations, Volvo Trucks

Key themes presented and discussed during the session were:

- Ports and the freight that passes through ports are essential to our way of life. In 2010, U.S. imports and exports totaled over \$4 trillion. At the same time, people who live near ports are traditionally low-income communities, and are more susceptible to asthma and other pollution-related health effects. At-berth clean fuel incentives, drayage truck scrappage programs, and other strategies are all being used to reduce port emissions.
- A key challenge is to move more freight with the same amount of infrastructure, and less fuel. This requires a combination of strategies that encompass fuels, vehicle technology, and operations.
- Diesel fuel is a key leverage point in the freight sector. 83% of freight value that is shipped is shipped using diesel. Given the size of the sector, many small changes in fuel quality and use can have big results.
- The average age of trucks on the road is increasing, and SmartWay is a key program for reaching these older “legacy” vehicles. A key opportunity is modernizing and upgrading trucks owned by individual owner-operators (which tend to be the oldest trucks).
- The best way to reduce emissions may come from optimizing how we use trucks, not the trucks themselves. Better information flows about optimal routes and mode choices is an important foundation for operational improvements. Driver education and accountability (e.g., through “scorecards”) are also important operational strategies.
- Freight consolidation reduces shipments and puts fewer trucks on the road, saving money and reducing emissions. Some competitors are working together to combine loads; for example, the “Confection Connection” allows candy companies to reduce supply chain costs by sharing loads.
- For lighter loads (e.g., pillows and potato chips), adding extra trailers can move more goods and still keep vehicles under current weight limits.
- SmartWay is an effective partner in these efforts because it is based on sound science and common sense. SmartWay tools have become the definitive carbon measurement tools in the sector.

Remarks:

Trucking Today: Traveling the Clean-Green Road

In his remarks, Governor Bill Graves, of the American Trucking Associations, drew on personal experience with the trucking industry to describe its evolution over the last 70 years from the “old days of trucking” when care for the environment was non-existent. Key themes included:

- Forward-thinking actions of traveling down the “clean green road,” will not only reduce carbon emissions, but increase profitability and improve the public image of the trucking industry.
- Important areas of change include the introduction of sophisticated technology and route optimization.
- Increasingly, sustainability has become a moral imperative for the industry and a cornerstone of its “social license to operate.”
- The American Trucking Associations has a six point sustainability plan, including being a SmartWay partner.
- SmartWay is the right voluntary approach for an industry not traditionally eager for government programs. It has created a model of cooperation that translates into other aspects of EPA programs, including an open and inclusive regulatory development process.

Interview and Discussion:

Supporting the Economy, Jobs, and Energy Independence: Part II

This session focused on how small firms can innovate and compete in a rapidly changing global market. The session was moderated by Coralie Cooper, U.S. Department of Transportation, Volpe Center. Discussants were:

- Paul Fouts, Independent owner/operator, Paul Fouts Trucking
- Andy Garcia, Chairman of the Board, GSC Logistics
- Paul Esposito, Chief Executive Officer, Railex

Discussants represented third-party logistics companies, independent owner operators, and rail. Key themes discussed during the session were:

- Smaller carriers are a significant component of the trucking industry. There are more than 500,000 trucking companies in the U.S. and a vast majority of them have fewer than 20 trucks
- Owner-operators have a vested in “going green” because they directly pay fuel costs. For bigger companies, company drivers may need additional incentives to improve efficiency and lower fuel consumption, because they do not directly pay for fuel.
- Operational and maintenance strategies are relatively low cost and key for smaller companies. Strategies include researching the shortest routes and lowest cost fuel locations, reducing driving speeds to save fuel, checking tire pressure and alignment, and using fans and heaters for climate control rather than idling. All of these small efforts add up.
- Increasingly, logistics companies need drivers that have technology skills for activities such as providing information for tracking systems; this means that there is value in maintaining a stable and skilled trucking fleet.

- Challenges for small companies include staff training, volatile fuel prices, maintenance costs, and equipment upgrades.
- Port strategies are driving upgrades for many owner-operators and smaller companies. For example, by Jan 1, 2014, no truck that is older than 2007 will be allowed into any of the ports in California. Part of these strategies is to create incentives and financial assistance for upgrades.
- While some companies see increasing load weight as a strategy for improving efficiencies, it can also result in higher fuel and maintenance costs for independent drivers. Also, small companies often get paid by the load rather than by its weight.
- A key challenge for both rail and trucks is reducing idling during loading and unloading times (e.g., at retail facilities, marine terminals, etc.). Hours of service rules have improved loading efficiency somewhat. At marine terminals, communications strategies have helped save idling time by alerting trucks and logistics companies about schedules and congestion.
- Going forward, key strategies include creating a more effective network of “long-haul by rail, short-haul by truck” and creating intermodal facilities.

Remarks:

Addressing the Nation’s Energy Security Challenges

In his remarks, Drew Sloan, former U.S. Army Captain and veteran of Iraq and Afghanistan wars, spoke about the importance of reducing U.S. dependency on foreign oil from a national security standpoint, and the effect that our oil dependency has on deployed U.S. troops throughout the world. Key themes included:

- Oil dependency limits the choices that Americans have—both for the fuels that we buy and for the international agreements and relations we are compelled to keep.
- Oil dependency has a personal impact on everyone through rising fuel prices, a national economic impact through defense spending and broader economic dependency on oil, and a global impact as we provide revenue to countries whose values and interests are often in opposition to our own.
- The war on terror is the first war in which we are supporting both sides—on the one hand paying to fight the war and on the other hand buying oil from countries (and sustaining oil prices generally) that provide funding for terrorist regimes.
- Our ability to reduce oil dependency relies critically on technology and operational innovation and collaboration to advance new sustainable strategies.

Closing Remarks for the Day

Jim Blubaugh, Deputy Division Director, Office of Transportation and Air Quality, U.S. Environmental Protection Agency, closed the day by observing that there is no “silver bullet” for increasing sustainability in the freight sector but that speakers throughout the day identified many individual fuel, vehicle technology, and operational strategies that collectively will have a big impact. Collaboration is vital, he said, and SmartWay has created an important foundation for collaboration going forward. Working together, EPA and the industry can leverage these relationships to save energy, reduce cost, improve local air quality, and reduce the carbon footprint of the global supply chain.

Friday, November 18, 2011

Welcome and Opening Remarks

In his opening remarks, Glen Kedzie, Vice President and Environmental Counsel for the American Trucking Associations, described the rapid growth and continued successes of SmartWay. He noted the impressive growth of the SmartWay partnership, which now includes more than 3,000 partners as a result of nearly doubling growth since the program's inception. He also described the bi-partisan nature of program support and the need to continue to educate policymakers about the importance of the program.

Panel Discussion:

Achieving Sustainability through SmartWay Verified Technologies and Operational Practices

This session focused on the future of SmartWay tractors and trailers, and how SmartWay verified equipment, information technology and operational practices are contributing to sustainable transportation. The session was moderated by Sam Waltzer, Transportation and Climate Division, U.S. Environmental Protection Agency. Presentations were given by:

- John Emerson, Director of Standards and Government Relations, Michelin
- Elizabeth Fretheim, Director, Business Strategy and Sustainability, Walmart
- Dan Kieffer, Director, Emissions Compliance, PACCAR
- Jeff Sims, Truck Trailer Manufacturer Association

Key themes presented and discussed during the session were:

- SmartWay has focused on technologies that make large, long-haul, combination trucks more fuel efficient through strategies such as increased aerodynamics, lower rolling resistance, and idle reduction.
- EPA's standardized technology verification protocols used in SmartWay, support objective, consistent, and transparent review of emerging technologies, and they help companies overcome uncertainties about technology performance, payback, and residual value to the used truck market. Verification also helps companies understand how a technology might affect other aspects of an operation, such as driver acceptance and maintenance.
- Several technologies and operational practices can improve fuel efficiency, including:
 - Advanced low rolling resistance tires, which can improve fuel economy regardless of the age of the truck. New wide base single tire technology can turn an 18-wheeler into a 10-wheeler by replacing double tires with a single tire, generating a significant improvement in fuel economy and making it easier to check and maintain tire pressure.
 - Improved aerodynamics through front fairings ("gap reducer"), rear fairings ("boat tail"), and side fairings ("side skirt").

- Tuning engines to operate efficiently for specific types of routes. For example, trucks that are tuned to operate on flat routes are not as efficient for routes with high elevation gain and vice versa.
- Optimized route selection, which can identify not just the shortest route, but also the one with the least congestion or stop-and-go traffic.
- Driver training and accountability. For example, one company gave drivers information on metrics that helped them see how operational changes reduced fuel use.
- Challenges for companies trying to reduce emissions include size and weight restrictions, traffic congestion (an estimated 3.9 billion gallons of fuel are wasted every year from vehicles sitting in traffic), and uncertainties about the benefits of alternative fuels.
- Industry can continue to drive innovation forward by sharing best practices and lessons learned. Successful companies are committed to sharing what they are learning about technologies and operational practices that reduce fuel use.

Remarks:

How are EPA's Partnership and Regulatory Programs Addressing our Nation's Economic, Energy and Environmental Needs?

Karl Simon, Division Director, Office of Transportation and Air Quality, U.S. Environmental Protection Agency, described key EPA and partner accomplishments in the freight sector. Key themes included:

- EPA and the freight sector have achieved significant human health benefits through cleaner and more efficient vehicles that reduce criteria pollutants—in addition to reducing carbon emissions.
- EPA, industry, SmartWay partners and other stakeholders all have the opportunity and obligation to overcome challenges of increasing sustainability as the sector grows.
- SmartWay has created important levels of trust and transparency between the public and private sectors, which provides a strong foundation for moving forward.

Panel Discussion:

Supply Chain Performance Benchmarking and Carbon Accounting

This session focused on how SmartWay's second-generation tools meet the need for performance benchmarking and carbon accounting in the supply chain. The session was moderated by Beverly Banister, Director of the Air, Pesticides and Toxics Management Division, U.S. Environmental Protection Agency Region 4. Presentations were given by:

- Tony Craig, Massachusetts Institute of Technology Center for Transportation & Logistics
- Matt Payne, U.S. Environmental Protection Agency
- Gail Barnes, Marketing Director, Innovation Center for U.S. Dairy

Key themes presented and discussed during the session were:

- Calculating carbon footprints of goods (including the transportation component) can be highly complex, with results varying significantly based on issues of scope and methodology.
- There is a key role for third parties to provide standardized methodologies and tools for consistent measurement and benchmarking across an industry and throughout the supply chain. Third parties also play a critical role in verifying claims about environmental performance.

- SmartWay provides the freight industry with standardized methods, tools, and data about fuel use and emissions so that companies can make informed emissions optimization choices and conduct internal and external benchmarking. SmartWay now has the best freight database available globally.
- Partners have integrated SmartWay into their corporate operations for both internal optimization and to inform business-to-business interactions. This has helped companies reduce carbon dioxide, NO_x, and Particulate Matter (PM) emissions. It has saved millions of gallons of fuel, improved supply chain efficiencies, and helped companies become more profitable.
- Industry can leverage SmartWay tools and methods to customize sector-specific tools. For example, the dairy industry uses advanced data collection technology (i.e., on-board recorders) and customized tools that allow dairy shippers and carriers to compare their performance to industry-specific benchmarks.

Closing Remarks

Cheryl L. Bynum, Manager of the SmartWay Transport Partnership at the U.S. Environmental Protection Agency, provided concluding remarks. She emphasized that everyone across the global supply chain—from single owner-operators to large multinational companies—has a role to play in increasing freight sector sustainability. It is the job of government, she said, to address interests along this spectrum. Ms. Bynum reminded the audience that many small changes throughout the sector can add up to significant reductions in emissions. Freight sector sustainability, she noted, has many additional benefits such as economic growth, job creation, and increased global security through reduced dependence on foreign oil. In closing, Ms. Bynum underlined that SmartWay works—and will continue to work—through powerful collaboration, and that EPA looks forward to sustaining and building the partnership that has already produced substantial benefits for the economy and the environment.

Presentations from the summit are available at: <http://www.epa.gov/smartway/partner-resources/summit.htm>. Attachment 1 provides the meeting agenda. Attachment 2 provides a list of organizations that were represented at the meeting.

Attachment 1: Meeting Agenda

Thursday November 17, 2011

- 08:30 am - 09:00 am** **Welcome, Opening Remarks**
Margo T. Oge, Director, Office of Transportation and Air Quality, U.S. Environmental Protection Agency
- 09:00 am - 09:30 am** **Keynote**
Featured Speaker: *Gina McCarthy, Assistant Administrator, Office of Air and Radiation U.S. Environmental Protection Agency*
- 09:30 - 10:45 am** **Supporting the Economy, Environmental Sustainability, Jobs, and Energy Independence: Part I**
How leading companies are creating value, achieving environmental and economic sustainability, and contributing to energy security and job growth by improving productivity, lowering costs, and reducing emissions

Moderator: James Jack, Executive Director, Coalition for Responsible Transportation
Panel:
Randy Mullett
Vice President Government Relations and Public Affairs, Con-way Inc
Jim Butts
Senior Vice President Transportation, CH Robinson
Lindsay Chason
Senior Manager, Environmental Innovations, The Home Depot
- 10:45 - 11:00 am** **Break**
11:00 - 11:15 am **Remarks: *Finding the Ways that Work: Synergies for Advancing Sustainable Freight Transport***
Featured Speaker: Fred Krupp, President, Environmental Defense Fund
- 11:15 - 12:15 pm** **Interview and Discussion: *Sustainable Goods Movement***
How supply chains balance environmental stewardship and growth

Moderator: Richard Kassel, Senior Attorney and Director, Natural Resources Defense Council
Panel:
Victor LaRosa
President, Total Transportation Services, Inc.
Adam Siegel
Vice President of Sustainability and Retail Operations, Retail Industry Leaders Association
William Nurthen
General Manager, Port Authority of NY and NJ, Port Commerce Department, Environment and WaterWay Development Program
Ken Dorsey
Association of American Railroads
- 12:20 - 1:20** **Lunch**
Keynote Speaker: David Matsuda, Administrator, Maritime Administration, U.S.

Department of Transportation

1:30 - 2:30 pm

Building an Efficient, Competitive and Environmentally Sustainable Freight Supply Chain in North America

Perspectives on accelerating the adoption of advanced technologies and energy savings for the multimodal, North American supply chain

Moderator: Dennis McLerran, EPA Regional Administrator, Region 10

Panel:

Allen Schaeffer

Executive Director, Diesel Technology Forum

Dave Berry

Vice President, Swift Transportation

Susan Alt

Vice President, Strategy and Industry Relations, Volvo Trucks

2:30 pm - 2:45 pm

Break

2:45 pm - 3:00 pm

Remarks: *Trucking Today: Traveling the Clean-Green Road*

Featured Speaker: Governor Bill Graves, President and CEO, American Trucking Associations

3:00 - 4:00 pm

Interview and Discussion: *Supporting the Economy, Jobs, and Energy Independence: Part II*

How can small firms and innovative U.S. businesses compete in a rapidly changing global market?

Moderator: Coralie Cooper, U.S. Department of Transportation, Volpe Center

Panel:

Paul Fouts

Independent owner/operator, Paul Fouts Trucking

Andy Garcia

Chairman of the Board, GSC Logistics

Paul Esposito

Chief Executive Officer, Railex

4:00 - 4:15 pm

Remarks: *Addressing the nation's energy security challenges*

Featured Speaker: Drew Sloan, former U.S. Army Captain, Iraq and Afghanistan veteran, Operation Free, Fellow, Truman National Security Project

4:15 - 4:30 pm

Closing Remarks for the Day

Jim Blubaugh, Deputy Division Director, U.S. Environmental Protection Agency, Office of Transportation & Air Quality

4:30 - 6:00 pm

Reception

Remarks: Jerry Widner, Lowe's, Freight Sustainability Summit VIP Steering Committee

Friday, November 18, 2011

- 08:45 - 09:00 am** **Welcome, Opening Remarks**
Glen Kedzie, Vice President & Environmental Counsel, American Trucking Associations
- 09:00 - 10:15 am** **Achieving Sustainability through SmartWay Verified Technologies and Operational Practices**
The future of SmartWay tractors and trailers, and how SmartWay verified equipment, information technology and operational practices are contributing to sustainable transportation
- Moderator:* Sam Waltzer, U.S. Environmental Protection Agency, Transportation and Climate Division
Panel:
- John Emerson**
Director of Standards and Government Relations, Michelin
- Elizabeth Fretheim**
Director, Business Strategy & Sustainability, Walmart
- Dan Kieffer**
Director, Emissions Compliance, PACCAR
- Jeff Sims**
Truck Trailer Manufacturer Association
- 10:15 - 10:30 am** **Remarks: *How are EPA's Partnership and Regulatory Programs Addressing our Nation's Economic, Energy and Environmental Needs?***
Featured Speaker: Karl Simon, Division Director, U.S. Environmental Protection Agency, Office of Transportation and Air Quality
- 10:30 - 10:45 am** **Break**
- 10:45 - 12:00 pm** **Supply Chain Performance Benchmarking and Carbon Accounting**
How SmartWay's second-generation tools meet the need for performance benchmarking and carbon accounting in the supply chain
- Moderator:* Beverly Banister, U.S. Environmental Protection Agency, Region 4, Director, Air, Pesticides and Toxics Management Division
Panel:
- Tony Craig**
Massachusetts Institute of Technology Center for Transportation & Logistics
- Matt Payne**
U.S. Environmental Protection Agency
- Gail Barnes**
Marketing Director, Innovation Center for U.S. Dairy
- Noon** **Closing Remarks**
Cheryl L. Bynum, Manager, SmartWay Transport Partnership, U.S. Environmental Protection Agency Office of Transportation and Air Quality

Attachment 2: Companies and Organizations Represented

ABF Freight System, Inc.
AireDock
AJW, Inc.
American Association of Port Authorities
American Council for an Energy Efficient Economy
American Shipper Magazine
American Trucking Associations
APL
Argonne National Laboratory
Association of American Railroads
Big 5 Trucking
BNA
Braun's Express
California Multimodal LLC
CALStart
Cascade Sierra Solutions
Caterpillar
CH Robinson
CJ Lake
Clean Air Council
Coalition for Responsible Transportation
Coalition for Transportation Productivity
Con-way, Inc.
Diageo
Diesel Technology Forum
Dynamic Worldwide
Emissions Advantage
Environmental and Energy Study Institute
Environmental Defense Fund
Evans Delivery
Exel
Federal Highway Administration
Fringe Embassy
General Services Administration
George Washington University
Greenwire
GSC Logistics
Harris Corp. PSPC
Heavy Duty Trucking
Idle Air
IKEA Distribution Services
Industry Action Group
Innovation Center for U.S. Dairy
Inside Washington Publishers
International Brotherhood of Teamsters
International Council on Clean Transportation
International Warehouse Logistics Association
J.B. Hunt Transport
JCPenney Co.
Journal of Commerce
Kimberly-Clark Corporation
Kohl's Department Stores
Kraft Foods
Lowe's Companies, Inc.
Manufacturers of Emission Controls Association
Maryland Port Administration
Massachusetts Institute of Technology
Menlo Worldwide Logistics
Metropolitan Washington Council of Governments
Michelin
Mid-Atlantic Regional Air Management Association, Inc.
National Automobile Dealers Association
National Logistics Management
National Resources Canada
National Retail Federation
Natural Resources Defense Council
Navistar
New West Technologies
Norfolk Southern Corporation
North American Council for Freight Efficiency
Northeast States for Coordinated Air Use Management
Old Dominion Freight Line, Inc.
Owner-Operator Independent Drivers Association
PACCAR
Paul Fouts Trucking
Penske Truck Leasing

PITT OHIO
Politico
Port Authority of New York and New Jersey
Railex USA
Retail Industry Leaders Association
Ruan Transport Corporation
Ryder Integrated Logistics
Schneider National, Inc.
Stanley, Black & Decker
Stratacomm
StreetTurn.net
SunEnergy1
Swift Transportation
The Aluminum Association
The Causeway Agency
The Home Depot
The Waterfront Coalition
Total Transportation Services
Transplace

Transport Topics
Truck Trailer Manufacturers Association
Truman National Security Project
U.S. Department of Energy
U.S. Department of Transportation
U.S. Department of Transportation Maritime Association
U.S. Environmental Protection Agency
UPS
Virginia Tech Transportation Institute
Volvo Trucks
Wal-mart
Walsh Transportation Group
Webasto
Werner
Werner
Williams Mullen
YRC Worldwide, Inc.
Yusen Logistics, Inc.