

Green Standard Training (GST)

Climate action training for fleet operators



FTAI provide a range of membership driven safety and environmental standards; **TruckSafe**, **VanSafe** and the recently launched **PassengerSafe**. TruckSafe has bronze, silver and gold levels of increasing scrutiny and performance requirements.

Since 2021 the Green Standard level has been available to silver and gold standard members, the safety standard is recognised by the Health and Safety Authority and Road Safety Authority, the Green Standard certification is backed by an Enprova funded fuel performance bonus paid annually for continuous improvement in L/100km (regulated under the EEOS by SEAI). The scheme now wants to move on to a more formal training programme for those fleets applying for Green Standard accreditation.

Course description

This training course will equip Transport Managers with the skills and tools to review the efficiency of their truck fleet, and to introduce a fuel management program that can potentially save 5% of fuel use in year 1. The course covers the five pillars of truck fleet efficiency: fuel management, driver and staff skills, vehicles and maintenance, performance monitoring and information technology.

Fuel is 20-40% of freight operators costs, carbon tax is currently 11c/L. Road freight accounts for 20% of land transport carbon emissions. Ireland recently adopted its carbon budgets to 2035.

This two-day training explains the challenges, how to set science-based targets in line with Ireland's carbon budgets and most importantly **how to reduce fuel use, cost and emissions with the vehicles you have now.**

- 1 **Climate context and the business case**
- 2 **Significant users and activity data**
- 3 **Targets and opportunities**
- 4 **Get going: action plan**
- 5 **Pitch [draft] action plan and policy**

Alternative fuels, energy sources and how to calculate your carbon emissions will also be covered along with funding sources and grant applications.

Course content/benefits

Delivered as **2 full days in person** leading to a signed action plan.

- **Workbook** for each step supplied as a single Excel spreadsheet.
- **Surveys** will be online with results shared anonymously on the spot (slido) and in summary form via slides as reference i.e. **all sources linked and live.**

At final afternoon session participants present their climate/fuel action plans, and commit to a date for a follow-up by trainer to collect signed copy of action plan, usually within 2 weeks.

- Commit to date for signature (they will have prepared for this before final workshop)
- Agree/sign-up to funding e.g. FTAI Green Standard fuel bonus (under EEOS)
- Agree next steps for collaboration if any across the group/sector

Price on application

How does green integrate with safety?

When fleets are well operated incidents reduce close to zero; green metrics provide indicators to monitor and improve performance over time with reducing L/100km acting as a proxy for safer driving.

Safety



Metrics

- L/100km
- CO_{2e}/Tonne-Km
- CO_{2e}/Pax-Km

Continuous improvement year on year



Green certificate



- Gather your data (as per DRS)
- Annual action plan signed by C
- Upload your results quarterly
- Get paid bonus annually

Learning outcomes

At the end of this course participants will have gained a critical understanding of:

- Context and language of carbon and emissions with terms.
- Climate Act and carbon budgets for the Transport and Logistics sector in the economy.
- How to calculate a science based emissions reduction target and meet it.
- How to prepare for new collaborative supply chains and work with customers.
- Make a start on your energy reduction and climate action plan.

They should be able to make calculations, plans and evaluations standalone, based on actual data from their own vehicles and drivers.

Course evaluation, assessment and grading

The transport sector is extremely busy and time poor, the assessment aims to keep participants attention during the

course itself, followed by rewards in the form of interim certificates; the final phase rewards the company with a certificate of recognition from FTAI and an annual monetary reward for posting ongoing savings and results data online (quarterly a well-established process).

- Attendance and participation in the course itself using interactive online polls.
- Timed interactive quiz at the end of each AM/PM session – pass 4 out 5.
- A draft action plan will give a certificate of attendance and confer competence to the individual who attended.
- Upon sign-off and upload of the signed action plan (by CEO/ CFO) the company will be awarded a certificate of completion.
- Results in L/100km, CO₂/Tonne-Km and CO₂ reduced and/ or avoided will be collected quarterly and funded by Enprova under EEOS.

Course requirements

- The company must have a Road Transport operator Licence (RTOL), or be a Bronze/Silver/Gold member of FTAI's accreditation schemes (TrucSafe, VanSafe, PassengerSafe).
- The individual nominated by the company must be a full-time employee whose attendance and time allocation is supported by the CEO or CFO (a co-signature will be sought on application)
- The individual can be a professional driver, transport planner sustainability or fuel manager.
- **Each participant will receive a certificate of completion (competence).**
- **Each company will receive a certificate upon receipt of a final action plan signed by CEO or equivalent e.g. Owner, General Manager or CFO).**

Follow-up/refresh is provided via 1 hour monthly webinars hosted by FTAI; results of savings in Litres are collected as part of EEOS programme and can be shared in aggregate with Skillnet.

Workshop details

Learning outcomes by workshop originally over 3 hours x 5, now laid out as 2 x 7hr days in person, each section ends with an open chat, but interaction is encouraged throughout.

	TOPIC	ACTIVITIES	OUTCOMES
Day 1 am	Welcome	Housekeeping/online etiquette/soft open for late joiners.	<ul style="list-style-type: none"> • Workbook in spreadsheet format started/owned. • Survey results live for how well the manage fuel, energy and emissions now. • Participants to understand their organisational drivers for change and have made a start on business case. • Drivers and business case for change.
		Intros/Objectives.	
	Context	Climate context (urgency, putting a price on carbon).	
		Policy drivers, direction of travel.	
	Carbon literacy	Explain climate terms and assumptions e.g. transport terms are known.	
		Understand best estimate (calculations) vs metered and measured.	
	Business case	Business case for action including co-benefits.	
What's driving your approach/programme now.			
Approach	Introduce avoid/shift/improve (fuel) model to their strategic thinking.		
Survey	How well do they the manage fuel, energy and emissions now.		
Day 1 pm	What is needed to report completely	Gathering and assembling data for a solid (decision making) baseline.	<ul style="list-style-type: none"> • Measurements (fuel, litres, Km, KWh, Tonnes) in spreadsheet format started/owned in-house. • Participants to understand their significant users and drivers. • A baseline they can have confidence in or work towards. • Litres, Km, Tonnes in-house format or otherwise.
		Litres and KWh, Km travelled, Tonnes carried, activity etc.	
		Gathering and assembling data for a solid (decision making) baseline.	
		Finalise boundary and scopes (which will have been discussed above).	
		Share customer need/demand experiences to date.	
		Fuel and energy management.	
	Payload and capacity vs usage (load factor etc).		
Reporting	How to improve accuracy over time Introduction to Global Logistics Emissions Council (GLEC) framework and carbon reporting (access to free tools, templates and follow-on training where applicable).		
Day 2 am	Reprise Mapping	Open discussion.	<ul style="list-style-type: none"> • Understanding of where opportunities lie e.g. combustion losses, aero, tyres etc. • Making a listing of opportunities for improvement that can be used to drive actions. • Reinforcing resourcing (delegation). • Register of opportunities/ listing.
		Ask about Data quality, uncertainties and resolutions (#131-138).	
	Targets	SBTi tool: Assuming you have the numbers what is your Science Based Target to 2030?	
	Opportunities	Leading on from where are you now (self-audit on paper or online).	
		Vehicle specification.	
		Aerodynamics.	
		Rolling resistance.	
		ECOdriving/driver communication.	
		Leading to a gap analysis or in future iterations an opportunity score card.	
	Alternatives	Alternative fuels (EVs, Hydrogen, CNG, Chargers etc).	
Reprise Opportunities	How did they get on – open discussion.		
	Data quality, uncertainties and resolutions.		

	TOPIC	ACTIVITIES	OUTCOMES
Day 2 pm	Revisit where are you now	Fuel and energy management.	<ul style="list-style-type: none"> Draft of charter/action plan – workbook complete in draft form. Clear on homework prep and authorisation, action plan sign-off.
		Payload and capacity vs usage (load factor etc).	
		Vehicle specification.	
		Aerodynamics.	
		Rolling resistance.	
		Leading to a gap analysis or in future iterations an opportunity score card (or repeat to see progress).	
		Develop draft charter/action plan (reinforces business case) on agreed template – pitch practice.	
Pitch	Pitches (timed)	Ideally in person, if not on-screen. Reading from policy and plan and/or slides on screen.	
	Collate lessons learnt from each other	Explore potential for collaboration across participants and/or sectors to deliver emissions reductions. Finalise your plan (changes based on others).	
	Signing	Commit to date for signing by CEO/CFO or similar with agreed review dates (for mentoring call, to ensure resource allocation, sustained commitment).	
	Funding	Financial supports such as EEOS and grants.	
	What supports are available	EV Incentives and Alternative Fuelled Heavy Duty Vehicle (AFHDV) grant. Further reading/programmes to join such as Enterprise Ireland’s sustainable logistics, FTAI Green Standard (within VanSafe and TruckSafe).	
Close		Ensure all understand how to access global best practice tools and platforms for future use i.e. each participant is equipped to standalone if they so choose. Feedback on session.	

Will be re-agreed with participants on Day 1 and morning of Day 2.

09.30 Start

12.30 Lunch

13.30 Return

16.30 Close

Participants in this sector often opt for an earlier start on Day 2, e.g. 08.30, meaning we can often finish 15.30-16.00hrs on Day 2.