



Freight decarbonisation

Workstream C: Enabling Mode Shift

Background

Workstream C: Enabling Mode Shift continues to build previous work delivered by the Sustainable Business Council (SBC) as part of its Freight Group collaboration, which aimed to look at how members could come together in a whole-of-sector of approach to decarbonise heavy transport.

A key outcome of that work was the delivery of the [Low Carbon Freight Pathway](#). Since delivery of that pathway, SBC has had subsequent discussions with organisations on what they see as the key challenges and opportunities for decarbonising freight in their business.

The culmination of this work has identified a common desire – in order to achieve decarbonisation, many organisations are interested in shifting the mode under which their freight is moved, i.e. from road to rail and/or shipping. In addition to carbon reductions, mode shift provides additional benefits such as reduced congestion, travel times, pollution, and accidents. However, there are also issues associated with the move, including regularity of service, reliability of service and costs. These issues can be a significant barrier to mode shift, and we believe some organisations are not pursuing options as a result. This workstream aims to create a methodology to alleviate/circumvent the issues, where possible.

Developing Workstream C: Enabling Mode Shift

Workstream C will:

- Create a working group of parties interested in mode shift.
- Enable collaboration between the parties to assist organisations new to mode shift to increase the amount of product moved on low carbon freight systems (nominally rail and coastal shipping). Key items to overcome/address include:



- Regularity of service: in general rail and shipping services operate less often and take longer to make a delivery.
- Reliability of service: the infrequent nature of services mean that any disruption has an oversized effect on timing of delivery.
- Cost of service: clarity around existing costs of delivery, and how these can be reduced, needs to be reviewed.
- Assessing other potential mode shift options, either now or future, such as drone delivery, freight corridors, rail less trains etc.
- Creation of a mode shift “guidebook”, providing methodologies around how an organisation increases the amount of its product mode shifted, “tips and tricks” to ease the process and case studies of successful projects.

Key deliverables	<ul style="list-style-type: none"> • Kick off Workshop. • Project meetings (one per month for 12 months). • Provision of mode shift guidance document.
Key tasks for the workstream	<ul style="list-style-type: none"> • Discuss and analyse learnings and mode shift projects to date. • Provide guidance to organisations within the working group on increasing mode shift. • Creation of a guidance document on how to undertake mode shift.
Delivery time (from commencement to output)	It is anticipated that workstream C will take 12 months to complete once the kick off meeting has been held.
Cost	<p>There is uncertainty regarding the actual time that would be required, as such the figures below are indicative, once we have confirmed the number of members who would like to participate and had an initial kick-off meeting DETA will update the cost for delivery.</p> <p>\$80,000 excl GST – delivery of toolkit (split between 10-15 group members)</p> <p>Possible funding for this this study could potentially come from EECA through their Low Emissions Transport Fund. This will be investigated once we have established member interest.</p>
Participating information partners	<ul style="list-style-type: none"> • SBC members who have utilised mode shift. • SBC members who would like to utilise mode shift. • Mode shift organisations, nominally KiwiRail and a coastal shipping company.



Member time commitment	If your organisation is a user of coastal shipping and/or rail, DETA will want to understand how it works for you, i.e. the challenges and benefits it provides your organisation (a 1-2hr upfront deep dive will be required). If you don't use coastal shipping/rail, DETA will want to understand the barriers you are experiencing (a 1hr upfront deep dive will be required). Ongoing around 1 hour workshop to update on progress and hear from participating members and the technical partner per month for 12 months.
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Engagement with this workstream presents a range of opportunities for your business, including:

- Showcasing your organisation's ongoing leadership in transitioning the freight sector.
- Joining a collaboration, working together to achieve greater emission savings in freight movement.
- Supporting a combined effort to decrease freight emissions but removing the barriers for higher uptake.
- Participating as part of a group of businesses across the transport sector (supplier and consumer), learn from others within the working group.
- Supporting the delivery of your organisation's net zero 2050 objectives.

