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CCS R10

NATIONAL STANDARD OF THE PEOPLE'S REPUBLIC OF CHINA

GB/T 45096-2024

Evaluation indicators for urban green freight distribution

城市绿色货运配送评价指标

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Foreword

This document is in accordance with the provisions of GB/T 1.1-2020 "Guidelines for standardization work Part

1.Structure and drafting rules for standardization documents" Drafting. Please note that some of the contents of this document may involve patents. The issuing organization of this document does not assume the responsibility for identifying patents. This document is proposed by the Ministry of Transport of the People's Republic of China. This document is under the jurisdiction of the National Technical Committee for Road Transport Standardization (SAC/TC521). This document was drafted by: Ministry of Transport Planning and Research Institute, Ministry of Transport Highway Research Institute, Wuhan University of Technology, Ministry of Transport Institute of Science, Zhejiang University. The main drafters of this document are. Li Tao, Jiao Wenwen, Gan Jiahua, Liu Jiakun, Li Yunhan, Jiang Huiyuan, Wei Yongcun, Chen Boli, Lin Jinhong, Cheng Qianqian, Li Xumao, Leng Zhiqiang, Zhou Yefang, Xiang Hongyang, He Rongrong, Su Huazheng, Feng Shuzhen, Liu Hongjun, Yan Wang, Wang Zhaoming, Hou Chunxia, Zhang Shiyu, Zheng Yahong, Chen Yanyi, Mu Changze, Yang Guang, Ding Ran, Li Yanlin, Wang Yanan, and Dong Na.

This document evaluates the urban freight distribution structure by evaluating infrastructure, transportation equipment, organizational model, market players, information resources, policy environment, etc. The low-carbon, intensive, efficient and intelligent development level of the components and the green performance characterization of urban freight distribution can be achieved. Quantitative analysis of the level of colorization development. This document is conducive to promoting the reduction of urban logistics costs, improvement of quality and efficiency, supporting the vision of carbon peak and carbon neutrality, and promoting sustainable urban development. It provides reference for city managers to formulate policies and identify key development areas. Evaluation indicators of

urban green freight distribution

1 Scope

GB/T 45096-2024 provides the indicators for judging how green a city's freight distribution actually is. Urban logistics is a large and growing share of city emissions and congestion, and the last few kilometres are the worst part of it: many small vehicles, poorly loaded, making repeated trips, often stopping where they obstruct traffic. Cities run programmes to improve this - electrifying fleets, consolidating deliveries, building distribution centres, giving access privileges to compliant operators - and they report success in terms that cannot be compared between cities or over time, usually counting inputs such as vehicles converted rather than outcomes such as emissions per parcel delivered. This document establishes the evaluation indicators for urban green freight distribution and specifies how the indicators are calculated, how they are weighted, how the result is derived, and how the underlying data is collected. Specifying the data collection is what makes the indicator honest rather than a number an operator can present favourably. Under ICS 03.220.20 and CCS R10, it is written for municipal transport authorities, logistics operators, and the bodies evaluating green freight programmes.

This document establishes the evaluation indicators for urban green freight distribution, and stipulates the calculation of evaluation indicators, weights and results, data collection, etc. This document is applicable to the evaluation of the development level of urban green freight distribution.

2 Normative references

The contents of the following documents constitute the essential clauses of this document through normative references in this document. For referenced documents without a date, only the version corresponding to that date applies to this document; for referenced documents without a date, the latest version (including all amendments) applies to This document.

GB/T 3358.2 Statistical vocabulary and symbols Part

3 Terms and definitions

The following terms and definitions apply to this document.

3.1 Use low-carbon and intelligent equipment technology, organizational models, etc. to rationally plan and implement transportation, storage, loading and unloading, handling, etc. in urban areas. Logistics activities.

3.2 joint distribution A distribution method that is jointly organized and implemented by multiple companies or other organizations after integrating the cargo demands of multiple

customers. [Source: GB/T 18354-2021, 4.38]

4 Evaluation indicators

4.1 Selection principles The selection principles of urban green freight distribution evaluation indicators are as follows:

a) Systematic principle, covering infrastructure, transportation equipment, organizational model, market players, information resources, policy environment and other aspects of urban freight distribution. Send each component;

b) The principle of necessity, using as few indicators as possible to reflect the basic characteristics and key links of urban green freight distribution development;

c) Guiding principles, highlighting the low-carbon, intensive, efficient and intelligent development orientation, as well as the green performance characterization results;

d) The phased principle fully reflects the characteristics of the urban green freight distribution development stage, reflecting both the key development areas and the forward-looking nature. Development direction.

4.2 Evaluation index composition The evaluation indicators of urban green freight distribution include 7 first-level indicators and 20 second-level indicators, as shown in Table 1.