



Book and Claim Community April Newsletter

Dear Book and Claim Stakeholder,
In this newsletter, we cover:

- Community Webinar!—[“Sign-up!”](#)—Upcoming April 30
(Last webinar, March 13: [YouTube link](#))
- Principles & Best Practices *deadline* for signing on: April 30
- SBTi Updates – Corporate Net Zero Standard consultation draft & ways to sync up with the Community
- “Rail group” [survey](#) launched
- Community “Watch List”
- Capacity Building – State of Road Book and Claim

Questions, please email us secretariat@bookandclaimcommunity.org

Sincerely,

The Secretariat

Community Wide Webinar #2



Our next [Community-wide Webinar](#) is set to take place on the 30th of April 2025, where we will present:

1. Case Study
2. P&BP Highlight & Call to Sign-on
3. SBTi Update and a Talking Points Guide for Your Organization

Kindly register [here](#) to confirm your participation.

Community Webinar – March 13, 2025

Watch a recording of our Q1 'Community' webinar on YouTube',[here!](#)

April 30 Deadline: Principles & Best Practices publication, re-opened for sign-on

Following extensive collaboration with industry experts in early 2024, the Book and Claim Community – led by its Secretariat and supported by key stakeholders – officially released its *Principles & Best Practices publication, re-opened for sign on* in June 2024.



This milestone publication provides a practical, consensus-driven framework to advance decarbonization in heavy transport. It consolidates key principles, lessons learned, and actionable guidance – drawing from real-world successes and challenges faced by practitioners.

Due to popular demand, we are reopening the document for an additional signing-on phase until 30 April 2025, allowing more organizations and individuals to demonstrate their support.

[Show your support—sign on by 30 April 2025](#)

[Download the full document here](#)

SBTi Updates - Corporate Net Zero Standard — how to sync up

On March 18, the SBTi released its [Corporate Net Zero Standard \(CNZS\) v2.0 draft](#), complemented by multiple informative releases, guiding the reader through >200 pages of new text. A public consultation process is underway, with feedback due by June 1. To provide a summary on the updates, SBTi hosted a “Q&A webinar” in early April (we recommend these [summary slides](#) and this [14-minute YouTube summary](#) as a helpful review).

While there is much more to the CNZS than just ‘book and claim,’ there is some positive news towards potential future acceptance of flexible chain of custody and value-chain decarbonization activities. Want to learn more about how the Community is engaging and what you can do?

1. Attend the Community webinar on April 30
2. Stay tuned—the Community will be sending a resource in early May that can help guide your survey submission before the deadline, June 1.
3. Participate in the SBTi Public Consultation Survey, due June 1. Heavy transport

book and claim needs all of the supportive responses it can get.

Rail Group Survey – Do you want a similar group in 2025-26?



Based on several requests, we're exploring Community interest for a dedicated book and claim working group for rail. If you're interested in participating or think this would be valuable, we want to hear from you! Access the short survey through this [link](#).

COMMUNITY “Watch List”—what we’re following:

A few recent publications, events, and other notables:

- IMO unveiled 2050 Net-Zero shipping framework
- [ISCC ‘Proof of Compliance’ Framework](#)
- SFC Assurance Program approves two [Market Based Measures verifiers](#) at Smart Freight Week
- [SAF production energy efficiency](#)
- RSB released [v4.1 Book and Claim Manual](#)
- [Airbus and RSB trial “Facilitator” role](#)
- Conferences: ACT Expo (April 28-May 1); SAF Congress (May 6-8); RSB Innovations Meeting (May 20-21), OECD ITF May 21-23; Climate Weeks (San Francisco April 19-27, Wash. DC April 28-May 2, Panama City May 19-23)

CAPACITY-BUILDING:

The State of Road Book and Claim – Perspectives from the Road Working Group

Decarbonizing road freight is critical. The sector is vast and varied, encompassing small carriers managing a few trucks to large logistics service providers (LSPs) operating extensive fleets and multimodal networks.

Actors are increasingly under pressure to reduce emissions and provide credible, transparent reporting to shippers, regulators, and consumers alike.



From electrification to alternative fuels and smarter logistics routing, solutions are emerging, but access to these solutions remains problematic, and tracking/tracing one's operations to these solutions remains a supply chain hurdle, similar to other modes. The market seeks transparency and accountability, and book and claim systems offer a promising approach to address these challenges. This article explores the current state of road book -and- claim, identifies challenges being worked on today

and highlights the collaborative path forward.

For the above reasons, emission practices are relatively inconsistent compared to other modes. Thus, challenges of data accessibility, accuracy, and varied approaches for emission measurement are being addressed in parallel to book and claim system development.

A few elements deserve mention, starting with supply. Medium and long-term, electric propulsion holds many advantages for road transportation, but liquid and gaseous solutions are still a focus today and do present effective decarbonization pathways. Accurate emissions tracking and reporting for any corporate inventory—but also road book and claim—is complicated by fragmented fueling infrastructure, often purchased directly at retail stations rather than through centralized bulk deliveries (i.e., maritime and aviation). This results in the so-called 'Gas Station Problem': a set of challenges including the risk of misfuelling through human error, the existence of multiple brand names for essentially the same fuel product, and variability in feedstocks (even used under a single brand). Combined with limited access to the Proof of Sustainability (PoS/PoC) and a lack of standardization, it can be difficult to obtain verifiable data and increases the need for transparency, document rigor, and attention when accounting and reporting.

Subsequently, downstream actors (who facilitate and/or provide the demand for low emission trucking emission profiles) need to digest the available data and report accurately. Data needs are different for a Carrier than a Shipper, but the sheer number of road operators and small firms mean that practice is still varied around underlying transport activity and reporting transport data (i.e., ISO 14083/GLEC) and is complicated by pesky fuel data—often controlled via paper receipts or fuel cards. BEVs are a welcome and unique solution pathway for the road mode but come with their own complications as parties get used to different data and reporting.

This mode's supply chain can be complicated! Such complexity can make it harder to compare suppliers and standardize—part of the reason why a high-integrity, market-based approach can help.

To address these gaps and facilitate the solution set, practices have developed at each level. Starting again with supply: various digital platforms—“registries”—such as 123Carbon, Shipzero, M-RETs, and TERC are operating or developing independent book and claim systems to provide EACs and/or access to solutions. Carriers, LSPs, and Shippers have or are piloting in-house solutions—ranging from straightforward EAC offerings to strategic partnerships with Solution Providers to installing onsite tanks. GMA Trucking, in partnership with SFC, is executing the first-ever joint procurement of low-carbon trucking attributes through a book and claim system. Shippers have developed their SOPs and buying requirements when procuring low emission transportation services, providing structure to a diverse market and refining the demand signal. Finally, [third-party verifiers](#) underpin many of these solutions and are increasingly seen as essential for enabling climate disclosure claims.

This road working group is designed to highlight these data challenges and promote greater alignment while users develop book and claim systems. In the end, coordination today will help avoid erroneous double counting, inconsistent reporting,

and greenwashing. Collaborative action is essential to share best practices, build consistent methodology, interoperable registries, and support third-party verification. The Road Working Group continues to advocate for shared practices when applying chain of custody systems and aligning stakeholder efforts—crucial for building trust and driving real-world decarbonization.

What else is on your radar? Send us a note: Secretariat@bookandclaimcommunity.org

THANKS!

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