

Nordic Ecolabelling for
E-commerce logistics



Version 1.0 • 01 June 2022 – 31 August 2022
Consultation document

Content

What are Nordic Swan Ecolabel e-commerce logistics?	4
Why choose the Nordic Swan Ecolabel?	4
What can carry the Nordic Swan Ecolabel?	5
Who may be a Nordic Swan Ecolabel licensee?	7
How to apply	8
1 Definitions	9
2 Requirements for network logistics.....	11
2.1 General	11
2.2 Climate and environmental requirements	12
2.3 Social requirements	19
2.4 Requirements included in agreements between carrier and e-retailer	21
2.5 Information requirements	22
2.6 Licence maintenance	22
Regulations for the Nordic Ecolabelling of products.....	24
Follow-up inspections	24
Criteria version history.....	24
Appendix 1 Operational description.....	25
Appendix 2 Instructions and rules STEP	27
Appendix 3 Allocation principles.....	29
Appendix 4 Labour standards – no collective agreement – Sweden.....	31
Appendix 5 Labour standards – contractors	33
Appendix 6 Road /traffic safety.....	34

This document is a translation of an original in Danish. In case of dispute, the original document should be taken as authoritative.

Addresses

In 1989, the Nordic Council of Ministers decided to introduce a voluntary official ecolabel, the Nordic Swan Ecolabel. These organisations/companies operate the Nordic Ecolabelling system on behalf of their own country's government. For more information, see the websites:

Denmark

Ecolabelling Denmark
Danish Standards Foundation
Göteborg Plads 1, DK-2150 Nordhavn
Fischersgade 56, DK-9670 Løgstør
Tel: +45 72 300 450
info@ecolabel.dk
www.ecolabel.dk

Iceland

Ecolabelling Iceland
Ecolabelling
Iceland
Suðurlandsbraut 24
IS-108 Reykjavik
Tel: +354 591 20 00
ust@ust.is
www.svanurinn.is

This document may only be copied in its entirety and without any type of change. It may be quoted from provided that Nordic Ecolabelling is stated as the source.

Finland

Ecolabelling Finland
Urho Kekkosen katu 4-6 E
FI-00100 Helsinki
Tel: +358 9 61 22 50 00
joutsen@ecolabel.fi
www.ecolabel.fi

Norway

Ecolabelling Norway
Henrik Ibsens gate 20
NO-0255 Oslo
Tel: +47 24 14 46 00
info@svanemarket.no
www.svanemarket.no

Sweden

Ecolabelling Sweden
Box 38114
SE-100 64 Stockholm
Tel: +46 8 55 55 24 00
info@svanen.se
www.svanen.se

What are Nordic Swan Ecolabel e-commerce logistics?

Nordic Swan Ecolabel e-commerce logistics are a better delivery choice. Nordic Swan Ecolabel e-commerce logistics meet strict obligatory life cycle-based requirements for the entire transport network that has been verified by a third party.

The label takes a holistic approach with a focus on climate impact and energy efficiency, social requirements, contractual requirements and information requirements at check-out. Nordic Swan Ecolabel e-commerce logistics:

- Reduce the climate impact from the logistics network by gradually increasing requirements for electrification and renewable fuel. At the same time, the renewable fuels must not contain palm oil or PFAD.
- Limit energy consumption in the logistics network.
- Account for climate performance which must be improved over time.
- Are a counterpoint to ever-faster delivery promises, giving a little time in the logistics system to create the conditions for increased sustainability.
- Ensure a good level of performance in the existing vehicle fleet and that vehicles that are sustainable in the long term are chosen for new purchases.
- Stimulate fossil-free home deliveries and reward intermodal solutions and innovation.
- Create financial incentives to make the volume of packaging more efficient through agreements based on volumetric weight.
- Ensure secure working conditions, good labour standards and set requirements for preventive road safety work.

Why choose the Nordic Swan Ecolabel?

The Nordic Swan Ecolabel is the official third-party label of the Nordic region, with compliance reviews that offers:

- Consumers a well-known, sustainable, and credible choice of delivery.
- An independent third-party verification giving logistics operators a credible and visible acknowledgment on their sustainability efforts.
- E-commerce companies a support at their sustainability work and a credible ecolabel to communicate at check-out.

The Nordic Swan Ecolabel is the natural choice for those with higher ambitions, who want to be among the very best in their industry, because the ecolabel:

- Sets requirements on both climate and environmental performance and social aspects.

- Takes a holistic approach that includes both transport efficiency, a high rate in electrification and a high share of sustainable renewable fuels.
- Addresses key issues such as coordination, intermodal transport and slightly longer time in the logistic system to create the conditions for increased sustainability.

What can carry the Nordic Swan Ecolabel?

A transport service offered to the consumer at the e-commerce company's check-out, often referred to as shipping or delivery, which fulfils the requirements in this criteria document may carry the Nordic Swan Ecolabel.

Other transport in connection with e-commerce, such as return transport, is included in the logistics network, but cannot be specifically Nordic Swan Ecolabelled. This is due to the fact that they are not a specific delivery option in the check-out.

In these criteria, e-commerce logistics are defined as all transport business-to-consumer (B2C) that takes place within e-commerce, i.e., transport of goods from companies to private consumers, where consumption has taken place in a digital channel. E-commerce goods that are distributed as small parcels within the regular postal service are also included in the product group definition. All e-commerce relating to services, such as streaming, tickets and travel, is excluded from the product group definition.

It is not possible to Nordic Swan Ecolabel a particular region or area within a country. Instead, the label covers the entire national logistics network for e-commerce volumes.

The criteria for Nordic Swan Ecolabel e-commerce logistics cover the transport of the finished product either from the e-retailer's final warehouse in the Nordic region or from the warehouse outside the Nordic region's border, onwards via terminals and any intermediate depots, and then on to final delivery to the customer, see Fig. 1.

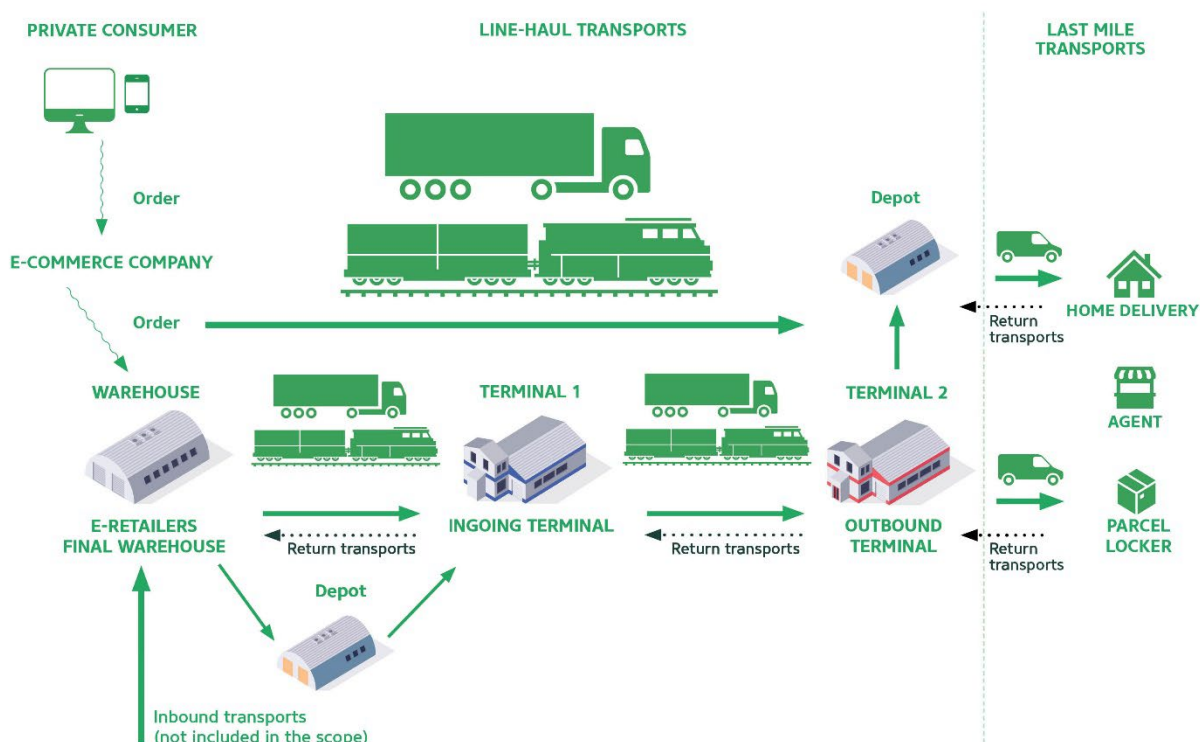


Figure 1: Diagram of an e-commerce logistics network

Based on the system boundary described in Figure 1, cross-border transport must also be included, from e-commerce stores outside the country's border, and to end consumers in another country. Cross-border transport accounts for a small proportion (< 10%) of total transport. In the requirements that have differentiated national levels, the requirement level therefore applies to the country where the company has its legal domicile.

Delimitations

- Local and regional deliveries from grocery stores or restaurants are not included, as these are almost entirely last-mile services.
- Incoming deliveries to the e-commerce warehouse (in-bound transportation) are not included in the product group definition because the licensee has no control over these transports.
- Private trips to collect e-commerce goods from agents or parcel lockers are not included.
- The scope of injection shipping to the network (see Definitions) is normally very low (circa 1%), and since the injection shipping are not exceeding 5%, such volumes are ignored in the Nordic Swan Ecolabel.

- International door-to-door service (Dynamic Parcel Distribution) covering all countries in the world, with parcel tracking is normally a B2B service and is not included in the product group definition. Any DPD shipments should not be included.

Modes of transport included

In the Nordic region, the vast majority of e-commerce goods are transported by truck and it is most relevant to set environmental and climate requirements for road transport and fuel.

Some of the e-commerce goods are sent as small parcels in the regular postal service, and these are then partly transported by train. Within e-commerce, transportation by train is in total a very small mode of transportation. Approximately 1-3% of total e-commerce parcel volumes are transported by train. In Norway, train is a much more common mode of transportation than in the rest of the Nordic countries, due to geographical conditions and the network of narrow and winding roads that complicates truck transportation. Approximately 30-35% of total e-commerce parcel volumes are transported by train in Norway.

Goods are also to a limited extent, transported on scheduled passenger ferry services. Both trains and ships are judged to be better alternatives in terms of the environment and climate than road transport, and the criteria do not set any specific requirements for these modes of transport, as this could be restrictive/limiting.

Due to strategic considerations e-commerce goods on train and ships are handles in this way in the criteria document:

- It is optional to include energy use from train transportation of e-commerce goods in requirement O5 Renewable Energy and O6 Energy Efficiency. For the actors that send a large amount of e-commerce goods by train it can be advantageous to include the energy from train transportation in the calculations. Note that the volumes of goods/parcels shall always be included.
- Energy from ship transport is not to be included in any of the requirements.
- In addition, there is an optional requirement that supports work on intermodal transport solutions.

The first time a term is used in the document, it is written in bold italics or with a reference to the definition list in chapter 1.

Who may be a Nordic Swan Ecolabel licensee?

Any company that is included as a shipping/delivery option at the e-commerce company's check-out may become a licensee.

In addition, any licensee must have forwarding/transportation/postal services or carrier services as its core business, i.e., offer its transport and logistic service to the e-commerce business. A company's own internal transport organization can not be a licensee.

The licensee must be responsible for both *line-haul* and *last-mile* transport and have a business that covers at least 50% of the households in the actual country.

A licensee can have its own fleet of vehicles and its own drivers, or purchase transport in full or in part from subcontractors. The subcontractors that operate in the Nordic Swan Ecolabelled logistic network must fulfill all relevant requirements but cannot be Nordic Swan Ecolabelled in themselves.

The company applies for a licence in the country in which the company is registered, and the company's collective e-commerce transport is covered by the requirements. It is not possible to Nordic Swan Ecolabel a particular region or area within a country. Instead, the label covers the entire national logistics network for e-commerce volumes.

Examples of companies that may be licensees are:

- Freight forwarders.
- Post and morning newspaper distributors who also deliver e-commerce goods.
- Tech companies or platform companies.

How to apply

Application and costs





For information about the application process and fees for this product group, please refer to the respective national website. For addresses see page 3.

What is required?

The application consists of a web form and documentation showing that the requirements are fulfilled.

Each requirement is marked with the letter O (obligatory requirement) and a number. All requirements must be fulfilled to be awarded a licence.

The text describes how the applicant shall demonstrate fulfilment of each requirement. There are also icons in the text to make this clearer. These icons are:

- | | |
|---|--------------------------------------|
|  | Enclose |
|  | Upload |
|  | State data in electronic application |
|  | Requirement checked on site |

To be awarded a Nordic Swan Ecolabel licence:

- All obligatory requirements must be fulfilled.
- Nordic Ecolabelling must inspect the site.

All information submitted to Nordic Ecolabelling is treated confidentially. Suppliers can send documentation directly to Nordic Ecolabelling, and this will also be treated confidentially.

Licence validity

The Nordic Swan Ecolabel licence is valid providing the criteria are fulfilled and until the criteria expire. The validity period of the criteria may be extended or adjusted, in which case the licence is automatically extended, and the licensee informed.

Revised criteria shall be published at least one year prior to the expiry of the present criteria. The licensee is then offered the opportunity to renew their licence.

On-site inspection

In connection with handling of the application, Nordic Ecolabelling normally performs an on-site inspection to ensure adherence to the requirements. For such an inspection, data used for calculations, original copies of submitted certificates, test records, purchase statistics, and similar documents that support the application must be available for examination.

Queries

Please contact Nordic Ecolabelling if you have any queries or require further information. See page 3 for addresses. Further information and assistance (such as calculation sheets or electronic application help) may be available. Visit the relevant national website for further information.

1 Definitions

The first time a term is used in the document, it is written in bold italics or with a reference to this definition list.

Term in background and criteria documents	Definition
Contractor	As a contractor, you do not run a business and pay corporation tax, which you do as a self-employed person. Instead, it is the umbrella company that invoices the clients for a certain amount of commission, reports employer contributions and makes tax deductions, and then pays the rest as salary to the contractor. This is referred to as being a contractor (freelance).
Euro emissions standard	A European classification system that specifies the highest permitted emissions of a number of different air pollutants (hydrocarbons, NO _x , carbon monoxide and particles, but not CO ₂) for cars, trucks and buses that are put on the market.
Fuel	Liquid or gaseous fuel and electrical energy for vehicle operation.
Electric vehicle	An electric vehicle is driven by an electric motor and charged with power from a wall box or charging station. Regenerative braking also charges the battery while driving. A pure electric vehicle has no internal combustion engine.
Dimensional weight/volumetric weight (bulky freight)	Dimensional weight or volumetric weight means that the weight is calculated by volume. Dimensional weight/volumetric weight is calculated as length x width x height x 280. The aim is to charge the highest of the actual weight and the volumetric weight. In e-commerce the volumetric weight is usually highest, and charges are made on that basis.
Renewable fuel	Liquid or gaseous fuels that are produced from biomass and used for transport purposes.

Green gas principle	A system whereby both biogas and natural gas are distributed within the system, with assurances that the same volume of biogas purchased is actually supplied to the system.
Household	A household consists of people who are registered as living in the same home. A household can often be equated with a shared mailbox.
Hybrid technology	All plug-in hybrids and hybrid cars have a battery that can power the car to reduce the car's emissions. A plug-in hybrid combines an electric motor with an internal combustion engine. The plug-in hybrid can be charged with power from a wallbox or charging station. Should the battery be discharged, or should you need extra power, the internal combustion engine will take over. A hybrid car, also known as a mild hybrid or electric hybrid, cannot be charged via an electrical socket, charging instead through regeneration while the car is being driven. Here, the battery is used to support the internal combustion engine and reduce the vehicle's emissions.
HVO100	Hydrogenated vegetable oil is a 100% renewable and fossil-free diesel fuel that can contribute to a significant reduction in CO ₂ emissions compared with fossil diesel. HVO100 is a chemical copy of regular diesel but with a slightly lower density. The similarity to regular diesel means that specially adapted vehicles or storage tanks are not required for this fuel, which means low transition costs and becoming operational faster. However, approval from the vehicle manufacturer is required for warranties, etc. to be valid.
HVO97	This fuel consists of 97% HVO and is offered as "almost" completely renewable fuel from certain fuel companies. There is currently a major difference compared to HVO100. HVO100 falls outside the reduction obligation while HVO97 falls within it. Also called HVO Diesel/RD97/HVO97, or HVO light.
ILUC (indirect land use change)	Increased production of biofuel in one country can lead to other agricultural production being displaced, which in the long run can lead to the conversion of forest or pasture into agricultural land in other countries, thereby causing indirect emissions of greenhouse gases. The EU has been discussing the issue of ILUC for a long time. In the latest Renewable Energy Directive, ILUC risk for agricultural commodities has been divided into two levels, low and high. High-risk ILUC commodities must not be included in the EU framework after 2030.
Injection shipping	Distribution from the e-retailer's warehouse to the terminal or depot is carried out by a party other than the licensee or its subcontractors.
Incoming transport	The activities performed to bring specific items or deliveries to an e-commerce company, often from a supplier or manufacturer. It can involve all aspects of shipping and moving equipment to a warehouse.
Intermodal transport	Means that at least two modes of transport are used to move freight, with most of the route by rail or sea.
Last mile	Last mile refers to the movement of goods from a terminal/hub to a final destination, usually a consumer.
Line haul	The long-distance heavy goods transport between two defined points (cities, warehouses, ports, etc.) according to a fixed schedule.
Light goods vehicle	A vehicle that is not considered to be a passenger car or a bus and that has a gross weight of no more than 3.5 tonnes. A light goods vehicle may be driven on a Class B driving licence.
Same day delivery	The customer has their package delivered on the day the customer placed the order. In many cases, same day delivery is offered by courier service, i.e. a dedicated delivery.
Economical driving	How the car is driven has a major impact on emissions and noise. Factors that have an impact include the speed at which the vehicle is driven and tyre pressure.
Consignment	Defined in accordance with the consultation draft ISO 14083 as "total amount of freight sold in a single transaction". These criteria use a customised variant: A consignment is defined as the total amount of freight that the e-commerce consumer has ordered/purchased in a single transaction and that is shipped from the e-commerce warehouse to the consumer.
Heavy goods vehicle	Truck weighing more than 3.5 tonnes.
Tonne-kilometres (tonne-km)	A measure of transport work for goods. The dimension is calculated by multiplying the weight of the goods in tonnes by the transport distance in kilometres.
Check-out solution	The electronic solution where payment and choice of delivery options take place.
Volumetric weight	See dimensional weight.

2 Requirements for network logistics

This chapter contains requirements for the network of e-commerce logistics, with a focus on climate, fleet, truck fuel and energy efficiency.

2.1 General

O1 Description of the logistics network

The network of e-commerce logistics to be Nordic Swan Ecolabelled must be described. The purpose is to create an understanding of the network and the service/product and to assess whether the service/product meets the product group definition, see “What can carry the Nordic Swan Ecolabel” and Fig. 1.

The description must, as a minimum, include:

1. An overall description of the network of e-commerce logistics or the entire integrated network of which e-commerce logistics are a part. Any delimitations must be clearly described.
2. The modes of transport used in the network, and specifically whether intermodal solutions are used.
3. Any name of a product/service that is intended to be Nordic Swan Ecolabelled.
4. Coverage expressed as a percentage of households (see definitions) in the country in question or another relevant metric.
5. Number of terminals, depots and their geographical locations (city).
6. Number of vehicles in the network of e-commerce logistics (including subcontractors) and percentage of vehicles in own vehicle fleet.
7. Form of employment for drivers/those performing the transport work.
8. Estimation of the proportion of total transport that is injection shipping, i.e. where for example the e-commerce company itself takes care of the transport of e-commerce goods to the terminal. If the injection shipping exceeds 5% of the total energy used, they shall be included in requirement O5 and O6, see Appendix 3.

☒ Description of points 1–8, as above, preferably in Appendix 1.

O2 Flight transportation

In order for flights not to occur as *a standard* part of the business model for Nordic Swan Ecolabel e-commerce logistics, both part 1 and 2 must be fulfilled:

1. Air freight on a regular basis is not permitted in the Nordic Swan Ecolabelled e-commerce network.

This means for example, that a parcel service that uses an express postal service which includes flights on certain routes (integrated transportation) cannot be Nordic Swan Ecolabelled. Despite this, flight transportation can occur in exceptional cases. Exception is also made for special destinations such as Svalbard.

2. The licensee may not offer Nordic Swan Ecolabel e-commerce logistics to the e-commerce companies whose business concept requires the goods to be flown in order to meet the terms of delivery.

This means that e-commerce platforms which often fly goods from manufacturing country to the end consumer, cannot offer Nordic Swan Ecolabel e-commerce logistics.

- ☒ A guarantee that flight is not on a regular basis used as mode of transportation within the Nordic Swan Ecolabelled e-commerce logistics. Signed Appendix 1.
- ☒ Certification of that Nordic Swan Ecolabelled e-commerce delivery is not sold to the e-commerce companies addressed in requirement part 2. Signed Appendix 1.
- ℙ Nordic Ecolabelling carries out random checks of e-retailers' check-out solutions.

2.2 Climate and environmental requirements

Nordic Ecolabelling has developed the STEP (Swan Transport Energy Performance) calculation tool for use in reporting information for requirements O5 and O6. STEP shows the outcome as a percentage of renewable energy and energy efficiency.

STEP also shows the climate impact performance, in accordance with requirement O7, based on the data entered. Rules and principles for input of data are described in Appendix 2.

Appendix 3 contain the allocation principles that shall be used by the companies with an integrated transport network where e-commerce and other/traditional goods are transported in an integrated way.

O3 Existing truck fleet

All of the licensee's own vehicles and subcontractors' vehicles involved in carrying out the licensee's Nordic Swan Ecolabel e-commerce logistics must meet the following conditions.

If the subcontractor has vehicles dedicated to the license holder, these specific vehicles must meet the requirement. If not, the whole truck fleet of the subcontractor must meet the requirement.

The same principles apply to the license holders' own vehicles.

- a) Emissions standard Euro 5 is the absolute minimum for all vehicles.
- b) At least 70% of all vehicles must be Euro 6.
- c) At least 5% of vehicles > 3.5 tonnes must be powered by gas, electricity, hydrogen or ED95. Plug-in hybrids can also be included.
- d) At least 15% of the light goods vehicles ≤ 3.5 tonnes must be powered by gas, electricity or hydrogen.

In this context, "vehicles" refers to all motorised vehicles registered as light goods vehicles or heavier.

- ☒ Documentation to show that the requirement is fulfilled, e.g. list of vehicles.
- ☒ Points a) and b) can alternatively be verified with a copy of Fair Transport (SE) approval, value-added level 2.

O4 Requirement for new vehicles

The requirement applies to new vehicles that are added to the licensee's network annually during the licence's period of validity after the licence has been obtained, either as purchased, rented or leased.

The requirement applies to own vehicles and new vehicles from subcontractors/carriers that carry out e-commerce logistics. The term "new" does not include added capacity from subcontractors' existing vehicle fleet, only newly purchased, new rented or new leased vehicles.

A. Light goods vehicles

New added light goods vehicles* for the Nordic Swan Ecolabelled network must be powered by gas, electricity or hydrogen. Hybrid technology is not accepted. In order to reward purchases of electric, gas and hydrogen vehicles with a greater load capacity, different vehicles are weighted based on their gross weight according to the table below.

Light goods vehicle category	Gross vehicle weight (kg)	Load capacity factor
Panel van	2500–3500	10
Distribution vehicle (delivery vehicle)	1500–2499	7
Other motorised trucks	500–1499	4
Bicycles, mopeds, etc.	0–499	1

The new (added) load capacity from gas, electric and hydrogen vehicles must amount to at least 75% or 85%, depending on how large a part of the country the licensee's network covers, according to the table below.

Company coverage of the country, defined as the share of households (unit with a mailbox)	Proportion of added load capacity from gas, electric and hydrogen vehicles
≥ 80%	75%
< 80%	85%

* *Light goods vehicles mean all motor vehicles ≤ 3.5 tonnes. In other words, utility vehicles, mopeds and bicycles are also included.*

Example calculation: 10 vans, 8 of which are gas vehicles, and 50 electric bikes are purchased. Added load capacity from gas, electric and hydrogen vehicles = $(8 \times 10) + (50 \times 1) / (10 \times 10) + (50 \times 1) = 87\%$

B. Heavy goods vehicles

At least 20% or at least 1 vehicle of the new added heavy goods vehicles for the Nordic Swan Ecolabelled network must be powered by gas, electricity or hydrogen. The accepted hybrid technology is range extender (see definition).

- ☒ When applying for a licence: Investment plan for own vehicle fleet.
- ☒ The year after the licence is issued and all subsequent years: Extract from the vehicle register showing newly purchased and registered vehicles for the previous 12 months.
- ☒ Requirements in agreements with subcontractors/carriers for procured logistics services in the Nordic Swan Ecolabelled network.
- 🔍 Check that the licensee has conducted the audit of logistics suppliers in the network.

O5 Renewable energy

The proportion of renewable energy used for the overall transport work in the e-commerce network must amount to the levels below, as a bare minimum. Energy from both own vehicles and those of any subcontractors must be included.

Country	Proportion of renewable energy from the start date of the criteria until 31 Dec 2024	Proportion of renewable energy from 1 January 2025 until the end date of the criteria
Sweden	60%	75%
Norway and Denmark	40%	55%
Finland	30%	45%

Definition of renewable energy:

$$\text{Proportion of renewable energy} = \frac{\text{Renewable fuels} + 2.5 \times \text{electric}}{\text{Total energy for transport}}$$

Energy for the operation of terminals, sorting machines and the like is not included.

The initial limit value for Sweden has been harmonised with Fair Transport's value-added level 2.

Appendix 2 sets out the specifics of the STEP calculation tool and rules for reporting.

Appendix 3 specifies the allocation and accounting principles that may be used.

In the event of significant external changes (regulations, etc.) that may affect the availability of renewable fuels, the limit values may need to be adjusted. This will take place after a national consultation.

- ☒ Annual reporting of fuel components/volumes in STEP.
- ☒ A description of how reported data has been produced, including allocation methods, assumptions and supporting verification in the form of reports from fuel suppliers.

O6 Energy efficiency

The total energy (E) used for the overall transport work in the e-commerce network must not exceed:

$$E = F \times \left(\frac{\text{company's average volumetric weight per consignment (kg)}}{3.0 \text{ (kg)}} \right)$$

The formula is designed to handle differences in weight and volume of the goods and weights the licensee's average volumetric weight (kg) using the Nordic average volumetric weight (3.0 kg).

The calculation shall be performed in STEF where E is calculated automatically and displays fulfilment of the requirement.

F is a national adjusted factor (kWh/consignment):

For Norway, Sweden and Finland: F = 2.3

For Denmark: F = 2.0

A consignment is defined as the total amount of freight purchased by the e-commerce consumer in a single transaction.

- ☒ Annual reporting of fuel components/volumes, number of consignments and average volume per shipment in STEP.
- ☒ A description of how reported data has been produced, including allocation methods, assumptions and supporting verification in the form of reports from fuel suppliers (usually the same description and verification as for requirement O5).

O7 Climate performance

Licensees must, on an annual basis, improve the climate performance of the Nordic Swan Ecolabelled e-commerce logistics, in absolute measures (not related to the number of consignments).

The licensee's climate performance per is calculated by STEP based on data reported in requirements O5 and O6.

By default, average emission coefficients are used in STEP. The licensee may use other emission coefficients for liquid and gaseous fuels, provided that they are verified via documentation from the fuel company. The emission coefficient for electricity must not be changed.

In the event of acquisitions, sales or consolidation between transport logistics companies that have a major impact on the transport network's climate emissions, the base year shall be calculated on the basis of a methodology accepted by Nordic Ecolabelling.

- ☒ Accounted climate performance according to STEP.
- ☒ If other emission coefficients are used: documentation, for example an environmental report from the fuel company.

O8 Sustainable raw materials/fuels

Fuel containing raw materials with a high ILUC risk in accordance with the EU's Renewable Energy Directive (RED II)¹ must not be used. The requirement covers both the licensee's own vehicles and those of the subcontractors/carriers included in the Nordic Swan Ecolabelled logistics network.

A calculation based on mass balance in accordance with Article 30 of the Renewable Energy Directive can be used to verify that raw materials with a high ILUC risk have not been used.

Nordic Ecolabelling considers the raw material Palm Fatty Acid Distillate (PFAD) to be a by-product/co-product of palm oil production and PFAD is therefore considered to be a raw material with a high ILUC risk. Please note that so called palm oil free biodiesel, in Finland, can consist of PFAD.

Own fuels:

- ☒ A copy of agreement with and annual verification from fuel supplier(s) showing that purchased quantities of fuel do not contain raw materials with a high ILUC risk, such as palm oil and PFAD. Mass balance assessment/calculation can be

¹ Regulation (EU) 2019/807 of 13 March 2019 <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32019R0807&from=EN>

used, The copy of agreement must be enclosed with application and the annual verification shall be submitted according to requirement O 20 Annual reporting.

Subcontractors' fuels:

- ☒ Copy of agreement, or other documentation, confirming that the licensee requires subcontractors to not use fuel based on raw materials with a high ILUC risk, such as palm oil and PFAD.
- ☒ Results of annual spot checks of subcontractors' fuel purchases.

O9 Driving behaviour

The requirement consists of two parts and applies to both the licensee's employed drivers and drivers of subcontractors/contracted carriers used for Nordic Swan Ecolabel e-commerce logistics.

A. Driver training

All motor vehicle drivers (driving licence category B or higher) must be trained in economical driving (see definitions). Drivers who have not already completed training must have done so within 12 months of the licence being received. New drivers must be trained within 12 months of starting their job.

Nordic Ecolabelling accepts various types of training, including web-based training courses or elements included in category B driving licence training (completed since 2014).

B. Maintaining economical driving

Economical driving behaviour should be maintained over time. This must be done by implementing at least one of the following alternatives for all drivers:

- regular repetition of training at least every five years.
- a recurring in-depth/supplementary training session with practical elements during the period of validity of the licence.
- continuous feedback on driver behaviour through coaching or feedback between manager/employee.

A supplementary paragraph on measuring and feedback on actual fuel consumption can be found in O12 Optional requirements.

- ☒ A: Training plan that includes driver and date of completed or planned training.
- ☒ A: For subcontractors, the licensee must present procedures for compliance checks and the results of the spot checks performed.
- ☒ B: Procedure describing how economical driving behaviour is maintained over time for own drivers and subcontractors.
- ☒ For drivers with a class C1, C1+E, C or C+E driving licence, a Certificate of Professional Competence (CPC) is sufficient to verify the requirement.

O10 Route optimisation

The transport/logistics company must employ digital route optimisation that includes at least all regional transport and last-mile transport by motor vehicle, in order to minimise the number of kilometres driven. The requirement also covers the subcontractors/carriers included in the licensee's network of Nordic Swan Ecolabel e-commerce logistics.

Digital route optimisation refers to a digital system that is continuously updated and thus ensures optimal routes that, for example, take into account parcel volumes, delivery points, traffic queues and roadworks. It is sufficient for routes to be optimised up to departure.

Regional transport and last-mile transport are the transport carried out from the distributing terminal to the end consumer, via any depots. Line-haul transport and other fixed routes are not covered by the requirement.

A supplementary paragraph on dynamic route optimisation can be found in O12 Optional requirements.

- ☒ Description of the route optimisation tool(s) used by the licensee and its subcontractors and how they work to make the logistics more efficient.

🔍 On-site inspection.

O11 Home delivery

Requirements a) and b) below must be met for the transport/logistics companies that offer home delivery. Home delivery cover the distance to transport/deliver the parcel from the final distribution spot and to the end consumers home address. Deliveries to parcel agents or parcel lockers are not included.

- a) To obtain a licence, home delivery must be conducted in accordance with the table below:

	Share of home delivery vehicles that always run on electricity or renewable fuels**			
Company's coverage (share of households* in the country)	Sweden:	Denmark:	Norway:	Finland:
> 90%	60%	50%	50%	40%
70–90%	80%	70%	70%	60%
< 70%	100%	100%	100%	100%

- b) Home delivery notifications must always be issued at least 24 hours before delivery.

** A household consists of people who are registered as living in the same home. A household can often be equated with a shared mailbox.*

*** Defined as vehicles that run on electricity (regardless of energy production), pure (100%) biofuels, biogas (according to the green gas principle, see definitions), hydrogen and muscle power. Hybrid technology is not accepted, see definitions.*

A margin of error of 2% is permitted in the limit values for the proportion of vehicles that perform these deliveries. The margin of error includes for example incorrect refuelling.

- ☒ Information on the percentage of households covered by the licensee in the country where Nordic Swan Ecolabel e-commerce delivery is offered.
- ☒ Calculation and other verification showing compliance with the requirement level in the country in question. The verification must show that the vehicles have run on electricity or on renewable fuels.
- ☒ Description of system/procedure for notification of home delivery.

O12 Requirement with optional measures

This requirement contains six different measures that contribute to more sustainable e-commerce logistics. At least one (1) of these measures must be established to obtain a licence.

1. Intermodal transport

The licensee must either have a strategy for intermodality (see Definitions), agreed by senior management, that aims to increase freight volumes by sea or rail, or a fully funded project plan approved by management that aims to increase freight volumes by sea or rail. The benefit of such a project must be realised within 2 years of the licence being granted.

Scheduled ferry traffic included in the road network is not considered an intermodal solution.

- ☒ An agreed strategy or an approved and funded project plan.

2. Monitoring of actual fuel consumption

An (IT) system that reports more than just the vehicle's fuel consumption/average consumption should be used and at least 75% of the vehicles deployed in the network must be covered.

The system must measure and deliver detailed driving and consumption data (to the office/control centre or to the driver). The system must give the company the ability to analyse the reason for the consumption.

- ☒ Description of the system and how large a proportion of the vehicles are connected.

3. Digital dynamic route optimisation

The licensee must employ dynamic route optimisation that includes at least 20% of the parcel volumes delivered annually.

Dynamic route planning means that routes are optimised on a daily basis in terms of distance/energy efficiency, based on the goods to be delivered, and which vehicles and drivers are available. This requires a digital tool in which all the underlying data is analysed and presented to the planner.

Requirement O10 sets an obligatory requirement for digital (static) route optimisation

- ☒ Description of dynamic route optimisation system and how it contributes to increased energy efficiency and/or climate performance.

4. Co-loading/co-transport between different transport companies

The licensee shall routinely coordinate/co-load at least one transport arrangement with one or more other transport/logistics operators (not subcontractors). The co-loading/co-transport needs to entail a real reduction of at least 10% reduction in the number of kilometres driven and have a planned duration of at least 2 years.

- ☒ A description of how the collaboration is set up and an estimate of the efficiency/benefit of the collaboration.

5. Open charging infrastructure

In order to speed up the conditions for electrification, the licensee must give its subcontractors/carriers access to its own operations' charging stations for light and heavy goods vehicles at at least half of its own terminals or depots.

- ☒ A list of the company's terminals and which of them offer open charging stations.

6. More eco-efficient packaging

In collaboration with e-commerce, the licensee will carry out ongoing work (not projects) that either results in less air in the packaging or reduces the amount of packaging material through, for example, returnable/refillable packaging. The work must comprise at least 20% of the parcel volumes delivered annually.

Requirement O17 sets an obligatory requirement for an agreement on dimensional weight (see definitions).

- ☒ A description of the work on more environmentally efficient packaging.

2.3 Social requirements

This section contains the following three requirements:

- Requirement O13, which applies to employed drivers and drivers employed by subcontractors, including self-employed persons.
- Requirement O14, which instead applies when the contractor format is used, i.e., when the driver is employed by an umbrella company, see definitions.
- Requirement O15 which is a basic requirement for preventive road safety work.

The requirements are harmonised with Fair Transport SE, basic level and Fair Transport NO, as well as the new criteria for Good Environmental Choice Local Goods Transport 2022/Bra Miljöval Lokala godstransporter 2022. Approval or licence certificates in accordance with these systems automatically verify requirements O13 and O15.

O13 Labour standards for employees and self-employed persons

The following requirements apply to both own drivers employed and those drivers who are subcontractors, i.e. employees of carriers and hauliers. The requirement applies to all drivers who carry out transport within the e-commerce network that is to be Nordic Swan Ecolabelled.

First comes the requirement, then national references to relevant agreements and finally how the requirement is to be documented by the applicant.

- a) The licence applicant must comply with agreements concluded between the social partners (employer's organisation and employee organisation/union organisation), known as collective agreements.

Alternatively;

- b) Salaries, holidays, working hours and insurance cover, including collective pension provision, must be at least on a par with the terms and conditions set out in the agreement specified in point a) above.

Sweden

Swedish Transport Workers' Union, Transport Agreement: [Arbetsrättsliga villkor för godsförare](#)

(Procurement authority's website, Requirement ID: 11367:3, in accordance with Appendix 1.)

SEKO agreement for Postal Services: [Avtal Kommunikation](#)

Norway:

Written labour agreement, the content of which complies with Norwegian legislation, with reference to the minimum requirements in Section 14-6 of the Norwegian Working Environment Act.

As a minimum, drivers must have a salary equivalent to that stated in the “Regulation on general application of wage agreements for goods transport by road” and be covered by the statutory insurance and pension insurance provision. [Forskrift om allmenngjøring](#).

Denmark:

One of the most common collective agreements according to the Danish Road Traffic Authority:

<https://fstyr.dk/da/Erhvervstransport/Godskoersel/Overenskomstforhold>

Finland:

Any of the following collective agreements within Central Organisation of Finnish Trade Unions SAK member unions:

Transport Workers’ Union <https://www.akt.fi/in-english/>

Finnish Post and Logistics Union, PAU Collective Agreement <https://www.pau.fi/>

- ☒ For own employees: Most recently signed collective agreement. If there is no collective agreement, complete Appendix 4 for the country in question instead.
 - ☒ For employees of subcontractors: Written agreement/contract/Code of Conduct between the licensee and subcontractor, showing that the licensee sets requirements for collective agreements or for labour standards on a par with collective agreements.
 - ☒ The licence applicant’s procedures and follow-up of subcontractors’ compliance with the terms of the agreement/contract/Code of Conduct and the results of the most recent year’s review.
 - ☒ The requirement can also be verified with a copy of an approval from Fair Transport Sweden or Norway, or a licence certificate for Good Environmental Choice Local Goods Transport 2022.
- ♂ Nordic Ecolabelling conducts random checks on implemented reviews of the terms and conditions of the agreement.

O14 Working conditions, contractors

In order to ensure that the transport service is carried out in a socially responsible way, all persons carrying out transport work on behalf of the licence applicant must, as contractors, be:

- a) Covered by a collective agreement or terms and conditions at least on a par with such an agreement.
- a) Employed by an umbrella company.
- b) Paid an hourly wage. Percentage-based pay is not accepted.

There must also be a written agreement between the licence applicant and the umbrella company governing implementation of the assignment and clarifying employer responsibility.

- ☒ Signed Appendix 5.

- ☒ Extract from the agreement between the licence applicant and the umbrella company/companies engaged, demonstrating regulation of the above requirements.
- ☒ The licence applicant's procedures and follow-up of compliance with the agreement on the part of the umbrella company.
- ☒ Extract from the agreement between the umbrella company and the individual driver, demonstrating regulation of the above requirements.

O15 Safety

As a minimum, licensees and subcontractors/carriers must have the following in place:

1. Customised checklists for safety checks on vehicles, drivers and load securing including at least the actions stated in Appedix 6.
2. Procedures for ensuring that safety checks, including tyre pressure checks, are carried out as specified in the checklist/safety check procedure.
3. Procedures and/or system support ensuring that checks, servicing and vehicle inspections are carried out.
4. Procedure and/or system support that describes how driving and rest times, plus the provisions of the Swedish act on working time in road transport (Vägarbetsdidslagen), are complied with and monitored.
5. Procedures for monitoring speeds and any speed limit violations.

There are various aids (templates, checklists, procedures and the like) to support this, see Fair Transport and the associations for employees and employers in transport.

- ☒ Procedures, checklists and descriptions of system support and follow-up systems, in accordance with points 1–5 above.
- ☒ Alternatively, the requirement can be verified with a copy of Fair Transport (SE) approval basic level, a copy of Fair Transport (NO) or a licence certificate for Good Environmental Choice Local Goods Transport 2022.

2.4 Requirements included in agreements between carrier and e-retailer

The chapter contains requirements that must be fulfilled in the agreement between the licensee and the customers, i.e. e-commerce companies.

O16 Consumer promise on delivery time

The *fastest* promised delivery time given to the consumer in the check-out solution should be “delivery within 1–3 days”.

In this way, Nordic Swan Ecolabel e-commerce logistics can create:

- Conditions for increased environmental and social sustainability, as normal delivery time is increased by one day (+1 day)
- New norms for consumers and counteract express deliveries (**same day delivery**)

- ☒ Agreement between the licensee and e-commerce company keeping the delivery time to a maximum of 1–3 days for the Nordic Swan Ecolabelled alternative and requiring that this is clearly stated in the check-out solution.
- 🔗 Nordic Ecolabelling carries out random checks of e-retailers' check-out solutions.

O17 Incentives to minimise air in packaging

In the licence applicant's agreement with an e-commerce company concerning Nordic Swan Ecolabel e-commerce logistics, the pricing model must be based on volume (i.e. dimensional weight or volumetric weight, see definitions) according to the formula below. However, this does not apply to e-commerce goods that are transported as part of the regular postal service.

Dimensional weight = height (m) x width (m) x length (m) x conversion factor.

Conversion factor = 280 kg/m³.

The pricing model must not be based on weight or unit.

- ☒ Copies of anonymised agreements with e-commerce companies.
- 🔗 Nordic Ecolabelling carries out random checks of anonymised invoices.

O18 Price neutrality

The price of any return transport (in relation to the route) must not be lower than the outbound transport in the agreement between the carrier and e-commerce.

- ☒ Copies of anonymised agreements with e-commerce companies.
- 🔗 Nordic Ecolabelling carries out random checks of anonymised invoices.

2.5 Information requirements

This chapter only contains one requirement regarding the information that should be included at check-out in order to inform consumers and influence their behaviour.

O19 Information at check-out

The Nordic Swan Ecolabel in the check-out must be accompanied by the following description:



(Nordic Swan Ecolabel E-commerce logistics) ensures reduced climate impact and good labour standards.

//And corresponding text in the other Nordic languages//

The label and the description must be placed to make it very clear that it is the delivery option that is Ecolabelled and not the entire logistics/transport company nor the e-commerce company.

- ☒ The license holders' routines for implementing the requirement and the routines for follow up and random checks that the customers have implemented the requirement in their check-outs.
- ☒ List of companies that have signed agreements for Nordic Swan Ecolabel e-commerce logistics including web page addresses, and annual updating of this.

- 🔗 Nordic Ecolabelling carries out random checks of the company's check-out solutions.

2.6 Licence maintenance

This chapter mainly includes a requirement for annual performance reporting to show that the relevant requirements are met over the course of the licence's validity.

O20 Annual reporting

To ensure compliance with the requirements over the validity period of the criteria, the following requirements must be reported annually to Nordic Ecolabelling:

O4: Requirement for new vehicles

O5: Renewable fuel in the STEP calculation tool

O6: Energy efficiency in STEP

O7: Climate performance in STEP

O8: Sustainable raw materials/fuels

O11: Home delivery

O19: Information at check-out

- ☒ Annual report demonstrating compliance with the above requirements, submitted to Nordic Ecolabelling no later than 1 April of the following year for review. For details, see the respective documentation requirements.

O21 Consumer complaints

The licensee must guarantee that the quality of the Nordic Swan Ecolabel e-commerce logistics is maintained during the period of validity of the criteria. The licensee must, therefore, have a procedure in place for receiving complaints from the end consumer and e-commerce companies.

As a minimum, the procedure needs to cover complaints about products damaged in transit, too much air in packaging, non-eco-friendly packaging or inadequate attention to road safety during delivery.

Under the procedure, relevant complaints will be passed on in writing to the appropriate e-commerce company.

- ☒ Company procedure for receiving and handling consumer complaints.

- 🔗 Compliance check during on-site audit.

Regulations for the Nordic Ecolabelling of products

At the license holder

To easily identify Nordic Swan Ecolabelled services, the licence number and a descriptive sub text shall always accompany the Nordic Swan Ecolabel.

The descriptive sub text for 111 E-commerce logistics is: e-commerce logistics.

The license holder is responsible to follow marketing and graphical guidelines, and regulations found at www.svanen.se/regulations/ or at www.nordic-ecolabel.org/regulations/

At the e-commerce company

The Nordic Swan Ecolabel shall, together with a definition, be presented in the check-out close to the delivery service offered by the transport company being license holder for e-commerce logistics. Please see requirement O19.

In addition, a short describing text according to O19 must be easily accessible in proximity.

In addition all e-commerce companies offering Nordic Swan Ecolabelled delivery/transportation should have in-depth information on the delivery terms web page. The text can be found on this link //link will be inserted after hearing//.

Follow-up inspections

Nordic Ecolabelling may decide to check whether the license holder fulfils Nordic Ecolabelling requirements during the licence period. This may involve a site visit, random sampling or a similar test.

The licence may be revoked if it is evident that the license holder does not meet the requirements.

Criteria version history

Nordic Ecolabelling adopted version 1.0 of the criteria for XX on DAY MONTH YEAR. The criteria are valid until DAY MONTH YEAR. //to be filled in after hearing//

Appendix 1 Operational description

The network of e-commerce logistics for which the Nordic Swan Ecolabel is being sought must be described here. The purpose of this is to create an understanding of the network and the service/product and to assess whether the service/product meets the product group definition. The description must, as a minimum, include the points below. This appendix may be used for the description, and references may also be made to other supplementary documents.

Describe the network of e-commerce logistics or the entire integrated network of which e-commerce logistics are part. Clearly describe any delimitations.	
<hr/> <hr/> <hr/>	
Describe the modes of transport used in the network and specifically whether intermodal solutions are used. State whether, and in which situations, air freight could occur as a mode of transport in the Nordic Swan Ecolabel e-commerce logistics.	
<hr/> <hr/> <hr/>	
The name of any product/service that is intended to carry the Nordic Swan Ecolabel.	
<hr/> <hr/>	
Coverage expressed as percentage of households (see definitions) or other relevant metric:	
<hr/>	
Number of terminals, depots and their geographical locations:	
<hr/> <hr/> <hr/>	
Total number of vehicles in the e-commerce logistics network (including subcontractors):	Percentage of own vehicle fleet including subcontractors _____ %
<hr/>	
Estimate the proportion of total shipments that count as injection shipping, i.e. where the e-commerce company itself takes care of transport of e-commerce goods to the terminal.	
<hr/> <hr/>	
State the form of employment for drivers/those who carry out the transport work:	
<hr/> <hr/>	
Own employees with collective agreement? Yes <input type="checkbox"/> No <input type="checkbox"/>	Own employees with terms and conditions on an equivalent level with a collective agreement? Yes <input type="checkbox"/> No <input type="checkbox"/>
Requirement that subcontractors offer collective agreements for their employees? Yes <input type="checkbox"/> No <input type="checkbox"/>	Subcontractors that offer employees terms and conditions equivalent to a collective agreement? Yes <input type="checkbox"/> No <input type="checkbox"/>
Use of drivers who are contractors, i.e. work for umbrella companies? Yes <input type="checkbox"/> No <input type="checkbox"/>	None of the above <input type="checkbox"/>

☐ *By ticking this box, you guarantee that air freight is not normally used as a mode of transport within the Nordic Swan Ecolabel e-commerce logistics and that the above information is correct. See requirement O2.*

☐ *By ticking this box, you guarantee that Nordic Swan Ecolabel e-commerce logistics is not offered to e-commerce companies whose business concept requires the goods to be flown in order to meet the terms of delivery. See Requirement O2.*

Licence applicant's signature

Place and date	Company
Name of contact person	Signature of contact person
Tel. no.	E-mail

Appendix 2 Instructions and rules STEP

Nordic Ecolabelling provides the STEP (Swan Transport Efficiency Performance) calculation tool, which shall be used by the e-commerce logistic companies to demonstrate compliance with requirements O5–O7 in the criteria for E-commerce logistics.

STEP is first filled in when applying for the Nordic Swan Ecolabel, and every year at the annual follow-up of the licence (by latest 1 April). In addition, a description is required of how reported data is sourced, including allocation methodology, assumptions and verifying documentation such as reports from fuel suppliers.

Guidance

Data can be entered in all yellow cells.

1. Calculation sheet

Rows 12–22:

Enter total amounts of the different fuel components used for e-commerce logistics, both the applicants' own consumption and that of any subcontractors.

If injections exceed 5 % of the total transport energy, the fuel for injections shall be included.

Note! Fuels must be separated by their different fossil and renewable components. Example: purchased diesel must be separated out and entered in both Diesel, HVO and FAME.

Specific data on the composition of the purchased fuel grades shall be used. If not known, the national average must be used. Rules on data allocation methodology for e-commerce activities can be found in Appendix 3 of the Criteria document.

Figures on used amounts of liquid and gaseous fuel components can be sourced both from your own fuel consumption, and from data on kilometres driven. If kilometre data is used, the conversion to fuel amounts must be based on real-world measurements and experience, not on the vehicle manufacturer's data. This is due to the risk of inaccuracies in the data from the manufacturer.

Electricity for electric vehicles shall be based on measured data from vehicles or charging boxes. If this is not available, it is permitted to estimate the electricity consumption based on the vehicle's kilometre data. It is optional to include electricity from train transportation.

Row 23–24:

Fill in the total amount of e-commerce consignments. One consignment = The total amount of freight that the e-commerce consumer has ordered in one single transaction.

Fill in your company's average volumetric weight per e-commerce consignment (volume, m³ * 280 kg/m³).

Coefficient sheet

It is permitted to use well-to-wheel (life cycle) emission coefficients for liquid and gaseous biofuels other than those stated in column E, if a certificate from the fuel retailer, for example a fuel report, can be presented.

It is not permitted to change the emission factors for electricity or fossil fuels.

Data quality

The licensee must check information from subcontractors at least through an annual sample audit. All data must be available for audits.

Appendix 3 Allocation principles

As a basic condition, the product group definition's limitations for e-commerce transport apply, i.e. from the e-commerce operator's final warehouse to the end consumer. See also Chapter 6.

In cases where e-commerce logistics cannot be physically separated from other types of shipment in the shared network, such as full-load and part-load, the licence applicant needs to allocate energy use for transport to those specifically used for e-commerce. Shipments include those carried out by your own vehicles and those carried out by subcontractors. If injections exceed 5 % of the total transport energy, the fuel for injections shall be included.

It is important that this allocation is made in a transparent, uniform and credible way, preferably based on recognised standards in the area. It is not permitted to allocate to the advantage of e-commerce deliveries when shipments are transported in an integrated way (e.g. within a licensee, but also by a subcontractor who drives for several customers). For example, allocate all biofuel to e-commerce.

The following is a guide on how to allocate in order of priority. Note that allocation principle 1 below can often be used broadly, as far as possible to set aside flows that clearly do not relate to e-commerce (B2C). You then work your way down in order of priority for a complete allocation.

1. For logistics networks where e-commerce shipments can be physically separated from other shipments.

The transport energy/fuel that can be physically separated out through, for example, separate reporting of fuel added to the tank, should be allocated to e-commerce (B2C).

Example: The organisation has two separate networks/vehicles for e-commerce B2C and other transport services. In this case, only the transport energy/fuel used for e-commerce B2C should be included.

2. For logistics networks including e-commerce volumes and other volumes that are not separable.

2.1 Allocation based on share of tonne-km for each service (according to EN16258 or ISO 14083)

This assumes that the organisation has detailed documentation of goods and routes. If this is the case, the transport energy for a network can be distributed between e-commerce (B2C) and another operation (B2B, C2C) using a key based on the proportion of tonne-km for each logistics service.

Example: If 50% of tonne-km of total line-haul transport consists of e-commerce volumes (B2C), 50% of the transport energy for line-haul shall be allocated to e-commerce and thus included in the calculation.

2.2 Allocate on weight without regard to distance (according to EN16258 or draft proposal for standard ISO 14083)

Tonne-kilometres is not the best key performance indicator for e-commerce, as the weight is often not limiting. It is also not an optimal metric for distribution and with large proportion of last-mile deliveries.

If tonne-km is not available, an allocation key based on dimensional weight/volumetric weight (i.e. volume of the goods in m³ x 280) is required. This takes into account the percentage of the volume that is e-commerce volumes.

Example: If the proportion of volumetric weight for e-commerce goods is 40% in a network, the corresponding proportion of transport energy must be included in the calculations.

2.3 Distribution key based on actual checks of load distribution in the vehicles.

Based on the licensee's continuous spot checks on a large proportion (volume) of the goods in a vehicle that are e-commerce goods. This key can then be used to allocate transport energy for e-commerce in the calculations. This factor should be updated regularly.

Example: If the company checks the load in a number of shipments and obtains a distribution key based on these checks, this can be used.

3. For logistics networks where none of the above allocation methods work.

Since no allocation can be made, this alternative means that the entire network must meet Nordic Ecolabelling requirements O5, O6 and O7. As such, all transport energy and all consignments must be included in the calculations.

Appendix 4 Labour standards – no collective agreement – Sweden

This is to certify that all employees who carry out transport within the logistics network to be Nordic Swan Ecolabelled are covered by terms and conditions under labour law (salary, holidays, working hours, collectively agreed insurance cover and collective pension provision) at least on a par with one of the following collective agreements:

Sweden

- Swedish Transport Workers' Union, Transport Agreement: [Arbetsrättsliga villkor för godsförare](#)
- SEKO agreement for Postal Services: [Avtal Kommunikation](#)

Fill in the details in the table below:

Terms of employment	Tick yes/no and enter amount/number	
1. Salary		
Supplement for unsocial working hours	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Overtime pay	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Hourly bonus	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Starting salary (hourly salary, weekly salary and/or monthly salary)	Stockholm, Gothenburg: _____ SEK	Rest of the country: _____ SEK
Salary after 2 years in the profession	Stockholm, Gothenburg: _____ SEK	Rest of the country: _____ SEK
Salary after 4 years in the profession	Stockholm, Gothenburg: _____ SEK	Rest of the country: _____ SEK
Salary after 6 years in the profession	Stockholm, Gothenburg: _____ SEK	Rest of the country: _____ SEK
2. Holidays		
Holiday days at 100%	No. of days: _____	
Holiday pay/holiday compensation	_____ SEK	
3. Working hours		
State ordinary working hours per week (with no public holidays), breaks not included	_____ hours/week	
Specify how rules and compensation are applied for night work, shift work, overtime and public holidays	_____ _____	
4. Complete insurance declaration below or attach an insurance certificate, e.g. verification of Fora's insurance agreement for workers		
AGS (Group sickness insurance)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
TSL (Redundancy pay insurance and redundancy support)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
TFA (Occupational injury insurance)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
TGL (Group life insurance)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
FPT (Parental benefit insurance)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Collective pension	Yes <input type="checkbox"/>	No <input type="checkbox"/>

Norway

//A similar table as above, will be inserted after consultation process//

Denmark

//A similar table as above, will be inserted after consultation process//

Finland

//A similar table as above, will be inserted after consultation process//

Licence applicant's signature

Place and date	Company
Name of contact person	Signature of contact person
Tel. no.	E-mail

Appendix 5 Labour standards – contractors

This is to certify that those who carry out transport work in the network intended to be Nordic Ecolabelled, as contractors for an umbrella company, enjoy labour standards that at least correspond to those specified in the relevant country below:

Sweden

Swedish Transport Workers' Union, Transport Agreement: [Arbetsrättsliga villkor för godsförare](#)

(Procurement authority's website, Requirement ID: 11367:3, in accordance with Appendix 1.)

SEKO agreement for Postal Services: [Avtal Kommunikation](#)

Norway

Written labour agreement, the content of which complies with Norwegian legislation, with reference to the minimum requirements in Section 14-6 of the Norwegian Working Environment Act.

As a minimum, drivers must have a salary equivalent to that stated in the "Regulation on general application of wage agreements for goods transport by road" and be covered by the statutory insurance and pension insurance provision. [Forskrift om allmenngjøring](#)

Denmark

One of the most common collective agreements according to the Danish Road Traffic Authority: <https://fstyr.dk/da/Erhvervstransport/Godskoersel/Overenskomstforhold>

Finland

Any of the following collective agreements within Central Organisation of Finnish Trade Unions SAK member unions:

Transport Workers' Union <https://www.akt.fi/in-english/>

Finnish Post and Logistics Union, PAU Collective Agreement <https://www.pau.fi/>

Licence applicant's signature

Place and date	Company
Person responsible	Signature of person responsible
Tel. no.	E-mail address

Appendix 6 Road /traffic safety

Any checklist for safety control shall as a minimum include the following:

Vehicle

- Control of fluid levels
- Control of lighting, reflectors and signs
- Control of tire pressure and tire pattern (depth)
- Control of suspension/spring system

Driver

- Drivers' documents
- Vehicle documents
- Valid permits
- Inspection round after workday (for example cleaning, refuelling, locks)

Load securing

- The placement and securing of the load
- Load protective equipment (for example edge protection)
- Axle load and bogie pressure
- Load handling equipment (for example pallet lifter, taillift)