

GCC Sustainable Shipping Campaign Shipper Sustainable Services Survey

Introduction

- At the request of members, and as part of the Sustainable Shipping Campaign, GCC is introducing a system to indicate which products and services are most conducive to its 2030 targets.
- This will launch with a survey of fine art shippers, but the same process will be applied to other services and suppliers in due course.
- This will not be a verification of sustainability, but is a collation of existing information, thus allowing clients to make informed decisions about how best to reach their sustainability targets.
- The resource will list the services shippers offer based on demonstrable but achievable criteria. This will be voluntarily submitted by the shippers themselves. This will allow GCC to highlight the positive work that is already being done whilst making it easier for members to implement change.
- Not all criteria will be possible for shippers to meet immediately. Some, like eHGVs, are unlikely to come online in the near term. However, they have included to encourage shippers to begin exploring these possibilities, and to take them up as soon as they become affordable and available.
- 70% of gallery registrars GCC surveyed said they would favour shippers with more sustainability services.
- Following the launch of the campaign, there will be a grace period allowing shippers to make necessary changes to qualify for the criteria and submit information before the survey results are published on the GCC website.
- Shippers will be required to re-submit annually to remain on the published list.

The self-assessment form should be returned with supporting documents to: info@galleryclimatecoalition.org

Survey Criteria

1. Offering alternatives to air freight on key routes, where applicable.
2. Including comparative CO₂e estimates of alternative freight options as standard on all quotations.
3. Including all data required for emissions reporting on invoices in a standardised and consistent manner.
4. Adhering to fine art insurer's guidelines for sea freight.
5. Sustainability statement published on company website.
6. Working to implement packaging best practice and reducing waste.
7. Offering rental options for reusable crates and softpacks and encouraging clients to prioritise these over single use alternatives.
8. Operating a 'take back', 'crate bank' reuse or sharing schemes for wooden crates already in circulation.
9. Sharing freight deadlines for sea and road shipping to key art fairs and events, with clients and GCC well in advance.
10. Offering electric Heavy Goods Vehicles (eHGVs) for road freight routes.
11. Offering 'low or no' emissions vehicles for last mile deliveries.
12. Promoting Strategic Climate Funds (SCFs) over conventional 'offsetting'.

These criteria are in line with the Sustainable Shipping Campaign and GCC's 2030 targets. The information from each shipper will be collated into one document and made available on the GCC website.

Shipper Sustainable Services Self-Assessment Survey

For each item, please explain how you are fulfilling the criteria and provide evidence via web links and supplementary documents, which should be referred to here and attached to your submission email. If you do not currently fulfil the criteria but plan to in the future, please include information about your plans below. This will not be shared with anyone outside of GCC.

As we are all still at the beginning of the journey towards environmentally responsible operations, we do not expect suppliers to be meeting all criteria at this stage. However, the issues are urgent and tangible changes need to be made in the near-term.

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1. Do you offer regular alternatives to air freight on key routes?

Given GCC's target of majority non-air freight transport (i.e. sea, road or rail freight) by 2028, GCC will promote the services of shippers who can help achieve this. Key routes refer to typical links between global art hubs.

If yes, please list the routes, methods and frequency, provide supporting documents or link to a webpage with these details.

2. Do you include comparative CO₂e estimates of alternative freight options as standard on all quotations?

Comparative emissions estimates help clients to see the greenhouse gas emissions associated with different transport modes, allowing them to make decisions based on environmental impacts as well as cost and time. Without necessarily pushing certain freight methods, this will normalise the alternatives and hopefully lead to a greater uptake.

Ideally the comparative estimates would also include details on cost and time but after consultation with shippers, GCC understands that due to several variables this would be difficult to do consistently and so we do not expect shippers to currently include this. However, if this is something you are able to provide, we would encourage you to do so.

GCC will be producing a shared-access document with the emissions of the most common routes using alternatives to air freight. This data can be used by shippers when quoting. Alternatively, anyone can use the GCC carbon calculator tool to estimate emissions to/from any destination in the world via air, sea or road freight.

3. Are you providing all data required for emissions reporting on invoices in a standardised and consistent manner?

According to members, the biggest obstacle to completing their emissions reports (via GCC's carbon calculator or external auditor) is the lack of data provided by shippers. The information required for emissions

reporting, detailed here, will be available to you as part of your regular processes i.e. route to/from, weight of artwork, weight of packaging and total distances travelled (if available). As part of the Sustainable Shipping Campaign GCC is asking shippers to present this information clearly and accurately as standard on all invoices. By providing this data in a standardised and consistent format shippers will be supporting enormously with the emissions reporting for the sector, which is essential to monitoring and reducing greenhouse gases.

4. Are your sea freight operations in line with the fine art insurers' guidelines for sea freight?

These guidelines have been produced in collaboration with Lloyd's Market Association Joint Specie Committee. This collective of leading fine art insurers have agreed to adapt their policy to allow for greater values and volumes of artworks to be shipped via sea freight under the agreement that their clients adhere to the guidelines.

5. Do you have a published sustainability statement?

i.e. Information outlining your reduction targets, environmental initiatives and detailing the sustainability credentials of the materials and services

you offer. Ideally this would be permanently available to view on your website.

6. Are you committed to implementing packaging best practice and reducing waste?

GCC provides [research and best practice guidelines on packaging](#), including a list of 'banned materials' indicating which items should be gradually taken out of circulation in line with the zero waste by 2030 target, their correct disposal, and suggested alternatives. GCC is actively working with environmental advisors, packaging experts and suppliers to establish partnerships, test materials, innovate new products, as well as expanding the resources and guidelines.

7. Do you offer rental options for reusable crates and soft packs and encourage clients to prioritise these over single-use alternatives?

There are now several suppliers of high quality reusable crates and soft packs that are appropriate for art transportation. These materials are highly durable and designed to be used many times. Over the course of

their lifetime, the projected cost per use means that not only are they better for the environment they are also better value economically.

The main downside of this type of product is that the current infrastructure isn't efficiently set up to circulate the materials when empty after use. GCC intends to collaborate with a collective of reusable art packaging companies and shippers to develop an international shared inventory of materials that would allow shippers to effectively offer reusable packaging options within a rental model that would replace the revenue stream of single use wooden crates.

8. Are you operating a 'take back', 'crate bank' reuse or sharing schemes for wooden crates already in circulation?

In addition to introducing new reusable crates, GCC encourages the reuse of the wooden crates that already exist. Some shippers now offer clients existing wooden crates at a discounted price or as part of a sharing or exchange programme. GCC is keen to support and promote schemes like these.

9. Do you currently share – or could start sharing – advance details of freight deadlines for sea and road shipping to key art fairs and events with clients and GCC?

In addition to encouraging shippers to make this information available to clients in a clear and consistent manner, GCC intends to provide members with a comprehensive international shipping calendar with consolidated information on lower emission freight options to art fairs, biennials etc.

10. Do you offer electric Heavy Goods Vehicles (eHGVs) for road freight routes?

GCC acknowledges that electric Heavy Goods Vehicles are a new technology and as such not yet widely available or affordable. Upgrading entire fleets to eHGVs is unlikely to happen in the near term. However, we have included this item here to encourage shippers to begin exploring the possibilities, and to take them up as soon as they become affordable and available.

Currently, the vehicles are expensive and upgrading an entire fleet to eHGVs would be beyond the means of most shippers, but as demand increases the costs will come down and, in addition to this, there will be long term benefits when you consider the fuel savings. Similar to installing solar panels, an upfront investment will ultimately save money over a decade.

Options do exist and as national energy grids get greener electric road freight could become the most environmentally friendly way to transport goods on continental routes.

11. Do you offer 'low or no' emissions vehicles for last mile deliveries?

Many delivery companies in major cities already have 'low or no' emissions vehicles on the road and clients are using them to save on emissions without any compromise to cost or time. This includes bicycles or human-powered delivery vehicles insured for artworks as well as electric cars and vans.

With a campaign target of all local deliveries being low or zero emissions by 2025 GCC will be encouraging members to prioritise these options wherever possible and will be working with insurers, galleries and shippers to explore opportunities

'Last mile' is defined as transportation between destinations within the same city but wherever possible should also include trips to air or sea ports or out of town storage facilities. GCC acknowledges that there will be limitations on sizes, values and types of artwork that this would be possible for and so this point only applies to those for which it is appropriate.

12. Do you promote Strategic Climate Funds (SCFs) over conventional 'offsetting' for clients wishing to mitigate the impacts of their freight choices?

Many shippers include offset options for clients and GCC appreciates the good intention of these initiatives. However, as a policy, GCC does not endorse or recommend conventional 'offsetting' for various reasons outlined here. Instead, GCC has an alternative scheme - Strategic Climate Funds (SCFs) - which we would recommend shippers consider aligning to for more effective mitigation and consistency across the sector.

Thank you for taking the time to complete this document. For more information about the GCC Sustainable Shipping Campaign or to speak with the GCC team, please get in touch: info@galleryclimatecoalition.org

Further Information and Disclaimer

The completed resource will not be a rating, ranking or verification of a shipper's sustainability credentials or their environmental responsibility. It will instead be a collation of information, intended to allow clients to make informed decisions on art transports that can help them reach their sustainability targets.

Every effort will be made to ensure that the information submitted is accurate. However, GCC does not have the capacity to validate every claim and therefore trusts, in good faith, that the shippers will provide up-to-date and truthful information.

We will require shippers to resubmit every 12 months to ensure that the information is kept up to date. If new information is not provided after this period the shipper's previous details will be removed from the published list.

The resource will be reviewed annually and updated and amended as required. This may result in changes to the criteria listed here but these changes will be done in consultation with shippers, environmental advisors and the wider sector.

GCC is not responsible for any issues that may arise from changes to services or business models as a result of the suggestions made here.

About GCC

GCC is an international charity and membership organisation providing environmental sustainability guidelines for the art sector.

The coalition's primary target is to facilitate a reduction of the visual art sector's greenhouse gas emissions by a minimum of 50% by 2030 (in line with the Paris Agreement's goal of keeping global warming to below 1.5°C) as well as promoting zero-waste practices.

As of May 2022, GCC has over 800 members in 20 countries around the world, including artists, museums, non-profits, art sector businesses and commercial galleries. Membership is free and open to all.

info@galleryclimatecoalition.org | [Website](#) | [Linkedin](#) | [Instagram](#)