

## “GREEN LOGISTICS” – LOGISTICS AS AN INSTRUMENT FOR TACKLING CLIMATE CHANGE

**CLIENT:** *European Parliament, Directorate-General for Internal Policies*

**YEAR:** 2009

### DESCRIPTION OF ACTIVITIES

#### **Objectives**

TRT Trasporti e Territorio has been charged of providing to the Committee on Transport and Tourism of the European Parliament a study on the theme of logistics as an instrument for tackling climate change.

The analysis of the main “best practices” implemented by companies, with a wide report of relevant case studies, enabled to identify the most promising actions which may be implemented by the Institutions and the private sector, aiming to face the challenge of reducing the emissions in the atmosphere.

#### **Methodology and structure**

After the deep analysis of the main logistics trends, the study shows the European legislative scenario, which regulates logistics and freight transport sectors, taking into account the most recent initiatives aiming to tackle climate change.

The description of the main “best practices” adopted by private companies, which may be classified in opportunities of intervention with regard to 8 main areas, represents the core of the analysis:

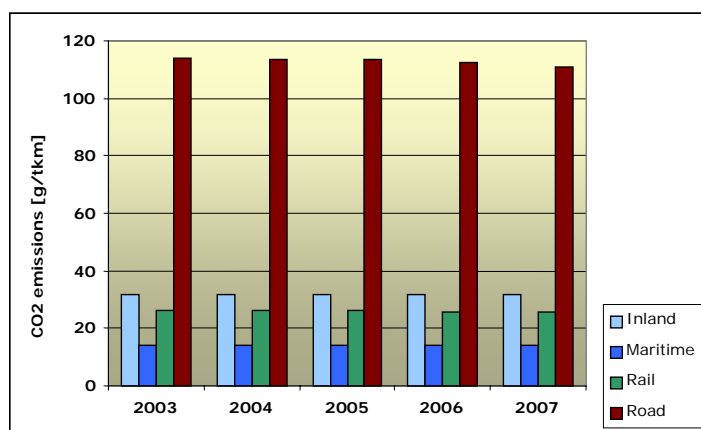
- 1) Supply chains organisation (Reduction of the number and average length of links, optimising routes, despeeding the supply chains, use of information and communication technology, reverse logistics);
- 2) Product and packaging rationalisation;
- 3) Efficient vehicle utilisation (Use of more space-efficient handling systems, inter-company collaboration / Co-loading);
- 4) Fuel efficiency through driver behaviour (Eco-driving, optimal fleet management, vehicle maintenance);
- 5) Technological innovation (Fuel efficient engines; aerodynamics; weight; tyres);
- 6) Modal switch in favour of rail and waterborne;
- 7) Communication and training initiatives;
- 8) Compensative measures (Energy efficient buildings).

For each of the 8 areas some successful case studies have been showed, as demonstration of the actual feasibility of specific interventions.

Besides positive actions in terms of environmental impacts introduced by private companies, the best policies implemented by institutions have been analysed, underlining how institutions involvement represents a key element to promote and support private initiatives.

#### **Conclusions**

The final part of the study collects the main instruments existing for both private subjects (companies and logistics operators) and public subjects (from the European level to the local level), identifying the importance and the role which the specific actor may play and underlining also the need of a strong cooperation between all subjects.



*CO<sub>2</sub> emissions per g/tkm and per mode of transport in Europe, 2003-2007*