Green logistics – measures for reducing CO$_2$

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**ABSTRACT**

Paper presents measures for reducing CO$_2$ in logistic operations, especially transportation. Fundamental measures (transport fuels, improving vehicle efficiency, vehicle technology, transport efficiency, traffic infrastructure management, integration of transport systems, safety and security, economic aspects of change, broader environmental impacts, equity and accessibility information and awareness, infrastructure, pricing and taxation and regulation) have been recognized, and discussed. Data obtained using questionnaires on substantial number of experts has been used and statistically processed. Using data mining techniques, authors have isolated information from a data set and converted it into an comprehensible structure for additional utilisation. Correlation analysis, multilevel hierarchy and principal factor analysis have been used. Finally, Bayesian classifier method is used to define Bayesian network in order to show interconnections between chosen factors.

1. Introduction

Logistics has been essential to economic development for long time, only in last 50 years it has been extensively used to describe transportation, storage and handling of goods from source to final user with minimal costs. As description states, the primary focus has been economical in order to maximize profit. Basic procedures and models have been created entirely using direct costs in the supply chain and omitting social and environmental costs.

Only in recent decade, due to the societal and community concerns, companies are slowly bearing in mind that this costs, especially environmental costs, should be taken into account, especially because of greenhouse gas emission. In logistics, transportation has been primary cause of the environmental pollution, although all other components of logistics have sizeable environmental impact.

Transport intensity measure, especially for road transportation, as shown by Cascade Policy Institute [12], strictly correlates with the GDP of a country and even can be used as an wealth of a nation indicator. Methods aiming at greenhouse gas emission diminution have the challenge of changing this correlation encouraging a less transport intensive lifestyle with no damage to economic development.

2. Environmental impacts

Kahn Ribeiro and Kobayashi [33] have estimated that 8% of CO$_2$ emissions worldwide are from freight transport, but in 2009 OECD “Transport and energy and CO$_2$”[2] Tanaka has stated that 25% of all CO$_2$ emissions could be attributed to transport. Cars and trucks represent about 75% of all this emissions, but aviation and maritime transport emissions are growing radically. Although, there is considerable effort in diminution of CO$_2$ emissions from transportation, growth in transportation encourages transportation energy use, and it is anticipated that it could double by 2050. Additional prediction is that warehousing and goods handling are attributable to 2% to 4% of CO$_2$ emissions. Taking into account previously written, logistics is, after energetics, second biggest CO$_2$ polluter.

The logistic sector is a very complex system and small changes within one area can have a remarkable consequence overall system, a phenomenon distinctly visible when it comes to research of congestion. Even single transport measure thus cannot be evaluated apart from all relations. When a measure for CO$_2$ reduction is considered, there are always lateral consequences that influence the outcome of this measure. These influences can be operating in the same direction as the original impact and accordingly increasing it (known as multiplier effects) or
working in the opposite trend and decreasing the original effect (known as rebound effects). For example, "induced traffic", an infrastructure measure to increase road capacity and to reduce congestion, could induce more traffic, as on improved road conditions there is increasing traffic trend is induced, as people tend to drive more on new and uncongested roads. This is in line with Braess paradox [6], that demonstrate that construction of new additional motorway to shorten distances and travel times would increase travel time and congestion for all vehicles.

3. Measures for reducing GHG

Desk research has defined specific structured methodology including high level measures for reducing greenhouse gas emission from logistic services. During the research primary objective was to be in line with EU target for carbon reduction (i.e. carbon emissions reductions by 20% by 2020), and it is structured around 15 different measures for GHG reduction used in REACT SRA [44]: transport fuels, improving vehicle efficiency, vehicle technology, transport efficiency, traffic infrastructure management, integration of transport systems, safety and security, economic aspects of change, broader environmental impacts, equity and accessibility information and awareness, infrastructure, pricing and taxation, regulation.

Transport fuels as a source of the GHG emissions, have been primary research target, and have been extensively reported as in [3, 4]. Main research focus is to substitute conventional fuels with synthetic fuels, LNG/LPG/Gas, fuel cells/hydrogen, biofuels, electricity, solar and wind power and even nuclear power for maritime transport.

Improving vehicle efficiency is based on technological innovations for advancement of fuel efficiency, because improved combustion technologies and optimized fuel systems can reduce fuel economy [30, 37].

Vehicle technology can be subdivided into advanced internal combustion engines, new combustion systems, design of lightweight materials and aerodynamic/hydrodynamic forms, vehicle emission reduction systems: vehicle energy recovery and vehicle energy management systems. Vehicle technology is also interesting because hybrid-electric and plug-in hybrid-electric vehicles can considerably enhance fuel economy, replacing conventional fuels. This field of research aims to make batteries more affordable while enhancing battery range life and performance. [5, 20, 21]

Transport efficiency is significant GHG measure, as today about 30% trucks driving in European highways are empty. Adding to this LTL transport and fact that trucks are not always optimized for both weight and volume, transport efficiency is gaining more insights as a important factor for reducing costs and GHG emissions. [11, 15]. Therefore, better traffic management has the potential to provide substantial CO₂ diminutions.

Congestions and gridlock are main problems in traffic infrastructure management, particularly in the cities. INRIX (2015) [32] states that persons in Europe and the US are currently spend on average 111 hours annually in gridlock, and that it would increase about 50% in next 35 years. Smart cities projects are one of the main results of this problem. [1, 2, 22, 25, 28] Today in Europe 50% of the cities with more than 100,000 inhabitants that have implemented this initiative.

Integration of transport systems includes door to door applications and transport mode change. Door to door applications as logistics is perfecting, are on the rise, and also include intermodal transportation [36, 42]. Transport modal change due to greenhouse gas emission has also given more attention to short sea shipping and railway transportation.

Safety and security measure of the GHG emissions reductions are connected with vehicle systems that aim to improve road safety and driver convenience, and safety and security of air and waterborne transport [24]

Economic aspects of change are significant, because many modification measures in the transport sector are relatively low cost compared to the energy, residential and commercial buildings sectors. Nevertheless the capital costs of numerous transport sector technological innovations are expected to be elevated and this is an obstacle to commercialisation because upfront costs have a disproportional influence on results concerning energy-efficiency. [26]

Broader environmental impacts measure is mainly connected with aviation and maritime transport modes, as they are creating additional emissions, for example emissions from aircraft at high altitudes, or sulphur emissions from waterborne transport, to name a few. [10]

As transport system has to ensure that it is accessible for all people, especially those with reduced mobility, the disabled, the elderly, lower income residents, and those living in underprivileged areas, equity and accessibility is a significant measure, especially when there is a prediction of noteworthy change in logistics and transportation systems.

Transportation equity and accessibility is a civil and human rights importance. Access to affordable and reliable transportation widens prospects to underprivileged persons, and is essential for those with reduced mobility, the disabled, the elderly, unemployed, poor and those living in disadvantaged areas. European policy documents such as the Mid-term Review of the 2001 Transport White Paper and the European Commission’s Action Plan on Urban Mobility [9, 14] put an increased emphasis on the quality of access that people and businesses have to the urban mobility system as well as on the protection of passenger rights across all modes of travel. [43]

Information and awareness measure is responsible of supporting users in making informed decisions about instruments available for the reduction of CO₂ emissions in the transport sector. Few of the policy instruments considered are travel planning, personalised travel planning, general/other awareness campaigns, public transport...
information, information for vehicle operators, encouraging fuel efficient driving through driver training, and CO₂ labelling. [19, 38]

Transport infrastructures are exposed to a shifting climate, especially as this involves sea level changes, precipitation, temperature, wind and storm frequency. Engineering standards and infrastructure managing traditions may need to be modified to account immense environmental alterations. [27, 41]

Pricing and taxation measures involve motorway pricing, fuel taxation, congestion charging and purchase subsidies of low emission vehicles. This measures are tightly connected with regulation measures. Carbon pricing and taxation offer a theoretically cost-effective methods of reducing greenhouse gas emissions, as they help to address the problem of originators of greenhouse gases not tackling the social costs. [7, 39, 34]

In last decade, regulation has been recognised as an exceedingly effective policy instrument in reducing harmful emissions. This measure is consisting of European regulation on emission performance, integration of transport into emission trading schemes, global transport industry GHG regulation and financial sector regulation to foster sustainable transport. Regulatory framework for reducing CO₂ emissions from transportation should be technology neutral, allowing elasticity for producers to comply with the targets and preventing undesired market alterations. [8, 35, 40]

4. Results

Results discussed here are part of the results of the survey conducted during work on EU FP7 REACT project. Raw data from Čišić [13] have been used and additionally explored. Results from the questionnaire show that there is 95% of confidence that calculated survey question mean value could vary from -8% to +8% of the real mean value of full population size.

Data from Picture 1 Indicate that there is a small but significant difference between the perception of the different measures. Table 1 shows perception order of measures sorted by mean from largest to smallest. It is attention-grabbing fact that experts define that transport efficiency, vehicle technology and improvement of vehicle efficiency have principal significance. Transport fuels are significantly at 8th place in expert significance, although for common person transport fuel alteration is basic idea in green transportation. The reason is that experts can conclude that in short time better results in reducing GHG can be obtained improving transport efficiency, vehicle technology and improving overall vehicle efficiency.
It is also significant that many measures are correlated between them, as shown in Table 2. Correlations from Table 2 shows that there is meaningful interaction between different measures, and that they are closely coupled together. When similar situation occurs, there is possibility, and hope, that number of measures could be reduced. Authors have used principal factor analysis in order to diminish measures and to detect structure in the relationships between variables, that is to classify measure. Unfortunately, results have shown that although measures are highly correlated, it is not possible to lower number number of variables, as all eigenvalues extensively involve all measures. Consequently, this means that measures for reducing GHG have been meticulously chosen, and that they represent distinctive collection of descriptive measures.

A universal problem is how to combine measures into meaningful structures, that is, to create taxonomies. Authors have used cluster analysis as an exploratory data analysis tool aiming at organising diverse measures into groups in such way that if two measures belong to the same group the degree of association between them is maximal and minimal otherwise. Cluster analysis is used to discover structures in data without explaining why they exist. Results from this procedure are shown in Picture 2. Vehicle technology and improving vehicle efficiency measures are highly associated, followed by the infrastructure and traffic infrastructure management as second group and regulation and pricing and taxation measures as third group. Although this is self explanatory for the expert, this fact shows quality of the data obtained from questionnaire, as cluster analysis method has closely associated measures just from filled marks marks from 1 to 5, given by transportation experts in study.

In order to create model from research data including taxonomies, authors have used Bayesian networks as a graphical model that predetermines probabilistic relationships between variables (measures in our case). When used in combination with previously described statistical methods, graphical model has a number of advantages for data analysis. Bayesian networks are capable of getting results from data where single data is missing and they learn causal relationships, and therefore can be used to extend interpretation about a problem domain and to predict the outcomes of intermedation. Furthermore Bayesian statistical methods in combination with Bayesian networks offer an efficient and righteous method for avoiding the over fitting of data.

Outcomes from Bayesian inference have created Bayesian network defining relationships between measures for reducing GHG (Picture 3) There are four separate trees in the network starting from transport fuels, equity and accessibility, pricing and taxation and safety and security. All other measures are in subsequent branches following starting measures. This result, combined with previously described statistical methods gives us comprehensive graphical model, grouping measures in structures and specifying taxonomy from the researched data.

### Table 1: Significance of measures for reducing GHG

<table>
<thead>
<tr>
<th>Measure</th>
<th>Mean</th>
<th>St. dev.</th>
</tr>
</thead>
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<tr>
<td>Transport efficiency</td>
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<td>Vehicle technology</td>
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### Table 2: Correlations between measures. Marked (*) correlations are significant at p < 0.05

<table>
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<th>3</th>
<th>4</th>
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<td>0.09</td>
<td>0.08</td>
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<td>0.09</td>
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5. Conclusions

This paper presents analysis of main measures for diminishing CO₂ in logistics. Essential set of measures has been identified, and then documented. Using results from REACT questionnaire, these measures have been analysed. Research has shown significant correlation between them. Hierarchical clustering has been used to group data over a range of scales by generating a cluster tree. This data have then been used to create Bayesian network defining relationships between measures for reducing GHG. There are three different trees, as measures separate in three different sets; technological, regulatory and socio-economic, and one single measure: safety and security, that no branches. Technological is consisting of transport fuels, vehicle efficiency and vehicle technology. Second set, regulatory, is consisting of pricing and taxation and regulation. Third group is the biggest and is consisting
on all other measures – transport efficiency, traffic infrastructure management, integration of transport systems, economic aspects of change, broader environmental impacts, equity and accessibility, information and awareness, infrastructure.

References


