JUPITER PRIME

Consulting • Training • Advisory

جوبيتر برايم للاستشارات والتدريب

COURSE BROCHURE

Green Logistics and Low-Emission Fleet Operations Training Course

11 – 15 October 2027
Dar es Salaam

jupiterprime.uk

info@jupiterprime.uk

Registered in the United Kingdom and Saudi Arabia

Green Logistics and Low-Emission Fleet Operations Training Course

Ref: 2551_97001 **Date:** 11 – 15 October 2027 **Location:** Dar es Salaam **Fees:** 5300 GBP

Green Logistics and Low-Emission Fleet Operations is a 1-week training course for logistics and transport managers that turns fleet, route and warehouse records into a Fleet Emissions Reduction Plan with costed actions and owners. Customers, investors and city authorities now compare carriers and distributors on the carbon and waste behind each delivery. Jupiter Prime Training runs this course for teams who move and store goods.

Why Green Logistics and Low-Emission Fleet Operations Matter Now

Three forces push freight teams towards lower emissions. Large shippers now ask carriers for emissions data per consignment and score tenders on it. Fuel and energy costs swing sharply, so every wasted kilometre and idle engine hits margins directly. Urban low-emission zones and packaging waste pressure add further limits. A distributor that measures its footprint, plans routes tightly and runs reusable packaging loops wins contracts and cuts cost; one that cannot show credible figures risks losing key accounts and facing sudden fleet replacement bills.

Who Gains Most from Green Logistics and Low-Emission Fleet Operations

- Managers responsible for vehicle fleets, fuel budgets and driver performance
- Transport planners who build routes, loads and delivery schedules
- Warehouse and depot managers who control energy use, handling and waste
- Logistics buyers who select carriers and third-party logistics providers
- Sustainability coordinators who collect freight emissions figures for reports

The largest gains come when a fleet manager, a planner and a depot manager from one network attend together.

Green Logistics and Low-Emission Fleet Operations Capabilities

Participants leave able to measure where freight and storage emissions arise and to choose the routing, vehicle and packaging changes that cut them fastest.

- Calculate a fleet emissions baseline by vehicle type and lane — for the operations director
- Apply route optimisation and load planning rules to cut empty running — for transport planners
- Weigh electric and alternative fuel vehicles against duty cycles and cost — for the finance team
- Design reusable packaging and reverse logistics loops — for warehouse and customer service leads
- Specify environmental criteria for carrier and third-party logistics tenders — for logistics buyers
- Build an indicator set that tracks emissions per delivery — for shippers asking for evidence

Key Green Logistics and Low-Emission Fleet Operations Terms

- Green logistics — Moving and storing goods in ways that cut fuel use, emissions, packaging waste and energy.
- Tonne-kilometre — One tonne of goods carried one kilometre; the unit for comparing freight emissions.
- Empty running — Distance a vehicle travels carrying no goods.
- Backhaul — A load collected on a vehicle's return journey so that it does not travel back empty.
- Reverse logistics — The flow of returned goods, packaging and materials back from customers for reuse or recycling.
- Modal shift — Moving freight from road to rail, sea or inland waterway to lower emissions per tonne-kilometre.

Green Logistics and Low-Emission Fleet Operations Day by Day

Day 1: Emissions Sources Across Freight and Storage

- Fleet Emissions Baseline — Which Vehicles and Lanes Drive the Footprint
- Fuel Consumption Records — Where Measurement Gaps Distort Decisions
- Warehouse Energy Profile — Lighting, Cooling and Handling Equipment Priorities
- Shipper and Customer Expectations — How Buyers Judge Carrier Performance
- Emission Factor Selection — Consistency Between Sites and Reporting Periods

Day 2: Route and Load Planning

- Route Optimisation Software Logic — Trading Distance Against Delivery Windows
- Load Factor and Cube Utilisation — Cutting Empty and Part-Empty Running
- Backhaul Matching — Pairing Return Legs With Inbound Supplier Collections
- Delivery Consolidation Rules — When Fewer Drops Outweigh Faster Service
- Modal Shift Assessment — Moving Suitable Volumes to Rail or Sea

Day 3: Vehicles, Drivers and Energy

- Eco-Driving Coaching — Idling, Speed and Braking Habits Behind the Wheel
- Telematics Dashboards — Spotting Outlier Vehicles and Driver Patterns
- Alternative Fuel and Electric Vehicle Options — Duty Cycle and Charging Fit
- Vehicle Replacement Timing — Total Cost of Ownership Against Emissions
- Tyre, Aerodynamic and Maintenance Measures — Low-Cost Efficiency Gains

Day 4: Packaging and Reverse Flows

- Packaging Reduction Audit — Right-Sizing Cartons and Removing Void Fill
- Reusable Transit Packaging Loops — Pallets, Crates and Return Tracking
- Reverse Logistics Design — Returns, Repairs and Recovery Routes
- Waste Segregation at Depots — Recycling Streams and Contractor Choice
- Carrier and Third-Party Logistics Criteria — Environmental Clauses in Tenders

Day 5: Practising the Fleet Emissions Reduction Plan

- Baseline Refresh — Applying Day One Measurements to a Real Network
- Route and Load Scenario — Testing Planning Changes on Sample Lanes
- Vehicle and Packaging Measures — Ranking Actions by Cost and Effect
- Indicator Set — Emissions per Tonne-Kilometre and per Delivery
- Fleet Emissions Reduction Plan — Targets, Owners and Review Points

Applying Green Logistics and Low-Emission Fleet Operations After the Course

- Run a two-week load factor and empty running check on the busiest lanes and present backhaul options to the planning team.
- Carry out a packaging reduction audit on the top twenty outbound products and agree carton changes with the warehouse.

Green Logistics and Low-Emission Fleet Operations Questions FAQ

What is Green Logistics and Low-Emission Fleet Operations and why does it matter now?

It is the practice of cutting fuel, emissions and waste across freight and storage. Shippers now score carriers on emissions per delivery, and fuel costs reward tight routing, so measurable progress protects contracts and margins, in retail and food distribution alike.

Which roles gain most from Green Logistics and Low-Emission Fleet Operations?

Fleet managers, transport planners and depot managers gain most, because they control vehicles, routes and warehouse energy. Logistics buyers and sustainability coordinators also benefit.

How does Green Logistics and Low-Emission Fleet Operations differ from a general sustainable supply chain course?

It focuses on the vehicles, routes, depots and packaging that a logistics function runs directly. A wider supply chain sustainability course looks mostly at supplier emissions.

What do you bring back from Green Logistics and Low-Emission Fleet Operations?

You bring back a Fleet Emissions Reduction Plan for your own network. It holds a baseline, ranked actions with costs, indicators and named owners.

Green Logistics and Low-Emission Fleet Operations: The Way Forward

The Fleet Emissions Reduction Plan first informs which lanes and vehicles to tackle in the next budget round. Fleet managers, planners and buyers use it to brief drivers, set carrier tender terms and answer shipper requests. After the first quarter, revisit the baseline and ask whether electric vehicles or modal shift now deserve a larger share.