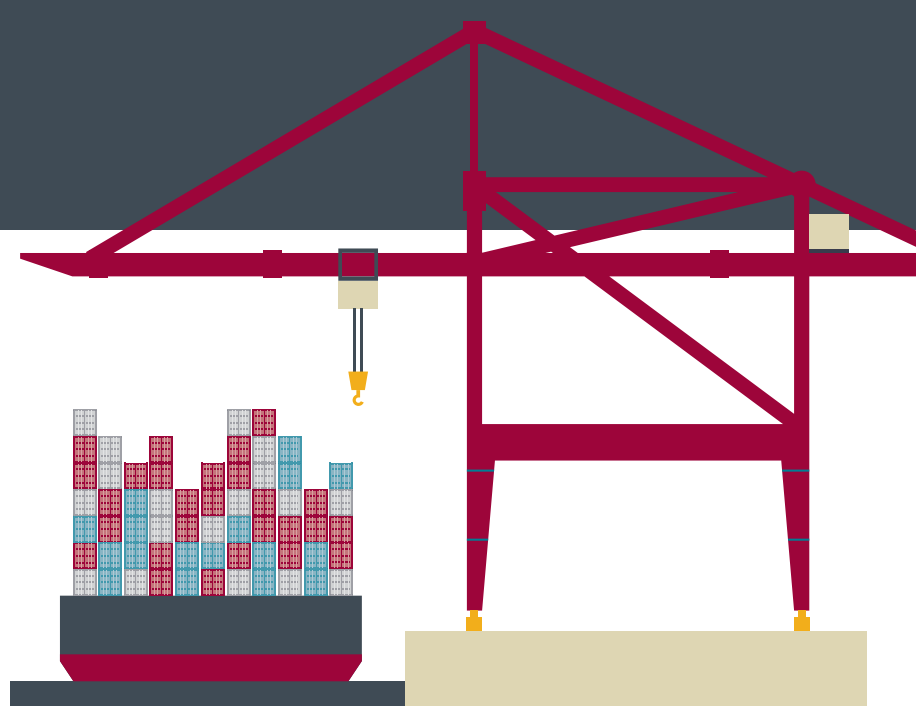
What do we need?
GREENER SUPPLY CHAINS
When can we have them?
NOW



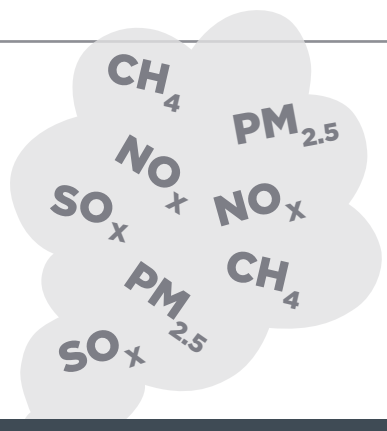
Freight =

30%

of transport CO_2 emissions

much of it via long, complex supply chains still reliant on fossil fuels.

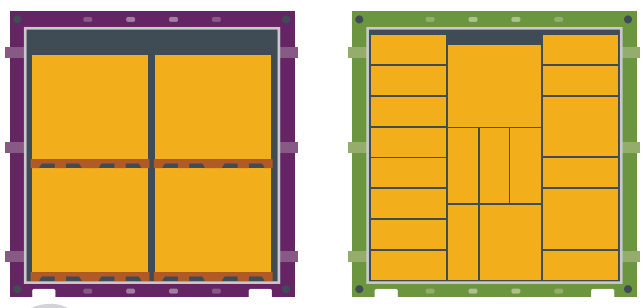
This produces **air pollution** that harms **public health** and the **climate**.



With **activity** ↑ globally, the need to ↓ **emissions** is critical.

Good thing
there are **proven strategies** that can work today.

PALLETIZED LOADED CONTAINER | **FLOOR LOADED CONTAINER**



» **Cargo consolidation and floor loading** reduce CO_2 by taking up all the space in containers

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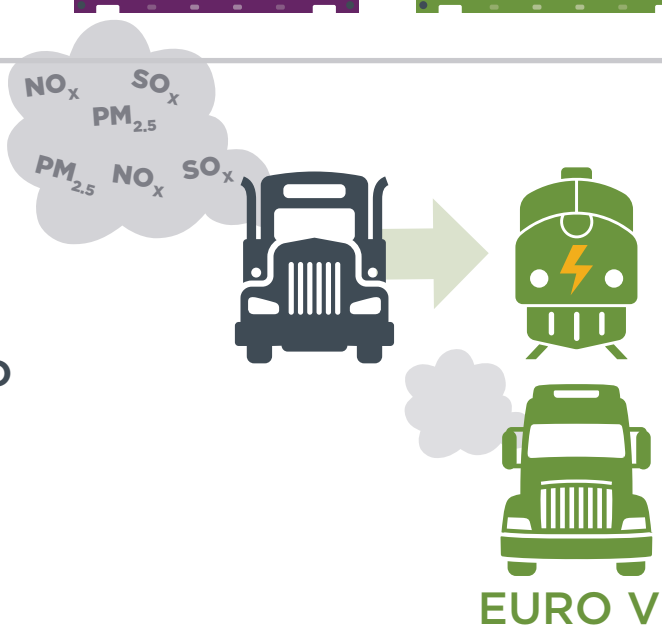

» **Modal shift** from truck to electric locomotive and **using cleaner trucks,** electric or certified to Euro VI-equivalent emission standards, reduces NO_x and $PM_{2.5}$ emissions

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» **Voluntary green freight programs** like EPA's SmartWay promote sharing of information and best practices, and help shippers choose clean and efficient carriers

SmartWay®
U.S. Environmental Protection Agency

» **And pollution control policies for ships** limit emissions near port cities and risks to the ocean from dirty fuels.

POLICY

The results can be significant.

Green practices in one Home Depot supply chain:

↓ nearly **30%** CO_2

↓ more than **20%** air pollutants

The environmental impacts of freight are not fixed.

With **PUBLIC POLICIES** that support **TRANSPORT DECARBONIZATION** and widespread business engagement with green freight efforts, we can reduce pollution and energy use, and enjoy the benefits for decades.

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THE INTERNATIONAL COUNCIL ON CLEAN TRANSPORTATION