

The Green Decision: What it Means for Textile Services

Change is in the air regarding vehicle emission regulations, why not act now and start saving?

By Cyndi Brandt

Being green and gaining efficiency

More and more businesses today are concerned with promoting environmental sustainability and, in turn, operational efficiencies. This is especially true for the textile services industry. Many green practices are already in place—safety measures to ensure unfriendly chemicals are not used, waste recycling and the development of energy-efficient facilities. A critical piece of operations involves the movement of textiles—via truck, from facilities to customer locations. This last mile of the transportation process creates unnecessary drive time and is a major contributor to carbon emissions.

Recently, a growing national awareness in regards to the harmful effects of carbon emissions has prompted a desire to develop sustainable practices in the transportation network. This has become such an issue that it's reached the federal level with the proposed American Clean Energy and Security Act of 2009 (ACES). The possible enactment of new laws and regulations in combination with heightened environmental awareness is leading companies to look at ways to improve efficiencies, lower fuel consumption and reduce carbon output.

By making some essential changes now—there can only be positive results. Reducing emissions lowers waste, both in terms of time and money. Most companies using vehicles to provide goods or services have lots of room to increase efficiencies, i.e., drive fewer miles, reduce idle time and use less fuel. Making these adjustments can have a major impact on decreasing emissions and

bottom-line expenses. For example, idling alone releases 11 million tons of CO₂ into the atmosphere annually, as reported by *Transport Topics* in June 2009. Moreover, according to the National Conference of State Legislatures, idling costs the trucking industry over \$2.5 billion annually in fuel and engine repairs. And, these figures don't take into account the impact that inefficient route plans play on your bottom line. The key discovery? Seemingly small things, such

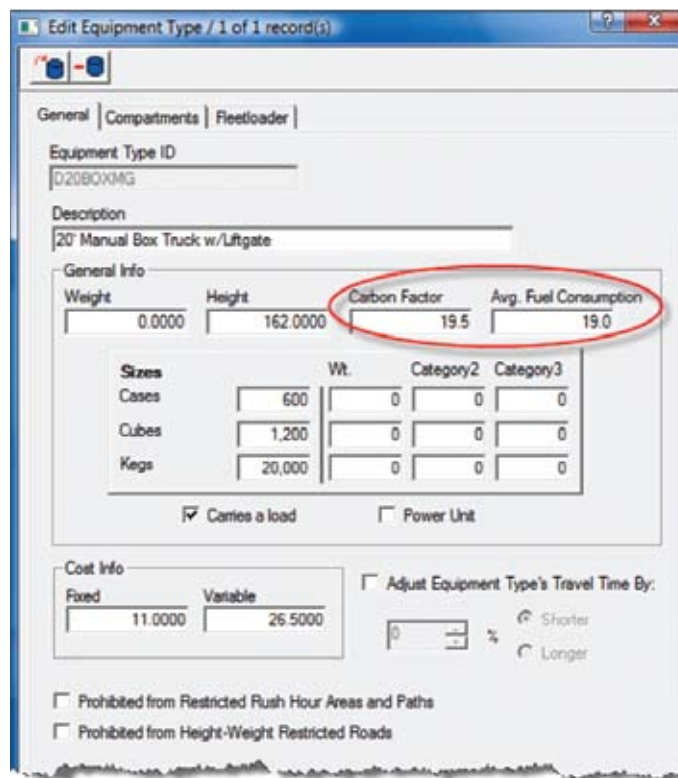
as going a few miles off route—or spending a few minutes idling can have a big impact overall.

Carbon emissions—changes ahead?

Many have heard about the aforementioned ACES legislation, which also is known as the Waxman/Markey bill. The ACES bill combines targets for reducing U.S. greenhouse gas emissions with a market-based cap and trade program. The legislation calls on businesses to reduce carbon emissions by 3% below 2005 levels by 2012, 17% below 2005 levels by 2020, 42% below 2005 levels by 2030 and 83% below 2005 levels by 2050. The ACES Act has passed the House of Representatives. A similar bill, the Clean Energy Jobs and American Power Act, cleared the Senate Environment and Public Works Committee in November

and is awaiting action by the full Senate. Meanwhile, the Environmental Protection Agency's Dec. 7 finding that greenhouse gas emissions endanger public health could either spur action by Congress, or clear the way for regulations that could bring fleets under new regulatory limits.

Ultimately, deploying clean energy technologies as quickly and inexpensively as possible will reward business leaders by generating savings ahead of any federal mandates. The trucking industry



CARBON EMISSIONS REPORT (Using Planned Data)															
4/10/2009 - 4/10/2009															
Carbon Emission Per															
Equipment Type ID	# of Routes	Stops	Locations	Distance	Units	Container	Pounds	Carbon Emission (lbs)	Route	Stop	Location	Distance	Units	Container	Pounds
00-RESTRC	3	8	8	12	3,103	168	0	17.17	5.72	2.16	2.16	1.38	0.01	0.11	0.00
Summary					Total	Carbon Emission Per									
	# of Routes	3	5.72												
	Stops	8	2.16												
	# Locations	8	2.16												
	Distance	12	1.38												
	Units	3,103	0.01												
	Container	168	0.11												
	Pounds	0	0.00												
	Carbon Emission (lbs)	17.17													

In support of measuring your carbon output, carbon emission reports now are available in some routing applications by UPS Logistics Technologies such as Roadnet, Territory Planner and Mobile-Cast. These carbon estimates will provide helpful information about your fleet's carbon output—and further assist in formulating more environmentally friendly business practices and policies. The reports provide information on carbon emissions by route, stop, size or distance over a given time period.

References: *Transport Topics* article (7/6/09 edition)
National Conference of State Legislatures

has been identified as a key contributor of carbon emissions. So, the discovery here is that it's now time to get ahead of the curve. It's not a matter of *if*, but rather *when* the industry will face tougher emission rules in one form or another.

What is cap and trade?

Cap and trade is a program that will allow the government to set a cap on air pollutants—in this case carbon emissions. The cap can be phased in and lowered over time, as needed, to achieve the reduction in outcomes Congress deems necessary. Companies can then buy and sell—or trade—allowances that enable them to emit carbon emissions. Some companies will reduce emissions below their allocated amount and sell the extra allowances, offsetting any costs they incurred to make the reductions.

Enviro and balance sheet friendly

One way to quickly begin lowering your carbon footprint is to access territory and daily route planning tools in conjunction with GPS dispatch tracking. This helps to shave unnecessary miles by creating efficient plans that you can manage throughout the day. Collect and view your results to gain access to valuable data, such as estimated carbon emissions and fuel consumption. Gather this information and compare your plan to the actual results. This allows you to make informed business decisions and sound improvements.

Optimizing territories and routes can help your business in a variety of ways in addition to reducing emissions. For example, UPS Logistics Technologies customer Nixon Uniform Service & Medical Wear, New Castle, DE, recently implemented Territory Planner® to, “balance routes and route days in terms of volume,” says company President Jason Berstein. Several years after implementation, Nixon is continuing to experience incredible results from the use of Territory Planner. “Payback for us was almost immediate—tighter geographically based routing territories reduced fuel and fleet costs,” adds Lee Beup, Nixon’s marketing director. Reducing fuel and lowering vehicle costs all adds up to green. Making the best use of your resources is friendly to the environment and your balance sheet.

Tips for making the green decision

Look at your route-planning model, and consider the following



areas for reducing carbon emissions and saving on fuel consumption:

- Use flexible route start times
- Make the most of your vehicle capacity
- Widen the routing problem over several days
- Employ rush-hour models and historical traffic data
- Use contingency planning (severe weather, special events)
- Provide accurate turn-by-turn directions for drivers
- Report on actual vs. planned route data

Route planning and GPS tools help your business by promoting sustainable practices, saving mileage and fuel use and improving efficiencies. Ultimately, these solutions will help improve profitability and productivity, while reducing carbon emissions and helping to ensure regulatory compliance. **TR**



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