

CO₂-efficiency as competitive advantage in daily logistics operations

Lastauto Omnibus Zukunftskongress – Das CO₂-arme Nutzfahrzeug

Ludwigsburg, 24 September 2013



Environmental protection
with Deutsche Post DHL

Deutsche Post DHL CO₂ efficiency target

DPDHL is the first logistics company to communicate specific CO₂ targets.

DPDHL CO₂ Efficiency Target

– DPDHL CO₂ Index –



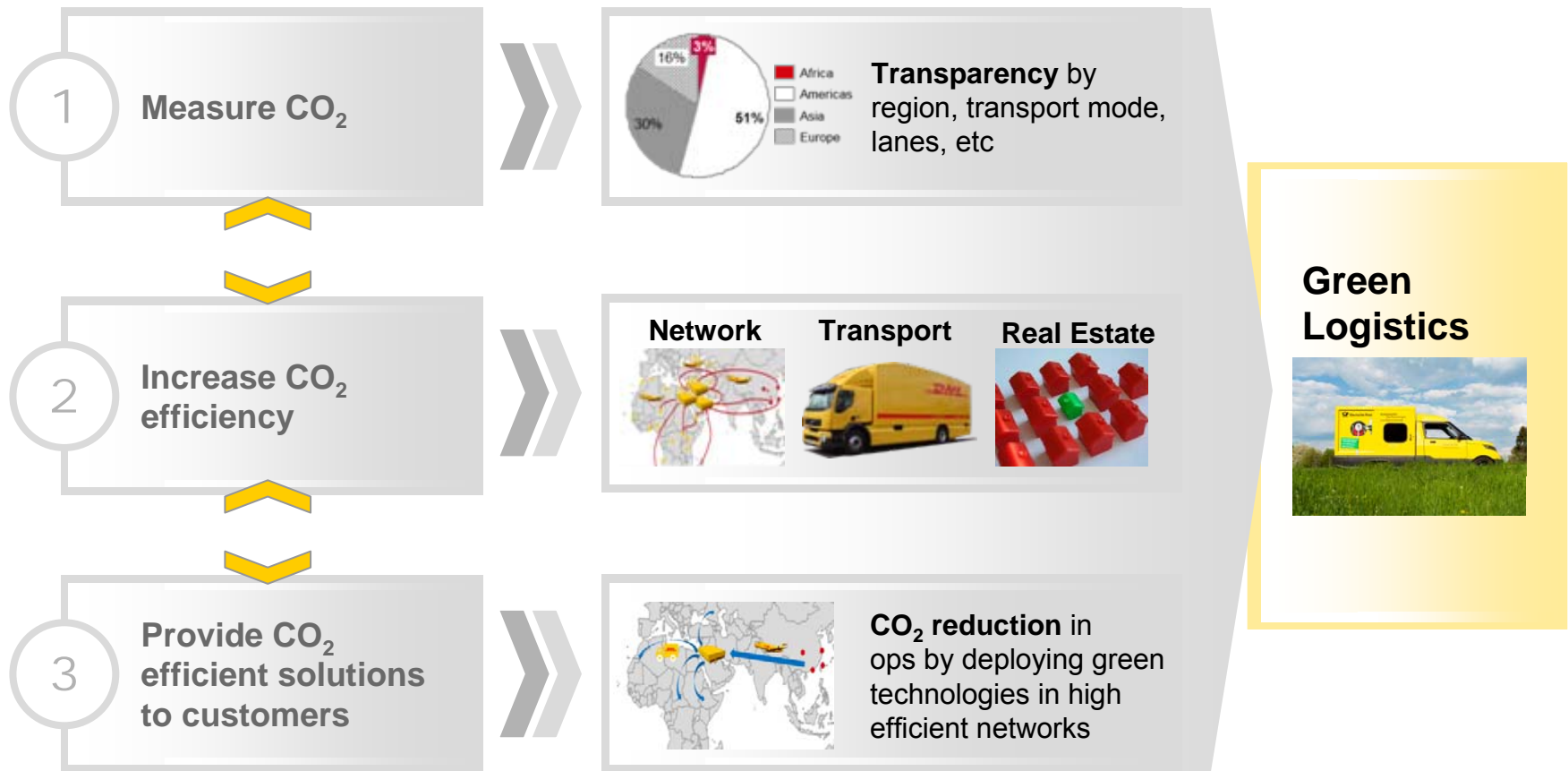
We aim to improve our CO₂ efficiency including subcontractors by 30% by the year 2020, compared to our 2007 baseline.

GOGREEN

Environmental protection
with Deutsche Post DHL

Main tasks before implementing CO₂ efficient logistics

Depending on implementation of three main tasks Green Logistics will deliver economical and environmental benefits



How and what to measure?

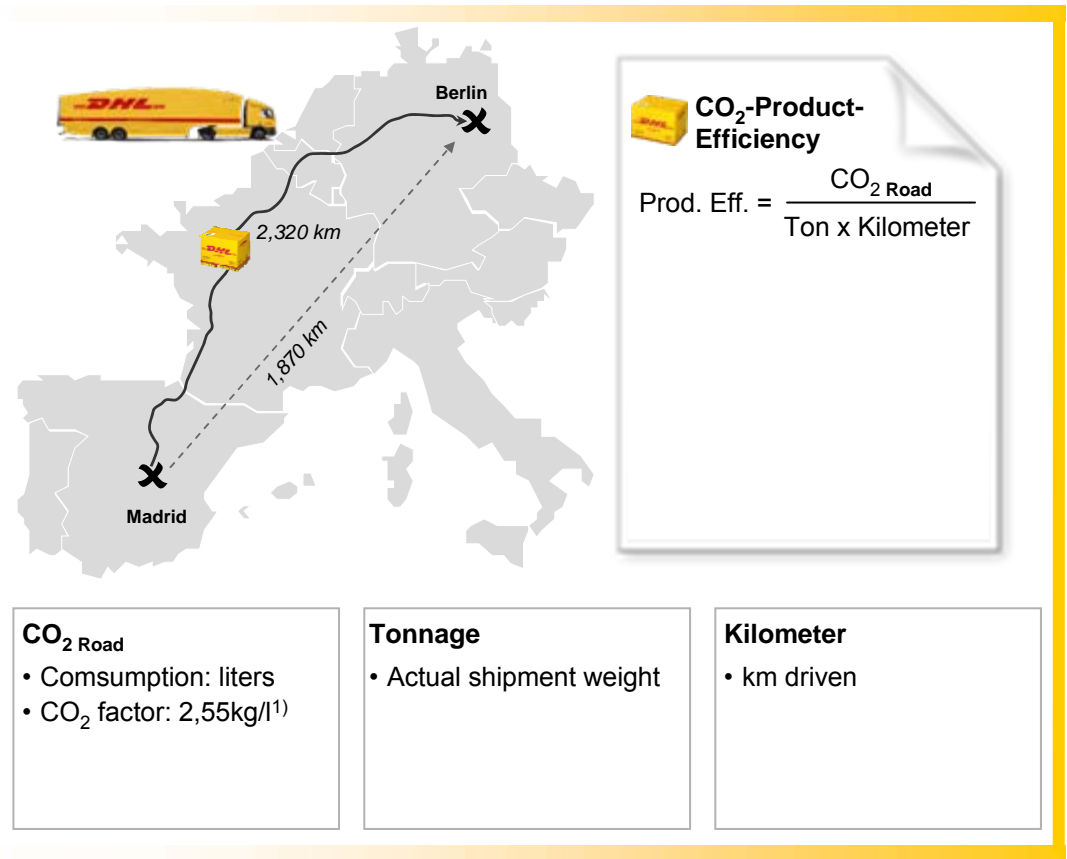
Due to various parameters and high complexity results but also calculation methodology differ a lot

1 Measure CO₂



2 Increase CO₂ efficiency

3 Provide CO₂ efficient solutions to customers



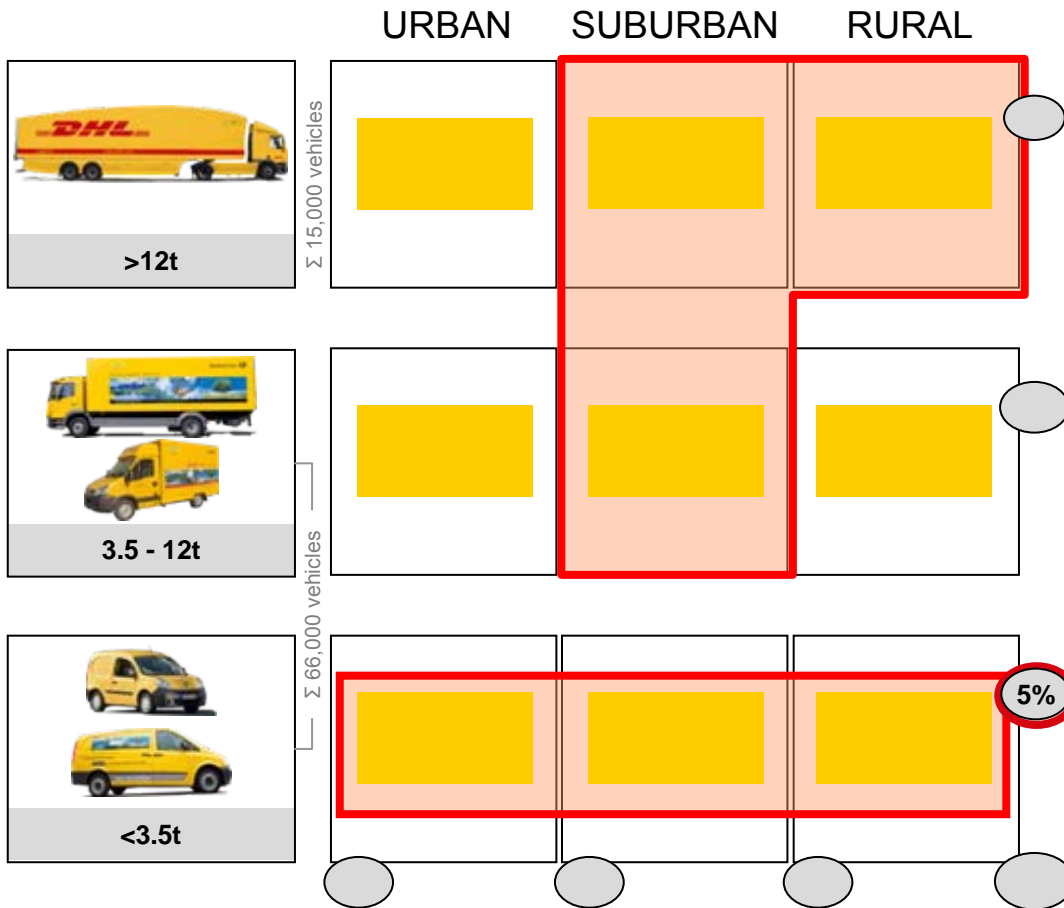
Source: GoGreen Deutsche Post DHL 1) 2,55 g CO₂ pro Liter Diesel 2) according to new Greenhouse Gas Protocol Standard 3) Handbook Emission Factors for Road (HBEFA) Version 3.1- for SoloHDV > 20-26t

Share of fuel consumption and Carbon Footprint

A big part of DPDHL total emissions comes from suburban and rural transportation

SCOPE1
Footprint in
'000 t CO₂

... Share of total exposure [%]



- 20% of our fleet account for **80% of total fuel consumption**, driven in rural and suburban areas by trucks
- For a significant groupwide CO₂ reduction alternative **truck technologies** play a major role

Source: GoGreen, DP Fleet, Sustainability Report, CO₂ Footprint and Fleet data 2011

Truck fuel cost vs. purchasing cost

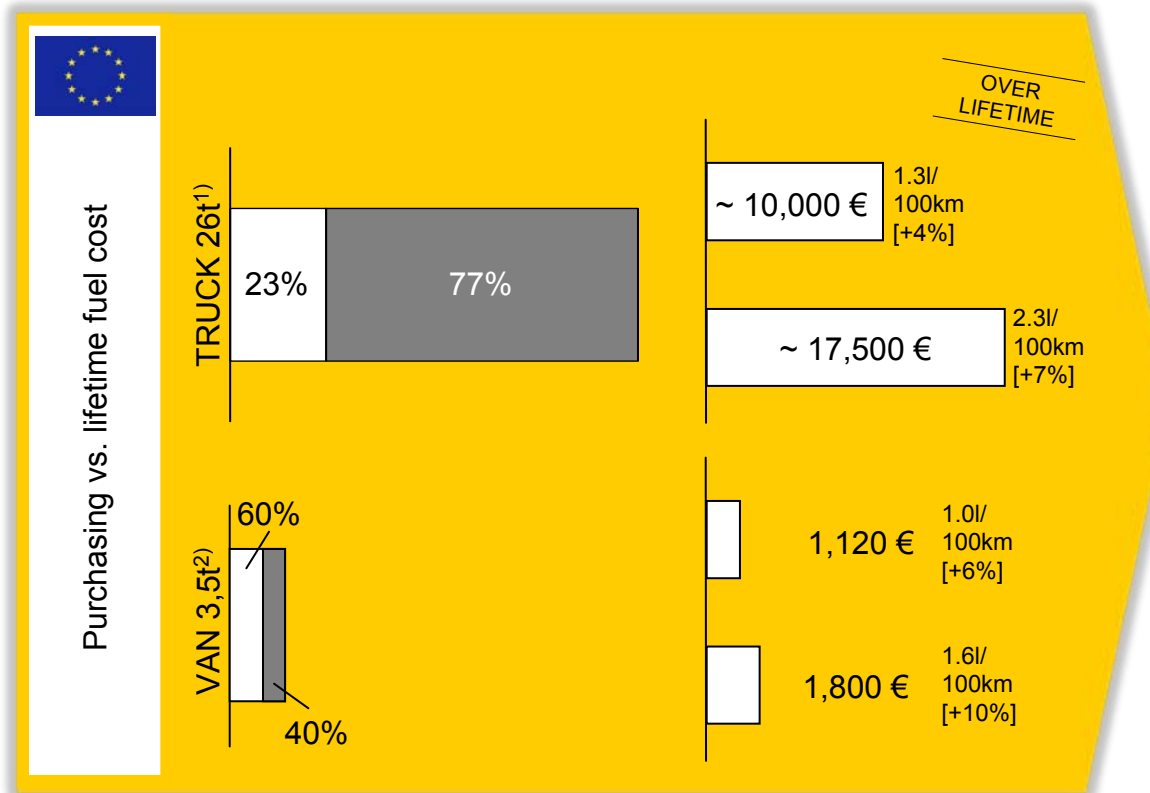
Lifetime fuel cost for trucks are three times higher than their intrinsic purchasing cost

■ Lifetime fuel cost
□ Purchasing cost

SHARE OF LIFETIME FUEL COST VS. PURCHASING COST

LIFETIME FUEL COST REDUCTION THROUGH INCREASED EFFICIENCY

CONCLUSION



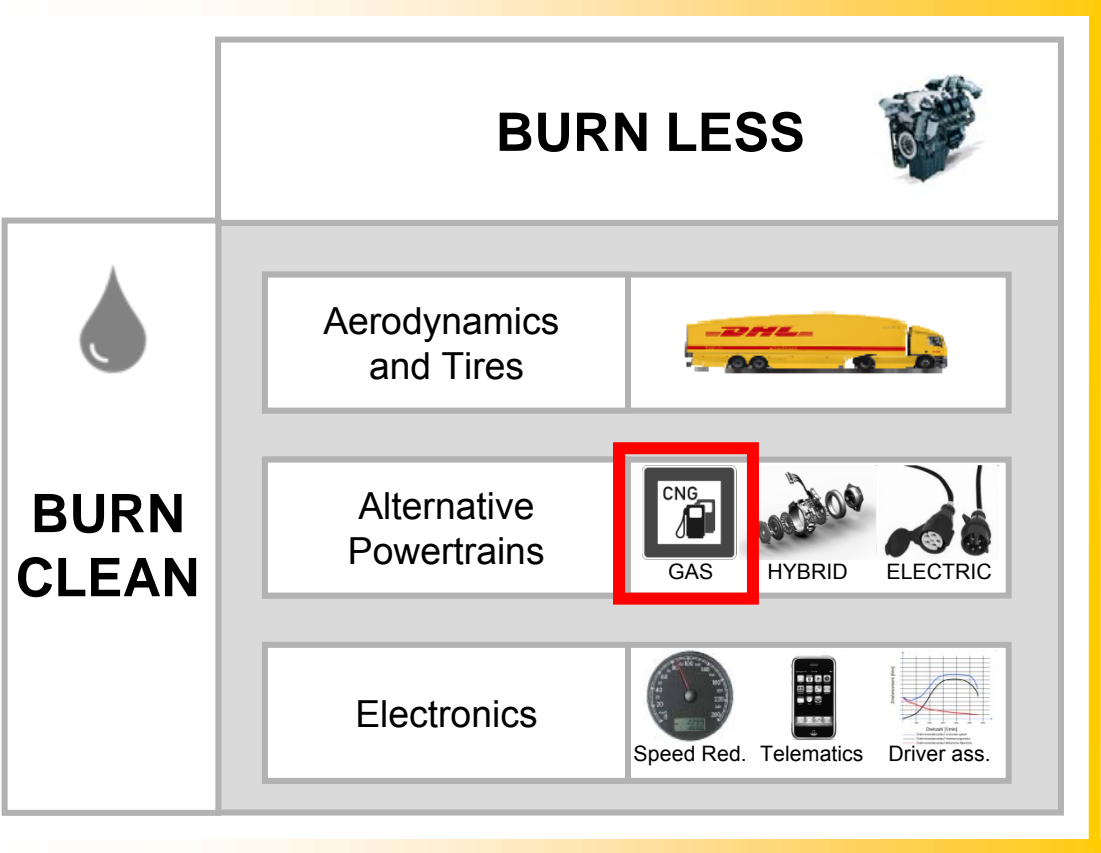
- **Accuracy in fuel consumption and comparability of different vehicles is mandatory for efficiency management**
- **A 7% truck fuel efficiency increase equals 17 k€ savings over lifetime**
- Fuel saving impact with vans is less influencing
- **Truck fuel consumption is key for procurement decisions**

Source: Dep 026 GoGreen, Global Procurement, Deutsche Post DHL; World Refining Fuels Strategy 2007 Federal Ministry for Environment Berlin, German Aerospace Center (DLR) 1) Average truck cost for conventional 26t tractors, driving cycles in Europe, 180,000 km annual mileage with a 32,8l/100km fuel consumption over 3 years lifetime – Taxes, Insurances, personnel cost, maintenance, repair or administrative cost were taken as constant 2)15l/100km, 8 years lifetime, 10tkm per year, 1,40€/L

Support the introduction of new technology and innovation

DPDHL operates worldwide more than 8,500 vehicles with alternative technologies, aerodynamics or electronic modifications

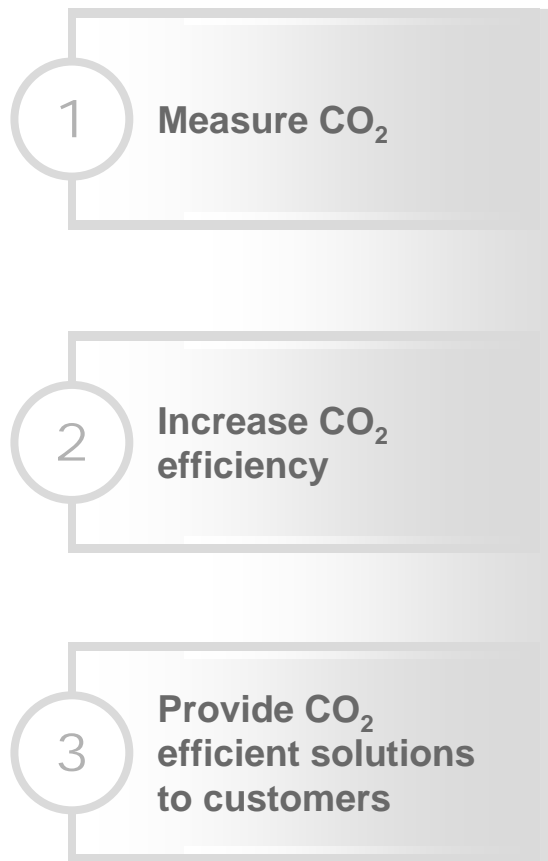
- 1 Measure CO₂
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Source: GoGreen Deutsche Post DHL

Summary

Various key factors could speed up the deployment of green technologies and solutions in daily operations



Green Logistics



KEY SUCCESS FACTORS

- **Early participation** in development programs to ensure customer feedback
- Ensure **operations parallel to testing** of new technologies (real-life)
- Provide **accurate truck fuel consumption** as decision criteria for procurement and deployment in customer operations
- Tailoring existing (niche-) technologies to **allow early business case calculations** for management decisions

Thank you for your attention.



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