

Sustainable largely studied in literature in the

Business, Industries



Sustainable Supply chain activities have been fundamental to economic development and social well-being of countries. Mckinnon (2010) acknowledges that in the last 5 decades, this has gained prominence as a major field of academic study and as a key determinant of, for example, business performance. As living things, our existence and survival totally depend on the environment we live in. The Global Risk Report (2017) has suggested an increasing concern about extreme weather conditions and climate change. From droughts to hurricanes and floods, smog to forest fires, these events killed thousands of people- and have been directly linked to climate change. The recent weather and climate deviations points to the effect of global warming, which results from the long and sustained depletion of the ozone layer and emission of gases (GHG, SO₂, NO_x). There is therefore the need to assess the impact of our actions on the environment.

There is a global drive towards safeguarding the environment for future generation. However, in Ghana there seems to be little or no initiative geared towards achieving the Global sustainable goals. Logistics, and specifically transport representing its most physical component, has accordingly received much attention in the sustainable drive in recent years, due to the numerous external effects and the widespread effects on virtually all individuals (van Lier & Macharis, 2013). The development of sustainable strategies to combat the consequences of the harmful effects of transport in logistics is what is referred to as “ Green Logistics Development”. Green logistics essentially focuses on ways to reduce the environmental effects of logistics. It is largely studied in literature in the international context (Confente & Russo, 2009). However very little research exists to better

understand role of green logistics in sustainable issues in Ghana. The focus of this study would be to assess and investigate the state of green logistics in Ghana, which still constitutes an unexplored field.

We would also like to contribute to knowledge advancement by considering the following; (i) enhancing awareness and knowledge of potential and benefits of green logistics policies in the nation and that could be adopted by other stakeholders within the sub-region; (ii) identifying opportunities that can be developed into actions in practice; and (iii) shaping strategies for development of green freight and logistics for policy makers and businesses in the private sector is an urgent need. **BACKGROUND AND SIGNIFICANCE** Logistics is the backbone of industry and commerce. As a discipline, it describes the management and coordination of activities along supply chains (Fransoo et al., 2014). The Council of Supply Chain Management Professionals (2007) describes Logistics as “the part of supply chain management that plans, implements, and controls the efficient, effective forward and reverse flow and storage of goods, services and related information between the point of origin and the point of consumption, to meet customer’s requirements.

“ In the context of increasing regionalization and globalization in recent years, freight and logistics have been growing in several areas, (AITC) 2017. It is well known that freight transport increases the amount of pollution, traffic congestion, gas emissions and energy consumption (Confente & Russo, 2009). These environmental problems have also an impact on social issues, such as health, an increase of diseases, accidents, (Confente & Russo, 2009).

Green logistics refers mainly to environmental issues related to transportation, material handling and storage, inventory control, warehousing, packaging, and facility location allocation decisions (Min & Kim, 2012). There is also evidence that much of the environmental footprint of logistics operations is tied to short distances and distribution. But the volume of emissions can vary greatly, depending on the mode of transport.

Within logistics, transport creates the largest environmental footprint (Fransoo, 2014). Green Logistics could therefore provide a framework that could be used to identify and assess emerging sustainable development procedures to contribute to the important objective of “Green Growth.” The growing environmental concern of citizens and governments and the widespread introduction of the concept of sustainability have simultaneously placed increasing pressure on public and private activities to take all effects related to such activities into account, as elaborated on by Macharis and Van Mierlo (2013). LITERATURE REVIEW With environmental problems such as global warming, ozone depletion, solid waste disposal and air pollution on the ascendancy, business organisations are the source of most of the environmental problems (Rozar, et al.

, 2013). Environmental degradation is a key issue of concern for governments, societies and business organisations in the world. The term sustainability has begun to appear in the literature of business disciplines and companies also are starting to adopt this term (Aref et al.

, 2005.; Sarkis, 2002; Hill, 2001; Norman and MacDonald, 2004; Carter, 2008). The Green Logistics is one of three focus areas for the World Bank’s

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Multi-Donor Trust Fund for Sustainable Logistics(MDTF-SL). The goal of this pillar is to support activities in low income and developing countries that contribute to the development of transport corridors and logistics services, while minimizing the carbon footprint and gas emission associated with the delivery of goods (Fransoo et al., 2014).

Confente & Russo(2009)developed a conceptual research in which they defined green logistics as the sum of three aspects including reverse logistics, city (urban) logistics and intelligent distribution. Seroka-Stolka's study in 2014 also expanded the aspects of green logistics to include corporate environmental strategies towards logistics and reduction in transport costs. Green logistics consists of all activities related to the eco-efficient management of the forward and reverse flows of products and information between the point of origin and the point of consumption whose purpose is to meet or exceed customer demand (Mesjasz-Lech, 2011). It is considered as an element of sustainable development that examines ways of reducing externalities (taking external costs of logistics associated especially with the environmental issues such as climate change, pollution and noise into account) and achieving a more sustainable balance between environmental, economic and social objectives (Seroka-Stolka, 2014). Schmied (2010) describes the factors affecting green logistics as; company, customers, politics, and society. McKinnon, (2010) has established that " Green Logistics" is an emerging concern of private operators