

Zero Emission 2050: tooling as a driver of sustainability

In this **inspiration** session we will be looking for the opportunities to reduce the **carbon footprint** within service logistics. Together we want to discuss your ambitions towards **zero emission**, and we want to demonstrate how **tooling** can be a solid starting point to take advantage of the **insights** created by them and **speed up** the further rollout of your **business strategy**.



Welcome!

- 14:30 – 14:33 Start and introduction
- 14:33 – 14:38 BigMile: demo and introduction
- 14:38 – 14:43 First discussion
- 14:43 – 14:48 Introduction online simulator
and second discussion
- 14:48 – 14:50 Wrap up



BigMile

Minimale footprint, maximale winst

We are pleased to meet you!



Jan Pronk – Chief commercial officer BigMile



Sanne Aelfers – Consultant



Erwin Faber – Managing Director



Sven Poot – Business Development Consultant



Julia van Dorsten – Consultant

Who are you?

We are Districon: the supply chain consultancy company

Our mission is to improve business results by strengthening supply chain flows



Districon works worldwide, creating logistics solutions, addressing strategic to operational challenges. Applying in-depth knowledge and experience, we surprise our clients and partners with our results oriented, innovative approach and solutions. Mastering flow



We provide advisory, solutions and professional services



Supply chain management



Analytics & planning



Logistic centers and operations



Network & mobility



(air)ports and (air) cargo



Interim and project management

Our company profile



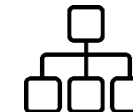
> 60 highly educated consultants



40% Netherlands
30% Europe
30% Global



The Netherlands
United States
Singapore



Privately owned
4 managing directors
Since 1976

Mastering flow with our customers



Minimal footprint, maximum profit

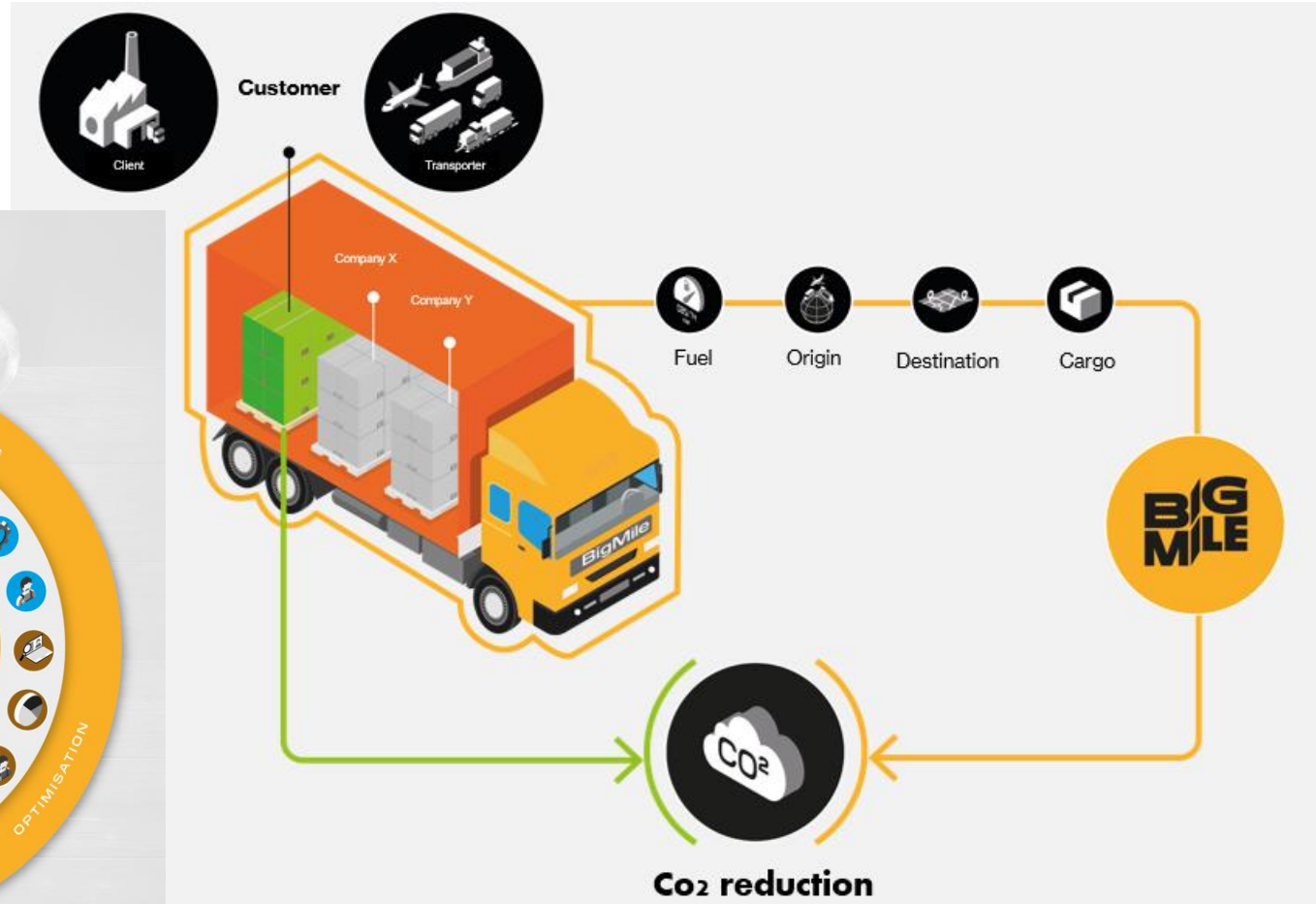
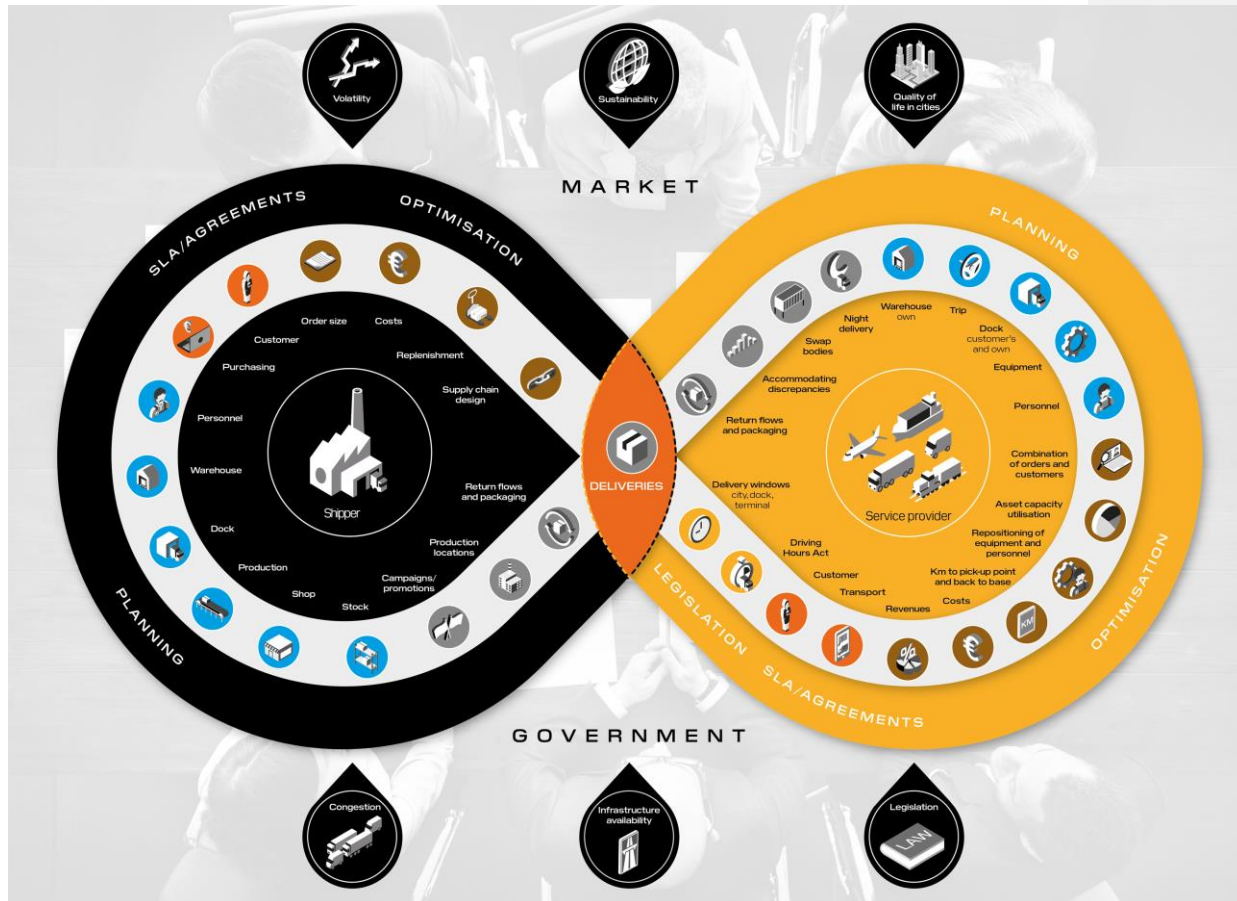
14:33 – 14:38 BigMile



[Link](#)

DISTRICON

Minimal footprint, maximum profit



What are your ambitions and company policy?



1. We have great ambition to zero emission and a plan

2. We have ambition to zero emission and some ideas

3. We have ambition, but no ideas

4. We have some ambition

5. We have no ambition to zero emission

What will happen if your ambitions are realized?

Are electrical vehicles feasible for your operation?

⚡ Online simulator elektrisch rijden Ontwikkeld door
DISTRICON

Impact van elektrisch laden op een representatieve rit

Bereken de impact van elektrisch laden op een representatieve rit*

*De gebruikte data en berekeningen zijn een benadering van de werkelijkheid, hierdoor kunnen de uiteindelijke aantallen afwijken.
*Bij meerdere voertuigtypen, kunt u deze na elkaar invullen

▼

▼ ⓘ

▼

Gemiddelde ritlengte (km)

Kosten van één uur stilstand (€) ⓘ

[🔗 DATA AANPASSEN](#) [❓ VRAGEN?](#)

✕ RESET 📄 BEREKEN ADVIES

The online simulator provides a trade off

Are electrical vehicles feasible for your operation?



1. I think its feasible to change all my vehicles to electric

2. I think it is feasible to change a large proportion of my vehicles to electric

3. I think it is feasible to change some electric vehicles, but not too many

4. I think it is feasible to change, but I have no idea

5. I think it is not feasible to change any of my vehicles to electric

What are your biggest pros and cons?



Thank you for your attendance!

Let's tool together towards zero emission

Contact information

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Attachments

What is my motivation for zero emission in service logistics?



1. I (would) measure my performance because I want to contribute
2. I (would) measure my performance because my customer requires me to
3. I (would) measure my performance because the government requires me to
4. I (would) measure my performance for higher efficiency
5. I (would) measure my performance, only if its profitable

How can you make the business case?

How far are you in your journey towards zero emission?



1. We are fully engaged towards zero emission

2. We are partially engaged towards zero emission

3. We are averagely engaged towards zero emission

4. We are not really engaged towards zero emission

5. We are not engaged towards zero emission

What does it take to take the next step?