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CILT Buzz

THE CHARTERED INSTITUTE OF LOGISTICS AND TRANSPORT SINGAPORE

Sustainable Procurement

The Chartered Institute of Logistics and Transport

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CHAIRMAN'S MESSAGE

LISTEN 13 min

Dear Colleagues,

Wishing all readers a Blessed, Happy and Prosperous New Year.

Despite the ongoing wars in Europe (Ukraine-Russia) and Mid-East (Israel vs Hamas–Hezbollah–Iran), collapse of the Assad-led Syrian Government, heightened geopolitical, tariff and trade-related tensions between USA and China, there are incipient signs of PEACE shoots emerging in both war theatres. There are little prospects for China-Taiwan and China-Philippines tensions abating soon. Nearer home, ASEAN needs to be prepared for a further deterioration of the already dire civil war and security situation with the armed rebels making significant territorial gains against the ruling military junta. Reportedly, 3.5m people have been displaced and Myanmar may need humanitarian aid sooner than later. Regional cross-border trade and supply chains could be adversely affected.

The International Monetary Fund (IMF) estimates that world GDP could slide by 1 percentage point by mid–2025 or so if US implements its 10% or more tariffs and the Euro Zone, China and others retaliate. The dominant US economy is unlikely to stall soon: recession concerns have ebbed but Inflationary fears are surfacing. The global macroeconomic situation, especially in Europe and China, is expected to be anaemic. India is likely to continue its steady economic growth; Southeast Asia is likely to outpace China in GDP and FDI growth in the near future

PROTECTIONISM — Globalisation of free trade is receding. Protectionism is rising. Trade is increasingly between bilateral partners and various regional trade blocks. National security considerations seem to matter more. Re-orchestration of global and regional supply chains will continue, with geographic shifts in manufacturing /production of key strategic, high technology industries. Governments and businesses will prioritise Food Security and Resilience of their food supply chains. Singapore is already strengthening and progressively improving its Food Supply Chain Resilience.

COP29 — The successful Global Climate Diplomacy at the recently concluded COP29 in Baku, Azerbaijan resulted in a US$300 billion global financial deal to help poorer nations cope with the impacts of Climate Change. The COP29 Agreement means that the Paris Agreement 1.5 deg C warming limit is still alive. Climate diplomacy is about Global Energy Policy and Energy Security. It's about rewiring the world's energy systems and national interests. Singapore's Green Plan 2030 and multisector decarbonisation efforts will also require the private sector, especially SMEs, to diligently review, restructure and actively pursue end-to-end GREEN SUPPLY CHAINS.

SEMICONDUCTORS — Singapore recently received a boost to its role as a critical node for the global semiconductor value chain, especially in the production of Speciality Chips. Visionpower Semiconductor Manufacturing Company (VSMC) held its

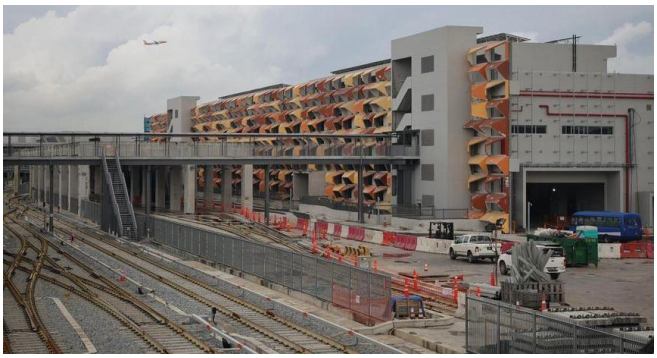
ground breaking ceremony for its $10.5 billion semiconductor plant in Tampines Wafer Park. VSMC will adopt a fully automated production model , integrating an automated Material Handling System and Quality Management through Artificial Intelligence applications. Singapore contributes about 10% of global semiconductor supply and PRODUCES about 20% of global semiconductor equipment annually.

CYBERSECURITY — Singapore's Cyber Security Agency (CSA) plans to issue guidelines to ALL organisations, including SMEs, on QUANTUM SECURITY from 2025. The objective is to prepare for the day when hackers start using quantum computers to decrypt stolen and current data. Quantum computers reportedly have enough computational power to break encryption standards underlying most of the world's DATA and INFRASTRUCTURE today. The USA National Institute of Standards & Technology has released the first three official cryptography standards for the quantum age. Essential service providers (e.g. healthcare, telecommunications, finance, public utilities and Government agencies) handling sensitive and confidential data are being engaged and sensitised by CSA on adopting Quantum-safe Cyber Defences, including preparing for migration encompassing Quantum-safe risk assessments.

LAND (LTA/MRT) — The Land Transport Authority (LTA) announced an SBS Transit Rail and French transport company RATP Dev Asia Pacific joint venture has been appointed to operate the upcoming Jurong Region MRT Line (JRL) under a 11-Year (9 plus 2 option) $750m Service Fee contract. This is the first time that a foreign operator will be involved in Singapore's rail industry. The JRL (7th MRT line) will open in 3 phases from 2027 to 2029 with an initial ridership of 200,000 daily. The 24-Station JRL will connect key areas in western Singapore i.e. Jurong Industrial Estate, Jurong Innovation District and Nanyang Technological University.

JB-SINGAPORE RTS LINK — Good progress has been made on the Installation of rail systems for the JB-Singapore RTS Link. In the next phase, tracks will be laid as well as signalling, communications and traction power systems. More than 80% of the civil infrastructure works have been completed on the Singapore side while 93% has been completed on the Malaysian side. The marine and land viaducts are almost completed. The RTS Link is slated for operations by Dec 2026. It will carry up to 10,000 pax an hour in each direction between Bukit Chagar and Woodlands North. For a seamless travel experience the CIQ facilities of both Singapore & Malaysia will be co-located in the same building in Woodlands North and in Bukit Chagar.

BIGGEST INTEGRATED TRAIN & BUS DEPOT — The East Coast Integrated Depot in Changi is slated to open in 2026. About 98% of the structural and architectural works have been completed. The facility will house TRAIN DEPOTS serving three rail lines viz. DTL TEL and EWL, as well as a BUS DEPOT. The Hume MRT station on the Downtown Line will open in the second quarter of 2025 while the sixth stage of the Circle Line will open in the first half of 2026.



MINISTRY OF TRANSPORT — As part of the planned refresh of the Travel Smart Journeys scheme, first introduced in 2020, public transport users who shift their schedules to avoid the morning peak will receive up to 80% in fare discounts. This scheme will help better manage peak-hour crowding on buses and trains, especially in Northeast Singapore. For the first time the scheme will also include rail network especially on journeys beginning from Punggol, Sengkang, Buangkok and Hougang MRT stations on the NEL, and Punggol and Sengkang LRT. The scheme will also benefit NEL pax who shift their travel to either pre-peak or post-peak. Currently, rail pax enjoy fare discounts only if they tap in before 7.45am. Four new City Direct Bus services will start from January 2025 serving Northeast residents to travel to Central Business District during peak hours. The new express routes are being introduced under the Bus Connectivity Enhancement Programme (BCEP).

The MRT network chalked 2.2 million train-km between failures (MKBF) for 12 months ending Nov 2024, an improvement from 2 million train-km in Oct and 1.8 million train-km in Sep 2024. The improved reliability came in the wake of the massive MRT breakdown between Jurong East and Buona Vista stations on the EWL in late Sep 2024. The Ministry will press on with the other rail projects, including Jurong Region and Cross Island lines slated to open in phases from 2027 and 2030 respectively.

LOGISTICS & E-COMMERCE — As part of the Government's effort to improve last-mile delivery, IMDA's Pick Network has announced plans to progressively install 150 parcel lockers at new housing estates i.e. Alkaff Oasis (Bidadari Park), Fernvale Glades (Sengkang West), Tampines Green-Court (Tampines North), over the next 3 years. Pick Network already operates 1,000 lockers located at community clubs, housing estates and at various transport nodes. The average number of parcels dropped off at its lockers has increased from 100 in 2021 to over 20,000 in 2024.

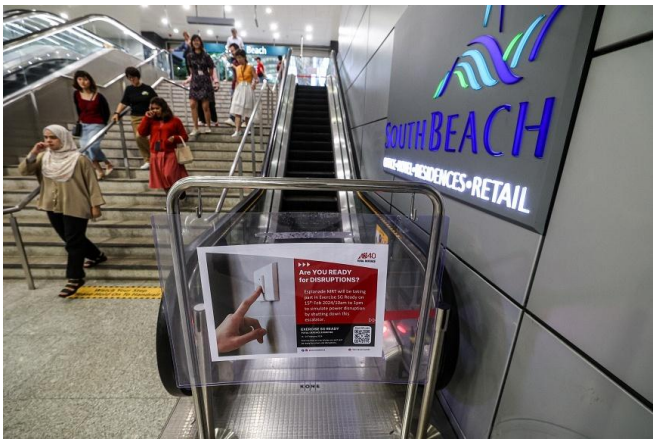
Pick Network is working with two hospitals under - Tan Tock Seng Hospital and Woodlands Health - on the trial delivery of medicines. The Last Mile Delivery initiative also includes its Courier Hub scheme, piloted in 2021 and 2022. Courier companies can apply to use parking spaces at more than 50 HDB multi-storey carparks to support their delivery operations, including loading, unloading, sorting and despatch of parcels.

AIR-AVIATION — The Civil Aviation Authority of Singapore (CAAS) has extended the User-Preferred Routing trials, that allow pilots on selected flights to choose the most direct and fuel-efficient route, by another 6 months. 38 routes between airports in Singapore, Indonesia, Australia and New Zealand were selected for the trials, which involved Singapore Airlines, Garuda, Qantas and Air New Zealand. The successful trials thus far have helped to shorten travel times and improved on-time performance, as well as optimised fuel consumption, reduced carbon emissions and reduced operating costs. CAAS and Japan Civil Aviation Bureau have also agreed to promote the use of UPR in the region.

MILITARY LOGISTICS

CYBER DEFENCE - Soldiers from the Singapore Armed Forces and civilians from various agencies and key industries participated in a four-day Critical Infrastructure Defence Exercise recently. The Exercise scenarios involved identifying and stopping threats to operating systems on cloud and AI technology, and 6 other key services viz. power, water, gas, 5G network, airport, and rail systems. 200 participants, including Digital & Intelligence Service, Cyber Security Agency and 26 other agencies such as LTA, Government Technology Agency and PUB participated.

TOTAL DEFENCE EXERCISE (Feb 2025) - Like the initial Island wide Total Defence exercise last year, the planned Feb 2025 exercise will involve simulated cyber and drone attacks, including large-scale disruptions caused by attacks on infrastructure, with a view to Improving Singapore's emergency crisis preparedness and operational readiness.



SINGAPORE CIVIL DEFENCE FORCE INTEGRATED COMMAND CENTRE — The Marine Division's Maritime Safety, Maritime Fires, Marine Rescue and related Emergency Response Capabilities were recently enhanced with the new Integrated Command Centre. The Marine Division will also be able to support the Maritime Port Authority in OIL & CHEMICAL SPILL INCIDENTS, apart from managing marine chemical, biological and radiological incidents.

HYBRID/GREY-ZONE WARFARE — The recent sabotage of the two undersea cables in the Baltic Sea underscores the fragility and vulnerability of the world's undersea cable network - 1.4 million km of cables owned by telecom and internet consortia. These are the invisible plumbing of the interconnected nations of the world transmitting data - emails, WhatsApp messages, Netflix streams and the likes of ChatGPT prompts. Disruptions of such undersea cables could also become serious recurring concerns in East Asia and South China Sea. Near misses between coast guard and naval vessels in the South China Sea, tensions in the Taiwan Strait and dual usage port expansions are not uncommon in the military and national security discourse in Southeast Asia. The invisible undersea Baltic Sea Cable style of sabotage may also become a real SECURITY threat in Southeast Asia, apart from vulnerabilities from trawling anchors, aquatic life, sharks, and severe climatic disruptions. The US-China rivalry could also impinge on the undersea data cable networks in the South China Sea, Hong Kong and Taiwan. The new Bilfrost Fibre Optic Data Cable linking Singapore, Indonesia, Guam and US west coast will oblige Singapore to consider these cable risks and devise appropriate security protection and emergency contingency plans.

Karmjit Singh
Chairman

Meet the Council of Trustees Webinar by CILT International 5 Feb 2025, 4.00pm (London)

We are thrilled to announce the second edition of our exclusive online webinar series, offering CILT members a unique opportunity to connect directly with the Council of Trustees of CILT International. Engage with our esteemed leaders who shape and guide the activities of our Institute.

Join us via Zoom, on **5 Feb 16.00 – 18.00 GMT (Europe/London)** where you will have the chance to:

- **Ask any pressing questions and present any queries for our Trustees about CILT's activities, initiatives and future plans**
- **Gain further transparency and visibility into the workings of the Institute**
- **Understand how the Council of Trustees supports individual members and the wider CILT community as a whole**

REGISTER

CILT Australia: Transcending the System Paradigm 20 Feb 2024

Join CILT Australia for the final instalment in their three-part series exploring, "**The Role That Systems Thinking Can Play in Advancing the Supply Chain & Logistics Discipline**".

REGISTER

aBuzz

CILTS WiLAT XMAS MIXER 2024

"DIVERSITY & INCLUSION"
10 DEC 2024

We were greatly delighted to see an overwhelming gathering of CILTS and WiLAT members, associates and friends at our annual CILT Singapore + WiLAT SG Christmas Mixer! The memorable event was held on 10 Dec 2024 at the historic The Arts House, Singapore. Indeed, it was an enjoyable evening for all, offering everyone present a unique opportunity to network and celebrate with professionals in the logistics and transport sector in a festive and inspiring setting.

We extend our heartfelt and warmest appreciation to our distinguished panel of speakers and all attendees for your dedicated and wonderful support!

Panel speakers (seated) with (standing from left to right) Honorary Secretary Ivan Neo, 2nd Vice Chairman and Global WiLAT Advisor Edward Lau, Chairman Karmjit Singh, WiLAT Singapore Chairperson Kelly Lee and 1st Vice Chairman Terry Tan.

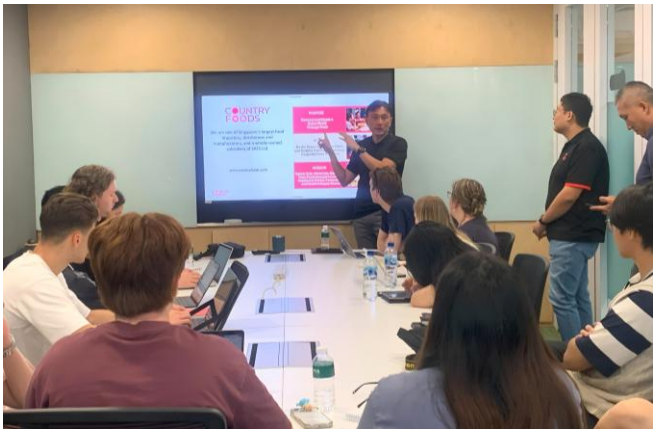
Curtin University Study Tour 1-15 Dec 2024

CILTS is pleased to support the study visit of Curtin University in December.

19 undergraduate students, 2 professors and a staff of Curtin University's Supply Chain Management programme in Perth visited Singapore from 1 to 15 Dec.

The study visit commenced at CILTS' Jalan Kilang Barat office with a lecture by Chairman Karmjit Singh on "Singapore as a Global Logistics Hub".

As part of the study tour, CILTS organised site visits and briefings for our Curtin University visitors to **SATS Country Foods, DB Schenker, Changi Air Cargo Business Division, Singapore Cruise Centre, Maritime and Port Authority of Singapore, Singapore Aero Engine Services and SMRT.**



The Chartered Institute of Logistics and Transport

Women in Logistics and Transport

MANAGING MARITIME ENVIRONMENT WEBINAR SERIES

brought to you by:

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Navigating Oil Spill Incidents

Masterplan, Processes, Resources

5 Dec (Thur), 2024
11.00 am - 12.00 pm (SGT)

We extend our heartfelt appreciation to our distinguished panel of speakers and webinar attendees from around the world. A BIG THANK YOU!

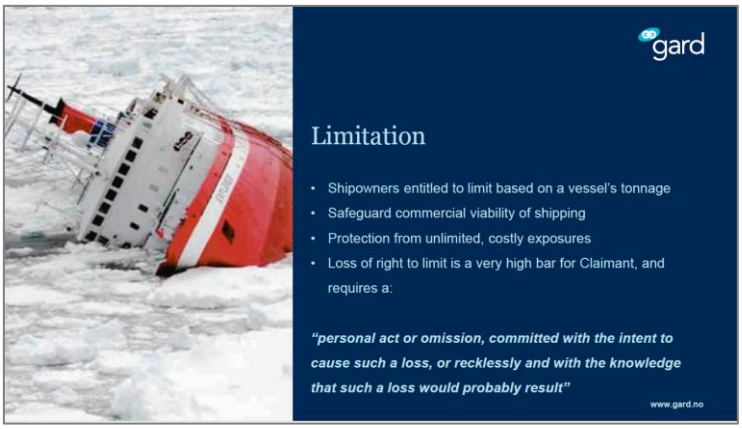
PANELISTS

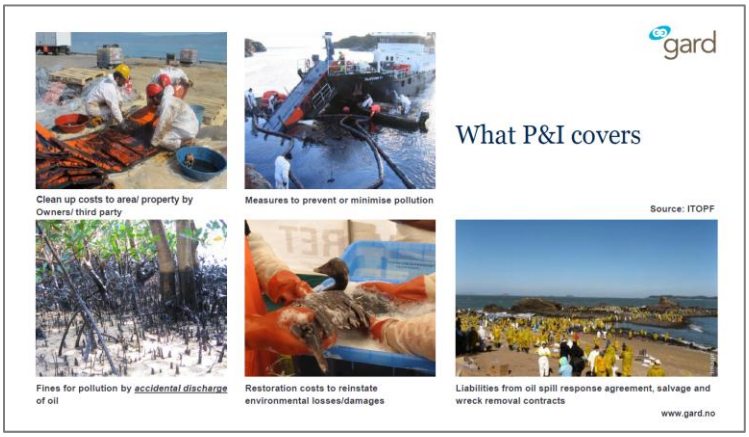
CAPT RAYMOND AMBROSE
OAK ENERGY ASSOCIATES

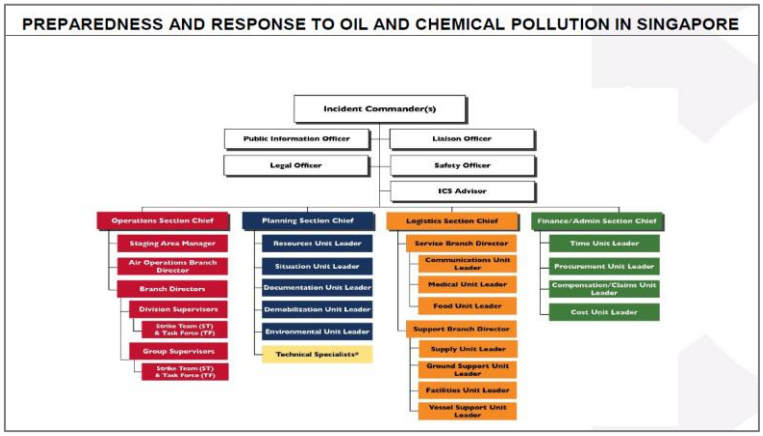
GEORGIANA STEIGER
Senior Claims Executive
GARD

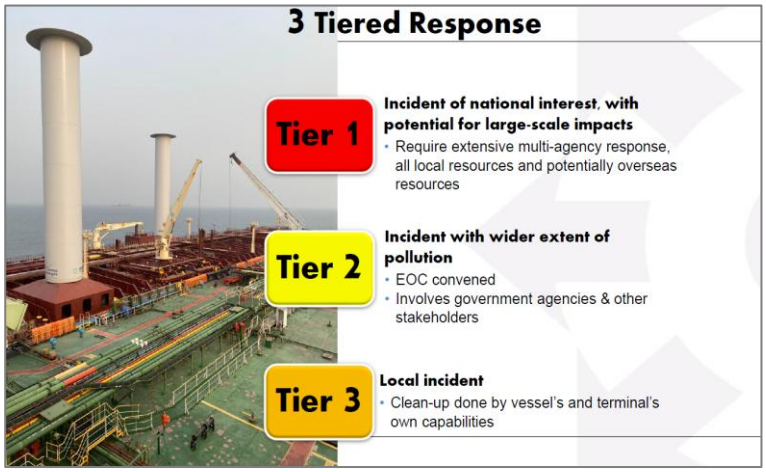
KARMJIT SINGH
Chairman
CILT SINGAPORE
MODERATOR

PICTORIAL HIGHLIGHTS OF WEBINAR









RESOURCES:

WATCH THE WEBINAR
(1:12 hr)

Exclusively for Members
WEBINAR PRESENTATION SLIDES
(requires login to CILTS Knowledge Centre)

NEXT WEBINAR!

Singapore Mandates GHG Emissions Reporting

LISTEN 4 min

SINGAPORE-LISTED companies must start reporting their Scope 1 and Scope 2 greenhouse gas (GHG) emissions from the 2025 financial year, according to an enhanced sustainability reporting regime announced by the Singapore Exchange Regulation (SGX RegCo).

SGX RegCo plans to have larger issuers by market capitalisation report Scope 3 GHG emissions from FY2026.

Scope 1 covers an entity's direct emissions; Scope 2 covers indirect emissions from the generation of the electricity purchased to power a company's operations. Scope 3 GHG emissions cover indirect emissions arising from their supply chains.

SGX RegCo said it will start adopting the latest standards developed by the International Sustainability Standards Board (ISSB), a global accounting standards body, into its sustainability-reporting regime.

The decision comes after the regulator received "broad support" for incorporating the ISSB-issued International Financial Reporting Standards Foundation (IFRS) Sustainability Disclosure Standards from

respondents to a public consultation held earlier this year.

However, listed companies here will need to disclose the other primary components of a sustainability report, such as their sustainability-reporting framework and board statement, only from FY2026 onwards. This is expected to provide them time to focus on reporting climate-related disclosures first.

Currently, issuers report the primary components of a sustainability report on a "comply-or-explain" basis. If they do not include a given primary component in their sustainability report, they must state what it does instead and the reasons for doing so.

Based on feedback received from the public consultation, SGX RegCo will now require issuers that do not conduct external assurance on their sustainability reports to issue these disclosures together with their annual reports from FY2026.

For issuers who have conducted external assurance, they are required to issue their sustainability reports no later than five months after the end of the financial year. In both instances, issuers need to ensure that sustainability reports are available on their respective company websites as well as SGXNet, a Web-based platform for SGX-listed issuers.

According to SGX RegCo, publishing the sustainability report together with the annual report will "allow for an integrated view of an issuer's performance".

While SGX already mandates that listed companies make climate-related disclosures, they are permitted to use other internationally recognised standards, such as those developed by the Global Reporting Initiative, another standards-setting body.

Consultation feedback

SGX RegCo had held the consultation on incorporating ISSB standards after authorities announced that listed companies in Singapore will be required to make climate-related disclosures according to standards by the ISSB from FY2025.

A majority of the respondents supported the move for all issuers to carry out mandatory climate-related reporting as opposed to the current requirement for only certain sectors to do so.

SOURCE	Singapore Institute of Directors

THE BUSINESS TIMES: Large non-listed companies required to make climate disclosures from FY2027

What is sustainable procurement?

LISTEN 10 min

Sustainable procurement is the integration of environmental, social and governance (ESG) criteria into an organisation's procurement processes.

It encourages companies to obtain the products and services they need while also considering sustainable development, stakeholder expectation and regulatory requirements.

Procurement refers to how companies acquire the goods and services they need from external sources to operate efficiently. Often, organisations enter a tendering or competitive bidding process to help ensure they're getting the best price while balancing factors such as quality, location and timing.

Sustainable procurement differs in that its goal is for organisations to meet their product and service needs at the best possible price while also having a positive impact on the three dimensions of sustainability: the environment, society and the economy.

Sustainable procurement can align with the framework of the triple bottom line (TBL), which prioritizes the three Ps—people, planet and profit. This framework suggests that by maximizing all three bottom lines, organisations are more likely to have a positive impact on the world while still improving financial performance.

What are the 3 dimensions of sustainability?

The 3 dimensions of sustainability are environmental, social and economic.

Environmental sustainability focuses on countering environmental issues such as climate change. For example, companies can choose to reduce their environmental impact by moving away from finite resources like fossil fuels and embracing renewable energy sources.

Social sustainability is not yet as clearly defined, though it's been suggested that it embodies all human activity and that all domains of sustainability ladder back to a social component. Social sustainability prioritizes human rights and recognizes that the well-being of all people dictates the longevity, efficacy and sustainability of a society.

Economic sustainability refers to businesses being sustainable and profitable. It can sometimes seem at odds with environmental sustainability, though companies have made meaningful strides to embed sustainability into their business by adopting more environmentally and socially conscious practices like sustainable procurement.

Why is sustainable procurement important?

The threat of climate change and signs of its adverse effects can be seen in the loss of biodiversity, food and water shortages, and an increase in natural disasters. In response, some organisations are working to reduce their greenhouse gas (GHG) emissions or eliminate waste from their supply chains.

Also, companies are increasingly expected to adopt more sustainable business practices and showcase their progress through sustainability reporting.

Stakeholders are putting a greater emphasis on seeing ESG and corporate social responsibility (CSR) initiatives put into action, which is why legislation like the Corporate Sustainability Reporting Directive (CSRD) has been passed. The CSRD requires companies in the European Union (EU) to report on the environmental and sustainable impact of their business activities, and their ESG initiatives, through ESG reporting.

Many organisations are also considering what it means for their operations to adhere to the United Nations Sustainable Development Goals (SDGs). There are 17 SDGs in total, though procurement professionals are likely to focus on Goal 12, which insists on the need to help ensure sustainable consumption and production patterns. To achieve Goal 12, 11 different targets have been outlined. One of them, target 12.7, specifically aims to promote public procurement practices that are sustainable, in accordance with national policies and priorities.

Every aspect of procurement, from decision-making to sourcing to future-proofing the function, can be scrutinized to help ensure that organisations have actionable sustainable procurement strategies in place.

This puts pressure on supply chain and procurement professionals to set goals like lowering their company's carbon footprint by reducing emissions, continually monitoring for human rights violations like child labour, and

adopting more sustainable procurement practices.

Regulatory scrutiny for sustainable procurement

Depending on where an organisation is located, sustainable procurement may be mandated through various laws and regulations.

For instance, the EU requires companies to implement sustainable procurement practices, whereas the United States encourages but doesn't mandate disclosure in the private sector.

Organisations can consider the following procurement policies, requirements and standards when shaping their sustainable procurement strategy:

Global standards

Several international standards have been introduced, such as the ISO 20400:2017.

This document provides guidance on implementing sustainable practices into a company's procurement process and can help inform its sustainable supply chain management strategy.

Government policies

The EU's Public Procurement Directives dictate that public procurement processes consider ESG criteria.

In the US, a new proposal—the Sustainable Products and Services procurement rule—has been put forth by the Federal Acquisition Regulation (FAR) Council, directing federal buyers to purchase sustainable products and services.

Disclosure requirements

Often, companies are encouraged or required to disclose their sustainability performance and demonstrate their commitment to sustainable procurement. The Global Reporting Initiative (GRI) provides a framework for organisations to frame their ESG and sustainability reporting.

Industry-specific regulations

Across sectors, there are industry-specific regulations that aim to make procurement more sustainable. Organisations like the Sustainability Accounting Standards Board (SASB) provide industry-specific standards to help companies disclose sustainability information to their stakeholders.

What are the benefits of sustainable procurement?

Some notable benefits of sustainable procurement include:

Differentiation in the market

Adopting sustainable procurement policies, whether it's on a global scale by integrating CSR into the procurement process or on a local scale by only using recycled materials, can put companies on the path toward achieving their sustainability goals.

What's more, it can boost brand value by improving the company's reputation and ESG score, both of which can create a competitive advantage.

Potential revenue growth

Making more sustainable purchasing decisions can improve procurement

operations and lead to benefits like cost reductions in both the short- and long-term. For instance, a company that prioritizes sustainable sourcing might get a better price on raw materials by working with local small-to-medium-sized businesses. In the long term, they might find that localizing their supply chain helps reduce their GHG emissions.

Smarter supply chain management

The key to efficient supply chain management is having the right data. This is also true for sustainable procurement.

With the right metrics in hand, whether it's tracking energy consumption or scope 3 emissions, procurement professionals can calibrate their risk management strategies to audit suppliers, forecast trends, and navigate around potential disruptions within the supply chain.

Greater ESG impact

Sustainable procurement prioritizes the well-being of everyone within the value chain.

From an environmental standpoint that means reducing waste and using less water. From a social standpoint that means creating better working conditions for people across the supply chain.

From a governance perspective, it means to comply with established regulations and requirements.

How to adopt sustainable procurement

Perform routine analysis

Companies can examine their procurement infrastructure, and their ESG initiatives, to gain a benchmark for both. The ISO 20400:17 provides a strategic framework for assessment, enabling companies to set a baseline and determine the next steps for sustainable procurement.

Continually track ESG progress

Given the number of frameworks and standards that exist, for example, CSRD, GRI, SASB and more, there are several metrics that can help organisations track their sustainable procurement initiatives.

These range from environmental (waste reduction in cubic meters) to social (community engagement in volunteering hours) to governance (compliance with UN global conduct).

Audit the procurement ecosystem

Organisations are encouraged to speak with their partners about sustainability goals and ESG metrics. It's possible for companies to request information from third-party companies like Bloomberg, S&P Dow Jones Indices and others.

Optimize operations

Through sustainable procurement, organisations can balance operational efficiency with sustainability by using recycled or renewable materials, implementing water conservation measures, deploying renewable energy management practices and more.

SOURCE	IBM

The Emergence and Growth of Sustainable Procurement in Singapore

LISTEN 4 min

Sustainable procurement has become a significant focus in Singapore as the nation strives to achieve its sustainability goals. This practice involves considering environmental, social, and economic factors in procurement decisions to minimise negative impacts and promote positive outcomes.

The emergence and growth of sustainable procurement in Singapore have been driven by various factors, including government initiatives, corporate responsibility, and increasing public awareness.

Emergence of Sustainable Procurement

The concept of sustainable procurement in Singapore began to gain traction in the early 2000s. The government recognized the importance of integrating sustainability into procurement practices to address environmental challenges and promote sustainable development.

In 2007, the government introduced green procurement policies, focusing on goods such as Information, Communications, and Technology (ICT) equipment, electrical appliances, buildings, and vehicles.

Growth and Expansion

Since its inception, sustainable procurement has grown significantly in Singapore. The National Sustainable Procurement Roundtable (NSPR) was established in 2019 to promote sustainable procurement practices across various industries. The NSPR brings together organisations such as DBS, Mandai Wildlife Group, Singtel, and StarHub to share best practices and drive sustainability initiatives.

The Singapore Green Plan 2030, launched in 2021, has further accelerated the growth of sustainable procurement. The plan outlines ambitious targets for reducing carbon emissions, increasing resource efficiency, and promoting sustainable practices across all sectors.

The public sector, as a major buyer of goods and services, has been at the forefront of this movement, leveraging green procurement to influence suppliers and service providers to adopt sustainable practices.

Challenges

Despite the progress, sustainable procurement in Singapore faces several challenges. One of the primary issues is the complexity of global supply chains, making it difficult to trace and monitor every procurement step. Identifying supply chain opportunities and threats requires continuous vigilance and investment in technology and risk management strategies.

Engaging suppliers in sustainable procurement practices is another challenge. Many suppliers may lack the necessary knowledge and resources to implement sustainable practices, necessitating capacity-building efforts and collaboration between buyers and suppliers.

Additionally, balancing long-term sustainability goals with short-term costs can be challenging for organisations, as sustainable procurement may initially require higher investments.

Opportunities

Despite the challenges, sustainable procurement presents numerous opportunities for Singapore. By adopting sustainable practices, organisations can reduce their environmental impact, improve resource efficiency, and enhance their reputation among consumers and stakeholders.

Sustainable procurement also aligns with global trends, as more companies and governments prioritize sustainability in their operations.

The public sector's commitment to green procurement can catalyse a broader sustainability movement across Singapore. By setting ambitious targets and incorporating sustainability considerations into procurement policies, the government can encourage the private sector to follow suit.

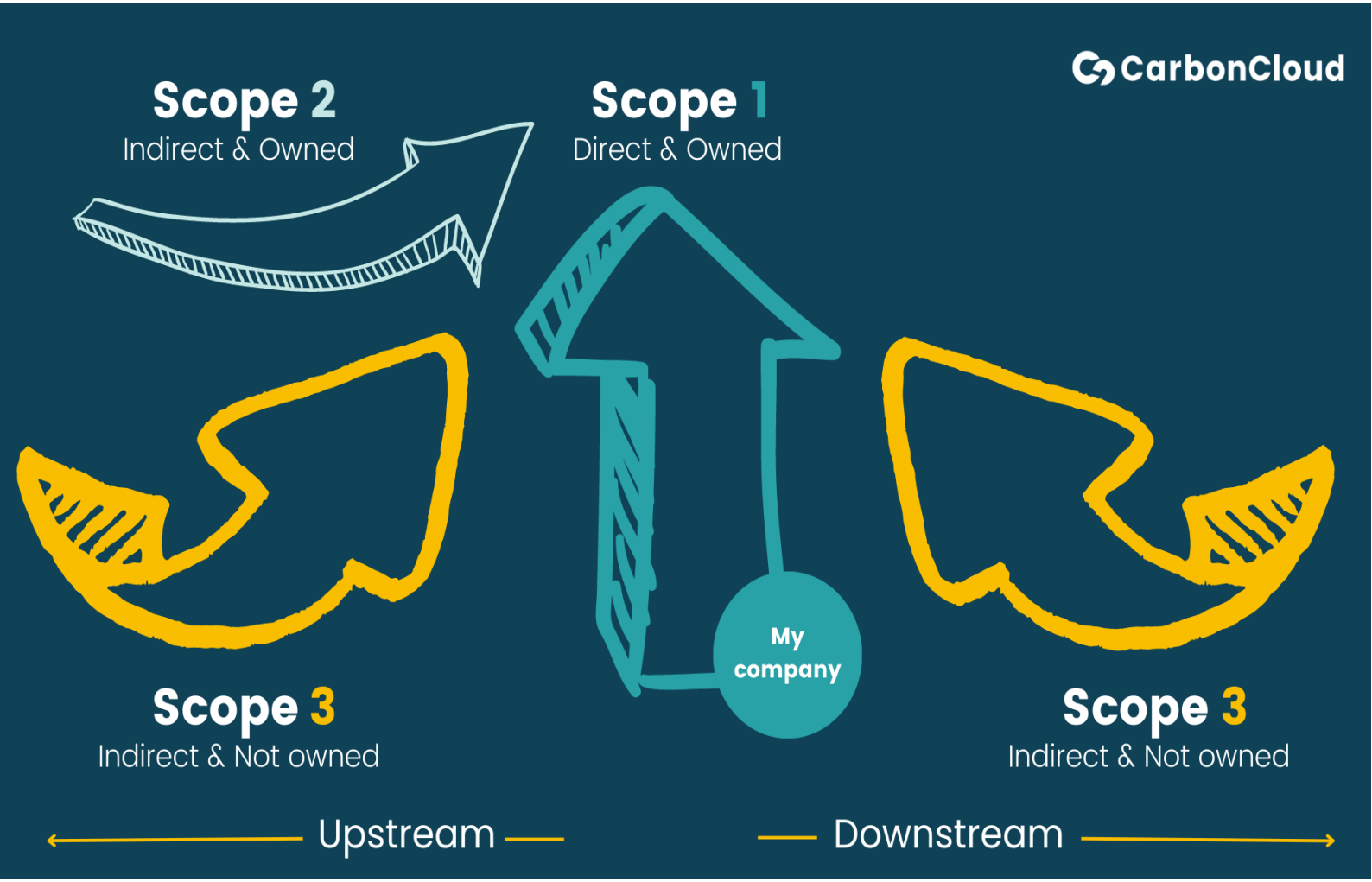
This collaboration can lead to significant environmental and economic benefits, including reduced greenhouse gas emissions, cost savings, and the creation of new jobs in sustainable industries.

The emergence and growth of sustainable procurement in Singapore reflect the nation's commitment to achieving its sustainability goals. While challenges exist, the opportunities for positive impact and collaboration are vast.

By continuing to innovate and push the boundaries of sustainability, Singapore can build a more resilient and environmentally responsible future for all.

SCOPE 1, 2, 3 EMISSIONS

Corporate Responsibility in Supply Chain Management



LISTEN 8 min

As the world grapples with the pressing issue of climate change, understanding the various types of greenhouse gas (GHG) emissions is crucial for both individuals and businesses.

Emissions are categorized into three scopes by the Greenhouse Gas Protocol, a widely used international accounting tool. Scope 1, Scope 2, and Scope 3 emissions represent different sources and levels of responsibility for companies.

Let's explore the differences between these scopes, their environmental impacts, and the corporate responsibility companies bear to manage their supply chain emissions.

Scope 1 Emissions

Scope 1 emissions are direct GHG emissions from sources that are owned or controlled by a company.

These include emissions from combustion in owned or controlled boilers, furnaces, vehicles, and emissions from chemical production in owned or controlled process equipment. Essentially, if a company can directly control the emission source, it falls under Scope 1.

Examples of Scope 1 Emissions

- Company-owned vehicles burning fuel
- Emissions from on-site manufacturing processes
- Fuel combustion in owned buildings and facilities

Environmental Impact of Scope 1 Emissions

Scope 1 emissions are significant because they are direct and often substantial in quantity. Companies have direct control over these emissions and can implement immediate measures to reduce them.

However, these emissions contribute directly to the atmospheric GHG concentration, affecting climate patterns, air quality, and public health.

Scope 2 Emissions

Scope 2 emissions are indirect GHG emissions from the consumption of purchased electricity, steam, heating, and cooling.

Although these emissions occur at the facility where the electricity or energy is generated, they are accounted for in a company's GHG inventory because the company is responsible for their consumption.

Examples of Scope 2 Emissions

- Electricity purchased for office buildings
- Energy used for heating and cooling facilities
- Power consumption for manufacturing processes sourced from the grid

Environmental Impact of Scope 2 Emissions

Scope 2 emissions can be substantial, especially for businesses with high energy demands. Transitioning to renewable energy sources, such as wind or solar power, can significantly mitigate these emissions.

These emissions contribute to the overall demand for energy, which, if sourced from fossil fuels, leads to more GHG emissions and environmental degradation.

Scope 3 Emissions

Scope 3 emissions are the most extensive and challenging to quantify. These are indirect emissions that occur in a company's value chain but are not owned or controlled by the company.

They include both upstream and downstream emissions, such as those from the production of purchased goods and services, employee commuting, waste disposal, and the use of sold products.

The EPA puts it into perspective nicely: The scope 3 emissions for one organisation are the scope 1 and 2 emissions of another

organisation. Scope 3 emissions (also referred to as value chain emissions) often make up the majority of an organisation's total GHG emissions, including downstream supply chain activities.

And a 2022 Carbon Disclosure Project report reveals that supply chain emissions are the biggest contributor to GHG emissions, accounting for an average of 11.4x more emissions compared to operational emissions. This equates to approximately 92% of any organisation's total GHG emissions.

Examples of Scope 3 Emissions

- Emissions from suppliers' manufacturing processes
- Supply chain activities (e.g. downstream transportation and distribution across ocean, road, and air freight)
- Employee travel and commuting
- Waste generated in operations
- Waste disposal
- End-of-life treatment of sold products

Environmental Impact of Scope 3 Emissions

Scope 3 emissions often represent the largest portion of a company's total GHG emissions. Despite their indirect nature, they significantly impact the environment.

Addressing these emissions requires comprehensive strategies, including supplier engagement, sustainable product design, and encouraging responsible consumer behaviour.

Corporate Responsibility and Supply Chain Emissions

Companies have a growing responsibility to manage their emissions across all three scopes, particularly Scope 3, due to its complexity and scale.

As stakeholders increasingly demand transparency and accountability, businesses must conduct comprehensive assessments of their supply chain emissions, identify the most significant sources, and adopt robust sustainability practices.

Strategies for Managing Supply Chain Emissions

To effectively manage supply chain emissions, companies should consider the following strategies:

- **Supplier Engagement** – Collaborate with suppliers to understand and reduce their GHG emissions. This can involve setting emission reduction targets, providing support and resources for sustainable practices, and integrating sustainability criteria into procurement processes.
- **Energy Efficiency** – Invest in energy-efficient technologies and practices across operations and supply chains. This includes upgrading equipment, optimizing processes, and implementing energy management systems.
- **Renewable Energy** – Transition to renewable energy sources for operations and encourage suppliers to do the same. Power purchase agreements (PPAs) and renewable energy certificates (RECs)

can help companies achieve this transition.

- **Product Design –** Design products with sustainability in mind. This includes using eco-friendly materials, reducing waste, and considering the product's life cycle impact.
- **Transparency and Reporting –** Regularly measure and report GHG emissions across all scopes. Transparent reporting builds trust with stakeholders and provides a basis for setting and tracking emission reduction targets.

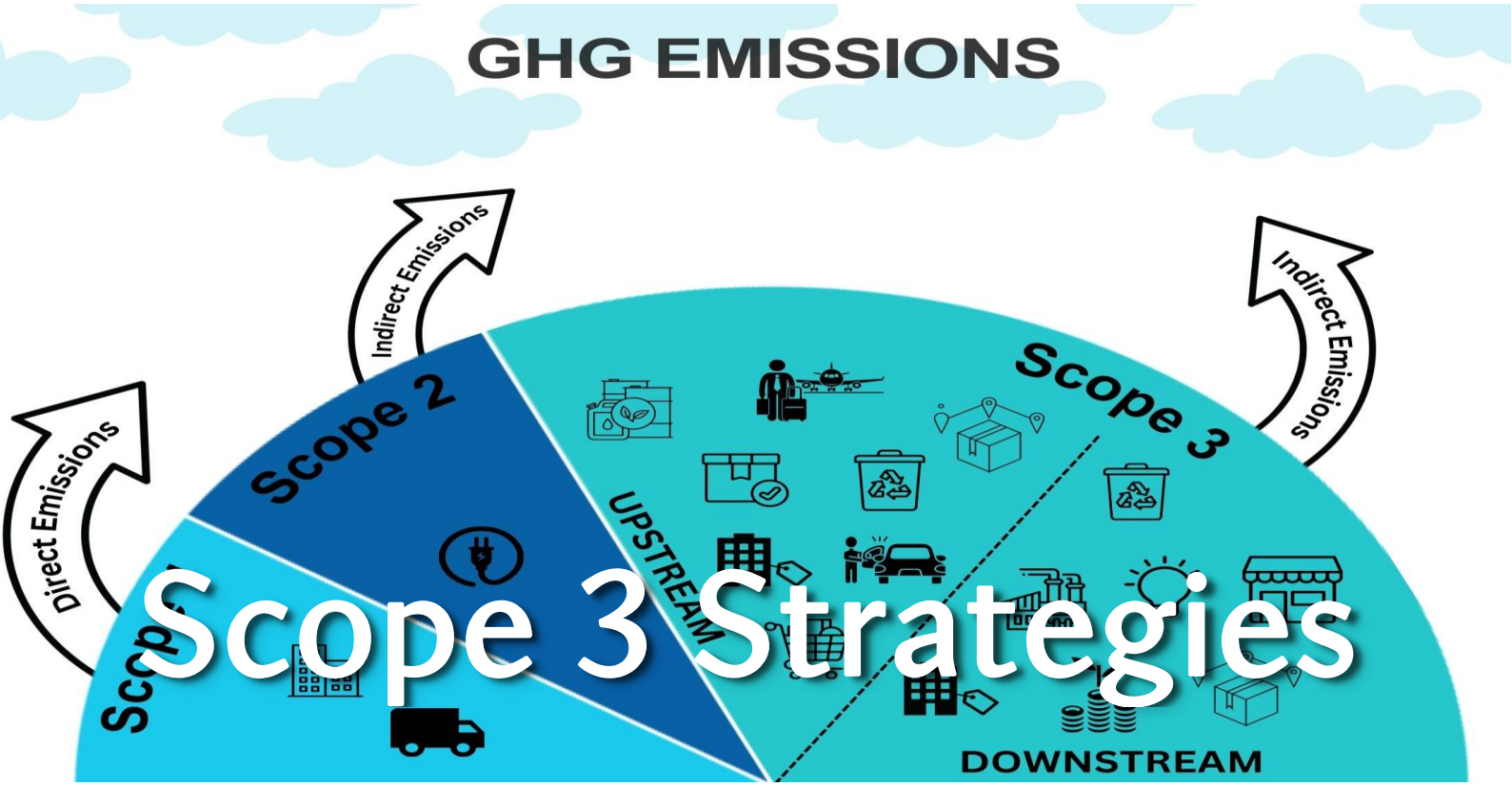
Understanding the differences between Scope 1, Scope 2, and Scope 3 emissions is crucial for companies aiming to reduce their environmental impact.

While Scope 1 and Scope 2 emissions are relatively straightforward to manage, Scope 3 emissions present a complex challenge that requires comprehensive strategies and collaboration across the value chain.

Corporate responsibility extends beyond direct emissions to include the entire supply chain, highlighting the need for businesses to adopt sustainable practices and engage stakeholders in their journey toward a low-carbon future.

By taking proactive measures, companies can not only mitigate their environmental impact, but also enhance their reputation, comply with regulations, manage risks, and meet investor expectations.

SOURCE	Project 44



Scope 3 Strategies

LISTEN 8 min

Scope 3 has, in recent years, become one of the most widely-discussed topics within business circles.

Found at the intersection of supply chain and sustainability, Scope 3 covers the greenhouse gas (GHG) emissions from upstream and downstream activities in a company's value chain.

Unsurprisingly, conversation – and concern – has amplified as regulatory bodies consider implementing sweeping new rules and directives which would require organisations to report emissions falling into this classification.

It means the pressure is on businesses to ensure the end-of-end impact of their operations is being considered, measured and acted upon where environmental harm is being done.

Let's take a look at the Scope 3 strategies firms should consider in a bid to clean up their supply chains.

Prioritise suppliers based on climate strategy, performance & transparency

A lack of transparency creates all manner of challenges for stakeholders, partners and clients, while simultaneously complicating efforts for the sustainability teams responsible for developing and maintaining strategies.

It's especially critical on the Scope 3 front, where accurate data from the supply chain is essential. Professional services giant Accenture reports that "Scope 3 emission hot spots" frequently rear their heads in the downstream supply chain during raw material sourcing, presenting an opportunity for companies to leverage their financial influence to promote sustainability.

Make it mandatory for suppliers to commit to net zero

Imposing strict requirements on suppliers puts organisations in a position where they can leverage spending power – regardless of their size – to enforce sustainability strategies and reduce Scope 3 emissions.

NHS England, for example, considers emissions in its procurement decisions, thereby aligning suppliers with its net-zero goals. Similarly, British supermarket giant Tesco has pledged to achieve a net-zero supply chain by 2050 and is assisting all suppliers in setting their own targets in this area.

Enable the circular economy

The circular economy is defined by the European Parliament as a model of production and consumption which involves sharing, leasing, reusing, repairing, refurbishing and recycling existing materials and products for as long as possible. In this way, the life cycle of products is extended.

According to McKinsey, adopting circular economy practices could enhance Europe's resource productivity by 3% by 2030, while yielding up to £522bn (US$676bn) in annual savings.

Furthermore, it bolsters business resiliency, job creation and economic growth while providing environmental benefits such as reducing waste and greenhouse gas emissions.

Foster the creation of alternative value chains

Leading by example is, undoubtedly, crucial to the wider sustainability movement.

Sustainable decision-making sends a market signal throughout the supply chain, encouraging support for sustainable businesses.

What's more, by developing low-emission processes, companies can assist other organisations when it comes to reducing their emissions.

Lower life cycle emissions

Offering products and services with reduced life cycle emissions can result in numerous benefits for both companies and the environment around them.

Every day, consumers are becoming more and more aware of life cycle impacts, to the extent that climate transparency has immense potential to drive sales.

Additionally, lower-emission products often cost less to produce, making it an obvious choice for reducing Scope 3 emissions.

Accelerate adoption of clean energy

This represents another opportunity to collaborate with the broader value chain.

Energy production accounts for more than two-thirds of global GHG emissions, so decarbonising the energy supply is essential for achieving net zero. While purchased energy falls under Scope 2 emissions, influencing a supplier's energy usage can affect Scope 3.

Just some of the ways to achieve a positive impact in this area include taking out a corporate power purchase agreement (CPPA), investing in generation assets or signing new supplier contracts.

Business would be wise to research how their choices will impact the development of new renewable infrastructure.

Invest in GHG reduction and removal

Much of the world is working hard to achieve net zero, but significant environmental damage has already been done. It's crucial, therefore, to not only reduce future emissions but also work on reducing and removing existing emissions.

This might involve backing technological advancements designed to absorb emissions, such as Microsoft's investments in biochar and emerging solutions like direct air capture.

Align financial investments with climate strategy

By ensuring that financial investments, including assets and pension funds, align with sustainability strategies and commitments, organisations can decrease Scope 3 emissions by opting for more environmentally-friendly investments.

Newly-introduced regulations, such as the TCFD reporting requirements and the UK's Sustainability Disclosure Requirements, mandate that larger businesses be transparent about their climate impact.

It's increasingly clear that financial allocation plays a crucial role in driving lower emissions.

Low or no-carbon travel

By minimising employee travel or leveraging urban planning and hybrid work technologies to ensure travelling for work is no longer a necessity, significant reductions in Scope 3 emissions can be achieved.

What makes this an attractive proposition is that it's straightforward to both monitor and manage internally.

Moreover, promoting active travel offers myriad benefits to businesses. Studies have previously shown that employees who walk or cycle to work demonstrate higher productivity, while customers who cycle to stores typically spend more.

To get behind this, companies can offer incentives, install bicycle parking facilities and participate in local programmes.

Collaborate with partners and industry bodies

It seems obvious, but collaboration in business circles can often be deliberately overlooked in an attempt to avoid giving away strategies that could give rivals a competitive advantage.

However, the importance of protecting our planet surely dwarfs any desire to stay ahead of the competition.

Joining forces with other companies, industry bodies and members of the wider value chain to align procurement strategies and purchasing requirements can significantly enhance sustainability credentials.

By their very nature Scope 3 emissions are a by-product of partnerships, making collaborative efforts the natural path towards finding solutions.

SOURCE | Supply Chain Digital

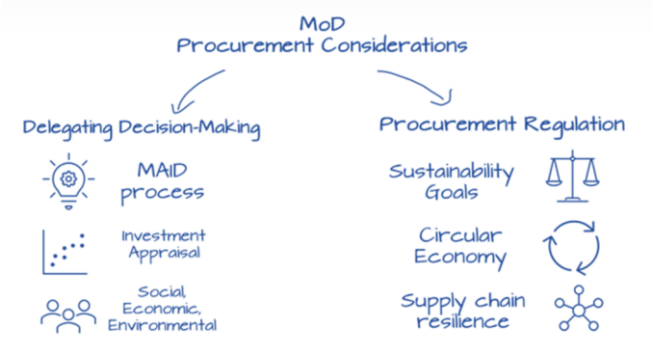
Military Logistics Sustainable Procurement

LISTEN 6 min

What can the Ministry of Defence (MOD) do to leverage its purchasing power to achieve its net zero target?

The **UK MOD's sustainability strategy, Climate Change and Sustainability Strategic Approach**, sets out a route to achieving its net zero ambitions. It plans to prepare early for future global instability (be that geopolitical or climate-based) whilst ensuring a full-spectrum capability (i.e. the combination of offence, defence and civil/overseas stability operations - for all domains, physical and cyber). But first, to achieve its net zero targets, it must decarbonise its own operations, and its supply chain. But how?

Firstly, it can put in place the right process and mechanisms internally, to set procurement off on the right foot, effectively delegating decision making within its own bureaucracy. It has already made good progress on this front. Secondly, it can exercise its position as an industry regulator, flexing its purchasing power to create the right incentives and conditions to stimulate change throughout the supply chain. This is a far greater challenge.

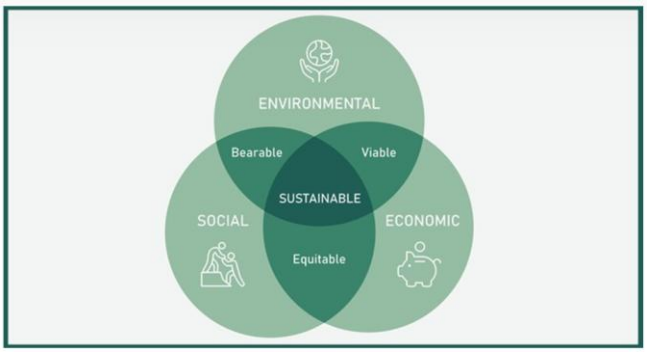


Delegating decision-making in defence procurement

In April 2020 the MOD mandated the use of the MAID process for all business cases. That is, the Ministry of Defence's Approach to Investment Decisions. It was either hugely coincidental or entirely part of the plan, but this alignment with HM Treasury's Green Book and thus the rest of central government's decision-making process,

has created the right foundation for the MOD to elicit the changes that are needed to realise its sustainability ambitions. Why? Because the Green Book centres on understanding and quantifying social value. To make an economic case for an intervention, the net social value needs to be understood.

Prior to MAID, when the MOD used its own CADMID cycle and the linked 'gated' decision-making process, the emphasis was on achieving a given capability for the lowest whole-life cost. Little consideration was given to social value. The adoption of the Green Book principles requires MOD decision makers to consider the impact on the three pillars of economics, society, and the environment. It's timely. And it is a good foundation for sustainable procurement.



The challenge, as with the adoption of any new process is making sure it is implemented effectively. The procurement platform needs to enable the right **technological solutions** to come forward during options appraisal. To support this, we need access to **high quality data**, and we need to **change behaviours**. Then, to ensure consistent and effective application, we need suitable training and automated advisory tools that provide robust insight into complex decision spaces.

Flexing its industry regulatory powers

It is encouraging that the MOD has already taken steps to put in place the necessary processes to enable decarbonisation through its own procurement, but for it to be truly successful, the climate lens through which acquisition will be subjected to needs to penetrate the entire value chain. And this is where the MOD can flex its purchasing muscle. The MOD is one of the biggest public procurement organisations in Europe. If it makes the right changes, the impact on the entire nation's sustainability goals will be significant.

In short, the supply chain *must* be challenged to satisfy the MOD's climate expectations. No longer can contracts be let solely on the basis of a capability being met at the cheapest price. The MOD must leverage its role as an industry regulator and incentivise change. And it will achieve this though procurement controls. Contracts and frameworks will need to be re-written, re-framed and re-constituted.

As is noted in the action plan, the MOD will implement weightings that incentivise low carbon options through procurement competition. It will also develop 'fast follower' strategies that will explore low carbon technologies in tandem with capability sponsors.

Moreover, from September 2021, defence procurement policy required all suppliers to commit to net zero 2050 and publish a carbon reduction plan. This is a hugely positive step toward instilling the right changes in the supply chain, but the MOD could go one step further and include progress monitoring against these plans as

well as net contribution, to ensure plans are actioned, thus further stimulating supply chain reform.

Alongside this it must also consider climate resilience in the supply chain. Defence capability often needs to be supported for decades, so it is important to consider whether the supply chain is reliant on a service which is vulnerable to climate threats. We believe supply chain risks can be partially mitigated by introducing circular economy alignment measures at the procurement stage.

This will help to ensure reusable or refurbished capability is designed into solutions, reducing risk exposure and enhancing self-sufficiency in the supply chain.

All these changes will have an immediate and lasting impact on the way in which:

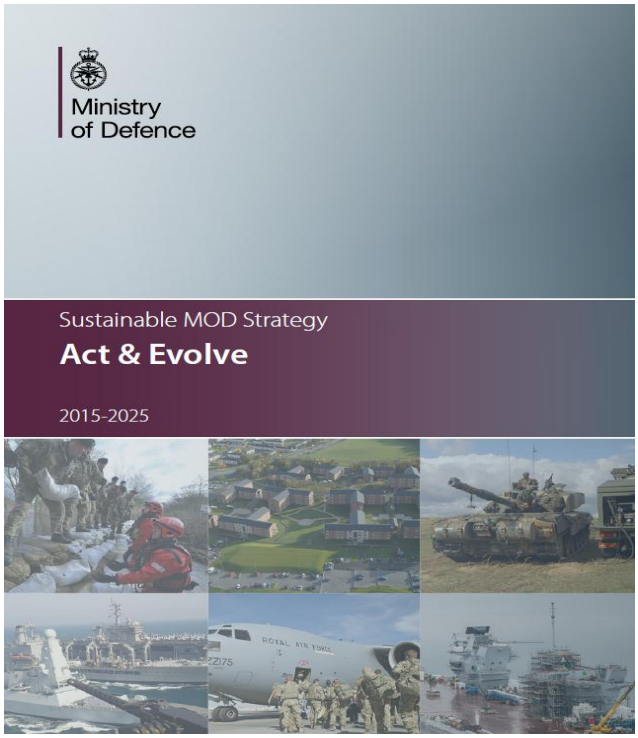
1) investment decisions are made
2) procurement competitions are run, and
3) frameworks are constructed.

As noted at the start of this article, there needs to be a big and impactful signal to the market — the strategy has done that. There now needs to be a commensurate effort to deliver on the promise. The procurement platform is in place, the MOD — and soon the rest of central government — will need support to maximise the benefits from sustainable procurement driven regulation reform.

This will require skilled business case practitioners who understand the MAID (and Green Book) process, who can identify and quantify sustainability impacts, and who can help supply chain companies re-shape their solutions to adopt new technology, put in place carbon reduction plans, and ultimately help to develop circular economies.

SOURCE	Frazer Nash Consultancy

Resource reading:



Click on image above to download the UK MOD's Sustainable MOD Strategy "Act & Evolve"

Sustainable Procurement in Humanitarian Logistics

LISTEN 6 min

Sustainable procurement in humanitarian logistics involves the integration of environmental, social, and economic considerations into the procurement processes of humanitarian organisations.

This approach aims to minimise the negative impacts of procurement activities on the environment and society while ensuring the efficient and effective delivery of aid. Despite its potential benefits, sustainable procurement faces several challenges and issues that need to be addressed. However, it also presents numerous opportunities for improving the overall sustainability and resilience of humanitarian supply chains.

CHALLENGES

1. Funding Constraints: Humanitarian organisations often operate with limited budgets, making it difficult to invest in sustainable procurement practices. The cost of eco-friendly products and services can be higher than conventional alternatives, posing a financial challenge.

2. Supply Chain Complexity: Humanitarian supply chains are often

complex and involve multiple stakeholders, including suppliers, transporters, and local communities. Coordinating these stakeholders to adopt sustainable practices can be challenging.

3. Lack of Awareness and Training: Many humanitarian organisations lack awareness and training on sustainable procurement practices. This can lead to a lack of understanding of the benefits and implementation strategies of sustainable procurement.

4. Regulatory and Policy Barriers: In some regions, regulatory and policy barriers can hinder the adoption of sustainable procurement practices. These barriers may include restrictive import/export regulations and lack of supportive policies.

5. Technological Limitations: The lack of advanced technology and infrastructure can impede the implementation of sustainable procurement practices. For example, inadequate IT systems and data analytics can hinder the tracking and monitoring of sustainable procurement activities.

ISSUES

1. Environmental Impact: Traditional procurement practices in humanitarian logistics can have significant environmental impacts, including carbon emissions, waste generation, and resource depletion. Sustainable procurement aims to mitigate these impacts by promoting eco-friendly products and practices.

2. Social Responsibility: Sustainable procurement also addresses social issues, such as labour rights and fair trade. Ensuring that suppliers adhere to ethical labour practices and fair-trade principles is crucial for promoting social responsibility in humanitarian logistics.

3. Economic Viability: While sustainable procurement can lead to long-term cost savings, the initial investment required can be a barrier for some organisations. Balancing economic viability with environmental and social considerations is a key issue in sustainable procurement.

OPPORTUNITIES

1. Local Sourcing: Sourcing products and services locally can reduce transportation costs and carbon emissions while supporting local economies. This approach also promotes community resilience and reduces dependency on international supply chains.

2. Innovation and Technology: Advances in technology, such as digital learning, systems, and data analytics, can enhance the efficiency and effectiveness of sustainable procurement practices. For example, using blockchain technology to track and verify the sustainability credentials of suppliers can improve transparency and accountability.

3. Collaboration and Partnerships: Collaborating with internal and external stakeholders, including suppliers, donors, and local communities, can enhance the implementation of sustainable procurement practices. Pooling resources and sharing best practices can lead to more effective and sustainable procurement strategies.

4. Capacity Building: Investing in training and capacity building for staff and suppliers can improve the adoption of sustainable procurement practices. This includes providing education on the benefits of sustainability and training on how to implement sustainable procurement strategies.

5. Policy and Regulatory Support: Advocating for supportive policies and regulations can create an enabling environment for sustainable procurement. This includes working with governments and international organisations to develop and implement policies that promote sustainability in humanitarian logistics.

EXAMPLES

1. International Committee of the Red Cross (ICRC): The ICRC has introduced more sustainable products for affected communities, such as eco-design tarpaulins and alternative polypropylene bags. These products are designed to have a lower environmental impact while still meeting the needs of disaster-affected populations.

2. World Food Programme (WFP): The WFP has implemented sustainable procurement practices by sourcing food locally and promoting fair trade principles. This approach supports local farmers and reduces the carbon footprint associated with long-distance transportation.

3. United Nations High Commissioner for Refugees (UNHCR): The UNHCR has adopted a code of conduct for suppliers to ensure that they adhere to ethical labour practices and environmental standards. This code of conduct helps to promote social responsibility and sustainability in the procurement process.

Sustainable procurement in humanitarian logistics presents both challenges and opportunities. By addressing these challenges and leveraging the opportunities, humanitarian organisations can improve the sustainability and resilience of their supply chains.

This, in turn, will contribute to the overall effectiveness and efficiency of humanitarian aid delivery.

Hosted by RMIT and supported by CILT Singapore

In 2024, leading academics from RMIT launched the **Sustainable Procurement Disclosure Index**, which assesses Australia's top 200 businesses and their level of transparency in reporting sustainable procurement practices.

On 15 July 2024, RMIT held a networking and discussion session on the Index with Singapore businesses, government, community, and RMIT academics and collaborators from **Australia, Malaysia and Vietnam.**

The seminar was well-attended by more than 130 participants from the public and private sectors, and the academia, including 15 senior officials from Government ministries and MINDEF, 7 Board Directors from CILT Singapore, senior executives from leading global organisations, industry professionals, academia from local and overseas universities, and RMIT alumni and staff.

Associate Professor Charles Lau, Deputy Head of the Department of Supply Chain and Logistics in the School of Accounting, Information Systems and Supply Chain at RMIT University in Australia delivered the keynote address on Catalysing change: Exploring the role of procurement in sustainable development.

Dr Lau's presentation covers:

- **Introduction and overview on the SPD Index**
- **The SPD Index is a global project that started in Australia and now reaching the Asia Pacific region.**
- **SPD Index partnership with Universiti Teknologi MARA (UiTM) in Malaysia to apply the same methodology there.**
- **How this methodology might be applied in the Singapore context.**
- **The vision for the Index and the strategy on how to get there.**

Mr Eugene Yam, Asst Vice President of the Economic Development Board also made a presentation on Sustainable Supply Chains. Following the presentations, the Expert Panel held its discussions, facilitated by Prof Vinh Thai from RMIT University.

The Expert Panel comprised:

Professor Vinh Thai
Logistics & Supply Chain Management
RMIT UNIVERSITY

Karmjit Singh
Chairman
CILT SINGAPORE

Wei Chien Yoong
Director - Environmental, Social & Governance Controller
CARGILL

Ter Long Tay
Chief of Government Procurement
MINISTRY OF FINANCE SINGAPORE

Tom Kruse
Head of Procurement, Asia Pacific
DB SCHENKER

PROCUREMENT: A Force for Change

6 Priorities for Procurement Leaders

Every leader wants to be a strategic partner. But few know how.

This research-rich guide shares six tips, including:

- Combat supply chain instability by embedding risk intelligence throughout the source-to-pay decision process for suppliers, contracts, purchases or invoicing: Nearly 30% of executives say supply chain visibility is a top organisational risk priority.
- Collaborate across the enterprise, then co-innovate with suppliers to solve your colleagues' challenges: 70% of executives agree that procurement's insights are essential to an organisation's strategy.

Find out more: CLICK HERE to download the White Paper.

SOURCE	Supply Chain Brain

VIDEO / AUDIO RESOURCES

GHG Emissions Accounting and Reporting for Transport

The transport sector is a significant contributor to global greenhouse gas (GHG) emissions, posing substantial risks to both the environment and the economy. With the growing number of commitments to achieve net-zero carbon emissions, robust tracking and reporting of GHG emissions is crucial.

The emissions reporting landscape is rapidly evolving, not just within the transport sector but across all areas of sustainability.

This report aims to demystify the complex landscape of emissions calculation and reporting for transport, often characterised by a plethora of methodologies, standards, and regulations.

It evaluates the current state of GHG accounting and reporting practices in the transport sector, identifies key challenges, and how to overcome those.

By doing so, it provides **a roadmap to improve transparency and consistency in emissions accounting and reporting, ultimately helping the industry to reduce its environmental impact and move towards practices with future generations in mind.**

DOWNLOAD THE REPORT

Join our "Ask the Author" interactive webinar:

WATCH WEBINAR (1 hr)

SOURCE	International Transport Forum

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COURSE FEES PER SCPD MODULE

Additionally, NTUC members are eligible for Union Training Assistance Programme (UTAP) funding.

PROGRAMME STRUCTURE

The CILTS Supply Chain Professional Development (SCPD) Programme comprises two levels, the **Advanced Professional Certificate** (four modules: SCPD05-08) and the **Professional Certificate** (four modules: SCPD01-04).

The SCPD modules, progressively updated to keep abreast of advancements in the industry, have a substantial fit with the Skills Framework for Logistics published by *SkillsFuture*, a Singapore Government initiative and the Key Knowledge Areas published by CILT International.

The syllabus for the Advanced Professional Certificate level also addresses the knowledge competency for the **Certified Professional Logistician (CPL)** certification, which is exclusively awarded by CILT Singapore.

CPL candidates taking the four advanced SCPD modules shall proceed to sit for the CPL Examination upon meeting eligibility conditions of work experience and qualifications. Successful candidates shall be awarded the CPL certificate.

Click on image for more information:

Enrol for SCPD

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EDUCATION

EVENTS ON CILTS WEBSITE

To keep up with the latest developments and sharing in the Supply Chain, Logistics and Transport industry, check out the **EVENTS** section of our website, which includes the following insightful webinars:

CHOOSE THE BEST GENERATIVE AI USE CASES FOR SUPPLY CHAIN PLANNING

13 JAN 2025

Join this complimentary Gartner webinar as a Gartner expert explores how supply chain technology leaders may determine the best supply chain GenAI use cases applicable to their organization. You will walk away from this session with answers to your vital questions, a copy of the research slides and recommended actions to help you achieve your goals.

- Efficiently source, organize and evaluate GenAI proposals in an effective way
- Prioritize and focus team's attention on the most promising GenAI use cases
- Champion the introduction of GenAI in your organization

TOP STRATEGIC PREDICTIONS FOR 2025 AND BEYOND

16 JAN 2025

Listen to the most popular research on the top strategic predictions for 2025. You will walk away from this session with answers to your questions about the threats and opportunities these emerging trends could have on your organization and recommended actions to help you achieve your goals.

- Learn how AI challenges our privacy and personas
- Find out more about the operational risks at the heart of the AI
- Discover how AI threatens management structures

TOP STRATEGIC TECHNOLOGY TRENDS FOR 2025

27 JAN 2025

Navigating current disruptions and social and economic trends is hard. However, we must look to the future to lead organizations to success in five years and beyond.

You will walk away from this session with answers to your vital questions, a copy of the research slides and recommended actions to help you achieve your goals.

- Identify the AI risk and imperatives for 2025 and beyond
- Explore the new frontiers in computing
- Learn about the new trends in human-machine synergy that help people thrive

KNOWLEDGE CENTRE

CILTS Members have **exclusive access** to our online Knowledge Centre, a rich repository of more than **1,600 publications and webinars on SUPPLY CHAIN, TRANSPORT, MILITARY LOGISTICS AND MANAGEMENT / SELF DEVELOPMENT.**

To access Knowledge Centre, use your CILTS member-registered email address to log in at www.cilt.org.sg/account/knowledge-centre

If you have not set your password yet, click on "Forgot Password". If you need help to log in, please contact secretariat@cilt.org.sg.

PUBLICATIONS

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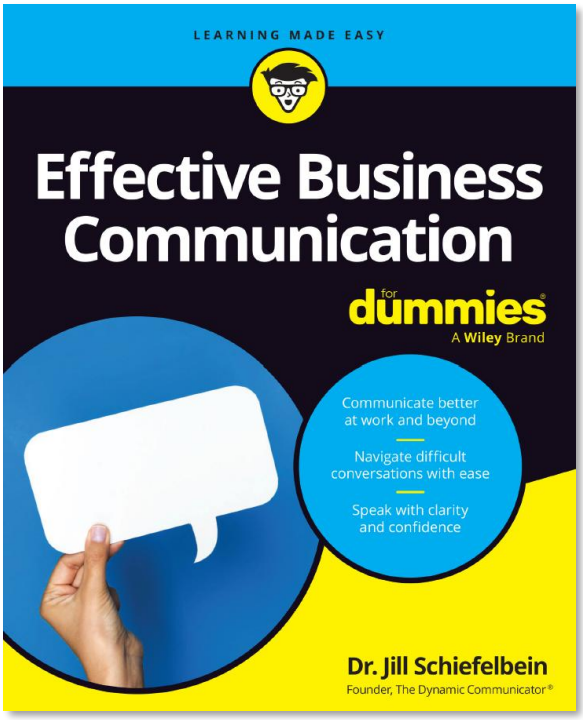
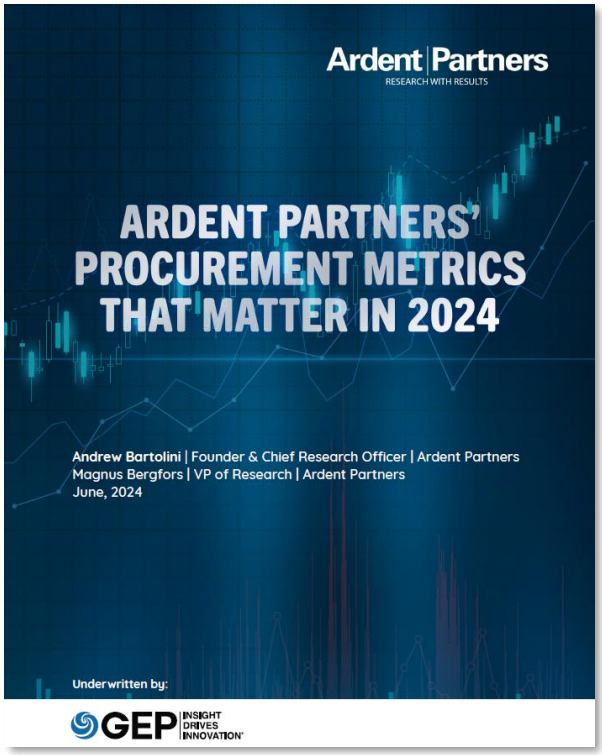


A detailed and insightful **386-page book** guide to help you confidently navigate the science and art of communication in the professional world.

Don't miss this! An All-in-one-Guide cheat sheet on the top, useful techniques in **using AI for the best marketing results.**

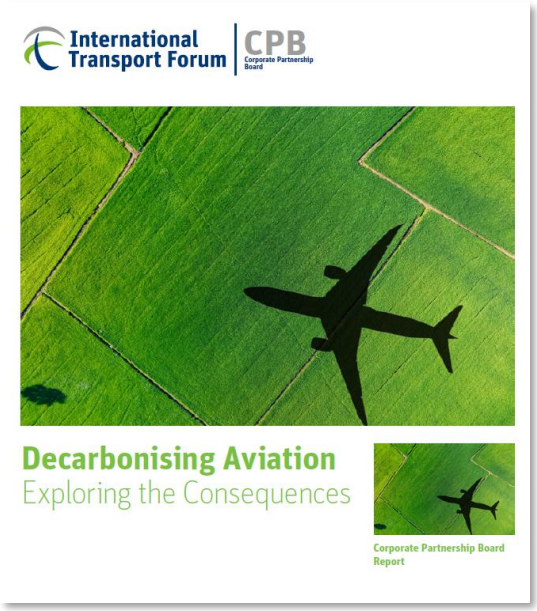


This e-book highlights the key trends and issues facing CPOs in 2024, as well as on the priorities and capabilities of procurement organisations around the world. Perhaps most importantly, this publication presents **the procurement industry's metrics that matters, including the best-in-class metrics.**

We've researched the five biggest trends in the supply chain space, and, drawing on our expertise in procurement and supply chain, we'll share our perspective and recommendations as well as explore **best practices for applying those trends to gain the biggest advantage.**

This Green Procurement Program Implementation Guide (Guide) is written to help US Department of Navy (DON) personnel **understand and execute the Department of Defense (DoD) Green Procurement Program (GPP) policy.**

This guidance document serves to **support national governments with developing their next round of Nationally Determined Contributions (NDCs).** NDCs are the main tool for implementing the Paris Agreement, through which governments set out their emissions reduction targets and actions to decarbonise across their economy and adapt to climate impacts.



Key messages

- Decarbonisation will increase air ticket prices
- Sustainable Aviation Fuels (SAFs) are crucial to reduce emissions while safeguarding connectivity
- The broader consequences of decarbonising aviation are multifaceted

Who We Are

The Chartered Institute of Logistics and Transport Singapore is part of the leading, global professional body for those engaged in supply chain, logistics and transport – covering all sectors of the industry, namely air, land and sea, for both passenger and freight transportation.

Our primary objectives are to support our members in continuous professional development to future-proof their careers, as well as to work in close collaboration with the public and private sectors, Government agencies and the academia to develop opportunities and synergy for industry transformation and growth, underpinned by strategic thrusts in digitalisation and sustainability.

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