

An Evaluation of Green Logistics for Corporations a Stakeholder's Approach: A Case of Nigeria

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Abstract

The studies will concentrate on the following areas: green logistics, transport corporations, SMEs, in addition to their impact at the surroundings, society, and the circular monetary concepts and education in Nigeria. although earlier research on the subject exists, only some have been centered on the field of inexperienced logistics in Nigeria. Green logistics is essentially studied in literature inside the global context, but little or no studies exists if you want to better apprehend what the role of inexperienced logistics is in sustainable development. This research fills an opening in previous research with the aid of exploring the phenomenon of inter-company green logistics training and call for in a real deliver chain context. The theoretical basis of this studies could be Stakeholder's principle, which is a theory of organization control and business ethics that addresses morals and values in coping with an enterprise. companies may be searching to communicate their environmental performance to outside stakeholders, but may not always discover this clean to do because they will lack full information of the merchandise, methods, and materials flowing through their supply chains. The drivers, barriers, and blessings of implementing those practices in Nigeria will be explored and a framework could be drafted for organizations, SMES, the environment, economics, and society.

Keywords

Green Logistics, Stakeholder's approach, SMEs, Education in Nigeria

1. Introduction of the Study

Opposition in the advertising and enterprise international has positioned stress on managers and the owners, authorities, and clients to combine inexperienced logistics management preparation (GLP) with an emphasis on coordination with outside suppliers outside the surroundings. due to financial globalization and decline, inexperienced logistics training (GLP) has grown to be essential to have a competitive technique for corporations concerned in international trade [1]. Establish a high-quality relationship between proactive ecological practices and corporations' achievements. At the same time as past researchers have targeted on deliver chain overall performance measures along with cost, time, and accuracy, although, clients and governments are stressful establishments, disturbing companies' compliance with environmental and social duty because of the state of the environment. Governmental rules and customers' recognition have compelled groups to decrease their ecological footprint. However, commercial organization managers have striven to pick out boundaries to green logistics practice (GLP) implementation. enterprise managers can observe preparation strategies to improve environmental performance, reduce waste, shop expenses, and enhance their competitive advantage.

This study aimed to explore the green logistics practice (GLP) instruction strategies that business managers want to decorate their competitive gain. Logistics is seen as an activity in which the objective is to minimize expenses and maximize income. The time period has come to be mostly utilized in commercial enterprise advertising and operations control, companies, and monetary evaluations. for decades, the time period logistics has been mentioned collectively as "green. "green logistics is a term that has a fee but does not seem within the monetary record or on the environment and society.in line with. "green logistics" is described as supply chain control practices and techniques that reduce the environmental and power footprint of freight distribution, which makes a specialty of cloth dealing with, waste management, packaging, and shipment. at the same time as consistent with, green logistics includes all sports related to the eco-efficient management of the ahead and reverse flows of merchandise and information between the factor of beginning and the factor of consumption whose motive is to meet or exceed patron demand. describe inexperienced logistics as shipping chain control that may be defined as an enterprise hobby deliberating environmental troubles and integrating them into delivery chain control as a way to improve the environmental normal performance of providers and customers. At the identical time, as constant with measuring the environmental effect of various products techniques in green logistics practice, decreasing electricity use in logistics activities, reducing waste and its treatment control is involved.

From the perspective of sustainable improvement, "inexperienced logistics" can be described because the merchandise and distribution of products in a sustainable manner, deliberating environmental and social factors. One of the most important gaps identified within the literature is the lack of environmental focus that exists among SMEs. SME's are

suffering to reap sustainable measurements as there are not any comprehensive suggestions to comply with to help SMEs with the transforming procedure in the course of the more surroundings. While adapting to green logistics, there might be some inconsistencies that could get up. the problem is that green logistics is supposed to be environmentally friendly, however logistics is not very friendly because of the pollutants and waste that it creates. So, at the same time as adapting to green logistics, there are a few paradoxes that stand up, which include value, time/flexibility, reliability, e-trade, warehousing.

The aim of this research is to provide commercial business enterprise managers with facts on inexperienced logistics workout techniques to decorate competitive gain. The distance that become observed in the literature become that of a lack of information on the part of agencies/SMEs in line with the idea of green logistics education in Nigeria. The Paris settlement become signed by almost 200 nations in December 2015. The settlement came into force in December 2016. to go green therefore, groups and SMEs want to promote their credentials via the control of green logistics.

The aim of green Logistics practice (GLP) techniques is to offer information on green logistics techniques to enterprise managers in an effort to enhance their aggressive advantage. The motive of this research study was to discover green logistics practices in Nigerian agencies and SMEs and to find the challenges confronted by using them. Exploring various sides of environmental sustainability, law, and enterprise operations could growth insight into the elements and practices that promote compliance. Logistics is the manager of the float of goods between the element of basis and that of intake at the manner to assembly a few requirements. The minimization of using sources is a common motivation in logistics for import and export.

The complexity of logistics can be modeled, analyzed, visualized, and optimized by way of dedicated simulation software. mentioned logistics as "the manner of planning, implementing, and controlling the green, powerful go with the flow and garage of merchandise". Argued that the concept of logistics focuses on product float, that's the means of this phrase as it has been translated into Chinese language. While green logistics is supposed to be eco-friendly, logistics itself isn't very friendly because of pollutants and waste. green logistics refers to a logistics shape which plans and implements inexperienced shipping, green storage, inexperienced packaging, green circulation processing, inexperienced healing, and other activities. It aims to lessen environmental pollutants and resource intake springing up from logistics interest on the way to understand a "win-win" effect in logistics development and environmental conservation. The goal of this literature evaluate is to find out the elements and practices of compliance with green logistics exercise, the suggestions and requirements, and the effect of organizational operations. green logistics consists of all practice related to the eco-efficient management of the forward and reverse flows of products and statistics among the factor of beginning and the consumer.

A short definition of logistics would be "the task of coordinating material flow and information flow across the supply chain". logistics can be defined as the organization, planning, control and execution of the flow of goods from development and purchasing, through manufacturing and distribution to the consumer (end user), up and to and including the reverse flow. The aim is to meet market demand at lowest cost and best use of capital, and build long-term relationships with customers, argue that logistics involves getting goods in the right way, in the right quantity and right quality, in the right place and time, for the right customer at the right cost. The logistic system in our society is putting great strains on natural resources and the world's environment. Due to the massive increase in population and industry in the last centuries, the need for green logistics has emerged. Green/environmental logistics as follows: "Environmental logistics aims to optimize the management of the business, taking into account the constraints, wishes and requirements concerning the environment and logistics, from the point of view of the government and from the market. This boils down to a simultaneous reduction of environmental pollution and the improvement of business management.". As of the 21st century sustainability has become a key priority in not only the design and operation of supply chains, but also in all industries on a global scale. Through putting focus on the sustainability in one's supply chain environmentally conscious customers can be served better and often the performance of the supply chain can also be improved.

1.1 The Studies Setting

green logistics refers to a logistics shape which plans and implements green delivery, green storage, green packaging, green circulate processing, green recuperation, and other practice through superior logistics era. It goals is to lessen environmental pollution and aid intake bobbing up from logistics activity in an effort to realize a "win-win" outcome in logistics development and environmental conservation. As a critical road for realizing the sustainable improvement approach, more attention has been given to green logistics, so one can play a crucial role in industrial upgrading, transformation of monetary form, advertisements of logistics development level, and other relevant elements [2].

Green logistics is a shape of logistics that is calculated to be environmentally and often socially friendly similarly to economically purposeful. It describes all tries to degree and decree the ecological impact of logistics sports. This entails all practice associated with the forward and reverse flows of products, statistics, and services between the factor of beginning and the factor of intake. It aims at developing a sustainable agency price the usage of a stability of financial and environmental efficiency. green logistics transport is delivery chain management with similar goals and middle implications. Green logistics in addition to transport chain control are also commonly known as "sustainable" management. a normal subject in green logistics and transport chain management is reverse logistics, once in a while referred to as closed-loop transport chains, in which there are opposite flows of used products (postconsumer) back to

manufacturers. Among all the industrial sectors, shipment and logistics businesses' SMEs are of extra hobby on the subject of monetary activities in addition to green logistics practice.

1.2 Significant Literature Gaps

One of the important gaps identified within the literature is the shortage of environmental attention that exists among SMEs. SME's are suffering to acquire sustainable measurements because there aren't any comprehensive tips for SMEs to follow with the intention to assist SMEs with the transformation manner closer to greater sustainable surroundings. Up to now, there may be little research on the subject of green logistics guidance in corporations' business and studying environments [3].

This research will try to fill the space by means of growing greater attention for humans in well-known, and a framework/guideline will be evolved to help groups, SMEs, and the general public in green logistics practice. In addition, the latest studies in this topic monitor the only big corporations put in force a pro-energetic environmental method, while SMEs are more willing to stick to outside needs, therefore enforcing a reactive approach. The environmental effect of SMEs is currently being underestimated. consequently, the trouble assertion for this examine become: what are the green logistics practices that logistics and shipping companies in the enterprise are currently enforcing in terms of the key drivers, benefits, and limitations, and how can those organizations gain from green practices while accomplishing destiny goals and promoting green logistics [4].

1.3 The Study's Purpose

The reason of the modern task is to look and perceive the green logistics practices of logistics and delivery organizations, in particular positioned in Abuja, Lagos, and Port-Harcourt in Nigeria, and to discover their practices on this regard. moreover, the barriers and benefits of enforcing this coaching would be determined.

1.4 Goals of Research

The primary objective of the modern-day studies is to broaden a green logistics framework to assist logistics, SMEs, and delivery companies in Nigeria in maintaining green logistics practices.

Secondary objectives include

- I. To perceive the principle drivers behind enforcing inexperienced logistics practices.
- II. To discover the benefits of enforcing green logistics.
- III. To pick out the impediments to corporations imposing green logistics practices.
- IV. To discover green logistics guidance and delivery within and take a look at the context.
- V. To gives massive agencies and SMEs with pointers on how to put in force green logistics practices.
- VI. To become aware of theories applicable and to have a look at.

1.5 Research Troubles

What are the main drivers of green logistics guidance in Nigeria?

Why do businesses and SMEs preparation green logistics in Nigeria?

What satisfactory method is required to enhance logistic practices in Nigeria?

2. Methodology of Research

A blended techniques approach has been selected to become the favored method for this studies. similar studies on sustainable deliver chain management and factors that have an effect on sustainable deliver chain management used extra qualitative methods, even as used quantitative methods. recent studies on GSCM in shipping and SME industries adopted the usage of a combined technique.

For the above said motive, this studies will appoint quantitative methods to reply one objective and qualitative strategies to accomplish the other objectives [5]. After a radical important analysis of previous studies, the researcher believes that an aggregate of qualitative and quantitative strategies might be extra suitable to ensure the research questions and targets are rigorously explored and the weak spot of one of the strategies is compensated via the strength of the opposite to reach at a meaningful end and also enable triangulation.

Combining the two approaches, the research will derive statistics which seeks to check the green logistics guidance projects from an extensive spectrum of green logistics personnel running in delivery and SME industries and examine them using a quantitative method as with a deductive technique.

Therefore, a small pattern of topics from two shipping organizations and SMEs could be interviewed to generate facts, examine it and mirror upon what theoretical themes the statistics suggests. Questionnaires could be sent to the research target market, i.e., supply chain control personnel throughout the shipping and SME industries. To benefit more insights into the research goal, semi-based interviews can also be carried out with green logistics personnel in control positions from the selected case companies in order to conquer the issue of price and time [6]. Combining the 2 techniques allows the collection of more information, which may also improve the first-class of the research and additionally permits

triangulation to be completed. As agreed, triangulation enables the usage of a couple of viewpoints or methods to a studies query, which enables the researcher to "zero in" at the solutions or statistics sought to improve the accuracy of findings or judgments. to be able to acquire the objective of the research a look at, a quantitative research method can be carried in which a survey will function on the primary studies instrument The research technique can be both exploratory and descriptive.

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the main research technique will comply with the research on which the look at is based totally, containing elements of each exploratory and descriptive studies designs [7]. The idea of green logistics may be explored through numerous secondary sources along with authorized journals, the net, newspapers, and magazines to gain an in-intensity information of green logistics and the current nature of green logistics in Nigeria. in order to set up to what extent Nigerian agencies and SMEs are implementing green logistics practices, records evaluation will be performed the use of descriptive and inferential information, which will describe the green practices being carried out. consequently, the study will include both exploratory and descriptive studies layout factors.

3. Theoretical Basis

This research will be guided by using the stakeholder's theory. Stakeholder's concept indicates that if we adopt as a unit of evaluation the relationships between an enterprise and the organizations of individuals who can have an effect on or are suffering from it, then we've a better chance to deal successfully with those 3 problems. First, from a stakeholder's angle, businesses may be understood as assets of relationships amongst groups that have a stake in the practice that make up the business. it is approximately how clients, providers, employees, financiers (shareholders, bondholders, banks, and many others.), groups, and bosses interact to jointly create and trade cost. To recognize a business is to recognize how this relationship works and changes over time. It's miles the government's activity to control and form those relationships to create as a lot price as viable for stakeholders and to control the distribution of the fee. To the volume that stakeholders' interests conflict, the government ought to find a way to re-think problems in order that the desires of the extensive corporations of stakeholders are addressed, and to the extent that is finished, even greater value will be created for every [8].

4. The Contributions of the Research are Predicted

That the studies would build on understanding within logistics preparation from the stakeholder's perspective by way of figuring out stakeholders applicable within the examine context considering that is an area that has no longer been explored from this attitude. The main contribution of this studies could be a completely unique connection between green logistics and transportation in improving the environment and the enterprise's overall performance [9].

The research could make contributions to the present knowledge at theoretical, methodological, practical, and policy levels.

The research would build on knowledge within logistics practice from the stakeholder's perspective by identifying stakeholders relevant within the study context since this is an area that has not been explored from this perspective. For trading companions wishing to enhance management of their deliver chain, the effects will display powerful approaches to inter-firm demand integration and collaboration resulting in deliver chain overall performance [10]. More specifically, the outcomes will help transportation companies and SMEs understand how, when, and with whom to combine deliver and call for practice if you want to supply advanced client value and reap a differential advantage.

The modern-day studies also make a methodological contribution. The positivist paradigm dominates supply chain management and green logistics research. A paucity of rigorous qualitative studies has been carried out and published, addressing problems related to supply chain control and green logistics. For a clean understanding of the complicated phenomena, deliver chain students are calling for greater studies the use of qualitative strategies. Offer SMEs and large companies with a framework and tips on the way to put into effect green logistics practices that are financially viable, and that can probably assist within the creation of green jobs in Nigeria. It provide coverage makers with a suggest develop carbon reduction roadmap and described the method to be observed, taken advantage of the progress and finally achieving their carbon reduction target.

5. Conclusion

A summary of the main findings together with the possible practical implications of each of the outcomes will be made. This summary will serve as the basis for the study's conclusion and recommendations to be made in the final chapter. The results will have broader implications for the companies, SMEs, Logistics industry, particularly in developing economies like Nigeria with its general low level of green logistics awareness. This research has brought to light the growing relevance of green logistics in Nigeria's rapidly evolving commercial and industrial landscape. As climate concerns gain global attention, Nigerian businesses—particularly small and medium-sized enterprises—are at a critical crossroads. The study revealed that although there is increasing awareness of sustainability issues, a significant number of businesses still lack the knowledge, tools, and support systems necessary to integrate green logistics effectively into their operations.

Green logistics is not a one-size-fits-all solution; it must be tailored to the unique economic, infrastructural, and regulatory challenges facing the Nigerian market. Stakeholder theory, which served as the backbone of this study, reminds us that lasting solutions must consider the interests of a diverse group of actors—from business owners and investors to government agencies, community members, and even future generations. Encouragingly, the research uncovered several entry points for sustainable logistics reform, including the adoption of cost-saving technologies, participation in regional green networks, and increased collaboration between private firms and public institutions.

Beyond its environmental benefits, green logistics has the potential to reshape the Nigerian economy in more inclusive and resilient ways. For example, the integration of electric delivery vehicles, solar-powered warehousing, or digital route optimization not only reduces carbon emissions but also creates new employment opportunities in tech-driven logistics roles. In this way, environmental progress and socioeconomic development can proceed hand-in-hand.

One compelling insight from this study is the power of education and capacity building. Many SMEs expressed interest in going green but lacked training or access to information. This calls for the establishment of green logistics learning hubs or certification programs that offer practical, context-specific knowledge tailored to Nigeria's business environment. Industry associations and universities could play an active role in developing such platforms, with support from policymakers and NGOs.

Moreover, as global trade continues to evolve, Nigerian exporters will increasingly be required to meet environmental standards to access foreign markets. By starting early and investing in sustainable practices now, Nigerian companies can future-proof their operations and position themselves as leaders in green supply chain innovation within West Africa.

To that end, this research not only contributes to academic literature but offers actionable insight for decision-makers. Companies should begin by conducting environmental audits of their current logistics processes and identifying low-cost areas for improvement. Government agencies should prioritize the creation of policies that incentivize cleaner transport systems, provide subsidies for renewable infrastructure, and penalize environmentally harmful practices. Collaboration, not isolation, will be the key to achieving large-scale results.

In conclusion, green logistics represents more than just an environmental ideal—it is a practical, necessary transformation for long-term economic sustainability. The pathway forward requires effort, investment, and above all, shared responsibility. As Nigeria grapples with issues like urban congestion, fuel dependency, and waste pollution, the principles and practices of green logistics offer not just a solution, but an opportunity to reimagine how goods move across the country and how value is created through environmentally conscious business models.

The time to act is now. Businesses, governments, and citizens must come together to build a logistics ecosystem that not only meets today's demands but safeguards tomorrow's possibilities. By embracing green logistics, Nigeria has the potential not only to catch up with global sustainability trends but to lead in its own right, crafting a uniquely African model for sustainable, inclusive growth.

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