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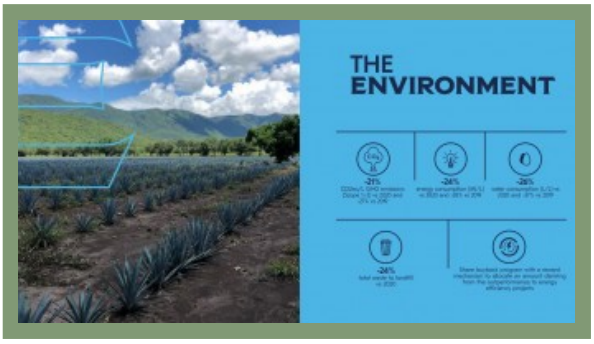
Innovative and sustainable logistics



#Eco-mobility #SustainableDistri

Objective

To define a sustainable freight transport system in which all players involved operate responsibly in order to minimise the environmental impact generated.

Description

Campari Group continued in 2021 to implement the sustainable distribution innovations already started in 2016, especially in Europe. Over the years, the two main actions undertaken as part of the redefinition of the logistics network have related to intermodal transport and sustainable pallet management with the aim of defining a sustainable freight transport system in which all the players involved operate responsibly to create a significant environmental impact.

- **Intermodal Transport:** The use of intermodality represents a significant opportunity to lower the environmental impact of freight transport due to the use of multiple integrated modes of transport.
- **Transport of Pallets:** In order to sustainably manage pallets, PAKI recovers pallets from unloading points and transfers them to its own storage facilities or to one belonging to a customer that is closer. At the same time, PAKI delivers the same type of pallets from its closest storage facilities to Campari's loading points. This procedure enables Campari to significantly reduce the number of deliveries made within Europe, and hence have a positive environmental impact. Campari began collaborating with PAKI in 2016 in Germany, Austria and Belgium. In 2017, Campari extended its collaboration with PAKI to include the Netherlands, Switzerland and Italy (central and southern regions). In 2018, it was extended to include Greece and France in 2019.

  In 2020, the number of pallets managed using the 'PAKi recovery and reused method' remained essentially in line with previous years while in 2021 it significantly increased (204,118 in 2021 vs 167,957 in 2020).

  In addition to the above, Campari employs Eco-mobility by partnering with the operator, Berger, whose fleet of Euro VI vehicles, built using lightweight steel, has helped to reduce the number of lorries used to transport pallets. In 2018, through partnership with transporter Di Martino, Campari upgraded its transportation on the Novi-Ligure-Massalengo stretch (Italy) by equipping itself with vehicles powered by LNG (liquefied natural gas). LNG obtained via a series of cooling and condensation processes, is liquefied with a reduction in volume of 400 times its original state, enabling a greater quantity of energy to be stored. This provides a huge potential in environmental terms. 2019 and 2020 saw the consolidation in Italy of LNG transport, which was extended to medium distances (>500 km) thanks to the development of new partnerships and optimization of the distribution network.

Partners

PAKi LOGISTICS (a leading European company in the supply, management and exchange of Epal pallets and other standard unit loads).

Results

In 2018, Campari was awarded the title of 'Logistics company of the year 2018', recognition by Assologistica conferred on companies which stand out for their innovation activities in the logistics sector.

PAKI method for pallets: In 2018, the number of pallets managed using the 'PAKI method' nearly doubled compared to the previous year, rising from 85,025 to 160,126 pallets transported(more than 76% of returning empty pallets were managed via PAKI). In 2021, the number of pallets managed using the 'PAKi recovery and reused method' slightly increased in relation to previous years (204,118 in 2021 vs 167,957 in 2020 and 153,620 in 2019).

Intermodal transport: 2018, intermodal transfers accounted for 56% of transfers from Italy to the rest of Europe (vs 54% in 2017). In 2019, intermodal journeys accounted for 62% of journeys from Italy to the rest of Europe (compared to 56% in 2018, equivalent to +10.7%) with a slight decrease in the 2020 data. In 2021, intermodal transport was impacted by the Covid-19 pandemic, a strong ocean freight market volatility and Brexit. It is worth noting that the Group's ability to get back the levels of intermodal transport of 2019 is still intact.

Eco-mobility: Overall, LNG accounted in 2020 for 6% of 3,575 total travel. Consequently, the transfers carried out by Davide Campari-Milano using various transport means that have a low environmental impact (LNG and intermodal transport) accounted for 19.3% of total transfers in Italy (+1.7% as compared with 2019). In 2021 The increase demand for transport has led to greater difficulty in finding LNG-burning vehicles on the market, contributing to the decline in the use of low environmental impact means of transport but the aim of the Group is to restore the pre-pandemic levels.

Measurement & evaluation

During 2018, Campari conducted a study to quantify the benefits obtained by adopting the alternative methods of transport and by managing and transferring pallets with the assistance of PAKi Logistics. With the support of the Ecologistico2 platform, Campari calculated the reduction in CO2 emissions per pallet transported in 2017 compared with 2015. The study showed that the reduction in CO2 per pallet was considerable, amounting to over -37%. Of this effect, 12% relates to the use of the 'pooling system' with the remaining 25% due to the introduction of intermodal transport. Since the sampling points of the PAKI Logistics network are very near the goods loading/unloading bays, even if the pallets are always transported in full loads and produce greater consumption per kilometre compared with that derived from the transport method adopted in 2015, the number of kilometres to be travelled is considerably reduced. In addition, the change to intermodal transport has led to a reduction of over 50% in CO2 per ton/km, and in the generation of fine dust by over 90%, mainly due to the use of electrically-powered rail transport, even if the distance in kilometres travelled is greater than the more direct standard transport by road.

Website

https://www.camparigroup.com/en/page/sustainability

Downloads

Photo gallery

Documents

Campari Sustainability report 2021.pdf (pdf - 10.42 Mo)