In 2013 a series of special trains were launched for the distribution of the product already processed and canned in different regions of Italy, in the Southern Italy and in Sicily. After the positive experience of 2013, 2014 and 2015 also saw the renewal of the partnership with the major canners of the region organizing the transport by rail of the processed product to the distribution centers of Catania and Caserta. During the campaign every day about 15 trucks move 30 pallets each from the end of production lines to Parma and from here trains depart to Catania and Caserta.

Environmental benefits: Calculation from CEPIM shows that in the first year 10 thousand tons of cargo have been moved via rail and 400 trucks have been pulled off from the Italian road, with a reduction of more than 400 tons of CO2. Reduction of costs for storage, transport and final distribution of the product. Small road haulers can increase their transport services between tomato factories and CEPIM.

Success Factors:
- Partnership: Shared project due to the availability of two manufacturers, logistic operators, local partners of the manufacturing company, rail operator (Trenitalia Cargo).
- Planning: Long, medium and short term: decisions on joint planning and integrated operation.
- Control room/Direction: CEPIM was the manager of logistic operation and has been able to compensate the “different speeds” (production – truck - rail).

Supported Strategic Targets:
- For public actors: Ideal utilisation of infrastructure and competitive logistics and transport system
- For private actors: Increased efficiency, competitiveness, quality and their image
- For both: Limited climate change, reduced emissions and increased efficiency

Case Logo or Picture:

Description:

The Tomato District of Northern Italy has its capital in Parma. More than 2,0 Mio tons of processed tomato has been produced in 2013 by the Tomato District (more than 50% of Italian production). Tomato supply chain is characterized by seasonality (about 6-7 weeks for the harvest and for converting the tomatoes into paste and purée), it is driven by manufacturing, has big volumes (ab. 3 million pallet) with large stocks (1 year stock rotation) and low value. Before the implementation Tomato cans were transported by road with an higher cost per pallet and a longer travel time. An alternative was a Ro-Ro transport from Venice/Ravenna to Southern Italy, but also this solution is more time consuming and more difficult to organize.

The main drivers of this Best Practice were environmental, reduce the environmental impact of road transport, together with economic reasons and the willingness to increase rail transport.

Solution
A series of special trains were launched on behalf of some canners for the distribution of the product already processed and canned in different regions of Italy, especially in the Southern Italy and in Sicily.
In spring 2014 CEPIM signed an agreement with a leading SME, a manufacturer of metal packaging for food that brought in Parma ware-houses storage activities and handling of containers of tomato paste for North Italy, helping to rationalise the transport/logistics flow.

The train’s performance is based on the final destination (total load capacity and length): Caserta ca. 870 pallets vs Catania ca. 700 pallets. The train is composed by 2 axle wagon (length 12,8 m and tare weight 16,5) and 4 axle wagon (length 19,2 m and tare weight 27,0) Quantity of cargo to be transported per each train is very high.

This practice is fully feasible from the technical point of view. It started in 2013 and has been repeated in 2014 and in 2015. Calculation from CEPIM shows that 10 thousand tons of cargo were moved via rail in 2013.

In 2014 15,000 tons of cargo have been moved by rail, with an increase close to 50% from the previous year. The load factor has been included between 600 to 738 pallet x train.

The main limitation is the seasonality of the service (from August to October), and a big barrier for replicability is represented by the fact that rail transport is normally not considered suitable for the transport of this kind of product, with the high level of performance requests in terms of reliability, time savings, quickness.

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List the relevant transport modes or supply chain elements
- Terminals (Catania/Caserta)
- Freight Village (Parma)
- Railway

Main actors involved
- CEPIM
- Trenitalia Cargo
- Emilia Romagna Region canners (Star, Boschi, and others)

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