



Volvo Trucks. Driving Progress



**How Italian pet  
food producer  
Monge & C Spa  
built an eco-  
enterprise**

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**In the isolated region of Cuneo in northern Italy**, pet food producer Monge & C Spa has built an international business grounded on best practices in sustainability. Today, it is the largest Italian-owned pet food producer and the business is growing by more than 30% a year, as it expands to markets across Europe and increasingly Asia, including Japan and China.

### **So, what have they learned? And what can other businesses learn from Monge's journey?**

“Working with sustainability definitely adds to the complexity of the business. But through this work, we see both major cost benefits and a range of other positive outcomes, from legal compliance to improved efficiency. Sustainability is among the top concerns of Monge. As a premium producer seeking to differentiate ourselves. Our commitment to social responsibility is just as important as making our products stand out” says Monge’s Managing Director, Domenico Monge,” says Monge’s Managing Director, Domenico Monge.

For Monge, how it works with transport has been key to reducing the company’s environmental footprint. Here are four major takeaways from their efforts.





## Takeaway 1

### **Making sustainability a company-wide responsibility for all employees, including drivers.**

Monge makes all employees in every position within the company, responsible for saving resources, including its truck drivers. To make sure everyone is onboard, the Monge Group organises Corporate Social Responsibility training twice a year to make sure that the principles of good behaviour are passed on to their employees, customers and suppliers: “In this work, we focus a lot on the behaviour of our truck drivers because they represent us towards our customers. They are our image in the market and they deliver our products,” says Domenico Monge.

The company also regularly organises training in how drivers can save fuel. “When we do these types of fuel-efficiency trainings, we see the results right away,” says Domenico Monge. Overall, a well-trained driver can contribute fuel-savings of around 10 per cent, while investment in the latest fuel-saving technologies can shave off several per cent points more.



## Takeaway 2

# Setting clear targets for resource use and following through on those targets

Monge measures and follows up on all resource use: “Our aim is to use less water and less energy per tonne of product, every year. At the moment, we are reaching the best-available technique within most areas of our operations,” says Domenico Monge.

Some key steps the company has taken to reduce their footprint include:

- **Minimising the ecological footprint of its product.** Some of Monge’s pet food is made from high-quality animal by-products from its slaughterhouse, which means it uses human-grade by products that might otherwise go to waste for commercial reasons. Most of its packaging is 100% recyclable. This is in line with EU strict pet food/animal feed regulations that state that animal by-products derived from animals shown not to be fit for human consumption as a result of a health inspection cannot enter the feed and pet food chain.
- **Reducing the carbon footprint from facilities.** By installing solar panels on the roof of its processing plant, Monge generates two megawatts of electricity per year, which covers almost half of the company’s electricity needs. Furthermore, it has invested in continuous processing and filling lines that cut energy consumption by 66 per cent compared to batch-production and is installing a new LNG gas turbine, which would supply an additional two megawatts of energy. “Our long-term vision is to be entirely self-sustaining,” says Domenico Monge.







### Takeaway 3

## Investing in alternative drivelines

Monge already depends on LNG and electricity to power the forklifts in its factory. As a next step, the company is investing in gas-powered long-haul trucks. It ordered its first Volvo FH LNG in 2019, after trialling the truck for several months.

“Our fuel costs went down 30 per cent,” says Domenico Monge. The result was even better than what we expected. Also, since the engine of the Volvo FH LNG is based on diesel technology, it is powerful, which is important when driving in hilly terrain.”

A gas-powered truck can emit significantly less CO<sub>2</sub> than a diesel vehicle. The Volvo FH LNG, for example, emits 20 per cent less CO<sub>2</sub> than a regular Volvo FH, allowing transport operators to take big steps towards sustainable transport. When fuelled with bio-LNG, CO<sub>2</sub> emissions can be reduced by 100 per cent.

Monge is not alone in investing in LNG. As the gas network in Europe rapidly expands, more and more haulers are investing in it as an alternative to diesel. In this, Italy leads the way. About 2000 LNG trucks were registered in Italy at the start of 2019 and the number of LNG truck stations in the country had risen to 53 as of July 2019 – 15 have opened this year.

## Takeaway 4

# An integrated production chain

A major factor for keeping track of waste is to streamline processes, reduce costs and improve efficiency. For Monge, running both its own logistics operation and its own production allows the company to tightly integrate its logistics operations and its production schedule.

One key is that the company has installed a continuous sterilisation, processing and filling system, which creates a seamless, fully integrated process: starting with metal sheets then rolling the cans, filling them and packing.

“Because we produce our own cans on site, it also means that we don’t need to transport empty cans, which is basically just air. So, we can reduce the number of vehicles we need,” says Domenico Monge.

Fleet management is another cornerstone. The company spends a lot of time and effort route planning to reduce the number of miles behind the wheel and has invested in geo-tracking technology in all its vehicles. “It’s one of the most important things we do,” says Domenico Monge. “We constantly monitor truck placement, routes and the remaining time until the drivers have to rest.”



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