



AB InBev Newsletter

October 2018

Green Logistics VA day in Leuven

We have organized a **Green Logistics VA day in Leuven** on 27th of October.



- Green Logistics Target & Scope
- Green Logistics 2018 EUR performance
- Green Logistics 2015 Commitment

ABInBev
100+



100% of our communities in high stress areas have measurably improved water availability and quality



100% of our direct farmers are skilled, connected and financially empowered



100% of our purchased electricity comes from renewable sources & 25% reduction of carbon emissions across our value chain



100% of our products will be in packaging that is returnable or made from majority-recycled content

Safety



Reminder! Registration procedure

The drivers need to register themselves at the **reception** or go through the **self-registration**. The driver needs to wear/have with him/her at all times:

1. **Full PPE**
2. **ID card or driving license**
3. **Load ID**
4. **Vehicle number**

→ Papers for a trailer and a badge received from the brewery

After the registration, the driver receives the documents and a badge which will allow him to pick up the vehicle/load. Before the driver leaves AB InBev premises, he passes the exit gate where he must return the badge before he can exit.

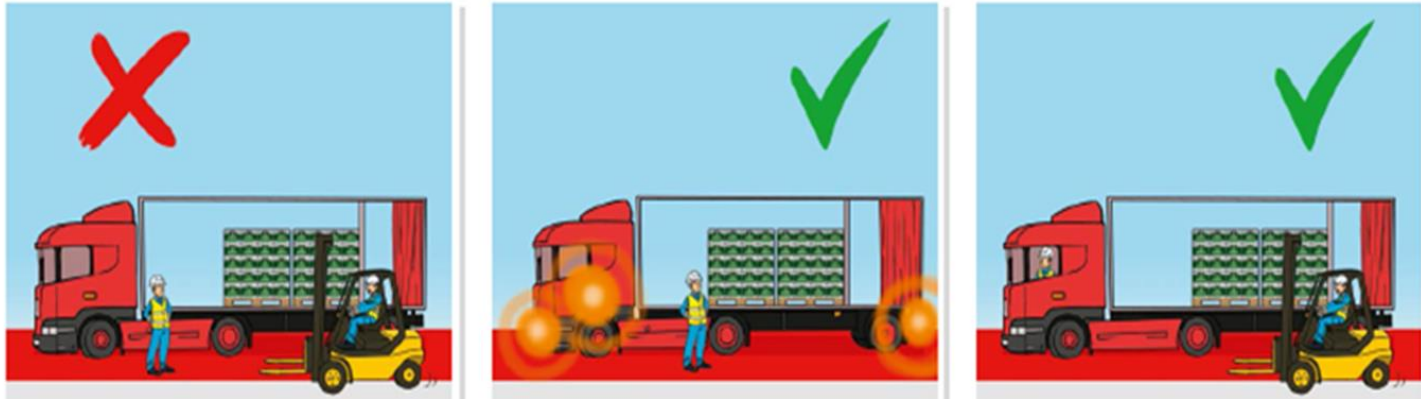
Important! PPE Reminder

Drivers must always wear full Personal Protective Equipment (PPE):

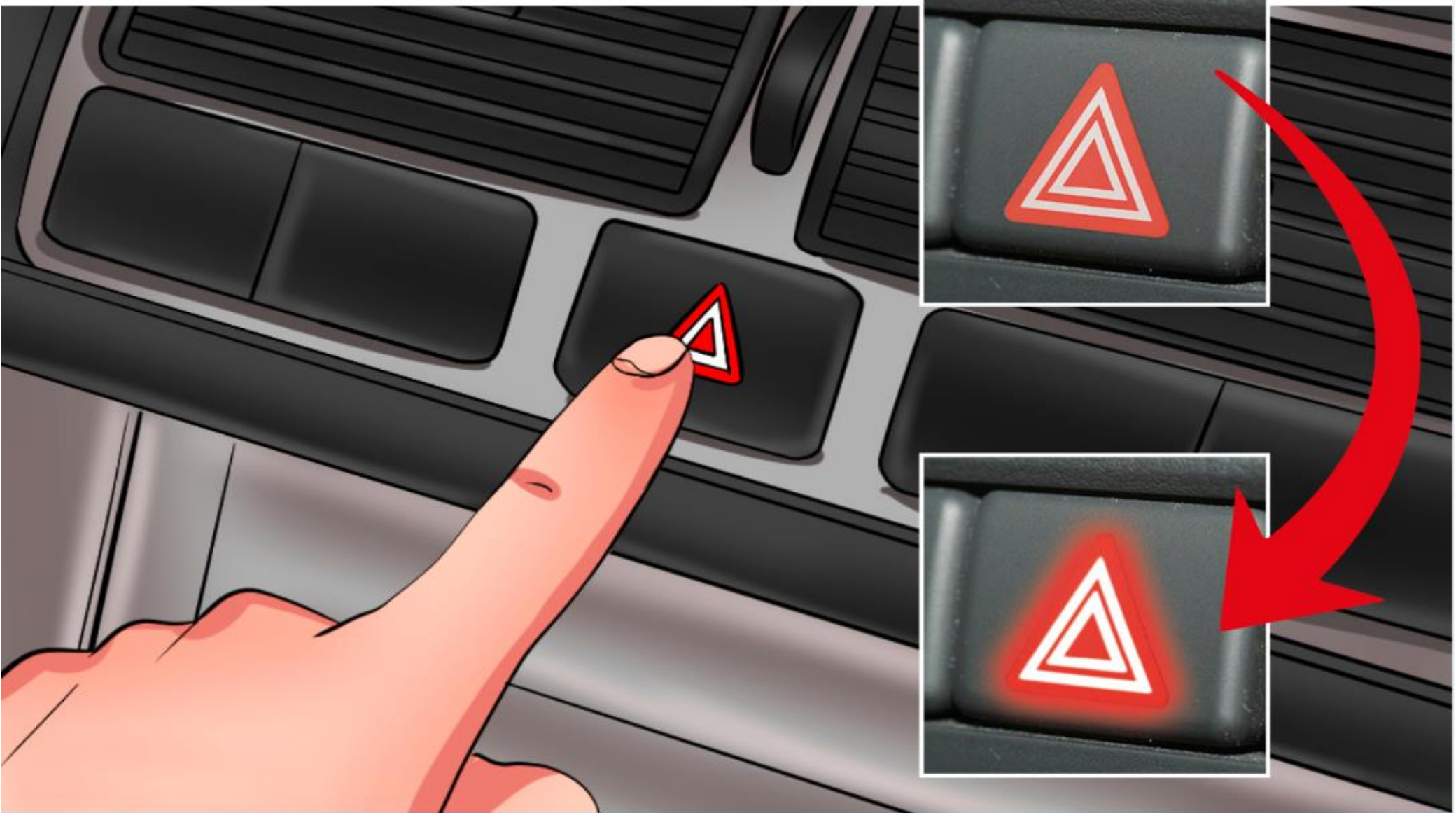


- **High visibility-vest** for better visibility for forklift drivers;
- **Helmet** for avoiding head injuries (caused by falling parts);
- **Safety footwear** (with toe cap);
- **Gloves** for sheeting/unsheeting trailers and other manual activities.

Important! Red loading zone reminder

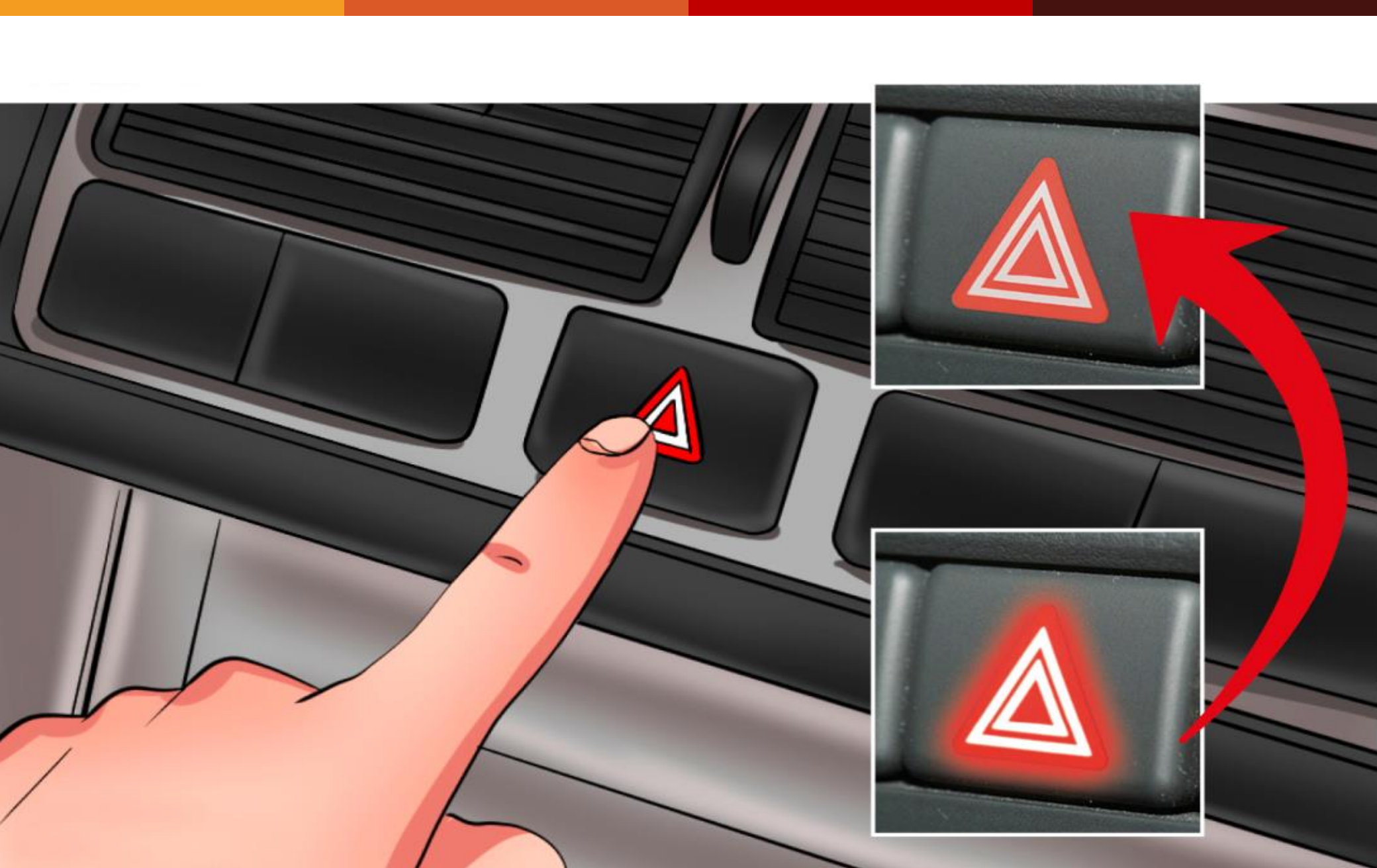


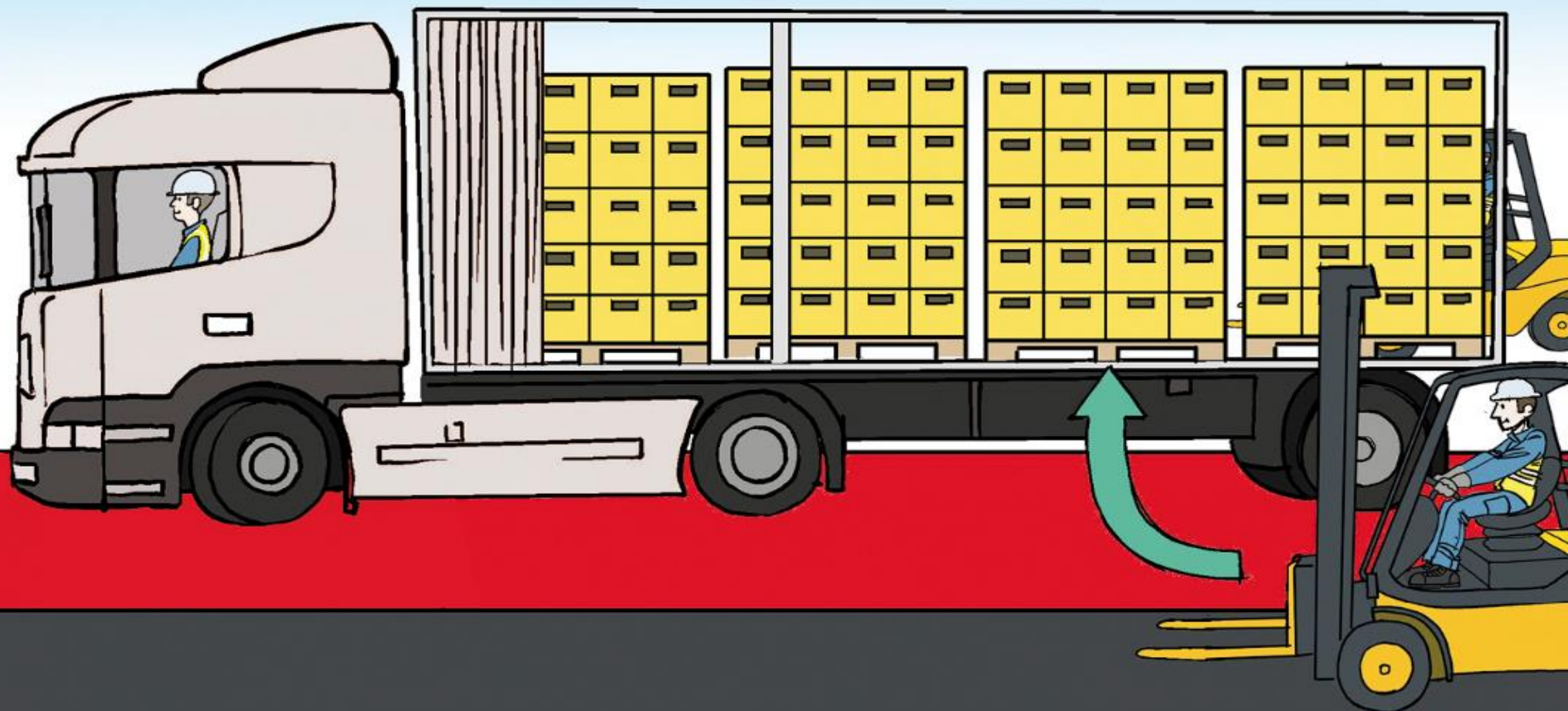
- During loading/unloading operations by the Forklift truck, the truck driver is not permitted to stand in the **red zone** and must stay in the cabin of his truck.
- During the sheeting / un-sheeting of the curtains, the driver is allowed to stay in the red zone around the trailer, but he must activate his 4 **warning indicators** when he leaves his cabin. During the whole time that the driver is out of his truck, loading/unloading of the trailer via the forklift truck is strictly prohibited.











Important! Loading security reminder

In the last weeks we could observe a lot of trucks not providing the right load security for domestic and export market, e.g. not enough side bars or straps, no edge protection to avoid damages on our goods while strapping etc.



Please ensure loads are secured accordingly!

EU General guidelines on Loading security

- Before the vehicle is loaded, check that its load platform; bodywork and any load securing equipment are in sound and serviceable condition.
- Secure the cargo in such a way that it cannot shove away, roll over, wander because of vibrations, fall of the vehicle or make the vehicle tip over.
- Determine the securing method(s) best adapted to the characteristics of the cargo (Locking, Blocking, direct lashing, top-over lashing or combinations of these)
- Check that the vehicle and blocking equipment manufacturers' recommendations are adhered to.
- Whenever possible use equipment which supports the cargo securing such as friction mats, walking boards, straps, edge beams etc.
- Check the cargo securing equipment is commensurate with the constraints it will encounter during the journey. Emergency braking, strong cornering to avoid an obstacle, bad road or weather conditions have to be considered as normal circumstances likely to happen during a journey. The securing equipment must be able to withstand these conditions
- Each time when the cargo is has been (un)loaded or redistributed, inspect the cargo and check for overload and/or poorly balanced weight distribution before gravity of the total cargo lies as close as possible to the longitude axis and is kept as low as possible. Heavier goods under, lighter goods above.
- Drive smoothly, i.e. adapt your speed to the circumstances so as to avoid brisk change of direction and heavy breaking. If you follow this advice, the forces exerted by the cargo will remain low and you should not encounter any problems.

Responsibilities

- Loading and unloading should be carried out by appropriately **trained staff** that are **aware of the risks involved**. Drivers should also be aware of the **additional risk** of the load, **moving** when vehicle is **being driven**, this applies to all vehicles and to all types of load.
- From a **legal point of view**, the **liability** for the **loading/unloading** operations should be assumed by the **driver**

In addition

- Loads should be placed against the headboard if possible. If this is not possible for weight distribution, the gap of the headboard should be filled or an intermediate bulkhead should be used.
- **Communication** between all parties involved in the loading, transport and unloading may help to avoid or ameliorate problems surrounding load securing. => **ABI need to be informed if palletization scheme is not suitable for transport**

Loading Security

Conclusion = required safeguarding of beverage module boxes on trucks

a) Vehicles Code XL with beverage certificate

- No fuse required with no gap – no securing
- To the rear at > 15 cm => Backup required – by gap larger than 15 cm required securing

b) Vehicles Code XL without beverage certificate

- Backup to the sides=> Each row 1 pallets – side securing – every pallet row with 1 strap
- To the rear at > 15 cm => Backup required - by gap larger than 15 cm required securing

c) Vehicles with no code XL and no beverage certificate

- Securing the end wall with lashing (lashing? Is that correct?) straps
- Backup to the sides=> Each row 1 of pallets side securing – every pallet row with 1 strap
- To the rear at > 15 cm => Backup required side securing – every pallet row with 1 strap

Incorrect strapping

Service – Supreme Foods drill down:

- Supreme are an unhappy wholesale customer of ours...
- They have received a number of damages and leaking packs on a few recent deliveries – resulting in complaints & full load refusals...
- Lets show this customer extra TLC and 360 check every pallet plus photograph the load before it leaves to show we are focussed on SL & Quality product despatches



Pack quality must be double checked pre-despatch...

Quality – Pack damage by hauliers:



Check drivers don't damage our stock...

Quality – transport damage:



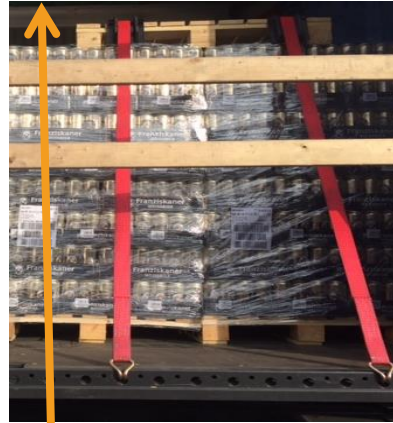
- Drivers are damaging our stock when attempting to secure the pallets....
- This is creating Service Level impacts and full load refusals.....
- Appreciating its difficult as once completed we focus on the next load – however please remain observant and stop any load leaving site if its damaged by straps.....



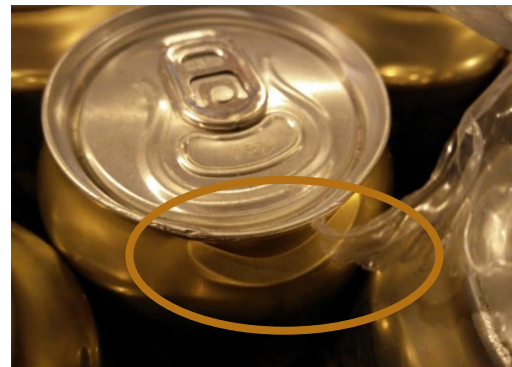
Transport strapping must not damage the stock....







- Pallets on top can cause damaged cans when strapped to tight
- Top pallets can cause abrasion on top layer cans, resulting in damaged and leaking cans



Correct strapping



BE



BE TPT



**Ruud VAN DEN
HOOGENHOFF**



Transport Team
Lead BE

**Ralph
VROOMEN**

Planning Leuven &
Londerzeel



**Lisa VAN
DER KOLK**

Planning Jupille,
Euroports &
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**Raphael DI
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Planning Jupille,
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Vincent Logistics



Hugo COMIN

Intern: Project and
support TPT BE



Reminder! 15 pin connector

Reminder for all carriers driving AB InBev trailers!

- Majority of fleet of AB InBev trailers is equipped with “new” European connector (i.e. 1 connection instead of multiple)
- European 15 pin connector is required when driving with AB InBev trailers; Not having the plug means trailer cannot depart due to safety reasons!
- Distribution connector OK as temporary solution only
- All non-compliance instances are registered as safety misconduct



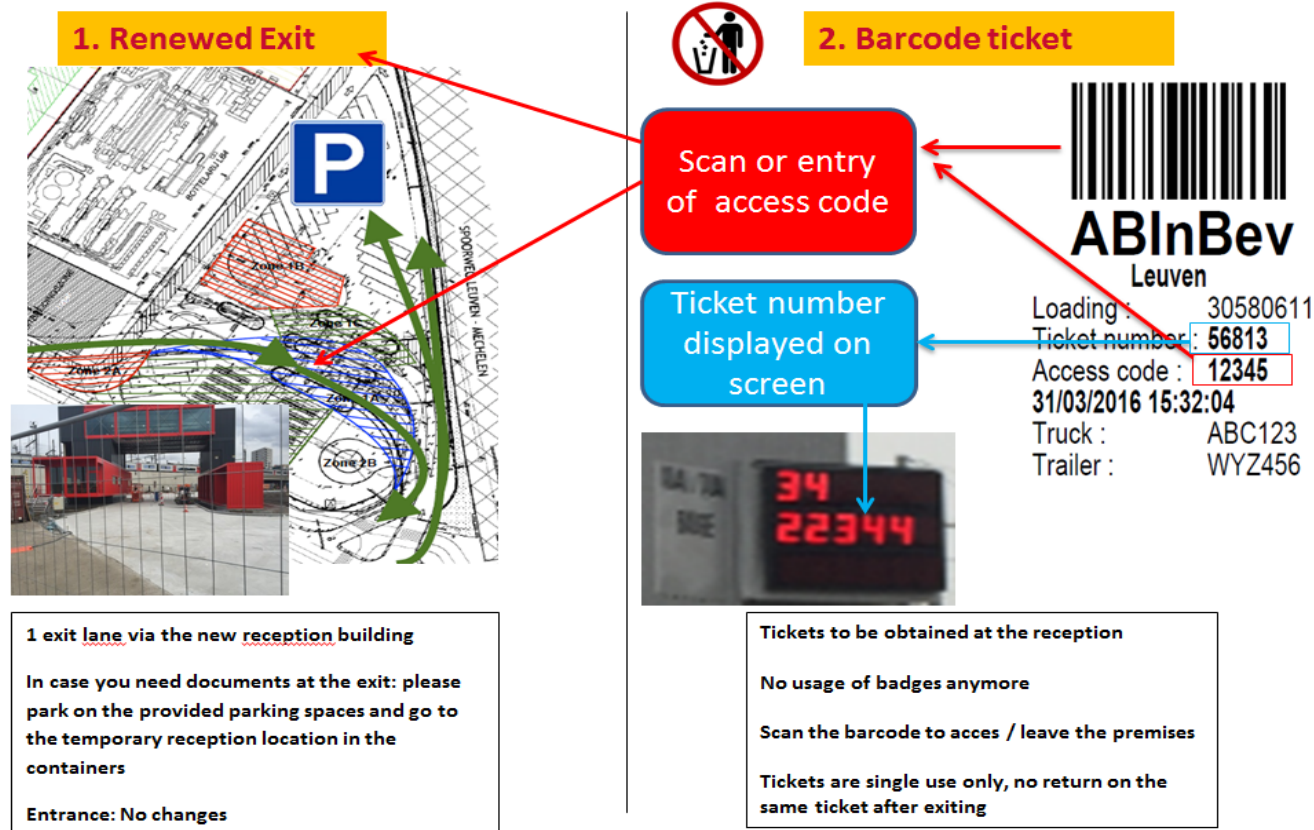
Ideal solution: **1 connector**



Temporary solution: **Distribution adaptor**

Reminder! Trailer parking in Leuven

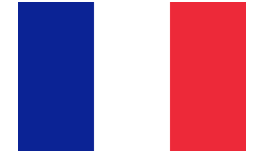
All trailers must be aligned to the left-side of the painted parking area – this means the right side is the wrong side!



FR



FR TPT



**Maximilien
VANDENKERCKHOVE**

TPT BNL + Bulk
Supervisor



**Maxence
LAMAND**

TPT FR Key
Planner



**Silvia
TISONOVA**

TPT FR Specialist



**Anthony
LEFEVER**

TPT FR Penalties



**Nathan
JEAN**

TPT FR Officer



**Vincent
MAURIN**

TPT FR Officer



GE



GE TPT

Phone number: **+420 272 07 –**
Generic TP mailbox DOM = Transport BSC Prague
Generic TP mailbox INT = Transport IT.AT.CH



**Mathias
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**TP
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TP Intern



**Katherina
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TP Intern



**Michael
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TP Expert



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**Louis
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Analyst**



**Jan
BEISHEIM**
#8338

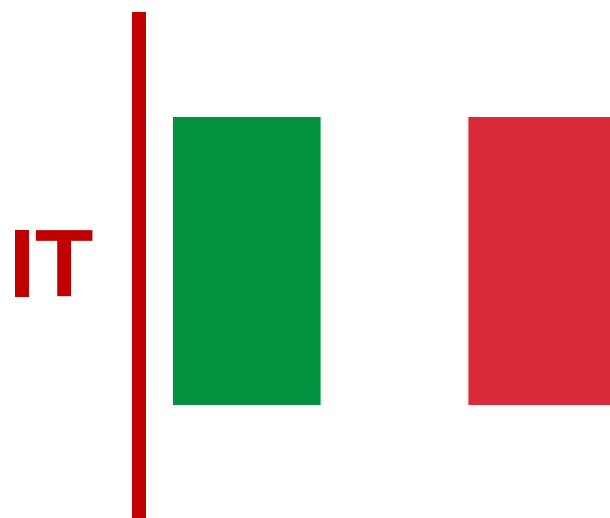
**Senior TP
Specialist**

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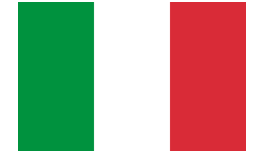
Reminder! Loading address

Location ID	Country	Location Name	Address
BE04	Belgium	Leuven ABI WH	VUURKRUISENLAAN 3000 LEUVEN BEL
BE27		Antwerp Export KTN WH	ANTWERPSEBAAN 25 2040 ANTWERP BEL
DE02	Germany	Rampe Bremen	GROSSE SORTILLIENSTRASSE 59 28199 BREMEN DEU
DE05		Rampe Issum	BRAUEREI-DIEBELS-STR. 1 47661 ISSUM DEU
DE06		Rampe Munchen	MARSSTR. 46-48 80335 MUNCHEN DEU
DE10		BREMEN ExtWH BLG	SENATOR-BORTTSCHELLER-STRASSE 1 28197 BREMEN DEU
DE29		UNTERS. Subco ExtWH SIRL	SIEMENSSTRA E 16-20 85716 UNTERSCHLEI HEIM DEU
GB01	Great-Britain	MAGOR Prod-DC	THE BREWERY MAGOR GBR NP26 3RA
GB02		SAMLESBURY Prod-DC	CUERDALE LANE SAMLESBURY - PRESTON GBR PR5 0XD
GB27		HT SHARPNESS DC	BURMA ROAD, SHARPNESS, BERKELE GLOUCESTER GBR GL13 9UQ
IT01	Italy	Cablog Albairate	VIA MARCATUTTO 1 20080-ALBAIRATE MI ITA
IT11		Pomezia de Cablog	VIA DELLA ZOOLOGIA 17 00040-POMEZIA(ROMA) RM ITA

!!! Loading address in **Bremen** is „Große Sortillienstraße 59“, not „Am Deich 18/19“ !!!



IT ID



**Nicola
BESOZZI**

Supervisor Logistics Italy



**Sabatino
MONACO**

Senior ID Specialist



**Giorgio
CARPENTIERI**

Senior ID Specialist



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**Tom
DELMONT**

Senior TP Specialist
INTL



UK



UK TPT



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PETROVA**

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**Adam
FRIDL**

TP Expert



**Rollo
SHAW**

TP Expert



**Denitsa
GOVEDAROVA**

Senior TP
Specialist INTL
Back-up



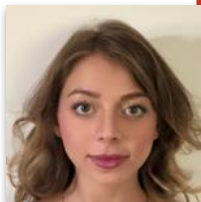
**Justina
KARDALYTE**

Senior TP
Specialist INTL



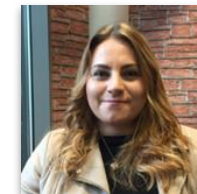
**Nika
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**Claudia
GIULIETTI**

Senior TP
Specialist



**Kristyna
DITZOVA**

Senior TP
Specialist



**Eva
DUDOVA**

Senior TP
Specialist
(weekend shift)



**Tetyana
YARCHAK**

Order Taking
Officer
(weekend shift)



**Vladislav
GOLUB**

Senior Inventory
& TP Specialist
(weekend shift)

Quality – Movement in transit prevention

- Following a significant increase in MIT were currently running a task force with our wider teams to help understand what we need to do to improve
- In the meantime please continue to inspect and challenge poor wrapping from packaging and look to close big gaps on outbounds with airbags
- Pallet placement of course is vitally important – ensure there are no gaps between the actual pallets



MIT is increasing – Focus hard to prevent it wherever we can!

SL: Movement in Transit prevention

1. Ensure all pallets handled and loaded appear to be straight, stacked correctly, without any deviation and wrapped securely over and down onto the pallet base.
2. There should be no visible damage to any of the packs – especially on pallet corners. If any of the pallets are damaged or leaning please raise it with the Warehouse FLM on site pre departure as these will need to be reviewed and changed to prevent failure.
3. Drivers must strap every pallet – simply strapping the last 2 pallets is not an acceptable practice even if the distance to travel is short...
4. Double drop loads should be identified clearly via colored circular ID stickers placed on all pallets and corresponding paperwork.
5. If the load consists of 500ml or 568ml can packs please check and ask if it should be fitted with airbags – a timely process but necessary to prevent failure...
6. Drivers must always consider the load is liquid and vulnerable to move whilst braking, accelerating and cornering – treat the load with extra care – every time!

UK Safety Day in Magor

We have organized **Safety Day** at the Magor brewery on 11th of September.



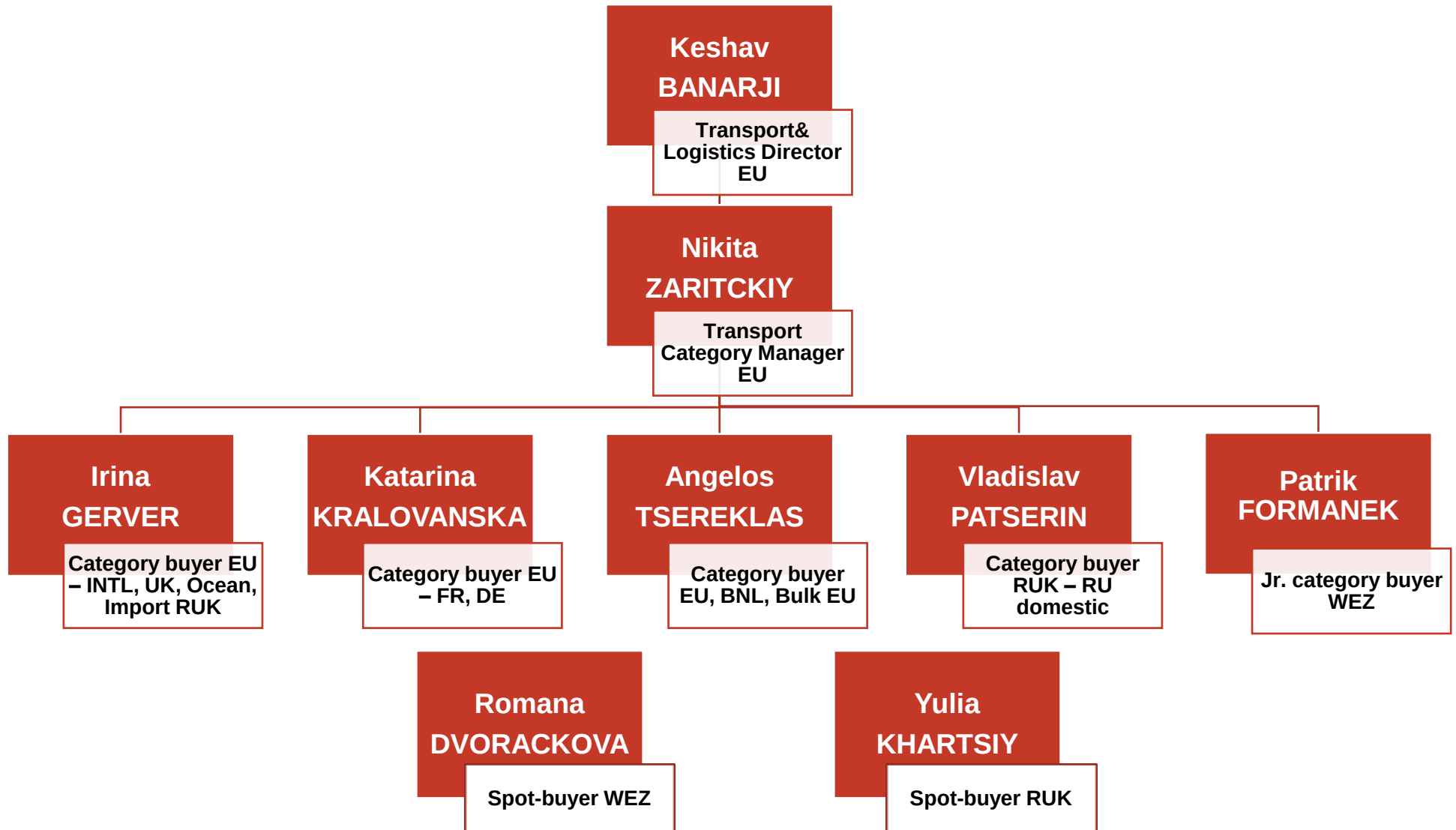
Thank you for joining us in Magor.

We look forward to the next time we all meet again! ☺

PROC



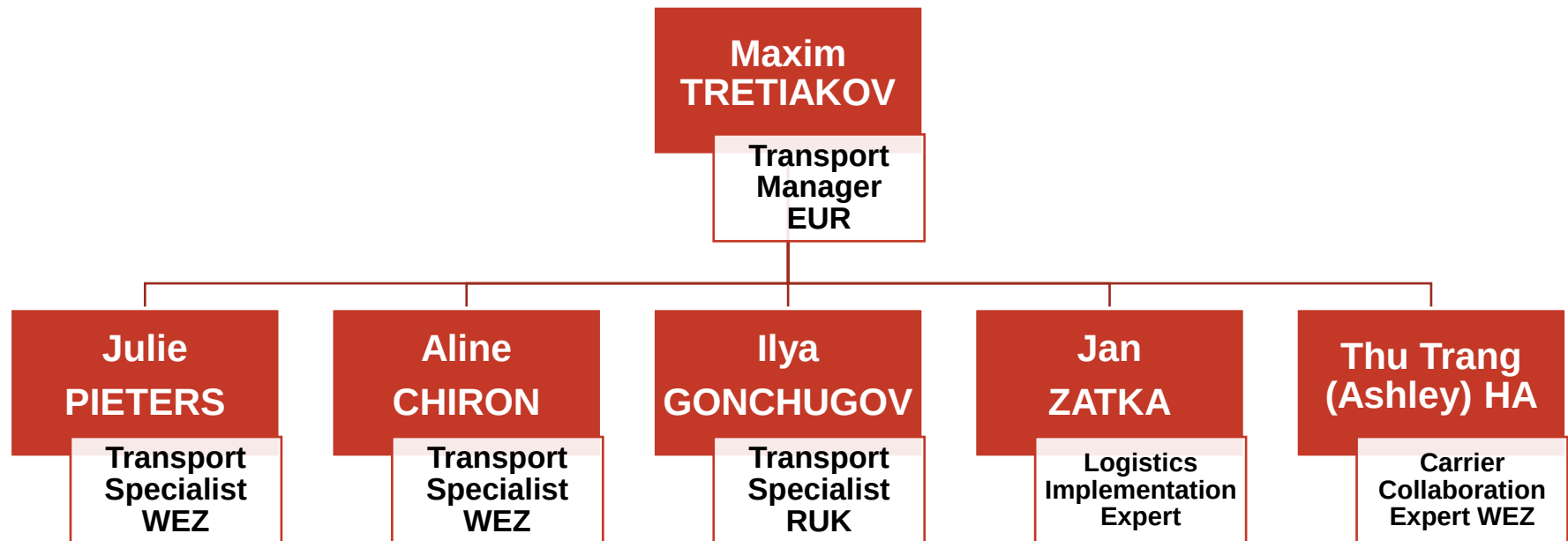
PROCUREMENT



ZLS



ZONE LOGISTICS SUPPORT





You have reached the end of our Newsletter!

Feel free to share with us any **best practices or topics** you would like us to mention in the newsletter.

Don't hesitate to contact (ThuTrang.Ha@AB-Inbev.com) with suggestions or candid remarks.

We welcome your feedback! 😊