

SENKO and Runtec Receive Three "Excellent Business Entities Working on Modal Shift" Awards in Improvement Division and Effective Utilization Division from Japan Association for Logistics and Transport

SENKO Co., Ltd. (Head office: Kita-ku Osaka, President: Kenji Sugimoto, "SENKO") and Runtec Corporation (Head office: Hakata-ku, Fukuoka City; President: Yoshiki Kanaga; "Runtec") have received the "2022 Award for Excellent Business Entities Working on Modal Shift" from the Japan Association for Logistics and Transport (Chairman: Junichiro Ikeda; "JALOT") at an awards ceremony held at the Kaiun Club (Chiyoda-ku, Tokyo) on December 6.



Awards ceremony (Left photo, from right: Masayoshi Chiba, Manager of Retail Logistics Sales, SENKO Logistics Sales Department; JALOT Chairman Junichiro Ikeda, Right photo: from right: Kazuo Kaida, General Manager, Production Control Department, Runtec; JALOT Chairman Junichiro Ikeda)

SENKO was selected for three awards, one in the "Improvement Division" and two in the "Effective Utilization Division" categories respectively.

In the "Improvement Division," SENKO was recognized for exceeding the modal shift transportation criteria of 40% using rail and marine methods for the transportation volume on mainline sections between all sites in FY2021. It also raised the modal shift further, from a modal shift transportation ratio of 74.9% in FY2020 to 76.1% in FY2021.

The first award in the "Effective Utilization Division" recognized Runtec's contribution to reducing CO₂ emissions by switching from truck transportation for less than container loads to the use 31-ft containers, for chilled consolidated transportation from Miyagi Prefecture to Hyogo Prefecture. When switching to rail transportation, Runtec negotiated with each shipper to bring forward shipping times and reduced loading times by implementing ideas at worksites, thus achieving modal shift without making changes to the transportation volume.

The second award went to SENKO, for switching from truck transportation to the use 31-ft containers for moving inventories of daily necessities from Saitama Prefecture to Osaka Prefecture. When switching to rail transportation, loading and delivery times were coordinated with suppliers to meet train arrival and departure times. With the cargo loaded and delivered in bulk, and the differences in container loading weight (8 t) and truck loading weight (13 t), reliable transportation was achieved with streamlined operations by adjusting dispatches and volume on a day-to-day basis.

End.