Major investments in the Port of Umeå benefit the business community

Health and Safety Week part of strategic safety work
Self-driving vehicles at the new port
Towards more equal gender representation
A fantastic opportunity!

Northern Sweden is growing at an incredibly rapid rate. In Sundsvall, SCA has just doubled its capacity at the Östrand pulp mill. In September, SCA took the decision to build the world’s largest and fastest kraftliner machine in Umeå (you can read more about this later in the magazine). These are two huge investments that will bring many benefits. There will be a positive impact on everyone in the region, from employees and contractors to municipalities and all the way to the small-scale forest owners of inland Northern Sweden.

This is a fantastic opportunity for transport and logistics to create the conditions for transport chains that are efficient and sustainable in the long term, all the way to the end customers on a global market far from Northern Sweden.

The long-term focus and significant volumes that these investments will generate enable us to develop all parts of the logistics chain.

The transport infrastructure is an essential element. These investments provide a basis for developing the port, terminal and railway infrastructure in the regions around Sundsvall and Umeå. This is the key to developing sustainable transport. A better port infrastructure helps us to remain at the forefront and to develop sustainable transport solutions. We will then create opportunities for newer, larger and more efficient vessels to serve both Umeå and Sundsvall. The terminals can then maximise the benefits of their investments more efficiently. We will also be able to bring together all modes of transport in concentrated hubs. In this way, we will secure long-term sustainable logistics and enhance the industrial competitiveness of the entire region on a global market, for both imports and exports. In doing so, we will strengthen the region as a whole.

Working with transport and logistics is always about continuous improvement and change, but the next five years will be a very exciting and important period for the entire region. And we are looking forward to do this with all of you.

Nils-Johan Haraldsson
Vice President Marketing and Business Development

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Billion-SEK investment brings large increase in volumes for the Port of Umeå

SCA is investing SEK 7.5 billion in its paper mill in Obbola, Sweden. For SCA Logistics, this investment means a sharp increase in freight volumes at the Port of Umeå, which will grow from the current level of 1.5 million tonnes to around 2 million tonnes per year.

Text: Thomas Ekenberg.

“This investment strengthens our logistics operations and enables us to offer even better and more efficient transport solutions to all our customers,” says Magnus Svensson, President, SCA Sourcing & Logistics.

The increased capacity at the Obbola mill means a greater demand for recycled fibre imported to Umeå by boat, but the port will also see a major rise in exports using SCA’s own transport system, with RoRo and container vessels.

“The expansion of the port brings major improvements for container operations, but also increases the capacity for sawn timber products and bulk and project cargoes, which benefits the whole region.”

Magnus Svensson
President, SCA Sourcing & Logistics

“This will place significant new demands on our entire port operations during the redevelopment and start-up phase. It is a long-term undertaking, where we will be looking at how we can increase productivity to achieve more efficient logistics and benefit from the economies of scale,” says Magnus.

This involves continuing the work to streamline operations, reviewing the tools used for IT and administration, and also investigating how the transport systems can be developed, both on land and at sea.

Increased container traffic
Major investments are also being made at the port over the next few years and SCA is heavily involved (see accompanying article).

“The expansion of the port brings major improvements for container operations, but also increases the capacity for sawn timber products, bulk and project cargoes, which benefits the whole region. The infrastructure for rail transport to the port is also being improved,” says Magnus.

To begin with, container traffic is likely to account for the majority of the increase in freight.

“This also benefits all customers in the region, who gain from more cost-efficient freight handling, whether they are a small operator sending perhaps just one container or a giant like SCA Obbola,” he says.

The entire business community benefits
Margaretha Gustafsson, Terminal Manager at SCA Logistics Umeå, says that the organisation is already being honed in order to meet the future needs.

“We are very excited about the investment SCA is making in Obbola. Alongside the investments in the port, this will strengthen both Umeå and the port as a logistics hub. It will enable us to hone our range of cost-effective solutions for our customers,” she says.

There is a great deal of interest from customers too.

“We have already seen an increased number of requests to use the port from both old and new customers, even before the investment in Obbola was announced. This benefits the business community across the entire region,” says Margaretha.
Major investments in the Port of Umeå benefit the business community

A planned investment of SEK 1.4 billion will upgrade the Port of Umeå to meet the needs of SCA's expansion in Obbola. “The investments in the port benefit the business community throughout the region,” says Hans Lindberg, Municipal Commissioner in Umeå.


In a joint working group, the Port of Umeå and SCA have examined the impact of the expansion in Obbola and what investments are required at the port alongside SCA’s expansion.

“We have had a good dialogue and close cooperation with SCA in finding common solutions for the development of the port,” says Municipal Commissioner Hans Lindberg.

Strengthens Umeå

The investment plan includes measures totalling approximately SEK 1.4 billion. Umeå Municipal Council has approved an investment of SEK 850 million, with SEK 250 million financed through grants and SEK 300 million via user agreements. There is an agreement in place between the municipality and SCA on the joint financing of certain parts of the port, such as areas of land, rail improvements and warehouse facilities.

“These investments are extremely important from a long-term strategic perspective if we are to continue to strengthen Umeå as a logistics hub in northern Sweden and also provide us with more environmentally friendly freight handling,” says Lindberg.

Ulf Larsson, CEO and President of SCA, greatly appreciates the commitment that Umeå Municipality has shown to the project.

“The forestry industry is dependent on efficient transport and with the investments planned for the Port of Umeå, the entire region will gain an efficient transport infrastructure, benefitting the business community throughout Västerbotten,” he says.

Concentrates operations

The redevelopment of the port will enable SCA’s terminal operations to be concentrated in the inner port.

“Instead of being spread across the entire port as we are today, we will be able to concentrate our operations. We will benefit from smarter and shorter transport routes within the port, which provides more efficient container handling and a safer workplace,” says Margaretha Gustafsson, Terminal Manager at SCA Logistics Umeå.

The investment also includes an expanded and improved terminal at the part of the port called Gustafs udde.

“During the construction period it will be used as a temporary terminal, but once construction is complete, it will be an excellent facility for the region’s sawn timber products, as well as bulk and project cargoes. So there are many parts of the business community that will benefit from the upgrade,” says Margaretha.

Hans Lindberg points out that SCA’s investments are of great importance for Umeå in many different ways.

“SCA’s investment will provide job opportunities for many years ahead. SCA’s freight flows will also ensure that the port has good capacity utilisation and will secure important transport links from northern Sweden and out into Europe,” Lindberg concludes.
“With the investments planned for the Port of Umeå, the entire region will gain an efficient transport infrastructure, benefiting the business community throughout the region of Västerbotten in northern Sweden,” says Ulf Larsson, CEO and President of SCA.

“The redevelopment and construction means we can concentrate our operations in the inner port, which will provide both safer and more efficient container handling,” says Margaretha Gustafsson, Terminal Manager at SCA Logistics Umeå.
SCA strengthens packaging paper production

The new paper machine in Obbola is being constructed to increase the production of paper for transport packaging known as kraftliner. Construction is expected to take three years.

Text: Thomas Ekenberg, Photo: Bergslagsbild.

The investment decision has been prompted by increased demand for sustainable paper packaging, a trend that is being driven by a number of factors – the rise in e-commerce, a growing population and the aim to reduce the use of plastics. “This is a profitable investment in a growing segment. We anticipate that the investment will be profitable from the very first year of operation and make a positive contribution to our industrial returns,” says Ulf Larsson, CEO of SCA.

Full production maintained during construction
Mats Nordlander, president of the business area Paper, sees good conditions for increasing production.

“We have access to Northern Sweden’s high-quality wood fibre. We have logistics and a supply of timber that are both efficient and secure. We are investing in the market’s largest kraftliner machine, which uses the best technology available. We will have a world-class mill in terms of competitiveness, costs and product quality,” he says.

The investment increases Obbola’s pulp wood requirement by around half a million cubic metres and the majority of the raw material will be sourced locally. It also means a greater need for recycled paper, which is imported through the Port of Umeå.

Creating thousands of jobs
SCA expects the investment in Obbola to create thousands of jobs during the construction period. Staffing levels will not increase in the operation of the mill itself, as the very latest technology and opportunities for digitalisation and automation are exploited. On the other hand, the increased production implies that over a hundred additional jobs will be needed in the procurement and processing of raw materials, in various kinds of subcontracted services and in the handling of the finished products.

New paper machine
• SCA has decided to invest in a new kraftliner paper machine at its Obbola mill outside Umeå.
• The investment will increase capacity from the current level of 450,000 tonnes to 725,000 tonnes once the new mill is fully operational.
• Construction is expected to take three years, beginning in 2023, at a cost of SEK 7.5 billion.
• The new paper machine will be built next to the existing one and the mill will maintain full production throughout the construction period.
Cargo is usually loaded onto a cassette and weighs between 45 and 70 tonnes. Now a bulky load of 160 tonnes on a trailer needed to be transported and transshipped safely, smoothly and as quickly as possible.

“We were to ship a 160-tonne transformer that converts high voltage. This is right on the limit of what the ramps and boats can handle,” says Andreas Öberg, Vessel Operator at SCA Logistics.

Andreas’ job is to plan vessel loads as efficiently as possible, together with the chief officers, terminals and the marketing department, or as he puts it being “right at the heart of operations”. He handles cooperation between different ports, a cooperation that has worked well and laid the foundations for the successful transportation of the 160-tonne, 36-metre-long load.

“The trailer carrying the load had 12 axles. First of all, we arranged for a special vehicle since we could not move the cargo ourselves, we received assistance from the client and arranged with a special vehicle. Ordinary terminal machinery is not capable of handling such a heavy and bulky load. Then we needed to time the tide and adjust the ballast tanks of the boat so that the ramp would not be too steep. Several special adaptations were necessary because of the weight and size. Six days later, the cargo arrived in Sundsvall,” says Andreas.

A specially built vehicle was required from the customer’s company for unloading, with two people in the cab. At the same time, other transport had to flow as planned. Looking back, the cooperation and all the practical elements worked very well.

“The cargo was transported onwards with the help of escort vehicles via a custom route, since some bridges would not be able to hold the extraordinarily heavy cargo. It was a valuable experience, both for us as operators and for the staff of the vessel and the terminals, and it was fantastic to see how it all worked so well,” concludes Andreas.
Health and Safety Week part of strategic safety work at SCA

SCA has been working actively on safety for a long time, but not always as systematically as it does today. In 2018, SCA Logistics achieved its lowest-ever number of Lost Time Accidents (LTA), but there is still much work to do.

“Four years ago, we took up the challenge of becoming a world-class company in terms of safety. Previously, we focused heavily on eliminating safety risks, but the most important initiatives involve changing behaviours and attitudes towards everyday safety work,” says Magnus Svensson.

New insights into safety

In practice, safety awareness can sometimes be perceived as complicated, cumbersome, or even ridiculous. But in fact most incidents are the result of how we as individuals act in our everyday work.

“Do I use a belt every time? Do I hold the handrail when using the stairs? Do I keep my hands free and pay attention to where I am going? Glancing at your phone for just a few short seconds can be enough to cause an accident. Changing attitudes and ingrained habits takes time and there is still a lot of work to do,” says Magnus, who has also increased his own safety awareness, as a result of the systematic safety approach.

It is a case of working from several different angles to achieve results. ‘Zero’ is SCA’s programme for increased safety, with the vision that nobody should be injured at work.

“A systematic safety organisation contains established structures for handling safety issues. The steering committee for Zero, which is coordinated by Magnus Karlsson, spreads information about risks in a way that was not possible before. Information is shared via the intranet and films made by SCA and safety is regularly discussed at meetings. We have improved our reporting and we are therefore identifying more incidents today than we did in the past. The behaviour-based safety method, BBS, has made it easier to raise safety risks with each other and to talk to each other about how we act. It’s all about helping each other to improve our workplace,” says Magnus.

Life-saving procedures

In order to promote safety work, there is an annual “Health and Safety Week” arranged at SCA. It has a different theme each year and this year’s theme is “Life-saving procedures”.

Although crisis situations are very rare, it is extremely important to maintain knowledge of safety issues, such as first aid, cardiopulmonary resuscitation and fire safety. Health and Safety Week emphasises the high priority that safety has within SCA.

“During this themed week there is opportunity to practice life-saving interventions. There are also safety walks, which can be general or focus on a specific safety issue, all designed to increase awareness and understanding that this is a continuous task that everyone is involved in and contributes to, every day,” concludes Magnus.
Safety awareness

Factors that have increased safety awareness and reduced the number of incidents at SCA:

- Systematic safety work with clear objectives.
- Identification of risk factors.
- More accurate reporting of incidents.
- Safety is a high-priority issue at all meetings.
- Internal communication of both good examples and risk reporting.
- Increased focus on our own behaviour, through implementation of the behaviour-based safety (BBS) method.
- Information and training, such as “Lead safely” training during the “Health and Safety Week”.
- Acquisition of knowledge from companies with world-class safety practices.
- Improvement of physical work environments.
- Proactive health work.

Thanks to the systematic safety work, introduced in 2014, Magnus Svensson, President SCA Sourcing & Logistics, has increased his own safety awareness.
Sailing and the logistics of the future at Kieler Woche

Future innovations were in focus, when SCA Logistics hosted a conference on the theme Logistics 4.0 and the paper industry, at the world’s largest sailing event Kieler Woche.


The Kieler Woche is the world’s largest sailing event. Over 4,000 sailors and 2,000 boats take part in the regatta. The event is also a fantastic meeting place that attracts almost three million spectators during one week in June.

This year, SCA also held its own event during the week, where, among other things, attendees could find out about the latest innovations in digitalisation and autonomous vehicles.

Insight into the future
“We wanted to inspire our customers and partners and to provide an insight into the future of the logistics sector, where new innovations and technological advances are driving development,” says Jörn Grage, Managing Director of SCA Logistics GmbH.

Speakers included Professor Rudi Aunkofer from The Institute for Information & Supply Chain Management of the University of Applied Management in Ismaning. He spoke about how the latest trends in digitalisation and new consumption patterns are affecting the logistics and forestry industries.

Jürgen Bernhardt, Product Manager at Volvo Group Trucks, explained how the company is working on the development of new fuels and self-driving vehicles.

Century-old schooner
Also in attendance were Magnus Svensson, President of SCA Sourcing & Logistics, Dr. Dirk Claus, Managing Director of Seehafen Kiel and Carsten Wicher, Senior Sales Manager at SCA Graphic Paper. Jörn Grage and his staff in Kiel also provided a tour of the terminal in Ostuferhafen.

The day concluded, appropriately enough, with a sailing trip on the three-masted schooner Oosterschelde, which is over a hundred years old.

“Our event received a very good response and those who attended appreciated the exciting and interesting talks. We also had nice sailing weather, which helped to make the day a memorable experience,” says Jörn.
As MSC Meraviglia lies at the quay next to RoRo vessel m/v SCA Ortviken, the latter looks small compared with the huge cruise ship alongside. There again, MSC Meraviglia is a giant among cruise ships, measuring 316 metres in length and weighing in at 171,000 GT. With its 4,500 passengers, it is also the largest-capacity cruise ship ever to have visited the Port of Kiel.

Base in Kiel
The vessel cruises around the Mediterranean, but also in the Baltic Sea and along the Norwegian coast during the summer season, when it is based in Kiel.

“Special safety equipment, including fences, has been installed to keep passengers away from our production in the port and I am pleased to report that our operations have been able to continue without disruption during the cruise ship’s visit,” says Jörn Grage.

Great flexibility
MSC Meraviglia docks at the 400-metre-long Cruise Berth No. 1 in Ostuferhafen and the terminal has been adapted to accommodate cruise tourists, including the addition of a large check-in hall and new parking facilities.

“This also demonstrates the strength of our capacity here in Kiel, where we have seven RoRo ramps at SCA’s terminal, which gives us great flexibility, and we can keep to schedules and delivery times even when we have a visitor of this size,” says Jörn.

SCA Logistics welcomed a distinguished guest to the terminal in Kiel when one of the largest cruise ships in the world, MSC Meraviglia, docked at the quay in Ostuferhafen. “As the cruise tourists streamed on, we were able to continue loading and unloading without disruption, which demonstrates the capacity we have,” says Jörn Grage, Managing Director of SCA Logistics GmbH.

Self-driving vehicles may have a future at the new port

The new container port planned at the Port of Sundsvall may make use of self-driving vehicles. SCA Logistics is examining how new technology can make transport in the area safer and more efficient.

The technology already exists. Autonomous cranes and self-driving trucks are used at larger ports all over the world. In Rotterdam, for example, they have had fully automated terminals for many years now, where containers are handled using autonomous cranes.

There has been rapid development of connected, self-driving vehicles in recent years and many machine manufacturers and system suppliers now offer automated solutions.

**New container port**

“We are looking at how the new technology can be used at our facilities, particularly in Sundsvall and Umeå,” says Peter Eriksson, Sustainability & Logistics Manager at SCA Sourcing & Logistics and member of SCA’s digitalisation group.

One possible area of application for the new technology is the new container port that is planned south of the current one at the Port of Sundsvall. This is intended to be built to handle the increased volumes. Following the expansion of SCA Östrand pulp mill, and the doubling of its production capacity, container handling is expected to increase from the current level of around 50,000 TEUs to approximately 100,000 TEUs.

“The redevelopment also increases the distance to the existing stuffing warehouses. The idea is that the containers could be transported along the kilometre-long route automatically using some kind of self-driving vehicle,” says Peter.

Jenniefer Bylin at Mid Sweden University, who performed a risk analysis of the internal transportation of containers automated at the Port of Sundsvall in her degree project. Her conclusion is that self-driving vehicles are safer because it is often the human factor that represents the greatest risk in port areas.

In her paper, she highlights certain risks of combining human and machine. For example, there is a risk that after a while, people at the port will rely too much on the self-driving vehicles always stopping for other traffic and pedestrians. The consequences can be devastating if the technology fails.

There are also other applications that may be of interest in terms of the new technology. SCA is looking at timber transport, for example, as well as transport between its own industries and the ports.

“This is an exciting area, where the technology is developing rapidly. An industrial company such as SCA has large transport flows, naturally interesting to examine,” says Bylin.

**Pilot project**

Issues regarding efficiency, sustainability and reliability should also be examined.

“In many cases, autonomous solutions may be highly suitable for internal transport from A to B. Transport on public roads, however, presents greater challenges. The technology, legislation and public acceptance must go hand in hand,” she says.

Although the technology for self-driving vehicles is now beginning to emerge, Peter believes it will take some time before these solutions can be fully implemented.

“The next step for SCA will probably be to find a function where we can test and evaluate the technology in a smaller-scale pilot project. Another factor to consider is the Swedish weather. The technology has to be able to function even in the snow and ice,” he says.
International Ministerial meeting in Umeå

In September, Umeå hosted an Euro-Arctic Transport Ministerial meeting (BEAC), the last one under the chairmanship of Sweden, including a visit to the sprouting Port of Umeå.


Ministers for Infrastructure from Norway, taking over the chairmanship, Finland, Russia and Sweden attended the meeting, with sustainability as the overall theme.

The importance and impacts of the Barents Euro-Arctic Transport Area (BEATA) cooperation stretches far beyond the Barent’s region.

“The planned prolonging of the EU Rail Freight Corridors up to Haparanda/Tornio and Narvik, are marking the importance of this cooperation, not only for the parties within BEATA, but for the EU as a whole. And Umeå is a hub in the EU network for transports within and across this region,” says Isabella Forsgren, Infrastructure Strategist at the public utility Infrastructure in Umeå AB (INAB).

Developing competitive, sustainable transport links

Magnus Svensson, President of SCA Sourcing & Logistics, welcomed the delegates to the Port of Umeå. He pointed out the interrelation between SCA’s sustainability work, technological advancements and new investments, such as the new, environmentally friendly ferry between Umeå and Vasa, Finland.

“This was a fantastic opportunity to further develop the business and infrastructure cooperation in this region,” says Magnus.

The central outcomes of the meeting were outlined in a Ministerial Declaration and a revised version of the Joint Barents Transport Plan. Stipulated recommendations for further development of transport infrastructure include increasing the knowledge about the transport flows and transport needs in the Barents region and improving the conditions for reducing CO₂ emissions.

“One of the key tasks ahead is to further develop a competitive transport network in this region and the major challenge is to do this in the most sustainable manner possible. Therefore our cooperation and joint efforts are invaluable,” says Forsgren.

Map of the Barents Euro-Arctic Region.

Tomas Eneroth, Minister for Infrastructure in Sweden, met with ministers and representatives from Norway, Finland and Russia to discuss sustainable transport and infrastructure developments in the Barents’ region. The meeting took place in Umeå, in northern Sweden, on 11–12 September.
Big and strong — but quiet

Electric forklifts are getting bigger and stronger, but can they handle the heavy shifts in the sawmill industry? SCA Wood’s sawmill in Bollsta has spent four weeks testing an electric forklift from supplier Kalmar. “It has been a positive experience,” says Bengt-Arne Söderström, Production Manager at Bollsta sawmill.


It takes a lot of fuel to power a traditional forklift. Seven and a half litres of diesel per hour, according to Bengt-Arne, Production Manager at Bollsta sawmill. Can you pack enough energy into a set of batteries to complete a whole shift? That’s the question Bengt-Arne and his colleagues wanted to find the answer to. “We have not tested electric forklifts before and we were not sure if they would cope, so it was great to see that it actually works. We ran eight hours on one charge without any problems,” says Bengt-Arne.

“We have not tested electric forklifts before and we were not sure if they would cope, so it was great to see that it actually works.”

Bengt-Arne Söderström
Production Manager Bollsta sawmill

An electric forklift has no internal combustion engine, making the operator’s environment both quieter and more comfortable. There is no engine oil and no filters to replace, which reduces the need for servicing. The forklift does have two large batteries, however, each weighing over three tonnes. Continuous operation requires them to be replaceable, so that one set can be used while the other is charging. “During the test period we operated a shift, then put the forklift on to charge,” says Bengt-Arne. Henrik Dahlbom, Technical Manager at SCA Wood, sees electric forklifts as a good investment in terms of the environment, people and finances. Following electric forklift trials at the sawmills in both Bollsta and Tunadal, the time has come for an evaluation. “This seems to be useful. We will now perform an evaluation and also gather the experiences of others who use electric forklifts, before deciding on how to move forward,” says Henrik.

Electric forklift during the test period at Bollsta sawmill.
EdiLog – the electric hybrid with environmental benefit

Östrand pulp mill is home to two unique log stackers – electric hybrids that run off both diesel and electricity. “They really have given us a boost, with dramatic reductions in both diesel consumption and emissions,” says Thomas Johansson, CEO of Engbergs Transportsystem, which manages the logistics on the Östrand industrial estate.

Engbergs Transportsystem has over 40 machines operating at Östrand, including loaders, cranes and log stackers. Two of the log stackers are electric hybrids made by EdiLog.

“We are constantly striving to reduce our impact on the environment. One of the main reasons why we wanted electric hybrids was our desire to reduce carbon dioxide emissions. There were no electric hybrids on the market at the time, so we started the EdiLog company and made our own,” says Johansson.

This proved to be a great success.

“EdiLog gives us a saving of eight litres of diesel per hour, or around 30%. Carbon dioxide emissions are reduced by 125 tonnes per machine per year, if the machines are used around the clock. This obviously has significant environmental benefits and at the same time it is good for our finances,” says Johansson, continuing:

“The two electric hybrids have reduced the overall carbon dioxide emissions from all log stackers at Östrand by 25%.”

Large tusk reduces emissions

The log stackers have a tusk capacity of just over ten square metres, which also contributes to reduced emissions, as the number of trips can be reduced.

“You only need to make a single trip to unload all the pulp wood from the flatbed on a rail wagon. With the other stackers, there are always three or four logs left. Having to go back and pick them up feels so incredibly unnecessary and is not good for the environment or for efficiency,” says Johansson, continuing:

“EdiLog takes the whole stack in one go. It is also equipped to handle the larger wagons that have started to come into use.”

Peace and quiet in the cab

When designing the stackers, great emphasis was placed on providing the operators with the best work environment possible, something which is also helped by electric operation.

“EdiLog runs so quietly you can hear the crunch of the tyres. In a diesel-powered stacker, that kind of noise is drowned out by the engine. I am very pleased with it,” says driver Robin Vallin.

Sustainability through upgrades

Another advantage of the stackers is that they can be upgraded once they have a few years on the clock.

“Once the stackers have been operating for three or four years, you can choose to upgrade them by keeping the steel chassis but replacing the powertrain, hydraulics and cab. This is a sustainable approach, clearly more cost-effective than buying a brand new stacker,” concludes Johansson.
About EdiLog

**Motor and engine:** EdiLog is powered by an electric motor fitted directly on the front axle. A six-cylinder diesel engine (Scania DC13) operates the generator and hydraulic pumps.

**Charging:** All charging takes place during operation, particularly when braking.

**Design:** Designed on the basis of the Mantsinen LH32.

**Tusk capacity:** Just over ten square metres.

There's no engine noise when electric hybrid EdiLog glides across the log area. The motor runs at a constant 1,200 rpm, which is akin to idling.

Side mirrors and rear-view mirrors have been replaced by cameras and screens.

With a full 10 square meter gripping area, the grab is the biggest in the industry.
“Together, we can create a workplace where everyone thrives.”

Dennis Melarti Operations Manager Sundsvall Terminal
Dennis Melarti appreciates the go-ahead spirit within the SCA group

Since May this year, Dennis Melarti has been the operations manager at the terminal in Sundsvall. Although he has not worked at SCA before, as a resident of Sundsvall he is very familiar with the company. “The SCA group makes long-term investments and is driving forward exciting technological development,” he says.


This long-term approach and go-ahead spirit within the SCA group were the main reasons why Dennis applied to SCA Logistics.

“There is continuous development and improvement work taking place at SCA and it is exciting to be a part of this and to contribute to it. The company also takes good care of its employees. Its values are very much alive,” he says.

Coaching leadership
Dennis has long been fascinated by group dynamics and how people perform in groups. Later he also became interested in improvement work and process development. He likes watching the business and employees develop, as well as making his own contribution to this.

“I saw myself as a leader early on and I have actively sought out such challenges. For example, I was made captain of the football team even though I wasn’t the best at ball sports. It was more on the basis of how I was as a person in the team,” says Dennis.

Dennis’ aptitude for leading others is also evident in the training and courses he has completed, in areas such as project management, lean and process improvement.

“I want to be a clear, supportive and present manager. Together, we can create a workplace where everyone thrives and feels good. This is what we need if we are to rise to the challenges we face in our everyday work.”

A business undergoing constant change
Dennis is responsible for a number of team leaders and port workers at the terminal.

“The day-to-day management of the terminal involves a lot of coordination, follow-up measures and communication with

In close cooperation with colleagues, Dennis Melarti is leading and developing the efficacy at the terminal in Sundsvall.
Aiming to minimise environmental impact, waiting times and transshipments

For improvement work to be successful, it must be based on facts, including statistics and other data. “In all change work, it is important that you work on the basis of facts and not emotions. It is therefore vital to collect data if improvement work is to be successful, and a lot of this involves constantly developing working practices, methods and technology, in order to reduce environmental impact, waiting times and the number of transshipments,” says Dennis.

The circumstances vary from day to day, which demands flexibility and the continuous reallocation of resources. Dennis is now settling into his new role as operations manager.

“We operate seven days a week, but no two days are the same. Right now I am in the middle of an intensive phase, where I am learning more about the exciting job we do at the terminal specifically and within SCA Logistics in general,” concludes Dennis.

Dennis Melarti

Training completed: Maintenance for leaders with a focus on process improvements, at Teknikutbildarna in Stockholm. Courses in leadership, project management, lean and Six Sigma.

Previous positions: Has spent the past 20 years working in industry most recently from Kubikenborg Aluminium AB (part of UC Rusal), where his last job was as foundry manager.

Current role: Operations Manager at the terminal in Sundsvall.

Lives: In a wooden house built in 1888 in Skönsmon, just south of Sundsvall town centre.

Family: Wife and two children, aged 12 and 10.

Interests: Spends a lot of his free time with his children, who enjoy football, gymnastics and basketball. Often has woodwork projects on the go at home. Runs all year round and travels as often as he can. Follows the American NBA.
Distinguished haulier invests in sustainable transport

Olssons Åkeri, a long-standing partner of SCA Logistics, has purchased two trucks that run on liquefied gas, an environmentally friendly technology that lends itself well to long-distance transport. “SCA is actively seeking sustainable solutions and we appreciate initiatives on such matters,” says Lotta Åkre, Commercial Manager, Logistics Sourcing & Sales, SCA Logistics.


SCA is working to find further sustainable solutions for land transport in order to reduce the group’s climate impact. Several new technologies are well developed, but have not yet been implemented commercially.

“There are many interesting technologies being developed, such as electric operation, fuel cells and various renewable fuels for internal combustion engines. We are examining all the options,” says Lotta.

Olssons Åkeri is a family-owned logistics and transport company based in Skövde, Sweden. CEO Mathias Olsson is the fourth generation of the family to run the business, celebrating its 90th anniversary this year.

“We are competing with quality and the environment as our main selling points and historically we have always led the way, a tradition I intend to continue,” he says.

Early adopter of new technology

Olssons Åkeri started using the renewable, fossil-free fuel HVO100 at an early stage. Now the company has bought two trucks from Volvo, constructed as Swedish long-distance rigs, in other words 24 metres long and with a total weight of 64 tonnes, which can run on natural gas, biogas or a combination of the two.

Unlike previous generations of gas-powered vehicles, the gas is in liquid form, which means more fuel can be carried, giving it a longer range. This now enables the use of gas-powered trucks for long-distance transport.

The technology is called LNG, which stands for Liquefied Natural Gas, but as natural gas is a fossil fuel, Olssons Åkeri aims to use biogas as much as possible.

Biogas practically climate neutral

“Operation is then basically climate neutral, as biogas is produced from waste. The vehicles need a small amount of diesel on ignition, but then they run completely on gas,” says Olsson.

The trucks will carry lining paper to SCA’s customers in the region and return to Olssons Åkeri with recycled fibre for transshipment and onward transport by train to SCA in Munksund and Obbola.

“We have been working with Olssons Åkeri for many years and we are looking forward to evaluating the environmental benefits that gas-powered trucks provide in our logistics chain,” says Lotta.

The trucks Olssons Åkeri has bought can run on both liquefied natural gas (LNG) and liquefied biogas. Natural gas is a fossil fuel, but biogas is a renewable energy source.
Towards more equal gender representation

“Before I started, I had no idea that the work was so varied.”

Lisa Ståhl
Temporary employee at SCA Logistics
The longed-awaited summer in Sweden is short and most employees value their summer holiday highly, often taking four weeks off during June, July or August. So it is vital for many companies to recruit temporary staff during this period. One way of finding the right people, including female applicants, is through recruitment events.

This year, SCA Logistics was able to match 13 summer job applicants with the company’s needs at a recruitment event held in Sundsvall. In total, there were 19 temporary employees, five of them women, at the Port of Sundsvall this summer.

A range of work tasks
To begin with, the temporary employees all took part in a much-appreciated introductory training course, learning skills such as how to operate the forklift, including a written exam.

“Before I started, I had no idea that the work was so varied. I immediately felt very well taken care of and the people who work here have been very good at explaining what the job is about. They place great emphasis on taking the safe approach, which inspires confidence,” says Lisa.

Her work duties have included driving a forklift and connecting round slings to timber packages, to be loaded onto vessels.

“I worked for a total of eight weeks, plus the introduction period and I enjoyed the work. I was able to carry out a number of different tasks, such as being the hatch supervisor, ‘intervening’, assisting the crane operator and performing security checks.”

Compared with previous summer jobs, she had to be more independent when working at SCA Logistics.

“As a port worker, I have to be able to work independently. At the same time, every task is linked to a chain of activities, so interpersonal cooperation is essential,” she says.

Lisa graduated from upper secondary school just before enrolling at SCA Logistics. She is now one of the extra staff, known as ‘extring’, at SCA Logistics.

“The right attitude is essential
One of Lisa’s instructors is Marcus Johansson, a port worker who was also involved in the recruitment process.

“It’s only a positive thing that there are more women working here. But it is important to remember that nobody was employed on the basis of being a woman or a man, but because they have been assessed as being capable employees. They must have a mature and safety-based attitude and be prepared to learn the job. As I see it, there is no obstacle to being a woman and working here,” he says.

A matter of gender equality
Helena Johansson, HR partner at SCA Logistics, says that in 2019, the company is aiming to take further steps forward, increasing equality at its workplaces.

“We want modern workplaces where there is equality and we want to be an attractive employer for all. Research also confirms that increased equality and diversity lead to healthier, more creative and more profitable business operations,” she says.

Marcus believes that progress has already been made with regard to cultural change at the terminal.

“If we go back 15 years, there was definitely a tougher attitude among the port workers. But today, nobody raises an eyebrow about women working here, and everybody has a positive attitude,” he concludes.
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