



New Ways

Nº 3 2021

A large blue and red cargo ship named "BBC ICELAND" is docked at a port. A large yellow crane is positioned on the ship's deck. In the background, a large industrial facility with multiple smokestacks and buildings is situated along the waterfront. The sky is blue with some clouds.

**Secure deliveries as
SCA invests billions in Obbola**

Green Gold
to SCA

The hub of
European trade

One-stop
bookings

SEK 1,000,000,000,000

In the early days of the pandemic, few would have predicted that the demand for goods and shipping would break all records. In many regards, however, this has proven to be the case – a situation perhaps best illustrated by the improbable price development on the container market.

Many industrial sectors were hit hard when the pandemic struck. SCA did not escape and the company chose to cease production of publication paper, dealing a severe blow to the region around Sundsvall. And yet, in the shadow of COVID-19, northern Sweden has emerged as an investment hot spot for new industries.

SCA is already well underway with the construction of a new chemi-thermomechanical pulp (CTMP) production line in Sundsvall as well as installing the largest and most efficient kraftliner machine in the world in Umeå and completing the project for a new grading mill at the Bollsta

Sawmill in Kramfors. These are only part of a long list of investments and new establishments; next year, Renewcell's new factory in Sundsvall will begin producing sustainable textile pulp from recycled raw materials, something you can learn more about on pages 10–11.

Other examples of new establishments and major investments in northern Sweden can be found in the mining, steel and wind power sectors, while perhaps the most conspicuous development is the new battery factory currently being built.

The sum of all this investment in northern Sweden is estimated at a staggering SEK 1,000,000,000,000. A thousand billion, or almost \$120 billion, an unrivalled level of investment.

Naturally, this astonishing development is only made possible by a secure, cost-effective infrastructure for raw materials, energy and transport. Much of the infrastructure is already in place. Other elements are under construction, such as the port expansions in Umeå and Sundsvall, which will handle the growing flow of new imports and exports. However, it is crucial that all of these elements keep pace. As much of these new cargo flows will be shipped by sea, it is important that ports are supported by modern, efficient industry-to-port road and rail structure that enables road transports in the new load-bearing class 4 (BK4) for shipments up to 74 tonnes/truck.

All of these investments and future cargo flows will enable us to build an efficient regional logistics chain, so that new and already established industries alike will be able to strengthen their market positions.

Now, as we make our way out of the pandemic and the world opens up, we can see that the prospects for our corner of the globe are bright.

Nils-Johan Haraldsson

Vice President Marketing and Business Development
SCA Sourcing & Logistics



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Green Gold to SCA

The consistent, group-wide sustainability approach adopted by SCA is bearing fruit. In the most recent evaluation of the SCA Group by EcoVadis, the company achieved the gold level, placing it among the top 2% of all assessed companies. “This is affirming that we are a sustainable business,” says SCA Logistics Sustainability & Logistics Manager Peter Eriksson.

Text: Håkan Norberg. Photo: Michael Engman.

EcoVadis is a leading global system for rating the sustainability work performed by companies within four areas: Environment, Labour & Human Rights, Ethics and Sustainable Procurement. In total, over 75,000 companies in over 160 countries have been rated and SCA takes its place among the top 2%.

Results are presented on a scorecard and this year the SCA Group has increased its score from 62 to 72 points. This places the company in the Gold category.

“We performed well in all four areas, especially so in Environment, which has much to do with the fact that we conduct sustainable forestry. Our factories also have a long tradition of working resolutely and in a structured manner with sustainability issues,” says Peter Eriksson.

Thorough audit

According to Peter, there is a considerable amount of work involved in preparing documents for the review. It is not simply a matter of answering questions; proof of sustainability work must also be provided.



“We performed well in all four areas, especially so in Environment, which has much to do with the fact that we conduct sustainable forestry.”

Peter Eriksson
Sustainability & Logistics Manager
SCA Logistics

“The entire organisation is involved, with specialists in all areas. I was responsible for reporting on our work with sustainable procurement.”

EcoVadis also conducts surveys of its own, including scanning news sources for sustainability-related information on the company under audit. Peter also emphasises that the result comes with proposed areas for improvement, a valuable contribution to the work going forward.

Companies that use EcoVadis are able to share their scorecards with one another, so that they can identify partners that comply with their own organisation's sustainability requirements. The standard makes organisations comparable and makes it easier to evaluate potential suppliers, etc.

“It becomes clear just how seriously a company works on sustainability issues. And should we find that anyone's standards are too low, we demand improvement,” says Peter.

A stamp of quality for sustainability work

Peter explains that SCA uses EcoVadis to evaluate suppliers' sustainability work. Based on the results of these evaluations, the company decides which suppliers should be audited on site. It is likely that any company with a low score from EcoVadis will be chosen for such an audit.

“This provides us with an even more detailed picture.”

A scorecard from EcoVadis is a kind of stamp of quality. A high score indicates that you have good control over your sustainability management.

“And, once again, we have proved that we do,” concludes Peter.

Secure deliveries

as SCA invests billions in Obbola

A total of 11,000 tonnes of equipment needs to be delivered as SCA builds the world's largest kraftliner machine at the Obbola paper mill. "There is so much equipment that it is equivalent to the weight of one and a half Eiffel Towers, and every individual part must arrive on time if the schedule is to be maintained. SCA Logistics is responsible for much of the logistics and guarantees secure deliveries," says Per Asplund, Project Manager for the construction of the paper machine.

Text: Kerstin Olofsson. **Photo:** SCA, Patrick Trägårdh.



Project cargoes can be heavy, complex pieces of equipment, often asymmetrical as well.



Patrick Mattsson, Agency and Forwarding Manager SCA Logistics Umeå, and Fredrik Hellberg, Group Manager and responsible for ship unloading.

SCA is investing 7.5 billion in its Obbola liner mill. As well as building a state-of-the-art paper machine, a new biofuel-fired lime kiln is also being built to recycle chemicals from the manufacturing process. The project is now so advanced that the time has come to begin assembling the paper machine. Rollers, machine frames, containers and many other pieces of equipment will therefore be transported to the mill, a process in which SCA Logistics plays a crucial role.

“We are shipping cargoes on our RoRo, container and breakbulk vessels. We are taking maximum advantage of our own resources,” says Dan Persson, Sales Representative at SCA Logistics.

“We have a tight assembly schedule for the various components, so we are completely dependent on the parts arriving precisely when they should.”

Per Asplund

Per Asplund, Project Manager for the construction of the Obbola paper machine.

Units weighing between 70 and 80 tonnes

A large proportion of goods are arriving from China and other Asian countries, transhipped via one of SCA’s European terminals for delivery to the terminal in Umeå. And we are talking about large volumes. SCA’s RoRo vessels will be shipping the equivalent of 500 trailer loads and on top of

that a number of break bulk shipments as well as containers destined for the project. Some cargo units weighing between 70 and 80 tonnes each.

“It’s great to be involved in such an enormous project. It demonstrates our flexibility and ability to handle really large and complex project cargoes,” says Dan.

Working on a tight schedule

Functioning logistics are the be all and end all for those working on the Obbola project.

“Quite simply, it has to work. We have a tight assembly schedule for the various components, so we are completely dependent on the parts arriving precisely when they should,” says Per.

Logistical planning began about a year in advance and a number of flexible solutions have been developed. Voith, the main supplier of the paper machine, has a strategically located intermediate warehouse in Holmsund, next door to SCA Logistics’ Umeå terminal. As there is not enough space at the paper mill to accept all deliveries unloaded at the terminal, intermediate warehousing is a must.

“We coordinate deliveries from the port to the intermediate warehouse, thus ensuring an efficient logistics chain,” Dan explains.

Increasing quantities of project cargoes

The number of project cargoes arriving at the port is indicative of the high level of activity in northern Sweden right now.

“We are seeing a sharp increase, this year especially. In addition to all of the logistics for the Obbola project, we are also dealing with transport and even some handling of 84 wind turbines, not to mention large volumes of cargo destined for the Northvolt battery factory. It is heartwarming to see



The new paper machine at Obbola will be ready for production in the first quarter of 2023.

just how much northern Sweden is developing and that we are playing our part,” says Patrick Mattsson, Agency and Forwarding Manager at SCA Logistics in Umeå.

The term *project cargo* generally covers large, heavy-duty or complex pieces of equipment. These are often asymmetrical as well.

“This is often a complex process but we are very used to handling it. We have cranes with a capacity up to 200 tonnes and all of the other equipment required for these kinds of cargoes,” says Patrick, who goes on:

“However, the most important thing is that we have trained, experienced and dedicated personnel. It is important to work safely when handling units of up to 100 tonnes, to know exactly which equipment to select and how to connect it. There are countless variations of coupling devices, spreaders, shackles and lifting straps to choose from and a great deal of knowledge is required on each occasion to determine the very best solution for safe and secure handling. Of course, the most important thing is that nobody is injured or exposed to risk.”

An increase that benefits all customers

The new paper machine at Obbola will be commissioned during the first quarter of 2023. While that will be the end of large project cargoes destined for the paper mill, these will be replaced by a sharp increase in the volume of wind turbines destined for customers all over the world, as well as recycled paper on its way to the mill for use as a raw material. The volume of goods passing through the Port of Umeå will then grow from the current level of 1.5 million to approximately 2 million tonnes per year.

“This is very exciting and, among other things, we are preparing for the major increase by building more warehouses and arranging more land area. The increased

volumes of cargo will strengthen SCA Logistics’ Umeå terminal and benefit the business community throughout the region,” says Margaretha Gustafsson, Terminal Manager SCA Logistics Umeå.

Larger cargo volumes mean that SCA Logistics can use larger vessels, making the business more competitive. A larger-scale operation will create improved opportunities for all customers, while larger vessels also offer environmental benefits as emissions per tonne will decrease.

“The increase in cargoes benefits everyone, from shippers with small cargo flows or single shipments to customers with larger, recurring transport needs. It’s great to see us growing and doing so with quality. We are preparing carefully to ensure that we always maintain the same high level of safety, service and customer service,” concludes Margareta.

About the expansion of Obbola

- SCA is investing SEK 7.5 billion.
- The new kraftliner machine will have a 10.2 metre-wide paper line moving at a speed of 1,400 metres a minute.
- The investment includes environmental improvements to a value of SEK 1 billion.
- SCA is building a biofuel-fired lime kiln to replace a pair of oil-fired kilns, thus reducing emissions of carbon dioxide by 20,000 tonnes per year.
- SCA will become the world’s first fossil-free kraftliner manufacturer.

New freight terminal provides increased opportunities for Rundvik Sawmill

On the morning of 23 June, the first train arrived at the new freight terminal in Rundvik, Sweden. The locomotive pulled nine wagons laden with logs for SCA's Rundvik Sawmill. "Competition between different modes of transportation and different operators is positive. It gives the sawmill more choices," says Johan Tännfäldt, Manager of Rundvik Sawmill.

Text: Håkan Norberg.

When the Bothnia Line was built, preparations were made for a freight terminal in Rundvik and, since 2009, parts of the track have been completed. The freight terminal, which cost SEK 57 million to build, has been financed by the Swedish Agency for Economic and Regional Growth, the Swedish Transport Administration, Region Västerbotten and Nordmaling Municipality, which account for 18 of the 57 million.

"SCA Forest has a modern train system for transporting logs and every year we transport approximately 3 million cubic metres to various industries, both SCA's own businesses and the external customers. The new terminal in Rundvik creates opportunities to transport more timber by rail instead of by road," says Martin Sundberg, Head of Logistics at SCA Forest.

Reducing carbon dioxide emissions

The first train was 300 metres long and carried 1,100 m³ of spruce logs, which corresponds to about 22 lorry-loads. By transporting the timber by rail instead of road, carbon dioxide emissions are reduced by as much as 5,600 kilos. Later on, when full-length freight trains are operating on the route, loads can be up to 2,400 m³ of logs and the savings in carbon dioxide will then be even higher. By transporting timber by rail instead of road, it is possible to reduce carbon dioxide emissions by as much as 600 tonnes each year.

All types of goods will be handled at the new freight terminal. The emphasis will mainly be on the wood and forest industry. The first customer to test the new logistics solution was Rundvik Sawmill. Deliveries to the sawmill will mainly consist of spruce logs.

Opportunities to expand

"We currently transport our raw materials by ship or lorry and we are looking forward to having a third alternative to consider. For long-distance shipments, the train is a good alternative. The main opportunities I see are that we can

secure our raw material supply and that we can compete in a cost-effective and sustainable way for raw materials that are sourced further away from the sawmill. This means that we become more competitive in a larger geographical area and this in turn gives us opportunities to expand our sawmill production," says Johan.

Thus far, the mill has welcomed five trains to the new terminal. And Johan sees more possibilities for the future.

"Rundvik is progressing. Our market is strong and we are seeing good results. Apart from transporting raw materials to the sawmill, we will be looking into transporting our products from the mill to the market by train in the future," says Johan.

About the freight terminal in Rundvik

- Strategically located between Umeå and Örnsköldsvik, the freight terminal has two industrial tracks. Close proximity to the E4 motorway and the Port of Rundvik and the connection to the Bothnia Line means that the freight terminal is located at a hub of northern European transport for the forest and timber products industry.
- The terminal area is approximately six hectares in size and can be expanded by another four to five hectares in the future.
- The freight terminal has facilities for measuring timber and initially the Rundvik Sawmill will be one of the terminal's largest customers.
- The track length is one kilometre and the effective loading distance is 880 metres.

Eco-labelled ferry enhances Vaasa–Umeå route

Bigger, faster and better for the environment. Peter Ståhlberg, Managing Director of Wasaline, cannot heap sufficient praise on the new ferry operating across the Gulf of Bothnia between Vaasa in Finland and Umeå in Sweden: “An important logistical addition to the major industrial investments currently being made in the north of both countries,” he enthuses.

Text: Mats Wigardt. **Photo:** Kvarken Link, Wasaline.

Regular passenger and vehicle ferries have been plying the route between Umeå and Vaasa for almost 80 years with mixed fortunes. The abolition of duty-free sales in 1999, for example, dealt a heavy blow that cut the number of passengers from over a million to around 50,000 in one fell swoop.

Now, however, the wind of change is blowing once again and passenger and freight volumes are increasing. The launch of Wasaline’s new ferry Aurora Botnia in September 2021 signals a new era for maritime traffic across the Gulf of Bothnia.



The Aurora Botnia is equipped with the latest environmental technology.

“There is no major problem with the old ferry but the technology is getting on a bit and this raises issues in the long term,” explains Ståhlberg.

The Aurora Botnia was commissioned from Finnish shipbuilders Rauma Marine Constructions by Kvarken Link Oy, the world’s northernmost shipping company. The fact that the vessel was built in a domestic shipyard has the added benefit of easier service and maintenance.

And it is very much a modern vessel that has been delivered, with two cargo decks and space for 1,500 metres of HGVs and cars and 800 passengers.

The environment was a major consideration in all solutions, with the result that Aurora Botnia is the first RoPax vessel in the world to fulfil the requirements for the classification Clean Design.

Clean Design classified

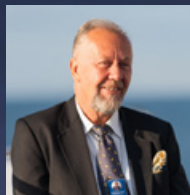
The four main engines from Wärtsilä can be powered with both liquefied natural gas (LNG) and liquefied biogas (LBG), while eventually the vessel will even be able to call at and depart from port using only electric power. Taken together, this represents a significant reduction in emissions.

“The ferry is fully equipped with the latest environmental technology,” confirms Ståhlberg with evident satisfaction. “The interiors are largely fitted out with recycled materials such as recycled plastic and fibres from old fishing nets.”

The vessel also needs to adapt to the seasons. During the low season, only essential areas will be open, while the rest of the vessel will be powered down. In the winter, for example, there is no need to keep the entire dining room open for only 10 passengers.

“The overall difference between the old and new ferries is enormous,” says Ståhlberg. “The new one is bigger, faster, more efficient and has a smaller environmental impact.”

Ståhlberg is convinced that Aurora Botnia will be an important piece of the logistics puzzle in northern Sweden. Major investments in industry on both sides of the Gulf of Bothnia will mean that increased cargo volumes will need to be moved. More departures, flexible cargo space and shorter journey times make transport planning that much easier.



“The new ferry is bigger, faster, more efficient and has a smaller environmental impact.”

Peter Ståhlberg
Managing Director Wasaline

The time is right

“I am absolutely convinced that the time is right for Aurora Botnia,” concludes Ståhlberg.

Meanwhile, SCA Logistics’ Sales Manager Tomas Andersson sees a more efficient cargo flow across the Gulf of Bothnia as a vital addition to SCA Logistics’ commercial offer.

“This has all the prerequisites to extend our reach,” he says. “Well-developed ports in Umeå and Vaasa and increased maritime capacity provide significant advantages for our customers.”

Facts about the ports in Umeå and Vaasa

- **The Port of Umeå** is open all year round and is one of northern Scandinavia’s largest ports, handling approximately 2.5 million tonnes of cargo annually, a large part of which consists of forest products. The port is strategically located at the western end of the shortest natural route across the Gulf of Bothnia between Sweden and Finland.
- **The Port of Vaasa** provides the northernmost year-round marine passage between the two countries. The Port of Vaasa currently handles 1,5 million tonnes of cargo each year. Cargoes mainly consist of imports and exports of oil, agricultural products, breakbulk and project cargoes.

Logistics partner with focus on efficiency and sustainability

Renewcell is building a textile recycling plant on SCA's Ortviken industrial estate in Sundsvall. The company has now chosen SCA Logistics as its dedicated forwarding, terminal, warehouse and shipping company. "We are delighted with the arrangement. We operate on a global market, so access to efficient, environmentally friendly transport was crucial to the location of the production plant," says Harald Cavalli-Björkman, Renewcell's Chief Marketing Officer.

Text: Kerstin Olofsson. **Photo:** Renewcell, Alexander Donka.

Renewcell, which already operates a pilot plant in Kristinehamn, is now making a billion-kronor investment in full-scale production by building a large plant in Ortviken. The company's aim is to contribute to a sustainable world by using recycled textiles in the production of high-quality materials for the fashion industry.

"Society recycles many different types of material, such as paper, metal and glass; however, there is almost no recycling of clothing, despite the major environmental impact of clothing production. A circular system is required for textile recycling and we intend to be a major player," says Cavalli-Björkman.

Old clothes recycled

Renewcell uses worn clothing and spill from the clothing industry as raw material to manufacture Circulose®, a pulp product that customers then use to manufacture textile fibres such as viscose and lyocell. These materials are then used to produce new garments.

Renewcell will need to ship 70,000 tonnes of raw materials to Sundsvall every year as well as 60,000 tonnes of Circulose from Sundsvall to customers around the world. The company has now signed a logistics agreement with SCA Logistics to provide transport of both raw materials and the finished product, as well as warehousing, handling and some administration.

The raw material, which consists of baled textiles, arrives from around the world, including Asia, Germany, Turkey and North America, areas that either consume or produce large quantities of clothing.

The finished product, Circulose, is in the form of pulp sheets that are then baled so that they look exactly like pulp bales from the forest industry. Although the largest shipments will be delivered to China, Renewcell also

has customers in India, Indonesia, the United States and Germany, among other countries.

Sustainable transport

As Renewcell is located far from both its customers and raw materials, logistical solutions were a major factor in choosing to locate their new plant in Sundsvall.

"While it is vital that shipments are reliable and cost-effective, because sustainability is the very foundation of our business idea that was also very high on our list of priorities when choosing a logistics partner. SCA Logistics has an efficient and sustainable logistics chain, as well as a desire to continuously improve its organisation and reduce the environmental impact of shipping. This is something that we value highly," explains Cavalli-Björkman, who goes on:

"Our Circulose production has a very low carbon footprint, so how we handle our shipments will have a major impact on the total lifecycle analysis of our products."

Ortviken offers excellent conditions for shipping, with close proximity to the container port, new logistics park and access to SCA's logistics chain, with smooth container shipment around the world.

"Among other things, proximity to the port means that we can get our goods to sea without transporting them long distances by road. We get a logistics chain with low emissions per shipped tonne."

Another advantage is that SCA Logistics has extensive experience of handling products of the same type as Circulose – and doing so with a high level of quality.

"We consider this not only recycling textiles but also using existing knowledge and an already built-up infrastructure. The logistics chain is in place and all we need to do is connect with it, which is extremely convenient," says Cavalli-Björkman.

Each year, SCA Logistics will be shipping 70,000 tonnes of raw textile material to Renewcell's Sundsvall plant, plus 60,000 tonnes of the finished product, Circulose, to customers around the globe.



Once full production is reached, Renewcell will be manufacturing some 60,000 tonnes of Circulose a year at Ortviken, equivalent to approximately half of Sweden's annual textile consumption.

Dealing with warehousing

Both Circulose and the raw textile material will be transported in the optimal manner, depending on where it is being shipped to and from. The majority of cargo will be shipped in containers. Raw materials will be shipped to SCA's Rotterdam terminal by maritime shippers contracted to SCA, then reloaded onto an SCA Logistics container vessel bound for SCA's Sundsvall terminal.

"We will then strip the containers and store the textile bales in a warehouse. Renewcell will then call off as and when they require a delivery of raw material," explains SCA Logistics Sales Representative Dan Persson.

Circulose will also be shipped by container vessel and reloaded at the terminal in Rotterdam.

"We take care of the entire marine logistics chain, in both directions. SCA Logistics and Renewcell will be integrated in terms of the exchange of information and emphasis on a high degree of automation. We are offering Renewcell our entire portfolio, from terminals and road, rail and maritime transportation to customs administration," says Nils-Johan Haraldsson, Vice President Marketing and Business Development at SCA Logistics.



"SCA Logistics has an efficient and sustainable logistics chain, as well as a desire to continuously improve its organisation and reduce the environmental impact of shipping."

Harald Cavalli-Björkman
Chief Marketing Officer, Renewcell

Increasing the competitiveness of all customers

The volumes of cargo SCA Logistics will be shipping on Renewcell's behalf will strengthen both southbound and northbound services.

"This means that we can utilise our equipment and terminals even more efficiently, much to the delight of all our customers," says Nils-Johan.

Renewcell's volume will support the expansion of the Port of Sundsvall and make it possible to use even larger container vessels, something that will strengthen the competitiveness of all customers in the region.

"Renewcell has big plans for the future and we have a fantastic opportunity to grow together in symbiosis," observes Dan.

The first deliveries of recycled textile pulp are expected to be shipped to customers from Ortviken during the summer of 2022. The first deliveries of raw materials will be arriving this autumn.

"Renewcell is an innovative business working at the cutting edge. They are writing a new, sustainable chapter in industrial history and it is very exciting to be involved from the very beginning," Dan concludes.

One-stop bookings

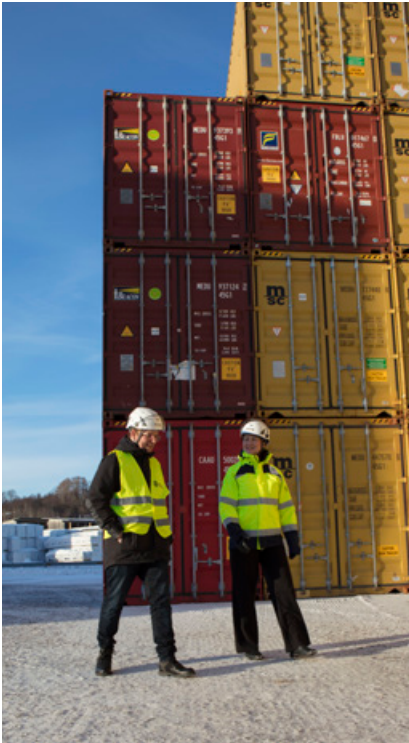
arranging transport from door to door

SCA Logistics has further improved its service by creating a one-stop booking desk for its own vessel systems. Customers will only need to contact one person for assistance with their shipment, even when it involves both maritime and road transport. “We take care of the entire transport chain, from door to door,” says Karolina Johansson, who works on the booking desk.

Text: Kerstin Olofsson. **Photo:** Linda Snell.



Karolina Johansson and Timmy Melander assist customers with door to door transport.



SCA Logistics offers a complete logistics solution available for both project cargoes and more regular shipments.



“One of the most satisfying parts of the job is finding solutions, even when things aren’t going entirely according to plan.”

Karolina Johansson
Forwarder, SCA Logistics

Karolina and her colleague Timmy Melander assist customers with seamless transport from A to B. The heart of the logistics chain is SCA Logistics’ own vessels, both RoRo and container feeders. The bulk of the business is northbound freight.

“This is a development of our previous working method. Customers have been requesting this service and we have naturally listened to them. We hope that customers will feel that we are now taking even better care of them and providing even better service,” says Dan Persson, a member of the SCA Logistics Sales Team.



“Customers have been requesting this service and we have naturally listened to them.”

Dan Persson
Sales Representative
SCA Logistics Sundsvall

A complete logistics solution

Karolina and Timmy spend most of their time dealing with shipments departing from the terminals in Rotterdam, Kiel and London bound for Swedish ports, mainly Umeå, Sundsvall, Oxelösund, Helsingborg and Malmö.

“For example, we may have a customer who needs to send goods by road to the terminal in Rotterdam, then by ship to Umeå and then onward by road to a final destination somewhere in northern Sweden. The customer then need only contact me or Karolina and we can arrange the entire shipment,” explains Timmy, who continues:

“In the past, they would often have needed to contact different people to arrange road and maritime shipping respectively, but now it is much more convenient. Rather than offering separate shipping solutions, we provide a simple, complete logistics solution from booking to delivery.”

“We can arrange the entire shipment, from Central Europe to the final destination in northern Sweden.”

Timmy Melander
Forwarder, SCA Logistics

The service is available for both project cargoes and more regular shipments. The goods can be anything from large cranes and wind turbine components to plant and palletised steel rollers.

“And, of course, we are also happy to arrange southbound shipments, even if the largest volumes are going north,” says Timmy.

Both RoRo and container feeder

When it comes to sea freight, cargoes can be shipped on either the RoRo or container feeder service.

“It is useful to have both options available, so that we can choose the best vessel in terms of schedule and space. And the fact that we are booking space on vessels we operate ourselves means that we have greater control over the flow and can make optimal use of the resources. We can also provide our customers with quicker and more consistent information,” says Karolina.

Like Timmy, she previously worked with road and rail transport, experience that is coming in useful now.

“Yes, in this job it is useful to have knowledge about the entire chain,” she says.

Collaboration and communication

Both Timmy and Karolina are enjoying their new role, which they describe as acting as a facilitator.

“It’s a satisfying challenge to make sure that everything functions smoothly. To a large extent, it’s a matter of communication and collaboration. Among other things, we maintain contact with vessel operators, terminals, customers and external freight forwarders,” says Timmy.

“Yes, we need to have close relationships with many people, despite long geographical distances. It’s a bit of a special skill to make things work despite being so far away,” adds Karolina.

Aside from excellent social skills, the job also demands attention to detail, analytical ability and a disposition to meet challenges.

“One of the most satisfying parts of the job is finding solutions, even when things aren’t going entirely according to plan. It’s a matter of looking at the problem from every angle and seeing things from new perspectives,” says Karolina.

Contact network at terminals

Although the COVID-19 pandemic put a spoke in the wheel when Timmy and Karolina were starting their new jobs, they have still managed to build up a network of contacts.

“The intention was to visit the terminals we work with, meet the people who work there and follow what they do with our own eyes; of course, that wasn’t possible so we just have to make the best of the situation. And thanks to competent staff who focus on the customer, we are able to resolve most issues,” concludes Timmy.

Timmy Melander

Background: Among other things, working as a forwarder for road and rail freight. Previously a production planner for a telecom contractor.

Education: Technical training.

Current position: Forwarder – assisting customers along the entire logistics chain.

Lives: In Bosvedjan, Sundsvall, Sweden.

Family: Partner.

Interests: Food and drink, playing padel and floorball, going to concerts, learning the electric guitar.

Karolina Johansson

Background: Among other things, working as a forwarder for sea, road and rail freight.

Education: Project management, Bachelor’s Degree in Public Health Science.

Current position: Forwarder – assisting customers along the entire logistics chain.

Lives: In Haga, Sundsvall, Sweden.

Family: Partner and two children, aged 14 and 15.

Interests: Travel, spending time in the forest, picking mushrooms, cooking, spending time with family and friends.



Timmy and Karolina form a one-stop booking desk at SCA Logistics.

SCA vessel gets environmental class upgrade

The environmental class of our vessel M/V SCA Östrand has been upgraded in accordance with the Clean Shipping Index. Similar measures will also be taken on our other vessels. “In planning our shipyard visits, we have set the target that all three of our vessels will be upgraded by one class. While this demands quite an investment and considerable effort, we feel it is well worth it,” says SCA Logistics’ Head of Forwarding Ellenor Nordborg.

Text: Håkan Norberg.

The Clean Shipping Index is an independent and holistic labelling system of vessels’ environmental performance and a practical tool for differentiating port and fairway fees or choosing more sustainable shipping alternatives.

During its most recent shipyard visit, M/V SCA Östrand was upgraded to over 100 points on the Clean Shipping Index, qualifying the vessel for the second highest environmental class. This entitles the vessel to a 70% discount on fairway fees.

“Among other things, we have upgraded the seals in the propeller shaft sleeve and bow thruster, which can now operate on the bio-oil we have switched to,” explains Ellenor.

Sustainability requirements are increasing across all industries thanks to greater awareness among exporters and importers. For SCA Logistics, however, the pressure is not only external.

“We have our own internal motivation to ship our goods as efficiently and sustainably as possible. And this makes our services more attractive to external customers into the bargain,” says Ellenor.

PRESS RELEASE

SCA and St1 enter joint venture to produce and develop liquid biofuels

SCA and St1 have entered a joint venture to produce and sell liquid biofuels. SCA will supply tall oil to the joint venture and will invest approximately SEK 0.6 billion in the company. SCA and St1 will be equal shareholders of the joint venture, which will itself have a 50% share in the St1 Gothenburg Biorefinery,

which is now making an investment in a biorefinery with total capacity of 200,000 tonnes of liquid biofuels, estimated to a total investment cost of SEK 2.5 billion. The new biorefinery will be operational in Q2 2023.

Read more at sca.com

SCA Logistics Timeline, Part 3: Road haulage

Lorries run like clockwork in the forest

Lorries play an important role in the value chain from forest to industry to customer. New technology and alternative fuels will help SCA to significantly reduce the negative environmental impact of road haulage.

Text: Mats Wigardt. **Illustration:** SCA, Adobe Stock.

Photo: SCA, Michael Engman, Adobe Stock.

1891

This was the year when German company Daimler built the first motorised goods vehicle. Six years later, Scania manufactured the first Swedish-built lorry. Initially, the lorry was viewed as a complement to maritime shipping, railways and horse-drawn wagons.



1910

The minutes of a board meeting of Svanö AB, later part of SCA, note a decision to purchase an "automobile" for the company's forest manager: "with consideration for the vast area over which the company's properties are located".



1920s

The decade saw the rapid development of the lorry, from chain drives and solid rubber tyres to more robust cardan shafts and pneumatic tyres. Volvo's first lorry, the LV64, is launched in 1929.



1945

The lorry is making inroads, even if rafting remains the dominant method for transporting timber from the forest to coastal industries. Motor vehicles are however increasingly used to transport timber from forest to river and river to industry.



1917

In May of this year, forester Fredrik Bergman gave a lecture at the annual meeting of the Swedish Forestry Association, in which he advocated the use of motor vehicles for transporting timber. His reasoning is that such vehicles would be cheaper and more reliable than either horses or people.





2021

Today, the Swedish forest industry accounts for a quarter of all freight shipments by lorry, of which SCA accounts for a significant percentage. The objective is to introduce alternative fuels, new technologies and efficiencies into the value chain in order to reduce the negative environmental impact of shipping.

1980-90

Vehicles and trailers are increasingly adapted to specific tasks. New solutions are tested, vehicles are becoming longer and loads increasing. New technology is implemented and the environment is now in focus.

1967

SCA's Sundsvall terminal opens at the Port of Tunadal, just outside the city. This is intended as the hub of a new transport network developed by SCA to create structure in the logistics of paper, pulp and timber products, with lorries an important link in the value chain.



2000s

Lorries deliver large quantities of products from SCA's terminals to end customers in the United States and Europe. During 2020, 4,600 lorries depart from Tunadal alone, destined for 18 different countries. Clear ambitions and requirements are placed on hauliers and shipping companies with regard to the environment and digital integration.

1970s

SCA's new distribution plan, incorporating the Munksund and Holmsund terminals, proves to be a great success. Tractor and trailer are used for regular shipments of finished products between factory and port.

1960s

Rafting declines in importance and, with a few exceptions, by the end of the decade it has ceased completely. The era of the lorry is here, initially in the hands of a motley crew of hauliers and drivers transporting both raw materials and finished products with little coordination.



Facts

During 2020, a total of 13,195 lorries left SCA's Swedish terminals carrying a total weight of almost 400,000 tonnes of freight.

Securing a presence at the hub of European trade

After just over 50 years of conducting its own logistics operations in Rotterdam, SCA Logistics sold the business in 2019 to Dutch company Matrans Holdings B.V. SCA Logistics has now signed an agreement with the same company to maintain a continued long-term presence in Rotterdam. As SCA Logistics' Vice President of Marketing and Business Development Nils-Johan Haraldsson sums it up: "An advantageous solution in all regards".

Text: Mats Wigardt. **Photo:** Adobe Stock.



The Port of Rotterdam is Europe's largest. The name Rotterdam was first mentioned in 1283, when a small tract of reclaimed land was created by damming the mouth of the Rotte River, hence the name.

Over the years, as new canals were dug, the small fishing village grew, its proximity to the North Sea ensuring that the port's importance gradually increased. With the discovery of a sea route to India in the seventeenth century, trade boomed and Dutch shipping became a global power factor.

“We convey just over 200,000 TEU of containers and 3 million tonnes of general cargo all over the world.”

Peter Barnhoorn

Managing Director of Logistics at Matrans

The world's second largest port

The Port of Rotterdam was long the largest in the world. Today, it is the second largest but, with its strategic location on the Meuse and Rhine rivers offering easy access to large swathes of inland Europe, it remains the largest on the Continent.

The Port of Rotterdam is used by some 120,000 vessels from around the world each year. The inlet to the port was recently expanded by 20% to create additional deep port capacity for the next generation of mega ships with the capacity to load 18,000 containers.

SCA built its first terminal in this busy hub of European shipping in 1967, primarily to handle forest products but later expanded to accept general cargo and containers.

Fifty years later, in conjunction with the expansion of its terminals in northern Sweden, SCA chose to sell its Rotterdam terminal and instead buy the necessary services. The terminal was acquired by Matrans Holding B.V., already well-established in its own adjacent area of the port.

“Since then, we have grown on all fronts,” says Peter Barnhoorn, Managing Director of Logistics at Matrans, “with more cargo, more efficient handling and new warehousing. We handle larger vessels, have more cranes and a new IT system. We convey just over 200,000 TEU of containers and 3 million tonnes of general cargo all over the world.”

Transport to customers around Europe and worldwide

When SCA began the procurement process for terminal services to secure a continued presence in Rotterdam, important factors included warehouse area, cost-efficiency, loading and unloading, IT maturity and smooth onward transport to customers around Europe and worldwide.

“It is vital to ensure that levels of quality and service correspond to our own and our customers wishes,” says Nils-Johan, “and that there is potential for further growth.”

Given Matrans stated ambition to become an ever larger and more efficient stakeholder in the terminal flora of the Port of Rotterdam, and with the company having retained its expertise in handling forest products, an agreement has now been reached with SCA for a long-term collaboration.

“SCA will thus remain in the Port of Rotterdam, where we have had a presence for over half a century,” affirms Nils-Johan. “Not only that, but we will do so in some of the same premises where we once conducted our own logistical operations.”

About the Matrans terminal in Rotterdam

Area: 34 hectares

Warehousing: 70,000 m²

Crane capacity: 145 tonnes

Length of deep water quay: 1.1 km

www.matransterminalrotterdam.com

Core values and team spirit are Kjell Arne's focus

Responsibility, respect and excellence, these are SCA's core values. One of the most important tasks facing Human Resources is to ensure that these are not just fine sentiments expressed on a piece of paper, but that they inform everything the organisation does. "This work is conducted in close collaboration with the rest of the organisation and, as a committed team player, that suits me down to the ground. It is so much more enjoyable to achieve success when one does so together," says SCA Logistics HR Manager Kjell Arne Sköldh.

Text: Kerstin Olofsson. **Photo:** Linda Snell.

SCA is based on a very clear proposition: "It's the people that make success".

"It doesn't matter how good the equipment, computer systems and other material things we have are if we don't have competent, dedicated personnel. And it's equally important that our day-to-day work is performed according to our core values," says Kjell Arne, who continues:

"When it comes to the core values *responsibility* and *excellence*, for example, it's a matter of doing our very best to ensure that our customers have a positive feeling. We can't strive to deliver something that only achieves the lowest acceptable level; we must strive to exceed our customer's expectations."

Good team players

Kjell Arne is outmost to point out the importance of all employees seeing the bigger picture, rather than simply taking responsibility for their own specific roll.

"I grew up with team sports and am a big ice hockey fan, so I like to draw parallels with the world of sport. And when it comes to responsibility, it is important that we help one another and are good team players. One can't simply tend one's own little square; the best results are achieved when we collaborate across boundaries."

Responsibility and excellence are also about working with continuous improvement, thus ensuring that the company constantly develops.

"While sometimes it might be possible to take that giant leap forward, often it is a matter of everyone helping to turn all of those small screws. By doing so, we can achieve the many minor improvements that together make a significant difference."

Understand what your customers want

The core value *respect* is multifaceted and highly essential to the company's day-to-day work.

"One way to demonstrate respect for customers is to make sure that we really understand their perspectives and exactly what they are demanding. Then, we can show them that we are doing our outmost to complete whatever assignments they give us – that we are doing absolutely everything we can."

Naturally, respect for one's colleagues is also fundamental and here Kjell Arne draws on his experience in the world of sport. Having spent many years as an ice hockey player and coach, he is well aware that the most conspicuous member of the team is not always the most important; much of the hard work is done in the background.

Kjell Arne Sköldh

Background: Management roles with the Swedish Prison and Probation Service, Sundsvall Municipality and Västernorrland County Council.

Current role: HR Manager at SCA Logistics.

Lives: Split between Sundsvall and Örnsköldsvik.

Family: Wife and adult son.

Education: Essentially an educator, among other things I studied organisational psychology.

Interests: Watching ice hockey, exercising and spending time with the family.



“Our core values are crucial to being able to deliver the best possible service to our customers. They inform everything we do.”

Kjell Arne Sköldh
HR Manager SCA Logistics



Kjell Arne is a team player.
“For me, it really is the case that
shared joy is twice the joy”, he says.



“Respect is largely a matter of understanding that everyone has an important role to play in accomplishing our assignments and that everyone’s efforts are appreciated,” he affirms.

While ensuring that the company’s core values run through the entire organisation is one of HR’s most important tasks, it can only be achieved in close cooperation with managers and staff in the rest of the organisation. Much of Kjell Arne’s work involves supporting managers and offering advice on leadership issues. And he is highly appreciative of this close collaboration.

“I enjoy reaching goals and achieving success and I prefer to do so alongside teammates. For me, it really is the case that shared joy is twice the joy.”

Core values attract employees

Another important task of Human Resources is to ensure that the company has access to the skills it requires. This applies to both retaining and developing existing skills and recruiting new employees.

“It is vital to convince our employees to remain and grow with us, especially now that the younger generation is happy to change job many times over. Here, our unambiguous core values are a great advantage. Many employees consider it very important that their employer has decent core values and that these are reflected in their day-to-day work.”

SCA’s distinct sustainability profile is another advantage when it comes to attracting staff.

“People are increasingly weighing up factors such as sustainability, environmental management and carbon footprint when deciding which company they want to work for. Many are attracted by the high priority we place on these issues. We also have the forest, which binds carbon; we conduct sustainable forestry and manufacture climate-smart products that can replace plastics and concrete.”

New lease on life at 60-plus

Kjell Arne has been working at SCA Logistics for just over a year. Prior to that he worked at the Swedish Prison and Probation Service, where he was in charge of recruitment and staff training. His CV also includes working for Sundsvall Municipality and Västernorrland County Council.

“My long experience of management in large organisations has given me great understanding of the role of operational manager and the support one needs. And it’s wonderful to be able to take another career step as an over-60, as I am. It was a real new lease on life,” enthuses Kjell Arne.

His great sporting interest was inspired while growing up in Bjästa just outside Örnsköldsvik, where the ice rink adjacent to the local school was a regular haunt of the young Kjell Arne and his friends.

“There wasn’t much else to do in Bjästa other than play ice hockey, but that was fine by us as it was so much fun.”

Playing ice hockey in Division 1

All of that training on the ice rink in Bjästa eventually led to a contract with Division 1 team Linköping Hockey Club. Once his own playing career was over, Kjell Arne went on to train a number of youth teams; these days, however, he is content to follow ice hockey from the stands or on television. By his own admission, he is a hockey nerd who watches an inordinate number of matches. His favourite teams are IF Sundsvall Hockey and MoDo.

The complete transport network

Because SCA needs to transport its own products to its markets, the company has built up a logistics chain that can benefit anyone who needs to ship freight to and from northern Sweden. “The breadth of our service makes it interesting to many companies,” says Dennis Melarti, Operations Manager SCA Logistics at the Port of Sundsvall.

Text: Håkan Norberg. **Photo:** Håkan Sjödin.

The SCA Logistics transport network is built to handle deliveries for each of the group’s business areas, so that products can be shipped from factory to customer in an efficient and sustainable manner.

The logistics chain consists of the company’s own and associated terminals, regular container, RoRo and breakbulk routes, rail freight and road haulage. This has made the operation highly competitive and thus attractive to other stakeholders, which is why today SCA Logistics services the needs of a range of customers in addition to SCA.

“We load and unload, store and ship. All depending on the needs of the customer,” says Dennis.

Container, RoRo and breakbulk

Goods from SCA and other industries in northern Sweden are containerised for shipment around the world, including timber products, textiles, textile pulp and chemicals.

Roll-on/roll-off (RoRo) vessels service regular routes connecting SCA Logistics’ own and associated terminals, transporting goods such as SCA kraftliner and pulp, rolling freight and consumables both northbound and southbound. When it comes to breakbulk, SCA Logistics can load and unload almost any cargo with its dock cranes. SCA’s own

products are usually timber, kraftliner and pulp destined for markets outside Sweden, while cargoes from external customers include pellets, stone and minerals.

“Bulk cargoes are handled using a wide range of very flexible solutions,” says Dennis.

Growth in Sundsvall and Umeå

Dennis also mentions project cargoes, which are often one-off shipments such as wind turbines, housing modules and components for large cranes, or extremely heavy cargo such as transformers, which can weigh up to 100 tonnes.


“When it comes to these extreme cargoes, we deal with maritime transport and terminal handling before handing them off to other carriers for land shipment. For more traditional cargo we will also assist with road and rail solutions. We are growing in both Sundsvall and Umeå and can now offer more services to our external customers,” concludes Dennis.

To get in contact with our Sales department please send an e-mail to sandra.lindroos@sca.com, tomas.l.andersson@sca.com or dan.persson.logistics@sca.com



Scan the code to watch a brief video about SCA Logistics.





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