SCA

New Ways

Nº 1 2022

This is how SCA's RoRo vessels sail safely and securely

Transportation in focus as recycling increases

SCA Logistics Umeå primed for the future

Autonomous vehicles make life easier at the terminal

Out of the frying pan and into the fire

Just as hopes were raised that we could begin to put the pandemic behind us and the stars were beginning to align, so war broke out in Europe. In what seemed like an unthinkable scenario only a few short months ago, our thoughts are with all of those affected by the conflict.

For those of us in the logistics and transport sector, the consequences of the war were quickly apparent in the form of increased costs and constraints on capacity. However, if one lifts one's gaze for a moment, it is clear that a number of decisions and events have conspired to create an even greater challenge.

The pandemic changed global consumption and trade patterns, creating imbalances, capacity shortages and transport blockages in the logistics chain. While this has been, and remains, particularly obvious in the container market, it of course applies to all modes of transport and, to a certain extent, will continue to do so.

Brexit saw the United Kingdom leave the European Union, limiting transport capacity in the UK in particular, where many HGV drivers left the country. To counter this capacity shortage, UK politicians introduced more flexible and broader working hours regulations to good effect.

While the intentions behind the EU's decision to introduce the Mobility Package were good, in practice it has limited the capacity of heavy goods vehicles. Given events in Ukraine, the timing of the Mobility Package is highly unfortunate. With the outbreak of war, many thousands of HGV drivers have returned to Ukraine to their families and to defend their country, as well as to Russia and Belarus. This naturally limits HGV transport capacity, especially cross-border traffic. Countries such as Sweden that are strictly interpreting and applying the Mobility Package are being hit harder, as hauliers choose other markets within the EU instead.

The war in Ukraine is putting enormous pressure on fuel prices which, as we are all only too aware, have reached record levels that have an impact on everyone along the transport and logistics chain. At the same time, we are in the midst of a transition to sustainable fuels, including requirements for blending biofuels with diesel, a measure that in itself is a powerful driver of fuel costs. Sweden is a world-leader in instituting higher requirements for biofuel blends through the greenhouse gas reduction mandate.

Taken together, these factors present a formidable challenge to European industry and, above all, the Nordic export industry. Competitiveness will decline unless the EU and Member States re-evaluate the timing of the implementation of the Mobile Package, or at least parts of the package, and introduce temporary subsidies for the transport sector or tax relief on fuel. Especially, taxation of green fuels that i.e. are mixed into diesel for trucking, should be reduced and with clear rules. Given that the above factors are likely to result in annual cost increases for the Swedish export industry counted in € billions, prompt decisions are demanded on the part of the EU and national governments.

In the hope that calm will soon return to Europe!

Nils-Johan Haraldsson
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Transportation in focus as recycling increases

Increasing the amount of materials we recycle is a key issue if we are to transition to a fossil-free society. Efficient, sustainable transport solutions are essential to making such an increase possible – and SCA Logistics is very much a link in the chain. “Among other things, we transport recycled textiles and container board to be used into new products,” says Tomas Andersson, Sales Manager at SCA Logistics.

Text: Kerstin Olofsson. **Photo:** Samir Hamzic, SCA, Håkan Sjödin och Grey Studio.

According to the Swedish Recycling Industries Association, as much as 50% of society’s greenhouse gas emissions is the result of linear material flows, i.e. that we manufacture, purchase and discard products rather than continuously recycling them.

“However, over the last few years there has been much greater interest in transitioning to a circular economy. People are increasingly realising the enormous climate benefits of recycled materials. When we use recycled materials instead of new, we greatly reduce energy consumption. In the case of certain materials – aluminium, for example – carbon dioxide savings can be as high as 95%,” says Swedish Recycling Industries Association CEO Viveke Ihd, who believes that we need a new approach to using the Earth’s finite resources. “We need materials to circulate as many times as possible; only when this is no longer possible should we incinerate them to recover energy.”

Pioneers of textile recycling

SCA Logistics is well aware of this increased interest in recycling.

“Among other things, we have been contracted to transport end-of-life clothes and waste from clothing manufacture to Renewcell’s new plant in Sundsvall. The plant will be commissioned later this year but we have already started making deliveries,” says Tomas.

Renewcell will be using the textiles as raw material in the manufacture of Circulose®, a dissolving pulp that in turn will be used by the company's customers to manufacture textile fibres such as viscose and lyocell. These materials are then used to produce new garments. Raw materials arrive from around the world, including Asia, Germany, Turkey and North America, areas that either consume or produce large quantities of clothing.

"Renewcell will need to transport 70,000 tonnes of raw materials to Sundsvall every year. They are pioneers in the field of textiles recycling and their plans for the future are very exciting," says Tomas.

Fibres with longevity

SCA Logistics has been transporting container board to SCA's paper mills in Obbola and Munksund for recycling for many years now. From 2023, volumes to Obbola will increase significantly as the mill's new paper machine enters operation and annual production increases from 450,000 to 725,000 tonnes.

> **"We need materials to circulate as many times as possible; only when this is no longer possible should we incinerate them to recover energy."**
>
> **Viveke Ihd**
> CEO of the Swedish Recycling Industries Association.

"We use both recycled fibre and fresh fibre from sustainably managed forests in our liner production. The process requires the constant addition of fresh fibres as recycled fibres eventually become too weak and short," explains Susanne Rutqvist, Product Manager at SCA Obbola.

That said, wood fibres from the forests of northern Sweden have an unusually long working life and can usually be recycled at least five to seven times.

"This is thanks to the fact that the fibres are exceptionally long and strong due to the slow growth of the forest in Norrland. When fibres can no longer be recycled, they become bioenergy. In this way, we use our natural resources efficiently and contribute to sustainable development," says Susanne.

Global flows

SCA Logistics also transports various types of waste for incineration to recover energy. Each week, refuse-derived fuel (RDF) and solid recovered fuel (SRF) are shipped on SCA's RoRo vessels from Tilbury in England to the Swedish ports of Helsingborg and Oxelösund for transhipment to energy company Stockholm Exergi in Högdalen, Sweden's largest heating plant. RDF is a waste product with high moisture content and relatively low energy value, while SRF, which mainly consists of construction waste, is dryer and higher in energy.

"England has a surplus of this type of material and has come a long way in terms of sorting it. That said, they are not as advanced as Sweden when it comes to building boilers to extract the energy from the material. This is why we see a steady flow of RDF and SRF from England to Sweden," explains Tomas.

As things stand, many flows of recyclable materials are cross-border and, in some cases, even global. According to Viveke Ihd, this is likely to remain the case.

"I don't think we will see small, local recycling plants; rather, they will be large and efficient with large catchment areas for raw materials."

Sustainability in focus

As in most industries, it is important that transportation is reliable, cost-effective and sustainable, but for recycling companies sustainability is generally of particular importance.

"Sustainability is often their business idea and they have low-carbon-footprint production, so how shipments are handled has a major impact on the product's lifecycle assessment," says Tomas. "Generally speaking, maritime transportation and trains are the best options. It is also important to compress materials to the greatest possible extent before transport, so that one has high density in relation to volume. It also demands large streams that fit in with other logistics flows, such as when we ship forest products to England and bring back construction waste on the return journey to Sweden. Planning and structure are key."

Accelerating the transition

While recycling is a growth market, we also need to make many other changes to accelerate the pace of the transition.

"First of all, greater demand is needed for products manufactured from recycled materials. We would like to see organisations in the private and public sectors begin to include these requirements in procurement processes. Consumers could also demand recycled products to a greater extent," says Ihd, who believes that we also need to be more tolerant in terms of willingness to pay for recycled materials. "Although they may sometimes even be more expensive than products manufactured from new materials, what we are paying for is a production process that spares the environment," she says.

A well-thought-out design is another vital aspect of facilitating the recycling of different products. For example, it may be a matter of not mixing too many materials or making products easy to disassemble once the product has reached the end of its working life.

"There are many ways in which SCA is working to ensure that we can live in a fossil-free world. Transporting recycled materials is one more contribution to this work and we are convinced that this business will increase in future," concludes Tomas.

Renewcell is building a textile recycling plant on SCA's Ortviken Industrial Estate in Sundsvall. The plant will be operational later this year but SCA Logistics has already begun delivering raw materials in the form of end-of-life clothes and waste from clothing manufacture.

Swedish Recycling Industries Association

The Swedish Recycling Industries Association is the industry organisation for private-sector recycling companies. The association's primary mission is to improve conditions for increasing the recycling and reuse of materials. Its members employ 10,000 people and have a combined turnover of SEK 30 billion.

"When we use recycled materials instead of new, we greatly reduce energy consumption. In the case of certain materials, carbon dioxide savings can be as high as 95%," says Swedish Recycling Industries Association CEO Viveke Ihd.

Autonomous vehicles make life easier at the terminal

Timber is unloaded and loaded onto large timber trucks at terminals all over Sweden. The research project Remote Timber is now working to develop robust and safe systems for remote-controlled timber loaders using 5G technology. The aim is to make timber handling safer and more efficient.

Text: Mats Wigardt. **Photo:** Misan Lindqvist.

Remote Timber, a collaboration between SCA, Telia, Biometria, Mid Sweden University, Skogforsk and Volvo Construction Equipment, has developed a prototype remote-controlled timber loader that was tested in the field for the first time in November at SCA's Torsboda timber terminal just outside Sundsvall.

The timber loader is based on a high-lift Volvo L180 wheel loader that has been modified and equipped with cameras, computers, sensors and remote-control technology that uses Telia's 5G network. While none of the technology is new in itself – it is used in mining trucks, for example – the innovation is that it is intended for use at timber terminals.

Automate timber terminals

The objective of the research project is to study how new technology can be applied to automate timber terminals.

"Remote-controlled timber loaders are entirely dependent on secure, fast connections with no network lag, something that 5G technology offers," says Head of Technology and Digitisation at SCA Forest Magnus Bergman.

The distinctive thing about timber handling at the terminal is the difficult loads, with often slippery logs stacked according to quality and no two alike, unlike pallets and pulp bales with their predetermined dimensions.

Another relevant circumstance is that the timber yard is not open at all hours. Once the personnel go home at the end of their working day, if the vehicle need to be unloaded it is the driver's responsibility using the vehicle's timber crane, with the consequence that not as much timber can be loaded.

"Cameras are already used to measure timber and if we can also use remote-controlled timber loaders the terminal will become more accessible and handling will be more efficient," says Magnus.

The project is in line with SCA's ambition to drive development towards more autonomous vehicles with improved driver support and, in so doing, to make forestry more sustainable.

"The trial run was successful and we were able to test the platform for remote control in practice with higher demands on precision, and how it feels to operate it via remote connection," says Magnus.

However, he also adds that as yet it is too early to say whether and when the technology will be ready for use more generally. Several issues remain to be ironed out, including safety, regulations and the legal implications of remote-controlled technology. And, by no means least, what savings can be made.

Remote-controlled crane

Terminal manager Peter Gyllroth at SCA Logistics in Sundsvall confirms that their focus is on the future development of the terminal. Most immediately, although it remains unclear when, a crane for the new container port that uses a remote-control solution similar to the one tested on the timber loader. This technology is already in use on cranes at some ports around the world.

"We are keeping a close eye on developments in driverless machines that may prove relevant in future, including container tractors and car transporters on the route between the new factory in Ortviken and the port," he explains. "This is a very rapidly developing field."

Remote-controlled timber loaders increase access to terminals and make for more efficient timber handling. This project is in line with SCA's stated ambition to make forestry more sustainable. The trial went well.

Timber trucks are going electric

Until now, renewable fuels such as biodiesel and biogas have been the only alternative for long-distance heavy goods vehicles. Electric vehicles have lacked the capacity demanded for this type of traffic but SCA and Scania are now developing the first electric timber truck capable of hauling up to 80 tonnes.

Text: Mats Wigardt. **Photo:** Dan Boman, Scania.

Only a few years ago, long-distance electric HGVs were considered a pipe dream.

Now, a four-year project is setting out to prove that it is possible to cover long distances by electric HGV with full functionality. SCA and Scania have collaborated on a concept for a sustainable transport solution for forest raw materials that may lead to reduced environmental impact. As an important contribution to achieving a fossil-free society, the two companies have developed the first electric timber truck that can haul a total weight of 64 tonnes on public roads and up to 80 tonnes on private roads.

The prototype vehicle, expected to be operational later this spring, has been developed through Scania's partnership with SCA, which has a well-developed network of terminals and industries at suitable distances from one another.

Scania's electric timber truck will transport timber through northern Sweden between SCA's timber terminal in Gimonäs and the Obbola Paper Mill, making eight round trips of approximately 20 kilometres each day, with time for recharging during the driver's breaks.

"An important collaboration for identifying innovative solutions for future shipments"

Hans Djurberg
SCA Sustainability Director

"An important collaboration for identifying innovative solutions for future shipments," notes SCA Sustainability Director Hans Djurberg. "A single electric vehicle on the route between Gimonäs and Obbola will reduce emissions by 55,000 kilograms of carbon dioxide per year."

SCA is Europe's largest private forest owner and a major manufacturer of sawn timber products, packaging and pulp for the global market. Each year, SCA transports large quantities of raw materials from the forest to industry using 265 timber lorries from 87 different hauliers.

"We now intend to demonstrate that HGVs in difficult terrain can be electrified," says SCA Wood Supply Manager Jörgen Bendz.

The vehicle solution emerging at Scania's Södertälje factory in close collaboration with SCA, as well as Swedish forestry research institute Skogforsk, is part of the transition to a sustainable transport sector.

"This will be a crucial test of functionality and battery capacity that we hope will be transferable to other operations within SCA," says Jörgen.

Lotta Åkre, who is responsible for European road and rail procurement at SCA Logistics, is also following the project and the possibility of using electric long-distance HGVs with great interest.

"We are keeping up with developments with enormous interest," she says. "Without doubt, there are many flows within our operations for which electric vehicles would be appealing."

“We now intend to demonstrate that HGVs in difficult terrain can be electrified”

Jörgen Bendz
SCA Wood Supply Manager

Timber truck depicted is not electric.

Ina Salmose

Current role: Captain of the M/V SCA Östrand.
Background: Chief mate on the M/V SCA Ortviken, before that chief mate and second mate on ACL.
Education: Kalmar Maritime Academy.
Lives: In La Nucia, Spain.
Family: Husband Jesper and three-year-old daughter Freya.
Interests: Family and friends, animals, exercise and motorcycles.

As captain, Ina Salmose is responsible for safety on board M/V SCA Östrand.

This is how SCA's RoRo vessels sail safely and securely

Risk analyses, regular fire drills and well-secured cargoes, these are vital elements of health and safety on board SCA's RoRo-vessels. "But careful timetabling and a good atmosphere on board are also important to ensuring that we sail safely and securely," says Ina Salmose, who commands the M/V SCA Östrand.

Text: Kerstin Olofsson. **Photo:** Nina Varumo, Ina Salmose.

As captain, Ina is responsible for ensuring that her crew, cargo and vessel are in safe hands.

"Safety is our number one priority and the crew comes first. If we don't work, nothing on board works. It's not simply a matter of the physical, we also have to consider the psychosocial work environment. It is crucial that we have an open climate in which everyone trusts one another and has the courage to express their feelings and opinions," says Ina.

> "Sailing safely and arriving on time are our most important tasks"
>
> **Ina Salmose**
> Captain of the M/V SCA Östrand

The crew will perform a thorough risk analysis before performing any task that may involve some form of risk, and there are procedures in place for each aspect. Should someone need to climb a mast to effect a repair, for example, they must wear a safety line, secure any tools and ensure that nobody is standing beneath the mast while work is ongoing. It is also important to inform officers when work is about to begin and when it is finished.

"When performing hot work, for example, it is a matter of having the correct personal protective equipment and setting a fire watch both during the work and for a while afterwards," explains Ina.

Smoke diver training

Fire protection is a key concern on board, to protect both the crew and the vessel and its cargo. In addition to installing good alarms, sprinklers and fire extinguishing equipment, it is also essential to hold regular fire drills.

"We have fixed roles when we train, so the same people are always smoke divers, for example. This means that we get into a routine regarding how to act," says Ina.

The crew also trains to deal with other types of accident and there are several crew members with medical training. The second mate is usually responsible for healthcare on board, including keeping records and issuing medication. There is a pharmacy on board but a prescription from a doctor is required before any prescription drugs can be issued.

"If the situation arises, we contacted Sahlgrenska Hospital in Gothenburg, Sweden. They can also advise us on any cases of disease or other emergencies." says Ina.

Conditions on board have been a little different during the pandemic. All crew members have been tested before reporting for duty and the risk of infection has been minimised by measures such as meeting dock foremen and

The crew of SCA's RoRo-vessels conduct regular fire drills. Each crew member has a fixed position.

If it's windy and really cold, ice can form on the deck. This is important to pay attention to, because it can mean increased weight.

ship's agents in the open air when the vessel is at the quay. The crew has also had the opportunity to get vaccinated on several occasions while the vessel has been docked at the SCA terminal in Kiel.

Well-secured cargo

Ina is responsible for ensuring that cargo arrives in good condition. Securing cargo properly is crucial.

"Cargo quite simply need to stay where it's put. Any shifting can damage both the cargo and the cargo bay. It can also affect the vessel's stability," says Ina.

"We enjoy an excellent working relationship with the dockers and we rarely have any problems. We carry very standard cargo shipped in cassettes and things work very smoothly. The greatest challenge is presented by new types of cargo with more specialist demands, but between us we have a great deal of experience so we can always figure out a good, safe solution, both onboard and with the dockers."

Aside from being in good condition, the cargo must of course be delivered to the customer on time. This is a matter of sticking to the timetable, without ever jeopardizing health and safety.

"We have a good timetable. This is an important parameter in our health and safety work. If we ever need to remain at the quayside for an extra quarter of an hour to make sure everything is done safely and securely, there is room to do so."

Wind and fog can be a challenge

On occasion, the weather can present a challenge, such as when there is thick fog in areas that require careful navigation, or in high winds in the port or at sea.

"You have to weigh things up; if there is a gale blowing, we may need tugs to guide us into a port, but when severe weather is forecast at sea it may be better to wait a few hours before departure or adjust our speed to avoid the worst of it. That said, SCA's RoRo vessels handle very well at sea so there is rarely any problem," says Ina.

Icing is an important parameter to take into account during high winds in very cold weather. When waves wash over the vessel and ice builds, the characteristics of the vessel may be affected.

"We may then have unwanted weight on deck. Among other things, the increased weight affects the vessel's stability, so it is important to remain alert and consider this."

Safe oil handling

Onboard safety also encompasses environmental factors, such as minimising the risk of oil spills. Meticulous procedures are in place for when the vessel is bunkering, i.e. refuelling. Among other things, the drainage holes on deck are plugged to avoid the risk of oil running into the sea if there are any spills during bunkering.

Regular maintenance is also important to prevent leaks and spills. Hoses and hydraulic systems are routinely inspected and the crew ensure that everything is in good condition.

"High demands are placed on us when it comes to environmental and sustainability issues. This also applies to how we operate the vessel. Weather and timetable permitting, we reduce our speed to minimise fuel consumption. This has both economic and environmental benefits. It is important to keep an eye on the weather to decide what is optimal," says Ina, who concludes:

"Sailing safely and arriving on time are our most important tasks – and we will always continue to do so!"

New rail link from SCA's Kiel terminal increases capacity and flexibility

There is now a new direct rail link from SCA's Kiel terminal to several destinations in Germany and elsewhere in Europe. "This improves our lead times for cargo handling and increases our ability to send outbound intermodal shipments," says Jörn Grage, Managing Director of SCA Logistics GmbH.

Text: Kerstin Olofsson. **Photo:** Markus Heimbach.

The Kiel terminal is an excellent gateway port to the Continent and, thanks to the new rail link, connections have been further improved. Logistics services provider Kombiverkehr offers regular train connections from Kiel Ostuferhafen via a hub in Hannover Lehrte to Verona, Munich, Ludwigshafen and several other destinations. Routes are served five times a week in each direction.

Intermodal shipments

"The major advantage of the new rail link is the short standing times at the hub that has opened in Hannover-Lehrte, says Jörn.

Trailers and containers with different European destination arrive in Hanover-Lehrte in so called mixed trains from Kiel, Hamburg and Lübeck. Since all inbound trains arrive in Hannover Lehrte almost at the same time, the trailers and containers on them are re-sorted with gantry cranes to new assorted trains with pure final destination in the shortest possible time. This enable an immediate continuation of each train towards its new final destination, with the cargoes of all three north German starting points.

"This means that we have better possibilities to offer outbound intermodal shipments from the Kiel terminal, rather than going via Hamburg or Lübeck with road-pre-carriage and creating additional CO_2 emissions," explains Jörn.

Short lead times

Lead times for cargo handling are highly competitive and another benefit for customers is that an additional payload of four tonnes per lorry will be possible for goods on the "last-mile" by road if the road transit was preceded by an intermodal transport over the long distance.

The permissible maximum payload in central Europe is usually 25 tonnes per lorry. An exception is however made for special, more stable, trailers, which are permitted to carry 29 tonnes within specified areas around an intermodal terminal. This rule only applies if the trailer has arrived on board an intermodal train.

"The possibility to increase the payload makes the transportcosts per tonne more competitive, which is naturally very positive for our customers," says Jörn.

Increased capacity and flexibility

The new rail link also increases the total transport capacity of SCA Logistics in Kiel.

"The capacity for road shipments in Central Europe is limited from time to time. However, our strategy is to offer a wide range of transport alternatives, with both road haulage and conventional rail and intermodal shipments. This allows us to both increase our capacity and be more flexible in what we offer our customers. The direct line from Kiel is an important piece of this puzzle," says Jörn.

About Kombiverkehr

Kombiverkehr is a logistics service provider that develops, organises and markets a Europe-wide network for rail-road combined transport. Its services are aimed at freight forwarders and transport companies.

SCA Logistics Umeå primed for the future

SCA Logistics in Umeå is continuing to create space outdoors and build new warehouses. “We are preparing to handle increased volumes and the latest addition is a new 5,300 square metre warehouse. This will be a key piece of the puzzle for both our capacity and our flexibility,” says Terminal Manager Margaretha Gustafsson.

Text: Kerstin Olofsson. **Photo:** Patrick Matsson.

SCA is investing heavily in its Obbola Paper Mill by building the world’s largest kraftliner machine, an investment of SEK 7.5 billion. Once the new paper machine is up and running, the volume of cargo transported via the Umeå terminal will increase by approximately 400,000 tonnes per year. This increase will consist in part of kraftliner rolls destined for customers and in part recycled fibre on its way to Obbola for use as raw material in the manufacture of kraftliner.

Increased capacity

“We have been working for several years to prepare for increased volumes, partly by improving our existing marshalling areas and partly by preparing new ones, as well as by increasing our access to warehousing. We need to increase our capacity for both products that need to be kept dry under roofs and products that can be stored outdoors,” explains Margaretha.

One key addition is a 5,300 square metre warehouse, which was completed in November. Another equally large warehouse will be erected in the near future, probably during the summer.

"This represents a significant increase in our warehousing capacity and also makes us more flexible in terms of handling products that need to be stored under cover. This means that we can offer our customers a better service," affirms Margaretha.

Benefits for the entire region

Increased cargo volumes in Umeå will strengthen the terminal, while economies of scale will benefit businesses throughout the region.

"One major benefit is that SCA Logistics will be able to operate even larger vessels, thus increasing competitiveness. Larger vessels also bring environmental benefits, as emissions per shipped tonne will be reduced," says Margaretha.

Prepared to meet the future

SCA is not alone in making vital investments in Umeå. Umeå Municipality is also investing heavily in the port, including new berths and infrastructure. The municipality will also be dredging both quays and the shipping lane in the inlet, allowing the port to accept larger vessels.

"An exciting future awaits and we see many new opportunities!" We are ready to transport larger volumes, both to Umeå and from Umeå worldwide," says Margaretha.

The new warehouse represents a significant increase in storage capacity for SCA Logistics in Umeå.

“The best thing about logistics is the challenge of continuously improving processes to become as efficient as possible; to always remain responsive to customer expectations and to develop from there.”

Steve Harley
Incoming Terminal Manager at SCA Logistics in Umeå

Steve Harley

Lives: In a villa in Yttertavle, a village just outside Umeå.
Job title: Terminal Manager at SCA Logistics in Umeå.
Previous job titles: In addition to managing director of SCA Logistics UK, operations manager, head of operations and operations director at various port terminals in England.
Education: Various vocational training programmes, including a diploma in terminal operations management from the United States Merchant Marine Academy in New York.
Family: Wife, 21-year-old daughter and 18-year-old son, two border collies.
Interests: DIY, gardening, photography, walking the dogs.

Service and efficiency in focus as Steve takes charge in Umeå

Steve Harley will take over as terminal manager at SCA Logistics in Umeå at the end of April. As the former managing director of SCA Logistics UK, purely geographically this will be a major move for him. “Still, the main objective of the job is the same, to transport cargo as efficiently as possible and to always remain responsive to the customer’s needs,” says Steve.

Text: Kerstin Olofsson. **Photo:** Patrick Mattsson, Claire Harley.

SCA’s Umeå terminal is strategically sited at the shortest point across the Gulf of Bothnia. It also enjoys a sheltered location, making it highly suitable for winter shipping. SCA’s three RoRo-vessels operate scheduled routes to the Port of Umeå and many other vessels also call at the port. While the terminal handles a wide range of cargoes, a large part of its throughput is made up of forest products such as kraftliner and sawn timber. The port also handles large volumes of project cargoes.

> **“It’s tremendously enjoyable to be part of such an enormous investment. It creates a very positive atmosphere and great belief in the future.”**
>
> **Steve Harley**
> Terminal Manager at SCA Logistics in Umeå

The terminal has a long history dating back to 1965. For the past decade, Margaretha Gustafsson has been terminal manager but she is now retiring and will be handing on the baton to Steve.

“I am looking forward to building on all of the excellent relationships SCA has created with its customers over the years – and to building new ones,” he says.

The middle of an expansion

Steve will be starting his new job during an intensive period in Umeå, as the terminal prepares to handle a sharp increase in cargo volumes thanks to SCA’s major investment in the Obbola Paper Mill, where the company is building a brand-new paper machine. This investment will see the volume of cargo shipped via the terminal increase by around 400,000 tonnes per year.

“Obviously such a large increase demands a lot of hard work on our part, but it’s tremendously enjoyable to be part of such an enormous investment. It creates a very positive atmosphere and great belief in the future.”

Steve emphasises the importance of controlled expansion.

“Naturally, we will maintain the same high standards. Cargo will be delivered on time, in good condition and in the most cost-effective way possible and, of course, we aim to offer super service and customer support at the same time.”

Responding to expectations

According to Steve, working with continuous improvement is part of the charm of logistics. It is important to continually strive to be as efficient as possible as circumstances constantly change around you.

“Cargo flows change constantly and we are also impacted by weather, wind and a host of other factors. It’s a matter of constantly adapting to conditions and realising that the job is never finished. To thrive in this job you need to appreciate the challenge, and I certainly do.”

Steve spends a good deal of time with dogs Misty and Belle, border collies who are mother and daughter.

"I appreciate working for SCA. Among other things because it's an employer that respects the work-life balance. Even if you have the most enjoyable job in the world, it's still important to have time for recovery in the interests of both performing well and working safely," says Steve.

Customers' expectations are also in a constant state of flux.

"One of our most important duties is to remain responsive to that. We want to pick up on new requirements and expectations as quickly as possible so that we can develop based on them," underlines Steve.

Safety in focus

Another issue Steve is passionate about is health and safety.

"This is something really close to my heart. Everyone must come home from work healthy and without injury. Naturally, no serious accidents should ever occur in our company, but nor should there be any minor accidents, and that's something we work purposefully to achieve," says Steve, who believes that successful health and safety management demands a grasp of both the big picture and the small details.

"The vast majority of accidents are avoidable if we act in a safe manner. At SCA, among other things we work actively with behaviour-based safety (BBS), a method that helps us to help each other to be even more aware of and committed to health and safety. We remind each other in a considerate manner about safe and unsafe working methods in our day-to-day activities. It's not about pointing fingers; it's because we care about one another," says Steve.

Challenged by the language and the cold

Steve has spent his entire career in logistics, from dockworker to economist. He has also held a number of operational management positions at various English ports.

"My grandfather was a docker and he told me a great deal about his work. Even so, when I started working in a port myself, it was as if an entirely new world opened up for me. I realised just how much work it takes to transport and handle all of the things we buy and sell, both between countries and within them. Logistics is a fascinating business and one I have now dedicated 30 years to."

Steve has spent the last decade working for SCA, including as managing director of SCA Logistics UK. He is now looking forward to discovering Umeå and Sweden, both professionally and privately.

"I feel relatively at home with the job itself. The language will probably present the greatest challenge. Although I've been practicing Swedish for quite a while, it will take some time before I feel comfortable with it."

Dogs and photography

Much of his free time is spent with the family's dogs, a pair of border collies.

"It's relaxing and the dogs really are a part of the family," says Steve.

Both he and wife Claire have an interest in photography so they often take the camera with them when walking the dogs.

"I'm also a bit of a DIY enthusiast, in both the house and the garden."

He is now looking forward to experiencing spring and summer in his new homeland. The cold, dark Swedish winter has presented something of a challenge, given that conditions in the northern city of Umeå are completely different to what he is used to.

"Still, it's wonderful to live in a country that has several different seasons; back home in England we only had one season, the rainy season," he says with a laugh.

More efficient logistics at the Hull terminal

SCA Logistics is streamlining operations at its Hull terminal by coordinating stocks of pulp and sawn timber products. “Among other things, this involves improving the efficiency of boat unloading,” says Nils-Johan Haraldsson, Vice President Marketing and Business Development, SCA Sourcing & Logistics.

Text: Kerstin Olofsson. **Photo:** Chris Randles.

SCA ships large volumes of pulp and sawn timber products to Hull each year. Thus far, SCA has operated two different warehouses for these products, requiring vessels to dock at two different quays to unload. From now on, however, pulp will be handled and stored in the same location as sawn timber products.

“This will mean a number of improvements. We save time, as the boat only needs to dock at one quay. Unloading will be significantly faster and more cost-effective,” says Nils-Johan.

Weather-based optimisation

Marcus Henningsson, vice-president of marketing and sales at SCA Wood, emphasises that this is a welcome change.

“We will have greater opportunities to optimise unloading based on the weather. Pulp can’t be unloaded in the rain while sawn timber products can. When we unload products on the same quay, we can adapt our work to the weather and ensure that unloading proceeds as quickly as possible. The relocation also means that in future we can better utilise our available warehouse space.”

Increased sustainability

SCA ships some 200,000 m^2 of sawn timber products to Hull each year, as well as 30,000–40,000 tonnes of pulp.

“Hull is strategically well-placed close to many of the industries for which our products are destined. This makes for efficient HGV logistics on the final leg from the port to the customer,” says Nils-Johan.

SCA’s own goods are not the only cargoes shipped on the vessels, which also carry goods from other manufacturers.

“We constantly work to become more efficient and create economies of scale. The larger the volumes we ship, the greater the frequency of transport we can offer. We can also use larger vessels, making shipments even more cost-effective and further strengthening the competitiveness of the goods’ owners.”

Large vessels also offer other benefits from an environmental viewpoint, as carbon dioxide emissions per tonne-km will be lower.

“Sustainability is integrated throughout our operations and is part of SCA’s business idea, so it’s a vital aspect. We work continuously on all aspects of sustainability, from finance to reducing the greenhouse gas emissions from our value chain,” concludes Nils-Johan.

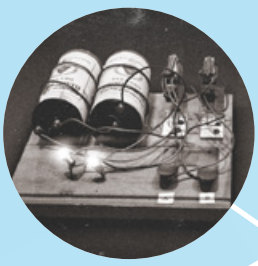
SCA Logistics Timeline, Part 5: Digital technology

Digital technology offers unlimited possibilities

After the wheel and the steam engine, there is some justification for saying that digital technology has played the greatest role in shaping the world as we know it. Indeed, it has left no area unchanged and as yet there is no end to the digital revolution in sight. SCA has been at the forefront of implementing digital technology to streamline our administration, production and logistics.

Text: Mats Wigardt. **Illustration:** SCA, Adobe Stock.
Photo: SCA, Adobe Stock, Public domain, Per-Anders Sjöquist.

1703
Gottfried Wilhelm von Leibniz is the first person to explain the binary arithmetic that forms the basis for performing calculations using only ones and zeros, making it possible to process data using only electronic components.



1937
The first digital calculator, the Model K, is invented by George Stibitz in the United States. Stibitz also achieves fame by coining the term digital as a counterpart to analogue.

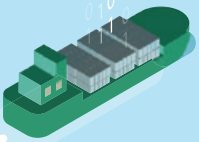
1960s
At first, computers are only used to perform numerical calculations; it is not until the 1960s that they start to be used to process digitised text as well. SCA installs its first computer in September 1961, an IBM 1401 that among other things is used for production data, payroll calculations and sales statistics. By 1966, the computer department is working three shifts, with personnel on site around the clock.

1967
SCA installs a new, more powerful computer, an IBM System/360 with 20 times the core memory and equipped with magnetic tape and external disc memories. The monthly hire cost is approximately SEK 100,000.

1950
Rotors and punch cards were the predecessors of the first Swedish computer, BARK, which was electromagnetic. This was quickly followed three years later by BESK, a vacuum-tube computer.

2013 onwards

Investments in systems that communicate with carriers and collect data on arrival times and delays, as well as container management, automated transport booking with access to 35,000 hauliers all over Europe, and electronic transport procurement.



1991

A new IT system is introduced into SCA's logistics chain, making it possible to track every paper roll from factory to end customer. This creates an extensive exchange of data between goods terminals, factories and end customers using electronic data interchange (EDI).

2000–2001

SCA's data warehouse system STAR collects data from production systems to compile information on workflows, inventory and costs.

2004–2007

Standardised systems begin to replace the old systems developed in-house. Extensive development work is performed to renew and improve aging systems.

Looking forward

SCA's Harmonization of Administrative Process Efficiency (SHAPE) project standardises working methods throughout the SCA Group. Artificial intelligence (AI) is used for automation, autonomous vehicles, etc. The possibilities of digital technology are almost limitless, irrespective of how and where it is applied.

1994–1996

Project D95 is initiated, a dedicated system for handling cargo on SCA Logistics' new RoRo vessels. This is complemented by automatic identification technology for cargo cassettes using radio frequency identification (RFID) and a system for planning cartridge loading on board ship.

1988

SCA begins using hand scanners to read barcodes on paper rolls and timber packets. Barcode scanners are installed on forklifts soon afterwards.

Gathering freight forwarding under one roof

SCA Logistics Forwarding has been working for some time to bring outsourced freight forwarding in-house, most recently during the autumn when the local office in the United Kingdom was wound down and its operations moved to the SCA office just outside Sundsvall.

Text: Mats Wigardt. **Photo:** Linda Snell.

For geographical markets where the total volume does not reach the critical volume to support a cost efficient and competitive local solution with possibilities to deliver an excellent service level, the forwarding process has been consolidated to reach the critical volume. So in the interests of also streamlining the business and better utilising digital interfaces and common systems for booking and monitoring, many parts of the forwarding work are now being carried out from this department with over 20 forwarding agents who book vessels, vehicles and containers for internal and external customers.

Freight forwarding previously carried out by the terminal operator in Skövde has already been brought in-house, and during the spring SCA Logistics Forwarding will increasingly forward road shipments to and from SCA's Umeå terminal and the external terminal in Rotterdam.

"One development that is clearly in line with this long-term strategy is gathering big parts of the freight forwarding under one roof," confirms SCA Forwarding Manager Container Andreas Hamm.

This will involve the more efficient use of common processes and systems intended for products delivered by SCA Logistics, with a single booking portal administered by competent staff to provide the best possible service.

"It has exceeded our expectations," says Andreas.

Transport bookings for deliveries from the Tilbury terminal to customers in the UK are now handled by three dedicated forwarding agents for the UK market, all of whom work in Sweden.

Despite the fact that they have faced the worst imaginal situation with Brexit, strict quarantine regulations, driver shortages and empty supermarket shelves, close to 90% of deliveries have arrived on time.

"It's been a tough start-up period, with many procurements and new problems to resolve. Nevertheless, we have emerged unscathed on the other side, largely thanks to our competent and dedicated staff," says Andreas.

Millions to charity

In 2021, for the fifth consecutive Christmas, SCA chose to donate money to charity in the name of its employees. On this occasion, four charities shared SEK 1.5 million.

Text: Håkan Norberg.

As has been the Christmas tradition over recent years, in December SCA donated SEK 1.5 million to charity. This year's recipients were Cancer Research Foundation Northern Sweden, Vaccine Forward, Foundation Livslust in Latvia and the SOS Children's Village in Estonia.

The distribution of the funds was decided by asking SCA's employees to prioritise one of the four charities in a poll on the company's intranet. As a result, Cancer Research Foundation Northern Sweden received SEK 870,000, Vaccine Forward SEK 320,000, SOS Children´s Village in Estonia SEK 166,000 and Foundation Livslust in Latvia SEK 144,000.

The money was transferred to the charities with seasonal greetings for a happy New Year 2022 from the employees of SCA.

In addition, as the invasion of Ukraine was a fact SCA was quick to donate SEK 250,000 to the The Red Cross, to support their work in the country.

Coming soon, the new New Ways

In future, New Ways will be published twice a year on paper and twice a year digitally. "We will be putting even more effort into the print edition, without dropping the pace of publication," says SCA Logistics Sales Manager Tomas Andersson.

Text: Håkan Norberg.

In the quarterly magazine New Ways, SCA Logistics gives customers all over the world, whether external or internal within SCA, an insight into the company's operations and organisation.

"We are SCA's route out into the world so we are naturally of interest to many employees within the organisation. The same applies to our external customers. New Ways allows us to reach many people with information about events in our area of operations," says Tomas.

From 2022, New Ways will alternate between a print edition and digital newsletter. The digital edition will be similar to the printed edition, although with shorter articles.

"Four issues a year is just the right pace of publication to remain topical, so we want to maintain this," says Tomas.

Subscribe to the digital edition of New Ways

To make sure you are on the sending list for the digital edition of New Ways, please send an email containing your email address to **subscribe.newways@sca.com.**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