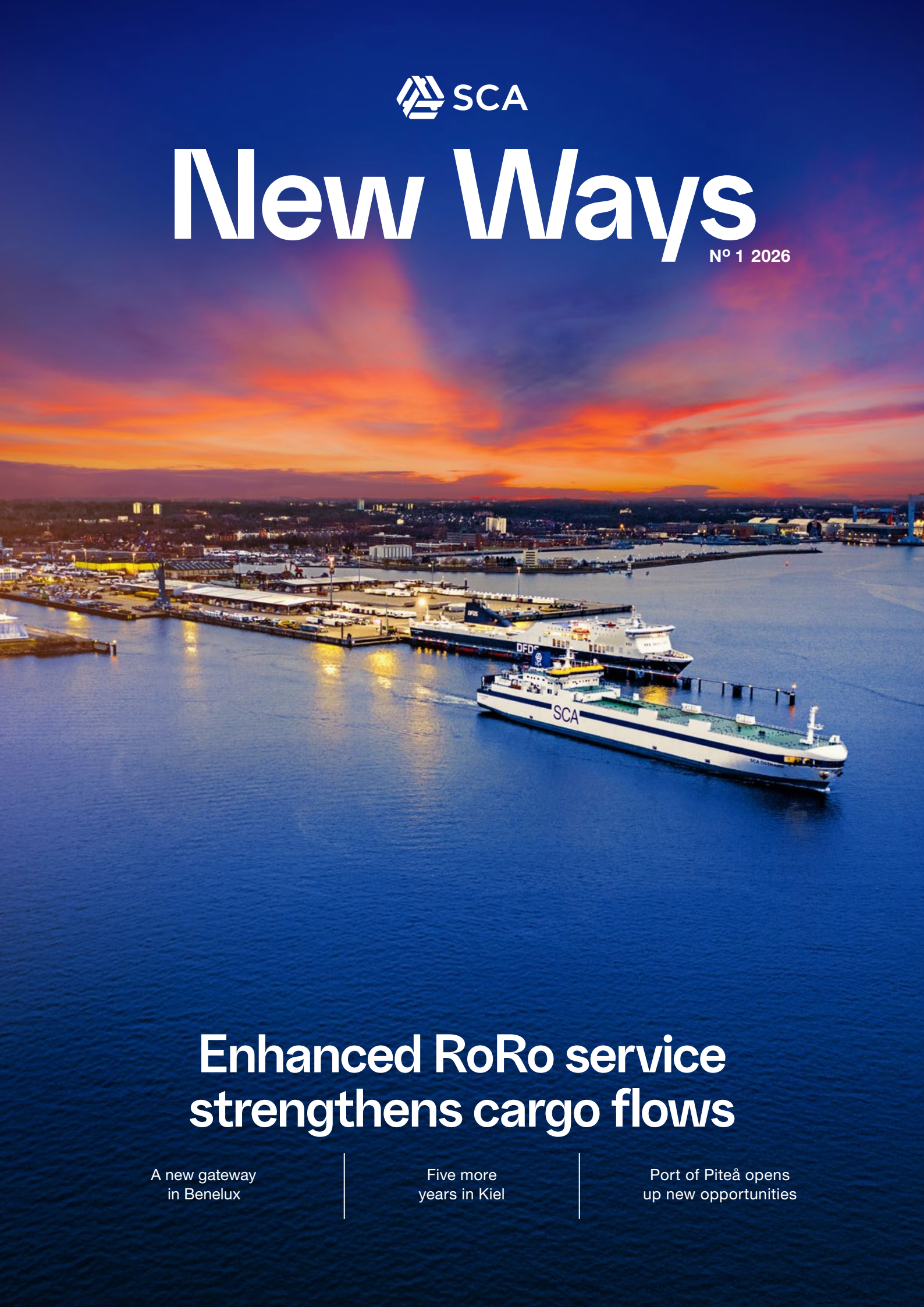




New Ways

N° 1 2026



Enhanced RoRo service strengthens cargo flows

A new gateway
in Benelux

Five more
years in Kiel

Port of Piteå opens
up new opportunities

Adoption to changes

In an ever-changing world, with both structural and geopolitical changes, it is important to adopt to the new realities. Regarding Sweden and EU, the changes are mainly related to the decided environmental fees and overall energy strategy in the different countries.

On a global level we have Russias war in Ukraine and US-Israel's war in Iran. On top of this USA's global trade war.

All-in-all they lead to big increases in fuel and energy costs, big increases in environmental fees and various supply chain disruptions.

For SCA Logistics we have chosen to adopt our RoRo traffic by switching to very low speed. With these cost increases we can for the first time see that cost reduction in fuel can counter income loss by reduced capacity. Adjusted capacity on the other hand often leads to increased capacity utilization. In this issue you can read more about our changes in RoRo schedule and new ports, which leads to 40 per cent less energy consumption and emissions per tonnauticmile.

When chartering conventional vessels in the market we have similarly a clear strategy to go for more energy efficient solutions. An important part in that work is to combine more volumes to allow sailing with larger and more energy-efficient vessels. To make that possible we are also working with our port infrastructure to be able to handle both larger parcels and larger vessels. This means a need for increased water depth, larger cranes, and increased storage areas in the ports. A recent success story is our shipments from North Sweden to USA, where our improved port infrastructure in Sundsvall allows us to move from shipping 14–18.000 ton per vessel to instead ship 30.000–40.000 ton per vessel.

This move means more than 25 per cent less energy consumption and emissions per tonnautic mile. To further improve the concept, we are open to cooperation with more shippers to create new win-win solutions.

Sailing with larger vessels and slower speed unfortunately increases lead times and tied up capital, but on the other hand it reduces seafreights and in most cases the gain is much bigger than the loss.

So with that I encourage you to read the articles in this issue outlining our work to improve our competitiveness!

Magnus Svensson
President SCA Logistics



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Publisher

Mikael Toft

Editors

Håkan Norberg
Kerstin Olofsson
Jennie Zetterqvist

Editorial staff

Mikael Toft
Jonas Nilsson
Maria Berglund
Karolina Johansson
Sandra Lindroos
Lena Zetterwall

Cover photo

Port of Kiel Marketing

Production

Frosting
Kommunikationsbyrå

Translation

Semantix

Printing

Ågrenshuset Produktion,
Bjästa, Sweden

Comments

SCA Logistics AB,
Box 805,
SE-851 23 Sundsvall,
Sweden.
Tel. +46 60 19 35 00
info.logistics@sca.com

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Larger vessels make shipping to the United States more efficient

Last year, SCA Logistics launched a new arrangement for shipments to the United States. By consolidating sawn timber products, kraftliner and pulp cargoes from the Sundsvall terminal, much larger vessels can be used. “We are now taking the concept one step further and transitioning to vessels with an even larger capacity. It will also make cargo loading more efficient,” says Andreas Hamm, who is responsible for procuring maritime transportation for SCA Logistics.

Text: Kerstin Olofsson. **Photo:** Håkan Sjödin.



SCA sells large volumes of sawn timber products, kraftliner and pulp to the United States. Where previously goods were shipped from several different ports, in 2025 the company began to load all products at its Sundsvall terminal, meaning that vessels with a significantly larger capacity could be used.

“The new arrangement worked very well so we also have now decided to move forward with even larger vessels,” says Andreas.

Reduced fuel consumption

While products were being shipped from different ports, the vessels had a cargo capacity of around 14,000 to 18,000 tonnes. After consolidation last year, SCA Logistics began using vessels with a capacity of up to 30,000 tonnes and will now be using vessels that can carry 38,000 tonnes.

“Our arrangement means that we significantly reduce fuel consumption per transported tonne.”

Andreas Hamm

Commercial Manager, SCA Logistics



“The fact that we can consolidate such large volumes of cargo on one vessel is an enormous strength,” says Andreas.



One advantage of vessels from G2 Ocean is that they are equipped with overhead cranes.

The vessel's cargo capacity is the crucial factor in determining fuel consumption per tonne of cargo. Roughly calculated, doubling cargo volume reduces fuel consumption per transported tonne by around 40 per cent.

"Our arrangement means that we significantly reduce fuel consumption per transported tonne. This is important not only from an economic perspective but also for the climate," says Andreas. "The fact that we can consolidate such large volumes of cargo on one vessel is an enormous strength. It allows us to bridge the long distance to the US market, so that industry in northern Sweden has good conditions for competing in global trade."

The vessels are operated by shipping company G2 Ocean. Between five and eight departures are planned during the year.

"One major advantage of vessels from G2 Ocean is that they are equipped with overhead cranes. using these will mean that loading will be even more efficient," says Andreas.

Investment creates opportunity

Without the significant investments made in the Sundsvall terminal over recent years, it would not be possible for such large vessels to call, nor to consolidate so much cargo. New storage areas, a new container port and the deepest quay on the Gulf of Bothnia are just some of the investments made.

"You need enormous warehouses to consolidate 38,000 tonnes of cargo prior to departure. And these cargoes need to be under cover, but we have created space for this," notes Andreas.

While the US-bound vessels are not loaded in the new container port, it is nonetheless very useful in that other vessels can be moved there when the US-bound vessels call. This frees up large areas in which to handle the US-bound cargo.

Trial run in February

There was a trial run of the collaboration with G2 Ocean on US-bound freight in February.

"A somewhat smaller vessel called then than the ones we will be using in future, but that was also equipped with an overhead crane. We're now looking forward to continuing our collaboration with G2 Ocean to create truly cost-effective and climate-smart transatlantic shipping."



Peter Axelsson, Head
of Business Control,
SCA Logistics.

From hot water to sustainable flows

Economist Peter Axelsson is the new Head of Business Control at SCA Logistics. After a professional life spent in an around crises – from Moscow in the early years of the Putin regime to collapsing Ukrainian banks, the fight against money laundering and international sanctions – he was attracted by the opportunity to work in logistics for a stable forest group.

“I’ve had a knack of getting into hot water,” he says.

Text: Jennie Zetterqvist. **Photo:** Håkan Sjödin.

Behind Peter, snow is swirling across SCA Logistic’s terminal in the Port of Sundsvall. The snowflakes glimmer in the sunlight streaming through the windows of the meeting room as he describes his eventful journey here. His fascination with numbers is obvious.

“I have such strong memories of asking my father to write down sums for me to calculate. And I particularly remember how I felt the first time he wrote down a sum and the total was zero. It seemed inconceivable that the result could be nothing.”

Shaped in Eastern Europe

In his youth, Peter developed an interest in history and Eastern Europe. He studied Russian and spent six months

in Moscow, his visit coinciding with Vladimir Putin’s first term as president in 1999.

“It was a special time to be there. You could feel that there was a lot going on beneath the surface,” he says.

In 2008, after completing a double Master’s degree in economics and law, Peter moved to Ukraine to work on the merger of two banks acquired by SEB.

“When we arrived it turned out that some branches had 100 per cent credit losses; every penny lent had been lost. There was no obvious follow-up and no overall picture of the situation,” explains Peter.

Intensive efforts were needed to impose structure on the operation, but the bank they founded is still operating in Ukraine today, despite the war.

Risk as part of everyday life

This was followed by four years as SEB's Head of Baltic Risk Management, fighting money laundering and later developing international sanctions, which was to prove highly relevant when Russia invaded Ukraine.

"It was all very interesting and rewarding, and we succeeded in identifying and rectifying a great many shortcomings. But, at the same time, I began to miss the analysis. Figures. Working closer to the business itself," says Peter.

Logistics: concrete and complex

After moving from Stockholm to Sundsvall in northern Sweden, to where Peter's wife was longing to return, he began searching for the right opportunity closer to their new home. When the position as Head of Business Control at SCA Logistics opened up, everything began to fall into place.

"The thing I always enjoyed most in the banking world was working with companies whose business involves something concrete, and logistics is certainly that. Freight needs to be moved from A to B and onwards. I love to optimise and it seemed like the combination of logistics and the forest industry would be ideal for me."

After a few months in his new post, he is surprised by the complexity of the operation. There is a lot to take into account when planning shipments by sea, road and rail.

"It's actually even more comprehensive than I thought. Each leg of transportation has its own parameters. Measuring fairly and comparably is a challenge, but that's also what makes it so interesting."

Business control in practice

Peter is responsible for collecting, structuring and packaging financial information to make it useful to an organisation that makes many decisions both large and small every day.

"My job is to give the business the information it needs on which to base decisions. Without that, there's a risk that a multitude of small decisions will be pulling in the wrong direction all the time. Imagine the situation 10,000 decisions later – where will we have ended up then?"

Moreover, when the world around us changes – whether that be new tariffs, changes to duties or disruption to global flows – one must react quickly.

"There's a risk that a multitude of small decisions will be pulling in the wrong direction all the time. Imagine the situation 10,000 decisions later – where will we have ended up then?"

Peter Axelsson

Head of Business Control, SCA Logistics

"Then it's especially important to be able to demonstrate what it means for us. Should we adjust something? Do we need to act? Or can we carry on according to plan? When we have all the figures to hand and we understand our flows, the organisation can remain effective. It lubricates the machine so it can keep running smoothly for everyone."



The move to Sundsvall began with a dinner on the northern peak overlooking the city, from where his wife pointed out the places and people that mean so much to her. Shortly after, Peter Axelsson was a resident of Sundsvall.

Brought up with the forest

Peter grew up in Stockholm but the forests of northern Sweden have always had a place in his life. His mother comes from the area around Bollstabruk, home to one of SCA's sawmills, and he spent his summers there.

He considers working for a group whose main product contributes to the green transition to be a meaningful occupation.

"Naturally, the more wood we use in place of, for example, fossil materials, the better," he says.

He also sees similarities between banking and the forest industry.

"As I see it, it benefits a bank when it takes in and lends out money in a sound manner, so that good use is made of it in society. The same is true of SCA's forest management. It has most benefit when it is responsibly utilised and is made into products that replace materials with a higher environmental impact," explains Peter.

A new chapter

Peter's everyday life is different now compared to his years abroad in the banking sector. Waiting for him at home in Sundsvall are a two-year-old and a newborn baby.

He likes to recharge his batteries in the outdoor recreation area on the mountainside south of Sundsvall city centre, where he enjoys cross-country skiing in the winter and cycling in the summer. The area has ski trails and well-planned cycle trails. His interest in history is undiminished. He describes himself as a history nerd with a particular interest in the fate of Raoul Wallenberg, another Swede with strong ties to Eastern Europe.

Meanwhile, at SCA he feels a distinct team spirit and is keen to be a committed team player – unassuming but with the courage to stand up for what he believes in.

"It's so obvious that everyone is working to further the business. This hasn't always been the case where I've worked, and it's something I truly appreciate," he enthuses.

Enhanced RoRo service strengthens cargo flows and efficiency

With its new RoRo arrangement, SCA Logistics is restructuring its maritime transportation to enable more efficient use of capacity and optimise every departure. This will streamline logistics flows, open the way for new cargo volumes and reduce emissions by around 40 per cent.

Text: Jennie Zetterqvist. **Illustration:** SCA.

From 1 October 2026, SCA Logistics is introducing a new arrangement for its RoRo traffic. The change is part of a recurring review of transport solutions.

“We have deliberately planned for multiple framework agreements for RoRo traffic to expire simultaneously every five years, allowing us to implement major changes and adaptations. This falls on 1 October 2026,” says Magnus Svensson, President SCA Logistics.

At present, three vessels depart from Umeå each week: two to Kiel, and one to London and Rotterdam. The new system is adapted to two departures per week, one on each route (see new timetable).

Increased capacity on each departure

The arrangement includes a reduction in average speed from approximately 15 knots to 11–12 knots. In combination with a higher fill rate, particularly on northbound journeys, this will make for more resource-efficient utilisation of the vessels. Some southbound cargoes will be handled using other transport solutions.

“Basically, this is streamlining. By being smarter in our logistics planning, we can reduce emissions per tonne-kilometre by around 40 per cent,” says Magnus.

One important element of the new arrangement is that the route will be expanded to include Piteå. When time is freed up in the timetable, vessels that previously only called at Umeå can continue north to the Port of Piteå at Haraholmen, where they will be loaded with goods from SCA’s mills in Munksund, as well as delivering recycled fibres and other cargoes. The previous rail solution between Munksund and Umeå will therefore be redundant. Learn more on page 14.

A more efficient arrangement with many benefits

There are a number of factors underlying the change.

“It’s primarily a matter of cost-effectiveness, a sharp increase in environmental fees, greater reliability and

potentially extending the working life of the vessels, which will maintain a more sedate pace,” explains Magnus.

The inclusion of maritime transportation in the EU Emissions Trading System (ETS) means that direct costs will be incurred for greenhouse gas emissions to a greater extent.

“This has both a direct climate benefit and an economic effect, as emissions will cost more,” says Magnus. A more efficient arrangement with lower emissions can therefore contribute to balancing transport costs over time.

New system, new opportunities

The new arrangement also creates better conditions for more active utilisation of capacity.

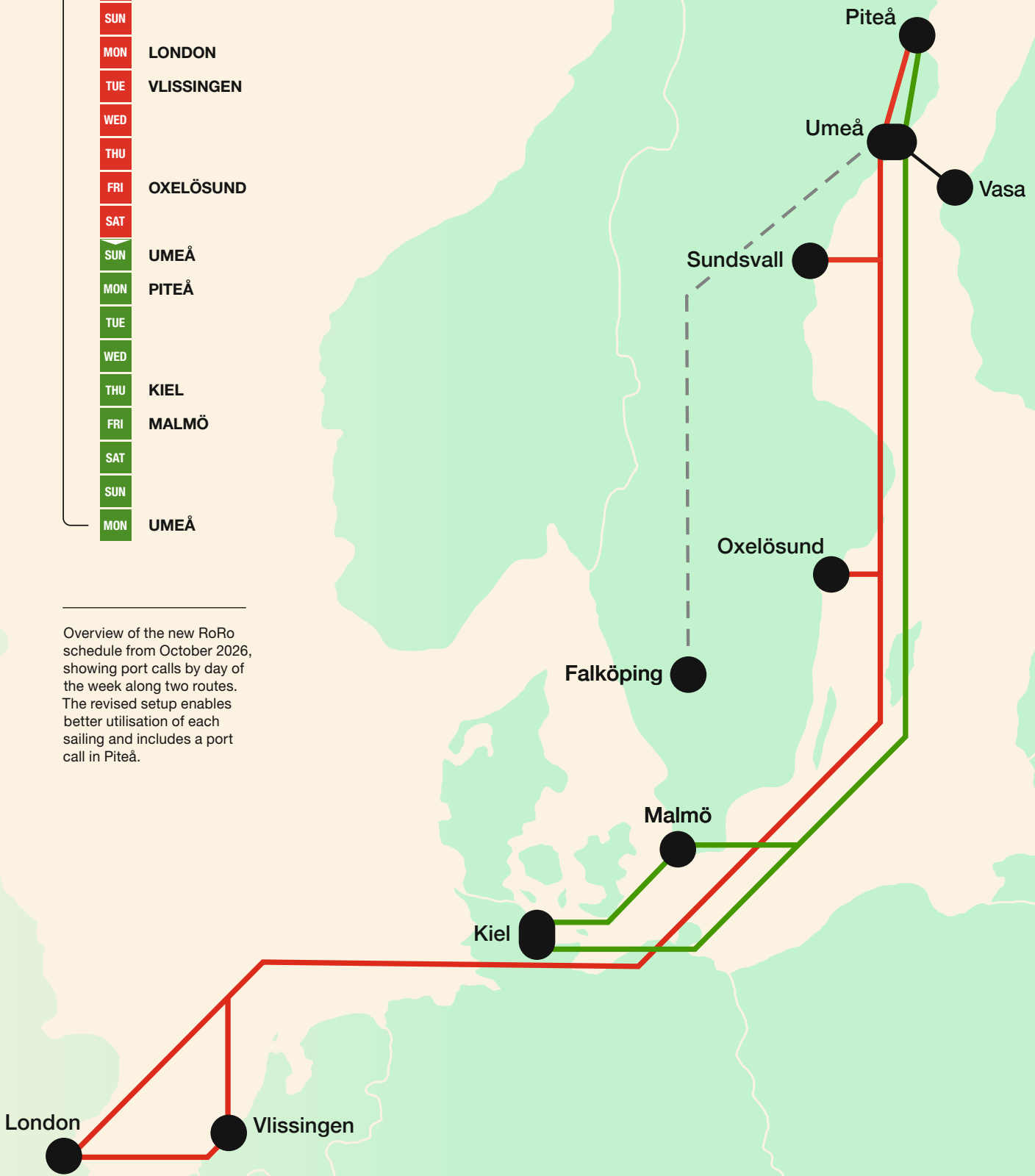
“Calling at Piteå will create opportunities for customers with cargo flows further north in Sweden. We will be more competitive in general and we hope that more companies will realise the benefits of maritime transportation between northern Europe and northern Sweden,” says Jonas Nilsson, Sales Manager at SCA Logistics, who emphasises that the offer covers more than the existing logistics flows. “As always, we welcome companies looking for assistance with all types of cargoes.”

The changes will also redraw transport patterns in northern Sweden. In future, between 550,00 and 600,000 tonnes of cargo from Munksund will be shipped via Piteå each year. This, along with the existing volumes from SCA’s sawmills, will make the company one of the largest stakeholders in the port. According to port operator ShoreLink, this may also create some 20 additional jobs. Meanwhile, volumes from Umeå will decrease by an estimated 300,000–400,000 net tonnes.

“Our presence in Piteå is increasing markedly, giving us the opportunity to further develop the logistics alongside the port and ShoreLink. At the same time, as flows from Obbola are increasing, the net impact of moving volumes from Umeå will not be as great,” says Magnus.

TUE	PITEÅ
WED	UMEÅ AND SUNDSVALL
THU	
FRI	
SAT	
SUN	
MON	LONDON
TUE	VLISSINGEN
WED	
THU	
FRI	OXELÖSUND
SAT	
SUN	UMEÅ
MON	PITEÅ
TUE	
WED	
THU	KIEL
FRI	MALMÖ
SAT	
SUN	
MON	UMEÅ

Overview of the new RoRo schedule from October 2026, showing port calls by day of the week along two routes. The revised setup enables better utilisation of each sailing and includes a port call in Piteå.



Port of Piteå opens up new opportunities for SCA's RoRo service

With the reorganisation of SCA Logistics' RoRo routes, the Port of Piteå takes on a clearer role in logistics flows. Behind the change is close collaboration between stakeholders in the port – and an arrangement designed to work in practice from day one. “This is the result of a very good collaboration through which we have jointly designed a solution that we believe can develop over time,” says Ulrika Nilsson, Managing Director of the Port of Piteå.

Text: Jennie Zetterqvist. **Photo:** Linda Granberg, Maria Fäldt, ShoreLink.

When the new route enters into service in October 2026, Piteå will take on a more central position in SCA's logistics system. Vessels that previously only called at Umeå will also call at Haraholmen, where goods from SCA's Munksund Paper Mill will be loaded and recycled fibres and other cargoes unloaded.



“It strengthens our competitiveness and our role in the region.”

Ulrika Nilsson
Managing Director, Port of Piteå

The change means that between 550,000 and 600,000 tonnes of cargo will be handled via Piteå each year.

“Our presence in Piteå will increase significantly, giving us the opportunity to further develop our logistics flows together with the port and ShoreLink,” says Magnus Svensson, President SCA Logistics.

The reorganisation also means that the rail service between Munksund and Umeå will no longer be needed.

A stronger role in the region

For the Port of Piteå, the investment represents a clear step forward.

“The fact that SCA has chosen to establish a further significant part of its logistics operation in the Port of Piteå is very important to us. It makes us more competitive and strengthens our role in the region,” says Nilsson.



The Port of Piteå is one of the deepest ports on the Gulf of Bothnia. It currently handles around two million tonnes of cargo annually.



“Over two years we have developed and evaluated various scenarios.”

Magnus Svensson
President SCA Logistics

The new arrangement – with a flexible land transport solution and longer sea transport – frees up capacity on the railway through central Piteå and provides both greater stability and a positive environmental impact, she notes.

“We have been expanding our capacity for several years and have secured a new environmental permit that allows for increased cargo volumes. This has opened the way for this type of expansion,” says Nilsson.

A strong collaboration

A key factor behind the new setup is the close cooperation between the parties involved.

“This is the result of a very good collaboration between the Port of Piteå, ShoreLink and SCA. Together, we have shaped a competitive concept that we believe can develop further over time,” says Nilsson.

From SCA’s perspective, the process has also been extensive.

“Over two years, we have developed and evaluated different scenarios, weighing costs and logistics flows in various setups. Gradually, the options were narrowed down until we arrived at this solution,” says Magnus Svensson.

With the structure now in place, the focus shifts from planning to execution – where the role of the port operator becomes increasingly central.

Scaling up operations in Piteå

For ShoreLink, which is responsible for cargo handling in the Port of Piteå, the new contract represents a significant and strategic expansion.

“We’re delighted, and at the same time it’s highly significant for us. This is the result of close and trusting collaboration with SCA, where together we’ve found a

solution we strongly believe in for the long term,” says ShoreLink CEO Peter Mörtlund.

The assignment is a natural fit for ShoreLink and aligns closely with the company’s core business in efficient and sustainable logistics operations.

“We have the experience, capacity, and strong local cooperation – not least with the Port of Piteå – which enables us to deliver high quality from day one,” says Mörtlund.

In practical terms, the change will be clearly reflected in day-to-day operations, with more vessel calls and increased cargo flows through the terminal.

“We are taking our operations up a gear, while continuing to develop what we already do well – working in a structured, safe, and highly efficient way throughout the entire process,” he says.

The investment is also expected to create around 20 new jobs.

From collaboration to execution

Building on an already well-functioning structure, the contract strengthens ShoreLink’s role as a logistics partner in northern Sweden.

In parallel, ShoreLink has signed a new five-year agreement with SCA Wood for handling sawn timber products, replacing a previous one-year contract and marking a longer-term partnership between the parties.

“This is an important step for us. It strengthens our position in northern Sweden, creates new opportunities for continued growth together with our customers, and contributes to a more sustainable transport chain. It will have a strong positive impact – not only for us, but for the region as a whole,” Mörtlund concludes.



“We are taking our operations up a gear, while continuing to develop what we already do well.”

Peter Mörtlund
CEO, ShoreLink



ShoreLink – a logistics partner in northern Sweden

ShoreLink is a port operator and logistics partner operating at the ports of Kalix, Luleå, Piteå and Skellefteå. The company is responsible for loading, unloading and storing cargo, as well as offering transport, ship clearing and contracting services.

The company’s roots date back to 1889. In 2013, several companies operating along the coast of northern Sweden merged under the name ShoreLink. The business currently has approximately 230 employees across three business areas. Port and terminal operation is the company’s core business. ShoreLink is owned by industrial companies and municipalities in northern Sweden, giving the company a strong regional association.

A new gateway in Benelux

Why SCA Logistics chose Verbrugge International

SCA Logistics partners with Verbrugge International in Vlissingen for RoRo vessels carrying kraftliner and pulp to Western and Central Europe. The move is part of SCA's work to improve performance across the full logistics chain. For Verbrugge, the partnership is the result of years of hard work.

“We have been working towards a cooperation with SCA for many years. I consider this agreement the crown of my career,” says Martin Verbrugge, owner and CEO.

Text: Håkan Norberg. **Photo:** Verbrugge International.

From 1 October 2026, SCA Logistics' RoRo vessels carrying kraftliner and pulp to Western and Central Europe will call at Vlissingen instead of Rotterdam, with Verbrugge International as its new logistics partner in the Netherlands. The move is part of SCA's wider optimisation of its logistics flows to reduce emissions, improve cost efficiency and strengthen competitiveness.

For SCA Logistics, changing terminal in Benelux is not just about switching ports. It is about improving the total logistics equation for customers – from factory to final destination.

“It is a short and easy port call for our vessels in Vlissingen, which means that we save a couple of hours per trip. It is another way for us to make shipping more efficient and reduce emissions, which also ultimately improves our cost

structure. We also believe that our already high delivery reliability can be even better,” says Magnus Svensson, President SCA Logistics.

400–450,000 tonnes of goods per year

In addition to unloading kraftliner and pulp, SCA will also load recycled fiber, general cargo and RoRo cargo back to Sweden. In total, the company estimates a turnover of approximately 400–450,000 tonnes of goods per year in Vlissingen.

But the move is about more than geography. It is also about finding the right partner.

Verbrugge International is a logistics and terminal operator deeply established in forest products logistics. The company is a full-service logistics partner with strategic coastal locations, strong operational quality and high safety standards. In Vlissingen, Verbrugge operates one of the world's largest dedicated wood pulp terminals and serves as a European hub for wood pulp, with daily barge connections to Rotterdam and Antwerp. That existing position is one of the key reasons for the new partnership.

“Verbrugge is already a hub for pulp and paper,” says Dolf van Dijk, Head of Commercial at Verbrugge. “That creates synergies. SCA can add their cargo to existing connections. In Rotterdam they were more on their own. Here, there are more possibilities.”

For SCA Logistics customers, those synergies matter. A terminal operator that already understands forest products, handles similar flows and has inland connections in place can help create a smooth, flexible and resilient supply chain.

Van Dijk says the process leading to the agreement has taken a bit of time.

“It has been a long process of getting to know each other,” he says. “Trust takes time to grow, and it is not the first time



Martin Verbrugge, owner and CEO of Verbrugge International, sees the partnership with SCA Logistics as the result of a long-term collaboration.



Verbrugge International's terminal in Vlissingen serves as a key hub for handling forest products in the Benelux region, with direct access to efficient sea and inland transport links.

we made a bid to SCA. This time, we had the right offer, in the right place, and the timing was right.”

The agreement begins on 1 October 2026 and runs for five years. It covers SCA's main southbound flows of wood pulp and kraftliner, as well as return cargoes from the market.

A dedicated family-owned company

Another important factor in the budding partnership is the people involved. Verbrugge is a family-owned company that places strong emphasis on long-term relationships, hands-on knowledge and dedicated staff. That culture is something van Dijk believes will make a difference in daily operations.

“Our staff is very dedicated to the business,” he says.

“And they are used to handling paper and pulp.”

For Martin Verbrugge, owner and CEO of Verbrugge International, the agreement is also personal.

“We have been working towards a cooperation with SCA for many years,” he says. “I consider this agreement the crown of my career.”

He describes SCA and SCA Logistics as premium players and says the respect has grown over many years of contact.

“Magnus and his team at SCA Logistics are no-nonsense professionals. If I can get them to work with my company, I am successful,” says Verbrugge and continues:

“SCA has been in Rotterdam for 60 years,” he says. “If the company stays here for another 60, I will be 131 years old.”

The comment is light-hearted, but the message is serious: Verbrugge sees this as a long-term partnership. Preparations are already under way ahead of the October start. According to Martin Verbrugge, the company is preparing systems, training people and investing in RoRo infrastructure, including a ramp and a floating pontoon to increase flexibility and support efficient vessel turnaround.

Focus on customer satisfaction

In the bigger picture, the change fits into SCA's broader logistics optimisation. Earlier, SCA announced adjustments to its RoRo system in Sweden to enable lower sailing speeds and reduce emissions by around 40 per cent per transported tonne-kilometre from 1 October 2026. The shift to Vlissingen is another step in the same direction: improving performance across the full logistics chain.

For customers, the benefit is clear: a more efficient port call, access to an established pulp and paper hub, strong multimodal opportunities and a logistics setup designed to deliver both service and cost efficiency.

As van Dijk puts it: “We want to make SCA a satisfied customer – and, of course, SCA's customers as well.”



Dolf van Dijk, Commercial Director at Verbrugge, highlights the synergies between the companies and the potential to further strengthen the logistics chain.

SCA Logistics invites tenders in rail procurement

A new procurement of rail freight services between Umeå and Falköping is now open. SCA Logistics welcomes tenders, and proposals for innovative solutions, to take over the route when the current contract expires in January 2028.

“It will be exciting to see which contractors can contribute innovatively to creating a sustainable and efficient train service,” says Lotta Åkre, Commercial Manager at SCA Logistics.

Text: Jennie Zetterqvist. **Photo:** Per-Anders Sjökvist.

SCA Logistics has been running trains between northern and southern Sweden since 1995, terminating in Skövde until 2024 and in Falköping since then. The system consists of two loops. A daily service transports products from SCA's Munksund Paper Mill to Holmsund in Umeå, from where the goods are shipped south to Falköping – or loaded onto vessels bound for Europe.

One loop replaces two

This arrangement will change in October 2026, which you can learn more about in the previous issue of the magazine. SCA Logistics will be establishing a RoRo route from Piteå, meaning that products from Munksund that were previously

shipped by rail will instead be loaded directly onto vessels at the nearby Port of Piteå. The northern loop will therefore be redundant, leaving the Umeå–Falköping–Umeå route, which is now being put out to tender.

“We have a sharp customer focus and it is critical that we identify a flexible operator that can provide a high quality service and reliable delivery all year round. While punctual, efficient rail transport is a key factor, we are open to new solutions that can develop the traffic,” says Lotta.

Large volumes in both directions

The future service will include both timetabled departures several times a week and cargo flows in both directions.

The contract will cover significant volumes of paper rolls (kraftliner) as well as substantial flows of recycled fibres between northern and southern Sweden. For a business with production in northern Sweden and customers worldwide, reliable transport is critical.

SCA Logistics is seeking an operator – or a solution involving several collaborating actors – that can deliver high-quality, flexible and efficient logistics solutions.

“We look forward to receiving interesting tenders and proposals for how traffic can be run effectively in future,” says Lotta.



“We are open to new solutions that can develop the traffic.”

Lotta Åkre
Commercial Manager
at SCA Logistics

“We have a sharp customer focus and it is critical that we identify a flexible operator that can provide a high quality service and reliable delivery all year round.”

Lotta Åkre
Commercial Manager at SCA Logistics



A new procurement of rail freight services between Umeå and Falköping is now open.



Five more years in Kiel

– and a rapid increase in capacity as volumes grow

SCA Logistics has extended its partnership with the Port of Kiel for a further five years. The port is a central hub for the company's shipments between Sweden and the Continent and, keeping pace with growing volumes, the terminal's capacity has recently been significantly increased.

"Our collaboration with the Port of Kiel has deepened since we established ourselves here in 2016," says Jörn Grage, SCA Logistics Terminal Manager in Kiel.

Text: Håkan Norberg. **Photo:** Port of Kiel Marketing.



The terminal area in Kiel has expanded rapidly in recent years to support growing cargo flows.

SCA Logistics operates a modern multimodal terminal in Kiel, built to accommodate all types of vessels and cargoes. Aside from products from the forest industry, the terminal can handle general and project cargoes for shipment by sea, road and rail. During the autumn, a 6,000-square-metre tent was erected at the terminal and an existing area of 7,000 square metres was converted into permanent warehousing. The solution was completed in only six weeks. The combination of a long-term contract with the ability to rapidly implement is indicative of how SCA Logistics and the Port of Kiel are developing operations both strategically and practically.

Tailor-made from scratch

SCA Logistics established a terminal in Kiel in 2016 having evaluated a number of ports along Germany's North and Baltic Sea coastline. The decisive factor in Kiel's favour was that the port had available space for expansion and was prepared to adapt facilities to the company's needs. Today, the terminal can handle both RoRo and breakbulk

vessels on the same site, which is equipped with cranes and multiple RoRo ramps. Another important factor is the port's intermodal connections. There are several railway lines connecting to the terminal with the capacity to handle full-size goods trains, thus facilitating efficient freight forwarding within Europe.

In addition to SCA, Kiel also handles cargo flows for companies such as Holmen Board and Paper. Around half of shipments are destined for customers in Germany, while the rest are shipped elsewhere in Europe or, in some cases, further afield.

"We have global access from here; we are like a spider in the web," says Jörn.

Long-term commitment and mutual trust

The partnership between SCA Logistics and the Port of Kiel has gradually deepened since the terminal opened in 2016. According to Jörn, the relationship is characterised by a long-term perspective and a distinct customer-oriented mindset.

"We speak the same language. Everything the port does is farsighted and the Port of Kiel takes care to meet our needs and those of our customers," says Jörn.

The new five-year extension is a natural continuation of an established partnership that sees both parties investing for the future.

Rapid solution when production at Obbola increased

The background to the increase in capacity during the autumn is the expansion of the Obbola Paper Mill, which has gradually increased its production of containerboard.



"We have global access from here; we are like a spider in the web."

Jörn Grage
SCA Logistics Terminal Manager in Kiel

“The machine is in the ramp-up phase and as production has increased so has the need to deliver the increased volumes to customers, and this mainly takes place via Kiel.”

Larger volumes per departure mean that more storage space is needed. A number of alternatives were analysed: moving some of the cargo flow to another port, awaiting the development of a new 60,000-square-metre expansion zone – or quickly coming up with a solution in the existing space. Spreading the volume was deemed to be impractical and costly. Instead, a hybrid solution was chosen. A tent was erected to protect cassettes from the elements after unloading, while at the same time a 7,000-square-metre cassette warehouse was converted into a customised paper warehouse, including the installation of a new floor.

The plans were prepared in just three weeks and the Port of Kiel decided to invest €3 million in the project. The work was completed six weeks later.

“An additional 7,000 square metres ready! And the 6,000-square-metre tent will remain as a cassette warehouse,” says Jörn.

More opportunities in future

With the new contract in place, Jörn sees many development opportunities. The terminal will be able to handle more sawn timber products and could potentially accommodate more breakbulk vessels and invest in more efficient unloading equipment. Meanwhile, container volumes are increasing. Empty containers are currently collected from Hamburg by truck, but a sufficient increase in volume might make new arrangements feasible.

“Once volume has increased by a given number of containers per day, we can discuss having vessels call at Kiel as well.”

Moreover, an increased flow of recovered paper bound for SCA’s mills in Sweden will provide better balance between southbound and northbound journeys.

“This allows us to better fill the vessels in both directions.”

The contract extension and the rapid capacity increase are reflections of the same strategy: long-term collaboration combined with the ability to react quickly when the market changes. Kiel thus continues to be a key port in SCA Logistics European network.

“Everything the port does is farsighted and the Port of Kiel takes care to meet our needs and those of our customers.”

Jörn Grage

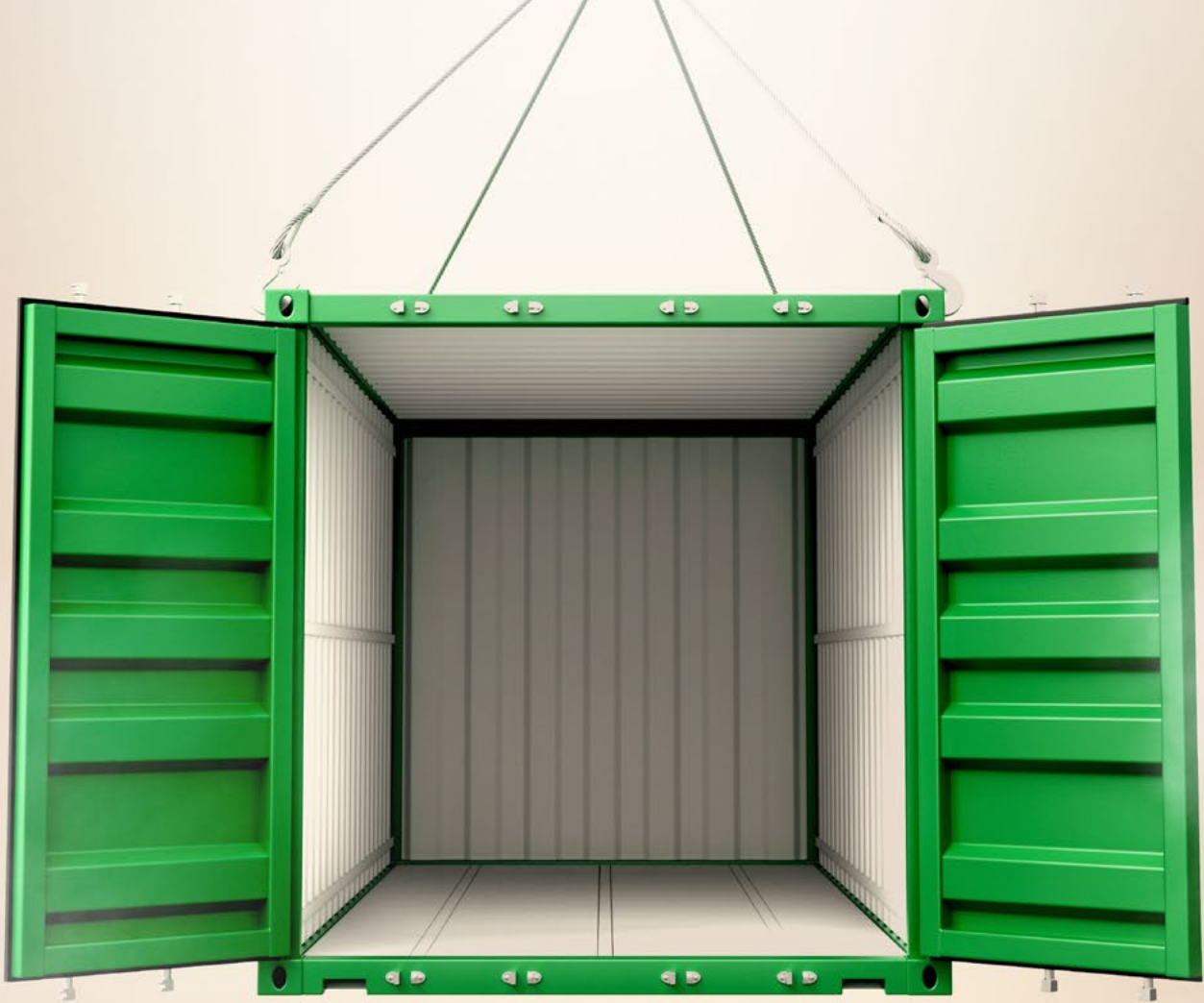
SCA Logistics Terminal Manager in Kiel



Jörn Grage, Terminal Manager at SCA Logistics in Kiel, highlights the port’s ability to adapt quickly to growing volumes and changing customer needs.



The Port of Kiel offers efficient quay operations and direct access to European transport corridors, supporting growing volumes in SCA Logistics' network.



The box that changed the world

The container turns 70

This year, the modern shipping container will be 70 years old. The container is not any old steel box. In many ways, it has changed the world. “This is an anniversary of one of the drivers of globalisation, something that has lifted millions of people out of poverty and changed our eating habits. It is often described as one of the most significant inventions of the twentieth century,” says Professor Johan Woxenius of the University of Gothenburg.

Text: Kerstin Olofsson. **Photo:** Adobe Stock, Erika Holm, Wikipedia, Per-Anders Sjöquist, Björn Mattisson.

Before the invention of the shipping container, all goods were shipped as general cargo: wooden boxes, cartons, barrels, sacks and pallets, all were loaded separately whether being transported by sea, road or rail.

“This process took a very long time and also wore out the people doing the work,” says Woxenius.

One man who decided to address this problem was Malcolm McLean, who ran a large road haulage business in North Carolina, USA. McLean was keen to transfer cargo from truck to ship and knew that he would need a more rational method for loading and unloading. He realised that it would be convenient to place cargo in a large steel container that could be easily transferred between vessels, trucks and trains. The idea was as ingenious as it was simple: rather than moving hundreds or thousands of small units, move one large unit instead.

“Without the container, we would not have had the extensive global trade we have today.”

Johan Woxenius

Professor at the University of Gothenburg

From weeks to days

April 1956 is considered to be the dawn of the container revolution. It was then that McLean shipped 58 containers from New Jersey to Houston aboard the converted oil tanker SS Ideal X. Only a decade later, global shipping had been radically altered.

“Before the invention of the container, a vessel might remain in port for two or three weeks for unloading and loading. Now, the job took a couple of days, reducing handling costs dramatically,” says Woxenius. These reduced costs created completely new conditions for trade. It suddenly became economically viable to sell goods over much larger geographical areas. Industries and value chains sprang up that would otherwise have been impossible.

ISO standards prove to be the key

The change did not happen overnight and many pieces of the puzzle needed to be put in place before the container could begin its triumphal march around the globe. Among other things, companies had to be sufficiently convinced of the benefits to invest, new vessels adapted to containerised cargo needed to be built, and ports needed to have the right equipment. One of the keys to success was to standardise containers so that they could be shipped and handled anywhere using the same types of equipment. At first, many types of container were developed, which was a problem. The various stakeholders along the value chain only had the equipment to transport and handle certain types of container, negating many of the logistical benefits.

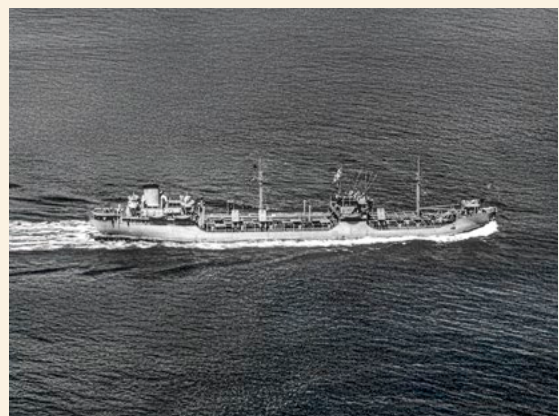
“A common direction was needed and, in 1968, an ISO standard was published that, among other things, specified requirements for external dimensions, structural integrity and corner fittings. During the 1970s, the container then made its breakthrough on a broad front,” explains Woxenius.



Johan Woxenius, Professor of Maritime Transport Management and Logistics at the University of Gothenburg.



Malcolm McLean is often described as the one who invented containerization.



In April 1956, 58 containers were shipped from New Jersey to Houston aboard the converted oil tanker SS Ideal X.

Creating opportunities

Cheap transportation has had a momentous impact on global trade. Had shipping costs been higher, we would not have traded goods between continents to the same extent.

“Without the container, we would not have had the extensive global trade we have today,” asserts Woxenius.

“As consumers, global trade has given us a much wider choice of products. As producers, we have gained access to much greater geographical markets. The container has even influenced our eating habits. We would not have had the bountiful fresh vegetables we have today at this time of year, and a large part of the other range of products in the supermarkets would also have been affected.”

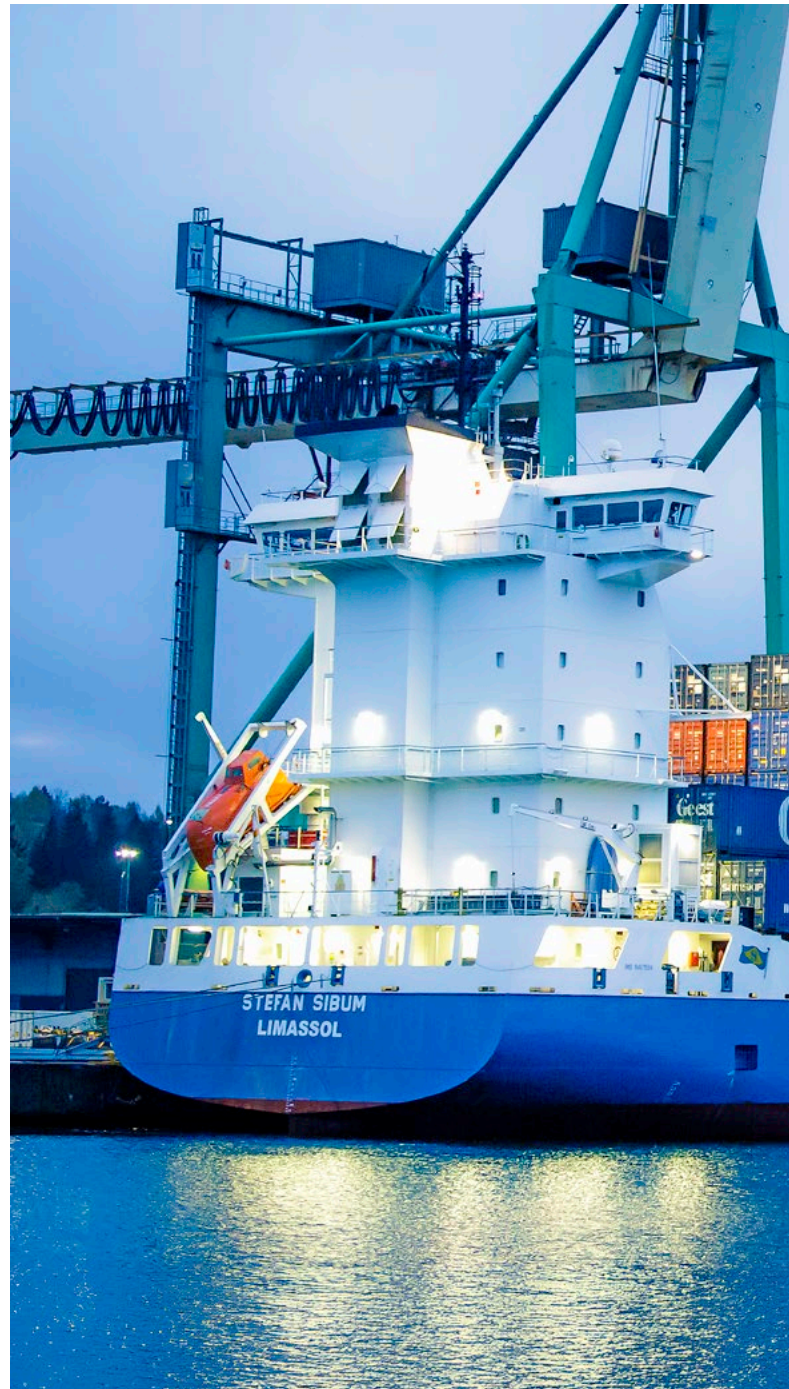
The advent of the refrigerated shipping container in the 1960s was highly significant in terms of foodstuffs. It makes it possible to maintain an exact temperature throughout shipping, so that even sensitive foods such as bananas and meat can be transported long distances.

For a large part of the Asian population, the impact of the container has been far greater than simply changing consumption and eating habits.

“Hundreds of millions of people have been lifted out of extreme poverty thanks to the new shipping possibilities, which created the conditions for new industries that created many jobs. Although it would be wrong to say that living conditions improved for entire populations, many people had a more comfortable life than previously,” says Woxenius.



The container plays a dominant role in intercontinental trade, with more than 90 percent of all general cargo transported in containers.



70 years that changed global trade

1956

The converted oil tanker SS Ideal X sails from New Jersey to Houston with a cargo of 58 containers.

1968

A new ISO standard regulates external dimensions, structural integrity and corner fittings.

1990s–2000s

Value chains become increasingly globalised and container traffic continues to accelerate.



1966

The first scheduled transatlantic container service to Europe.



1970s

The container makes its great breakthrough. Refrigerated and freezer containers become increasingly common.



“There is now more focus on sustainability and this is leading companies to give more thought to completely filling containers and vessels.”

Johan Woxenius

Professor at the University of Gothenburg



Relocating ports

The transition to containerised cargo also redrew the map of many cities. Where ports had often been located in cities, the new system required larger marshalling and storage areas and more space for cranes.

“There simply wasn’t space inside cities, so the ports moved out to locations with more space and deeper waters, often closer to the sea,” explains Woxenius.

This change occurred in many cities around the world, including New York, London, Tokyo, Stockholm and Gothenburg.

Sustainability in focus

Today, containers dominate intercontinental trade, with the celebrated steel box accounting for over 90 per cent of all non-bulk cargo.

“It’s really secure and reliable. You can use it for many different types of goods, from clothing, food and electronics to components for manufacturing industry. It can also be handled virtually anywhere in the world, as both vehicles and equipment are adapted to it.”

One shouldn’t expect any major changes or innovations as the whole idea of the container is that it should always be the same. That said, some factors in container flows do change.

“There is now more focus on sustainability and this is leading companies to give more thought to completely filling containers and vessels. Another important measure is operating vessels at lower speeds to reduce fuel consumption and thus emissions,” says Woxenius.

A moment in the spotlight

So, the container has had a major impact on our lives. This is true of everything from the products available for us to buy in shops to the jobs made possible by access to cheap transportation.

“Many people consider it to be the most important invention of the twentieth century,” says Woxenius.

Despite its enormous significance, the container is hardly something that the average person gives any thought to in everyday life. It did, however, find itself in the spotlight during the pandemic, when the shortage of containers and congested ports contributed to empty supermarket shelves and rising prices. Then came the blockage of the Suez Canal in 2021, when the container vessel Ever Given ran aground and brought traffic through the world’s most important trade route to a halt.

“This was the container’s 15 minutes of fame. It became clear that it really is the backbone of global trade,” says Woxenius.

More opportunities with smart functions

- **Refrigerated and freezer containers:** Make it possible to ship fruit, meat, fish and dairy products.
- **Temperature-controlled containers:** Suitable for temperature-sensitive goods that cannot be refrigerated or frozen. The desired temperature is maintained by a diesel generator.
- **Tank containers:** Used to ship speciality oils, cooking oils and chemicals.
- **Bulk containers:** Some are open-topped and some can be tipped. Uses include plastic granules and grain.



Containers are M&M i Fröland's business idea

Containers are not only used for cargo, they also make excellent storerooms or workshops. Family business M&M i Fröland offers both standard containers and customised solutions.

“Some containers are equipped with insulation and electricity, while in others we install advanced machinery. We've even converted some into bars,” says Mikael Markström, one of the company's owners.

Text: Kerstin Olofsson. **Photo:** Håkan Sjödin.



Johan Markström and Mikael Markström show a container being customized to meet customer requirements.

M&M i Fröland is based just north of Sundsvall. Making the most of the flexibility of containers is at the very core of the business.

“We both sell and rent and our customers use the containers for a multitude of different purposes. While it’s not common for our customers to ship goods in them, many do use them for storage. Getting a container is a simple way of acquiring a robust, secure storeroom,” says Markström, who runs the company with his brother John Markström. Their customer base is broad, extending from small businesses to large industrial companies and restaurants. Another important group is private customers who need additional space for their garden equipment, tools or household goods, for example.

Adapted to the customer’s needs

A large percentage of the containers the company supplies are converted and/or equipped to meet the individual customer’s needs.

“The most common adaption is installing insulation and electricity. Customers often need to maintain a certain temperature in the container and ensure that condensation doesn’t build up.” says Markström. Other common adaptations include putting up shelves, putting in doors and installing machinery.

“We sell a lot of containers to customers in which we’ve installed a butt welding machine. By installing the welding machine in an insulated container equipped with electricity you get a good work environment in which you can ensure the right conditions for welding. The workshop is also mobile and can be easily moved to wherever it’s needed.”

Imagination is the only limitation

Sometimes customers need a really big container, in which case M&M i Fröland will be happy to assemble several to the customer’s exact specifications.

“The possibilities of containers are endless. Imagination is the only limitation,” says Markström. Some areas of use are odder than others. Such as when M&M i Fröland received an

order to build bars from containers. “It might sound odd, but the result can actually be really stylish,” says Markström.

Freight from China

While most of M&M i Fröland’s customers don’t ship goods in the containers, almost all of the containers the company supplies have been on at least one long journey filled with cargo. M&M i Fröland buys its containers from China, from where they are shipped to Sweden via Rotterdam. The containers are carried on large container vessels from China to Rotterdam and, to make the shipment both economical and climate-smart, they are filled with cargo for various companies who need to ship their goods. Once in Rotterdam, the containers are emptied and SCA Logistics then ships them to Sweden.

“They are shipped onboard SCA Logistics’ RoRo vessels from Rotterdam via Umeå to Sundsvall. The flexibility of containers extends to handling and there is no problem whatsoever in shipping them in cassettes on a RoRo vessel,” says Markström.

When it comes to transportation, M&M i Fröland has three main priorities: low environmental impact, cost-effectiveness and reliability.

“All of these requirements are met by SCA and we always feel secure that everything will go to plan. It runs like clockwork and we can be confident that we can make the bookings we want,” says Markström.

Investing for the future

The company’s future looks bright.

“The business is going well and it’s a reassurance to have such a broad customer base. Aside from containers, among other things we also sell site huts and truck accessories and rent out scaffolding.” But the emphasis is on containers.

“We’ve just built an enormous workshop so we can do even more rebuilds and customisations, and now we’re looking forward to continuing our growth. The enormous flexibility of containers creates greater opportunities,” says Markström.



M&M i Fröland keeps a stock of containers for sale, serving customers such as industrial companies, restaurants and private individuals.

SCA's container flows open doors to new markets

SCA Logistics has shipped hundreds of thousands of containers over the years. “Many of these containers have been filled with forest industry products such as pulp, paper and sawn timber products, but we also transport many other cargoes. We have transported everything from refrigerators to bales of cloth, nappies and machine components,” says Andreas Hamm, who is responsible for procuring maritime transportation for SCA Logistics.

Text: Håkan Sjödin. **Photo:** Per-Anders Sjöquist.

Aside from regularly transporting containerised cargo between Sweden and the Continent, in both directions, SCA Logistics also offers a complete container freight service to every corner of the world. For example, containers are shipped to Mexico, Italy, India and several countries in Africa.

“We combine large volumes of containers and conduct procurement directly with container shipping companies,” says Andreas.

Containers on deck

When SCA started shipping containers in the mid-90s, the company used a system combining breakbulk with container cargo.

“We bought a break bulk vessel from Sundsvall to Rotterdam. We were shipping the SCA Group's own products and we loaded pulp in the vessel's hold while we shipped sawn timber products in containers on deck,” explains Ellenor Nordborg, Head of Forwarding at SCA Logistics.

Containers at a glance



An ocean of shoeboxes

A container can accommodate approximately 11,000 shoeboxes (30×20×10 cm).



Built for stacking

Container vessels have two container blocks: one below deck and one on deck. Depending on the vessel and cargo, between them the two blocks can be up to 12–14 containers high.



Enormous moving load

The largest container vessels currently in service can accommodate just over 24,000 twenty-foot equivalent units (TEUs).



Standard global measurement

The twenty-foot equivalent unit (TEU) is the standard measurement for all container traffic, making it possible to compare capacity and volume globally.

A couple of years into the twenty-first century, it was time for a new arrangement and SCA Logistics started buying space from a feeder operator transporting containers between Umeå, Sundsvall and Rotterdam.

Container Express

The next step was taken in 2011, when SCA Logistics chose to invest in its own container feeder service, Container Express, with vessels operating a weekly timetable on the Rotterdam–Sundsvall–Umeå route.

“At most, we shipped 470 40-foot containers to Rotterdam each week. In Rotterdam, the containers were transferred to ocean-going vessels for forwarding around the world. Some also went by rail within Europe,” says Ellenor.

For a period during the early 2000s, SCA also operated its own container train in Sweden.

“We chartered a train and, as we carried forest industry products, it was given the name Fibre Bullet. The train ran between the Sundsvall terminal and Gothenburg,” says Ellenor.

Smooth service

Container Express is currently on ice but SCA Logistics is still offering a smooth, cost-effective container service.

“Although container shipments to and from northern Sweden mainly go via the Port of Gävle, we also transport some on our RoRo vessels which call weekly at several ports. It works splendidly to ship containers on cassettes,” says Andreas.

SCA Logistics long term ambition is to once again to handle container feeders in the port of Sundsvall and Umeå.

“As soon as the conditions are right, we’re ready. The new container port in Sundsvall creates good opportunities for the future,” says Ellenor.

Reaching new markets

Container shipping has been extremely important to SCA over the years.

“As this is such a cost-effective mode of transport, it has created opportunities for us to reach markets that would not otherwise have reached,” says Andreas.

The container also makes it economically viable to ship smaller batches with greater frequency, rather than waiting to accumulate a large volume of cargo.

“This allows us to give our customers an even better service,” concludes Ellenor.



Container shipping enables SCA to reach new markets worldwide.



Millions in circulation

While there is no exact global figure, it is estimated that there are currently in the region of 40–65 million containers in active use.

Because many containers are in ports or being transported on land at any given time, the system requires three times as many containers as would fit on the global container vessel fleet.



True heavyweights

A standard container weighs several tonnes unladen:
20 feet: approx. 2.2–2.4 tonnes
40 feet: approx. 3.6–3.8 tonnes.

A 40-foot container can accommodate approximately 70 m³ of cargo weighing up to 28 tonnes. vessel fleet.



Mega-ports keep containers flowing

1. Shanghai, China
2. Singapore
3. Ningbo-Zhoushan, China
4. Shenzhen, China
5. Qingdao, China equivalent units (TEUs).

Long-term agreement with Hull company strengthens delivery reliability

SCA Logistics has concluded a new five-year agreement with Global Shipping Services in Hull. After an extensive evaluation of alternative ports and suppliers, it was decided to further develop our arrangement with the strategically important UK port.

Text: Jennie Zetterqvist. **Photo:** Global Shipping Services.

The decision is the result of a broad comparative assessment of both ports and terminal operators based on criteria such as capacity, quality and cost.

“We have conducted a thorough review in which we have compared various alternatives. Our overall analysis was that Hull, along with Global Shipping Services, is the best alternative in terms of meeting our customers’ needs,” says SCA Logistics Commercial Manager Lotta Åkre.

Taking full responsibility provides clarity

The new contract means that Global Shipping Services will take on overall responsibility for operations in Hull, including unloading, warehousing and dispatch.

Global Shipping Services has a wealth of experience of terminal operations in Hull and Humberside and has been working with SCA in the port for many years as an operator, although not with responsibility for warehousing.

“We have worked with SCA in Hull for more than 20 years. By extending that relationship and taking full responsibility for the terminal, we can manage operations locally with an experienced team,” says Peter Waud, Managing Director of Global Shipping Services.

For our customers this means a more cohesive arrangement in one of the most important nodes in the UK market.

Global Shipping Services

Global Shipping Services is a terminal operator based on the Humber Estuary on England’s east coast. The company has over 30 years of experience of providing port and logistics services, offering stevedoring, warehousing, storage and port agency services.

Among other things, the operation covers general cargo, project cargoes and forest products – goods flows for which ports of the Humber Estuary have long played an important role in trade between the UK and Northern Europe.

Thanks to its local presence in Hull and experience of port operations in the region, Global Shipping Services is an established actor in the day-to-day operations of terminals and warehouses in the area.





“Our relationship with SCA continues to develop and strengthen. By combining local knowledge with close day-to-day cooperation in Hull, we can support efficient and reliable operations going forward,” says Peter Waud, Managing Director, Global Shipping Services.

“When responsibility and operations rest with the same partner, we have a clearer structure and better conditions for controlling the operation. This creates stability in deliveries and makes us less vulnerable to changes in volumes over time,” says Lotta.

The new model is consistent with how SCA Logistics works in several other ports, where one partner has overall responsibility on site.

Hull, well-situated for the market

Hull has long been a key port for SCA’s logistics flows to the United Kingdom. The location provides good access to end customers and efficient freight forwarding inland. The evaluation looked at other ports as possible alternatives but the overall picture convinced SCA Logistics to remain in Hull.

“There are several good options on the market. However, when we weighed up the geography, infrastructure, capacity and established logistics flows, we could see that Hull is still the solution that best supports our customers’ businesses,” says Lotta.

“Hull’s location on the Humber, in the center of UK makes it a natural entry point for forest products. From here, most of the UK can be reached within a few hours,” says Waud.

The main cargo shipped to Hull is timber products, although pulp is also shipped there. By consolidating cargoes into larger volumes, the conditions are created for effective departures, high delivery precision and long-term planning. Larger, more coordinated shipments also help to reduce emissions per transported tonne of cargo.

The contract is for five years, a long-term commitment in a market where circumstances can change rapidly. However, the port has the capacity to deal with both present volumes and a future increase.

“In our assessment, this arrangement gives us the right balance between stability and flexibility. It’s a solution that works well today and that also provides room to grow together with our customers,” says Lotta.

SCA Wood: Participating in the choice of solution

Timber products from SCA Wood currently account for the largest volumes of cargo bound for Hull. The company has also played an active part in evaluating alternatives and identifying solutions that will work for the market in the long term.

“The main advantage is that the lease and terminal responsibility now sit with Global Shipping Services, creating a single point of accountability for warehouse and port operations. This reduces our administrative burden and gives greater operational clarity in the port environment,” says Camilla Fish, Managing Director of SCA Wood UK.

The new structure also helps to improve coordination along the logistics chain.

“With Global overseeing both the terminal and the warehouse, coordination between vessel discharge, storage and onward distribution becomes clearer. This supports more efficient handling and more reliable lead times for our customers across the UK market,” says Camilla.

SCA Logistics recruits new Terminal Manager in Umeå

SCA Logistics has recruited Charlotta Tegelid Johansson as Terminal Manager in Umeå. She will be taking up the position on 7 April.

Text: Håkan Norberg. **Photo:** Private.

Charlotta joins us from Komatsu Forest in Umeå, where she was logistics manager with responsibility for the entire logistics chain from order, production and materials planning to final delivery to the customer. She has been at Komatsu since 2013 and has previously been responsible for business development, assembly, training and the company's business and environmental management systems.

Before that, Charlotta was logistics manager at Olofsfors for over six years, with responsibility for both in-house and external logistics. She has a Master's Degree in Ergonomics and Engineering from Luleå University of Technology, as well as a Degree of Licentiate in Production Engineering.

Charlotta will take up the post of Terminal Manager on 7 April and will work alongside acting Terminal Manager Peter Gyllroth for an initial handover period before Peter takes up his new post as Terminal Manager in Sundsvall.



Charlotta Tegelid Johansson,
newly appointed Terminal
Manager in Umeå.



Efficient shipments of kraftliner to Poland

SCA Logistics has a new arrangement for shipping kraftliner from Umeå to Poland. “Shipping kraftliner via Malmö instead of Kiel is more cost-effective for the Kiel terminal,” says SCA Logistics Commercial Manager Lotta Åkre.

Text: Kerstin Olofsson. **Photo:** Henrik Olofsson.

Each week, a shipment of kraftliner rolls leaves SCA’s Obbola Paper Mill outside Umeå destined for customers in Poland. Previously the shipments have been loaded onto an SCA Logistics RoRo vessel bound for Kiel, from where they are dispatched by road to customers in Poland. This arrangement was changed at the end of 2025. Kraftliner rolls are still shipped on the same vessels but now they are unloaded at the terminal in Malmö, from where they continue by road.

“We are constantly working to identify the optimal solutions in terms of the highest possible quality and cost-effectiveness in our supply chains. This is part of that work,” says Lotta.



“We are constantly working to identify the optimal solutions in terms of the highest possible quality and cost-effectiveness in our supply chains.”

Lotta Åkre
Commercial Manager at SCA Logistics



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