



New Ways

Nº 3 2020



New container vessels at your service

Automation leads to
improved service in Kiel

Increased volumes on
SCA's RoRo vessels

Volvo and SCA Logistics
in a strong collaboration

The speed of change is faster than ever

We are living in a world in flux. New external factors such as the coronavirus are moving the goalposts for us individually and for the industry. Digitisation too is having an undoubted impact on us. As these two factors interact, we are forced to change our behaviour at a pace that may well be unprecedented.

As for our customers, who manufacture and deliver products to a global market, some see new opportunities being created, while others face greater challenges. In the forest sector, for example, Containerboard can benefit from increased e-commerce, while Wood Products may benefit from the COVID-19 era by increasing sales of DIY products. For the already shrinking publication paper market, however, the writing is on the wall as the coronavirus accelerates digitisation and reduces the consumption of printed media. As you can read on page 5, this has had consequences for SCA's own production of publication paper, which will now cease at latest Q1 2021.



But, of course, SCA will do as it always does and move on to a more futureproof and sustainable product. SCA is therefore investing SEK 1.5 billion in a new chemical thermo-mechanical pulp (CTMP) line at Ortviken in Sundsvall, with production scheduled to begin in 2023. For us in Logistics, this naturally presents both challenges and opportunities.

The challenges include changeable volumes over the coming years, as well as a somewhat different although not unfamiliar product mix. The opportunities, on the other hand, include the fact that the restructuring of the forest industry offers fresh possibilities for combining with new customers and goods flows, while at the same time we continue with our vital strategy of:

- consolidating freight through Umeå and Sundsvall, where major infrastructure investments have been made; and
- continuing to strive for sustainable, large-scale and cost-effective logistics solutions.

It has not escaped any of us that the pace of change in our business environment has increased with the coronavirus and digitisation. We are highly motivated and our goal is to take full advantage of the opportunities change offers us, so that we can continue to add value to the logistics chain and increase the competitiveness of our customers.

Nils-Johan Haraldsson

Vice President Marketing and Business Development
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Maximising opportunities for empty containers

On one occasion during the summer, shipping company Ocean Network Express (ONE) and SCA Logistics worked together to address the imbalance in the availability of containers. There are now plans for a long-term solution to this logistical conundrum.

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

Sweden is an exporting country, while its metropolitan regions mainly import. This creates an imbalance in the logistics flow for many stakeholders. When shipping company ONE found itself with a surplus of containers in Södertälje during the summer, a collaboration with SCA Logistics seemed like the natural solution.

“We needed to get our containers out of Södertälje; at the same time, they had collected a large number of containers on the Continent, where we usually drive them to. This was a good opportunity for SCA to pick them up to meet its export needs from Sundsvall and Umeå,” explains Mattias Järlestig, Head of Sales at ONE in Sweden.

Spot calls that may become regular

During a spot call at Södertälje in June, 215 empty containers were loaded in approximately eight hours for transport to northern Sweden.

“We would like to see Södertälje added to SCA’s container vessel route. We could then regularly get rid of the

containers we accumulate due to the extensive imports to the Stockholm region,” says Järlestig.

SCA Logistics constantly evaluates business opportunities for its northbound route from Rotterdam. In the past, the company has made scheduled calls to St Petersburg among other places. The south and east coasts of Sweden are now on the agenda.

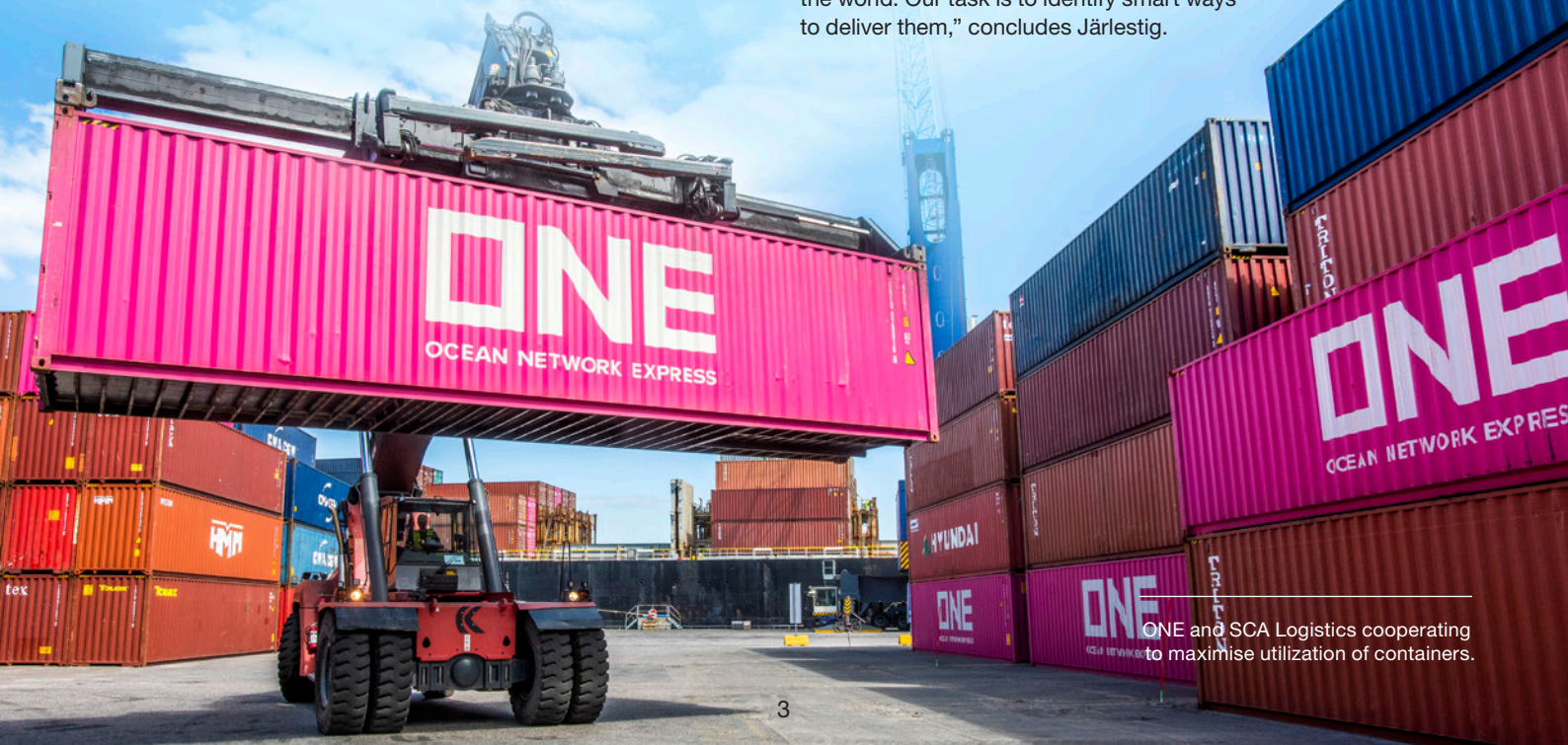
“We have time in the schedule for northbound call and are looking at other alternatives. It would be a good complement to our container service,” says Mikael Toft, Commercial Manager Marine at SCA Logistics.

The challenge is our opportunity

Identifying solutions to such logistical challenges makes this opportunity successful.

“It is not just a matter of arranging transport here or there; the challenge is in finding someone with use for a container in the area where it has landed,” Järlestig says.

“There is a great need for Swedish products such as pulp and sawn timber products out there in the world. Our task is to identify smart ways to deliver them,” concludes Järlestig.

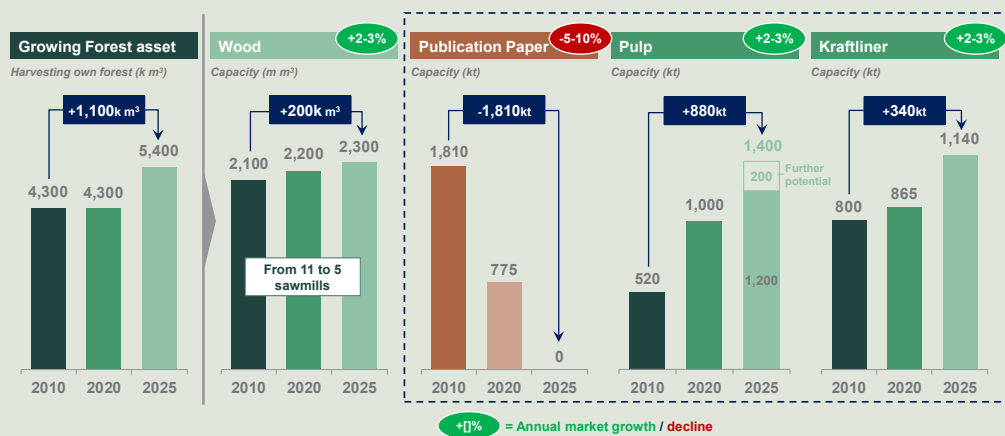


ONE and SCA Logistics cooperating to maximise utilization of containers.

SCA 2025 – Shifting the portfolio to growing product areas

SCA is currently planning to move away from the shrinking publication paper market and into chemical thermo-mechanical pulp (CTMP), a product increasingly in demand on the global market. The company's investment in increasing the production of Kraftliner has already been decided and implemented.

Text: SCA. Illustration: SCA.

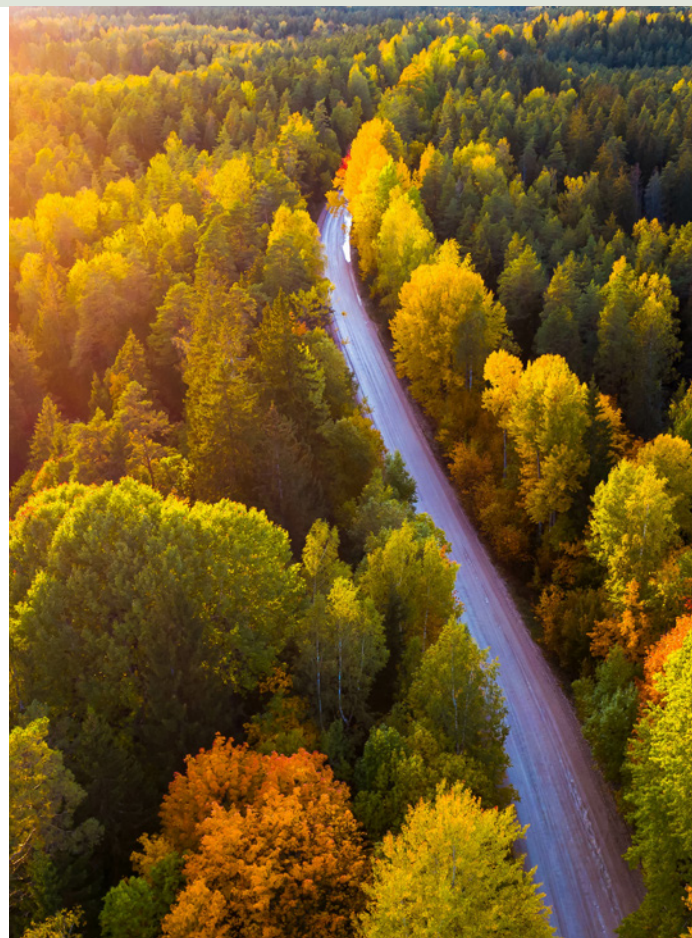


PRESS RELEASE

SCA to acquire 13,000 hectares of forest land in Latvia

SCA has signed an agreement to acquire forest land in Latvia. The acquisition comprises an area of 19,150 hectares, of which 13,100 is forest land. The purchase price is EUR 44.5m, approximately SEK 450m. Read more on [sca.com](https://www.sca.com)

Text: SCA. Photo: Adobe Stock.





PRESS RELEASE

SCA intends to invest in pulp production and initiates consultations to discontinue publication paper

SCA intends to invest SEK 1,45bn in the production of chemically pre-treated thermo-mechanical pulp (CTMP) at the Ortviken paper mill in Sundsvall. In parallel, SCA is initiating consultations with trade unions and employee representatives to discontinue the production of publication paper at the mill.

Text: SCA. Photo: Bergslagsbild.

SCA intends to invest to achieve an annual production volume of 300,000 tonnes of CTMP pulp at Ortviken, using the existing infrastructure. The investment is expected to give a positive EBITDA-effect of approximately SEK 0.3bn per annum. Expected start of production in the new mill is the beginning of 2023. SCA today has a production capacity of 100,000 tonnes of CTMP pulp at the Östrand pulp mill. This production will be phased out when the new line starts up, which will allow a future increase in the production of kraft pulp at Östrand Pulp mill.

“Our pulp customers want us to grow with them in product segments such as packaging board and hygiene products, segments with healthy growth,” says Ulf Larsson, SCA’s CEO. “In line with our strategy, we have gradually reduced our exposure to publication paper. We now initiate negotiations to leave this product segment completely.”

Currently, SCA produces coated and uncoated publication paper on three paper machines at Ortviken paper mill with annual sales of approximately SEK 4bn. Demand for publication paper in Western Europe has declined by approximately 5% per year since 2008. During the coronavirus pandemic, demand for publication paper decreased by a further 30-40% and production at Ortviken

paper mill has been adapted to the weak order level. This low demand, combined with a weak price development, results in a negative profitability for the operation.

The closure of publication paper manufacturing at Ortviken paper mill proposed by SCA will affect about 800 employees, primarily at Ortviken paper mill, but also in other parts of SCA’s operations. The closure would result in non-recurrent costs with cashflow effects which are estimated not to exceed SEK 0.9bn and an impairment of about SEK 1.1bn.

“Through today’s proposals, we intend to continue to develop a strong, sustainable and profitable industry based on our renewable forest raw materials”, says Ulf Larsson. “This will have a significant impact on many people and we will in a responsible way seek the best possible solutions for those affected.”

Negotiations under the Co-determination at Work Act (MBL) with trade unions will now begin regarding the plans to discontinue paper production at Ortviken paper mill, the investment in CTMP production at Ortviken and the impact on other SCA operations. In other jurisdictions affected employees and their representatives will be informed and consulted in line with the legal framework.

Greater breadth and increased volumes on SCA's RoRo vessels

Spring and summer have seen increased demand for SCA Logistics' RoRo service. Michaela Edin Dahlgren, Sales Representative at SCA Logistics Sourcing & Sales, identifies part of the explanation as the flexibility of the vessels. "We can carry a great many different types of cargo and offer a strong alternative to the market, not least for deliveries to northern Sweden," she explains.

Text: Håkan Norberg. **Photo:** Linda Snell.

SCA Logistics operates three RoRo vessels on fixed weekly routes covering the whole of Sweden, as well as northern Europe and the United Kingdom. In combination with trains and lorries, they form a holistic solution for the company's customers, with the option of door-to-door delivery.



"We also deliver a large number of project cargoes such as cranes of various sizes."

Michaela Edin Dahlgren
Sales Representative
SCA Logistics Sundsvall

The vessels can be loaded with a wide range of cargoes; anything on wheels of course – such as cars, motorhomes, caravans, trailers, wheel loaders, excavators and dumper

trucks – as well as palletised cargo or pretty much anything that can be stacked or stored in Big Bags.

"We also deliver a large number of project cargoes such as cranes of various sizes, from small mobile units to enormous ones weighing over 1,000 tonnes," says Michaela.

Judging by the increased number of enquiries during the spring, this breadth and flexibility seems to be becoming increasingly important on the market.

"Despite the challenging times many are facing during the pandemic, our RoRo vessels have gained more customers with more types of cargo," says Michaela.

RoRo and container vessels complement each other, offering flexibility not just for the individual customer but also along the company's entire logistics chain.

"This makes us a viable alternative for all types of customers; in principle, we can take all types of cargo in large volumes," Michaela concludes.





SCA Logistics' RoRo vessels can carry all types of cargo in large volumes.



This summer's staycation trend has created a new customer group

Caravans and motorhomes are no longer synonymous with camping. In the wake of the pandemic, a new customer group has emerged. "People want to be able to visit their loved ones without sharing accommodation and people travelling to pursue their leisure interests would prefer to avoid hotels, making a caravan or motorhome the perfect choice," says Lars Bergholm, CEO of Bergholm Försäljning AB.

Text: Håkan Norberg. **Photo:** Bergholm, Knaus.



Lars Bergholm, CEO of
Bergholm Försäljning AB.



At the Jandelsbrunn site in Germany, more
than 1,400 employees manufacture Knaus and
Weinsberg brand caravans and motorhomes.



Bergholm Försäljning AB in Kristinehamn is general agent for seven brands of caravan and motorhome. The company has been in business for almost 30 years and sells vehicles to dealers all over Sweden.

"We deliver from the southern tip to the northern tip. And for as long as I can remember we have used SCA Logistics for shipments to northern Sweden," says Bergholm.

A turbulent spring

Bergholm describes a turbulent spring with a great many uncertainties. His industry survives on foreign production in Germany, Italy and Hungary. What would happen to that?

Many dealers were uncertain when the pandemic arrived and wanted to apply the brakes to their orders. And a great many end customers are in older age groups and felt insecure visiting showrooms.

"But then, in the second half of April, the pendulum swung the other way," says Bergholm.

Quarantine on wheels

Caravans and motorhomes offer a type of holiday that received a great deal of media attention in the early stages of the pandemic. The advice in the media was to stay within

the country's borders, avoid public transport and maintain a safe distance from other people.

You drive a caravan or motorhome yourself, accompanied only by your nearest and dearest. And you have your own accommodation, kitchen and hygiene facilities.

"Really, you are travelling around in your own quarantine," says Bergholm.

**"For as long as I can
remember we have used
SCA Logistics for shipments
to northern Sweden."**

Lars Bergholm
CEO, Bergholm Försäljning AB

Bergholm Försäljning AB handles transport logistics from the factory to their dealers. The company books overland shipping through Europe and ferry crossings to Sweden, depending on which part of the country the vehicle is destined for.

"They travel to northern Sweden on the next SCA vessel," he concludes.

Automation leads to improved service in Kiel

At SCA Logistics Kiel Terminal, goal-oriented work has led to increased productivity. A number of smart IT solutions have been implemented to improve the service offered to suppliers and customers.

Text: Thomas Ekenberg. **Photo:** Port of Kiel, Stephen Gergs.

Kiel has been one of SCA Logistics' terminals since autumn 2016. With its strategic location, short approach and direct connection to the Kiel Canal, the terminal is a gateway port to the markets of central Europe. Development has been positive since day one, with increasing cargo volumes and high customer satisfaction.

"Kiel provides a customer-oriented super service, which give us an advantage over our competitors," says Sacha Glotzbach, Sales Director of SCA Containerboard Middle Europe.



"We have left no stone unturned in our quest to optimise all parts of the process and we have looked at everything."

Jörn Grage
Managing Director
SCA Logistics GmbH

All-time high

Thus far, 2020 has been a record year for the terminal. During the first five months of the year, cargo tonnage has reached an all-time high.

"January was our best month yet and although since then we too have been impacted by the corona crisis, volumes have continued to arrive at our terminal, something that we are naturally very pleased about," says Jörn Grage, Managing Director of SCA Logistics GmbH.

Delivery punctuality is also very high, with on-time delivery (OTD) at 98% so far in 2020 – another all-time high for the Kiel Terminal.

"This is an area that constantly demands attention, given that our customers' expectations are increasing all the time. One can therefore never be satisfied, even if we are very pleased with developments up to this point, and we have to set our sights even higher," says Magnus Olander, Head of Logistics at Iggesund Paperboard, a part of Holmen. Iggesund Paperboard is one of the biggest customers at the Kiel Terminal.

Since the terminal moved to Kiel in 2016, work has been continuously ongoing to fine-tune and improve the business.

"There are many steps involved in streamlining. We have left no stone unturned in our quest to optimise all parts of the process and we have looked at everything," says Jörn.

Top service and quality

This is something that customers too appreciate.

"In hindsight, I think that our development from 2016 until today can be summed up as a very productive journey. The proactive climate that we like to feel exists has created good results. This climate is a prerequisite for working with continuous improvement," says Olander.

Sacha agrees.

"The service has improved step by step since the terminal moved to Kiel. They work proactively and close to the market and have continuously contact with the customers in order to improve their service and quality," he says and continues:

"The staff in Kiel also have a good knowledge in handling paper goods, which is not the case everywhere, and it's an important base for good quality. They are also always interested in how they can help in order to improve service and quality even more."



The Kiel Terminal is a gateway to the markets of central Europe.

Automation and digitisation have been vital components of this change work, partly through the integration of the operation with SCA's IT system but also with the system used at the Port of Kiel.

Among other things, the terminal has a fully automated gate function for lorry shipments, with cameras that not only register vehicles but also their condition.



"I think that our development from 2016 until today can be summed up as a very productive journey."

Magnus Olander
Head of Logistics
Iggesund Paperboard

"I am convinced that this continuous improvements and automation are linked to the development of delivery precision. In May, during the corona crisis, we set a new record for delivery precision, which, in my opinion, provides assurance that our processes are stable and that the work done at Kiel has a clear significance," says Olander.

"They have implemented a high level of standardisation with automation of the processes, which give them more time to work proactively and react spontaneously if there is a problem. They can focus on disorders in the chain, such as delays, quick changes or special deliveries in close cooperation with us," says Sacha.

Automatic Carrier Allocation

The close to 90 hauliers contracted to SCA Logistics Kiel for shipping throughout Europe from Portugal to Kazakhstan have all been gathered under a common system. This means that shipping requests and bookings are fully automated.

"This saves our employees a great deal of time; instead of spending time booking, we can work more proactively in dialogue with customers to improve our customer service and quality," says Jörn.

The system also keeps track of the status and location of the vehicles.

"All of this makes planning that much easier. Hauliers know when they are to load and unload. We know when vehicles are due and the system calculates an expected time of arrival. We achieve a better balance in the work of the terminal and can steer our resources if, for example, we see that the peak time for vehicles will be in the morning or evening," explains Jörn.

Information of disruptions

Status is automatically updated when, for example, a vehicle is delayed due to roadworks or other traffic disruptions – information that can be directly communicated to the end customer.

The terminal has also enjoyed a significant increase in productivity compared to three years ago.

"This is a result of our process optimisation and our refusal to leave any stone unturned; that we have launched efficient systems and all employees work together so that we can increase our flexibility by moving resources to where they are needed at any given time," Jörn points out.

VOLVO EC 750 E

Operating weight: 73,500–75,300 kg

Gross power: 385 kW

Bucket capacity: 3.3–5.16 m³

Lifting capacity, along undercarriage: 30,760 kg

Max. digging reach: 11,460 mm

Max. digging depth: 7,210 mm



The Volvo EC750E is a large crawler excavator weighing between 73 and 76 tonnes depending on equipment.

Volvo and SCA Logistics in a strong collaboration

Last spring, Volvo conducted a major procurement of shipping for heavy machinery. SCA proved to be the perfect partner for deliveries to northern Sweden. “Our companies share the same philosophy,” says Ingemar Abrahamsson, Purchasing Manager for short-sea shipping at Volvo AB.

Text: Håkan Norberg. **Photo:** Volvo.

When Volvo has a large machine ready for delivery to northern Sweden, they call SCA Logistics. And when we say ‘large’ machine, we mean enormous.

“We call them ‘the yellow machines’, then everyone knows which ones we’re talking about. The very largest, such as the EC750E large crawler excavator, are manufactured in Korea, from where they are shipped to the Netherlands for further equipping,” says Abrahamsson.

Some of the yellow machines are also built in Germany, including wheel loaders and wheel excavators. The company operates a short sea connection, EuroBridge, between the ports of Gothenburg in Sweden and Gent in Belgium. Previously, the machines were transported via this link before being distributed throughout Sweden by lorry.

“When we were looking for a better solution – both economically and environmentally – we got in touch with SCA, whereupon it became obvious to include them in our procurement,” says Abrahamsson.

Volvo and SCA have a great deal in common. Both are major industrial corporations with in-house shipping operations and both conduct systematic quality and environmental management, both internally and through outsourcing.

Any company wishing to become a supplier to Volvo or SCA must fulfil a great many requirements and will find their businesses closely inspected in areas such as work environment, finance and operations.

“Our businesses are very similar to one another. This made the process of beginning a collaboration very smooth. We were quickly able to approve SCA as a supplier and it has proved to be a good collaboration,” says Abrahamsson.

“We greatly appreciate Volvo’s thorough review in conjunction with this deal. This gave us the opportunity to show what we’re all about. We are delighted with this collaboration and we look forward to expanding it in the future,” says Dan Persson, Sales Representative at SCA Logistics.

The collaboration began last spring, an extraordinary period due to the pandemic.

“Still, we have begun making some deliveries with SCA and from our horizon we see a positive trend now,” says Abrahamsson.

“We are very satisfied with SCA’s service. It is a cost-effective and climate-smart way for us to transport our large machines instead of shipping them by lorry,” concludes Abrahamsson.

"The pace suits me perfectly"

Margaretha Gustafsson took over as terminal manager at SCA Logistics in Umeå ten years ago. She immediately felt that she was in the right place. "I love the pace of the place! It suits me perfectly to be constantly dealing with rapid changes caused by everything from ice and wind to fluctuating cargo flows."

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

SCA Logistics Terminal Umeå is strategically located at the shortest point across the northern Bothnian Sea.

"SCA's three RoRo vessels call regularly on their scheduled routes and our container vessels call once a week. Many other vessels also call at the port," says Margaretha.

The port handles all kinds of cargoes. In addition to SCA's own cargoes, which primarily consist of paper rolls and sawn timber products, they range from wind turbines and precast concrete elements to animal feed and products for the mining industry.

"In total, we handle 1.5 million tonnes of cargo annually and that figure will increase significantly in a few years," says Margaretha.

Quantitative and qualitative growth

SCA is investing heavily in its Kraftliner mill in Obbola, including building a new paper machine, an investment of SEK 7.5 billion. Once the new paper machine is commissioned, the volume of cargo transported via the 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.

"This really is an exciting time and there is tremendous confidence in the future. We have worked for a couple of years now to prepare for the increased volumes and among other things we are building new warehouses," says Margaretha, who adds:

"When one grows, it is important to do so qualitatively. We are well-prepared to maintain the same high levels of safety, service and customer service."

In parallel with the major investments by SCA, Umeå Municipality is also making important investments in the port; among other things, 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.

"Larger vessels mean lower freight costs per tonne. This benefits our customers, who will become more competitive. It also provides a significant environmental benefit, which is vital given the great emphasis we place on making shipments as sustainable as possible," explains Margaretha.

Teamwork equals success

Cargo flows through the terminal have increased steadily for a long time, with year over year growth of 10-12% over recent years. Productivity has also improved and a number of records have been broken.

"We are well-prepared to maintain the same high levels of safety and customer service."

Margaretha Gustafsson

Terminal Manager, SCA Logistics Umeå

"One explanation for this positive development is that we work as a team more than we once did. We collaborate along the entire chain from the order being received to the delivery of the cargo. Teamwork means that we share more knowledge with one another, which keeps us more updated

From her office, Terminal Manager Margaretha Gustafsson has a view over the entire terminal. She sees when vessels dock, when lorries are loaded and unloaded and when trains roll in.



Margaretha Gustafsson

Current role: Terminal Manager, SCA Logistics Umeå.

Background: Production planner at three of SCA's sawmills, product manager, sawmill manager.

Education: Studied economics at university.

Lives: In a house close to the Port of Umeå.

Interests: Fishing, spending time in nature, reading, cultural events.

"I have a clear idea of what I want to achieve but on the way to the objective I elicit the views of others."

Margaretha Gustafsson
Terminal Manager, SCA Logistics Umeå

Terminal Manager Margaretha Gustafsson in one of the terminal buildings together with Ove Edström, stevedore at Umeå Terminal.



and better able to see the bigger picture, as well as having more fun on the job. We have also created an even better dialogue with customers," affirms Margaretha.

Comfortable with the unexpected

Margaretha has worked at SCA for 30 years, starting on the sawmill side where, among other things, she was a production planner and sawmill manager. Ten years ago, feeling that the time was right for something new, she jumped at the opportunity to manage the Umeå Terminal.

"It was a new area for me and an even more complex assignment than I thought at the outset. The work is so affected by factors beyond our control. Although the port is in a very good, sheltered location given how far north it is, we are naturally still affected by ice, winds and other weather conditions. We also experience very rapid changes in cargo flows," says Margaretha, who continues:

"Still, the unpredictability suits my personality. I thrive on sudden changes and thinking on my feet. There is a constant pace to this job."

Embrace diversity

Margaretha describes her leadership style as inclusive and she is convinced that the road to success is paved with collaboration.

"I have a clear idea of what I want to achieve but on the way to the objective I elicit the views of others. I am humble and open enough to know that there are many ways to get to where we're going."

According to Margaretha, a genuine interest in people is an important part of the job.

"It makes me very happy to see people grow and develop."

She also emphasises the importance of taking full advantage of people's dissimilarities.

"Don't surround yourself with people in your own image; embrace the fact that there are different personality types in a group. This is the way to achieve a more complete team."



Margaretha Gustafsson and Ove Edström.

Fishing and swimming provide balance

From her office, Margaretha has a view across the entire terminal. She sees when vessels dock, when lorries are loaded and unloaded and when trains roll in.

"Yes, I can see everything that's going on from here," she says with a smile.

She can enjoy sea views both at work and at home, as she lives in a house overlooking a bay not far from the port. She enjoys fishing, so she is delighted to be in such close proximity to the sea.

"But I enjoy fishing in the mountains as well; it's always nice to hook a fine Arctic char. I generally enjoy spending time in nature," says Margaretha, who also swims a couple of times a week and enjoys periods of reading, attending cultural events and socialising with friends and family.

"I think it's important to maintain a balance between work and leisure and try to have as much fun as possible. This has proven to be a winning combination that provides good results all round," Margaretha concludes.

Bigger Stronger Faster

SCA Logistics' new knuckle boom crane at the Sundsvall Terminal is delivering immediately. A higher level of service, more efficient loading and shorter turnaround times are some of the benefits for shipping companies and cargo owners.

Text: Thomas Ekenberg. **Photo:** Linda Snell, Per-Anders Sjöquist.

Bigger, stronger, faster: so might one briefly describe the 280-tonne newcomer. The investment was made in order to increase loading productivity and improve service level. The new knuckle boom crane complements the two mobile cable cranes for containers and the two existing knuckle boom cranes already in service at SCA Logistics Terminal Sundsvall.

"The new crane means we have good capacity to deal with the increased break bulk volumes in the terminal and to offer a higher level of service," says Terminal Manager Peter Gyllroth.

Shipped by barge

The crane arrived from the Finnish manufacturer, Mantsinen, in June. It was shipped assembled by barge across the Bothnian Sea from the port of Rauma and was able to drive ashore onto the quay in Sundsvall under its own steam.

"After a record-breaking installation it was able to show its colours by unloading a large vessel. It immediately demonstrated that it meets our requirements and increases the speed of loading and unloading. There is still a certain amount of fine tuning to be done, which is gradually being carried out," says Peter.

With a reach of up to 30 metres and a lifting capacity of 26 tonnes with a 15-metre reach, the new crane provides the terminal with a significant boost to capacity. In terms of pulp bales, for example, lifting capacity has been increased by 50%.



"Our customers get more efficient loading and unloading, which reduces turnaround times, while at the same time we can maintain our high demands on safety and quality."

Peter Gyllroth
Terminal Manager
SCA Logistics Sundsvall

Although savings in time are greatest for the largest vessels, loading times have also been reduced for smaller vessels.

Mantsinen 200 M HybriLift

Height: 6.9 metres with pylon,
adjustable up to 15 metres

Weight: 280 tonnes

Lifting capacity: maximum
26 tonnes up to 15 metres
outreach

Outreach: maximum 30 metres
(10 tonnes lifting capacity)



SCA Logistics' new knuckle boom crane
at the SCA Logistics Terminal Sundsvall.

Safety and quality in focus

“This has allowed us to offer a higher level of service; our customers get more efficient loading and unloading, which reduces turnaround times, while at the same time we can maintain our high demands on safety and quality,” Peter affirms.

The new crane is equipped with an advanced safety and control system with functions such as collision avoidance system, overload and stability control and adjustable operating limits. Wheels enable movement between quays, while outrigger pads keep the crane stable during lifting.

Less noise, better work environment

It is also quieter than its predecessors, reducing noise and improving the work environment both outside the machine and in the operator's cab.

The crane is versatile enough to be fitted with existing attachments, meaning that it can already load bulk with a bucket as well as timber products and pulp bales.



New crane reaches all the way

“The new crane is an important reinforcement that increases productivity, quality and stowage.” Bengt Mueller, Wagenborg Shipping, welcomes the new knuckle boom crane at SCA Logistics Terminal Sundsvall.

Text: Thomas Ekenberg. **Illustration:** Adobe Stock.

Wagenborg plies the route between northern Sweden and the United States, mostly carrying pulp.

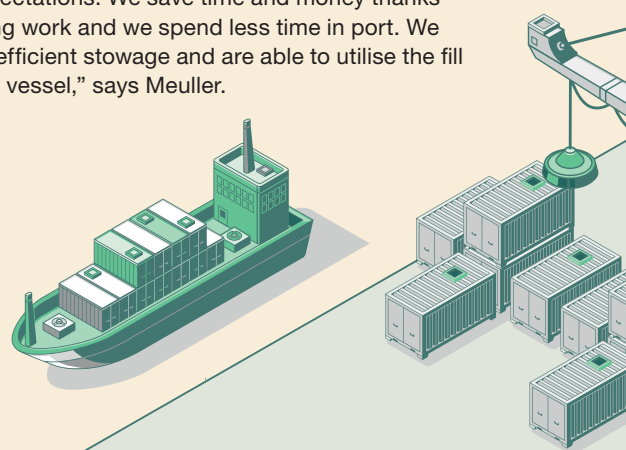
“We are delighted that the new, larger knuckle boom crane is in place as it has a longer reach and can reach all the way even on the larger boats we use. This means more efficient loading and better quality as we can achieve denser and better stowage,” says Mueller.

Greater speed

Wagenborg operates the Sundsvall-United States route every third week using a 143-metre long vessel with a deadweight cargo capacity (DWCC) of 15,750 tonnes.

The new crane speeds up loading, with the greatest effect achieved on the largest vessels.

“This can only be positive for us and, so far, the crane has lived up to expectations. We save time and money thanks to faster loading work and we spend less time in port. We also get more efficient stowage and are able to utilise the full capacity of the vessel,” says Mueller.



New container vessels at your service

New vessels, now with new but familiar names. The SCA Munksund and SCA Tunadal are all dressed up and ready to dance.

Text: Håkan Norberg. **Photo:** Per-Anders Sjöquist, Linda Snell.

SCA Logistics' two new container vessels, presented in the last issue of New Ways, have gotten the names of their predecessors. They are now SCA Munksund and SCA Tunadal.

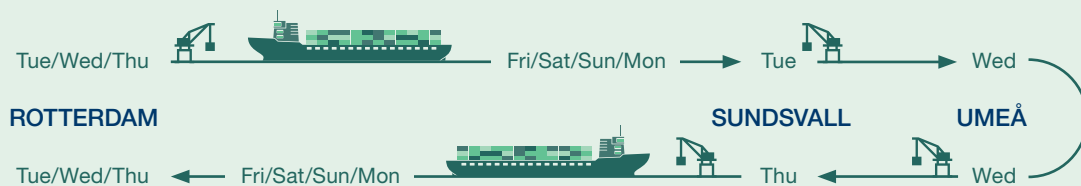
All of the company's container vessels and RoRo vessels now bear names relating to geographical places of business for SCA.

"Our ships are marketing in and of themselves, like floating advertisements, so of course we want their names to allude to our business," says Mikael Toft, Commercial Manager Marine at SCA Logistics.

The vessels were painted with their new names and the SCA logo when docked for maintenance. Now, they are at your service on their regular routes.

Container feeder service

SCA Logistics' container vessels, SCA Tunadal and SCA Munksund, services the Rotterdam-Sundsvall-Umeå route. The vessels operate according to a fixed weekly schedule.



For information and schedules, read more on www.sca.com/en/logistics



SCA Tunadal.

SCA Munksund and SCA Tunadal

- Vessel type: Containership
- Flag: Cyprus
- Gross Tonnage: 16,324
- Length Overall x Breadth Extreme: 169 x 27.23 m
- Year Built: 2005
- Home Port: Limassol

Capacity

The theoretical capacity of the new vessels is 1,638 TEU*. This can be compared with the capacity of the two previous vessels of 1,018 TEU. The larger vessels are more fuel-efficient, reducing carbon dioxide emissions per transported container.

*TEU = twenty-foot equivalent, a unit of measurement of the nominal capacity in 20-foot containers.



SCA Munksund.



Major investments in the Port of Sundsvall

Major investments are being made in the Port of Sundsvall to improve railway links and build an intermodal terminal, while planning is also underway for a new quay for container traffic and increased space for port operations.

Text: Thomas Ekenberg. **Illustration:** Sundsvall Logistikpark. **Photo:** Per-Anders Sjöquist.

The intention is to create a logistics hub linking marine, rail and road transports. This multibillion SEK project brings together a number of stakeholders to strengthen the position of the Port of Sundsvall as a logistics hub for the greater region.

“This is the most important infrastructure investment in Sundsvall this century,” says Magnus Svensson, President of SCA Sourcing & Logistics.

Investments that are either planned or underway:

- In May, Sundsvall Municipal Council decided to invest SEK 785 million in a new intermodal terminal directly adjacent to the port area.
- The Port of Sundsvall and SCA are planning for a new container port with a water depth of 15 metres and new logistics areas.
- The Swedish Transport Administration is constructing a new railway line and renovating existing lines to and from the port.

Best water depth in northern Sweden

Magnus points out that Sundsvall is northern Sweden's best deep water port.

“Here, we have the conditions for receiving the largest vessels, which is an important piece of the puzzle for creating an effective holistic solution. By combining road, rail and marine transportation we can achieve a good holistic solution,” he says, emphasising the benefits for businesses throughout northern Sweden.

“The region's industries are located far from the major markets and functional logistics solutions that can sustainably transport large volumes of cargo by road or rail are crucial to their competitiveness. This development will

provide all of the region's businesses, large and small, with access to cost efficient, sustainable logistics.”

Increased cargo flows

Plans have been afoot for an intermodal logistics hub in Sundsvall for many years. It has been over a decade since, in autumn 2009, Sundsvall Municipality, the County Administrative Board of Västernorrland, SCA and the now defunct Swedish National Rail Administration signed a letter of intent to develop the area's infrastructure. Planning and environmental permit processes have however been prolonged and work on the intermodal terminal with associated development areas for logistics operations did not begin until this summer.

Over the intervening years, the flow of goods through the port has increased dramatically. Increasing amounts of cargo are also being shipped by container, demanding larger areas for storage and handling.

“We are currently very cramped in the Port of Sundsvall, with a lack of storage space and limited warehouse capacity. A new container port improves our ability to accommodate the largest container vessels. Expansion also provides us with better possibilities for handling project cargoes and bulk in a cost-efficient manner,” says Magnus.

Many stakeholders in collaboration

The construction of the new intermodal terminal requires extensive blasting and excavation, generating large quantities of rubble that can be used in the expansion of the port.

“We have been involved in extensive dialogue with the municipality and municipally owned companies, central



A new container port is planned south of the existing port. An extension of the port plan is also in the works. Work has begun on a new intermodal terminal adjacent to the port.

government and the Swedish Transport Administration. There are many stakeholders to be coordinated, all with different decision-making paths but with the same ultimate goal and who all see major profits in the investment,” says Jens Olsson, Technical Director at SCA.

The Swedish Transport Administration’s calculations point to significant socioeconomic gains from the project, including more efficient transport and reduced carbon dioxide emissions.

“If we are to move cargo to a sustainable and more environmentally friendly alternatives by sea or rail, it is vital that we are able to create intermodal solutions with efficient transshipment between various modes of transport – something we can only achieve in the area,” explains Jens.

Urban development in the city centre

The investments in Sundsvall are also of considerable importance to the greater region. Among other things, the establishment of a new intermodal terminal will mean that the existing rail terminal can be moved from Sundsvall city centre.

“Unloading and reloading from road to rail currently takes place in the middle of town, with heavy goods vehicles, noise pollution and the handling of hazardous cargoes. The tragic and devastating explosion in Lebanon is a reminder of the benefits of removing all hazardous and explosive goods from central Sundsvall to a safer location. The move will also open up new central areas for development, including a travel centre next to the central station,” concludes Magnus.


If all goes according to plan, the new intermodal terminal will be completed by 2024, by which time the railway investments and container port should also be completed.



Links that provide improved cargo flows

Four railway links contribute to creating improved conditions for freight traffic in the Sundsvall area.

- **Bergsåker:** Work is underway in Bergsåker on a new triangular line linking Mittbanan (Central Line) and the Ådalen Line.
- **Birsta:** The passing loop north of the shopping centre is being widened with an additional track and extended to accommodate trains heading north from Tunadal.
- **Maland:** The railway plan has entered into force, meaning that an entirely new line is being built to connect the Ådalen Line with the Tunadal Line.
- **Tunadal:** The old industrial track to the port in Tunadal is being upgraded and electrified.



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