SCA

New Ways

Nº 1 2023

Cooperation on pilotage vital to the entire logistics chain

Ideal cargo on Ro-Ro

The giants of the ocean

New Ro-Ro timetable optimises routes

The calm after the storm

Container shortages, the pandemic, congestion, invasion and sanctions; it would be fair to say that the logistics sector has had its trials. No one has escaped the impact of the past few years, with delays to everything from the simplest goods to hi-tech components, in many cases making it impossible to finish production. Many of us have learned what a semiconductor is. Personally, I have become acutely aware that every component is vital, such as a simple Ukrainian-made rubber seal, without which a multimillion-kronor machine park grinds to a halt while a replacement seal is developed, tested and, once it meets the standard, finally put into production.

We have weathered many storms and dealt with many consequences. Now, some way into 2023, we can put many of the problems behind us. Containers are no longer stranded at sea or in a closed port. The world's fleets are returning to the oceans where they belong. Well-filled order books will now be transformed into products for delivery to customers; still, the question remains of what happens next to global logistics flows now that the storms have subsided and, at least in part, balance has been restored. The Chinese economy is slowing down, e-commerce is in decline for the first time since the term was coined, and the banking and finance sector has been rocked by the collapse of niche tech-sector bank Silicon Valley Bank and the crisis at Credit Suisse, leading to its merger with UBS.

One focus area will be the strong market for climate-smart and CO_2-reduction solutions, where the future looks bright. The Swedish forest industry is well-placed at the forefront of forest-fibre-based products, which also constitutes a large part of Swedish GDP. Here at SCA, we are seeing increased volumes coming out of our production facilities, sharpening our focus on logistics. It is a blessing to own and control the chain from seed to customer. The areas staked out for future expansion are the increased fossil-free production of electricity on our own land and liquid fuels based on forest residuals.

I hope and believe that we can achieve a good balance between our own and external cargoes in SCA's logistics flows. Through synergies, we can save resources and build a bridge for the future between Norrland and the rest of the world. We are approaching spring and the completion of our new container port in Sundsvall, which should be finished during the fourth quarter of this year.

I hope to see you in Munich at the Transport and Logistic fair in May, 2023.

Tomas Andersson
Sales Manager, SCA Logistics

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Circular fashion

Renewcell deliveries now underway

Renewcell's new textile recycling plant in Ortviken, Sundsvall, entered production in the autumn. The first delivery of the product, Circulose®, was dispatched to the customer just before the turn of the year, with SCA Logistics taking care of logistical arrangements. "We've been delivering raw materials to Renewcell's plant for around a year now, so it's great to get started with handling their finished product as well," says Andreas Hamm, SCA Logistics' Commercial Manager for marine transport.

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

Renewcell's mission is to make fashion circular. The company uses end-of-life clothing and waste from the clothing industry as raw material in the production of Circulose®, a dissolving pulp that customers can use to manufacture textile fibres. Renewcell's customers include the world's two largest fashion manufacturers, H&M and Inditex.

Rapid escalation

Renewcell has made a billion-kronor investment in its plant on the Ortviken Industrial Estate. Initial annual production will be 60,000 tonnes but, given the sharp rise in demand for Circulose®, the aim is to double this within a couple of years.

"This means that our production will be almost equivalent to Sweden's annual consumption of textiles. And our goal is to progressively increase annual production to 360,000 tonnes by 2030," says Harald Cavalli-Björkman, Chief Growth Officer at Renewcell.

Important milestone

Both Renewcell's customers and raw materials are located far away from the production plant in Sundsvall, hence the particular need for an efficient logistics chain. The raw material consists of textiles pressed into bales. These are collected from countries such as India, China and Turkey and other areas with large populations and/or large clothing industries. For an annual production of 60,000 tonnes, Renewcell will need to transport 70,000 tonnes of raw material to Sundsvall terminal and, as production increases, this volume will increase significantly.

The final product, Circulose®, consists of sheets of pulp that when packaged resemble pulp bales from the forest industry. Customers are located around the world in countries such as China, Japan and Germany.

"Dispatching the first deliveries of the final product from Ortviken was an extremely important milestone for us. We are now looking forward to ramping up our production," says Cavalli-Björkman.

“Sustainability is the foundation of our business and it is inspiring to work with another company that is really driving this issue.”

Andreas Hamm
SCA Logistics’ Commercial Manager for marine transport

Well-established routines

Bales of Circulose® are shipped in containers from SCA Logistics’ Sundsvall terminal for onward transport to customers.

“Handling containerised bales is really our forte after so many years of handling pulp bales from the Östrand Pulp Mill. We have well-established routines and efficient working methods, so we are able to utilise our knowledge and infrastructure in the very best way,” says Dennis Merlarti, Operations Manager at the Sundsvall terminal.

While SCA Logistics has only just begun handling Renewcell’s finished product, raw textile materials have been arriving for just over a year. Not only has Renewcell been building up a stock of raw material, it was also a need to test run and finetune the new plant.

“When the textile bales arrive at our terminal in Sundsvall, we strip the containers and store the bales in a warehouse. Renewcell then calls off raw material for delivery as and when required. We also store the finished product,” says Dennis. “We offer a holistic solution, managing the entire logistics chain for Renewcell, from maritime transport to road and rail transport to our terminals. So, they benefit from our accumulated experience.”

This holistic solution means that Renewcell has been able to spend less time on logistics and more focusing on its own production and customer contacts.

“It has been extremely valuable to be able to quite simply join SCA’s existing distribution chain. Having a single contact for our transport needs is very convenient,” says Cavalli-Björkman.

Integrated system

SCA and Renewcell collaborate constantly to make the logistics chain even more efficient.

“Among other things, we have integrated our warehouse systems, which has reduced administration,” says Dennis.

In terms of cargo handling, the dimensions of textile bales is a key development issue.

“There is no standard; different suppliers have different dimensions and weights. We are therefore working with Renewcell to develop requirement specifications for suppliers, so that bales are more uniform. This will make handling more efficient for both us and Renewcell,” says Dennis.

Focusing on sustainability

While reliability, punctuality and cost-effectiveness are obviously central logistical issues for Renewcell, sustainability is also highly prioritised.

“Sustainability is the very foundation of Renewcell and, as we work with recycled materials and renewable energy in our processes, our production generates vey low carbon dioxide emissions. As this makes transport a significant element in the lifecycle analysis of our products, we are very keen to ensure that this also has a small carbon footprint,” says Cavalli-Björkman. “Transporting tightly packed textile bales by ship is highly carbon efficient, especially as we can combine them with SCA’s forest industry products and cargo from their other customers. Still, we work continuously and systematically to further reduce the climate footprint. One can always improve!”

This intense focus on reducing climate and environmental impact is much-appreciated by SCA.

“Well, sustainability is the foundation of our business and it is inspiring to work with another company that is really driving this issue. Renewcell clearly prioritises the climate issue when making logistical decisions,” says Andreas.

Benefitting all customers

For SCA, the collaboration with Renewcell means that cargo volumes will increase in both a southbound and northbound direction.

“Renewcell’s logistical needs suit our infrastructure perfectly. This provides us with greater opportunities to piece together the puzzle of imports and exports. With increased volumes, we can also employ even larger vessels, meaning that we can offer even more sustainable and competitive logistics solutions. This benefits all of our customers in northern Sweden,” says Andreas.

“Having a single contact for our transport needs is very convenient.”

Harald Cavalli-Björkman
Chief Growth Officer at Renewcell


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New Ro-Ro timetable optimises routes

The world's largest kraftliner machine is now in production at SCA's Obbola Paper Mill. This multi-billion-kronor investment will significantly increase the fossil-free production of kraftliner. SCA Logistics is therefore revising its Ro-Ro timetable and opening up new shipping opportunities during 2023.

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

Above all, the new timetable means an additional service calling the Umeå terminal. The main reason for this change is SCA's expanded kraftliner production in Obbola. The decision rests on the growing demand for renewable packaging around Europe, a need that continues to grow in line with increased e-commerce, a growing population and the ambition to reduce the use of plastics.

Optimised setup

Annual production capacity at the Obbola Paper Mill has increased from 450,000 to 725,000 tonnes of kraftliner and SCA Logistics is responding to the increase in volume with the new Ro-Ro timetable that was introduced in January.

"The structure of our previous timetable was based on 2016 volumes. Of course, we have made adjustments over the years but now we have truly optimised the setup based on present-day volumes and the development we expect in future," says Andreas Disby, Forwarding Manager at Vessel Operations, SCA Logistics.

The changing needs of other customers have also been met and the new timetable ensures sustainable shipping.

"As we now have two departures from Kiel, we can restructure and offer additional opportunities to ship more goods from Malmö."

Andreas Disby
Forwarding Manager, SCA Logistics

"This Ro-Ro timetable will allow us to perform at our very best and remain on schedule while operating at a steady speed along the entire route. This in turn will result in lower fuel consumption, which has environmental benefits," says Andreas.

Room for more cargo

The additional weekly service to Umeå will create more cargo space on northbound trips.

"One new opportunity that presents itself is that we are able to offer more capacity for northbound cargo from Kiel, Germany, all the way up to Umeå," says Andreas.

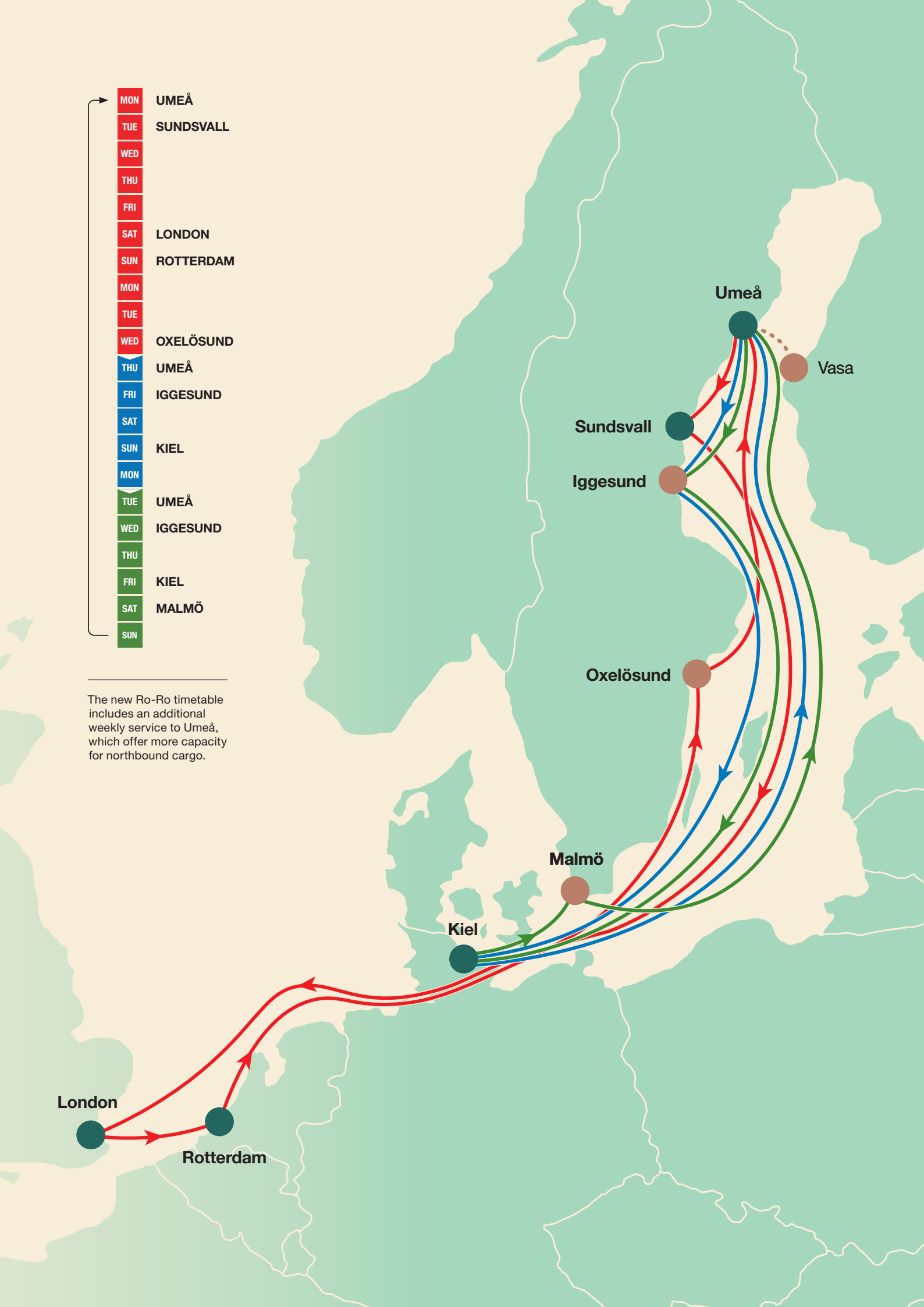
Northbound capacity will also increase between Germany and Sundsvall, as well as between Malmö and Umeå/Sundsvall. Northbound, the route currently delivers goods such as caravans, container goods, new cars and machinery such as excavators and wheel loaders.

"As we now have two departures from Kiel, we can restructure and offer additional opportunities to ship more goods from Malmö," says Andreas.

Positive development

The new paper machine in Obbola has been in production since October 2022 thanks to a total investment of SEK 7.5 billion. The result is the world's largest kraftliner machine and new technology that sets a new market standard with its fossil-free process, matching the demands of packaging manufacturers for both sustainable production and optimal product quality.

The introduction of the new Ro-Ro timetable keeps pace with the gradual increase in deliveries of kraftliner, and SCA Logistics expects the new routes to be fully implemented by the third quarter of 2023.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The new Ro-Ro timetable includes an additional weekly service to Umeå, which offer more capacity for northbound cargo.
Umeå
Vasa
Sundsvall
Iggesund
Oxelösund
Malmö
Kiel
London
Rotterdam

The giants of the ocean

transport goods around the globe

The largest container ships plying the world's oceans are true giants with enormous cargo capacity. The largest of them all, the Ever Alot, can carry just over 24,000 containers! Vessels have grown significantly over recent decades, breaking the record for size time and again. But what can we expect in future? Will the giants of the ocean continue to grow at the same rate?

Text: Kerstin Olofsson. **Photo:** Adobe Stock.

The container ship Ever Alot was launched in summer 2022. It belongs to Taiwanese shipping company Evergreen Marine and sails under the Panamanian flag on a route between the Far East and Europe. It calls at the ports of Qingdao, Shanghai, Colombo, Hamburg and Rotterdam.

The vessel is 400 metres long and 61.5 metres wide with a draught of 17 metres. In other words, it is a real giant. In terms of length, the Eiffel Tower would fit with plenty of room to spare. The machinery on this enormous vessels also has impressive proportions. For example, the largest propellor is roughly 10 metres in diameter.

145 kilometres of containers

The cargo capacity of a container ship is measured in twenty-foot equivalent units (TEU), i.e., how many 20-foot containers it can accommodate (a 40-foot container is counted as 2 TEU). With a capacity of 24,004 TEU, the Ever Alot is the first container ship to exceed 24,000 TEU.

If one were to take all of the containers that fit on the vessel and lay them end to end, they would stretch for over 145 kilometres!

The Ever Alot is one of Evergreen's A-class series, which will eventually number 13 or 14 vessels. Some are already in operation, while others are under construction or planning. The previous capacity record was held by its sister ship the Ever Ace, which was launched around one year earlier. The Ever Alot beat the record by 12 TEU.

The trend for building larger and larger vessels has been ongoing since the very first container ship was built in the 1950s.

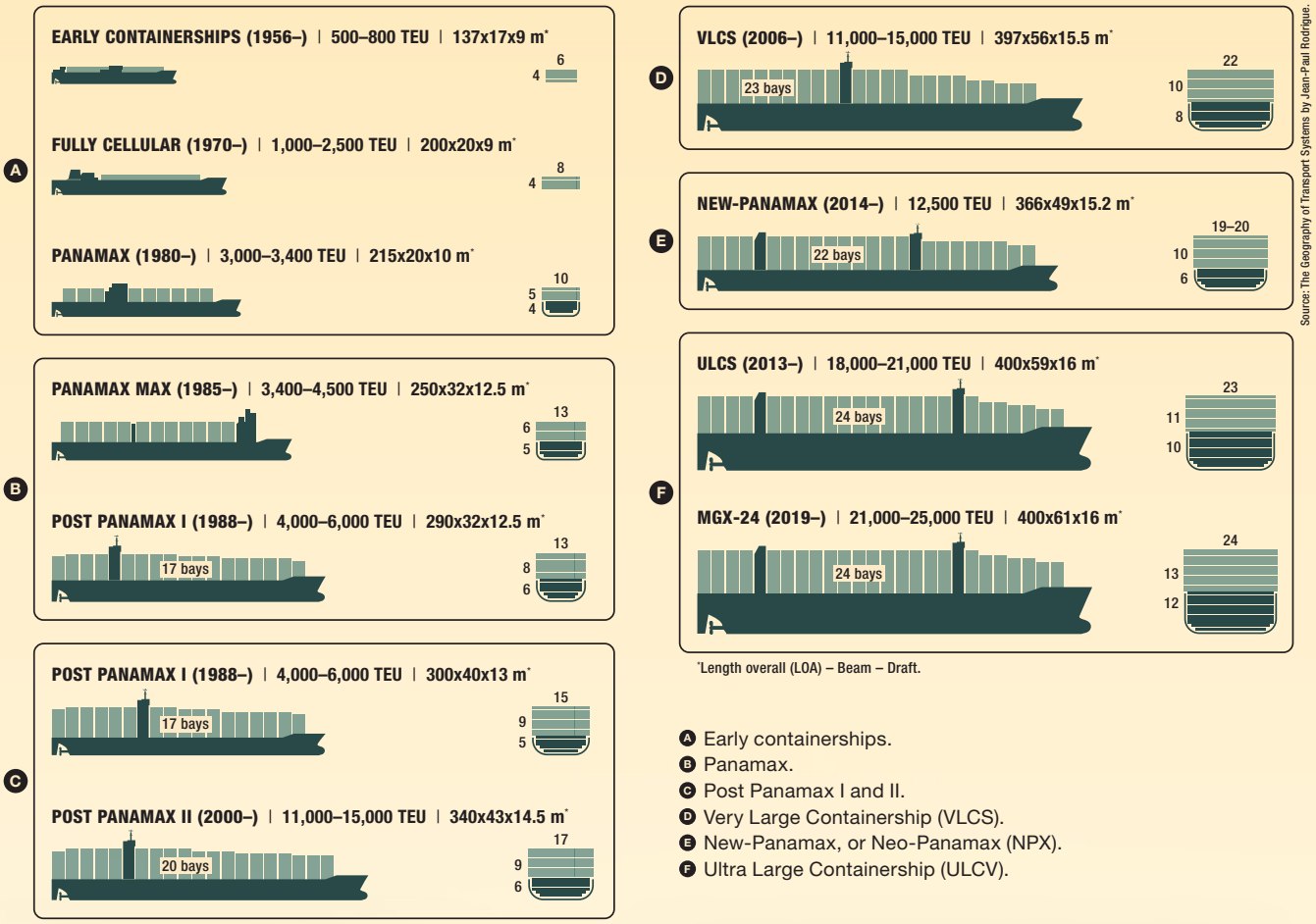
"The more containers a vessel can carry, the lower the cost per shipped container. This is the driving force behind the rapid development. At the same time, larger vessels also have the benefit of lower emissions per shipped unit," explains Johan Woxenius, Professor of Maritime transport management and logistics at the University of Gothenburg.

Exponential growth

The very first container ship, a converted tanker, made its maiden voyage in 1956 with a cargo of 58 containers. A great deal of water has passed under the bridge since then. By the 1980s, the largest vessels could accommodate 4,500 TEU and by 2015, the figure had risen to 12,500 TEU. Now, the record is just over 24,000 TEU.

One reason why it has been possible to increase container-ship capacity so sharply is that their design has changed considerably over recent decades. While initially the emphasis was on designing fast vessels, economy has become increasingly important. High oil prices and increased environmental responsibility have driven development.

"Once ships no longer needed to be streamlined to maintain very high speeds, it became possible to build squarer to optimise space for containers. Another change is that the engines have been moved further back, shortening the propellor shaft and creating more space for cargo," says Woxenius.



*Length overall (LOA) – Beam – Draft.

Source: The Geography of Transport Systems by Jean-Paul Rodrigue.

Ⓐ Early containerships.
Ⓑ Panamax.
Ⓒ Post Panamax I and II.
Ⓓ Very Large Containership (VLCS).
Ⓔ New-Panamax, or Neo-Panamax (NPX).
Ⓕ Ultra Large Containership (ULCV).

Is the end of the size race in sight?

Size records have fallen one after the other; by the time one giant is launched, an even bigger one has left the drawing board. But will this trend continue? Johan Woxenius has his doubts.

"Firstly, a point has been reached where there is no longer as much money to be made by building bigger ships. Once a certain level is reached, the curve flattens considerably."

Another factor slowing development is the shortage of ports that can accommodate larger vessels. There is already a limited number of ports that can take the largest vessels.

"This is mainly because the ports aren't deep enough, but these giant ships also demand enormous cranes for loading and unloading. Such large quantities of goods arriving at the same time also means that ports need larger storage and marshalling areas and more space for road and rail connections," says Woxenius.

In Sweden, the Port of Gothenburg is the only port that can accommodate the largest container ships, and there are limitations even there. The largest vessels can only call at the port if they are not fully laden.

"The Port of Gothenburg has to be late on the ship's route, so that some of the cargo has already been unloaded. Otherwise, their draught is too deep," explains Woxenius.

Floating ports for giants.

Woxenius underlines the need for new approaches to designing ports if vessels are to become much bigger than they are today.

"There are a number of ideas about how this can be resolved. For example, one might build a few really large ports on each continent to accept the very largest vessels. There are also studies looking into building floating deep-water ports where smaller ships can transport goods to and from land."

Still, Woxenius believes that other factors suggest that the trend towards larger vessels will slow.

"During the pandemic, a number of companies began to rethink. They realised that the really large ships make logistics chains especially sensitive to disruption. Many of the companies that chartered their own vessels during the pandemic chose a smaller class that could call at more ports. Such insights may have consequences for future development," notes Woxenius.

Despite everything to suggest that the growth of vessels will slow down, Woxenius adds a caveat.

"Many times over the decades we have believed that vessels have reached maximum size, but they have continued to get larger. So, it behoves not to be speak with too much confidence," he concludes.

Canals and ship size

As vessels have increased in size, the world's most important canals have played a crucial role in dimensions and capacity. For example, there was a long period during which there was a reluctance to build vessels over 4,000 TEU, because this was the maximum load for the Panama Canal that links the Atlantic to the Pacific Ocean. Vessels of this size therefore became known as Panamax. Once the Panama Canal was widened, it opened the way for larger vessels.

Ideal cargo on Ro-Ro

They are colossal and play a crucial role in tomorrow's renewable energy production. During the spring, SCA Logistics will be delivering 24 turbines from Rotterdam to the Klevberget Wind Farm.

Text: Jennie Zetterqvist. **Photo:** Torbjörn Bergkvist.

"As wind turbines get taller and generate more power, so the engineering components become more robust and therefore heavier," says SCA Logistics Sales Manager Tomas Andersson. "Ro-Ro vessels are ideal for this type of cargo."

Manufactured in Europe, the turbines will arrive by barge along rivers leading to the Port of Rotterdam. Once there, SCA Logistics' Ro-Ro vessels will take over and transport the cargo to the Sundsvall terminal. Finally, they will be loaded onto trailers to be driven the final part of the route to the new wind farm west of Sundsvall.

"This type of project cargo is very well-suited to our Ro-Ro vessels. In fact, we don't need to make any particular adjustments, they simply role on in the usual way. The crew secure the cargo to the ship's floor so that even components this heavy can withstand the rough seas in the worst possible weather in the North Sea," says Tomas Andersson, Sales Manager at SCA Logistics.

Meticulously tailored delivery

Each turbine consists of three components: the nacelle, the drivetrain and the hub. Together, these parts constitute the turbine itself that sits atop a 200-metre-high tower. The nacelle alone – i.e., the streamlined housing containing the machinery – weighs 85 tonnes and is around 10 metres long.

The 10-week logistics project will see two sets of three components delivered each week. A crane with a lifting capacity of 110 tonnes awaits at SCA Logistics in Sundsvall, ready to move the components from the ship to the trailer rig.

"It is crucial that deliveries are timed to suit the situation on the construction site. Cranes with sufficient capacity must be available there as well, so that the components can be lifted into place in the designated storage facility prior to assembly," explains Tomas.

A strategic location for short road journeys

A convoy of lorries loaded with the heavy and wide loads will travel at night along the roads to the wind farm, making two round trips in quick succession for each delivery. Geographically, SCA Logistics' terminals are ideally placed for both this project and future wind farm construction in northern Sweden. When it comes to the turbine components, new cables for substations and the enormous cranes that need to be dismantled into 50–100 parts, there are clearly advantages to shipping by sea and keeping the final road transport as short as possible.

"We strive to make optimal use of the capacity of our vessels and this type of cargo is an ideal fit for the mix on our northbound route," says Tomas.

The equipment destined for the Klevberget Wind Farm is being supplied by General Electric, while Dutch company Mammoet has overall responsibility for transport from the factory to the construction site. The advanced assembly will take place on site using Mammoet's cranes, which are used for similarly demanding assignments all over the world.

"Mammoet is one of the world's leading specialists in heavy and complex project cargoes. We are delighted that they have chosen SCA Logistics for this assignment," says Tomas.

About the components

Nacelle: the machine housing or enclosure protecting all turbine components.
Drivetrain: the generator and gearbox required to produce electricity.
Hub: the component to which the blades are attached.

Logistics drives development

In the autumn Mikael Toft started his new position as Sourcing Manager at the SCA Sourcing & Logistics. He started this new job during a very interesting period. “We have now arrived at the point we’ve been waiting for, as several major investment projects reach fruition and we begin to see a historic increase in cargo volumes. We are well-prepared and looking forward to an extremely positive development going forward,” says Mikael.

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

Hunting is one of the hobbies of Mikael Toft, Sourcing Manager at SCA Logistics. While elk hunting is Mikael’s main interest, he occasionally hunts grouse and other game birds.

As Sourcing Manager, Mikael and his team are responsible for the purchase of all types of transport, including container, breakbulk and land transport. They deal with the entire range, from the spot procurement of individual deliveries to contracts that run for many years.

"We're building up efficient logistics structures that meet our customers' needs," says Mikael, who believes that clarity is essential to a successful procurement process.

"It's important to be clear about what we want and the terms and conditions, timeframes and volumes involved." Another success factor is to agree on a contract that satisfies both parties and to build up good relationships with suppliers and partners.

"Good relationships are always important if we are to jointly achieve the best possible results," says Mikael.

Massive increase

Of course, reliability and cost-effectiveness are priorities during procurements but, in many cases, flexibility is also an important parameter.

"Our customers' sales to different markets may vary over time and then we need suppliers who can offer flexible services and handle changes to deliveries," says Mikael.

At present, there is a long-term and very large increase in volumes. SCA has invested billions of kronor in the Obbola Paper Mill, building the world's largest kraftliner machine. Now that this is in production, the annual volume of cargo passing through the SCA terminal in Umeå will increase by 400,000 tonnes. Recycled fibres will be transported to Obbola for use as raw materials and finished kraftliner reels will be delivered to customers around the world.

Two major investments have also been made on the Ortviken Industrial Estate in Sundsvall: SCA has invested heavily to increase production of chemi-thermomechanical pulp (CTMP) from 90,000 to 300,000 tonnes, while Renewcell has built a new recycling plant for textile waste.

"We also have overarching responsibility for Renewcell's logistics and they are expecting a rapid expansion of their production," says Mikael.

There at last!

Meanwhile, SCA Logistics has been adapting to the increased volumes in terms of everything from shipping capacity to warehouse space.

"Now, we're there at last! There have certainly been challenges – after all, we are talking about such large volumes – but this is the kind of challenge we want. It's always enjoyable to grow and be able to expand the service we offer. And now we're ready for continuing volume increases going forward."

Mikael Toft

Background: Ship's agent, land transport buyer, charter manager, logistics salesperson, maritime transport commercial manager.
Current position: Sourcing Manager at SCA Logistics.
Lives: In a villa in Sallyhill, Sundsvall.
Family: Wife and two sons, six and eight years old.
Interests: Spending time with the family, elk hunting, exercise.

Mikael works with a team of seven who make sure that SCA sources the necessary logistics capacity and five who work with ship clearance. According to him, it is vital that the team works in an open and unaffected climate.

"One should be able to speak one's mind and discuss things without worrying about being wrong. I'm convinced that this is the way to develop and become most effective."

He has a deep interest in people and finds it exciting to encounter different personalities and to make collaborations work despite these differences.

"One of the greatest advantages of my job is that I get to work with so many people, both internally and with customers and partners. That's when I thrive."

Experience provides an overview

Mikael has been in logistics his entire working life, beginning with a summer job as a ship's agent while still at upper-secondary school. Since then, he has worked at SCA in roles including land transport buyer, chartering manager and logistics salesperson.

"This has given me a good overview of the larger puzzle that the SCA logistics chain constitutes. I've also gained an insight into our customers' needs and good knowledge of the day-to-day lives of our partners, something that benefits me enormously in my present position," says Mikael.

No two days are alike, which is all part of the charm according to Mikael.

"The fact that there's always something going on to disrupt your plans and make you think again – that's logistics in a nutshell. But that means you are always developing and coming up with new solutions."

Political decisions cause for concern

Some new changes have emerged in the job over recent years. Political decisions at both national and EU level now have a much more dominant role in logistics.

"This is cause for some concern, as things change so quickly and the decisions have such major consequences. Above all, there is considerable uncertainty about which rules will apply to sustainable fuels in future. What will be considered sustainable in two years, or five years?"

Mikael is keen to emphasise the major consequences of uncertainty for investments and long-term planning.

"How do our partners dare to invest in new vessels if they have no idea which fuel they should be built for? And how do we dare to sign a multi-year contract for a ship if we have no idea whether the fuel it runs on will be acceptable in a couple of years? We need more long-term and predictable political decisions that create a sense of security for companies."

Elk hunting with friends

Mikael likes to spend his leisure time with his family; his wife and their two sons, who are six and eight years old. Holidays in the sun are highpoints, as is getting out and about in the beautiful countryside around Sundsvall.

"We enjoy excursions and sometimes cook lunch over a camping stove."

In the autumn, elk hunting is the order of the day, but then it is not experiencing nature that is most enticing.

"Of course, it can be lovely to sit there on elk watch, but the social element is clearly the most enjoyable. We have a tight hunting team and have a great deal of fun when we sit down to dinner and chat in the hunting lodge of an evening. I appreciate the relationships and sense of community, both at work and in my spare time," concludes Mikael.

SCA testing automated speed reduction

for safer timber transport

SCA is continuing its efforts to promote safer timber transport in Northern Sweden. SCA and the Swedish Transport Administration are now testing geofencing in about 40 timber trucks that travel along selected roads in Jämtland and Västernorrland. Geofencing is a technology that automatically reduces the speed of vehicles when they enter a specific area. "This is entirely in line with our safety work and to protect the local environments of the areas where we operate," says Lars Nolander, Logistics Manager at SCA Skog.

Text: Misan Lindqvist. **Photo:** SCA, Ulrika Edlund.

SCA Skog has been working extensively to improve the safety of timber transport for several years.

"Under the heading of 'Inte en till' (No more accidents), we've been working intensively with safety together with the haulers who drive for us, in regard to how their operators drive and their work environment outside the vehicle. Now it feels like a natural step to also be looking at our local environment and the benefits that geofencing can offer," says Lars.

"With geofencing, we can now test a technology that can make it easy for the areas where we operate, so the drivers can feel more secure."

Lars Nolander
Logistics Manager at SCA Skog

"We have to transport the timber from inland areas to our industries along the coast, and rail freight doesn't work everywhere," he adds. "But with geofencing, we can now test a technology that can make it easy for the areas where we operate, so they can feel more secure. It feels really great!"

Geofencing is a service that uses GPS technology to create a virtual boundary or fence, enabling the vehicle to perceive the specific conditions for a specific geographical area as it approaches and enters the area.

Important contribution

The Swedish Transport Administration has already tested geofencing, but mostly in metropolitan environments. This will be the first time with really heavy traffic, and mainly on roads through small towns. SCA and the Swedish Transport Administration have selected four towns/sections of road: Laggarberg and Järnvägsgatan in the Timrå area, and Rissna and Hällesjö in Jämtland. These sections range from 500 meters to 2.2 kilometers and the programmed speed will be 30–50 km/h.

This is the first test with geofencing involving heavy traffic on small roads.

"These selected areas are particularly sensitive in terms of road safety, with heavy traffic on narrow roads that are close to schools and other buildings. Even though the timber trucks don't exceed the speed limit, they are perceived as big, heavy and fast and possibly scary when they drive past, so this is an important contribution to the local communities," says Lars.

Major backing from haulers

Many haulers are taking part in the pilot project.

"We have engaged about 40 timber trucks from four haulers – Fermgruppen in Sundsvall, Bispgården åkeri, Själanders åkeri and Näslunds Transportservice. All of the participants drive Scania trucks with the optional Scania-zone service, which is the technical solution used in this project, " says Lars.

When the driver of a timber truck enters the geographic area, the accelerator pedal will 'slacken' if they are driving faster than the programmed speed for the section. The driver can override the system, however, by fully depressing the accelerator pedal. Nothing will happen if the vehicle is traveling slower than the programmed speed.

"It's important that the drivers can override the system though, in case they have to accelerate for some reason. But the aim is obviously that it won't be needed," says Lars.

"We are working hard to improve safety for our employees. This new technology is an exciting way to improve safety for our drivers, as well as other road users and local residents," says Petter Näslund, owner of Näslunds Transportservice, which is taking part in the project with all of its five timber trucks and ten drivers.

Sustainable transports

The project will continue throughout 2023 and in addition to testing geofencing in the vehicles, traffic counts will be carried out along the selected sections.

The Swedish Transport Administration will follow up on the drivers' experience and how often a vehicle overrides the system, but no personal information will be collected, which means that no individual drivers will be monitored. The Swedish Transport Administration will then undertake traffic counts to identify the volume of traffic and the road network users. It will also estimate the potential benefits that geofencing could have for the traffic flow – if all heavy vehicles were to use the system.

"This is the biggest geofencing project in Sweden to date in terms of number of heavy vehicles. Road safety can be improved with simple means. If it works well, the technology can be distributed to more forest industry haulers and companies, as well as other industries," says Jan Lindgren, senior investigation manager at the Swedish Transport Administration.

"This project is about sustainable transport and sustainable speeds, which we are happy to support and make a reality. It will be very exciting to follow the project," says Lars.

New plant triples CTMP production

The new plant at Ortviken in Sundsvall is one of few worldwide to supply chemi-thermo mechanical pulp (CTMP) manufactured from birch fibre. It also triples production capacity compared to the previous mill. “This means that we have the broadest product portfolio on the market and a delivery route to the world on our doorstep,” says Stefan Sjöström, Vice President Sales and Marketing Pulp at SCA.

Text: SCA. **Photo:** Torbjörn Bergkvist, SCA.

“We are located close to the new logistics park in Sundsvall, with access for lorries, ships and railways. This provides us with a good logistics chain starting basically on our doorstep,”

Stefan Sjöström
Vice President Sales and Marketing Pulp at SCA

An already broad product portfolio is now being further expanded. The new pulp mill in Ortviken also provides greater opportunities for customised solutions. And, as production capacity increases from 100,000 tonnes of CTMP at the old Östrand mill to 300,000 tonnes, so demand for logistics solutions will grow.

“We are located close to the new logistics park in Sundsvall, with access for lorries, ships and railways. This provides us with a good logistics chain starting basically on our doorstep,” says Stefan.

Birch pulp

Raw material arrives at the mill either by road directly from the forest or from timber terminals. The chemi-thermo mechanical pulp (CTMP) is manufactured from spruce, birch, aspen and pine. In terms of bulk, the pulp is well-suited to products such as packaging and tissue paper.

“Our focus has always been on manufacturing high-bulk products and this will continue to be the case at the new plant. We are also one of the few manufacturers worldwide that makes pulp from birch, a fibre that is appreciated on the market.”

Bulk helps to make products torsionally rigid and makes book paper thicker in relation to weight. By using birch pulp, which contains less lignin than other tree species, the paper is able to withstand exposure to sunlight for longer without discolouration, making it well-suited to products such as tissue paper and printing and writing paper.

Customised solutions

The technical breadth of the new plant offers greater opportunities for customising products in collaboration with customers.

“We have four timber types that we can mix to produce various properties; we can grind the fibres to various degrees, bleach more or less and so on. All of these combinations give us a good ability to develop customised products. We have a wealth of experience in this field, as well as having our own R&D department,” explains Stefan.

One growing area of the pulp industry is moulded pulp packaging, such as trays for takeaway food to replace plastic. Stefan is also aware of a growing interest in using fibre insulation in buildings.

“Although our main market is Europe, we also sell to Asia and North America. Regardless of what we manufacture, or where our customers are, we have good opportunities to both manufacture and deliver from Ortviken.”

World-class quality

Ortviken’s facility is unique from a quality online measurement perspective, with several measuring points: CSF, ph, freeness, shives, mean fibre length, spots and strength. In addition, brightness is measured in four positions. The goal is to do online grading of all bulk products, something that is not done at many mills.

Safety is also increased; double valves are used to ensure that it is possible to empty efficiently and safely during maintenance work. And the bale line is fully secured with automatic light booms if someone gets too close.

The new CTMP portfolio – SCA More

“Unique access to certified forests with a variety of versatile wood material and our new mill enables us to launch SCA More. The world´s broadest product portfolio, comprising of six main grades and unseen opportunities to tailor solutions”, says Stefan.

“Thanks to our long and solid experience, we are also developing new products, and with our new state-of-the-art facility, plus the R&D resources we have, we are certainly well equipped to develop completely new solutions. Above all, and what has been so much appreciated and successful so far, is that we can continue to develop these solutions together with our customers”, continues Stefan. It´s more of everything, that´s why we named it SCA More!

Bulk makes book paper thicker in relation to weight.

SCA performs strongly in Swedish sustainability ranking

SCA has performed strongly in a ranking of sustainability performance of the Swedish stock exchange's 131 largest companies compiled by Swedish business daily Dagens Industri and Lund University.

Text: SCA. **Photo:** Michael Engman.

SCA finished in fourth place in the overall ranking and second in the "materials" category.

"We work with a circular and renewable raw material with which we prioritise sustainability throughout the value chain, so we're delighted with this ranking. Sustainability is a journey that you never really finish, but this is a good sign that we've got a lot right so far," says Hans Djurberg, Head of Sustainability at SCA.

This was the fifth year Dagens Industri and Lund University published the "Sustainable Businesses" ranking that rates stock market listed businesses in terms of sustainability ambitions, achievements, and priorities.

The report ranks 131 businesses based on a detailed review of annual reports and surveys of the businesses designed to increase knowledge of current status.

The 2022 ranking focused on the businesses' work on in-depth risk and scenario analysis and sustainability governance. These are critical areas for the transformation of business and the economy in terms of climate and sustainability.

"Today, the climate benefits of the forest are at the core of SCA's business activities because our raw material and our products offer clear advantages in terms of their capacity to replace fossil materials, which many of our customers want. So, it has become entirely natural to integrate our sustainability report into our financial annual report because sustainability is such a central part of our business," explains Hans.

In the overall ranking of the 131 companies, SCA finished in joint fourth place with SEB and Alfa Laval. SCA was ranked second in the "materials" category.

"This is a great snapshot of where we are right now that we'll take with us going forward because even if we've done well, we also need to improve. The report provides four concrete tips to all businesses, some of which, for example how to work on preparedness and action plans for new legal requirements and how to communicate sustainability achievements, are areas where we'll be able to do more," Hans says.

"As key aspects of our business, climate and sustainability are priorities that include all our operations and where we try to use the entire value chain to achieve new benefits. This also affects how we work with our forests in northern Sweden and how we invest and plan for our industries in the regions of Norrbotten, Västerbotten, Jämtland and Västernorrland," Hans adds.

Smooth cooperation on pilotage

to the entire logistics chain

Each year, SCA Logistics' ship's agents clear around 700 vessels. Most of these are subject to compulsory pilotage. "Cooperation with pilotage organisations works smoothly, something that is extremely important. As a just-in-time industry, all links in the chain must tally," says ship's agent Niklas Lidén.

Text: Kerstin Olofsson. **Photo:** Per-Anders Sjöquist.

Niklas and his colleagues clear vessels for both Baltic Sea ports around Sundsvall and for Bollstabruk and Lugnvik on the Ångermanälven. In addition to Sundsvall, they also clear SCA's own Ro-Ro vessels when they call at the ports of Malmö, Oxelösund and Umeå.

When a pilot is required, they need to place an order at least five hours in advance. Pilotage is provided by the Swedish Maritime Administration and orders are placed in the Swedish Maritime Single Window (MSW Reportal), a portal for reporting information regarding vessels calling at Swedish ports.

Bookings will often be made long before the five-hour deadline but it is not uncommon to need to adjust the times.

"We can postpone pilotage up to three hours before confirmed time. We work closely with Pilot Area Gävle and keep each other informed of the situation on an ongoing basis, helps both us and them," says Niklas.

Compulsory pilotage from 100 metres

As a general principle, the use of pilot is compulsory in the Swedish internal waters. For the Port of Sundsvall, compulsory pilotage applies to all vessels that are 100 metres or longer. In the Ångermanälven, the limit is 80 metres. There are also rules concerning the width and draught of a vessel.

"The majority of vessels we clear are subject to compulsory pilotage," says Niklas.

SCA's Ro-Ro vessels are one exception. As they have regular routes and call at the same ports on a regular basis, their captains have passed the necessary tests to obtain a Pilot Exemption Certificate for the fairways in question. However, if the weather is particularly bad, they may request a pilot anyway. A pilot is also required for the period before a new captain obtains a Pilot Exemption Certificate.

Vital link in the chain

There are concerns about a possible future shortage of pilots, especially in northern Sweden.

"There will be major consequences if vessels are forced to anchor and wait to enter ports due to a shortage of pilots. First and foremost, because vessels need to stay on schedule so that customers receive their goods on time. Delays are also expensive. For example, we plan to have staff on site to unload or load vessels and it will of course be expensive if we lose several working hours on a shift," says Niklas.

Still, according to Niklas, this is not a problem at present.

"No, things usually run well. It's only on weekends that we occasionally run into a little trouble. Pilotage almost always runs smoothly and it is vital that it does so for the sake of the entire logistics chain."

"We work closely with Pilot Area Gävle and keep each other informed of the situation on an ongoing basis."

Niklas Lidén
Ship's agent at SCA Logistics

Preparing to meet higher demand for pilots in northern Sweden

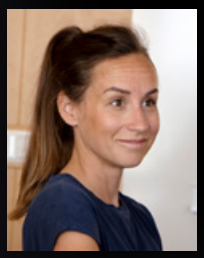
Enormous investments in industry are planned in northern Sweden. This will inevitably increase demand for maritime transport, which in turn will demand more pilots. “While it presents a challenge to calculate the likely demand for pilotage and to recruit enough pilots, we are preparing to handle these future investments,” says Emma Hellström, Manager of Pilot Area Luleå.

Text: Kerstin Olofsson. **Photo:** Agne Hörnestig, Håkan Sjödin.

Pilot Area Luleå employs 20 pilots at four pilot stations: Luleå, Skellefteå, Umeå and Örnsköldsvik. The area also has two trainee pilots.

It is difficult to predict exactly how many pilots will be needed in future.

“Our assignment is affected by how many vessels call at ports and how many of these are subject to compulsory pilotage. Both parameters are subject to change, complicating any prediction concerning staffing requirements,” says Hellström.



“It’s difficult to recruit seagoing personnel in general along the entire coast of Norrland.”

Emma Hellström
Manager of Pilot Area Luleå

New pilotage regulations

Enormous investments are planned in Norrland in sectors such as mining, steelmaking and battery manufacture. Several ports in northern Sweden are therefore preparing to handle significantly larger volumes of cargo. The Port of Luleå, for example, is expecting an increase of 250 per cent by 2030 compared to 2020.

“As yet, some of the investments in the north have not been definitively decided; in some cases, we are dealing with forecasts. Until we know which investments are going ahead, we cannot calculate the magnitude of the increase in maritime transport,” say Hellström.

There is also the matter of new pilotage regulations that will enter into force on 1 December this year. At present, it is the length, breadth and draught of a vessel that determines whether it is subject to compulsory pilotage. The new regulations are more risk-based; in future, the combined risk associated with the pilotage fairway and vessel will determine whether or not a pilot must be engaged.

“This change will mean that there will be more vessels subject to compulsory pilotage in certain ports, while there will be less in others. There will also be a different procedure for dealing with pilot exemptions,” explains Hellström.

Recruitment difficulties

While it is impossible to say exactly how many pilots will be needed, what is certain is that demand will be higher than at present. And recruitment presents challenges.

“It’s difficult to recruit seagoing personnel in general along the entire coast of Norrland, not only pilots. Shipping companies have the same problem and we are competing for the same people. That said, the recruitment of pilots is especially challenging compared to other occupational groups, as the demand for training and experience is that much higher.”

One advantage that Pilot Area Luleå does have is that its pilots have already undergone a generational shift. While other pilot areas are facing waves of retirements that may worsen recruitment problems, according to Hellström this will not be a major problem in the north.

There are however other difficulties. Many of those who choose to become pilots are keen to remain at sea but still want to be close to home and enjoy a functioning family life.

“But there are relatively few sailors living in Norrland who we can recruit. Many live further south and commute to work, meaning that we lose one of the greatest attractions of the job; so, this is negative for us when it comes to recruitment.”

Making the profession more attractive

While ensuring staff provision is a high priority in Hellström’s job, she is not overly concerned about the future.

“We have a strategy for preparing to meet the increased demand for pilotage. Naturally, our goal is that no industry should suffer delays because we don’t have sufficient resources,” she assures.

One element of resolving the staffing issue is to make piloting a more attractive profession, including changing work schedule so that it is better suited to those living elsewhere in Sweden.

“We are also looking at the possibility of using pilots more dynamically by moving them between stations, so that we become more flexible.”

“We are also looking at the possibility of using pilots more dynamically by moving them between stations, so that we become more flexible.”

Emma Hellström
Manager of Pilot Area Luleå

Project on pilotage from land

The Swedish Maritime Administration is currently conducting a research project to study whether remote pilotage can be used to supplement traditional pilotage. In remote piloting, the pilot remains ashore and provides navigational assistance form there.

“It is too early to predict the results of the project and, of course, here in the north we have particular challenges given the ice situation in winter. Many skippers have very limited experience of sailing through ice. And even if navigational assistance is available from shore, a pilot is still required, even if they’re not aboard the vessel,” says Hellström.

Increased demand

Hellström is absolutely convinced that demand for navigational assistance will only increase. In addition to the increase in calls at port due to the planned industrial investments, vessels are also becoming bigger, meaning that, in one way or another, more and more of them will require pilotage.

“Pilots have also noted that skippers want assistance with navigation to a greater extent these days,” says Hellström.

“With their unique local knowledge, pilots avert many accidents and incidents.”

This is, after all, what pilotage is all about: increasing maritime safety.

In familiar waters

A day in the life of a pilot

As a pilot, Johan Eliasson has an encyclopaedic knowledge of the fairways along which he works, sailing everything from container ships to tankers. “Having the opportunity to manoeuvre so many different vessels is part of the job’s charm. That said, the best part is that I can keep sailing without being away from home for long periods,” he says.

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

Eliasson works at all of the ports in the Sundsvall area, as well as around Härnösand and on the Ångermanälven. He has a wealth of experience of working at sea and has been captain of various vessels since 1986. Among other jobs, he has worked on the Wallenius Lines’ oceangoing vessels and on smaller cargo vessels and as helmsman and captain of the Casino Empress on the ferry service between Holmsund and Vaasa.

In 2005, he made the change to pilot. Like many others choosing the profession, his motivation was to work closer to home.

“When I worked for the Wallenius Line, I might be away from home for six months at a time. That’s fine if you don’t have a family, but as you get older it’s common to want to be closer to home. As a pilot, I have the opportunity to continue sailing large vessels while, at the same time, I can sleep in my own bed once my shift is over. That suits me perfectly.”

Another advantage is that he avoids a lot of administration.

“As a captain one has a great deal of administration but, as a pilot, this is minimised,” says Eliasson with satisfaction.

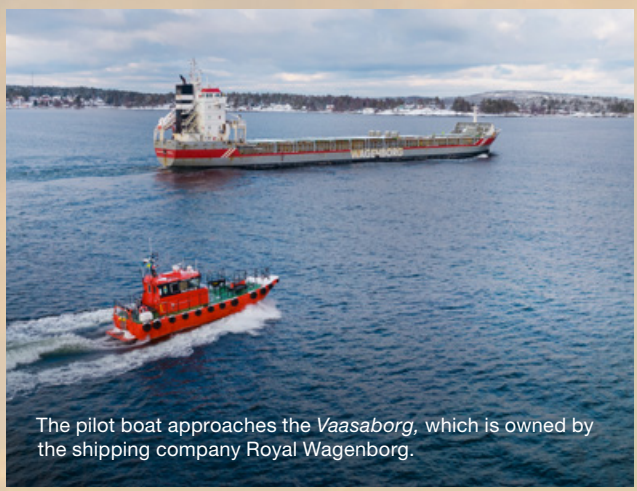
New vessels on every shift

One thing that sets the profession apart is that pilots sail new vessels on every shift, meaning that they need broad competence.

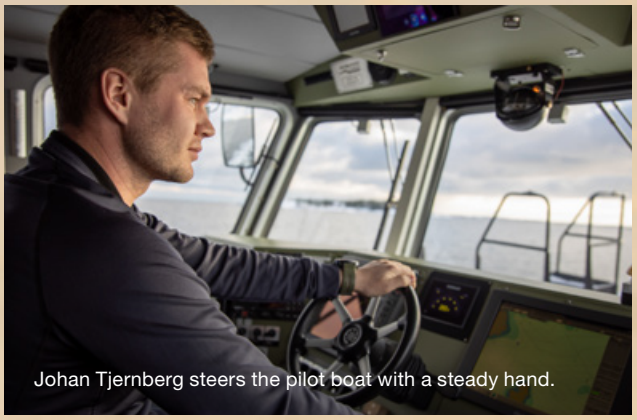
“One of the oddest assignments I have had was piloting Götheborg of Sweden when she docked in Örnsköldsvik. She was under sail with no engines running, so that was special. Manoeuvring a cruise ship is also that a bit more fun,” says Eliasson.

“During pilot training, one can practice manoeuvring different types of vessels and handling various kinds of rudder and propeller, and so on, on a lake in Ilowa, Poland. They have all conceivable type of vessel, but built on a small

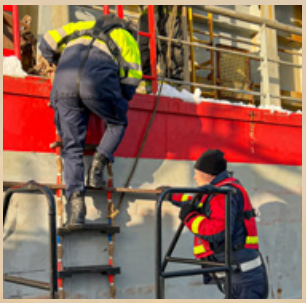
Today's crew: Johan Tjernberg, boatsman, Tommy Åkerberg, boatsman and pilot Johan Eliasson.



The pilot boat approaches the *Vaasaborg,* which is owned by the shipping company Royal Wagenborg.



Johan Tjernberg steers the pilot boat with a steady hand.



Thanks to the calm conditions, the boarding of the pilot boat went very smoothly. A low freeboard also helped. When Johan Eliasson climbs aboard, he takes over the manoeuvring of the vessel. He knows the fairway like the back of his hand.

scale. A supertanker might be only 12 to 13 metres long, but the manoeuvring are exactly the same."

New pilots can also train on the Swedish Maritime Administration's simulators. These can simulate every Swedish port and pilots can train in various types of vessel and wind conditions to and from the quay.

Knows the charts like the back of his hand

Pilots have a thorough knowledge of the fairways on which they work. They know every shallow, can rattle off the depths in their sleep and have an encyclopaedic knowledge of buoys, beacons and marks.

"We have local knowledge that would be impossible for skippers who only call at a port once in a while to acquire. During pilot training, we learn nautical charts with such exactitude that we can draw in all the details on a blank chart with nothing on it but the land contour. And, of course, you also gain experience as you go along."

The first thing Eliasson does after going aboard a vessel is to speak to the captain about the ship's manoeuvrability, after which he takes over the helm. It is Eliasson who determines the speed of the vessel and when and how much it should turn. The captain always retains the ultimate responsibility, but hands over the practical handling to the pilot.

Most vessels have excellent navigational aids, although this is not always the case.

"It may be that an instrument is not working correctly, but then we pilots can navigate purely optically. I've worked

in this area so long that I only need to look out to judge whether the vessel is correctly placed in the fairway."

In fog and snowfall

While the weather is not always clement, neither wind nor snow nor fog usually cause any great problem in terms of navigation.

"No, I'm so used to these routes that it's just a matter of carrying on regardless; sure, it can be slightly awkward in a high wind on a wind-sensitive ship. And it can be slightly tricky docking when the fog is so thick that you can't see the quay but, as long as you're really careful, it's fine."

Boarding the vessel is more likely to be affected by the weather. Pilots use a pilot ladder, a specialised rope ladder hanging down the side of the vessel in the midships position, while the vessel is moving.

"Yes, as a pilot that's the greatest challenge from a purely work environment viewpoint. In rough seas, the pilot boat may rise and fall several metres. It's important to get on or off when the pilot boat is at its highest point, otherwise you risk being crushed."

While Eliasson himself has never been seriously injured, he has been involved in a few minor incidents.

"It's harder to climb down from a ship you've piloted onto the pilot boat than the other way round. You can't see what you're doing as well when disembarking, as your back is to the platform of the pilot boat that you want to step onto."

Boarding at eight knots

New Ways' editors joins a pilot boat going to pick up Eliasson after he has navigated a cargo vessel from the Port of Sundsvall out into Sundsvall Bay. The pilot boat leaves from the Sundsvall pilot station, which is on the island on Alnön. From there, it only takes 15 minutes to reach the rendezvous point in Sundsvall Bay.

"The conditions may be almost perfect today, with clear weather and low winds, but in this job you really get to experience all sides of nature, from tranquil summer days to blizzards and real rock-'n'-roll weather," says Tommy Åkerberg, one of two crewmembers of the pilot boat.

Irrespective of the weather, it is important to board the boat in a safe manner.

"We always manage to find some position that works. But if the conditions are too rough, we may need to rendezvous with the vessel a little further in, where it's calmer," explains Åkerberg.

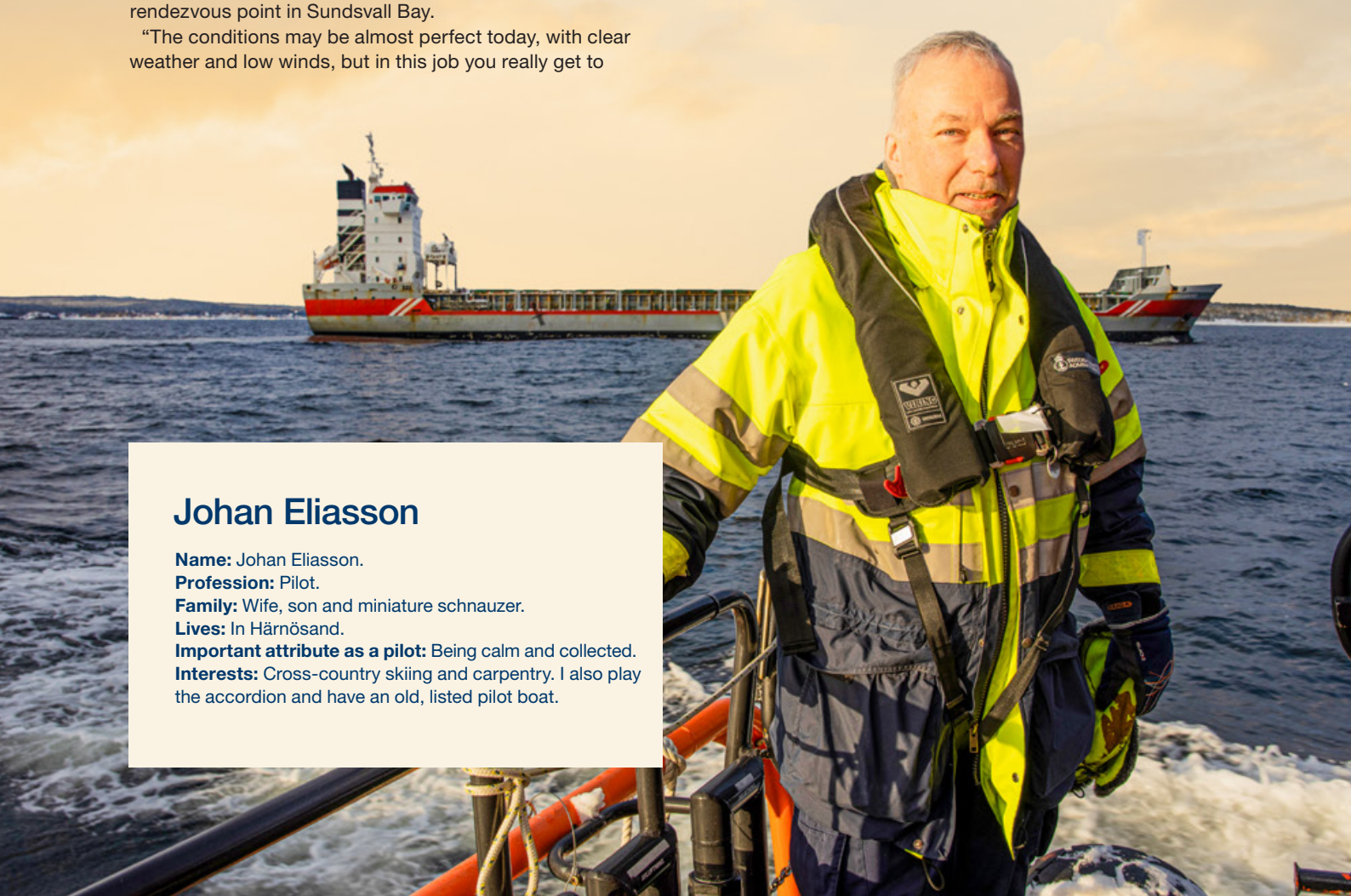
Picked up at eight knots

Eliasson has completed his assignment aboard the cargo vessel and is ready to be picked up. The pilot boat approaches the vessel aft and creeps along the starboard side at a speed of around eight knots. Once Eliasson is ready beside the pilot ladder, the pilot boat pulls alongside. Eliasson climbs down the ladder quickly and expertly and is received on the platform of the pilot boat by Åkerberg, while his crewmate steers away from the cargo vessel.

"It was an easy assignment," says Eliasson. "This type of vessel calls constantly at the Port of Sundsvall so I have plenty experience of manoeuvring them. Boarding the pilot boat also went smoothly. There were a few swells but certainly no problems. It was also a short ladder with only a few rungs."

The cargo vessel goes on its way towards Gävle to load more goods, after which it will set sail for Agadir and Casablanca where the cargo will be unloaded. For Eliasson, yet another assignment has been completed. One of some 200 he undertakes each year. His shift is over and he can go home to his house in Härnösand, which is only an hour away.

"It really is a great job and it fulfils an important function in improving maritime safety," he concludes.



Johan Eliasson

Name: Johan Eliasson.
Profession: Pilot.
Family: Wife, son and miniature schnauzer.
Lives: In Härnösand.
Important attribute as a pilot: Being calm and collected.
Interests: Cross-country skiing and carpentry. I also play the accordion and have an old, listed pilot boat.

More collaborations on vehicle freight in England

Quality price, environmental performance and social sustainability. These are some of the criteria that hauliers were required to meet in SCA Logistics' procurement of vehicle freight in England, a process that was completed in February.

SCA Logistics latest procurement process for vehicle freight in England began in November last year and was completed in February. Contracts worth approximately SEK 30 million were awarded.

"We have procured some 70 routes from our terminals in Hull and Tilbury," says Lotta Åkre, Commercial Manager at SCA Logistics.

This procurement was more extensive than the previous process, with tenders submitted by around 90 hauliers. Having evaluated over 2,000 tenders, SCA Logistics awarded contracts to some 40 companies, 19 of which are new since the previous procurement process.

The evaluation covers factors such as capacity, technology, equipment, sustainability and price.

"Hauliers must of course comply with our Supplier Standard. Otherwise, we comply with the Swedish Forest Industry Federation's policies on road haulage. Then, it's a matter of establishing collaboration with the hauliers best suited to specific routes," explains Lotta.

Follow SCA on social media

You can follow what happens within SCA through our social channels. Content is usually published in both English and Swedish.

LinkedIn
SCA's LinkedIn account has over 80,000 followers. This is where we present news about the business, information on SCA as an employer and posts on current topics.

linkedin.com/company/sca-ecosystem

Facebook
The majority of our posts from LinkedIn are to be found here, as well as information for target groups in the vicinity of SCA's places of business.

facebook.com/SCA

Instagram
Our Instagram account is run by twenty employees from various parts of SCA's business. Using text, images and film they talk about their everyday life at SCA. The content is mainly in Swedish.

instagram.com/wearescasweden

New container port in Sundsvall

rising according to plan

Work on the new container port adjacent to the new Sundsvall Logistics Park is proceeding according to plan. “We will be up and running in the new port in the new year,” says Peter Gyllroth, SCA Logistics’ terminal manager in Sundsvall.

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

The load-bearing structure for the container quay is almost finished. The concrete quay deck itself will be cast at the end of April. It will be 185 metres long with a water depth of 15 metres.

In parallel with this, groundworks will begin on the container marshalling areas beside the quay.

“Land reclamation is also underway, which is important for future development,” says Peter.

Where land is being reclaimed, the bottom has been dredged and filled with rock up to ground level. The embankment around this area is in place but some work remains before work can begin on infilling. When this work is complete in a couple of years, an additional 70,000 square metres of land area will have been created for cargo handling.

Scan the code to see the new container port take form.

SCA's Ulf Larsson receives prestigious award

SCA's President and CEO, Ulf Larsson, has been awarded Fastmarkets Forest Products' prestigious "European CEO of the Year" 2023 award.

Text: SCA. **Photo:** Kristofer Lönnå.

In the motivation, a number of factors are highlighted in which the jury considers SCA to stand out in a positive way.

"It is with pride that I can say that 2022 was a very good year for the company. We delivered our best financial result and the whole team contributed to us completing large investment projects ahead of schedule," says Ulf Larsson.

Fastmarkets Forest Products, the leading information provider for the global forest industry, has announced that Ulf Larsson, President and CEO of SCA, has been named European CEO of the Year 2023. The award was presented at the European conference that Fastmarkets Forest Products is organizing for the 25th time, this time in Prague on March 8. In the motivation for the award, Fastmarkets Forest Products highlights what it describes as "successful delivery of strategy and strong financial results since 2018" and points individually to a number of factors that it considers to have been particularly positive:

- That SCA left the shrinking graphic paper sector in a good way.
- That SCA has delivered on large projects, for example the CTMP expansion at Ortviken's pulp mill and the development of a fossil-free manufacturing process for kraftliner.
- EBITDA over SEK 10 billion in the entire operation in 2022.
- That SCA's large investment at Obbola, with a total capacity of 725,000 tons of annual production of power liners, could be completed ahead of schedule.

Fastmarket Forest Products also points out that SCA, through the company's integrated business model, excels in a positive way when it comes to the ability to handle inflation.

"If you look in the rearview mirror, the company has had a very satisfying journey that gives us a good starting position to deliver also in the future. A key factor is our systematic work with the forest at our core and to strive to create maximum value in our integrated and well-invested value chain. This is how we can continue to develop our sustainable forestry with efficient industries that provide the world with climate-smart renewable materials and products. This in a time where the pressure to phase out fossil products increases every year," says Ulf Larsson.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