



# New Ways

Nº 4 2023



## Efficient freight transport of the future

Extremely low damage levels  
for SCA RoRo cargo

Maritime  
opportunities

On the road to  
a fossil-free future

# It's time!

After several years of projects and preparations, we're now in the middle of the ramp-up phase that will allow us to handle the increasing volumes resulting from extensive industrial investments at SCA. SCA has invested some SEK 20 billion over the last five years in enhancing production and competitiveness. Of course, the biggest project is the world's biggest kraftliner machine in Obbola (Umeå), followed by the new pulp mill in Ortviken (Sundsvall). There are also investments in sawmills, biofuels, wind energy and so forth. That said, there are also a number of other industrial investments in northern Sweden, thereby helping to bring about further potential freight transport volumes for us.

SCA Logistics has invested in the ports in Sundsvall and Umeå so that they can cope with the increasing volumes of both incoming and outgoing goods. After preparing for a number of years, we're now on hand to receive the increasing volumes. Plans are turning into reality.

Besides investments in infrastructure and machinery, we're investing in people as well and have taken on more than 40 additional staff members who will now be key members of our team.

Our new container port in Sundsvall is nearing completion, and we're aiming to resume container services from the coast of northern Sweden next year.

It goes without saying that growth brings with it a series of challenges, and we're sure to encounter a variety of problems. At the same time we are facing a weaker economy, which makes it more difficult to grow. In these times it can be an advantage to have an experienced organisation that has established relationships with lots of customers and suppliers. Together, we'll go on building on our fantastic teamwork so that we can achieve the best results possible!

Apart from looking ahead to an exciting 2024 this might also be a good time to reflect on the past year. We've been able to stick to budgets and schedules for our projects. We've seen positive development in productivity with both cargo handling and administration, which means our results are looking good too.

And with that, I'd like to thank all our customers and suppliers for your support! We'd also like to thank our staff for all their fantastic hard work throughout the year. I hope you all have a wonderful Christmas and New Year break with your loved ones!

Merry Christmas and a Happy New Year!

**Magnus Svensson**

President SCA Sourcing & Logistics



## NEW WAYS N° 4 2023

### **Publisher**

Mikael Toft

### **Editors**

Håkan Norberg  
Kerstin Olofsson  
Jennie Zetterqvist

### **Editorial staff**

Mikael Toft  
Jonas Nilsson  
Anne Lindström  
Karolina Johansson  
Fredrik Bergenstråhle  
Lena Zetterwall

### **Cover photo**

Håkan Sjödin

### **Production**

Frosting  
Kommunikationsbyrå

### **Translation**

Semantix

### **Printing**

Ågrenshuset Produktion,  
Bjåsta, Sweden

### **Comments**

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

New Ways is printed at an FSC® certified printworks and on FSC® certified paper. Throughout the production process, the environmental impact is kept to an absolute minimum, with a view to promoting responsible use of the world's forests.



**New Ways protects the privacy of our subscribers.** At sca.com you can learn more about how we process your personal data in accordance with applicable data protection legislation.

If you want to unsubscribe from New Ways please contact [info.logistics@sca.com](mailto:info.logistics@sca.com) and we will immediately discontinue the processing of your personal information associated with this subscription.



# Extremely low damage levels

## for cargo aboard SCA RoRo vessels

SCA Logistics reports low damage rates for all types of cargo handling, but the results for cargo transported on its RoRo vessels are exceptional. This is partly explained by factors such as good opportunities to plan loading and decent loading spaces. “Our damage rate for RoRo is incredibly low, we’re talking thousandths,” says Andreas Disby, Vessel operations Manager.

**Text:** Kerstin Olofsson. **Photo:** Torbjörn Bergkvist.

One key to keeping damage to a minimum when handling cargo is to implement good preventive measures: this is something that SCA Logistics has been working on for many years.

“We measure and document a lot of factors, so we can tell straight away if any action needs to be taken. “If we see the same type of damage occurring over and over, we get to the bottom of what’s going on, find out the root cause and make our changes on the basis of that,” says Roger Sävåker, Risk Manager at SCA Logistics.

Changes could include introducing a new routine, for example, or replacing a tool used for handling the goods.

### **RoRo in a class of its own**

This determined work has paid off, and SCA Logistics generally sees low damage rates. And the very best figures relate to goods transported aboard RoRo vessels.

“The handling of cargo transported by RoRo can be planned in a completely different way to what we can do with cargo transported by break bulk shipping and in containers.



Safe and secure. Transports by RoRo vessels has the lowest damage rate.





The large size of cargo holds, without narrow passageways, is one of several explanations for the low damage rate.

For instance, we can prepare by loading the cartridges well in advance, and we're not dependent on the weather like we might be with break bulk shipping, for example. There's hardly ever any damage done as we load and unload," says Andreas.

The large size of cargo holds aboard ships also helps to keep damage to a minimum.

"There are no narrow passageways, and it's easy to handle the cargo on board the vessels," says Andreas.

Securing the cargo is key, of course, and this important job is always done by specialists.

"We have enormous expertise in this area, and our staff are well-trained and experienced. But we're always working to improve still further and investing in even more training courses. What's more, we call on the services of our cargo securing advisor or an inspector when dealing with complex project cargoes, for instance."



**"There's hardly ever any damage done as we load and unload."**

**Andreas Disby**  
Vessel operations Manager, SCA Logistics

### Procedures and audits

Another contributing factor when it comes to keeping damage to a minimum involves clear procedures at all terminals.

"And this applies not only to RoRo cargo, but to cargo in general. We have carefully planned instructions and methods, and we perform regular audits to make sure that everything is going according to plan. I also find we have staff who really take good care of our cargo, handling it in a way that keeps the products safe," says Roger.

SCA Logistics also works in partnership with customers to minimise damage still further.

"Sometimes, for instance, we might suggest to customers that they use a different pallet type, or a different type of strap around the cargo, as it's clear to us that this would reduce the risk of damage to the products. Working together throughout the chain helps us to achieve the best results," says Roger.

### Securing precious project cargo

All products should be undamaged and clean when they arrive – this is a core issue for SCA Logistics.

"We always do our best to achieve that, but in some cases it's absolutely crucial that we succeed. We might be shipping project goods to be assembled for a major project that's tied to a schedule, for instance. If a single item is damaged, it could delay the whole project and cost a huge amount of money to rectify," says Andreas.

"This is one example of when transporting products aboard our RoRo vessels is a great choice. There's no lower risk of damage!"

# Rail travel to the efficient freight transport of the future

Full attention was focused on freight transport by road, rail and sea when SCA Logistics, Sundsvall Logistikpark and the Swedish Transport Administration invited delegates to celebrate the infrastructure investments that are currently laying the foundation for even more efficient freight transport in the region. The day was arranged immediately following to the annual Logistikdag Mitt event in Sundsvall, run by the Mid Sweden Chamber of Commerce.

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


Elegant first-class carriages dating back to the 1960s, on loan from the Swedish Railway Museum in Gävle, set a grand tone for the start of the Logistics days in Sundsvall. Delegates were welcomed on board at Sundsvall Central Station and could look forward to a unique journey on freshly laid and refurbished industrial tracks via Bergsåker, Birsta, Maland and out to Tunadal, where the new intermodal terminal can be found adjacent to the new SCA Logistics container port.

## **New routes save time**

This major project involving SCA, the Swedish Transport Administration and the municipality of Sundsvall, which has finally been linked together, has taken almost 20 years – starting with the very first permit application – to bring to fruition. The new tracks and the relocation of the intermodal

terminal from its former site at the Central Station for Tunadal mean that the Swedish Transport Administration is expecting passing freight services to save substantial amounts of time. Linking the Ådalen Line to the Central Line in Bergsåker will allow rail transport from inland routes to carry on with their journeys directly without having to turn around in Sundsvall as they used to. This is just one example of a streamlining initiative, saving two hours, as well as bringing out environmental benefits and ensuring that fewer trains run through the city.

Billions are being invested in industry in the Sundsvall region, and lots of new homes are being built. The extensive investments in infrastructure on the part of the municipality and the Swedish Transport Administration are being implemented on account of the massive increase in the need for transport resulting from this expansion. The intermodal



The port of  
Tunadal was the  
final destination  
for the unique  
train journey.



**“I’m very proud and pleased to see how these collective initiatives in the Sundsvall area have become a reality.”**

**Roberto Maiorana**  
Director General of the Swedish  
Transport Administration

terminal has been turned into reality by municipal company Sundsvall Logistipark and will welcome its first freight train on 11 December 2023. The new transport hub has enough space to cope with freight trains up to 700 metres in length, representing a major efficiency boost compared to the previous 350-metre limit.

#### **Certified sustainability for logistics park**

Sven Magnusson has worked as the CEO of Sundsvall Logistipark since 2016, and told us during the train journey that the construction work was completed within budget and ahead of schedule, and that the terminal sailed through its final inspection. The facility is also the first logistics park in Sweden – and probably Europe – to hold BREEAM Infrastructure (formerly CEEQUAL) sustainability certification at Excellent level.

“It all turned out so much better than we’d anticipated. We decided to build cheaper, better and faster – and so that’s what we did,” said Magnusson, who expressed a great deal of appreciation for the fact that the enhanced partnership with the Swedish Transport Administration and SCA worked so well, despite a few challenges.

“These initiatives have paved the way for new opportunities, and I think it’s difficult to form a picture of them. There are certainly freight flows in Sweden today where other routes have been sought because the terminal here in Sundsvall has been too small to date,” said Magnusson.

#### **Double capacity for container port**

As soon as the train reached Tunadal and the logistics park, our journey continued by bus on an internal road heading for the new SCA Logistics container port. With a 15-metre depth, a quay 185 metres long and twice the container capacity of 100,000 TEU, SCA has invested for increasing cargo volumes – and bigger vessels.

Magnus Svensson, President SCA Logistics, and Terminal Manager Peter Gyllroth acted as guides for the tour, explaining that the port was built back in the mid-1960s.

“Ships have grown in size over the last 50 years, and so we needed to take the next step. This investment is helping to ensure that we can continue to develop our opportunities and also secure our competitiveness for the next 50 years,” said Magnus.

When we arrived at one of SCA Logistics warehouses at the port, we found a stage had been built for the day between the pulp bales. Roberto Maiorana, Director General of the Swedish Transport Administration, stepped up as the first speaker.

“I’m very proud and pleased to see how these collective initiatives in the Sundsvall area have become a reality



The programme continued with lectures and discussions between the pulp bales at one of SCA Logistics warehouses at the port.

and will now be put into use. This will involve improving conditions for sustainable and efficient freight transport, which is important if Sweden is to continue to function,” he said.

#### **Greater capacity and environmental benefits**

The Swedish Transport Administration’s initiatives were worth a total of SEK 1.75 billion. The Director General regards this as money well spent on measures that increase capacity for freight services as well as freeing up capacity for rail services elsewhere on the network, while also creating environmental benefits.

“The new railway of Sweden is taking shape. We’re continuing to refurbish, modernise and construct our railway with investments all over Sweden to make it smarter, more reliable and more efficient,” said Maiorana.

*Find out more about Logistikdag Mitt and the lectures under the general theme: “The road to roads and other vital infrastructure in central Sweden. Our common roadmap” on the following page.*





Magnus Svensson, President SCA Logistics, spoke to Roberto Maiorana, Director General of the Swedish Transport Administration, before they entered the stage.



Sven Magnusson, CEO of Sundsvall Logistipark, has been committed to his mission since 2016 and could proudly present a successful project.



The new logistics park in Sundsvall is located close to SCA Logistics new container port, with capacity to manage increasing cargo volumes and bigger vessels.

## Sundsvall Logistipark project

The following investments in the freight services infrastructure in Sundsvall were presented under the project name Sundsvall Logistipark during the trip, scheduled for 2014–2024:

- A new railway link in Maland.
- A new passing loop station in Birsta.
- Electrification and upgrading of the Tunadal track to the port.
- Sundsvall Logistipark, intermodal terminal with logistics warehouses and development areas.
- The new SCA Logistics container port in Tunadal.
- Preparation of the railway track to the SCA industrial site in Ortviken.

# Four hot railway issues

## for the Director General of the Swedish Transport Administration

“As you know, we often get blamed for anything that doesn’t work, so it’s particularly important that we all share a day of happiness like this.” These were the words of Roberto Maiorana, Director General of the Swedish Transport Administration, when he took part in the study tour along the new Sundsvall track to the intermodal terminal and SCA Logistics container port that was held at the start of Logistikdag Mitt. New Ways took the opportunity to ask him four hot questions about freight transport by rail.

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

### **1) What does the Swedish Transport Administration think about reinforcing the competitiveness of railways for freight services over the next three to five years?**

To link this to our day, I have to say that what we’re celebrating here is a clear example of just what we can achieve if we pool our resources. We’re in the Sundsvall area at the moment, but this kind of work is in progress in a number of places in Sweden because we have to be able to offer sustainable and efficient freight transport. We believe this is an important element in our efforts to shift transport services from road to rail: this is one of our major objectives. We’re really pleased to be involved in launching a new area here, and we’re involved in a range of initiatives all over Sweden. There’s a great deal of focus on initiatives in northern Sweden at the moment, and we’ve been expanding capacity in Hallsberg, a vital hub for freight services in particular, to name but two examples.

### **2) Many people are frustrated by your new MPK planning tool, which was introduced in 2022, and it costs money in terms of delays and other inconvenience. What action are you taking to ensure proper implementation?**

This is absolutely correct, and of course we’re sorry it’s resulted in lots of extra work for our carriers and transport buyers. We’re aware of the issues and have been holding discussions with the industry for some time. In spring, we

embarked upon what we call a ‘special event’ so that we could really get to grips with the situation. This is actually the result of something good, which is that we’re able to present a new planning system that will give us a lot more capacity. I’m pleased to be able to tell you that this work has led to good results, and right now we’re not facing all the challenges that I know SCA Logistics faced as well.

### **Can you let us know when it’s going to be working?**

The advance notice and planning are significantly better now, and we’re about to start using a new annual timetable in December, like we do every year. We’re expecting by then to have sorted out the situation that we were encountering back in the spring. We’ve learned a lot, and we really weren’t happy to find ourselves in that situation. But it was a big step to take, a paradigm shift, where we went from manual planning with paper and pens – where we definitely weren’t utilising our full capacity – to introducing a planning system, with all the challenges that entails. Those challenges were greater than we could have anticipated, but the system is all sorted now and it now works much better and offers the kind of performance that we want to see. Now we have to go on working in a new way. That will give us a five to ten per cent increase in capacity in our infrastructure, which is really crucial. The new annual timetable in December also means we should reach the point where we can provide advance





“What we’re celebrating here is a clear example of just what we can achieve if we pool our resources. We’re in the Sundsvall area at the moment, but this kind of work is in progress in a number of places in Sweden because we have to be able to offer sustainable and efficient freight transport”, said Maiorana.

notices of 18 weeks for all rail services. This might not be the time needed for freight services, but we should provide enough advance notice.

### 3) The Crossrail services from inland areas to the coast of northern Sweden are absolutely vital to the competitiveness of industries. How are you securing investment funds for maintenance of these services?

To begin with, we’ve never had as much funding as is available to us during this period. The budget to enable us to maintain our facility is bigger than ever. So that’s not the biggest problem. It won’t be enough for the whole big system in Sweden, but we still think we can get a lot done. And we need to get it done while we’re also seeing greater demand for transporting freight and passengers by rail. That’s probably the biggest challenge, to find the times when we can carry out improvement and maintenance while also allowing services to flow. The government has tasked us with looking at how we can improve on this by holding discussions with you carriers and transport buyers so that we can coordinate our plans much more effectively and with more advance notice. When there are plans afoot to interrupt SCA production, for example, it would be good if we could do major work or make improvements to the facility at the same time. This is something we could improve on.

### 4) How should northern Sweden make its voice heard when competing with more densely populated areas?

When it comes to priorities, we’re currently embarking on a new initiative linked to the policy planning that underpins the national transport plan. We have to allow lots of people to have their say and tell us what they need. We’ll then make a recommendation, but when it comes down to it the government is what defines the plan. Continued dialogue is important here, too, but the Central Line and the Crossrail services in the north are included in this initiative. This isn’t something that’s unknown to us, but we also have the thankless task of making sure we have enough the money to get everything done.

## Roberto Maiorana

**Title:** Director General of the Swedish Transport Administration.

**Date of appointment:** 1 March 2022.

**Previous assignments:** senior positions at SAS and the Swedish Transport Administration.

# Maritime opportunities attracted listeners

A lot of people were keen to listen when Magnus Svensson, President SCA Logistics, talked about "Maritime opportunities for the business community in central Sweden". The study visit to the new container port in Sundsvall had resulted in even more interest. "We've now built the infrastructure to cope with future developments," said Magnus.

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





## “We’re currently creating an infrastructure that will allow us to go on reinforcing our competitiveness”.

**Magnus Svensson**  
President SCA Logistics

Magnus Svensson began by painting the scenario in northern Sweden for the audience to ensure that they all understood the importance of exports – primarily by sea, but also by rail – for industries in northern Sweden. Production in the industries in northern Sweden is based primarily on local raw materials such as forests, which reduces the need for imports to a minimum, and the population of just under a million people requires few small consignments of consumer products by road. This means that there are fewer lorries available to take goods back down south.

### **Both rail and sea routes needed**

So the situation is quite different from the south of Sweden, where many lorries bring in goods and are able to offer cheaper transport back to the continent, where they have to return to anyway.

“In terms of finished products, SCA is an export industry where access to global markets is vital. So maritime transport is hugely important in this regard. But SCA also processes a local raw material, and railways play a key role in this regard. So as far as we’re concerned they both have a part to play, not one or the other,” said Magnus.

Transport from the export industry in northern Sweden to southern Scandinavia can use rail all the way, while transportation by sea is the most competitive option for goods travelling farther afield.

### **Highly competitive maritime transport**

The railway and the need to streamline the Central Line, for instance, was a recurring topic during Logistikdag Mitt as it affects so many people and takes so long to deal with.

“We have a number of restrictions in Sweden as far as the railways are concerned – both in terms of the actual infrastructure with its bottlenecks and the fact that we run relatively small trains, which means we’re not all that cost-effective,” said Magnus.

But there are no such restrictions for maritime transport, making it a superb transport solution for lots of customers and purposes.

“It’s really difficult to compete with maritime transport, which has very cheap infrastructure. Essentially, you build a port and can then ship products and passengers to ports all over the world,” said Magnus.

### **Larger ships, lower costs**

Both costs and emissions are being reduced, too, as ships grow in size.

“Doubling the size of a ship reduces costs and emissions by 30 per cent,” said Magnus.

The new SCA Logistics container port in Sundsvall is a clear example of an investment that’s helping to keep future costs down by accommodating the bigger ships of today. Ships have grown significantly in size since the port was built in the 1960s. The depth of the water at the port has been increased from 12 to 15 metres, which is enough for ships of up to 6,500 TEU, but the crane capacity means that ships of up to 3,500 TEU are likely to be accommodated for now. Annual capacity has gone from 50,000 TEU to 100,000 TEU per year. (TEU stands for “Twenty-Foot Equivalent Unit”, a 20-foot container.)

“Industries spend as much as 20 per cent of their costs on logistics on average, regions with high logistics costs won’t have particularly good chances of attracting new businesses, for instance,” said Magnus.

“We’re currently creating an infrastructure that will allow us to go on reinforcing our competitiveness. “We spend a lot of time talking about the attractiveness of creating an infrastructure; but when it comes down to it, building industries in a region like ours becomes very attractive if you can lower delivery costs by 30–40 per cent. And we have access to cheap, green energy here, too,” he said.

## **Maritime opportunities for the business community**

- Maritime transport is particularly competitive for high-volume exports and imports.
- There are fewer restrictions for maritime transport than for other modes of transport when it comes to further developing efficiency.
- Infrastructure is currently being built to go on developing efficiency – i.e. to accommodate the size of vessels – for the next 30 to 50 years.
- Cooperation can be used to combine larger volumes and fill larger vessels, thereby reducing costs and emissions. This will make companies more competitive, thereby increasing the attractiveness of the region for future investments from the export industry.

# Green Cargo

## – managing energy-efficient mode of transport

Green Cargo is Sweden's most experienced railway logistics operator. Every day, 400 freight trains replace around 9,000 lorries travelling between Kiruna in the north and Trelleborg in the south. Working with partners, transport operations extend from Palermo in Italy to Narvik in northern Norway. "We know our product is energy-efficient and that we can do a really good job for many of our customers," said Henrik Dahlin, CEO.

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

Green Cargo is owned by the Swedish Government, and its roots date all the way back to the early days of Swedish rail transport. But CEO Henrik Dahlin is new, taking up the post in September 2023. But he brought with him more than 20 years of experience in the logistics industry when joining the company, and he took to the stage to give a talk at Logistikdag Mitt.

### **Promote the most energy-efficient mode of transport**

Energy efficiency is what Green Cargo highlights as its main competitive factor; and not least, this is reflected in the fact that 97 per cent of transport work uses electric trains, with a very low carbon footprint. Dahlin addressed the audience with an important question related to how best to promote rail transport so that even more transport is shifted from road to rail with a view to reducing emissions still further.

"What political decisions do you think would be needed to create the competitiveness needed by this product, the most energy-efficient mode of transport?"

The answers: the opportunities to run longer, heavier trains, elimination of disruptions and investment in measures to eliminate current bottlenecks.



**"We need to build a more robust network that's less susceptible to disruptions so that we can provide better services to our customers going forward."**

**Henrik Dahlin**  
CEO at Green Cargo

Dahlin agreed with the suggestions and elaborated on the importance of increasing the capacity and accessibility of existing railways in a variety of ways.

"We need to build a more robust network that's less susceptible to disruptions so that we can provide better services to our customers going forward. We're working hard on this. We're doing a lot of work with the Swedish Transport Administration and other stakeholders in the market. We're also joining forces with the Swedish Shippers' Council and transport buyers in respect of positive advocacy, looking at important issues in our infrastructure that need to be improved," said Dahlin.

### **Collaboration in Sundsvall – a role model**

The initial study trip along the new and refurbished freight tracks in Sundsvall to the new intermodal terminal and container port at Tunadalshamnen Port demonstrated streamlining initiatives that were entirely in line with what Green Cargo is aiming to achieve.

"We saw a brilliant example here in Sundsvall yesterday, where a logistics park is being set up to enable intermodal transport in a modern location, free from the constraints of the city centre. So really, we need to adopt a unique approach with the specific site in mind when we consider what action to take," said Dahlin.

Audience members were keen for him to conclude with a look at the future, answering the question of when the first autonomous trains are likely to operate in Sweden.

"We have to start off by rolling out a signalling system that can cope with such things. From a technical standpoint, this is entirely possible in the long term. But I'm not sure whether it's something I'll get to see before I retire," said Dahlin, 52.



# SCA building new wind farm

SCA is increasing its level of self-sufficiency when it comes to electricity for its own operations by taking over Fasikan Vind AB, a wind power project sited on SCA land in the municipality of Bräcke in the county of Jämtland. The company is being sold by Arise AB.

**Text:** SCA.

This takeover is in line with SCA's wind power strategy, which includes leasing land to wind power operators, running its own wind farms and developing projects for its own operations or to sell.

Construction of the wind farm will commence in November 2023, and commissioning of the wind farm is scheduled for early 2026. The wind farm will comprise 15 turbines with a total installed capacity of 105 MW. Together

with current electricity production at SCA, the production of an additional 333 GWh on account of the takeover will make SCA fully self-sufficient when it comes to electricity. The total investment is expected to total SEK 1.7 billion.

SCA is also strengthening its project development ambitions by entering into a separate contract with Arise concerning joint project development of six designated land areas over the next decade.

---

## Twice the honours for SCA Logistics apprentice in Kiel

Maxi Janine Plautz, who's currently training at the SCA Logistics office in Kiel, received an award earlier this year for the best marks among all apprentices in the final exam at the Ships Agency in Kiel and the surrounding area. Now she's received an award at state level in Germany as well.

**Text and photo:** SCA.

"Looking back at the start of my apprenticeship at SCA in 2020 and the circumstances with COVID we faced back then, I really appreciate how everything was done to give the other apprentices and me a good start to our careers," says Maxi.

Vocational programmes in Germany take three years to complete on average and combine work-related theory at vocational college (50%) with practical work at companies (50%). Maxi has studied to become a shipping agent.

"I always felt I was in good hands throughout the entire three years because of the ongoing efforts which ensured that [the programme] is varied, instructive and forms the basis for my future career. The theoretical phases at school were very educational, and it was always fun to put what you learnt into practice afterwards," she says.

Besides Maxi Janine Plautz, SCA Logistics in Kiel has been working with Pierre-Marcel Ehrk, another apprentice, during this period, and he too has completed his training with excellent results.



Maxi Janine Plautz, apprentice with her supervisor Sasha Cords, business controller SCA.



# Military mobility

## – EU initiative offering infrastructure opportunities

The opportunities offered by the strategic location of central Sweden were highlighted from both a civilian and a military standpoint. Lieutenant Colonel Fredrik Gustafsson from the Armed Forces Headquarters in Stockholm commented on the impact on Swedish infrastructure of the new EU directives for military mobility.

**Text:** Jennie Zetterqvist. **Photo:** Håkan Sjödin, Swedish Armed Forces.

But first up on stage was Lotta Rönström, senior advisor from the North Sweden European office, which has been working intensively for a long time to ensure that strategic terminals, ports and airports in northern Sweden are also included in the Trans-European Transport Network (TEN-T) as vital nodes. In 2021, the European Commission presented a new proposal for the TEN-T, which forms a core network throughout the EU and covers the primary transport infrastructure in Europe in respect of all modes of transport: railways, inland waterways, shipping routes and roads.

### **Railway bottlenecks must be eliminated**

Negotiations are in progress regarding the route of the final network and the nodes that are to be included in it. One problem for railways in northern Sweden is that standards do not always fulfil EU requirements, and there are well-known bottlenecks there that need to be eliminated so

as not to restrict rail services all over Sweden. The East Coast Line provides what may be the clearest example of the problem – it passes directly through the city hotel in Hudiksvall.

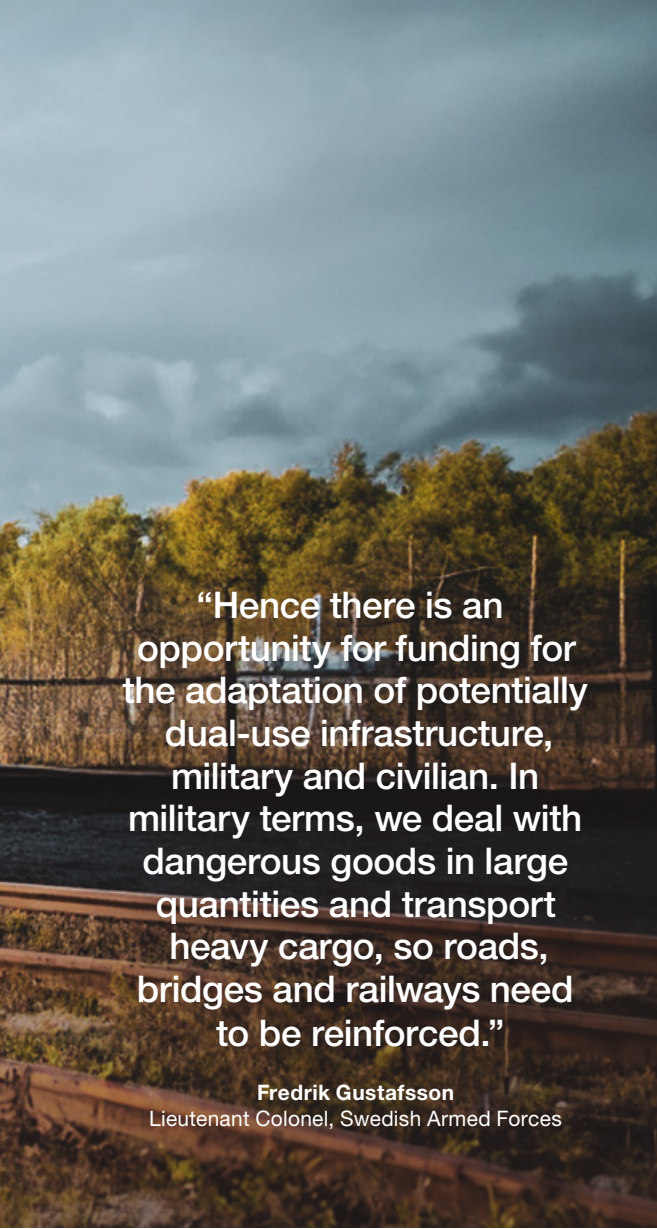
Rönström pointed out that co-funding of 30–50 per cent for infrastructure measures is available from the EU on inclusion in the TEN-T.

“There’s a special pot for military mobility as well now,” she explained.

### **Reinforced infrastructure provides double benefit**

The European Commission is also reviewing the TEN-T in terms of military preparedness, given the sinister global situation since Russia’s war of aggression in Ukraine. The emphasis is on ensuring that the network is made up of infrastructure that can be used for passengers, freight and military operations as required.





**“Hence there is an opportunity for funding for the adaptation of potentially dual-use infrastructure, military and civilian. In military terms, we deal with dangerous goods in large quantities and transport heavy cargo, so roads, bridges and railways need to be reinforced.”**

**Fredrik Gustafsson**  
Lieutenant Colonel, Swedish Armed Forces

An action plan regarding military mobility has been devised in order to improve the crisis management capabilities of Europe's defence forces and create an infrastructure that's more interconnected and protected.

Lecturer and Lieutenant Colonel Fredrik Gustafsson, who works in logistics at the Armed Forces Headquarters, outlined the plan. One of its four elements is particularly interesting to operators working with civilian freight as well: investment in dual-use transport infrastructure throughout the Trans-European Network.

“Hence there is an opportunity for funding for the adaptation of potentially dual-use infrastructure, military and civilian. In military terms, we deal with dangerous goods in large quantities and transport heavy cargo, so roads, bridges and railways need to be reinforced,” he said.

A robust infrastructure may be important for a number of reasons now that Sweden has applied for NATO membership.

“Sweden is likely to be seen as a basing and transit zone by NATO, which will place demands on civilian transport infrastructure with handling capacity,” emphasised Gustafsson.

The current military mobility plan covers the 2022–2026 period, and the Connecting Europe Facility (CEF) manages the disbursement of funds awarded as grants. The Swedish Transport Administration has coordinated the eleven Swedish applications submitted, totalling EUR 245.5 million, and is awaiting a decision.



Fredrik Gustafsson, Lieutenant Colonel, Swedish Armed Forces.

### **Alternative routes to funding**

Alternative funding was also a key point in the message from Henric Fuchs, Senior Infrastructure Advisor for the Bothnian Corridor, which is working to reinforce transport infrastructure and improve connections between northern Sweden and the rest of Europe. He highlighted the coordinated investments by SCA, the Swedish Transport Administration and the municipality of Sundsvall as a good example of the positive impact when a number of parties work together to create a strategic node.

“Sundsvall has now become a strategic multimodal freight transport node, but the actual backbone to and from Sundsvall is what we need now,” he said.

The latest estimate indicates that the business community is investing SEK 1,070 billion in industrial initiatives in northern Sweden, and this figure is constantly rising. According to the Bothnian Corridor, targeted investments in infrastructure in northern Sweden, particularly railways, should be reflected in Government decisions as well. And Fuchs said that alternative funding and techniques should be explored when such decisions are slow in coming.

“One way is to actually make sure we get more back from the EU. We've been net contributors for a long time; perhaps mainly in respect of infrastructure, where we've paid in more than we've got back.

One way for Sweden to be of greater relevance for EU funding is to emphasise more clearly the enormous assets being exported from the northern parts of Sweden.

“92 per cent of all the EU's iron ore is produced in Norrbotten in Sweden. And the forest industry here is vital for Sweden, Europe and – to an extent – the world in general,” said Fuchs.

# On the road to a fossil-free future

“Brilliant! All of a sudden, my life now has purpose.” This was the start of the speech by Niclas Johnson, Director Vehicle Sales for Volvo Trucks Sweden, when describing Volvo’s goal-oriented journey to sustainable, fossil-free transport. Joined by Kristina Holmgren from the Swedish Energy Agency, he painted a picture of the sustainable transport and fuels of the future – transport and fuels which are actually already here.

**Text:** Jennie Zetterqvist. **Photo:** Volvo Trucks, Håkan Sjödin.

Like most other delegates at Logistikdag Mitt, Niclas Johnson of Volvo Trucks Sweden has always felt it’s important to work with transport. But the ongoing shift at Volvo from fossil-fuelled lorries to manufacturing and selling fossil-free vehicles only has brought an additional dimension to his mission.

“Being able to make a difference so that my children and – I hope – my grandchildren have a good world to live in feels really great, really meaningful,” he said.

## **Only fossil-free Volvo transport by 2050**

Ever since the company began, Volvo’s core values have focused on quality and safety. The oil crisis in the 1970s triggered concern for the environment as well.

“This has since evolved into a complete sustainability strategy that forms an integral part of everything we do, the decisions we make and how we behave,” said Johnson.

The objective now is for all transport using Volvo lorries to be fossil-free by 2050. It takes about a decade to renew a lorry fleet, and so all sales have to be fossil-free by 2040.

“We sell lorries in 140 markets, so it’s a pretty hard target to achieve. But we reckon 70 per cent of our sales will be fossil-free by 2030. We have to make the transition rapidly, and we’re confident it can be done. This is something we’ve seen in the past,” said Johnson, presenting a comparison between New York in 1900, when the streets were filled with horses and carriages, and 1915, when the queues were all made up of cars.





## The action programme

The full report can be viewed and downloaded at [energimyndigheten.se](http://energimyndigheten.se) under *Handlingsprogram för laddinfrastruktur och tankinfrastruktur för våtgas* (Action programme for charging infrastructure and hydrogen fuelling infrastructure, in Swedish).



Volvo Trucks has taken on its share of the responsibility by joining forces with OKQ8 and Skellefteå Kraft to build a network of charging stations for fossil-free heavy goods vehicles.

### Three routes to the goal

To achieve this goal, Volvo is working on three types of lorries: powered by electricity, biofuel and hydrogen.

“The different technologies are useful for different purposes. ”We don’t know which solution will turn out to be the biggest, and that’s also why we’re focusing on developing multiple technologies and not just one,” said Johnson.

One important question that was asked on a number of occasions during Logistikdag Mitt looked at who would ensure there were enough charging stations ready to accommodate a growing fleet of fossil-free heavy goods vehicles, i.e. investments that have to take place quite a long time before revenues become profitable. Volvo Trucks has taken on its share of the responsibility by joining forces with OKQ8 and Skellefteå Kraft to build such a network.

“It goes without saying that we won’t sell any lorries if there are no charging stations for them, even if companies mainly charge their vehicles at their own depots in order to cut costs,” said Johnson.

### Coordinating charging infrastructure

Kristina Holmgren from the Swedish Energy Agency then took over by presenting the charging infrastructure action programme for which she is the lead investigator. The Government commissioned the Swedish Energy Agency and the Swedish Transport Administration to analyse the current situation so that an action programme could be devised for rapid, coordinated and socio-economically efficient expansion of charging infrastructure and hydrogen refuelling infrastructure.

“We’ve identified a large number of measures that will accelerate the roll-out and created an action programme comprising 55 measures in eleven areas,” said Holmgren.

These measures have been combined to form a proposal for a national action programme in which it is proposed that the Swedish Energy Agency should take on responsibility for coordinating charging infrastructure in Sweden with a view to speeding up the transition to fossil-free operation in the transport sector.

“We haven’t been formally tasked with the assignment as yet, but SEK 8 million has been earmarked for it,” said Holmgren.



**“We have to make the transition rapidly, and we’re confident it can be done.”**

**Niclas Johnson**  
Director Vehicle Sales, Volvo Trucks



**“We’ve identified a large number of measures that will accelerate the roll-out.”**

**Kristina Holmgren**  
Swedish Energy Agency

# Fredrik thrives on the growth in Umeå

Fredrik Undin, Operations Manager at the SCA Logistics terminal in Umeå, likes to focus on efficiency, quality and safety. “We’re in the middle of a period where volumes are increasing sharply, and it’s really important to focus on these issues. But we’ve been preparing for years, so we’re ready,” he says.

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

SCA's RoRo vessels call regularly at the terminal in Umeå, as do many other ships. The terminal handles lots of different types of freight. Besides forest products such as kraftliner and sawn timber products, these goods include sheet metal for the automotive industry, products for the mining industry and palletised goods for various manufacturing companies, for instance. The terminal also handles a range of project cargo, including wind turbines and other products linked to the green industry boom in northern Sweden.

## **Major increase in volumes**

Freight volumes at the terminal have been growing steadily for many years and are now in the middle of a major escalation. SCA has made a huge investment at the paper mill in Obbola, building the world's largest kraftliner machine. This means that the freight volume will increase by 400,000 tonnes a year. This increase includes rolls of kraftliner to be transported to customers, as well as recycled fibre transported to Obbola for use as raw material in the manufacture of liner.

“We’ve been preparing for a few years. These efforts have included preparing more land and increasing access to storage facilities. This means we’ve increased the capacity for products that can be stored outdoors and products that need to be stored dry, under some sort of roofing,” says Fredrik.

## **Greater flexibility**

Growing volumes bring benefits to all customers, and to the region as a whole.

“Large-scale solutions are always an advantage when it comes to logistics. Larger volumes mean we can use bigger vessels, which makes our customers more competitive and benefits the environment as well. That said, our increased access to storage facilities will make us more flexible and may enhance our service to customers still further.”

One important change is that the terminal is now open 24 hours a day, seven days a week.

“Up to now the Obbola paper mill has benefited from this for the most part, but in the long run it’ll provide more opportunities for our other customers as well,” says Fredrik.

## **Growing with quality**

As Operations Manager, Fredrik is one of the people who makes sure that volume growth doesn't take place at the expense of quality. Quality levels have to remain every bit as high when it comes to meeting delivery deadlines and ensuring that cargo arrives clean and undamaged.

“Safety is another important part of my job, and we perform risk assessments for all incoming items, for instance,” says Fredrik.





“We’ve increased the capacity  
for products that can be stored  
outdoors and products that  
need to be stored dry, under  
some sort of roofing.”

Fredrik Undin  
Operations Manager Umeå



I've always enjoyed doing things in new ways, trying to challenge and improve.

Fredrik Undin  
Operations Manager Umeå

He began working as the Operations Manager two years ago, and the opportunity to influence and improve things was what attracted him to the position.

"I enjoy the challenge of working to ensure that we're always becoming more efficient, while also achieving even lower levels of damage to freight and greater staff wellbeing. I've always enjoyed doing things in new ways, trying to challenge and improve," he says.

### Wellbeing and efficiency

The move to 24-hour opening means there's been a great deal of focus on scheduling.

"Of course, this is a major change for our staff, and it's important to come up with a sustainable schedule so that our staff are comfortable and can cope with their work in the long run. Everything is interlinked. If we're feeling okay, we can do a good job."

Another important issue involves developing the way in which we work – again, focusing on increasing efficiency, quality and commitment.

"Our aim is to achieve a more even pace of work, with less stress. That will allow us to get at least as much done, while also improving quality and feeling better in ourselves."

Fredrik has worked in the logistics industry for his whole professional life. It all began with a summer job as a temporary port worker; and since then he's tried his hand at everything, from operating forklifts on a shift basis to working in business development and as a trainer.

"I'm really benefiting from those experiences now. It's handy to be very familiar with the entire work chain from start to finish when you work on development issues," he says.

### Gubbhockey in his free time

Fredrik enjoys spending his time off on the ice.

"I play 'gubbhockey' – amateur ice hockey for older men – a couple of times a week, and I adore it! I absolutely love chasing the puck, and it's a pretty good workout as well. We play with full equipment and people do go in for the occasional tackle, but all in all we're fairly considerate when we're on the ice."

He also likes spending his time playing golf, driving around on his snowmobile and watching floorball.

"I used to compete in Alpine skiing, too, so I really love spending time on skis, although I don't really get much chance to pursue that nowadays. But I do like getting away and out into the mountains every now and again."

## Fredrik Undin

**Title:** Operations Manager at the SCA Logistics terminal in Umeå.

**Previous posts:** Port worker, forklift operator, business developer, trainer, etc.

**Family:** Wife, two children, one stepchild.

**Lives:** In a house in Holmsund, not far from the terminal.

**Interests:** Ice hockey, golf, floorball, driving his snowmobile, tinkering with engines.



# Behaviour matters to reach zero accidents

SCA arranged its annual Health and Safety Week in November. Working at height and cardiopulmonary resuscitation (CPR) were just a couple of the items on the agenda. “But the most important thing is to make sure we work on our own behaviour. Our aim to ensure there are no accidents at SCA,” says Magnus Svensson, President SCA Logistics.

**Text:** Kerstin Olofsson. **Photo:** SCA.

SCA always focuses on health and safety, but the issue is highlighted still further for one week every year. This year’s theme for the week was “My behaviour matters! Dare to take action.”

“We’ve been working intensively on safety issues for many years, both eliminating risks and altering our behaviour. This has yielded clear results,” says Magnus.

There have been ten lost-time accidents at SCA Logistics in the last three years. Nine of these were incidents involving slips or trips. The long-term trend shows that accidents are becoming less serious, and that there are fewer of them. But the goal for the safety programme, which SCA has termed ZERO, has not been achieved as yet.

“Our goal is for everyone to come home from work healthy and unharmed,” says Magnus.

## **Ready to take the next step**

“To take things one step further, we now need to be more vigilant even in situations that we consider to be without risk. Holding onto the handrail even when just walking up or down a couple of steps, for example, or staying off the phone while walking around. It’s simple to believe that trips are unavoidable, but in fact it is possible to reduce them radically. We can change our behaviour if we work methodically and persevere,” says Magnus.

Acting as role models for one another and constantly reminding one another to behave safely are vital elements when it comes to changing behaviour.

“It’s nothing to do with being told what to do, it’s about looking out for one another,” explains Magnus.

## **Keeping things neat and tidy**

The Health and Safety Week also included CPR training, discussions on alcohol and drugs, safety walks and discussions on workplace culture. Staff also got to play health and safety bingo.

“This week provides us with inspiration and gives us the impetus to go on working with these issues all year long,” says Magnus, who reckons that efforts to enhance safety are closely interlinked with improved quality and increased production.

“It helps to bring about a mindset of keeping things neat and tidy, which helps us to maintain our outstanding reliability.”



# Frequency and reliability

## vital to Holmen Iggesund

Holmen Iggesund supplies high-quality cardboard to customers all over the world for use in packaging. The products are transported from the factory in Iggesund by SCA Logistics RoRo vessels to Kiel, where the main Holmen Iggesund warehouse is located. "Logistics is the backbone of most manufacturing companies. "Effective logistics provide a competitive advantage," says Anders Lindberg, Head of Logistics at Holmen Iggesund.

**Text:** Håkan Norberg. **Photo:** Holmen Iggesund, Rolf Andersson.





Iggesund Mill is one of the world's most advanced pulp and cardboard mills. The mill has been part of the Holmen forestry group since 1988: its activities include forestry, energy, timber products, paper – and cardboard produced at the Holmen Iggesund Mill.

The factory is sited on classic industrial land. An ironworks was established on the site as early as 1685. Production of cardboard began in the 1960s, when the first machine was commissioned, and nowadays Holmen Iggesund produces tonnes of cardboard made from softwood and hardwood pulpwood.

"We manufacture premium paperboard used for packaging for products such as cosmetics, electronics, food and medicines. Lots of packaging made from our paperboard can be found in duty-free shops, for instance," says Lindberg.

Paperboard is stable, can be laminated and coated with different materials and is ideal for printing.

"Just to let you know, the cover of this magazine is made from our Invercote product," says Lindberg.

### From Iggesund to the world

Most of the factory's production is exported. Most of its customers are in Germany, Italy and France, and the company supplies its products worldwide. The cardboard is supplied on rolls from the factory in Iggesund, from 500 kg to several tonnes, or as sheets on pallets – all depending on each customer's unique specifications.

"We have a port of our own near the factory in Iggesund, and SCA operates services from there with its RoRo vessels twice a week. The paperboard is then shipped from there to Kiel, where our main warehouse is situated."

Holmen Iggesund has been transporting its products to Kiel aboard SCA Logistics RoRo vessels since 2016. The

SCA Logistics terminal is home to the company's main warehouse in Kiel, and the companies jointly procure road transport from Kiel to all of Europe.

### Outstanding service to customers

"Frequency is important for us, making sure that transports depart from the factory on schedule twice a week. And there's reliability as well, of course. There are very seldom any problems. This allows us to provide our customers with outstanding service," says Lindberg.

He also highlights the cartridge system deployed aboard the RoRo vessels.

"Every roll or pallet only needs to be handled once before it reaches Kiel, when we put it on the cartridge at the factory, and this reduces the risk of damaging the products."

Lindberg has worked with logistics in the forest industry, both internally and externally, since graduating from university in 2010. He's worked at Holmen Iggesund since 2015.

"There's always something new happening in logistics, there are always things that affect what you're doing. I enjoy coming up with solutions, so this is a good field to work in."



**"Frequency is important for us, making sure that transports depart from the factory on schedule twice a week."**

**Anders Lindberg**

Head of Logistics at Holmen Iggesund



Holmen Iggesund is one of the world's most advanced pulp and cardboard mills.



# Where northern Sweden meets the world

SCA Logistics is able to bring northern Sweden and Finland to the world, and vice versa, via the terminal at the Port of Kiel. Holmen Iggesund has been a partner to the company since it was founded in 2016 – and the development is ongoing.

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

The terminal in Kiel links northern Sweden and Finland to Europe, and ultimately the world. The SCA Logistics terminal was built to handle all types of vessels and cargo and is an outstanding gateway for all modes of transport on the European continent. This is where you'll find the main Holmen Iggesund warehouse.

"We've been working with Holmen Iggesund for a long time. "We established our terminal in Kiel

together in 2016, basing our efforts on what both parties needed," says Jörn Grage, Managing Director at SCA Logistics GmbH.

The terminal has a total of around 53,000 square metres of storage space. Holmen Iggesund uses almost half of this space, plus space where cargoes from RoRo vessels can be temporarily stored under cover, away from the elements.



SCA Logistics' terminal in Kiel links northern Sweden and Finland to Europe, and ultimately the world.





Holmen Iggesund has its main warehouse at SCA Logistics' terminal in Kiel.

### From Portugal to Kazakhstan

The cardboard from Holmen Iggesund can be transported on from the Port of Kiel by road or rail, or intermodal within Europe.

"We handle freight all over the continent, from Portugal to Kazakhstan," says Jörn.

Products destined for customers on other continents are transshipped into containers destined for container ships from Europe's major seaports.

Jörn talks about an industry that's been affected enormously in recent years – by the pandemic, the economic situation and the war in Ukraine. The latter has resulted in both lorries and drivers leaving the market and heading for military service in Ukraine.

"We still have high levels of availability for lorries, but this has made us aware that conditions can change quickly, and that we need to be prepared to cope with things like this."

SCA Logistics is reviewing its options for increasing rail transport within Europe, and for making greater use of intermodal services, which involves using a number of modes of transport for one and the same cargo.

"If we can put the equivalent of twenty lorryloads on a train from Kiel to Verona, we only need one train driver instead of twenty lorry drivers. So we have alternatives if we end up with a shortage of lorries," says Jörn.

### All kinds of opportunities going forward

He's looking to the future with confidence, with greater SCA volumes thanks to the new paper machine in Obbola and

the pulp mill in Ortviken. And there are major opportunities to assist with transport heading northwards thanks to the new industrial initiatives in the battery and steel industries in northern Sweden.

"We're preparing, together with the port. For instance, the Port of Kiel has just expanded its floor area by 60,000 square metres, which will allow us to expand our storage space when we need to – for both SCA and other customers.

An old warehouse is currently being renovated and will make additional space available to Holmen Iggesund as of 1 January.

"There are all kinds of opportunities here, for all kinds of customers who need to transport products to and from Sundsvall, Umeå and Finland," says Jörn.



**"We handle freight all over the European continent," says Jörn.**

**Jörn Grage**  
Managing Director at  
SCA Logistics GmbH

# SCA sponsors Timrå IK

## – and more than 100 other clubs as well

SCA sponsors more than 100 clubs in the part of northern Sweden where it operates. This is one way of helping to implement meaningful leisure activities for children and young people and enrich the lives of people who live in the region. Ice hockey club Timrå IK is one of the organisations that SCA sponsors, and their arena is now known as the SCA Arena. “We want to support Timrå IK’s social sustainability work, and that’s why we sponsor them,” says Ulf Larsson, CEO of SCA.

**Text:** Kerstin Olofsson. **Photo:** Olle Melkerhed.

Sustainability and a long-term approach permeate everything SCA does; from forestry to the company’s choice of partners and sponsorships.

“We want to use our sponsorships to promote sustainable social development in the regions in which we operate. Working in partnership with various clubs allows us to play our part in vibrant local communities, where people enjoy spending time doing activities that they find rewarding,” says Ulf.

“For the most part, we sponsor activities for children and young people, but top-level activities are valuable, too,” he continues. “Top-level teams make the region really attractive. Many of our staff and lots of other people living here love being able to go out and watch high-level games. The top teams also create role models for our young people and give them dreams and aspirations, which encourages more people to exercise and discover the sheer pleasure of movement.”

Culture is an important part of SCA’s sponsorship initiatives, too, and SCA supports theatre associations and heritage societies, for instance.

### **From skating school to the top flight**

SCA has been working with Timrå IK and other sports clubs for a long time.

“This club has some fantastic values. They have a very active range of things for children and young people to do, and they work with social sustainability via Teamsters,” says Ulf.

SCA sponsors all activities at Timrå IK. Besides Teamsters, it covers everything from the skating schools where the tinies learn to skate to the top-level team that plays in the SHL ice hockey league.

The club’s arena where they play their home games has been named the SCA Arena as part of SCA’s agreement with Timrå IK. Visitors to the arena are greeted by an entrance zone that’s been brought right up to date with inspiration taken from our forests. The walls and pillars in the entrance zone have been clad in panelling made of pine taken from SCA forests, and new signage has been put up.

### **Important role models**

The slogan of Timrå IK is “More than just an ice hockey club”.

“We focus just as much on activities off the rink as on it. Teamsters is a vital part of that and involves inclusion and social sustainability. “We act as role models for children and young people, and we want to pave the way for them to adopt the right values and enjoy physical activities as well,” says Jennie Hjorth, Operations Manager for Teamsters.

Teamsters operates on a variety of levels, which includes partnerships with schools, raising awareness of alcohol and drug abuse and organising safety walks in partnership with the local authority. They also lend out skating equipment for free to anybody who’d like to join the skating school so that as many people as possible can take part.

“We also work in partnership the play therapy scheme at Sundsvall Hospital,” says Hjorth.

### **Café that welcomes everyone**

Another important piece of the puzzle is the café, a place that children and young people can head for in the afternoons and evenings for help with homework, hanging out with friends, playing games and relaxing.

“It’s open to everybody, you don’t have to play ice hockey or be a member. We’ve created a brilliant place to hang out, and there are always adults on hand for anyone who needs to talk,” says Hjorth.

“It’s a safe place to spend time, which is important for many young people,” she continues, “and it also provides us with an excellent platform where we can work with values and how we behave towards one another.”

### **Proud partner**

SCA is choosing to extend its commitment to the club because of Timrå IK’s strong commitment to the community and emphasis on social sustainability.

“They really are a partner we’re proud to work with. They make such a difference for loads of children and young people,” concludes Ulf.





**Save the  
Children**

## SCA sponsors holiday concept for Save the Children Sweden

SCA will be sponsoring the Save the Children Sweden Summer Vibe activity in Bredsand, Sundsvall for the next three years. Vibe is a holiday concept that aims to create meaningful leisure activities and give local children access to meaningful leisure activities.

Having SCA as the primary sponsor will enable more sustainable and long-term efforts to be implemented and allow children to try out activities such as sports, drawing cartoons and dance. It's hoped that this project will help to increase safety on a local level and bring about more inclusive community and a more sustainable social climate.

Working in partnership with various clubs allows us to play our part in vibrant local communities, says Ulf Larsson, CEO of SCA.





# RoRo rolling freight

We can transport your mobile machinery, including cranes, wheel loaders, trailers and excavators, to and from Sweden aboard our RoRo vessels. We're happy to transport all machinery up to 4.7 metres high. Vehicles and motorhomes are welcome, too.

Transporting mobile vehicles aboard RoRo vessels is a cost-effective and eco-friendly alternative to road transport.

[www.scalogistics.se](http://www.scalogistics.se)



See our shipping solutions for hauliers and contracting companies.

