



New Ways

Nº 2 2024



New container port ready for growing volumes

Long-awaited inauguration of new logistics hub

Increased RoRo capacity for northbound cargo

The importance of maritime transport to global logistics

Summer has arrived!

The ramping-up of SCA's investment in Kraftliner in Obbola and pulp in Ortviken continues and we are gradually seeing increasing volumes to be handled by our organisation. This is most gratifying. Meanwhile, the new and improved infrastructure in Sundsvall is finally operational, as described in the article "Sundsvall's new logistics hub" on page 6 in New Ways. This means that we can now continue the work of developing the business.

We have also started reviewing our existing logistics arrangement for RoRo traffic. Most contracts with ports and business partners either expire or are open for renegotiation after 30 September 2026. We are currently in dialogue with all of our partners to decide whether we will continue as we are or if the time is right to make adjustments. The plan is to put in place a structure for the next 5-year period, which will take us to 2031. The fact that we are looking at this somewhat ahead of time gives us time to not only examine our options but also to make any necessary investments or additions to the system.

Our three RoRo vessels will also be in dry dock this year for a so-called special survey and significant maintenance and refurbishment. The vessels visit dry dock twice during each 5-year period. As the vessels have been in service around the clock since 1996 the need is greater, hence they will spend a little longer in dry dock and require more repairs. Our ambition is that, with maintenance in dry dock and while in operation, the vessels will remain in service until the early 2030s, after which we will see what solution we come up with! But that is something we will look at over the coming years. First, we must plan for the period until 2031.

Looking at external factors, we have experienced a number of turbulent years, with a pandemic, war, an economic downturn and so on. Although several challenges remain, we are cautiously optimistic that the economy will improve and we will see growth once again. Let us take advantage of this and continue to develop new business and other arrangements.

Looking out of the window, I see that summer is with us once again. After another eventful year of great efforts by so many, we are approaching the holiday period when we can take some time off to recharge our batteries ready for the autumn. I would like to take this opportunity to thank all of our customers and partners for a splendid collaboration, as well as our employees for their efforts over the course of the year, and to wish you all a very Happy summer!

Magnus Svensson
President SCA Sourcing & Logistics



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RoRo vessels shipshape after refit

During the year, SCA's three RoRo vessels will be in dry dock for refits. A visit to the shipyard demands meticulous preparation in order to ensure that every hour in dock is optimally utilised. First in line was M/V SCA Obbola. While she was in dry dock, a workforce of 85 people carried out a wide range of tasks. Among other things, the vessel was fitted with a new steering gear control system and bow thruster, while the stern ramp was refurbished.

Text: Kerstin Olofsson. Photo: SCA.

Ellenor Nordborg
Head of Forwarding,
SCA Logistics.



“We create the conditions for carrying out all of the work as quickly and smoothly as possible.”

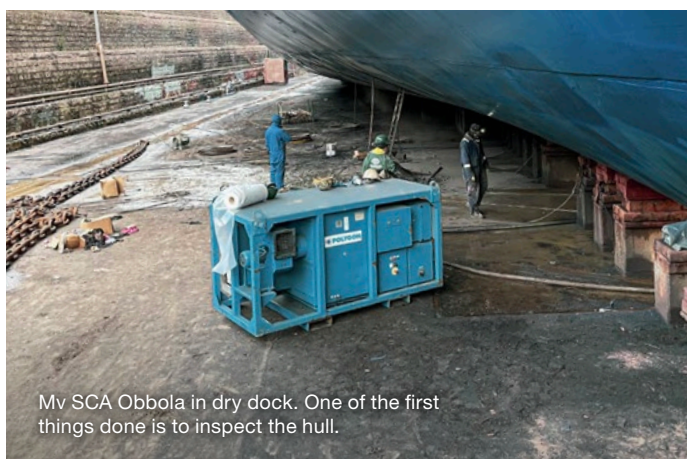
Ellenor Nordborg
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Jonas Eriksson, Senior Technical Intendent at AdMare ShipManagement, shows SCA Logistics vessel operator Sofie Voss the new hinges on the stern ramp.



The new cam shaft just installed at mv SCA Obbola.



Mv SCA Obbola in dry dock. One of the first things done is to inspect the hull.

A visit to the shipyard requires meticulous planning, with work commencing up to a year in advance. The crew registers any work that needs doing on an ongoing basis as well as performing regular inspections and maintenance.

“Based on the list of measures, we create the conditions for carrying out all of the work as quickly and smoothly as possible. This includes making sure that all of the correct spare parts and necessary skills are available when the vessel docks at the shipyard,” says Ellenor Nordborg, Head of Forwarding at SCA Logistics.

M/V SCA Obbola docked at the Oresund Dry Docks in Landskrona as planned on 1 April. Some 85 workers were involved in the refit, including 10 welders and mechanics, 10 painters and 20 electricians. The crew, employees of AdMare Ship Management and project managers from Oresund Dry Docks also worked on the project.

“It’s a hive of activity, but everyone has their predetermined tasks,” says Ellenor.

2,700 functions in the steering gear control system alone

One of the largest endeavours was the replacement of the entire steering gear control system, a measure that will be repeated on the company’s two other RoRo vessels. This is a complex job that requires a great deal of work.

“The steering gear control system sends signals to the propellers, engines and other steering components. It has 2,700 functions, so there is a myriad of cables to be

replaced. Once everything is installed, thorough checks are required to ensure that every button is connected to the right sensor,” says Ellenor.

Another major task was the refurbishment of the stern ramp. Two tonnes of steel were replaced, as were all of the hinges.

“We also carried out many other measures, including replacing the damaged camshaft on the port main engine. We also cleaned up the ballast tanks by welding, blasting and painting them internally,” says Ellenor.

Not every problem can be foreseen

No matter how meticulous one’s planning and preparation, it is impossible to foresee every job that needs to be done. While in dry dock, a large crack was discovered at one end of the M/V SCA Obbola’s rudder stock.

“It’s quite simply impossible to see this type of fault before the vessel is in dry dock and the rudder is dismantled. We had planned for a 17-day visit to the shipyard, but were forced to stay almost an additional week,” says Ellenor.

Thankfully the delay was minimised, as SCA had the spare part in stock. This was sent for lathing along with the rudder and steering gear to ensure that all of the parts fit together.

“While this was quicker than repairing the crack in the original rudder stock, the additional days in dry dock still created a number of logistical challenges. We were forced to reschedule the transportation of cargoes that were booked on the vessel based on the original plan,” says Ellenor.



The hull was touched up in the areas where there was damage. A smooth hull is crucial to reducing water resistance, thus making the vessel more energy efficient.

“We often hear comments about our RoRo vessels being in such good condition.”

Ellenor Nordborg
Head of Forwarding,
SCA Logistics

In good condition

Later in the spring it was time for sister ship M/V SCA Östrand to visit Oresund Dry Docks, while M/V Ortvisken will undergo a refit at the Remontowa Shipyard in Gdansk in September. On leaving the dry dock, the vessel has been refurbished both mechanically and externally.

“Yes, it’s clearly visible, even if the vessel was in good condition before the refit. We often hear comments about our RoRo vessels being in such good condition despite their age. They were launched in 1996 but we have been very thorough when it comes to maintenance. The fact that the waters our vessels sail have lower salinity helps us to keep them in good condition,” says Ellenor.

Additional breakbulk cargo departures

SCA Logistics takes a number of measures to ensure that refits do not unduly affect cargo capacity.

“Among other things, we schedule additional breakbulk departures to ensure that we can deliver our customers products to Kiel and Rotterdam for forwarding to the end customer on time. We also maximise departures before and after refits,” explains Ellenor, who concludes:

“Now we only have one refit left before all of our RoRo vessels are shipshape.”



Long-awaited inauguration of Sundsvall's new logistics hub

"I hereby declare Sundsvall's new logistics hub open!" The ribbon was cut on 23 May, inaugurating the new combi terminal and SCA's container port after a process that took almost 20 years to complete. Some 200 guests celebrated the investment, which paves the way for more efficient and sustainable transport.

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



Guests debarking the E/S Movitz at the Port of Tunadal.

While many would have preferred a shorter wait for Sundsvall's new logistics hub, at least one could not have picked a finer day for its inauguration. The sun shone over Sundsvall as project managers, leading politicians, representatives of the business community and many other guests climbed aboard the electric ferry E/S Movitz for the trip to SCA Logistics' new container port in the Port of Tunadal.

The journey over the Sundsvall Fjord concluded with a panoramic view of the new logistics hub. The tour guide was Magnus Svensson, President SCA Sourcing & Logistics, who also guided guests through the almost two-decade-long process that started back in 2005. The wait to break ground on the project proved long, largely due to the drawn-out process of obtaining environmental permits.

"The project has been characterised by changes, setbacks and successes and it seems slightly unreal that, today, the entire Sundsvall puzzle has fallen into place. It reminds me of the feeling one has on graduation," he says,

A sustainable hub with great potential

The combi terminal with two 350-metre train tracks that was previously crammed in close to the city centre has

now been replaced with a meticulously planned solution with four train tracks each 750 metres in length. The new location provides access to shipping, road and rail. There are also 120,000 square metres ready for the establishment of other businesses.

SCA Logistics' new container port, which is next door to the logistics park, is equipped to accommodate the largest vessels operating in the Baltic Sea,

Sven Magnusson is CEO of Sundsvall Logistics Park and he had the honour of making the opening speech at the inauguration.

"We are very satisfied with this work. The collaboration we have enjoyed with SCA, Peab, the Swedish Transport Administration and Sundsvall Municipality, combined with cross-party support from politicians, has created the conditions to make rapid progress," Magnusson says.

“I certainly had no idea that the green transition would take place in this way but what is happening now in the northern parts of Sweden is astonishing.”

Jesper Göransson
President and CEO Peab AB

Because, if preparations took their time, the speed of construction exceeded all expectations. The organisation with all cargo handling was able to move into the logistics park ahead of schedule in 2023. Work on the container port was completed on schedule this year. At the same time, a strong environmental profile is the guiding principle of the project and Sundsvall Logistics Park is the first in Europe to be certified as sustainable according to BREEAM Infrastructure (formerly CEEQUAL) standard for infrastructure and civil engineering projects.

A vital part of the green transition

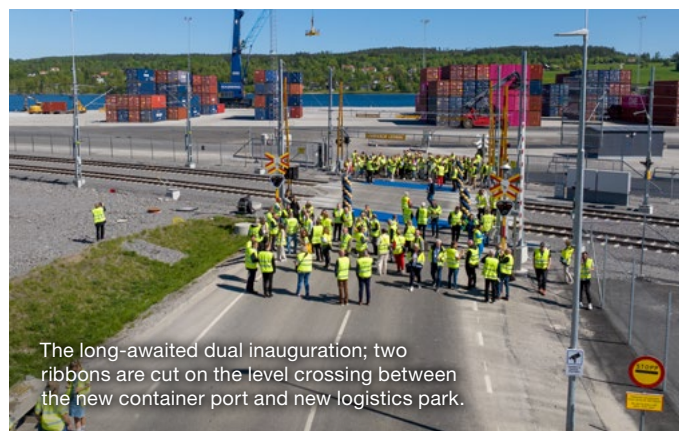
Peab was the main contractor for both construction projects and Jesper Göransson, President and CEO Peab AB, underlines just how much the green transition in northern Sweden has affected development over the extended period since the project was envisioned. Large-capacity, sustainable logistics hubs are more important than ever.

“I certainly had no idea that the green transition would take place in this way but what is happening now in the northern parts of Sweden is astonishing. I am very proud that we actually have this basic industry in northern Sweden with stakeholders that take responsibility for transitioning,” he said at the inauguration ceremony.

Having waited for a train to roll in, the guests gathered around the level crossing between the logistics park and SCA Logistics' port terminal. Two ribbons were cut during the ceremony to celebrate the dual inauguration. County Governor Carin Jämtin and the Chair of the Municipal Executive Committee in Sundsvall, Social Democrat Niklas Säwén, shared the honours. There was widespread agreement with Jesper Göransson summary from the stage: “This is a wonderful day for climate-optimised logistics.”



Leading politicians, representatives of the business community and many other guests visited the inauguration.



The long-awaited dual inauguration; two ribbons are cut on the level crossing between the new container port and new logistics park.

Timeline for Sundsvall's new logistics hub

2006

Detailed development plan case opened.

2009

Implementation agreement signed between SCA, Sundsvall Municipality, the County Administrative Board and the Swedish Transport Administration.

2014

SCA builds a spur track to the Tunadal Sawmill to transport timber by rail.

2008

The company Sundsvall Logistikpark AB is established for the project. Detailed development plan established.

2013

The Municipal Assembly in Sundsvall adopts an implementation decision on Sundsvall Logistics Park. A letter of intent is drawn up between Sundsvall Logistics Park, SCA and the Port of Sundsvall.

2016

Development agreement/ implementation agreement drawn up.



SCA's President and CEO Ulf Larsson.



Sven Magnusson, CEO of Sundsvall Logistipark, Magnus Svensson, President SCA Sourcing & Logistics, and Jesper Göransson, President and CEO of Peab AB.



Logistics park – a major collaborative project

Sundsvall Municipality, the Swedish Transport Administration and SCA have collaborated to create the efficient, sustainable transport hub now inaugurated in Sundsvall. The project was coordinated by the municipally owned company Sundsvall Logistipark AB.

Container port: SCA has built a container port with large storage areas and a quay with a draught of 15 metres. The previous depth was 12 metres.

Combi terminal: Sundsvall Logistipark AB has built a combi terminal adjacent to the new container port, making it possible to efficiently transfer cargoes between road, rail and ship. Space has also been created adjacent to the combi terminal where companies can establish logistics operations.

Railway investments: The Swedish Transport Administration has made several investments to enable trains to efficiently access Sundsvall Logistics Park and surrounding industries without complicated and time-consuming locomotive turnarounds and switching. This includes several new railway connections and the upgrading and electrification of the line to the port of Sundsvall.

2017

The Land and Environment Court grants an environmental permit for the project.

2020

Final decision on investment.

2023

Railway project connecting Bergsåker, Maland and Tunadal completed. Logistics park completed.

2019

The Land and Environment Court of Appeal dismisses an appeal against the environmental permit.

The Supreme Court dismisses an appeal against the environmental permit.

2021

Ground broken, SCA.

2024

Container port completed. Container port and logistics park inaugurated.

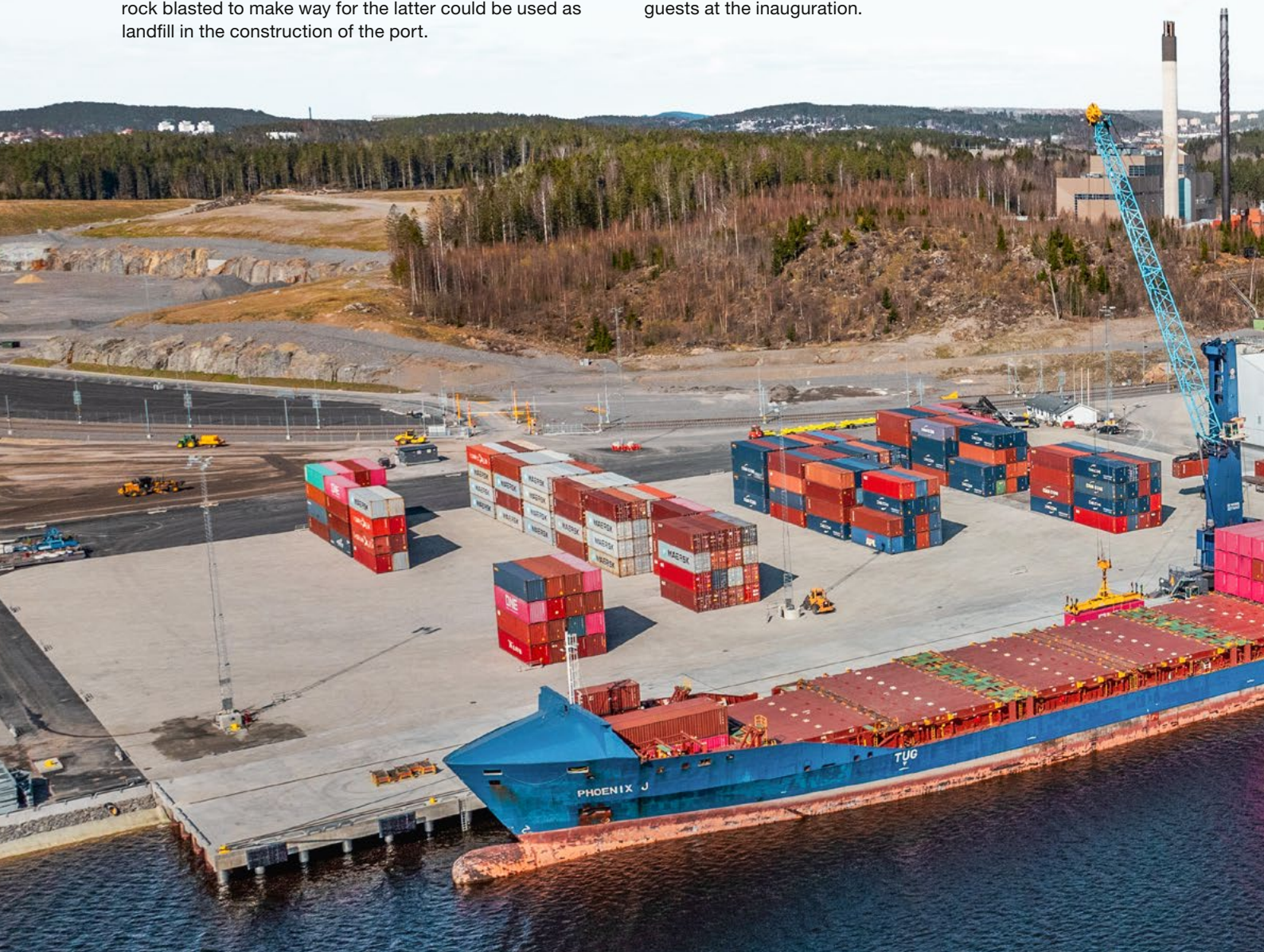
New container port ready for growing volumes

SCA's new Sundsvall container port is now ready for the largest vessels in the Baltic Sea and increasing volumes of containers. With its 185-metre quay, a draught of 15 metres and an annual container capacity of 100,000 TEU*, SCA Logistics' Sundsvall terminal is equipped for the present and the future. Additional logistics areas are also being readied to deal with the anticipated increases in volume.

Text: Jennie Zetterqvist. **Photo:** Johan Lehman.

Construction of the new container port began in autumn 2021 and finished on schedule this year. One major benefit of building the container port at the same time as the adjacent logistics park is that the enormous quantities of rock blasted to make way for the latter could be used as landfill in the construction of the port.

“There have been fantastic synergy effects between the projects, that is the logistics park and the container port, throughout the project period,” notes Terminal manager Peter Gyllroth on a guided bus tour of the project for guests at the inauguration.



The deepest port on the Bothnian Sea

With a draught of 15 metres, the new container port is now the deepest on the Bothnian Sea,

The depth we now have means that we can accommodate the very largest vessels that can sail the Baltic Sea. We may not need that now, but it's insurance for the future," says Peter.

The advantage of being able to accommodate large vessels is that shipping becomes both more cost-effective and more sustainable, as cost and emissions per tonne of cargo is lower.

Continued growth

The port has now been inaugurated and planning for the future continues. An additional 30,000 square metres of logistics space is being excavated and should be ready by the autumn. A 60,000-square-metre polder has also been built on the edge of the port that will be gradually filled out over a number of years to create a new storage area.

The quay has also been prepared for a new gantry crane with traverse, primarily for containers, that will double capacity when required.

"We have been very cramped here and in need of a larger area. Now we have the space to efficiently handle both a growing volume of containers and other freight, such as project cargoes," says Peter.

TEU = twenty-foot equivalent unit.

Quick guide to the new Sundsvall container port

- New 185-metre-long container quay.
- The quay can accommodate ships of up to 250 metres in length.
- Draught of 15 metres.
- The quay is prepared for an electric rail-mounted container crane.
- 24,000 m² container area provides an annual container capacity of 100,000 TEU¹.
- 60,000 m² of new land area is being prepared for anticipated future increase in volume.



"The depth we now have means that we can accommodate the very largest vessels that can sail the Baltic Sea."

Peter Gyllroth
Terminal manager Sundsvall
SCA Logistics



Critical logistics solutions for SCA – and many others

SCA's President and CEO Ulf Larsson attended the inauguration of the new logistics hub in Sundsvall. He describes SCA's container port and its transport connections as crucial to continued investment, both for SCA and other industrial operations. "In my opinion, we have only seen the beginning of what these infrastructural investments will contribute to the region," he says.

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

Since moving its headquarters back to Sundsvall from Stockholm in 2017, SCA has made an annual investment of around SEK 4 billion in its production facilities in northern Sweden. The new container port in Sundsvall has remained an important factor when making decisions throughout that period.

"Investment is important to SCA and the entire region. Of course, we operate in a global market and although virtually all of our manufacturing processes are located in northern Sweden, we deliver approximately 80 per cent of our products to the global market," says Ulf.

Cost-effective logistics are critical

Approximately 20 per cent of the cost of products reaching the customer are logistics-related. It is therefore critical to have cost-effective logistics solutions.

"Some of the major investment decisions we have reached recently were based on this particular project making progress.

The container port also offers new possibilities. For example, we will be able to accept fairly significant project cargoes and, with a draught of 15 metres, the port can become a hub for the whole of northern Sweden," says Ulf.

On the day of the inauguration, he took the opportunity to praise politicians for their shared determination to implement the logistics project in its entirety in a collaboration between the private sector and SCA.

"I would like to applaud the local politicians who have been able to reach cross-party agreement. This is a matter of the utmost importance for society as a whole and it has been manoeuvred through in a splendid manner," says Ulf.

Creating favourable conditions is critical

That said, he was very critical of the fact that it took 13 years from the first detailed development plan until construction could begin.

"The permit process was challenging. But at least after waiting 13 years we were fortunate enough to be granted a permit. The answer could have been no. Now, those of us who implemented this project are northerners and patient by nature, but that will not always be the case," says Ulf.

For many of the major developments in the region – such as the Renewcell textile recycling plant and PTL's anode factory – existing infrastructure has been decisive in the choice of location. Ulf stresses the importance of having good infrastructure in place already, before entering into discussions with potential new stakeholders.

"Creating favourable conditions is critical and that's what this logistics park does," he says.

There are great opportunities to expand to accommodate new developments adjacent to the new hub, something he is in favour of.

"However, with this project in mind, one should be aware that the planning processes must begin in good time. Perhaps not today, on inauguration day, but certainly tomorrow I would be looking to begin the next process to ensure that industrial land is available in time," Ulf says.



"It is a very important component for us and our ability to make weighty investment decisions – and it will be a fantastic opportunity for this region," says Ulf Larsson, President and CEO of SCA, regarding Sundsvall's new logistics hub.



County Governor Carin Jämtin highlights the environmental aspects of the new logistics hub. “The fact that we can make logistics even more environmentally sustainable is an additional competitive advantage that is important to the county – and to the planet.”

County Governor inaugurates container port

County Governor Carin Jämtin cut the ribbon to open SCA’s new container port. “It is both enjoyable and extremely important to be here today,” she says.

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

Carin Jämtin, County Governor of Västernorrland, was delighted to accept the invitation to cut the ribbon on SCA’s new container port.

“Of course, inaugurating something is a celebration of its completion – that an important building block has been put in place – and that is important in itself. But it’s also enjoyable to attend and meet so many people who are positive and happy to have achieved the objective,” Jämtin says.

Crucial to competitiveness

The Governor is well aware that the container port and the logistics hub that it is part of is crucial to the competitiveness required to meet the future needs of the county and northern Sweden as a whole, where many green industries are currently being established.

“The investment in the new logistics hub is vital to strengthening economic development in the region. While many investments are already underway here, thanks to improvements in the logistics hub we can also attract further investments,” Jämtin says.

According to current estimates, investments totalling around SEK 120 billion are already underway in the area for which Jämtin is responsible.

“The heavy investments that will be taking place here in the county requires transport, making this type of large, coordinated infrastructure solution imperative. In my opinion, it’s impossible to overstate the importance of this place,” she says.

An important port for national defence

The County Administrative Board also bears the ultimate responsibility for civil defence in the county, the conditions for which have changed since Sweden’s accession to NATO. Sundsvall is in a strategically important geographical location, not least for direct shipments from NATO’s defence materials stores in Trondheim.

“The port is vital from a national security policy perspective. Firstly, its one of the few really deep ports we have, and secondly, it has railways coming in from both Trondheim in the west and from a north/south direction. For national defence reasons, the port is important for shipping out and shipping in various types of cargo,” says Jämtin.

The County Governor informed the audience at the inauguration ceremony that civil preparedness will demand increasing efforts. Considering how the global security situation has developed during the protracted project period, the completion of SCA’s container port after many time-consuming processes is timely.

“It would certainly have been timely had it opened earlier, but it is great to see it completed now,” says Jämtin.

When asked what infrastructure investments she wants to see next, she does not hesitate.

“The new East Coast Line*. There is much else that needs to be done but this is unquestionably the most important,” she says.

* Mainline railway, linking the cities of Stockholm, Uppsala, Gävle and Sundsvall.

“The collaboration has worked **incredibly well**”

Peab was the main contractor for both the container port and combi terminal. Jesper Göransson, President and CEO of Peab AB, attended the inauguration. “It’s great to be here today and see that everything is complete,” he says.

Text: Jennie Zetterqvist. **Photo:** Håkan Sjödin, Johan Lehman.

Peab has been involved in the project since 2017 and when Göransson visited the site two years ago he was greeted by enormous piles of excavated soil. Being able to return on inauguration day and see how everything has fallen into place through joint effort made a strong impression on him. Just like the other stakeholders, he points out that good collaboration has clearly been a factor behind the success of the logistics investments that have now been linked together. “Collaboration with SCA Logistics has worked incredibly well. The project has functioned like a self-contained business and has been as close to painless as you can get,” says Göransson.

Peab has carried out many assignments for SCA, including the five most recent major investments. Among them was the expansion of the Obbola Paper Mill to accommodate the world’s largest kraftliner machine, a project that was recently named Building Project of the Year 2024 by construction industry trade magazine Byggindustrin. SCA’s container port in Sundsvall was nominated in the same category. “It’s noticeable when you work with SCA. We are always greeted by a highly competent client with a high level of knowledge,” says Göransson.



“We are delighted over the close collaboration we have enjoyed with the entire SCA Group. We have worked together for some 30 years and been entrusted to build SCA’s five most recent major investments,” says Göransson on the left, President and CEO of Peab AB.



“The project has had high ambitions in terms of sustainability and that is usually a great motivation when it comes to identifying good, common solutions.”

Jesper Göransson
President and CEO of Peab AB

Deep-water ports – “a vital artery”

In the construction of the container port in Sundsvall, he has been most impressed by how project management on site has succeeded in solving almost every challenge thrown up along the way.

“Very few things have been escalated to the overall steering group and that’s fairly unusual in a project of this size, length and technical complexity,” says Göransson.

As a national building contractor with a strong commitment to the transition to green industries underway in northern Sweden, Peab has good insight into the value of the logistics investments currently being made to meet future demands and needs. The conditions on the various sites are of course crucial to the design, but so too are their locations and the greater geographical role they play, as other investments both open up possibilities and place demands on infrastructure.

“For example, earlier this week I was in the Port of Skellefteå where we are building a new 7,700 square metre quay. There, just as here, the idea is to allow larger vessels to dock. It will be a vital artery for coping with the enormous green industrial transition in northern Sweden,” says Göransson.

In Sundsvall, other specific conditions have been used to good advantage to create robust solutions.

“Here we have SCA and the municipality linking arms to create better conditions for growth and jobs, which after all is the foundation for our country being as prosperous as it is. Nor should we forget that all of these major infrastructure investments are important pieces in the puzzle of strengthening Sweden’s interests in a new security policy climate,” says Göransson.

Logistics hubs as a natural part of urban development

Göransson describes the international trend towards creating logistics hubs outside urban areas as a relatively natural aspect of how cities are developing globally. By moving industries and major logistics hubs outside central areas, space is made available for homes, community services or other kinds of workplaces, while at the same time logistics management becomes more rational.

“Here in Sundsvall we can see that moving logistics operations frees up space for the benefit of other societal interests. Suddenly it’s possible to extend the East Coast Line while making way for other societal benefits,” says Göransson.

Increased RoRo capacity for northbound cargo

SCA Logistics has revised its RoRo timetable, adding an additional call at the Umeå terminal. “This means that we can offer more capacity for northbound cargo from Kiel to Umeå,” says SCA Logistics Sales representative Karolina Johansson.

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

SCA Logistics has three RoRo vessels operating on scheduled weekly routes between Sweden, the United Kingdom and northern Europe. Service to northern Sweden has now been further improved with an additional call at the SCA terminal in Umeå.

“Previously we called there once on the loop from Kiel and once from Rotterdam; however, since the beginning of the year we have increased this to two calls from Kiel. This creates new opportunities for us to offer more capacity for northbound cargo from Kiel to Umeå. Capacity has also

increased between Kiel and Sundsvall and from Malmö northbound,” says Karolina.

The new call also offers increased opportunities to ship cargo from Europe to Finland via the Wasaline ferry between Umeå and Vaasa.

Fast and punctual

SCA's RoRo services are popular for a number of reasons, not least their speed and reliability and because they are suitable for many types of cargo.



“Our RoRo vessels are incredibly punctual. We can be pretty certain at which hour they will call at each port. They also have short lead times. If we load cargo in Kiel on a Friday, it will be unloaded in Umeå on the following Monday,” says Sales representative Sandra Lindroos.

One reason for the short lead times is that most cargoes are loaded in cassettes, meaning that SCA can lash the cargo ashore, speeding up both loading and unloading. The cassette system also minimises cargo handling. In many cases, cargoes are delivered directly from the cassette to the customer without any intermediate storage.

“The cassette system helps to keep damage-in-transit levels extremely low on RoRo vessels,” says Sandra.

Many types of cargo

RoRo vessels are capable of transporting many different types of cargo. Aluminium and industrial components are common, as are vehicles such as caravans, loaders, excavators and cranes.

The vessels are also ideal for transporting large and heavy project cargoes such as wind turbine components, concrete blocks and various structural components.

“The capacity of the vessel is seldom a limitation; generally speaking, we can handle any unit that can be hauled by road and handled in port. As long as the unit isn’t higher than 4.7 metres, we can manage it,” says Karolina.

Our RoRo vessels also ship a large number of containers.

“It’s a possibility that’s easy to overlook, but placing containers on top of cassettes is a convenient solution,” says Karolina.

A climate-smart alternative

One increasingly important aspect for many customers is sustainability, another area in which the roll-on/roll-off system has many advantages.

“These vessels are generally a climate-smart alternative. Our RoRo schedule is also adapted so that the vessel can maintain a constant speed, further reducing emissions. This makes the sustainability benefits even greater,” says Sandra.

In addition to shipping to the various ports of call, SCA Logistics also offers complete solutions. Many customers choose door-to-door delivery, a service that SCA offers by combining maritime shipping with transport by road or rail.

Change prompted by multi-billion investment

The reason for the additional call at Umeå is that SCA has made a multi-billion SEK investment in its Obbola Paper Mill. In order to meet increased demand for renewable packaging, SCA has built the world’s largest paper machine for the production of Kraftliner. This has increased production considerably and greater capacity is needed to ship products south.

“This means that southbound vessels are often relatively full of SCA cargo. It is primarily northbound that has increased capacity for external cargo. You are welcome to check with us if you do have southbound cargo, as we sometimes have space,” concludes Sandra.

Cassettes

A cassette is an upright steel platform with a cargo capacity of 60 to 80 tonnes. It is 12.25 metres long and 2.6 metres wide. If this is insufficient, it is possible to rent a MAFI trailer that can carry 100 tonnes and upwards.

“Our RoRo vessels are incredibly punctual. We can be pretty certain at which hour they will call at each port. They also have short lead times. If we load cargo in Kiel on a Friday, it will be unloaded in Umeå on the following Monday.”

Sandra Lindroos
Sales representative, SCA Logistics

SCA looking at major investment in Munksund

SCA is on the threshold of committing to major investment in both the sawmill and paper mill in Munksund and, as the mills develop, logistics must keep pace. SCA Logistics is playing its part by studying the future transport needs of the two industries in Munksund, Piteå.

“We are looking at what will be the most efficient solutions to deal with the increased inflow and outflow that the investment will lead to,” says Magnus Svensson, President SCA Sourcing & Logistics.

Text: Håkan Norberg. **Photo:** Bergslagsbild, SCA.





Jens Riglert, Site manager of the Munksund paper mill.

SCA is currently examining the potential for several major investments in the company’s sawmill and paper mill in Munksund, Piteå. The aim is to modernise the mills, making them more flexible in terms of the materials they can process to produce timber products and Kraftliner, and to improve the quality of the production process. If the projects go ahead, the capacity of the mills will also increase.

“Thus far, the prospects are good. Our feasibility study proves that we have a profitable idea and now we need to verify it in greater detail,” says Jens Riglert, Site manager of the Munksund paper mill.

The pilot project currently underway is expected to be completed before the end of the year and the report on which a decision will be based should be delivered during the second quarter next year.

Jens emphasises that the strength of the investment is that it covers both the paper mill and the sawmill in Munksund, not least when it comes to transport solutions for delivering raw materials to the mills and finished products to customers. “There are excellent opportunities to jointly coordinate and optimise cargo flows,” he says.

Magnus Svensson is aware of the need for greater logistical flexibility and precision at Munksund in future.

“Flexibility is a matter of being able to use different modes of transport at different times of year. For example, we have had major problems with trains during wintertime and maritime transport may be one alternative,” he notes. “In terms of precision, among other things I’m thinking of the need to hold picking stock when a sawmill has greater opportunities to process trees more precisely, for example in terms of quality. This places completely different demands on logistics compared to traditional warehousing.”

The planned investments are intended to ensure that the mills in Munksund remain competitive “for another hundred years”, as Jens puts it. “The motivation behind the entire investment is to strengthen competitiveness and profitability – and to increase productivity. We would probably have to go back to the mid-1960s to find such far-reaching changes,” Jens says.

The planned investment will place high demands on the infrastructure surrounding the mills. How will larger ships affect the maritime transport of raw materials to the paper mill’s dock? Will the fairway need to be adjusted in some way? Will a larger percentage of goods be shipped via the Port of Piteå? What will the balance of transport modes look like? Then there is the question of warehousing and the warehouse management system. Among other things.

“There’s a great deal to think about and take into account. Hopefully we will have a clearer picture by the end of the year,” says Magnus.



“Flexibility is a matter of being able to use different modes of transport at different times of year.”

Magnus Svensson
President at SCA Sourcing & Logistics

New Sales manager With a taste for business and pastries

Jonas Nilsson joined SCA Logistics as Sales manager last autumn. Far-sightedness and collaboration are the order of the day as he and his team develop services for SCA's customers and build up new cargo flows. "I'm passionate about doing business that benefits both us and the customer. It's a wonderful feeling," says Jonas.

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

Jonas Nilsson has a solid background in transport and logistics, having previously worked for Schenker and, most recently, as business area manager for Sundfrakt. "I've been working broadly with logistics for many years. Now I'm looking forward to focus more specifically on sales, as I've always found doing business to be the most enjoyable part of the job."

The process of getting a deal done is what appeals most. "Often it's a fairly long process and, of course, striking a deal involves so much more than agreeing a price. Terms and conditions, division of labour, risk assessment and many other parameters must be agreed and it demands good teamwork to get it done," says Jonas, who leads a sales team of three comprised of two sales people and one risk manager. The team deals with everything from containers and RoRo to bulk and project cargoes for a wide range of customers. Receptiveness and curiosity are two traits he highlights as important in the job. "It is vital that we understand the customer's needs and can develop services that are of the greatest possible benefit."

Perseverance leads to optimal results

When it comes to customer relations, thinking in the long term is one aspect of his new job that Jonas appreciates. "Sure, we make quick, one-off deals but, in the majority of cases, it's about building a relationship to find long-term solutions." He believes that perseverance is an advantage if one wants to succeed in the logistics industry. "If you want to achieve a really good result, you have to accept that some things take time. While this certainly doesn't mean working slowly, you have to work strategically to find the optimal solutions."

Of course, convenient, rapid customer service is the aim, but Jonas is not a fan of the expression 'the customer is always right'. "We won't achieve the optimal result if we allow the customer to dictate all of the terms. The path to success is through consensus and collaboration. If the customer makes demands that prevent us doing a good job, we must have the courage to say so. We need to be clear about the necessary prerequisites for providing the very best service."



Jonas is passionate about doing business and working long term, and he never turns down an opportunity to fika.



Jonas Nilsson

Background: Business area manager at Sundfrakt, Sales manager at DFDS (now DSV), Sales manager and area manager at DB Schenker.

Current position: Sales manager at SCA Logistics.

Lives: In central Sundsvall.

Family: Wife, two adult children and one granddaughter.

Hobbies: Running, weight training, watching football and ice hockey, alpine skiing and jet ski. Enjoying a Swedish fika, preferably in good company.

Period of expansion

Jonas started in his new role during a period of significant expansion. SCA's new container port in Sundsvall opened recently, a new container feeder service is in the pipeline and major investments are being made within SCA. There are also a number of investments in green industries underway in northern Sweden that will hopefully sharply increase demand for transportation services.



"Logistics is really all about teamwork and cooperation. This is true both internally in our own team and in collaboration with customers," says Jonas Nilsson, Sales manager at SCA Logistics.

"This is a period of considerable activity and we will be investing in increasing awareness so that more companies know about the services we can offer. Our services offer so many advantages," says Jonas, who gives the example of SCA Logistics' scheduled RoRo routes, which are highly reliable and can carry many different types of cargo, and the fact that the company has secured a number of alternative transport solutions to deliver cargoes to customers in the event that industrial action, extreme weather or some other eventuality causes problems.

"Another great advantage is that our shipping is based on SCA's own products. This means that we can offer competitive prices and stable solutions."

Exercise and sweets

Much of Jonas' leisure time revolves around sport and exercise. Where football was once his main interest, he now focuses on running and weight training. The goal is no longer to win competitions, but simply to maintain his health and wellbeing.

There is some alpine skiing during the winter and in summer he rides a jet ski at the family's cabin in Tynderö. Jonas' burden in life is pastries. Indeed, offer him any kind of cake, a cinnamon bun, doughnut or any other type of pastry, and you can rest assured that he will not decline.

"Actually, I probably eat too many pastries but I guess that's why I do so much exercise as well," he says. During the winter something else sweet came into his life when his daughter gave birth to a little girl. "She's my first grandchild and it really is special. Holding such a small individual is wonderful," he concludes.

Positive mood at Breakbulk Europe in Rotterdam

Breakbulk Europe is the world's largest trade fair for breakbulk and project cargoes. SCA Logistics was in Rotterdam to take part, and to meet an industry brimming with confidence. "There was a positive mood at this year's fair, with a great deal of talk about increased volumes," notes Mikael Toft, Sourcing manager Logistics at SCA Logistics.

Text: Håkan Norberg. **Photo:** SCA.

Breakbulk Europe in Rotterdam is a meeting place for the logistics and transport industry, with a specific focus on breakbulk and project cargoes. This year's fair was held in late May and three employees of SCA Logistics were there to meet business partners and make new contacts.

"I was there for the third time. It was a great fair, with exhibitors and visitors from all over the world," says Mikael, who attended the trade fair in Rotterdam.

Exhibitors included stakeholders in the logistics industry, such as shipping companies, terminals, agents and brokers. Mikael and his colleagues took the opportunity to meet with SCA Logistics suppliers, both by appointment and spontaneously.

"Everyone was there, which is very practical. We had around fifteen meetings on the first day alone," he says.

Mikael describes the fair as a market thermometer, giving participants a sense of where the industry finds itself.

"Although it's a pretty tough market for a lot of people at the moment, the mood at the fair was positive. For example, there was considerable confidence that volumes will increase.

He explains that SCA Logistics will also be at Breakbulk Houston in mid-October, taking the temperature of the North American market.

"I'm looking forward to meeting as many business contacts as I can while I'm in Houston," says Mikael.



New train terminal

with a high environmental profile in a unique location

A new transshipment terminal has opened in Falköping with a strong emphasis on sustainability. From 3 June, this will be SCA Logistics' new hub for rail freight to and from Umeå, which previously operated through Skövde. "We are delighted to be able to offer a terminal with such a tremendous environmental profile, built from the ground up with optimal conditions for handling forest industry products," says Mathias Olsson, CEO of XR Solutions, the company operating the terminal.

Text: Jennie Zetterqvist. **Photo:** Torleif Halvorsen.

The new train terminal is located in the Skaraborg Logistic Center, which has been described as the best logistics hub in the Gothenburg region, with good connections to both the Western and Southern Main Line and a direct link to the Port of Gothenburg.

Built to meet XR Solutions' needs and environmental requirements, the transshipment terminal is owned by Jula Logistics. Classed as a green building, the terminal meets high environmental standards and contributes to reducing negative environmental impact.

New strategic location

SCA Logistics will continue to run three trains a week carrying Kraftliner from the SCA paper mills in Munksund and Obbola, as was the case with the Skövde route. On the return northbound journey, trains are loaded with recycled fibre for destined for the mills.

"The transshipment terminal allows us to supply all of southern Scandinavia with Kraftliner with shorter lead



"The transshipment terminal allows us to supply all of southern Scandinavia with Kraftliner with shorter lead times and quicker deliveries."

Mathias Olsson
CEO of XR Solutions

times and quicker deliveries," says Lotta Åkre, Commercial manager at SCA Logistics.

The location in Skövde was well-placed strategically and the original reason for the move was to make space for the development of housing and offices on the site of the Mariesjö terminal. That said, Falköping is only 30 kilometres away and the location is as good if not better, and with facilities planned from the beginning based on present-day needs.

"Our arrangement will be the same but, of course, in such a modern terminal the track infrastructure is much better, enabling us to load and unload trains even more efficiently," says Lotta.

Already reinforcing sustainability

In addition to the terminal itself having a green environmental rating and rail freight being a sustainable transport choice, all handling on behalf of SCA Logistics will be carried out by electric vehicles that run on green electricity. Connecting road transport will use vehicles fuelled with liquid biogas (LBG).

"We already have a sustainable logistics chain in as much as these shipments travel the longer distances by train and we only use lorries on the final leg to the customer. The new terminal means that we now have a sustainable design from the ground up," says Lotta.

Quality-assured collaboration

XR Solutions was responsible for operating the combi terminal in Skövde, including SCA Logistics' cargoes. The collaboration between the parties will now continue, in the same form but at a new location.



The terminal has a green building rating and is equipped with solar panels. Forklifts running on green electricity handle SCA Logistics' cargoes.

“They understand our needs inside and out and in turn we feel very confident that they know where we stand in terms of our high quality standards,” says Lotta.

XR Solutions CEO Mathias Olsson welcomes the continued and renewed collaboration.

“Our long experience of handling products from the paper industry might be our greatest strength. It makes us highly efficient and thus competitive enough to earn continued trust. Naturally, we see this as very positive,” he says.

The demands of handling paper and timber products are different to many other traditional cargo types. The units are often large and heavy, requiring a less traditional machine park and equipment. In Falköping, 500 metres of covered railway tracks await, allowing a full-length train to be driven in and ensuring rational cargo handling, especially of paper products.

“By national standards, this is a unique terminal entirely adapted to cargo from the forest industry: Kraftliner, pulp, sawn timber products, even recycled fibre going back to the mill,” says Olsson.

The project has been underway since 2015, when XR Solutions began searching for an alternative to Skövde. Intensive building work has been going on over recent years, resulting in double the capacity of the previous terminal. XR Solutions now has 85,000 square metres of storage area at its disposal compared to 12,000 in the old terminal.

The Port of Gothenburg is the cherry on the cake

The establishment of the new terminal opens up many new opportunities.

Facts about the Falköping transshipment terminal

Company: XR Solutions Sweden AB, part of XR Bolagen AB.

Property owner: Jula Logistics.

Warehouse space: 85,000 square metres indoors.

Train tracks under cover: 500 metres.

Services: rail and road transport, customs warehouse, warehousing, export/import and loading and unloading of containers.

Inauguration: Opening June 2024.

“Aside from the facilities, what makes the terminal enormously attractive is the regular service with nine trains each week between Falköping and the Port of Gothenburg. This is the cherry on the cake, with Scandinavia’s largest port offering great opportunities for future exports and imports,” says Olsson.

The final SCA Logistics train will call at Skövde on 31 May.

“We’re up and running in Falköping, which is very exciting of course! We’ve been working towards this for many years and it turned out even better than we expected,” says Olsson.

The importance of maritime transport to global logistics

Maritime transport has been a vital prerequisite for global trade for thousands of years. Without it, the development of trade and industry would have looked completely different. Today, over 80 per cent of all international merchandise is shipped by sea. Let us examine some of the most important contributory factors to the vital role maritime transport plays in global logistics.

Text: Jennie Zetterqvist. **Photo:** Adobe Stock.

Over 100,000 cargo ships

As of January 2023, the world's merchant fleet consisted of 105,500 vessels of at least 100 gross tonnes (gt), 56,500 of which were over 1,000 gt. These statistics are taken from UNCTADstat, the annual compilation of statistics from the United Nations Conference on Trade and Development (UNCTAD). Oil tankers, bulk carriers, and container ships accounted for 85 per cent of total capacity. Just over half of the world's tonnage was owned by Asian companies, while European owners accounted for 38 per cent and North American owners for 5 per cent.

Continuously expanding capacity

During 2023, the carrying capacity of the world's merchant fleet reached a deadweight tonnage (dwt) of 2.3 billion, an increase of 70 million dwt on the previous year. While the fleet's capacity is continuously expanding, the rate varies depending on the economic cycle and other factors

affecting global trade. Between 2005 and 2010, total deadweight tonnage grew by an average of 7.1 per cent annually. Since 2011, average annual growth has slowed somewhat to 4.9 per cent. According to UNCTADstat, in 2022 the capacity of the fleet increased by 3.2 per cent compared to the previous year.

Two million people work at sea

It is estimated that almost two million women and men work at sea on merchant vessels. According to the most recent estimate published by the International Chamber of Shipping, 1,892,720 seafarers serve on merchant ships, of whom 875,540 are officers and 1,035,180 crewmembers. On 25 June each year, the Day of the Seafarer is celebrated to recognise the unique contribution made by seafarers from all over the world to international seaborne trade, the world economy and civil society as a whole, and to the environment by facilitating sustainable transport.



Europe's vital maritime transport

Within Europe, short sea shipping accounts for approximately 40 per cent of all cargo transports. According to the Swedish Shipowners Association, over 400 million passengers and crew also pass through European ports each year, including both tourists and the inhabitants of islands. The European merchant fleet contributes approximately €147 billion to the European Union's GDP and employs some 2.1 million people.

The climate benefits of maritime transportation

Maritime shipping is recognised as an efficient and sustainable mode of transportation for two main reasons. Firstly, it generates lower greenhouse gas emissions than shipping by land. A seagoing vessel consumes significantly less energy than a lorry per unit of cargo; in fact, it consumes even less than a train. The second is infrastructure. For obvious reasons, the infrastructure used for maritime transport, the waterways and shipping lanes, do not require anything like the same level of construction and maintenance as railways and roads. Traffic congestion is also a rarity at sea. While all modes of transport are needed, the UN's International Maritime Organization and other influential stakeholders in tomorrow's maritime transport concur that shipping more goods by sea can benefit the environment, particularly given advances in electrification and fossil-free fuels.

Short facts

- The unit dead weight tons (dwt) is used to indicate the cargo carrying capacity of a ship, while gross tons (gt) reflects its size.
- Each year, vessels make 4.6 million calls at the world's ports.
- Roughly 12 per cent of all global trade passes through the Suez Canal each year on route transporting cargo between Asia and Europe.
- World Maritime Day is an annual event organised by the UN's International Maritime Organization (IMO) with a focus on sustainable maritime transportation. The theme of this year's event, which takes place on 26 September, is: "Navigating the future: safety first!" Among other things, World Maritime Day will be recognised by illuminating famous landmarks in blue light.

Source: UNCTAD Handbook of Statistics 2023; IMO.

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2.3 bn

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7.1 %

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2 million

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40 %

Within Europe, short sea shipping accounts for approximately 40 per cent of all cargo transports.

€147 bn

The European merchant fleet contributes approximately €147 billion to the European Union's GDP.





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