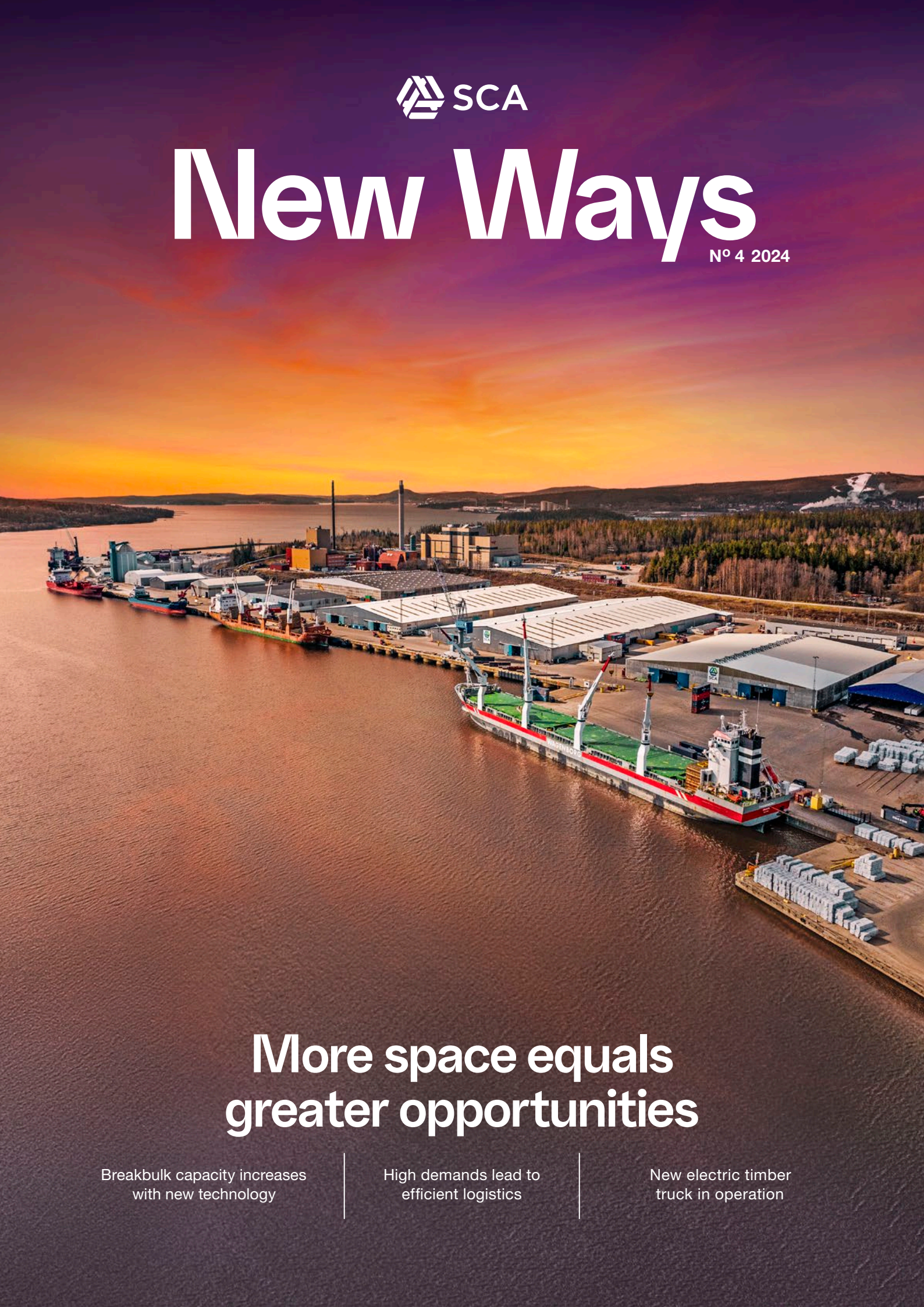




New Ways

Nº 4 2024



More space equals greater opportunities

Breakbulk capacity increases
with new technology

High demands lead to
efficient logistics

New electric timber
truck in operation

A good 2024, a better 2025?

As another year draws to a close, it is high time to summarise 2024 and look ahead to 2025. Even if the economy has not grown as we hoped at the beginning of the year, 2024 has been a relatively good year.

Our RoRo vessels have been in dry dock this year undergoing more extensive work than previously as they begin to age. On this occasion a great deal of work has gone into installing a new control system, as well as replacing parts that are showing signs of wear or corrosion. The aim is to ensure that the vessels remain in good condition into the 2030s. In this regard I would like to thank our partner AdMare for their efforts, as well as our excellent crews, who do a great job of keeping the vessels shipshape.

Capacity at the Port of Sundsvall increased this year with the opening of a new quay with a draught of 15 metres, increased storage areas and improved rail infrastructure. With this investment we have created the conditions for continued growth in terms of vessel size, especially for breakbulk and container vessels, as well as additional capacity for storing general, breakbulk and project cargoes. In Sundsvall, we have above all seen a positive increase in pulp volume, not least from SCA's new pulp mill in Ortvikén. To cope with this demand, we are increasing the capacity of our machine park, including taking delivery of a new mobile crane in early 2025, which will further improve loading of breakbulk vessels.

At the Umeå terminal, we have seen increased volumes linked to the new paper machine in Obbola, the world's largest machine for the production of Kraftliner. The new machine has also increased the use of incoming recycled fibres. Our Kiel terminal has also benefited from these increased volumes.

We are looking forward to 2025 with some expectation and, of course, we are hoping that the economy will recover a little more strongly. The increased production volumes and improved port infrastructure should bring new opportunities.

We are also planning to make significant investments in our IT system. We will be implementing a new finance and procurement system, as well as upgrading our existing logistics system. The idea is that the new system will be up and running in 2026, something that will involve a great deal of work during 2025. Aside from improved functionality, and perhaps automating certain repetitive administrative tasks, a great deal of effort is going into obtaining better master data and better links between information in different systems. It is vital that we can perform better data analyses and take greater advantage of, for example, AI, so that we can optimise and develop our planning, processes and decision-making.

Finally, I would like to take this opportunity to thank all of our customers for their continued support, as well as our employees and partners for their excellent efforts over the course of the year. I wish you all a very Merry Christmas and a Happy New Year!

Magnus Svensson
President SCA Sourcing
& Logistics



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New technology increases breakbulk capacity at the Port of Sundsvall

The Port of Sundsvall has become a key hub handling increasing volumes of breakbulk cargo for the forestry and tech industries among others. By investing in new equipment and modern infrastructure, the port has improved its capacity to efficiently and safely handle breakbulk cargo.

Text: Håkan Norberg. **Photo:** SCA, Johan Lehman.

Here, three employees of SCA Logistics share their experience of and insights into the development of breakbulk handling at the Port of Sundsvall.

Larger vessels and more efficient loading

“We have seen a distinct trend towards larger vessels, meaning we can transport larger volumes of cargo at a time and reduce the cost per shipped tonne,” says SCA Logistics’ Sundsvall Terminal Manager Dennis Melarti.

To meet these needs, the port has invested in more powerful cranes and other equipment that is capable of efficiently handling large volumes.

“We have three articulated cranes that can effectively handle bulk, and we are also awaiting delivery of a new crane, our largest model, which is due in the second quarter of next year. We will then be able to load and unload very large vessels with two cranes simultaneously,” says Dennis.

With operational responsibility for the Port of Sundsvall, SCA Logistics is preparing capacity to be able to load up to 30,000 tonnes of paper pulp per vessel in 2025. As Dennis explains, with a draught of 15 metres, the new container port will be able to accommodate larger vessels, thus contributing to breakbulk capacity and making the Port of Sundsvall competitive for future cargo flows.

SCA Logistics Risk Manager Roger Sävåker explains how new technology has improved both the handling and safety of cargoes.

“We have introduced a new clamp attachment for lifting pulp bales. Instead of lifting by the bale twine, which can damage the material, the clamp grips the cargo from the sides.”

This is especially important when handling Chemi-ThermoMechanical Pulp (CTMP), when every lift must be executed as carefully as possible to avoid damage.

Roger also describes a new method for loading kraftliner rolls vertically, reducing the risk of damage in transit.

“Loading the rolls standing up means they don’t shift as much in the cargo hold, and we can even place friction mats between the rolls to further protect them,” he says.

While this method does require new equipment, it will reduce damage in transit and ensure that the cargo is delivered to the customer in the best possible condition.

Environmental adaption and the transition to greener fuels

Andreas Disby, Forwarding Manager at Vessel Operations, SCA Logistics, offers perspective on developments in vessels for breakbulk cargo.

“The shipping industry is changing in response to new directives on fuel emissions, and many shipping companies are looking at hybrid vessels powered by greener fuels,” says Andreas.

For SCA Logistics, this means further adaption to sustainable solutions and energy-saving processes. The port’s close cooperation with shipping companies and customers ensures that cargo is not only handled efficiently but also with minimal environmental impact.

Safety, streamlining and growing volumes

Dennis, Roger and Andreas are convinced that, with increasing demand for breakbulk capacity and a long-term focus on sustainability, the Port of Sundsvall will become an even more significant hub. By continuously developing both technology and working methods, SCA Logistics is striving to create a flexible, sustainable breakbulk operation that meets future needs.

“We will continue to streamline our processes to remain competitive and handle the growing volumes of cargo in a safe and sustainable manner,” says Dennis.

Increased capacity and new security solutions are preparing SCA Logistics to receive both larger vessels and more complex cargoes in future.



“Instead of lifting by the bale twine, which can damage the material, the clamp grips the cargo from the sides.”

Dennis Melarti

Sundsvall Terminal Manager, SCA Logistics



“We have seen a distinct trend towards larger vessels, meaning we can transport larger volumes of cargo at a time.”

Roger Sävåker

Risk Manager, SCA Logistics



“The shipping industry is changing in response to new directives on fuel emissions, and many shipping companies are looking at hybrid vessels powered by greener fuels.”

Andreas Disby

Forwarding Manager, SCA Logistics



Networking and a new perspective on the market

Many of the leading stakeholders in the global breakbulk and project cargo industry gathered in October at the Breakbulk Americas trade fair in Houston. SCA Logistics Commercial Manager Lotta Åkre was among those in attendance. “The most valuable aspect was actually being there and having the opportunity to create new contacts and gain a deeper insight into the American transport market,” says Lotta.

Text: Håkan Norberg. **Photo:** Breakbulk Americas.

The US market has become increasingly important to SCA, especially since the group’s expansion with the new sulphate pulp production line at the Östrand Pulp Mill.

“It almost feels like a new start, with new products that we believe will be in greater demand in North America,” says Lotta, who explains that the US logistics market differs significantly from its European counterpart.

“There are different vehicle types, different regulations and a different business culture. American law is fairly complex and often involves a great many lawyers, so one must act cautiously when it comes to liability and contracts,” she says.

Future strategies

Lotta also used her time at Breakbulk Americas to look at potential new terminals and logistical arrangements.

“While we have a fairly optimal mix of terminals at present, we have met a few new actors that seem interesting,” she says.

By evaluating its logistics set up and initiating new contracts, SCA Logistics can gradually help to strengthen the position of SCA products on the massive American market.

The industry is stabilising

Lotta explains that, while that the pandemic exerted enormous pressure on the American transport market, the situation appears to be returning closer to normal.

“The pandemic was a hectic period but we can now see that things are stabilising somewhat. We hope that inflation, which has been high for some time, will begin to fall, leading to even better market conditions going forward,” she says.

Meeting people is the biggest reward

Despite the Breakbulk Americas’ impressive size and extensive programme, with many panel discussions

and exhibitors, Lotta highlights something else as being the most valuable aspect of the trade fair.

“The real reward is meeting people and making new contacts,” she says.

Being able to gather all of one’s contacts and colleagues in one place has provided an invaluable opportunity for SCA Logistics.

“It’s a perfect occasion to condense meetings with lots of people into one place – so we took every new business opportunity,” says Lotta.



Breakbulk Americas trade fair in Houston is an excellent platform for building connections and broadening networks.

Infrastructure and collaboration in focus

for the future of northern Sweden

The Logistikdag Norr conference was held in Luleå on 23 October. The event gathered almost 300 delegates from the business community, politics and academia to discuss the conditions, challenges and opportunities for transport and infrastructure in northern Sweden. This year's theme was Ready, Steady, Build!, with the emphasis on the necessary infrastructural development to support the growing investment in green industries in the region.

Text: Håkan Norberg. **Photo:** Karin Barghdahl/Geektown.



“All modes of transport have their strengths and complement each other.”

Mikael Toft
Sourcing Manager, SCA Logistics

Among the renowned speakers were Andreas Carlson, Minister for Infrastructure and Housing, Erik Edlund, Director General of the Swedish Maritime Administration, and Colonel Lars Karlsson, commander of the Northern Military Region of the Swedish Armed Forces.

“It was a good day! The organisers did a great job of gathering the right stakeholders and highlighting the important issues,” says Mikael Toft, Sourcing Manager at SCA Logistics, who attended the conference.

Mikael explains that this year’s event took a broad approach to the role of logistics, from urban planning and transport solutions to energy and security challenges. In particular, he mentions Andreas Carlson’s focus on the Iron Ore Line railway (Malmbanan) and the Government’s ambition to actually complete infrastructure projects that are already underway.

“It’s important not to pit modes of transport against one another. All modes of transport have their strengths and complement each other, a point well made by the minister.”

The role of the military and the condition of infrastructure

One of the day’s most momentous speeches came from Colonel Karlsson, who cast light on Sweden’s new role as a member of Nato and how this will affect military logistics in northern Sweden.

“He painted a fairly grim picture of the present situation,” says Mikael. “As a port operator and logistics partner, it’s a matter of how Nato and the military may affect infrastructure in our region. For example, will they prioritise military rail transport over the needs of industry?”

That said, Mikael sees opportunities.

“A focus on the military may also lead to greater investment in infrastructure – investments that might otherwise not have been made. That is our hope.”



The Luleå model highlights the power of collaboration, bringing stakeholders together to tackle complex challenges and drive progress in northern Sweden.

Energy transition and protracted processes

Another speaker on the day was Johan Svenningsson, CEO of Uniper Sverige, who addressed the challenges posed by the green transition in the energy sector. Mikael offers his own reflections on the protracted permit processes that are delaying development.

“The energy transition will clearly take longer than many people hoped, which is one factor affecting every industry in the region,” he says.

A forum for collaboration and dialogue

While Mikael was hoping to see the speakers face more cutting questions, he considers the Logistikdag Norr to be an invaluable forum.

“The organisers do a good job of gathering all of the relevant stakeholders in one place. Everyone from LKAB to Stegra was there, as well as road hauliers and terminals. It’s a splendid opportunity for networking and holding important meetings.”

One lesson of the day was the importance of collaboration. Mikael mentions the Luleå model for collaboration, which brings together all parties working on major projects.

“Dialogue is crucial when it comes to solving complex challenges and building for the future,” he concludes.

Minister for Infrastructure and Housing, Andreas Carlson, emphasized the importance of completing ongoing infrastructure projects to support northern Sweden’s green industrial investments.

Increased external costs in the transport sector

External costs in the transport sector have increased in recent years and are continuing to do so. The amount of emissions that must be covered by rights has increased, as have track access charges, while a new quota obligation has been introduced, all of which are contributing factors. “We can mitigate the effects together through constructive cooperation,” says Magnus Svensson, President SCA Sourcing and Logistics.

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

Maritime transport is now included in the EU Emissions Trading System (ETS) and since the turn of the year 40 per cent of CO₂ emissions must be covered. In 2025, the bar will rise to 70 per cent and in 2026, rights will be required for 100 per cent of emissions.

Meanwhile, external costs are also increasing in other areas. Under the FuelEU maritime initiative, a large percentage of shipping will be covered by a quota obligation to increase

the use of renewable fuels. The quota obligation begins at 2 per cent in 2025, rising gradually from 2030 onwards.

“Of course, these are fundamentally good measures for achieving a transition to more sustainable transport. However, at present there are no commercially available renewable fuels for vessels. The price difference compared to bunker fuel is far too great so, in the short term, a full-scale transition could mean some maritime transportation





“The sum of all of these rapid increases in external costs presents a challenge to industry.”

Magnus Svensson
President at SCA Sourcing
& Logistics

being outcompeted by other modes of transport that have a greater climate impact. It will also significantly reduce the competitiveness of certain regions, such as Sweden and Finland. Preferably, the transition therefore needs to wait until we eventually find more cost-effective solutions,” says Magnus.

A challenge to industry

Costs are also rising on the railways, with increased track access charges, and in maritime transportation in the form of higher fairway dues and pilotage fees. Track access charges have risen by around 10 per cent for several years in a row and next year will see another substantial rise of as much as 55 per cent. There is also a risk that maritime dues and fees will rise by up to 25 per cent next year.

“The sum of all of these rapid increases in external costs presents a challenge to industry. Industries in both Sweden and Finland depend on long-distance transportation to compete with industry on the Continent and countries outside the EU,” says Magnus.

Constructive collaboration

Magnus underlines the importance of constructive cooperation to mitigate the impact of rising prices. “For example, it might be a matter of agreeing to accept slightly longer lead times. Operating fewer but larger vessels at slower speeds will decrease fuel consumption. This will mean lower costs for bunker fuel and emissions rights.” Developing larger ships and longer lorries is another important component.

“In retrospect, we can see that, globally, the average vessel size has more than doubled over the last 15 to 20 years, while lorries have also increased in capacity. As a result, fuel consumption per tonne-kilometre has decreased significantly and we need to continue to maintain a good pace in this development,” says Magnus.



Port of Sundsvall invests in state-of-the-art tug and icebreaker

The Port of Sundsvall is about to implement a long-awaited upgrade with the delivery of a new tug that can both assist vessels and break ice. The investment marks a leap from 1950s technology to a modern standard, ensuring that the port can handle future demands for efficiency, safety and sustainability.

Text: Håkan Norberg. **Photo:** 3D illustration, Sundsvalls Hamn.



The Port of Sundsvall has been using two old tugs built in 1958 and 1972 that, while they can break ice, are not adapted to providing effective assistance to vessels.

“The old boats have reached the end of the road and they are not reliable enough,” says Anders Nordström, CEO of the Port of Sundsvall. “The new boat represent a giant technological leap, both in terms of capacity and manoeuvrability.”

The new tug will be delivered in February/March next year. It is currently being adapted at the Damen Shipyards in the Netherlands. With a propeller that can turn in all directions, it offers vastly superior manoeuvrability compared to the old boats. And with a towing capacity of 60 tonnes (three times that of the old boats) it can handle significantly larger vessels, a requirement for meeting future needs.

Adapted to larger vessels and with a better work environment

For Sundsvall’s new container port, which is built to accommodate large vessels, the new tug is a crucial investment. Simulations have shown that the old boats will not be able to assist the largest vessels, something the new tug will make possible.

Magnus Svensson, President, Sourcing & Logistics at SCA Logistics, is looking forward to the reinforcement.

“With this boat, we can securely handle large vessels in a way we couldn’t do before. This is a big step up in terms of both power and energy-efficiency,” he says.

The crew’s working environment will also improve significantly.

“This is a completely different standard, with modern technology and better equipment, something that will make the work safer and more comfortable for our employees,” says Nordström.

Security for the winter and opportunities for the future

Not only is the new tug a technological leap forward, but it also secures winter transport for the region.

“Having a reliable icebreaker is crucial to keeping the district’s ports open all year round, especially during harsh winters,” says Magnus.

The new boats versatility and strength also increases capacity for potential collaboration with the Swedish Armed Forces should the need arise.

A step into the future

For the Port of Sundsvall, the new tug represents an increase in quality and capacity, while at the same time it is an important part of the region’s continued development as a hub for maritime transport and logistics.

“This is an investment we must make. It’s not simply a matter of improving operations today, it’s also about equipping ourselves for future challenges and opportunities,” concludes Nordström.



More space equals greater opportunities at SCA's new container port

There is no shortage of space at the new SCA container port in Sundsvall. An additional 30,000 square metres will be available from December and eventually the logistics area will be even larger. "This gives us the opportunity to offer more logistics solutions and even better service. A high-capacity port will give the entire region a boost," says Sundsvall Terminal Manager Dennis Melarti of SCA Logistics.

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

While the container port already had a 24,000-square-metre container yard and an annual capacity of 100,000 twenty-foot equivalent units (TEUs) on opening, this is only the beginning. An additional 30,000 square metres will soon be in use.

"These large spaces provide flexibility, meaning we can both handle really large project cargoes and offer more storage. In the past, we have occasionally depended on unloading project cargoes directly from the vessel onto waiting trailers for onward shipment to the recipient on the same day. But we are often involved in complex logistics chains and it isn't always possible to do so; sometimes we need intermediate storage. In that regard, it's an immense improvement," says Dennis.

Wind power premiere

The first major project cargo is due at the turn of the year when components for 15 wind turbines will be unloaded



"A high-capacity port will give the entire region a boost."

Dennis Melarti
Sundsvall Terminal Manager,
SCA Logistics

and stored before being delivered over the course of several months, meaning the large storage areas will come in handy. The rotor blades are around 85 metres in length and the other components are also very substantial, so a great deal of space will be required.

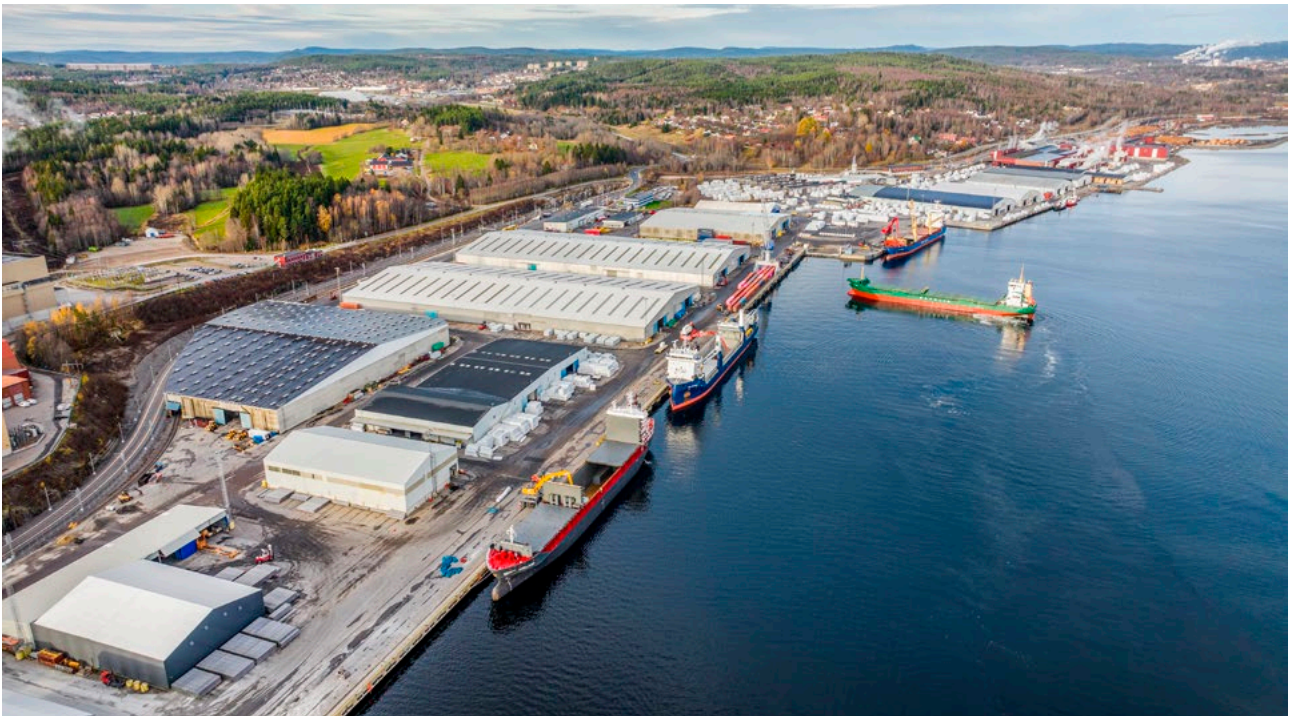
"This type of project also places particular demands on safety. We have an advantage in that the new logistics areas are separated from the quay area and day-to-day operations. This means that project cargoes can be handled without interfering with other work in the port," says Dennis.

A boost for the region

According to Dennis, the opportunity to offer a greater range of logistics solutions will boost businesses across the region.

"There is a great deal happening in the area and enormous demand for logistics services. Previously we have had to turn down a number of inquiries as we didn't have sufficient capacity. As a result, cargoes have been forced to go via other ports that are further away. We can now accept a far larger percentage via the Port of Sundsvall, meaning logistics will be both easier and cheaper for companies in the area."

In addition to the large amount of space, the new container port also has a number of other benefits. With a draught of 15 metres, the port is now the deepest on the Bothnian Sea. The quay is also large enough to accommodate vessels up to 250 metres in length.



Logistics areas are growing behind SCA's new container quay, with an additional 30,000 square metres about to become available.



The port has a crane that can lift up to 120 tonnes.

“The fact that we can accommodate really large vessels is a bonus both in terms of shipping costs and the environment, as emissions per tonne-kilometre are lower,” says SCA Logistics Sales Manager Jonas Nilsson.

The port is also equipped to handle enormous units, with one crane being capable of lifting up to 120 tonnes.

Further growth

The port will eventually boast even more storage space than it does today. An embankment has been constructed around an additional 60,000 square metres that will be filled in to create more storage space.

“This will take place gradually over a fairly long period of time, so we will be further increasing capacity in a number of stages. Many ports are cramped and will find it difficult to expand because they are surrounded by buildings, but we have fantastic opportunities. A lot of space and large storage capacity is something a lot of people are looking for,” says Jonas.

Quick facts about the new container port in Sundsvall

- New 185-metre-long container quay.
- The new quay can accommodate vessels up to 250 metres in length.
- Draught of 15 metres.
- The quay is prepared for an electric rail-mounted container crane.
- 54,000 square metres of storage space.
- 60,000 square metres of new land area is being prepared for anticipated future increase in volume.

Working preventively Cuts damage in transit

Effective procedures and thorough follow-ups are essential to minimising damage in transit. “We measure and document a great deal, so we can immediately see if we need to put measures in place anywhere. These efforts have paid off, so we have very low levels of damage,” says SCA Logistics Risk Manager Roger Sävåker.

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

Working preventively is the key to keeping damage to a minimum.

“By measuring and registering the damage that does occur, we can quickly ascertain whether there is some area in which things are not working optimally. We then conduct a thorough follow-up to identify the root causes of the problem. In this way, we can quickly take measures to ensure that the same damage isn’t incurred again,” explains Roger.

These measures may include changing working methods or replacing the equipment being used.

“For example, we can see whether a particular type of cargo needs to be secured in a different way, or if we need to replace a tool that has repeatedly damaged cargo,” says Roger.

Focus on securing cargo

Securing cargo is an important part of this work and it is always performed by specially trained personnel.

“We have a high level of competence in this field and continuously provide our staff with further training. With particularly complicated tasks, we also employ an inspector or load securing consultant,” says Roger.

Having clear procedures in place at all terminals used by SCA Logistics, whether the company’s own or terminals at which services are purchased, also helps to keep damage in transit at a low level. Roger conducts regular audits to ensure that terminals are complying with SCA Logistics’ instructions and working methods.

“On some visits I am accompanied by a risk engineer from our insurance company, so together we can identify measures to further reduce the risk of damage,” says Roger.

Suggesting improvements

Achieving optimal results demands close cooperation with customers.

“We make every effort on both sides to ensure that the cargo arrives in good shape. And we have a good dialogue, so if we do see something that could be improved, we say so. Often it concerns the type of packaging. For example, we might suggest that the customer use pallet collars instead of paperboard, as these protect the cargo better,” explains Roger.

If, despite the extensive efforts to prevent it, damage in transit does occur, it is important that any complaint is dealt with as quickly as possible.

“As a customer, one should not need to wait in such situations; we make sure that the matter is smoothly and easily resolved. That’s extremely important,” concludes Roger.

“As a customer, one should not need to wait in such situations; we make sure that the matter is smoothly and easily resolved.”

Roger Sävåker
Risk Manager, SCA Logistics



Roger Sävåker,
Risk Manager,
SCA Logistics.

Xeneta Summit

deepens understanding of shipping

The Xeneta Summit gathers industry leaders and experts in logistics and transport to discuss market trends, challenges and opportunities. SCA Logistics Commercial Manager Andreas Hamm was one of 700 delegates at this year's summit, which was held on 17 and 18 October in Amsterdam. "The Xeneta Summit offers a great opportunity to gain an overall perspective on the global market," he says.

Text: Jennie Zetterqvist. **Photo:** Janus van den Eijnden, SCA.



The summit is hosted by Xeneta – the world’s largest ocean and air freight rate benchmarking and market analytics platform. The aim is to promote knowledge and innovation within the global freight industry. This year’s programme offered two days of presentations, panel discussions and workshops intended to help the companies in attendance to optimise their supply chains.

Andreas Hamm has attended the summit previously and affirms that this year’s event was equally rewarding.

“The event is implemented well with a good structure and interesting content, so as a delegate I can choose the most relevant parts for our business and our customers. It’s also a great opportunity for productive networking,” he says.

Rapid fluctuations present a challenge

One term that permeated this year’s programme was volatility, an apt description of the challenge presented by the successive rapid changes to the logistics market over recent years.

“The programme was certainly on point. Now is a good time to take a step back, reflect on everything that has happened and attempt to get to grips with the underlying factors on a deeper level, so we can continue to guide our customers in the container market. I feel that it was extremely valuable,” says Andreas.

Economic and geopolitical changes have both had a significant impact on global trade, leading to rapid fluctuations. One of the most significant changes highlighted, especially for container traffic, is the ongoing security concerns in the Red Sea, which are causing shipping companies to avoid the Suez Canal and instead navigate around Africa.

Success despite adversity

The consensus during the programme was that the industry has still managed to find successful solutions to ensure quick deliveries. So, even if 2024 has been a challenging year, it has also been a record-breaking one for container freight.

“This is not an easy time to plan ahead but, thanks to our strategy for buying freight, SCA Logistics has always been adaptable to market swings. Our working method works well even in the current volatile market, where we have continued to deliver our products on time and at the right price,” says Andreas.



“The year’s edition of the Xeneta Summit was on point and maintained a good level to deepen understanding of the global market.”

Andreas Hamm
Commercial Manager,
SCA Logistics



Tommy's focus is on quality and competence

A vessel must be loaded or unloaded quickly and safely – and the cargo handled without incurring any damage. Having taken over as Head of Operations in October, Tommy Berglund is responsible for ensuring that work at SCA Logistics' Sundsvall terminal is performed in the optimal manner. "We are about to take delivery of 15 gigantic wind turbines, a project demanding considerable preparations," says Tommy.

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

Operations at any port demand careful planning. It is important to have the right resources in the right place at exactly the right time. One needs sufficient personnel with the right training and access to suitable cranes, forklifts and any other equipment that might be needed to get the job done, even if the situation changes unexpectedly.

"That's how it is in logistics; anything can happen. The vessel may be delayed, the volume of a cargo flow may change and the weather can cause problems. It's vital to come up with solutions for the task in hand; that's part of the charm of the job," says Tommy.

Making time for development

Tommy has four group managers reporting to him, each of whom supervises personnel on the docks. While previously the operations manager was responsible for staff working with logistical planning, that management responsibility now lies elsewhere.

"We implemented a reorganisation to make more time available for continuous improvement and quality assurance, among other things to further reduce the frequency of damage," explains Tommy.

This spring, the terminal recently underwent a highly significant upgrade with the opening of the new container port.

"This was a giant leap forward for us and it means we can now work more efficiently. That said, even minor investments and changes are important. For example, we purchased a new lifting clamp for pulp bales, meaning that we no longer need to lift bales in the bale twine when we handle them. This is intended to reduce damage to pulp bales along the entire chain to the customer," says Tommy.

Continuous improvement is not simply a matter of equipment but also about the working methods and skills needed to handle all types of cargo passing through the port, from timber products to aluminium products, bulk products to all types of project cargo. Developing working methods and the associated instructions, training and information is therefore an important part of the job.

"Sometimes it almost feels like mission impossible, but in the end we make it all work and that's incredibly satisfying."

Tommy Berglund
Head of Operations, SCA Logistics



A great deal of planning is required before loading or unloading a vessel. Tommy Berglund is the new Head of Operations at SCA Logistics Sundsvall terminal.



A great deal of planning is required before loading or unloading a vessel. Tommy Berglund is the new Head of Operations at SCA Logistics Sundsvall terminal.

Collective knowledge

Tommy has worked as a group manager on the quay for four years, something that serves him well in his new role.

“I know how the operation works and which problems are likely to arise, and I know the personnel. The people who work here have an incredible amount of collective knowledge, so it’s vital to draw on that both on a day-to-day basis and when working on development issues,” he says.

Preparations for a considerable project cargo are currently in full swing. Deliveries of components for 15 gigantic wind turbines will begin at the turn of the year.

“This requires collaboration between many different parties, everyone from the company delivering the cranes to those who will eventually unload the wind turbines. I have operational responsibility and I coordinate much of the work, which is challenging and enjoyable at the same time,” says Tommy.

“There can be a lot of uncertainties and unknowns at the start of a major logistics operation. Sometimes it almost feels like mission impossible, but in the end we make it all work and that’s incredibly satisfying.”

Enjoys spending time in the gym and on a snowmobile

Tommy likes to spend his spare time with his two teenage daughters, or among the barbells and dumbbells in the gym.

“I get to the gym a fair bit during the week but its not because I want to build muscles, just to keep myself in good shape. Working out is nice on a purely mental level.”

In winter he likes to get out on a snowmobile, ideally in the mountains. With its steep ravines, plenty of snow and many trees, Jorm is a favourite destination that “keeps things

tricky and fun,” as he puts it. It is the mixture of terror and enjoyment that attracts Tommy.

“Many times I’ve got stuck in a ravine and said to myself that I’ll never get out of here on my own. They’ll have to come and get me with a helicopter. But after a few failed attempts and a bit of lifting, you always sort it out somehow. That’s the joy of it!”

Travelling by snowmobile also offers beautiful natural surroundings far from civilisation.

“You go places you’d never get to on skis and it’s astoundingly beautiful.”

Tommy Berglund

Title: Head of Operations at SCA Logistics’ Sundsvall terminal.

Background: Previously group manager of a quay team. Before that, a quality engineer with Kubal.

Lives: In a house in Essvik, Sundsvall.

Family: Two teenage daughters.

Interests: Spending time with the family, working out at the gym and riding a snowmobile, ideally in the mountains.

SCA appoints a new head for the Containerboard and Pulp business areas

SCA appoints Petteri Kalela as the new head of the Containerboard and Pulp business areas and member of the executive management team.

Text: SCA.

SCA has recruited Petteri as the new President of business areas Containerboard and Pulp and member of the executive management team. Petteri has extensive experience in the forest industry and has held several business leadership roles in Europe and Asia.

“Petteri Kalela will be a valuable addition to SCA’s executive management team and as head of the Containerboard and Pulp business areas. We look forward to welcoming him in the first half of 2025”, says SCA’s President and CEO, Ulf Larsson.

“I am excited to assume the role as President of the Containerboard and Pulp business areas and contributing as a member of SCA’s executive management team”, says Petteri.

Between 1996 and 2023, Petteri worked for the Finnish forest industry company UPM in various roles in manufacturing, sales, supply chain and in senior leadership positions across Europe as well as five years as head of UPM Specialty Paper in China. Since 2023 he serves as Senior Vice President at the packaging company Huhtamaki Fibre & Food Service Europe. Petteri holds a Master of Science in Engineering from Helsinki University of Technology, as well as a master’s degree from the Helsinki School of Economics.

Petteri will assume his position no later than 1 June, 2025. Petteri succeeds Mats Nordlander, who will leave SCA at the turn of the year. During the interim period from the turn of the year until Petteri takes office, President and CEO Ulf Larsson will act as head of the Containerboard and Pulp business areas.



Karolina Johansson, Jonas Nilsson and Sandra Lindroos at SCA Logistics.

High demands lead to efficient logistics

SCA Logistics offers solutions for maritime and land freight transportation, terminal handling and storage and much more. The foundation of the business is the transport of SCA's own products. "This is one of our strengths. Our internal customers place extremely high demands on us in terms of everything from punctuality to cost-effectiveness, so our organisation is designed to meet these demands. This is something that benefits our external customers," says SCA Logistics Sales Manager Jonas Nilsson.

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

Our terminals and partners

Our own terminals

- Sundsvall, Umeå and Kiel.

Terminals we collaborate with

- Sweden: Oxelösund and Malmö.
- Europe: Rotterdam, Tilbury, Vaasa, Pasajes, Livorno, Honfleur, Hull, Milan, Tarragona, Tilbury, Rauma and Stettin.
- North America: Port Arthur, Fernandina Beach, Searsport and Philadelphia.

SCA is a major forest company that needs to transport many different products and raw materials. To maintain complete control over its transportation, the company has chosen to build up its own logistics organisation, SCA Logistics.

“The fact that we have an internal customer base does not mean that we have ‘easy’ customers; on the contrary, they are very demanding. SCA has chosen to keep logistics in-house to ensure that it remains at the peak of punctuality and cost-effectiveness, with low damage in transit,” explains Jonas, who underlines that the arrangement has significant benefits for external customers.

“Naturally, they share the benefits of all of the good solutions and knowledge we have built up. The fact that SCA’s large cargo volumes give us a solid foundation also means that we can offer very competitive prices.”

Most cargoes from internal SCA customers are heading in a north-south direction. Meaning that most of the capacity for handling external cargo is in the opposite direction.

“But, of course, we handle external cargoes in both directions,” says Jonas.

Reliable RoRo loops

One key component of SCA Logistics is the company’s three RoRo vessels, which call at various North Sea and Baltic Sea ports according to a regular schedule.

“The RoRo vessels run like clockwork; they are incredibly reliable. They are suitable for a wide range of cargoes, from kraftliner rolls to rolling freight and large project cargoes,” says SCA Logistics Sales representative Sandra Lindroos.

Cargo is loaded on cassettes, allowing for rapid loading and unloading. This minimises cargo handling, helping to keep damage in transit at an extremely low level.

SCA Logistics also handles breakbulk and containers on its maritime routes.

“While we don’t currently have a container feeder, we are intending to offer this service again in future. Of course, we still ship containers. It is no problem whatsoever to load them on cassettes on our RoRo vessels,” says Sandra.

SCA Logistics can also handle container cargo on overseas markets.

“We can offer a convenient arrangement whereby we handle the entire logistics chain,” says Sandra.

A Network of terminals

SCA Logistics’ operations are supported by a network of terminals in strategic locations in Sweden and Europe.

“We have our own representation at several terminals in both Sweden and Europe. We have also built up stable collaborations with many other terminals, so we can guarantee the same high-quality services there as well,” says Karolina Johansson, Sales representative at SCA Logistics.

Thanks to the company’s own terminals in Umeå and Sundsvall and the services offered at the ports in Oxelösund and Malmö, SCA Logistics has a strong presence in Sweden.

“We also have our own terminal in Kiel, which is the perfect connection to Central, East and South Europe, as well as a terminal just outside London, at the heart of the British market. Then there are the 15 terminals with which we collaborate. For example, from Europe’s largest port, Rotterdam, we can offer shipping to almost anywhere in the world by any mode of transport,” says Karolina.

Door-to-door delivery

Aside from marine transportation, SCA Logistics also handles large volumes of rail and road freight in both Sweden and the rest of Europe.

“In combination with other modes of transport we can create really efficient delivery chains. We offer single and complete door-to-door logistics solutions, whether for advanced project cargoes or more regular shipments,” says Sandra.

Here too, the fact that SCA’s own cargoes are the base of the operation is an advantage.

“Thanks to being able to procure large volumes, we can offer competitive prices,” says Sandra.

Equipment and expertise

There is increasing demand from customers for the decreasing supply of storage space in ports.

“We have ample access to storage space in many of our terminals, both indoors and outdoors. We can therefore offer storage as part of our overall logistics chain,” says Karolina.

The terminals are also equipped to handle a wide range of cargoes, from manufacturing materials to finished products and heavy special cargoes.

“Aside from having the right equipment for lifting and handling, we also have a wealth of experience, meaning that we can solve even the most complex logistics tasks. We make sure that the cargo arrives on time and in good condition,” says Karolina.



“The RoRo vessels run like clockwork; they are incredibly reliable.”

Sandra Lindroos
Sales representative,
SCA Logistics

New electric timber truck in operation

SCA's new electric timber truck with a crane is finally rolling in the Östavall area. The truck, which is a collaborative project between SCA and Scania, is the first in the world to collect timber in the forest for further transport to a timber terminal. On 21 October, the truck was showcased to the media.

Text: SCA. **Photo:** Olle Melkerhed.



"This is an important project for us to continue contributing to a more sustainable society," says Ulf Larsson, CEO of SCA.

The yellow timber truck moves almost silently into the timber terminal in Östavall. Behind the wheel sits Rolf Lövgren of Lövgrens Åkeri & Entreprenad. He owns the new timber truck with support from SCA and has driven it for a few days.

“It is very quiet and comfortable to drive, and I don’t get as mentally tired as I can after a full day with background noise from the engine. It is very positive,” says Lövgren and continues:

“It takes a while to get to know the truck and learn how to drive it in the best way to conserve the battery. You want to charge more than you consume. If I have 50 percent battery left at the end of the day, I have stood still and charged unnecessarily. It will be exciting to see how it performs during the winter.”

Important milestone

The new electric timber truck marks another important milestone for SCA and the work to electrify heavy timber transports. The truck is expected to result in 170 tons lower carbon dioxide emissions per year compared to a regular timber truck.

“This is an important project for us to continue contributing to a more sustainable society,” said Ulf Larsson, CEO of SCA. “By managing the forest and making renewable products that can replace those with a high carbon footprint, SCA creates about 13 million tons of positive climate benefits each year. That figure can become even better as we transition the heavy road transports in our value chain.”

“It is exciting that it’s finally in place. From the first conversations with Scania, it took just over two years for this electric timber truck with a crane to become a reality. Our first electric timber truck only runs between the terminal and Obbola paper mill, but now our development work continues as we electrify the transports from the forest to the terminal,” said Anton Ahlinder, Business Developer at SCA Skog.

The new electric timber truck is part of the forest industry’s innovation project TREE, which aims for half of the new trucks in the forest industry to be electric by 2030. SCA is one of several participants.

“Östavall is one of the places where there should be electric timber trucks. We are aiming for a total of 12 trucks, six like this one that SCA has now put into operation and six chip trucks,” says Gunnar Svensson from Skogforsk and coordinator for the TREE project.

SCA is responsible for a significant part of the financing of the electric timber truck, but the vehicle is owned by Lövgrens Åkeri & Entreprenad.

“To make the transition successful, we need to have haulage companies with us, and therefore it is good that this vehicle is owned by a local company. Then, we will need price pressure on the vehicles, more charging infrastructure, a better power grid, and that working time regulations offer flexibility related to charging. Then the heavy traffic will gradually move towards more electrification,” says Ulf.

About the TREE project

TREE stands for Transition to efficient electrified forestry transport. The project last between November 2023 and November 2026 with support från FFI (Fordonstrategisk Forskning och Innovation) at Vinnova. If the project reaches its goal of having 50 percent of the new trucks in the forest industry electrified by 2030, it will result in a reduction of 260,000 tons of emissions.



New electric hybrid truck at Östrand pulp mill

At Östrand's mill area, there are large log trucks that run around the clock, all year round. Handling is now further developed through the environmentally friendly EdiLog truck. The new truck arrived last week and SCA's partner Engbergs Transportsystem has recently put it into operation. With the electric hybrid truck, SCA is taking another step towards fossil-free vehicle handling.

Text: SCA. **Photo:** Engbergs Transportsystem.

Since the 1970s, Engbergs Transportsystem has managed the transport of wood handling at Östrand's pulp mill. Engbergs' and SCA's first EdiLog has been working in Östrand's wood handling since 2018. In addition to reducing operating costs compared to conventional log trucks, CO₂ emissions were cut by approximately 125 tons per machine per year, when running around the clock. EdiLog was also designed for reuse. After roughly half of the steel construction's lifespan, components can be replaced to extend the truck's life at a reduced cost.

Next-generation log truck

It is now time for the next step forward for log truck handling and Engbergs has developed an EdiLog that is electrically powered.

"EdiLog is now powered by an electric motor mounted directly on the front axle. We expect the machine to run for up to 4 hours on battery. When the batteries are depleted, the machine automatically switches to diesel operation without disrupting production. Charging the battery from 20–80 percent takes about 90 minutes. The lower RPM in the new EdiLog also reduces noise, and all specified effects are achieved without impacting the machine's performance," says Kjell-Arne Engberg, Head for EdiLog at Engbergs Transportsystem.

Advanced equipment also facilitates troubleshooting and enables technical diagnostics, measurements, and monitoring.

"It is very good that we can develop the electric truck handling further through this new generation of electric hybrid trucks. Here at Östrand pulp mill, the trucks run around the clock, and the more that operation can be done

by electric driven trucks, the better," says Juha Kivimäki who is team leader for the wood room at Östrand pulp mill.

Safety aspects

Ensuring that EdiLog is safe to operate is important to Engbergs.

"We use a battery chemistry (LFP) with slightly lower energy content, but it is much safer against thermal runaway. We have also developed a training program together with a company, which spans four levels, from operators and supervisors to various levels for maintenance personnel," says Engberg.

Improved working environment

The working environment for drivers is also improved, as the heating elements and air conditioning compressor are now electrically powered. This allows the cab to be pre-climatized before the machine is put into operation.

Facts

The benefits of the hybrid truck are numerous:

- Zero CO₂ emissions during battery operation.
- Lower operating costs.
- Reduced external noise.
- Improved working environment.
- Components with fewer moving parts.





Take off for a continued journey

Time to leave the year of 2024 behind as we look forward to a prosperous 2025. We thank you all for your continuous support during this year. In 2025 we will continue to strengthen our network, develop our services and keep looking for new opportunities. Join us on the journey!

SCA Logistics – We sharpen your competitive edge
www.scalogistics.se

