



New Ways

N° 1 2020



Waterborne highway from the Port of Malmö to northern Sweden

Smooth container
inspection with CargoSnap

Commitment that
builds a better world

Royal Wagenborg, SCA's
supplier for global transports

Coronavirus – a challenge for everyone

We will all be, indeed we all are, affected by the coronavirus in some way. In terms of transport and logistics, the impact is already apparent and it will affect everyone who works in imports and exports. Above all, global container traffic will be affected, especially to and from Asia.

During the second quarter we will be meeting various logistical challenges on different occasions depending how the situation develops. This will encompass everything from container shortages to cancelled sailings and congested ports, as well as other challenges like pre- and oncarriage. Operators will attempt to adapt to rapidly changing circumstances.

Just like everyone else, SCA Logistics faces different challenges in the wake of the coronavirus. SCA Logistics is both a forwarder and shipping company for our customers; however, the system we have developed between Rotterdam, Europe's largest container port, and complementary ports on the Baltic Sea offers us several opportunities for adapting to the situation. We are therefore more able to secure empty equipment, call at other deep-sea container terminals, book out via other ports, etc. In other words, I believe that we are well-equipped for situations such as this.

We expend a great deal of energy and place enormous prestige in ensuring that your deliveries arrive on time and in the right condition; that said, given the prevailing circumstances nobody is in a position to guarantee container deliveries to an exact timetable. What we can do is promise to use every tool at our disposal to make the very best of the situation for all of our customers and suppliers.

Something we can be certain of is that by the time this magazine is published, the challenge presented by the coronavirus will have evolved. Meanwhile, we have been working hard to ensure capacity and deliveries for all of our customers.

Nils-Johan Haraldsson

Vice President Marketing and Business Development
SCA Sourcing & Logistics



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Sustainable transport a focus for procurement

2020 will see SCA Logistics conducting a new procurement process for pan-European road haulage. For suppliers, this will mean new demands for sustainability.

Text: Thomas Ekenberg. **Photo:** AdobeStock.

“Sustainability is absolutely vital to our customers and our customers’ customers and this includes all aspects of sustainability. It is often the environment and CO₂ emissions that spring to mind. These are of course important but our sustainability requirements include so much more,” explains Nils-Johan Haraldsson, Vice President Marketing and Business Development at SCA Sourcing & Logistics.

Updated Supplier Standard

Each year, SCA Logistics reviews agreements with the haulage companies that function as a vital link between shipping companies, goods owners and end customers. Procurement itself covers overland transport throughout Europe and is based on SCA’s Global Supplier Standard, which contains requirement that all suppliers must comply with.

Basic requirements cover a number of areas: business ethics, health and safety, wages and working hours, human rights, accident insurance and the environment. This is a broad requirement specification based on the Ten Principles of the UN Global Compact regarding how companies can do business in a manner that contributes to a better, more sustainable world.

“Here at SCA, we have high ambitions for our sustainability work and we also clearly demand that our suppliers accept and comply with our Global Supplier Standard. Over the course of the year we will also be monitoring and auditing to ensure that this is the case,” says Nils-Johan.

Road safety requirements

SCA also requires suppliers to comply with industry requirements issued by the Swedish Forest Industries Federation; for example, on road safety and health and safety during handling, loading and unloading, as well as work environment and external environment requirements.

“These cover everything from fair working conditions and training to environmental policy and modern, environmentally classified vehicles,” explains Peter Eriksson, Sustainability & Logistics Manager at SCA Logistics.



The 2020 procurement for road haulage is based on SCA’s Global Supplier Standard.

The requirements apply not only to SCA’s suppliers but also their subcontractors.

“We also conduct sustainability audits to monitor that suppliers are living up to their undertakings. Our inspections are preventative in nature and intended to ensure that we can develop together with our suppliers,” says Peter.

Nils-Johan is keen to point out that SCA has enjoyed good collaboration with its suppliers for many years.

“We have been working with supplier standards and sustainability issues for a number of years and we can see that our suppliers want to do a good, sustainable job for SCA and our customers. This is also apparent from the audits we have conducted. That said, one of our goals is to always improve. And we do so every day,” he concludes.

Waterborne highway

Axess Logistics is an expert in the transportation of cars. Together with SCA Logistics, the company has established a highway from the port of entry in Malmö to northern Sweden – a waterborne highway. “This is both secure and reliable. SCA’s vessels run like clockwork,” says Anders Brindeby, COO of Axess Logistics.

Text: Håkan Norberg. **Photo:** Linda Snell, Perry Nordeng, Copenhagen Malmö Port.





Over 300,000 vehicles arrive to the Port of Malmö each year.



Around 100 vehicles are shipped to Sundsvall and Umeå each week via SCA's RoRo loop.

The Port of Malmö on the southwest tip of Sweden is operated by Copenhagen Malmö Port AB (CMP), which also operates the Port of Copenhagen. Car imports constitute a large part of the port's cargoes, with over 300,000 vehicles arriving in Sweden via this route each year. This makes Malmö the largest port of entry for vehicles into the Nordics.

Axess Logistics transports and customises cars for exclusive agents and dealers. The company offers a total automobile logistics solution for importing vehicles into the Scandinavian market, including warehousing, installation of accessories and onward delivery.

Modifications after import

One essential element of the business is pre-delivery inspection (PDI), which involves checking and equipping vehicles to meet the requirements of exclusive agents and dealers.

"We adapt cars to the requirements of the Swedish market; for example, by installing engine heaters. We may also provide additional corrosion protection and put in carpets and instruction manuals," explains Brindeby.

Dealers can also order highly specific rebuilds, such as equipping vehicles for specific trades or with additional specialist equipment.

Regular shipping

Rail is a common means of transport for vehicles leaving the Port of Malmö for destinations in Sweden; however, over the past few years, Axess has also been collaborating with SCA Logistics on shipping to northern Sweden. On average,

100 vehicles a week are shipped to Sundsvall and Umeå on the Baltic coast via SCA's regular RoRo loop.

"We are able to utilise northbound capacity after SCA has shipped paper and pulp south. Vessels leave on schedule and everything works very reliably," says Brindeby.



"It is very enjoyable to work in this way to create a flow that was not originally intended."

Ann-Charlotte Halldén Åkeson
Key Account Manager
Copenhagen Malmö Port

The collaboration between Axess Logistics and SCA Logistics is the result of matchmaking by CMP after SCA began delivering paper and other goods to the region. CMP loads and unloads SCA's vessels, handles and stores goods and generally acts as the groups right hand in Skåne; for example, by booking transport to customers.

Ann-Charlotte Halldén Åkeson is key account manager at Copenhagen Malmö Port.

"It is very enjoyable to work in this way with our customers and their customers to create a flow that was not originally intended. Axess, SCA and ourselves all saw the inherent opportunities," she says.

"Yes, it was a fantastic fit. We have well-balanced traffic that benefits all parties," concludes Brindeby.

To the left: the Copenhagen Malmö Port.

Smooth container inspection with CargoSnap

All of the containers that SCA Logistics uses must be in good condition. They are therefore inspected whenever they arrive at the docks. At our Sundsvall Terminal this is now achieved with a few quick clicks, as all information is gathered in the CargoSnap app. “This is incredibly efficient and saves a great deal of time,” says Roger Sävåker, Risk Manager at SCA Logistics.

Text: Kerstin Olofsson. **Photo:** Michael Engman.

Containers are subject to enormous stresses. They are shipped across the open sea and loaded and unloaded hundreds of times, sometimes leading to damage during handling or transportation.

“This can be anything from major damage, such as a crane smashing a hole in the roof during loading, to loose screws that may scratch goods during transport or simply that the container is dirty,” explains Roger, who continues:

“We only dispatch cargo in containers that are in good condition in order to avoid damaged or dirty goods; if there is anything wrong with a container, we send it back to the shipping line.”

Efficient clicking

It is important to be able to demonstrate when damage or soiling has occurred, given that it is the party that has caused the problem that must bear the cost of repairing, cleaning or replacing the container. Dockworkers therefore always document the condition of containers on arrival.

“The standard procedure is to photograph the container internally and externally and fill in a paper form. Considering how many containers pass through the terminal each month, this amounts to a great deal of paper to fill in and keep track of. At the Sundsvall Terminal, we have therefore moved to a new technical solution that allows us to gather photos and notes in the CargoSnap app. We can do everything directly on a mobile phone, which is a much more efficient working method,” explains Roger.

Dated and timed photographs

It is also easy to search for information should any discussion arise regarding a damaged container.

“We simply search for the container number and all photographs and information is there for us. We can also see when the photographs were taken. This makes it easy to demonstrate the condition the container was in when we received it,” says Roger, who continues:

“This new system saves us a great deal of time; time that we can then use to give our customers an even better service.”

Logistics planner Oscar Ulin agrees that the app has made everyday life easier.

“Where we once had to go in and upload photographs to a computer after inspecting a container, they are now uploaded to the system automatically together with any comments that we may have written. It is also easy to compile reports. All in all, we save a great deal of time.”

More terminals in line

SCA’s Sundsvall Terminal has been using CargoSnap since last September.

“We had an initial trial period but, considering how well it worked, we had no doubts about continuing to use it once the trial period expired. And assuming that we remain equally satisfied, we will probably begin using the app at more of our terminals in future,” concludes Roger.

“We only dispatch cargo in containers
that are in good condition.”

Roger Sävåker
Risk Manager at SCA Logistics



Wagenborg enhances global shipping – farsighted and responsive

Global maritime logistics group Royal Wagenborg has over 180 vessels and 3,000 employees. The group has been shipping SCA Logistics' wood, pulp and paper products to ports worldwide for decades. "SCA Logistics ships large volumes and we have the vessels they require. We need one another, now and in the future," says Bengt Meuller, Managing Director of Wagenborg Shipping Sweden.

Text: Jennie Zetterqvist. **Photo:** Wagenborg, Foreside Photography.

Royal Wagenborg is a family business founded in 1898, primarily serving maritime shipping customers around the Baltic Sea, northwest Europe, the Mediterranean, Americas and Far East. The group's head office is located in the Netherlands, with offices in the Nordics, southern Europe, North America and Asia that form the foundation for the company's robust global business network.

Wagenborg Shipping Sweden, which is based in Malmö, represents the group throughout Scandinavia. The shipping company mainly provides basic industries with maritime transportation.

"We have a very large fleet and a wealth of experience in working with basic industry, something that makes us flexible. We can always be there when our customers need us," explains Bengt Meuller, who is based at the Malmö office.

New US collaboration

SCA Logistics has been a client of Wagenborg for many decades in a collaboration that has largely involved shipping timber products to southern Europe and North Africa, as well as wood pulp to Spain, where they have also delivered SCA Kraftliner for fruit box production.

While shipments are still ongoing to virtually the entire Mediterranean region, recently a new and exciting collaboration has been developing. Since the major growth in production capacity at the SCA Östrand Paper Mill, Wagenborg is ensuring the delivery of wood pulp to the United States on SCA Logistics' behalf. The Ports of Albany and Brunswick are currently being served.

"It is fascinating to be a part of an entirely new endeavour, especially with such large volumes. SCA is investing heavily in the US market and this new business; we are maintaining a close dialogue to ensure we can assist with our knowledge. Our head office has enormous international know-how and we also have an office in Montreal. Within Wagenborg, we can call on experience across all of North America and have developed contacts in strategic ports," says Meuller.

The first of 6,000 tonnes of wood pulp left SCA Logistics terminal at the Port of Sundsvall for Albany and Portland in autumn 2018. After this first successful shipment, volumes have grown to 200,000 tonnes of wood pulp annually.

"We are now running fully laden vessels of 14,000 to 15,000 tonnes every third week. We have built the operation up together and identified a good solution by listening to one another," says Meuller.





Wagenborg delivers SCA Logistics cargoes throughout the Mediterranean and North America. Since the first shipment in 2018, wood pulp has been leaving SCA Östrand for ports in the United States. Fully laden vessels now regularly traffic routes to Albany and Brunswick.

Success through long-term thinking

Wagenborg was already shipping SCA's wood products to the United States. Shipments go directly from the Rundvik Sawmill to Philadelphia and from there directly onto the shelves at Home Depot, the world's largest home improvement retailer, with over 2,200 stores in North America. This assignment has been ongoing for 25 years, something that bears witness to one of the common cornerstones uniting Wagenborg and SCA: long-term planning.

"This is precisely how we want to work; with contracted, stable volumes. We are at our best when we work with long-term agreements and the stability that gives us time to continuously work on improving our systems. With SCA Logistics, we work from both sides to ensure that everything works well and continues to get even better. We have already identified combinations that build a good logistics system for the United States and we are continuously optimising," says Meuller.

Royal Wagenborg

- has more than 180 multi-purpose vessels.
- has a fleet ranging in size from 1,700 to 23,000 tonnes.
- ships an annual volume of 30 million tons.
- makes 8 000 port calls a year.

Open dialogue, mutual understanding and a common point of departure in taking a holistic view have paved the way for a thriving relationship based on decades of successful deliveries.

"One of Wagenborg's greatest strengths is that we have both a local presence, with small offices close to our customers, and the resources of a major conglomerate. This allows us to maintain a very high level of service. Thanks to a long and close collaboration with SCA Logistics, we also have the added strength of both knowing one another well and sharing our enormous combined experience," says Meuller.

Looking to the future

The challenge of transporting SCA Logistics' forestry-based cargoes is largely in the massive volumes and the amount of space required. Wagenborg's extensive fleet is therefore an excellent match.

"SCA are a great fit for our future and the aim is to continue our collaboration for a long time to come," concludes Meuller.

Sustainability gold medal to SCA Logistics

SCA Logistics has been awarded a gold medal by international CSR analysts EcoVadis, which places the company in its highest category. “This is an affirmation of the quality of our systematic CSR management,” says Peter Eriksson, Sustainability & Logistics Manager at SCA Logistics.

Text: Thomas Ekenberg. **Photo:** Linda Snell, SCA.

EcoVadis is the leading system globally for assessing and rating the sustainability of corporate supply chains. In total, almost 60,000 companies in over 155 countries have been assessed within the framework of the system. The point of departure for evaluation is the company’s corporate social responsibility (CSR) work.

EcoVadis has now completed its first independent evaluation of SCA Logistics. The result: a top rating and gold medal for SCA Logistics, which takes its place among the best 3% of assessed companies across all sectors.



SCA’s vessel
m/v SCA Munksund.

Systematic sustainability management

Peter is obviously delighted by the result.

“Yes, it is a great acknowledgement that we conduct high quality systematic sustainability management, with procedures, strategies and policies in place,” he says.

Among other things, EcoVadis assessed how the company addresses environmental issues, the work environment, human rights and ethics.

“The evaluation is highly detailed and tailored to our operations. EcoVadis also demands proof that the company is actually living up to its commitments,” says Peter.

Strengths and weaknesses

Although the result is reported in the form of a points score for the various categories, EcoVadis also provides a list of the company’s strengths, weaknesses and opportunities for improvement.

**“We have a long tradition
of focusing on corporate
social responsibility from
a broader perspective.”**

Peter Eriksson

Sustainability & Logistics Manager SCA Logistics

“SCA Logistics has significantly more strengths than weaknesses. We are standing on solid foundations created by the many years of successful environmental and sustainability work conducted by SCA. We also have a long tradition of focusing on corporate social responsibility from a broader perspective.”

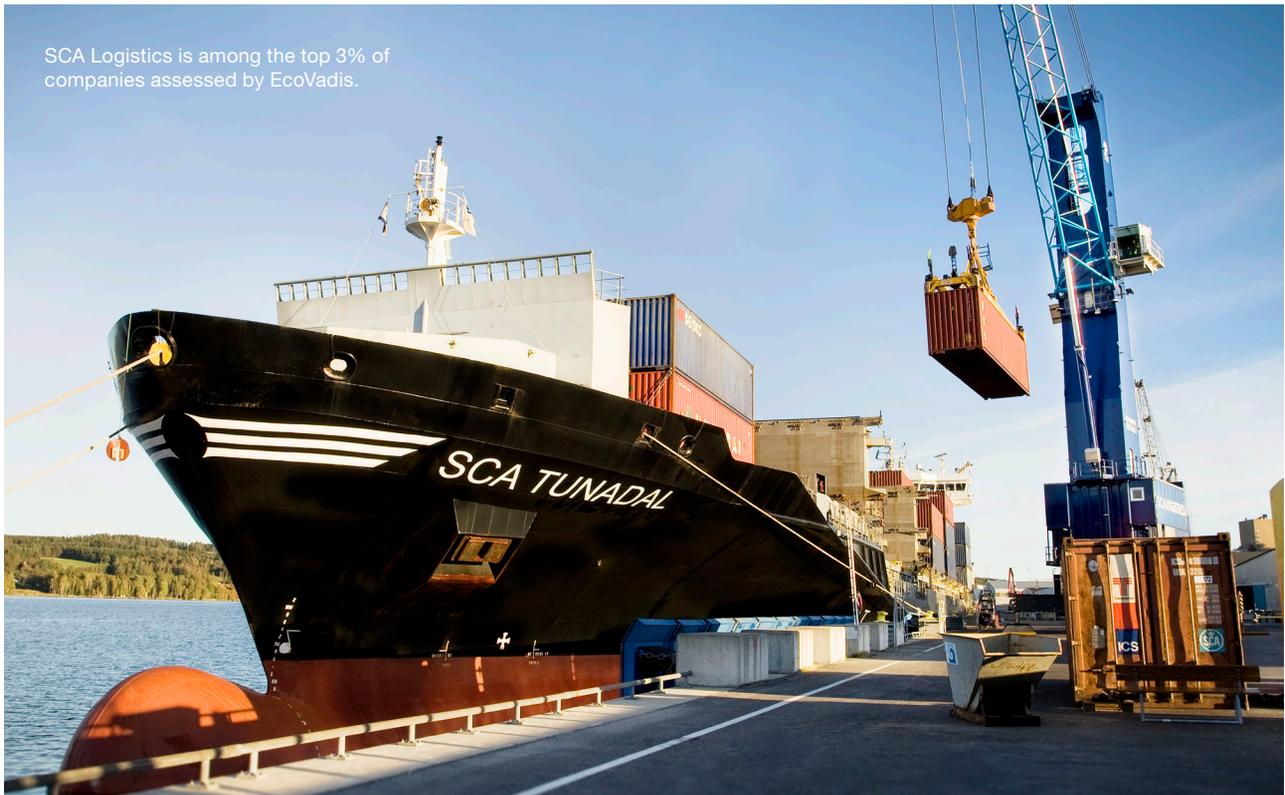
Peter emphasises that EcoVadis will also play an important role on ongoing sustainability work.

“This is one of our tools for sustainable business; we will be using EcoVadis both internally to improve our processes and externally to assess our suppliers. We maintain an ongoing dialogue with our suppliers and EcoVadis will be one factor that we weigh up.”

SCA launched an initiative last year in which some 80 suppliers in one procurement category were assessed by EcoVadis.

“The results were good. Our suppliers are generally above average, although the evaluations show that there is potential for improvement,” says Peter.

SCA Logistics is among the top 3% of companies assessed by EcoVadis.



Further evaluations

EcoVadis conducts an annual review of companies that subscribe to its service. SCA will also be evaluating further suppliers within the framework of the system.

“We will select suppliers within various categories, including in industries in which we see a major risk of negative surprises,” says Peter.

In addition to EcoVadis’ reviews, SCA also performs more in-depth sustainability audits on suppliers based

on a risk analysis, focusing on high risk industries and geographical areas.

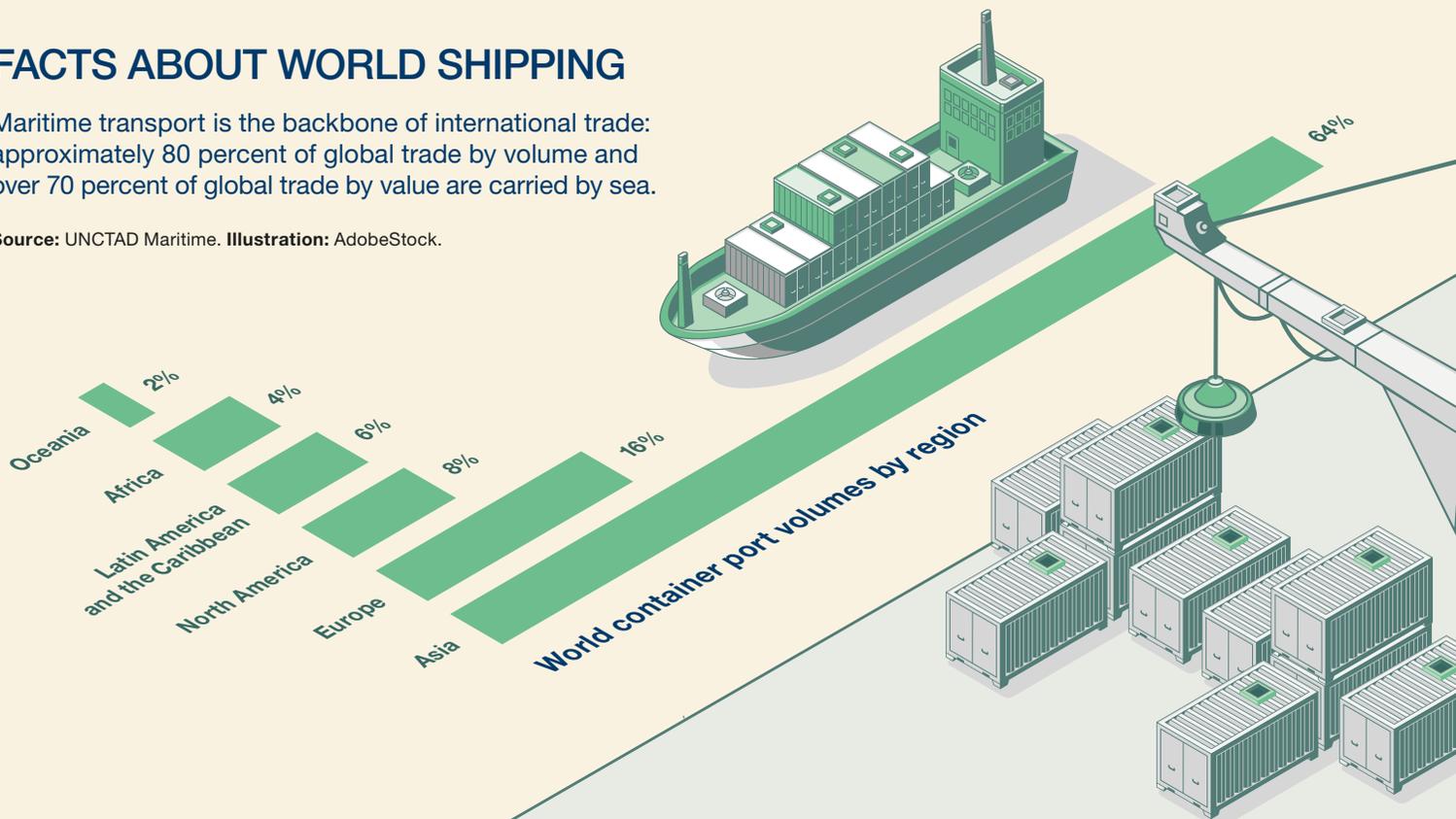
“We perform ongoing inspections of our suppliers and make demands on them to comply with the SCA Global Supplier Standard,” concludes Peter.

Although SCA Logistics is the first SCA company to be assessed by EcoVadis, the entire SCA Group is in the process of being evaluated.

FACTS ABOUT WORLD SHIPPING

Maritime transport is the backbone of international trade: approximately 80 percent of global trade by volume and over 70 percent of global trade by value are carried by sea.

Source: UNCTAD Maritime. Illustration: AdobeStock.



Commitment that builds a better world

SCA cultivates a strong social commitment. The desire to develop has deep local roots but also branches out into global projects driven by motivated and empathic employees. A load of timber that SCA recently shipped from Sweden to Ghana lays the foundations for both sustainable construction and increased gender equality.

Text: Jennie Zetterqvist. **Photo:** Madeleine Schreiner, SCA.

Every stakeholder in society needs to play their part. That is SCA's firm conviction and the company takes broad corporate responsibility for being a positive force and an employer whose staff find job satisfaction, motivation and the pleasure of seeing their initiatives bear fruit.

Education, research and support for socially engaged organisations usually revolves around the locations where SCA operates; however, around Christmas, SCA Logistics had the opportunity to contribute the logistical solution for shipping a cargo all the way to Ghana.

Gift to Ghana

A full gift container containing 50 m³ of timber products from SCA was shipped to the charity Children's Home, which supports children and young people in Ghana. Much of their aid goes to private orphanages to ensure that children who might otherwise have been condemned to a life on the streets have food, healthcare and education.

On this occasion, the donated timber will be used for furniture and to construct a service building to shelter food and wood from the rain. A local carpenter will build the furniture and the children, who have seen photographs of models, are looking forward to seeing it in real life. This is confirmed by Maria Lemon, Deputy Site Manager at SCA Wood Scandinavia Tunadal and cofounder of Children's Home. The dedication of Maria and her daughter Sara Svensson to the children of Ghana has been positively received by her colleagues.

"Many of our employees are engaged in Children's Home so we felt that the company itself should also do something. This is a way for SCA to contribute to a better world by promoting increased gender equality and education for more children," says Anna Schönström, Site Manager of SCA Wood Scandinavia's Tunadal planing mill.

Working for gender equality

Children's Home works on a broad front and is currently running a gender equality project with the aid of the Swedish International Development Cooperation Agency (Sida) and non-governmental development cooperation organisation Forum Syd, who work to promote human rights around the world.

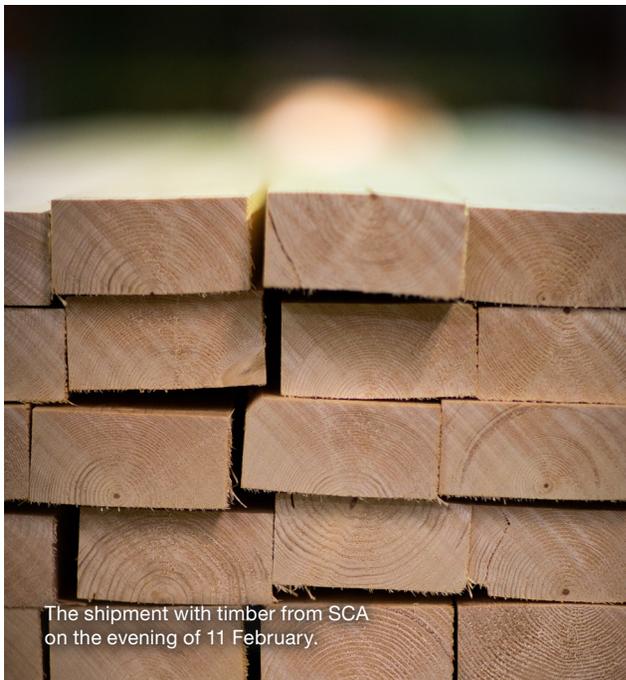
"The project is not only aimed at getting girls into school, we are also working to strengthen the rights of women and girls in outlying villages. We collaborate with local organisations that in turn apply pressure to those in positions of responsibility, to increase awareness that a gender-balanced society offers opportunities for development and thereby reduces poverty more rapidly," explains Maria.

In the right hands

It presents a challenge to SCA to become involved and make a difference in places where the company has no representation. In this case, the personal commitment of employees, including visits to Ghana, provides assurance that the gift and assistance will end up in the right hands.



Maria Lemon and Anna Schönström.



The shipment with timber from SCA on the evening of 11 February.



Maria Lemon and Rockson Yanney in Ghana.

The project's focus on education and gender equality is entirely in line with SCA's core values. The gift of timber also speaks to our commitment to long-term initiatives, both materially and symbolically.

"In addition to donating building materials that give Children's Home with the opportunity to provide vulnerable children with a more secure upbringing, the northern pine is also highly significant to sustainable building and, therefore, a sustainable world," says Anna.

The shipment arrived in Gomoa Tarkwa late on the evening of 11 February.

"The recipients are in a positive state of shock as they did not expect quite so much timber. Children who live in

the orphanage Home for Hope danced and jumped for joy and, as far as they were able, helped the adults to unload the planks from the container and place them under shelter. The orphanage's district school has almost 200 pupils, so a great many children will benefit from the timber delivery," Maria affirms.

SCA Logistics is delighted to be able to play a part in providing a better future for young people.

"On this occasion, we were able to contribute a good logistical solution and we therefore had no hesitation in offering our assistance," says SCA Logistics Commercial Manager Mikael Toft.



Roger likes to spend his spare time on the slalom slopes.

Roger Sävåker

– an analytical risk manager who enjoys a challenge

The cargo that SCA Logistics delivers must be in one piece and clean when it arrives. As risk manager for vessels, cargo and transport, Roger Sävåker plays a central role in this work. “The key is careful monitoring so that we can immediately see if we need to put measures into place anywhere. I am inspired by making things better so this job suits me down to the ground,” he says.

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

Roger joined SCA in September 2019, having spent many years as an insurance consultant.

He describes himself as analytical and thorough, attributes that come in handy in his new position, where he works to develop everything from working methods to procedures and equipment – all to minimise the risks and reduce the amount of damage in transit to the lowest possible level.

Measuring and documenting

“Success is dependent of preventive measures; we do a great deal of valuable measuring and documenting. If we see the same type of damage recurring, we are quick to resolve the problem,” says Roger.

This can for example be a matter of not using certain vessels if it has been seen that cargo becomes soiled during shipping, or replacing equipment that repeatedly causes damage to cargo.

“SCA is well positioned and already has a low level of damage thanks to the company’s many years of addressing the issue and developing well thought-out procedures. I also feel that there is a spirit within SCA that leads us to take great care of cargo and make every effort to do a really good job,” says Roger, who continues:

“That said, we can always improve further and it is an enjoyable challenge to identify new solutions.”

Efficient solutions

Roger also works on those cases where, despite all of the preventative measures, something does go wrong.

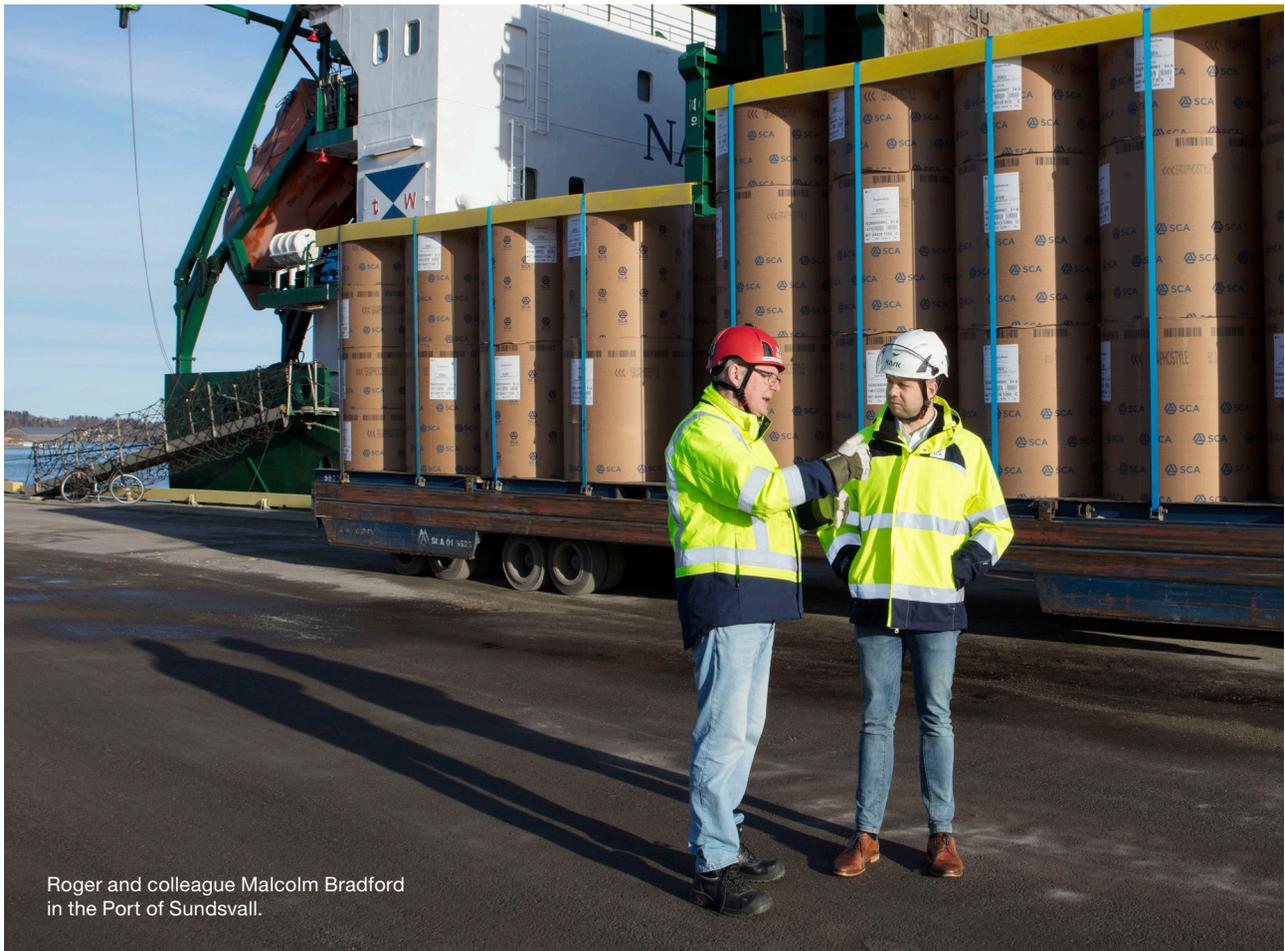
“When something goes wrong it is of the utmost importance that we resolve the situation quickly and efficiently. As a customer, there is nothing worse than having to wait a long time for compensation in such cases. Everything should run smoothly – and we make sure that it does.”

“There is a spirit within SCA that leads us to take great care of cargo and make every effort to do a really good job.”

Roger Sävåker

Risk Manager for vessels, cargo and transport
SCA Logistics

Another of Roger’s duties is to participate in quality projects at various divisions of SCA. One current example is the ongoing development project regarding the handling of pulp bales dispatched from SCA Östrand pulp mill. And sometimes, small measures can make a big difference; for example, replacing the yokes of some cranes to allow bales



Roger and colleague Malcolm Bradford in the Port of Sundsvall.

to be lifted in a gentler manner. Another measure is to adjust the tension of the string around the bales.

“If the string is not too tight it is easier to lift the bales without damaging them,” Roger attests.

At home on the piste

After some six months in his new job, Roger is beginning to feel at home.

“This is a great job for someone like me who enjoys making improvements, not to mention my experience of the insurance industry. This type of wide-ranging job doesn’t come along everyday so I was delighted when the opportunity arose,” he says.

Roger comes from Viskan, some 50 kilometres west of Sundsvall, and now lives in Sundsvall town centre with his partner and two children aged 9 and 13. He likes to spend his spare time on the slalom slopes, either on the hills around town or in the Swedish mountains.

“It is a wonderful hobby as one can enjoy the company of friends and family in enchanting natural surroundings.”

A good deal of time is also spent training as a runner and he enjoys competing. In the last few years he has competed in the Stockholm Marathon and in the Spartan Beast half marathon in London, a punishing obstacle course that combines running with overturning tractor wheels, crawling under barbed wire and completing other diverse tests of strength and endurance.

“I like to push myself and see what I can achieve. And it is fun to push your times; even there, it is fun to see a positive development,” Roger concludes.



Roger Sävåker

Background: Insurance consultant.

Education: Economics.

Current role: Risk Manager for vessels, cargo and transport.

Lives: In central Sundsvall in northern Sweden.

Family: Partner, two children aged 9 and 13, one golden retriever.

Interests: Running, competing, slalom, golf and spending time with the family.

SEK 600 million to improve a world-class sawmill

SCA is investing approximately SEK 600 million in making its Bollsta Sawmill more efficient. SCA Logistics very much welcomes the expected increase in productivity. “This will strengthen both northern Sweden’s export industry and imports to our region,” says Nils-Johan Haraldsson, Vice President Marketing and Business Development, SCA Logistics.

Text: Jennie Zetterqvist. **Photo:** Per-Anders Sjöquist, Michael Engman.

Bollsta Sawmill is already one of Sweden’s largest and most efficient sawmills, with an annual capacity of up to 560,000 m³ of sawn timber. The new investment is primarily in a new trimmer system to quality-assess, sort, cut and pack timber after drying. The new trimmer system will raise the level of competitiveness to world-class.

“This investment will allow us to increase production by 50,000 m³ of sawn timber goods, thereby improving our conditions for continued successful development,” says Sawmill Manager Johan Olofsson.

Bollsta expects continued growth to an annual production of 800,000 m³. The new trimmer system will be ready by the middle of 2022.

SCA Logistics welcomes this development and stands ready to handle increased capacity.

“Through the increased volumes from Bollsta and consolidation of volumes from other shippers, we can continue to build cost-effective logistics systems. This will, for example, contribute to larger container feeders to Rotterdam, linking northern Sweden to every corner of the world,” says Nils-Johan.



A new trimmer system will increase productivity at Bollsta Sawmill.



A paper for the age now shipping worldwide

The market for publication paper is in a constant state of flux. GraphoVolume is the third high-quality publication paper we have launched over the last year to address these changes. “The high pace of innovation at the Ortviken paper mill provides us with the conditions for offering competitive products to strategic, highly profitable markets,” says Sara Qvist, Product Portfolio Manager at SCA Publication Paper.

Text: SCA. **Photo:** Tommy Andersson, Michael Engman, Per-Anders Sjöquist.

GraphoVolume is a good example of the pace of innovation in the Publication Paper Division, where close collaboration between R&D and marketing cuts the time between concept and finished product to a minimum.

“There is an obvious demand from the market for this type of paper product,” says Technical Service Manager Marcus Edbom, the man behind the concept and development of GraphoVolume during spring 2019.

Customer interest has been strong, with many sample rolls delivered, thus far with extremely positive responses to GraphoVolume.

“GraphoVolume, a coated high-bulk matt paper, is the whitest paper we manufacture. It has a unique, matt surface while maintaining high printing quality,” says Marcus.

A matt paper right for the time

In an era in which sustainability is the watchword, many prefer to communicate on paper that exudes naturalness, something that matt paper often does. The unique matt surface of GraphoVolume has a character all its own.

This paper not only feels sustainable, thanks to Ortviken’s low carbon footprint and SCA’s integrated value chain it



Eric Frost, V-TAB Vimmerby, and Marcus Edbom, SCA Ortviken, inspecting the new paper GraphoVolume.

actually is – something that is in increasing demand among our customers.

Among other things, Publication Papers' marketing strategy is to develop sustainable products for the wood free paper market. Launched late last year, silky coated paper GraphoSilk has Ortviken's highest grammage at 100 g/m². This joined GraphoCote, which was released pre-summer 2019 and was the first to be launched in 100 g/m².

“With these three products, we are positioned to challenge the wood free paper market and demonstrate that our paper is an excellent alternative in terms of quality,

sustainability and, not least, cost-effectiveness,” concludes Sara.

SCA Logistics ships paper to customers

GraphoVolume is now in production and the first shipments left Sundsvall in mid-February bound for all of SCA's European ports, with deliveries now ongoing.

Growing market for maritime transport

SCA Logistics notes an increasing demand for maritime transport. This is a clear trend that has seen the growth over recent years accelerate during 2019. “We are seeing increased sales for our logistics solutions via our container and Ro-Ro vessels,” says Nils-Johan Haraldsson, Vice President of Marketing and Business Development SCA Logistics.

Text: Thomas Ekenberg.

SCA Logistics operates timetabled routes between Sweden and the Continent served by both container and Ro-Ro vessels.

“We are pleased to say that we have a strong offer, with a logistics chain based on deliveries from industries in northern Sweden. We have seen growing interest in our transport solutions over recent years. This applies to containers, project cargoes, roll-on/roll-off and bulk,” says Nils-Johan.

Growth trend

SCA Logistics notes a clear growth on the maritime side; during 2019, maritime transport sales increased by 15%, with three-year growth standing at almost 22%.

“This has been achieved both through the acquisition of new customers and increased freight transportation by existing customers. In addition to our principle maritime cargoes of sawn timber products, paper and pulp, we can also see growth in all types of goods, both consumer and industrial,” confirms Nils-Johan.

Goods that can be transported on SCA's vessels include chemicals and other bulk goods. Project cargoes such as wind turbines, generators and machinery are a growing market, as is rolling cargo in the form of everything from construction plant to cars imported through Swedish ports via SCA Logistics' Ro-Ro vessels.

Arriving on schedule

“Our vessels are well-suited to this type of cargo. We can offer safe and sustainable shipping according to fixed

timetables that ensure goods arrive on schedule. We also call at attractive ports such as London, Rotterdam and Kiel,” says Nils-Johan.

SCA Logistics has been working successfully to reduce carbon dioxide emissions and streamline maritime transport, something that customers are demanding.

“Here at SCA, we have always placed a great deal of emphasis on our systematic environmental management and we see that our customers are also demanding cost-effective, sustainable shipping.”

Nils-Johan also confirms the incentives for success.

“We see long-term growth in maritime transport as proof that we are living up to our customers' demands; however, we are not resting on our laurels. Our stated aim is to continuously and incrementally improve our customer offer,” he says.

Container Express

SCA Logistics Container Express operates time-tabled routes from Sundsvall, Umeå and Rotterdam served by two vessels, M/V SCA Munksund and M/V SCA Tunadal.

Our Ro-Ro route is served by three vessels: M/V SCA Östrand, M/V SCA Obbola and M/V SCA Ortviken, calling at Rotterdam, Kiel and London, as well as ports in southern and northern Sweden.

Higher growth in SCA's forests

SCA has performed a new forest survey in 2019. According to the new survey, SCA's standing timber volume is 11 million cubic metres (m³fo*) higher than previously estimated. The survey also shows that the annual growth is 1 million cubic metres higher than the previous estimate.

Text: Press release SCA.

"We manage our forests for the long term and for high growth, which this new survey confirms", says CEO Ulf Larsson. "A higher standing timber volume means that our forest resource has a higher value. A higher growth gives a higher yield over the long term and also means that our forests bring an increasing contribution to combatting climate change."

According to the new survey, SCA's standing volume in Sweden is estimated at 249 million m³fo as of December 31, 2019. This compares with the previous survey from 2012–2013 and which indicated standing volume of 238 million m³fo at the end of 2019. Of the 11 million m³fo increase, about 6 million m³fo is related to higher than expected growth during the period between surveys (six years) and about 5 million m³fo is related to improved data measurement compared with the previous survey.

The annual gross growth in Sweden amounted to approximately 10.5 million m³fo, 1 million m³fo higher than the estimate in the previous survey of about 9.5 million m³fo. Net growth amounted to approximately 4.0 million m³fo, compared with the previously estimated net growth of about 3.0 million m³fo.

Based on the new forest survey, a new harvesting plan is being undertaken and is expected to be completed in the first half of 2020.

Together with 3 million m³fo of forest in the Baltic states, SCA's total standing volume amounts to 252 million m³fo.

*Forest cubic metres, m³fo, is a measure of the volume of wood in living trees based on the tree trunk, including bark and the tree-top, but excluding branches and needles.

Focusing on sustainability reduces emissions

New technology, improved planning and increased quantities of goods mean that every year SCA Logistics reduces its carbon dioxide emissions per tonne-kilometre. "2019 saw our vessel emissions fall below 30 grams of carbon dioxide per tonne-kilometre for the first time," says Peter Eriksson, Sustainability & Logistics Manager at SCA Logistics.

Text: Håkan Norberg.

During the four-year period 2016-2019, SCA Logistics has reduced its emissions of carbon dioxide per tonne-kilometre* by 15.6% for Ro-Ro vessels and 15.4% for container vessels.

The period has seen technical developments in Ro-Ro vessels – for example, more efficient propellers – while vessel operating procedures and increased volumes have also contributed to the reduction. Vessels travel only as fast as necessary to arrive on schedule for loading and unloading, thereby reducing fuel consumption, and increased volumes of goods also make shipping more energy-efficient.

"We focus on sustainability throughout the organisation and will naturally be continuing to do so," says Peter.

In the immediate future, this will involve filling Ro-Ro vessels even more efficiently and possibly going up a size in container vessels, in order to transport goods even more efficiently per tonne-kilometre.

*A tonne-kilometre (tkm) is a measure of the resources required to transport one tonne of goods one kilometre; for example, in fuel or emissions.

Another record year for SCA Logistics

SCA Logistics once again enjoyed a record year in many regards in 2019, summed up by an all-time high for container traffic through Umeå, a new productivity record and a new peak for ship's agency in Sundsvall.

Text: Thomas Ekenberg. **Photo:** Linda Snell, SCA.

All-time high for container traffic through Umeå

SCA Logistics' Umeå terminal has shown a steady increase in container volumes over a number of consecutive years and 2019 was another record year. An all-time high of over 35,000 TEUs were handled, an 11% year-over-year increase.

"We are delighted that customers are choosing Umeå. We enjoy good collaborations with regional industry and can offer efficient logistical solutions. A number of companies have also moved their warehouses to our terminal in order to achieve simpler handling to customers," says Margaretha Gustafsson, Terminal Manager at SCA Logistics Umeå.



"Once the ongoing expansion of the Port in Umeå is completed, we will have an even better point of departure for meeting our customers' growing needs."

Margaretha Gustafsson
Terminal Manager
SCA Logistics Umeå

She confirms that there has also been an upturn in incoming cargo.

"It is apparent that regional business is thriving, with a consequent increase in imports. We are pleased to be able to offer good logistical solutions to these customers as well."

One factor behind the success of the Umeå Terminal is that work is performed in teams that cover the entire process from incoming orders to delivery.

"Working in a team makes it easier to see the whole picture and hones our efficiency at all stages; of course, increasing volumes also place demands on the continued development of secure, efficient container solutions together with our customers," says Margaretha.

The goal is to further increase container traffic.

"We have also invested in order to accommodate the increasing volumes, among other things in two stuffing stations that allow us to increase availability and work more effectively. Once the ongoing expansion of the Port in Umeå is completed, we will have an even better point of departure for meeting our customers' growing needs," explains Margaretha.

Strong increase in productivity at Sundsvall Terminal

Productivity at SCA Logistics Sundsvall Terminal has passed a new threshold measured in total tonnes per man hour. Smarter working methods and good planning underlie this new record figure.

Productivity at the Sundsvall Terminal has increased by 50% over the past decade and our stevedoring service recently achieved a new record in total tonnes per man hour for a single month.

"At the same time as volumes through the port have increased, we have been able to work more efficiently. One important explanation for this is our emphasis on good



SCA Logistics' container team at the Port of Umeå. From left to right: Elvira Nilsson, Ralph Sehlstedt, Anders Holm, Per Ödin, Alexander Larsson and Jesper Dahlkvist.

planning and rapid information. A great many factors have an impact on our job, many of which are not always foreseeable, such as storms or disruptions to production. It is therefore important that we have a flexible organisation that can quickly adjust to meet our needs," says Peter Gyllroth, Terminal Manager at SCA Logistics Sundsvall.



"It is important that we have a flexible organisation that can quickly adjust to meet our needs,"

Peter Gyllroth
Terminal Manager
SCA Logistics Sundsvall

Investment in new equipment has also contributed to streamlining the operation, as have smarter working methods.

"These are positive challenges that we meet together by working in a structured manner based on our focus areas: safety, productivity and quality," says Peter, who emphasises that efficient handling benefits both cargo owners and shipping companies.

New peak for ship's agency

Ship's agency is a growing business for SCA Logistics. In 2019, a new peak was achieved for total calls at the Port of Sundsvall.

During 2019, our ship's agents handled a total of 818 vessels, an increase of 17% year-over-year.

Lotta Åkre, Commercial Manager at SCA Logistics, sees the Östrand effect as the underlying cause behind the record figure.

"The expansion of SCA Östrand pulp mill has meant an increase in export volumes during 2019. The mill has also increased timber imports, leading to more calling vessels," she explains.

At the same time, the organisation has been improved to meet the increasing number of maritime transports.



"Our ship's agents offer a quick, flexible and cost-effective service to shipping companies and vessels."

Lotta Åkre
Commercial Manager
SCA Logistics

"Our ship's agents offer a quick, flexible and cost-effective service to shipping companies and vessels. The growing number of vessels calling at the port also demands that we streamline and hone the service further," says Lotta.

"Yes, we have fantastic personnel who do a great job and are capable of periodically managing very high workloads without compromising on safety and quality."

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