

Timber trucks running full

Wood procurement units have improved transport efficiency and reduced emissions.

Stora Enso Metsä has become the first wood procurement organisation in Finland to introduce a second-generation control system for timber transportation. The system calculates the most efficient routes from the forest to the mills, and minimises the empty running of trucks. This results in con-

siderable cost savings, while also reducing emissions. The new control system enables wood procurement to be optimised across the whole country, irrespective of procurement region boundaries.

Off the roads, and onto rails

The Base Port system, introduced to transport products from Swedish mills to customers in Central Europe, is expanding according to plan. In 2002, 1.3 million tonnes of goods were channelled through this unique ship-rail system, a 20% increase compared to the previous year.

The reconstruction of the rail track connecting Grycksbo Mill to the Base Port Transport System is underway. A significant reduction in fossil fuel consumption is expected, as half of the mill's production will be transported by rail.

The transportation of recovered paper from Northern Sweden to Hylte Mill has been moved from road to rail,

reducing fossil fuel consumption. The incoming timber trains also logistically complement the trains used to transport products from the mill. The total reduction in carbon dioxide emissions is approximately 1 800 tonnes annually.

In the Hällefors area, CO₂ emissions were reduced by 260 tonnes and NO_x emissions by 3 tonnes in 2002, when some 40 000 cubic metres (solid under bark) of spruce pulpwood was transported from Hällefors to

Stora Enso's Kvarnsveden Mill by rail instead of road.

Greener kilometres

In Sweden, Stora Enso has contributed to the establishment of a truck fleet running on bio-fuel, by supporting the Green Ton Kilometres project initiated by Danzas. Stora Enso's support is equivalent to an annual reduction in carbon dioxide emissions of 169 tonnes. ■

All the tankers used to transport heavy fuel oil destined for Stora Enso's Finnish mills are double-hulled.



"When determining daily driving routes, the new system considers our tight schedules, the various wood assortments needed by the mills, the location of roadside timber stacks, and even road conditions," explains Markku Pulkki, one of Stora Enso's transport suppliers.