



From left: Green Cargo Sales Executive Johan Lorensso and Olle Ankarling, Head of Logistics at Söderenergi.

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## **Green Cargo maximizes volume capacity for Söderenergi with new XXXL containers**

**It has been eight years since Green Cargo transported the first delivery of wood chips to Söderenergi's new fuel terminal in Nykvarn. We are now gearing up the partnership with Söderenergi by changing to larger XXXL containers. We are decreasing the number of trains without reducing volumes.**

“We continuously developed the transport solution throughout the agreement

period, and we are now upgrading the entire system to improve volume capacity. It's a question of increasing and adapting capacity as optimally as possible for Söderenergi. A container upgrade gives us better matching between the total weight and the total volume we are transporting by this system. We have chosen to continue using load carriers from Innofreight, and are replacing the system's containers with the larger XXXL model," says Green Cargo Sales Executive Johan Lorensen.

Söderenergi uses an increasing amount of refuse-derived fuel, which is lighter than wood-based fuel, which weighs more per cubic meter. With the new XXXL containers, Green Cargo can transport larger volumes with fewer trains.

"For Söderenergi, this is a step further in the right direction, toward increased sustainability. With larger containers, we'll be more flexible, reduce the number of trains by 25%, and be more cost-effective. This means we'll also promote traffic reduction on an already heavily burdened rail network, freeing up track capacity for other traffic. We handle a total of 900,000 tonnes of fuel, equivalent to 3 TWh per year, and we are investing great effort into making all modes of transportation efficient and sustainable," says Olle Ankarling, Head of Logistics at Söderenergi.

Green Cargo's deliveries of wood-based and refuse-derived fuel in 2018 will come from places, such as Töva, Östavall, Ånge, Bastuträsk and Örnsköldsvik. The deliveries are transported from each location to Nykvarn according to a predetermined timetable. The trains will consist of double locomotives and 27 wagons with 81 XXXL containers, which is around 1,600 net tonnes of fuel per train. The load volume of the train will increase to about 4,500 m<sup>3</sup>.

"Through close dialogue with our customers, we can take total responsibility for their deliveries in order to continually optimize and improve the timetable. Together with Söderenergi, we have continuously developed the transport systems during the agreement period in order to attain punctual deliveries with minimal disruptions. We have eliminated tractive power limitations, and with the XXXL containers we are maximizing volume capacity. We complement each other with long-term planning and long-term perspectives," Johan says.

## **Nykvarn's fuel terminal**

The terminal is located on eight hectares next to the Svealand Line in Nykvarn; logistically speaking, it is Söderenergi's fuel depot and central hub. Currently, fuel is loaded and unloaded from around 75 trains a year. Transportation to and from Nykvarn is primarily by Sweden's first 74-tonne woodchip truck, which runs on 100% biofuels.

## **Background and development**

Green Cargo has been the train operator since the beginning, and its train system has developed gradually over the years.

- 2009–2013: One locomotive, 19 wagons, 57 XXL containers and train lengths of 430 meters, and around 750 net tonnes of fuel per train. Limiting factor: locomotive tractive power
- 2014–2017: Double locomotives, 27 wagons and 81 XXL containers, around 1,600 net tonnes of fuel per train. Limiting factor: load volume of the train, about 3,500 m<sup>3</sup>.
- 2018: Double locomotives, 27 wagons and 81 XXXL containers, around 1,600 net tonnes of fuel per train. Load volume of the train increased to about 4,500 m<sup>3</sup>. Limitations for the train now depend on fuel type and loading location.

*Söderenergi has one of Sweden's largest biofueled CHP plants. It uses primarily recycled and renewable fuels. It transforms sorted waste into energy in the form of heat and electricity, with good environmental performance. This is smart use of resources and a leading environmental service. The company produces district heating for some 300,000 people, offices, and industries in the southern part of Greater Stockholm. Its production of electricity is equivalent to the household electricity consumption of 100,000 homes.*

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*Green Cargo runs 400 freight trains each day, which is equivalent to the capacity of approximately 10,000 truck transports. We serve 270 locations in Sweden and the major cities in Norway. In cooperation with other operators, we reach thousands of locations in Europe. Green Cargo is the only nation-wide freight transport company that meets the standards set by the Swedish Society for Nature Conservation for freight transports (Bra Miljöval). Green Cargo is owned by the Swedish state. The Group has approximately 2,000 employees and annual*

revenue of SEK 4,2 billion (2016). [www.greencargo.com](http://www.greencargo.com)

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