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Logistics

It is the customers' needs that dictate logistics. The customers of forestry need different assortments at different times. Good and effective communication is needed between production, logistics and the market to enable logistics to be adapted to constantly changing needs.



To be able to maintain good control of logistics powerful and modern information systems are needed which are updated daily.

The first transportation takes place after felling. It takes place in the forest, when the forwarder gathers and hauls the trees the harvester has felled to what is known as a landing. Grading is then carried out. Spruce wood, pine wood, small-dimension sawtimber and pulp wood are placed in separate piles.

Forestry has three storage places: in the forest, at roadside landings and in industry. It may prove to be a great challenge to obtain an optimal level of stocks at these three storage points, but it is important to keep the logs fresh and to improve the efficiency of wood haulage, so that the agreed volume of the correct assortment can be delivered to customers.

It is also important to try to optimise routes to reduce unnecessary haulage, both for the economic reasons and for the sake of the environment. Forestry also transfers haulage to the railways to reduce climate impact. But more efforts are also being made to reduce climate impact. Timber trucks are refuelled with fuel from renewable energy sources, and successful attempts have also been made to lengthen trucks so that the number of journeys is reduced.

This haulage passes through the forest road network, which is financed, built and maintained by the forestry industry. The forest

road network in Sweden is so large that it is equivalent to going round the world five times. It is also open for use by the general public, for example for hunting, fishing and berry picking.

In building these roads it is important that the environmental impact is kept as low as possible. Non-harmful and environmentally friendly materials are therefore used in the roads, and in cases where the road passes over a stream bridges and road culverts are built in such a way that they do not pose an obstacle to aquatic animals.

There are, however, several external factors that affect logistics. Rain and melting snow can make the roads impassable for periods of time. This has to be taken into account in logistic activity. Nor must it be forgotten that a perishable product is involved. During the summer months there is a risk of the logs being attacked by fungi and insect pests unless they are transported sufficiently quickly from the forest to industry. During the winter the logs stay fresh for longer, but it is instead a matter of the passability of roads that have to be snow-ploughed and gritted.

In other words a large amount of work is required for logistics to work in a sustainable way.