

SVISTA

Eskilstuna making room for Senior, one of Europe's largest factories for separator film for lithium batteries

Shenzhen Senior Technology Material is investing 2.5 billion SEK until 2025, in a new industrial plant in Svista industrial area.

Shenzhen Senior Technology Material (Senior) is one of the world-leading suppliers of separator film, which is an important component in lithium batteries. The company has now decided to start manufacturing in Svista industrial area, which will be their first international establishment. The industrial plant will be one of Europe's largest separator film factories, and will act as a subsupplier to Northvolt. Eskilstuna will thus also be the location for Senior's European headquarters.

"Eskilstuna is centrally located and geographically beneficial. It is close to Northvolt and other potential customers. There are also opportunities here to attract others within the same industrial chain", says Kalle Liu, deputy CEO of Senior.

Development of the plant will take place in different stages and production is expected to get underway next year. Before then, works will include installation of the world's largest machine for manufacturing of separator film. The plant will subsequently be expanded in further stages until 2025. Both raw materials and finished products will

The work requires special expertise, which can be challenging to find. Recruitment of various types of engineers is in progress, and the plan is to employ some 80 persons by the end of the year. Overall, the establishment will create opportunities for new types of skills, industries and training, with a total of 500-600 new jobs.

Kalle Liu, deputy CEO of Senior



be transported to and from Eskilstuna via Eskilstuna Intermodal Terminal.

Senior Technology Material invests in Eskilstuna View film here!



SVISTA



Kilenkrysset expanding its collaboration with H&M in Svista, Eskilstuna

The new lease includes an expansion of 15,000 square metres, making Eskilstuna the central warehouse for Sweden, Norway and Iceland.

H&M's warehouse in Eskilstuna was established in 2002. The warehouse is the only one in Sweden that serves all Sweden's shops with both new products and refill of products according to the shops' individual sales. The warehouse is currently 22,000 square metres, and 34,000 square metres in total including the mezzanine.

"The opportunity arose to extend together with Kilenkrysset, with whom we have enjoyed a long and beneficial collaboration. We can say that we chose correctly right back in 2002. Furthermore, Eskilstuna is working actively to make the city even more attractive for logistics operations, and we regard this as advantageous", says Anette Gustafsson, Regional Logistics Manager North Europe

The work of rebuilding the warehouse has already started, and it is expected that it will be possible to receive the first deliveries of Norwegian and Icelandic products in late 2021, with full capacity in the new sections in late 2022.

"H&M is one of our largest and first customers, so it is great that they wanted to extend the collaboration and continue their journey together with us. The area around Svista is an attractive location that we are working to develop further", says Per Heikman, Head of Administration.



& DC Manager Logistics Sweden, H&M.

Along with the excellent collaboration, a well-functioning operation, knowledgeable employees and a very good logistics location are further reasons that the operation is now being extended in Svista.

*Anette Gustafsson,
Regional Logistics Manager
North Europe & DC Manager
Logistics Sweden, H&M*



ESKILSTUNA INTERMODAL TERMINAL

Fast, simple and sustainable railway freight from China to Sweden

DB Schenker offers environmentally-friendly transport alternatives for import and export of goods for both full loads (Full Container loads FCL) and part loads (LCL), all the way between China and Sweden.

"It goes without saying that freight travelling long distances should, as far as possible, go by rail. We therefore utilise the intermodal range from Trelleborg to central and northern Sweden. Eskilstuna is situated there as a terminal with a naturally beneficial geographic location for some of our customers", says Sven Reissig, Key Account Management FLS Sweden and Head of Operations Eurasia Sweden, DB Schenker.

DB Schenker in Sweden has been organising railway freight to and from China since 2012. Last year they reduced the transit time by several days when they started using the Xi'An railway transport corridor via Kaliningrad to Rostock. The Swedish market is accessible several times a day from Rostock with direct ferry connections.



The lead time from the sender's door in China to the recipient's door in Sweden is between 20 and 30 days. It takes a few days longer in the other direction.

Sector or company is immaterial. There is something for everyone. If you are interested in booking rail freight, contact Torgny via torgny.snecker@dbschenker.com.

There is also a film (in Swedish) here which explains in simple terms how it works: www.youtube.com/watch?v=va0H3kxIYs4.



Sven Reissig, Key Account Management FLS Sweden and Head of Operations Eurasia Sweden, DB Schenker.

Photo: Joakim Wall

ESKILSTUNA INTERMODAL TERMINAL





Multimodal transport company makes its entrance in the Intermodal Terminal

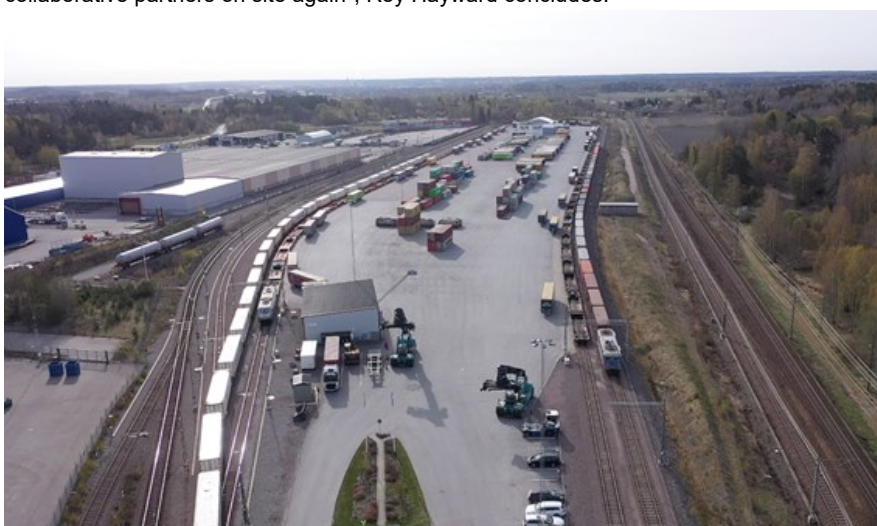
Containerships has been transporting goods between Europe and Mälardalen using its own train system since mid-April. The transports are from door to door via a new train that is tailored to their boat arrivals.

"We have an overall arrangement and resolve everything for our customers, from door to door. We collect goods from the seller and deliver directly to the buyer. The Intermodal Terminal is the bridge between the different modes of transport", says Roy Hayward, Business Development Executive at Containerships.

Containerships is a multimodal transport company which transports containers within Europe and North Africa, principally by sea. In line with more customers asking for more environmentally-friendly shipments, Containerships has reviewed its transport chain so that it can meet the customer's needs and obtain a more effective and sustainable flow of goods. Something that has resulted in a new rail solution.

They discovered that the capacity had to be supplemented on the land side, and therefore decided to set up their own train, which is tailored to their container boats that arrive at Helsingborg port from different parts of Europe. From there, the train transports the goods up to Mälardalen and reloads with export loads heading southwards to European buyers. A solution that is beneficial from both an environmental and a health perspective. Eskilstuna Intermodal Terminal is the bridge between the trains and the lorries.

"We have received fantastic encouragement from Eskilstuna Logistik och Etablering and are very grateful for their support during the project. We also have a good collaboration through the logistics network. In this respect, Eskilstuna Logistik och Etablering has succeeded very well in bringing together parties within trade and industry. We are looking forward to the end of the pandemic so that we can meet customers and collaborative partners on site again", Roy Hayward concludes.



ESKILSTUNA INTERMODAL TERMINAL

New collaboration making things easier for affected forest areas

From mid-May, timber will be transported to Eskilstuna Intermodal Terminal for transshipment with GDL's rail shuttle service.

Sweden, just like large parts of Central Europe, has been affected by the bark beetle,

which destroys spruce forest by attacking stressed trees. The areas affected must be rapidly felled and moved out of the forest. In order to get closer to the raw material suppliers and the areas affected, Träfraktkontoret (Woodchartering Office) in Gothenburg has decided, together with GDL Sjöcontainer AB, to handle the timber in Eskilstuna. This is in addition to existing volumes which are transported via Norrköping port.

"The flexible handling via Eskilstuna means that we can simply offer an effective channel for the forest owners. GDL's rail shuttle to Gothenburg enables us to utilise the direct boats to Asia, which increases flexibility and access to containers, as well as cutting the transport time", says Ludwig Lövström, sales manager at Träfraktkontoret.

"We are anticipating loading around 5,000 cubic metres, or about 150 containers during Q2 to then add more volume during forthcoming quarters", Ludwig Lövström continues.

GDL's focus on rail shipments is proceeding and a transition to fossil-free fuels is underway. Their rail shuttle service, Svealandspendeln, runs between Gothenburg and Eskilstuna five days a week. The trains arrive at the Combi Terminal in the morning, where the timber is stuffed into containers, gassed and sent for export to Gothenburg and then onward out into the world. The capacity is currently 220 x 40 foot containers in each direction. GDL Sjöcontainer AB is Sweden's largest container carrier with the focus on sustainable development.

"We hope that the substantial expansion in the area will enable us to increase both volume and frequency during 2022", says Stefan Bergström, Business Development – Sales at GDL Sjöcontainer AB.



Read previous issues of Progress Report

In Progress Report we write about everything that concerns establishments and logistics in and around Eskilstuna, with the focus on the Intermodal Terminal and the Logistics Park. If you are curious about what we have written about in previous issues, then you can find the editions of our newsletter [here](#).



THIS IS WHERE YOU CAN MEET US DURING 2021

We are monitoring the development of coronavirus and awaiting a decision on which events will be held.

Follow us on LinkedIn



Our logistics area is directly adjacent to rail, motorway and air links in the Stockholm-Mälardalen growth area. We have one of the country's leading container terminals and a large logistics park. We want to offer long-term, sustainable and efficient solutions for companies and easy access to several different modes of transport. That's how we will create more jobs in Eskilstuna.

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Skickat med Paloma