

SetraNews

JUNE 2019

Setra Heartpine

part of Stockholm's heritage

LOGISTICS PUZZLE:
FROM PLANT TO PLANK

VÄSTERÅS GAINS
A GLULAM FACADE
WITH FINESSE

Get
decking for
the summer

SETRA'S WOOD SCHOOL

TALKING ABOUT TIMBER: **Builders' merchants prepare for the outdoor season**

“WE CAN CONTINUE
TO GROW WHILE
ALSO BENEFITTING
THE WORLD
AROUND US”



Why we are embracing Grönsamhet

ONE OF THE ADVANTAGES for us in the wood industry is that we can do business where everyone prospers – our customers, nature, society and Setra.

We call this ‘Grönsamhet’, which means ‘green profit’ and includes increasing the value of our wood products, for example as we are doing at our new wood industry hub in Långshyttan. Here, naturally durable heartwood will be turned into components that will keep windows and doors weathertight for many years to come.

The superb properties of heartwood have long been used in particularly tough environments. On pages 10–12, you can read more about how Setra Heartpine is being used to build new quays on Skeppsholmen, making it part of Stockholm’s architectural heritage.

GRÖNSAMHET IS ALSO about ensuring that our logistics make as little impact as possible when the wood products are distributed to other parts of the world, so that our renewable raw materials can continue to do their important job of replacing steel and concrete in more and more buildings. Read about the logistics puzzle on pages 5–9.

The more people discover wood as a building material, the better it will be for the planet. And on that subject, our factory for cross-laminated timber in Långshyttan will soon be up and running, so the wood revolution can begin in earnest. Thanks to the sustainably managed forests, we can continue to grow, while at the same time benefitting the world around us.

Enjoy the read
Hannele Arvonen
CEO Setra



**Want to know more about our
vision for the future?**

Watch our film about Grönsamhet
at setragroup.com/gronsamhet

Fragrance for the home

INTERIOR DESIGN STORE Design-
torget partnered with Beckmans
College of Design and Konstfack
University of Arts, Crafts and Design,
ahead of Stockholm Design Week.
The students’ task was to create a
product that could serve as a gift
from a visit to Sweden.

Karl Bern and Ebba Ipsen at
Konstfack explored the forest’s posi-
tive impact on us and why being in the
forest makes us feel good. The result
was Skog (forest), a scented block of
wood that the design duo hope will
become a focal point for a room and
a conversation starter. The block is
being sold at Designtorget.com and
quickly became a talking point on
social media.



Thumbs up from Europe

SETRA’S EUROPEAN CUSTOMERS
are very satisfied and consider
Setra to have significantly more re-
liable deliveries than our competi-
tors. This is the result of a survey
conducted in 2018. 21 customers
participated in phone interviews,
including distributors to builders’
merchants, planing mills, glulam
structure manufacturers and
packaging manufacturers. Half of
the customers gave Setra an over-
all rating of 4/5 and half gave 5/5.

Customers also find it easy
to get in touch with the company
and obtain services. However,
the score for Setra’s availability
of goods is lower, with just over
half of the respondents stating

that they are very satisfied. One
explanation may be that demand
for sawn timber was very strong
in 2018.

Most think that the issue of
sustainability is important or very
important, and that Setra’s certi-
fications by FSC® and PEFC™ are
a key factor.



SETRANEWS is Setra’s customer magazine. It is published in
Swedish and English for customers, employees and other
stakeholders in Sweden and abroad. The purpose of the
magazine is to share information about the company and
keep readers up to date with the latest news.

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COVER PHOTO: Redjon Peta is involved in renovating
the quay on Skeppsholmen in Stockholm.
Photo Magnus Laupa.

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Photo: Björn Lofnerud

First in Europe with renewable fuel from sawdust

NOW PREEM AND SETRA'S joint plan to start producing bio-oil for biofuels at Kastet sawmill has received the go-ahead. The plant will manufacture pyrolysis oil from sawdust and will be the first of its kind in Europe. The oil will be used to produce biofuels at Preem's refinery in Lysekil and help reduce climate emissions from road traffic. Production is expected to start in late 2021.



Chasing zero

-48%

SETRA HAS CUT ITS greenhouse gas emissions by 48% per cubic metre of sawn timber since 2011, excluding transport. Transitioning to renewable electricity, increasing the proportion of renewable diesel in machinery and reducing energy consumption are just some of the crucial measures that have brought us this far. But we are not stopping there. Now, we are developing a plan for Setra to become carbon neutral by 2030.

Find out more in Setra's Sustainability Report, titled 'Year of Grönsamhet 2018'. The report can be read, downloaded and ordered on our website: setragroup.com

Setra sells the unit in Skutskär

SETRA HAS INVESTED in new plants for the production of planed components and crosslam elements in Hasselfors and Långshyttan in recent years. The products manufactured at Skutskär do not support this strategic focus and the business has therefore been sold to Valbo Trä.

"We've chosen to focus on the construction and design solutions segment, and in order to excel in this field, we need

to streamline our operations. I'm pleased we have found a new owner who can take over and continue to run and develop the business in Skutskär," says Setra's CEO Hannele Arvonen.

Valbo Trä took over operations at Skutskär on 15 May, and Setra and Valbo Trä are working together to make the transition as smooth as possible for all customers.

NEW FACES



New CEO of Sveaskog

HANNELE ARVONEN, President and CEO of Setra, has been appointed the new CEO of Sveaskog. Hannele has been CEO of Setra since 2013 and will take up her new position by September 2019. The process of finding a new CEO for Setra began in April. For all the latest news, visit our website setragroup.com



Supply Chain Director

ANDERS NORDMARK became head of Setra's new Supply Chain department on 1 May. Supply Chain works to optimise the value chain from purchasing and all the way to the customer. Anders was previously a senior advisor and is a member of Setra's Executive Management.



Product Manager for new planing mill

JOUKO MÄKIMATTILA became the new Product Manager in Hasselfors on 20 May. Jouko joins us from Stora Enso and will coordinate sales, with a focus on planed wood products.

TAILOR-MADE IN EVERY DETAIL

Today's modern industries want wood components that fit as well as a tailored suit – with the right dimensions, a high proportion of heartwood and almost invisible seams. Setra's newly operational component factory in Långshyttan delivers just that. TEXT: LINN TREIJS

"MANUFACTURERS ARE NOW demanding the same standards from wood as they do from other materials. They need homogeneous, defect-free wood and are highly dependent on reliable deliveries," says Axel Sternö, Head of Sales for Glulam and Components at Setra.

Forming part of Setra's new wood industry hub in Långshyttan, the component factory is aimed at window and door manufacturers. New finger-jointing technology and increasingly efficient production have prompted a change in roles within the industry. Nowadays, door and window companies purchase processed products instead of doing the basics themselves. This demands a great deal from the suppliers, but the factory in Långshyttan has all the right conditions in place.

Secure access to heartwood

Because windows and doors are battered by the weather, they are best made from heartwood, the innermost part of the log. This wood has a close grain and is naturally durable. There is currently a shortage of raw material with high heartwood content, but the supply is unusually good in the forests of Bergslagen, around Setra's sawmill in Skinnkatteberg.

Once the knots have been cut out, the pieces are finger-jointed together to ensure a continuous grain, creating a homogeneous and strong material with virtually invisible joints. It is even possible to carry natural shifts in structure across the joint,



Axel Sternö is head of sales for glulam and components at Setra.

as if the tree had grown without knots. "The combination of high heartwood content and continuous fibre structure is only available from a few manufacturers in Scandinavia. We see a clear gap in the market for this excellent raw material," says Axel Sternö.

Where are the buyers?

"Mainly in Scandinavia, where the market consists of a few manufacturers with large volumes. But the UK, France and Poland are also interesting."

Details such as profile, dimensions, quality and moisture content are optimised according to each customer's

needs. In Denmark, for example, impregnated wood is not permitted in windows, so the proportion of heartwood is particularly important there. In addition to the doors and windows, finger-jointed wood components may be used for stair railings, mouldings and other details. There is certainly no shortage of demand, and Axel Sternö is planning to step up to two shifts at the beginning of the summer.

"The trend is for more finger-jointing, processing and custom solutions. A natural next step would be to also plane the components and that is something we are glad to help with," he says.

THREE WOOD TRENDS



Setra's EVP, Market & Business Development, Olle Berg takes the temperature of the wood market.

Strong demand for processed wood

Wood industries with sawmills take on more and more of the processing, since manufacturers want to cut their costs and invest at the top of the production chain. This trend continues to grow and spread to other segments and markets. There are now only a few geographical markets that solely import sawn wood products.

The economy is slowing down

After several years of rising prices and production volumes, there are increasing signs that a downturn may be imminent. There is a slight oversupply in the market for wood products, so although consumption is expected to continue growing in both China and the USA in 2019, we expect price corrections.

Logistics increasingly important

To be a reliable supplier in today's wood products market, you have to make the logistics part of the deal. This requires solid partnerships with contractors and knowledge of customer needs in order to find the best solutions. Meanwhile, calls for sustainable transport are continuously growing.

Read more about smart logistics on the next page.



From plant to plank

Setra's products are shipped all over the world. Finding the best – and greenest – means of transportation is no easy task. Follow Logistics Manager Maria Jansson behind the scenes to see how the huge transport puzzle is solved. TEXT: ANNA MATZINGER



THIS STORY ends in Mizushima, Japan, where planks from Setra will be turned into glulam for use in the Meiken company's products. But it begins somewhere else entirely – in the Swedish forests between Sundsvall and Gävle, where pines that were planted some 70 years ago are growing.

Setra's annual sales of wood products amount to around SEK 4 billion, with a large proportion of that, around 65 per cent, exported to Europe, North Africa, the Middle East and Asia. Managing and organising all the logistics for this flow of goods – in a way that generates as low an impact on the climate as possible – is a complex process. Transport in particular, to the sawmills and then on to the customer, is the key to greener and more economical handling of Setra's products.

And, as mentioned, the process begins in the forest, where smart computer systems select which trees are sent to which sawmills. In the first instance, Setra always chooses a catchment area for the raw material that is as close to the sawmill as possible. This keeps the transport short and thus the emissions low. For many years now, Setra has applied the Bergslagen concept, which involves the three pine sawmills Kastet, Nyby and Skinnskatteberg dividing the raw material into various timber grades and lengths. This gives each sawmill fewer products and longer series to saw, which improves productivity.

In this case, as we follow our delivery to Japan, the harvesters select the logs that are the right length in the forest. The logs are then taken to Kastet sawmill just

outside Gävle, which is the production hub for products heading to Japan. Here the wood is quality controlled and sawn into the correct dimensions. Once the planks and boards are ready, they are bundled together into compact packages so they can be stacked up. The packages are also weighed so they can be packed as efficiently as possible without making the container or trailer too heavy.

"We used to use estimated weights and templates. But a few years back, we bought a scale for Kastet that measure the exact weight of each package, which in turn makes loading the containers even more precise. In the near future, we'll have scales at all our sites," says Maria Jansson, Logistics Manager at Setra.

Important to be flexible

Alongside the work in the forest and at the sawmill, the sales team and Customer Service department work intensively to make the logistics flow as smooth as possible. Setra has salespeople all over Europe, North Africa and Asia, including two in Japan who market Setra's products and manage the business. They enter their orders into Setra's business management system, so that Customer Service in Sweden can then take over.

"It's vital for us to be able to be flexible towards our customers, but that places certain demands on the organisation. Communication all the way along the chain from raw material sourcing to logistics has to work really well. For example, the salespeople need to know which raw material is available right now, and those who purchase in the timber need to know what customers will be wanting in the future."

Orders for the Japanese market are relatively stable, which makes planning easier. But in other markets, demand can vary more, which can sometimes put pressure on lead times between ordering and production of what is requested.

"The wood market is global and we're competing with producers from around the world, which can cause volumes, prices and the type of product in demand to shift rapidly. The key is to anticipate changes in the market and be able to quickly adjust our raw material, production or deliveries as required," says Maria Jansson.

On the road in Europe

No matter which corner of the world a wood product is heading for, Customer



Photo: Emil Nordin

"The key is to anticipate changes in the market and be able to quickly adjust"

Maria Jansson's main task as Setra's Logistics Manager is to find good transportation solutions.

“Logs of the right length are selected already in the forest”

Service is responsible for booking the transport. This is another complex puzzle to solve, with the choice of transport depending on where the product is going and what kind of wood product it is.

Shipments within Europe are usually by truck. As part of the constant drive to reduce the carbon footprint on the roads, Setra is working with industry organisations to lobby the authorities to allow longer and heavier trucks. This would allow each truck to take a bigger load, thus reducing the amount of transport required over time.

“A couple of years ago, the government decided to allow 74-tonne trucks in Sweden, but only on certain parts of the road network. Unfortunately that made the change a bit pointless,” says Maria Jansson.

Smaller footprint at sea

Distributing products by ship is slightly greener than by truck and Setra therefore tries to send as much as possible by sea. →

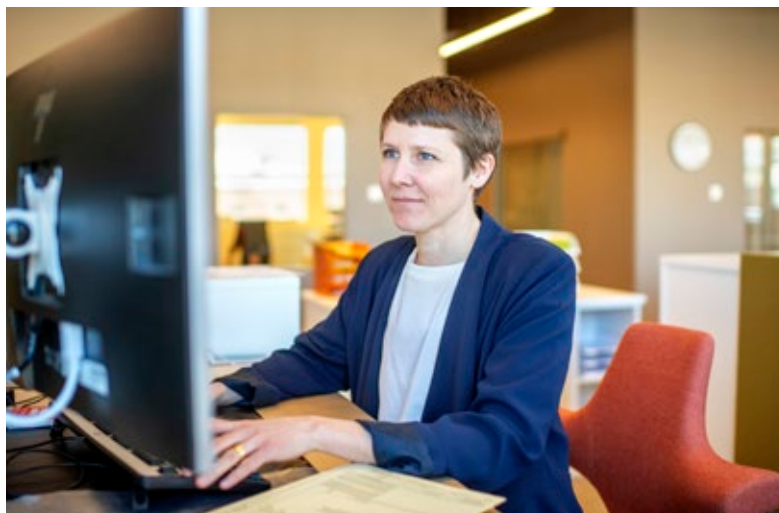


Photo: Emil Nordin

Klara Klippmark works in Customer Service at Setra and is responsible for customers in Japan and South Korea.

Truly climate-smart



Wood products manufactured in Sweden and sent to Japan generate emissions of 231 kg carbon dioxide per cubic metre, most of which derives from transport. But since wood captures the equivalent of 800 kg carbon dioxide per cubic metre as it grows, there is still a gain of 569 kg carbon dioxide, over the entire life cycle.

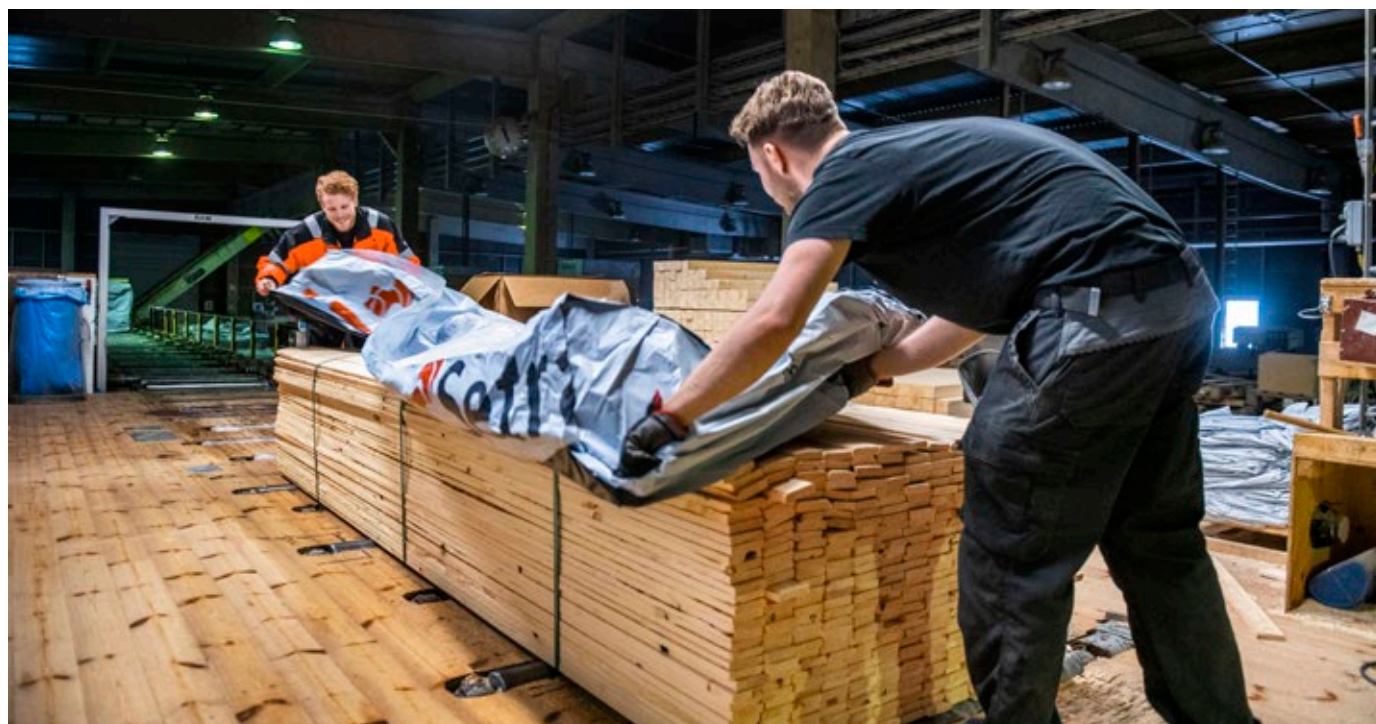


Photo: Emil Nordin

Planks and boards are bundled together into compact packages so they can be stacked up.

Our boards heading for Japan are either loaded onto a ship in the Port of Gävle or transported by rail to Gothenburg, from where they continue their journey across the oceans.

Transport by sea is also constantly improving its eco-credentials, not least because of tighter regulatory requirements.

“The Sulphur Directive was introduced four years ago, forcing ships in northern Europe to use cleaner fuel. Next year we’ll see the requirements become tougher in the rest of the world. Nowadays, vessels are also running slower in order to cut fuel consumption and emissions,” says Maria.

She is constantly working with suppliers to find new and smarter solutions.

“The focus is on creating as eco-friendly a system as possible, and one that also delivers on the economic front.”

For example, the forwarder collecting our goods for Japan receives information on the earliest pick up time and when the goods shall be delivered. Allowing some



Kastet sawmill just outside Gävle is the hub of production for Japan.

Setra's transport figures

- 1.1 million cubic metres of wood was exported in 2018.
- 54% was shipped by sea and 46% by road. 5.4% of all incoming timber was moved by rail.
- Setra's largest export markets are China, Japan and the UK.

flexibility around the dates enables the contractors to optimise their flows, which benefits all parties and, not least, the environment.

After six to eight weeks at sea, our shipment reaches its destination in Japan. By this point, the wood will have travelled at least 22,000 km and been guided along the whole logistics chain.

“It’s important to our customers that they can rely on the goods arriving within the timeframe they requested. There is a greater acceptance that the delivery time may vary when the wood is being shipped by sea, compared to rail and road trans-

“Keeping our promises on transport is a crucial competitive advantage”

port. Keeping our promises on transport is a crucial competitive advantage and a major reason why so many customers choose us,” says Maria Jansson.

From forest to customer in 100 days

70 years earlier:
The pines that become
logs for Japan are planted



DAY 1

Harvesters select trees that are the right length for Japan. The logs are loaded and transported to Kastet sawmill.



DAY 15

The wood is quality controlled and sawn into correct dimensions.



DAY 19

The timber is kilned.



DAY 26

The timber is packed and weighed.



Yu Nakashima, Purchasing Manager at Meiken



Photo: Meiken

Setra's Japanese customer Meiken produces glulam that is used both internally and externally in load-bearing structures.

Destination: Mizushima

Meiken is the largest glulam producer in Japan, and in 2017 they also expanded into cross-laminated timber. The collaboration between Meiken and Setra began in 2013.

Hi, Yu Nakashima, Purchasing Manager at Meiken! Tell us why you choose to purchase products from Setra.

"Setra has the capacity and systems to deliver logs of the length that the Japanese market demands. The goods are of consistently high quality and we communicate well. But perhaps most important of all is the close relationship we have with Setra."

It is a very long transport route...

"We've been using wood from Europe since the early 1990s. Before then, our raw materials came mainly from North America, but then we realised that European companies offered much better quality in terms of the raw material and the capacity to manage the logistics. It takes up to two months for the goods to be shipped here, so it's very important that the products we need are in

constant production and that good contact is maintained with the shipping companies."

How does Setra live up to expectations?

"Very, very well! The main difference between Setra and other suppliers is that you deliver exactly the length we want, you rarely have any production problems and, thanks to good logistics, we get a constant flow of deliveries."

Photo: Emil Nordin, Lars Hägglöf and Meiken



DAY 35

The container is loaded. Packages of different lengths are matched so no surplus 'air' is transported, as that would be both expensive and worse for the environment.



DAY 35

The container is transported to the Port of Gävle.



DAY 40

Loading onto a container ship. Further down in Europe the container is reloaded onto a larger ship bound for the port in Mizushima, Japan.



DAY 85

Reaches the port in Mizushima.

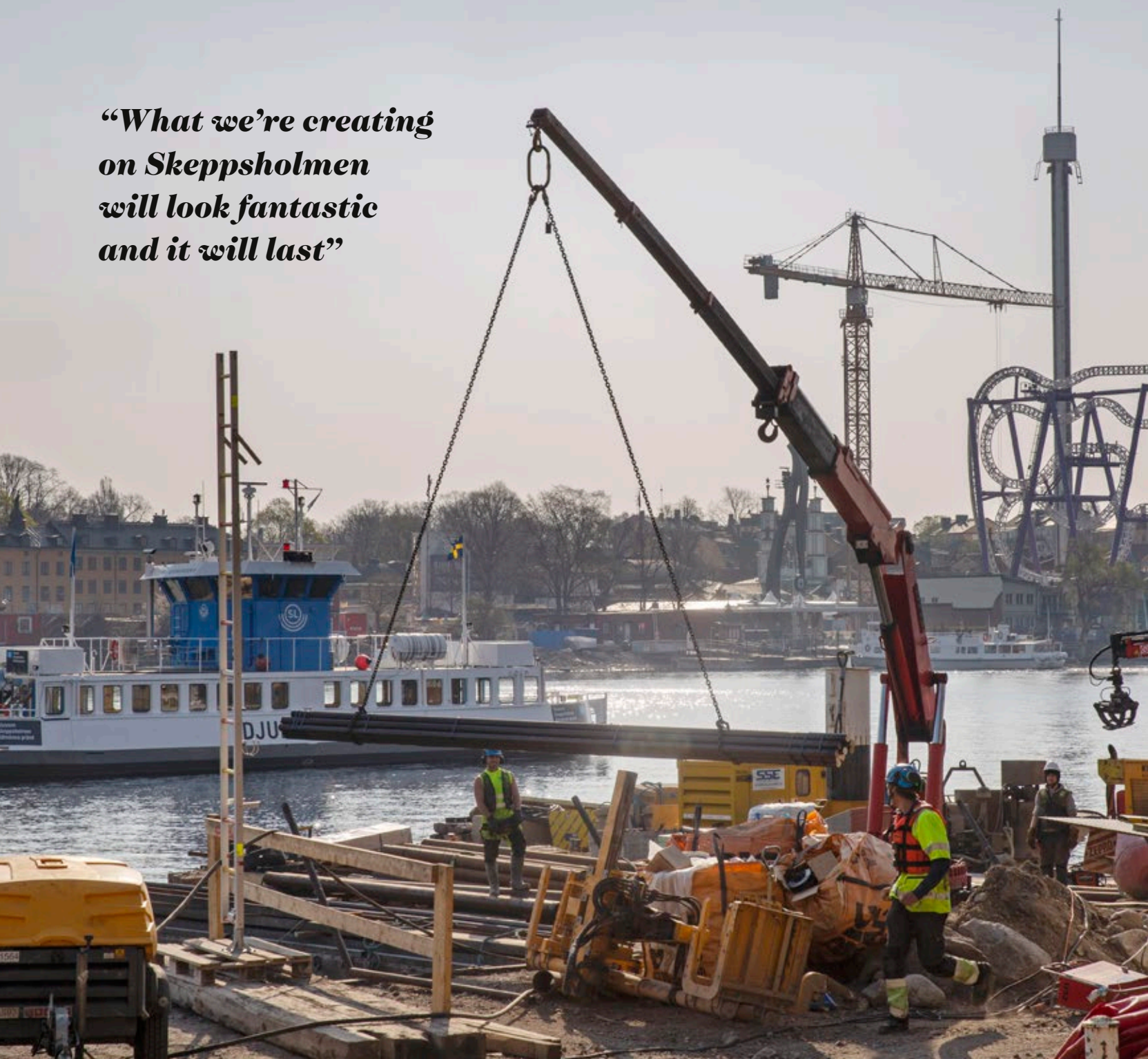


DAY 100

Meiken begins its production of glulam.

Setra Heartpine takes pride of place

*“What we’re creating
on Skeppsholmen
will look fantastic
and it will last”*



Renovation work is under way on the Stockholm island of Skeppsholmen's 795-metre quay, which runs along much of the shore. Setra Heartpine is being laid on the promenade facing the island of Djurgården and the approach to Stockholm – mainly for environmental reasons, but also because of its high quality.

TEXT: KATARINA BRANDT PHOTO: MAGNUS LAUPA

WITH ONE FOOT in the centre of Stockholm and the other in the archipelago, the islands of Skeppsholmen and Kastellholmen offer the ultimate mix of tranquility and the buzz of the city. Visitors flock here to enjoy both art and culture in a vibrant maritime environment.

Long-term protection and first-class maintenance

Today, the islands are part of Stockholm's green oasis, the Royal National City Park. The park was established in 1995 as the first of its kind in the world, stretching from Ulriksdal and Haga Palace down across Djurgården, Skeppsholmen and Kastellholmen. The environments are protected for their high cultural and natural conservation value. In addition, they are listed as historic sites, which is a guarantee of long-term protection and first-class maintenance. Any changes have to be implemented in a way that does not damage the appearance and character of the listed site.

Extensive renovation of the 795-metre quay that stretches along much of Skeppsholmen began two years ago. As with many of the nation's historic sites and buildings, responsibility for the maintenance and renovation work lies with the National Property Board Sweden.

"The existing structure is currently being demolished to make way for a new cement foundation. On top of this we will then lay a wooden boardwalk of heartwood pine," explains Bo Monell, Project Manager at the National Property Board Sweden.

Many reasons behind the choice of heartwood pine

The renovation work has been divided into four stages and in April 2018 Stockholms Vattenentreprenad AB, Sventab, began the second phase, covering 170 metres

In all, 795 metres of quay will be renovated on Skeppsholmen. This is a major undertaking that has been divided into four phases, with Sventab now completing number two.

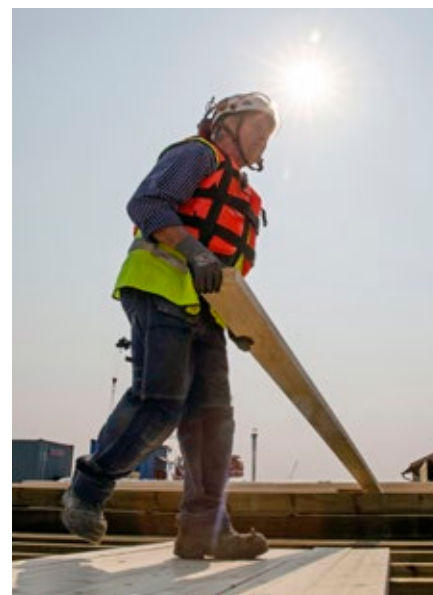
of quay. Sventab is one of the largest and oldest marine businesses in the country. Along with subcontractor Besab Grundläggning, Sventab has removed the old quay and is now driving in new sheet piling and concrete piles, as well as anchoring stays into the rock by injection.

"We're doing the formwork, reinforcement and casting, as well as building a new wooden deck using Setra Heartpine," says Gusten Westerberg, Project Manager at Sventab. "This requires many different skills, so we have drafted in talented professionals in the form of divers, carpenters, concrete workers, rebar workers, machine operators, skippers, seamen, welders, drillers and construction workers."

There are many reasons behind the choice of heartwood pine over traditional pressure-treated decking, but for the National Property Board Sweden the environmental benefits tipped the scales. In addition, the decking has to meet the high quality standards set out in the tender documentation.

"The heartwood pine is slow grown and of the highest quality. We therefore

→



Per Inge Karlsson is leading the project's carpentry work and likes using heartwood pine for decking.



“As a carpenter it is, of course, great to be working with wood on this scale and getting to lay a deck in heartwood pine”

expect the decking to have a lifespan of at least 20 years,” says Bo Monell.

Beautiful, durable and easy on the environment

Setra’s customer Edebo Såg is responsible for delivering the wood products for the work on Skeppsholmen. The heartwood pine is ordered from Setra Malå in the dimension 45 x 145 mm. This is a larger format than the standard dimensions, which are 28 x 120 and 34 x 145.

“We’ve been involved since the beginning and also supplied the first phase. When we heard that Sventab would be responsible for phase two, we contacted them and were invited to quote,” says Håkan Jansson, who works with orders and purchasing at Edebo Såg.

In all, around ten deliveries of wood products are expected, and the arrival of number three, which contains two packs of Setra Heartpine, happens to coincide with SetraNews visiting the site. The packs of wood are lifted into place by Edebo Saw’s driver Leif Jansson, overseen by Per Inge Karlsson, who is supervisor of the carpentry work on the project.

“As a carpenter it is, of course, great to be working with wood on this scale and getting to lay a deck in heartwood pine. It’s excellent wood of really high quality that will work well in this exposed environment.”

Archaeological finds change the situation

The many challenges of this project include a need for careful excavation work, not least due to the historical nature of the site and the sea bed. The waters off Skeppsholmen have proven to be a real ships’ graveyard and a 17th-century shipwreck was discovered in the early stages of the renovation work. Marine archaeologists are therefore involved in the entire process and each time a discovery is made, the situation changes and the project is slowed down.

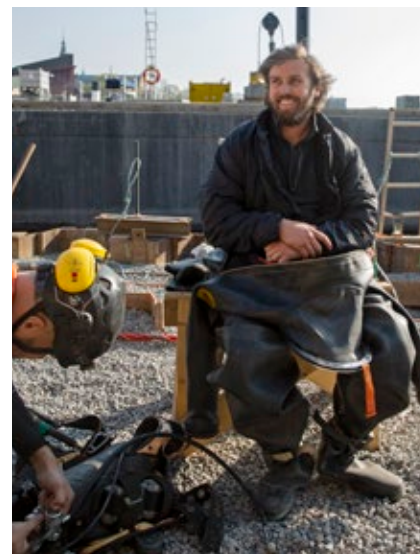
“Despite the challenges, it’s a feather in our cap to be working in the National City Park on behalf of the National Property Board Sweden. What we’re creating on Skeppsholmen will look fantastic and it will last. The quay is something that the whole of Stockholm and the city’s visitors will enjoy using,” concludes Gusten Westerberg.



Setra Heartpine is a good environmental choice that has very little impact on the environment, since it is neither treated nor impregnated.



Leif Jansson, a driver at Edebo Saw, unloads a shipment of heartwood pine decking on Skeppsholmen.



Many different skills are involved in the work. Kyle Harper works as a commercial diver.

Skeppsholmen and its quays

The Swedish naval fleet was initially based below the Tre Kronor castle.

In the 17th century, Queen Christina moved the shipyards and naval base to Skeppsholmen, which at the time was called Lustholmen and had been a summer retreat for King Gustav Vasa and his family. When the Navy moved to Skeppsholmen in the 1640s, the natural shoreline was

kept as it was. On the north-east side, the rock ran steeply into the water and boats and ships moored here or alongside groups of piles anchored to a foundation. During the 18th century, Skeppsholmen’s natural shoreline was straightened out through infilling and the addition of quays.

Source: National Property Board Sweden

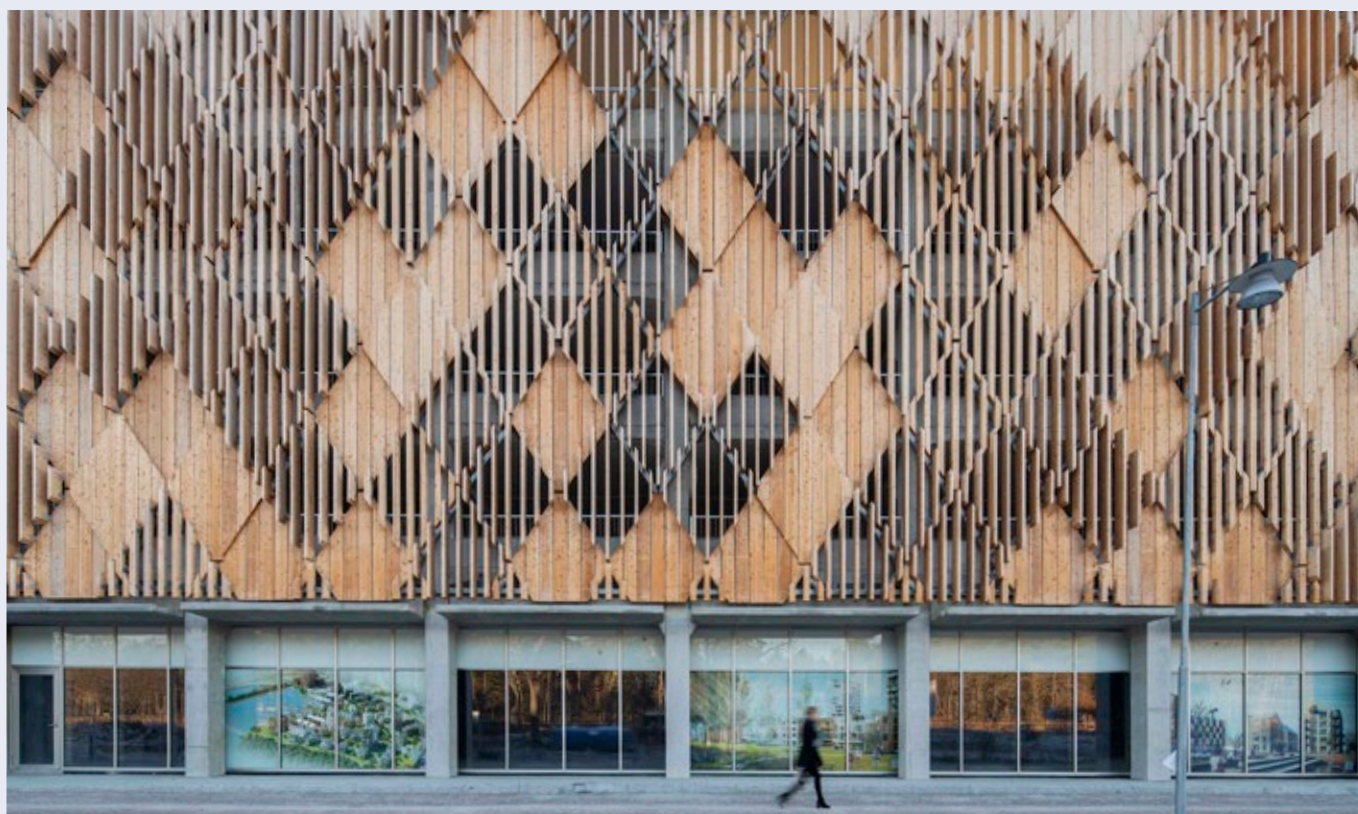


Photo: Markus Linderoth

Facade with finesse

It was important to Västerås Municipality that the new car park should deliver high standards in terms of both function and aesthetics. The result was Däcket – with its considered design, generous space for green vehicles and a facade entirely in glulam from Setra. TEXT: ANNA MATZINGER

DÄCKET IN VÄSTERÅS is the first in a series of multi-storey car parks that Västerås Municipality plans to build. The idea is that this will give the municipality full control of the city's parking and also greater influence over urban development in general.

"By building our own car park, we can gain greater control over issues such as charges and the number of parking spaces. But the area of Öster Mälarstrand, where the car park is located, is also an incredibly huge and important investment for us. It is therefore particularly important that all the buildings, including the car park, are able to bring something to the area," says Thomas Wulcan, head of the transport unit in the Technical Services and Real Estate Department at Västerås Municipality.

Däcket is a multi-storey car park with six floors above ground and one below ground, to be used for reserved parking spaces. Each level is on a slope and there are good facilities for charging electric and hybrid vehicles. There has been a strong focus on security features, including lighting and glazing in the lifts and elsewhere. The ground floor houses a supermarket.

"The gently sloping decks tend to be

popular with motorists, as there are no steep ramps to negotiate between the levels. The supermarket is there to create a more active building and to give something back to the city. It will hopefully become part of local people's daily routine and help make the car park beneficial for everyone, not just those who have a car," says Anders Eriksson Modin, the architect at Fojab who designed the car park.

Focusing on an extensive network of charging stations is a key part of the municipality's drive for carefully considered urban planning.

"Building its own car parks enables the municipality to contribute to and perhaps to some extent also encourage a trend that we are already seeing, of growing interest in driving an electric car or joining a carpool. The idea is that the car park will become a kind of mobility hub, where local residents can come and choose their vehicle for the day. Some days you might need a minibus, others an electric cargo bike," says Anders.

Glulam facade

Inspired by the site's proximity to Lake Mälaren and the marina, the glulam facade echoes a sailcloth pattern. All the glulam

was supplied by Setra and was pressure treated with Woodsafe Exterior WFX™, a waterproof fire safety product from Wood Safe Timber Protection.

"We conducted a number of studies before we decided on this facade. The pattern consists of diamonds mounted on a vertical grid, creating an exciting play of light and shadow," says Anders.

The cost of a glulam facade was slightly higher than one in aluminium, for example, but the project's client and creative minds were in absolute agreement – it was worth it.

"Wood is such a beautiful material that people love. Over time, the wood will silver to merge comfortably with the building's site-cast concrete plinth. Eventually, plants climbing up the facade will provide interest and variety with the passing of the seasons," says Anders Eriksson Modin.

"On this site, in this location, we reckoned the cost was worth accepting. It was important for us that the end result was something special, both in terms of function and aesthetics, and that made the wooden facade an easy choice," says Thomas Wulcan.

WOOD SCHOOL

Right decking for outdoor terraces

Durable, affordable, attractive or climate-smart... Which decking should you choose, now the time for walking barefoot on a sun-warmed surface is upon us? Setra's Wood School guides you through the range of decking available. TEXT: KATARINA BRANDT

WHICHEVER DECKING you choose for your terrace, it is important to think first about its purpose and location. Will the decking be under a roof or the open sky? Will it be subject to major changes in weather and heavy wear? These factors have a considerable impact on durability, and therefore influence the choice of decking. Then, of course, there is the question of price, maintenance requirements and, not least, what you think looks best.

Premium decking that keeps its promises

The majority of Sweden's terraces are still built using pressure-treated wood. The material has a long life as the impregnation prolongs the life of the decking in

harsh environments. Setra's Polar Decking is a truly premium decking that more people are discovering. It uses slow-grown pine from the Arctic Circle area that has densely packed growth rings, a large proportion of heartwood and a fine structure with small knots, giving the terrace a beautiful look that exudes quality. The great advantage of Setra Polar Decking is that the pine has a tighter grain than the pine used in conventional pressure-treated decking. This results in less cracking and an extended service life. Setra Polar Decking is quality controlled and carries the Nordic Wood Preservation Council classification NTR AB. This is a guarantee of long-lasting durability and protection against rot for at least 20 years when

used above ground. The smooth decking is available in brown and green and the grooved option in brown.

Attractive, durable and completely natural

Setra Heartpine is an untreated option that has grown in popularity. It is a natural decking material made from slow-grown Swedish pine that is completely free from additives. Setra Heartpine is 90% heartwood, the tree's innermost and hardest core. This contains a lot of natural preservatives in the form of sap and resins, which give the decking built-in protection against rot. The heartwood pine is also certified, guaranteeing that the raw material comes from forests grown and managed sustainably. Setra Heartpine must always be used above ground and can be oiled to prevent cracking. This will also retain the fresh wood colour for longer. Without surface treatment, the decking will silver attractively over time.

Alternatives to classic decking

Larch is an alternative wood that is also resistant to water. Other imported woods such as teak, iroko, cumaru, robinia and western red cedar are hard and long-lasting. The downside is the price tag, plus the fact that they are more difficult to work on. In addition, volumes of certified wood are limited and the long journeys have an environmental impact.

Newcomers include decking that is chemically modified with a substance such as silicon or heat-treated for better resistance to rot. There are also various makes



Setra Polar Decking is made using more tightly grained pine, which gives less cracking and a longer service life.



Consider the choice of decking in advance – will it be under a roof or subject to major changes in weather and heavy wear?

and models of composite decking made from wood fibres and plastic.

It essentially looks like wood, but as a composite material it has a slightly different feel compared with real wood. Composite decking is often imported from China and has a much higher carbon footprint than treated wood, according to a life cycle assessment that IVL Swedish Environmental Research Institute has conducted for Swedish Wood.



Without surface treatment, Setra Heartpine silvers beautifully over time.

5 tips

FROM THE NEW RECOMMENDATIONS FOR LAYING DECKING

Just in time for spring 2019, industry organisation Swedish Wood issued a new set of recommendations for laying decking. The purpose of the recommendations is to provide information on how to avoid the problems that can occur if the decking is installed incorrectly, such as warping and cracking.

- 1. Measure the distance from edge to edge between decking boards**
- 2. Insert screws 30 millimetres from the ends and sides**
- 3. Pre-drill holes for screws at the ends of the decking**
- 4. Fit a layer of bitumen felt between the decking and underlying floor joists for damp-proofing**
- 5. If you join the decking boards – fit a nailing batten at the joints**

TALKING ABOUT TIMBER

For many people, the summer, sun and the holiday season are synonymous with renovation and building projects. We asked three builders' merchant representatives how they prepare for the time of year when decking sells like hot cakes.

TEXT: KATARINA BRANDT

How do builders' merchants prepare for the summer season?



LINA LOO

SÖREN SVENSSON BYGGVAROR, LJUSDAL

"This time of year brings new categories of customers into the store"

We review our stocks well in advance, so we can fill the shelves with the products we know from experience are going to sell. That means plenty of pressure-treated timber, of course, but also a lot of battens and counter battens for roofing or re-tiling. This time of year brings new categories of customers into the store – mainly summer cottage owners and DIYers who are embarking on various building projects. Some come in and want tips to ensure that the end result is as good as possible. But many know what they're doing and sort out their purchases on their own. Personally, I look forward to this season. My colleagues and I enjoy helping and being involved in our customers' projects, providing not only the materials but also knowledge, service and advice.



ANDERS TÖRNVALL

XL-BYGG ÖSTERGYLLEN, NORRKÖPING

"It's great to know that our customers are willing to pay more for quality decking"

We've bought in quite a large stock of pressure-treated timber for our eight sites in Östergötland, but also cladding and a large amount of glulam, which does well all year round. We need the decking, because the trend right now is to build very large decks and terraces, often up to 120 square metres. People want more space and see the terrace as an attractive feature in the garden that doesn't have to look like a traditional patio. We're located right near the coast and we sell a lot of decking for jetties. It's great to know that our customers are willing to pay a little more for quality decking. These days, our professional builders mostly use Setra Polar Decking, which is very popular.



ULRICA KVARNLÖF

LIKENÄS BYGG O FÄRG, LIKENÄS

"Over the winter, we tidied up the warehouse and removed all the old stock to make way for the new season"

Over the winter, we tidied up the warehouse and removed all the old stock to make way for the new season. This year we've stocked up with a few more lengths than usual, both for decking and joists. Because we're part of the Bolist chain, we get excellent help with brochures and a big catalogue is produced for the summer. We've noticed that our customers have become a little more convenience-driven and want help with picking goods that they either collect themselves or have delivered. I think interest in buying good quality wood products has also increased. People understand how important it is for the success of the end result. The winters tend to be fairly quiet here in Likenäs, but in the summer business picks up again, which is something my colleagues and I look forward to.