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## Delivery structure for inbound and packaging transports



# SCANIA

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## Edition history

Edition	Date	Comments
1.0	2017-05-31	First edition
2.0	2018-03-30	Second edition
3.0	2018-12-21	Third edition
4.0	2020-02-03	Fourth edition
5.0	2020-08-10	Fifth Edition – Added addresses in delivery areas Zwolle, Hasselt and Oudsbergen
6.0	2021-03-24	Sixth edition- Added delivery area Nyköping
7.0	2021-10-01	Seventh edition- Added delivery area Slupsk, Delivery area Belgium renamed Oudsbergen and Antwerp cluster removed.
8.0	2022-02-14	Eight edition. Chapter 2.1 added text to clarify structure for delivery cluster, unloading area and unloading place.
9.0	2022-06-21	Added new Unloading Area in Slupsk (par. 3.6 and par. 5.1)



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# 1 Introduction

This document aims to describe the delivery structure that Scania uses in the inbound and packaging transport setup.

## 2 General information about the delivery structure

### 2.1 Hierarchical structure

Scania divides the delivery structure of the inbound transport network into a hierarchical structure consisting of four levels; **Delivery areas**, **Delivery clusters**, **Unloading areas** and **Unloading places**, as described by Figure 1 below.

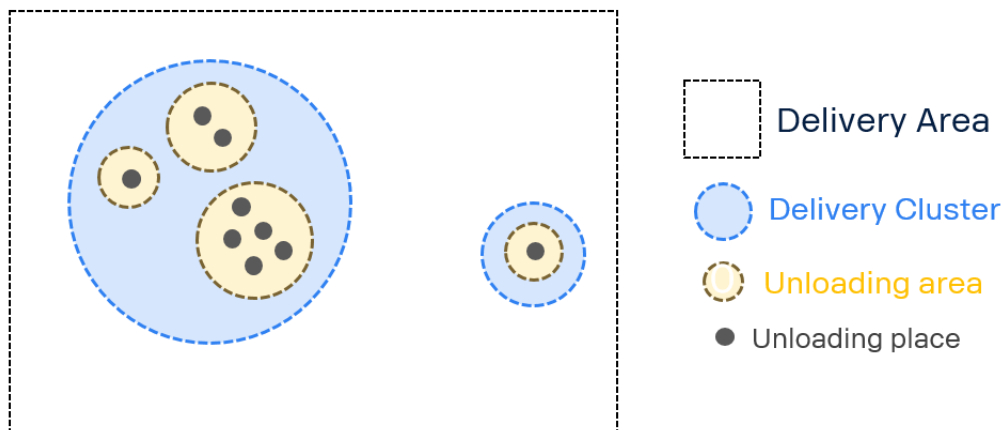


Figure 1, Hierarchical delivery structure

**Delivery area** is a geographical area which normally consists of one or several closely located cities and towns containing Scania units. Within the delivery areas there are always one or more delivery clusters.

**Delivery Cluster** is a smaller geographical area normally defined on a city area level. Within delivery clusters there are always one or more unloading areas. Per delivery cluster or combination of Delivery clusters a specific rate is applicable.

**Unloading area** is the smallest geographical area in the Scania delivery structure and normally encloses one or more Scania factories, warehouses and/or transportation hubs. Within unloading areas there are always one or more unloading places. When a delivery is made at multiple unloading areas of the same delivery cluster stop costs are applicable starting from the second unloading area.

**Unloading place** is a physical delivery point or dock where the actual goods are unloaded at a Scania unit. Unloading places are normally located within a closed compound and can only be reached by entering a main security gate. Unloading at multiple unloading places within the same unloading area can be booked by Scania without extra cost applicable.

## 2.2 Transport setup



Transport relation	Basic rates	Stops included in rate	Extra stop payment possible?
Supplier -> Delivery Area	Cluster A	1 unloading area	Yes, if unloading at unloading area A:1 <b>and</b> A:2
	Cluster B	1 unloading area	No
	Cluster A+B	1 unloading area in each cluster	Yes, if unloading at unloading area A:1, B:1 <b>and</b> A:2
	Cluster B+A	1 unloading area in each cluster	Yes, if unloading at unloading area A:1, B:1 <b>and</b> A:2

Figure 2, Transport setup

Figure 2 above describes how the transport setup and the delivery structure at Scania are connected. Below the different parts of the transport setup is described more in detail.

### Transport relations

A transport is tendered and awarded to a carrier on a specific transport relation. The transport relation is based on a delivery area, e.g. from a postal code or location to a delivery area.

### Rates

Rates are based on cluster level. A transport relation might therefore include one or several rates depending on the amount of clusters in the delivery area. In the example in Figure 2, the transport relation from supplier to delivery area includes four rates; one rate to cluster A, one to cluster B, one to cluster A and B and another to cluster B and A.

### Included stop cost

Stop costs in Scania's transport network are always priced on an unloading area level. The basic rate shall always include stopping at one unloading area per delivery cluster in the rate. If a cluster has several unloading areas it does not matter at which of the unloading area the truck unloads. It is the amount of unloading areas and the time at each unloading area that is considered. The maximum unloading time at an unloading area included in the basic rate is specified in the commercial agreement. In the example in Figure 2, it will not matter if goods are unloaded at unloading area 1 or unloading area 2 in the rate for cluster A. The carrier will be paid same amount if goods are unloaded at either one of the two unloading areas.

### Extra costs

If the specified maximum unloading time, as specified in the commercial agreement is exceeded for some reason, the carrier will be paid a fixed amount (as specified in offered rate) pro rata per 0.5 hours.

If goods need to be unloaded at more than one unloading area per cluster the carrier will be paid a fixed amount (as specified in offered rate) per additional unloading area.

### Changes in the Delivery structure

Changes on delivery area and delivery cluster level are not frequent and shall therefore not be taken into account in the quoted rate. In order to keep Scania logistical structure up to date and as efficient as possible the unloading area structure on the other hand is

regularly subject to changes and updates. The basic rate shall therefore always take into account that following changes might occur in the unloading area structure.

- The location of a unloading area within a delivery cluster might change
- The number of unloading areas within a delivery cluster might change
- The location (address) of a gate and/or a unloading place within a unloading area might change
- The number of gates and/or unloading places within a unloading area might change

## 3 Delivery area information - Inbound

### 3.1 General



Figure 3, Delivery areas included in the inbound network

Figure 3, shows geographical location of delivery areas included in inbound network;

- Delivery area Södertälje (Sweden)
- Delivery area Nyköping (Sweden)
- Delivery area Oskarshamn (Sweden)
- Delivery area Luleå (Sweden)
- Delivery area Slupsk (Poland)
- Delivery area Zwolle (Netherlands)

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- Delivery area Oudsbergen (Belgium)
- Delivery area Angers (France)

### 3.2 Delivery area Södertälje



Figure 4, Clusters and unloading areas in Delivery area Södertälje

Delivery area Södertälje is divided into two clusters; Nykvarn and Södertälje. The cluster in Nykvarn currently has one unloading area while the cluster in Södertälje has three unloading areas. Table 1 below shows the current details about each cluster and unloading area.

Delivery cluster	Unloading area ID	Current gate/delivery addresses within the unloading area
Södertälje	1	Verkstadsvägen, SE 151 38 SÖDERTÄLJE
		Växellådsvägen 1, SE 151 48 SÖDERTÄLJE
	2	Fornhöjdsvägen 101, SE 152 58 SÖDERTÄLJE
	3	Oxelgrensvägen 35, SE 152 SÖDERTÄLJE
Nykvarn	1	Högledsvägen 9, SE 155 35 NYKVARN

Table 1. Details about each cluster and unloading area included in Delivery area Södertälje

Transport relations to Södertälje can include the following rates

- Rates to the Södertälje cluster
- Rates to the Nykvarn cluster
- Rates to Nykvarn and Södertälje (in that order)





## 3.3 Delivery area Nyköping

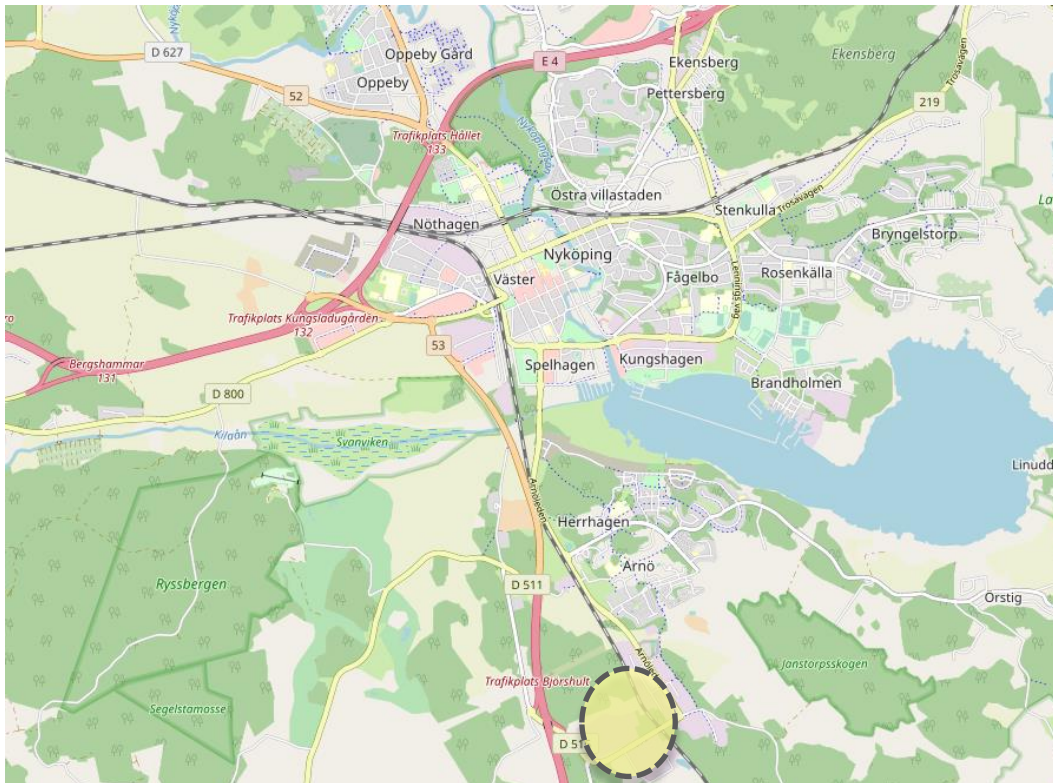


Figure 5. Cluster and unloading area in delivery area Nyköping.

Delivery area Nyköping has one cluster and one unloading area. The delivery area, cluster and unloading area are thus the same. When delivering to Orio AB in Nyköping, no extra stop costs will be able to be claimed as Nyköping is classified as one cluster with one area. Table 2 below shows the current details about each cluster and unloading area.

Delivery cluster	Unloading area ID	Current gate/delivery addresses within the unloading area
Nyköping	1	Flättnaleden 1, SE 611 45 NYKÖPING

Table 2. Details about each cluster and unloading area included in Delivery area Nyköping

Transport relations to Nyköping will include the following rates

- Rates to the Nyköping cluster



### 3.4 Delivery area Oskarshamn

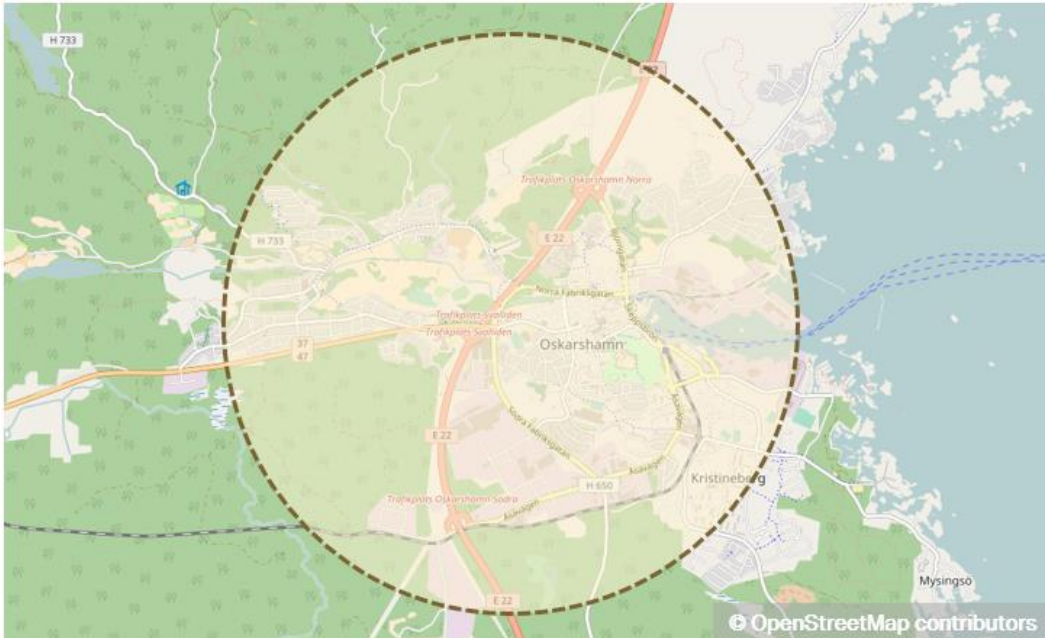


Figure 6, Clusters and unloading areas in Delivery area Oskarshamn

Delivery area Oskarshamn has one cluster and one unloading area. The delivery area, cluster and unloading area are thus the same. When delivering to Scania production unit in Oskarshamn, no extra stop costs will be able to be claimed as Oskarshamn is classified as one cluster with one area. Table 3 below shows the current details about each cluster and unloading area.

Delivery cluster	Unloading area ID	Current gate/delivery addresses within the unloading area
Oskarshamn	1	Gröndalsgatan 19, SE 572 35 OSKARSHAMN
		Kvastgatan 2, SE 572 51 OSKARSHAMN
		Gjutaregatan 1, SE 57236 OSKARSHAMN
		Sandåsvägen, SE 572 36 OSKARSHAMN
		Åsavägen 15, SE 572 35 OSKARSHAMN

Table 3, Details about each cluster and unloading area included in Delivery area Oskarshamn

Transport relations to Oskarshamn will include the following rates

- Rates to the Oskarshamn cluster

### 3.5 Delivery area Luleå

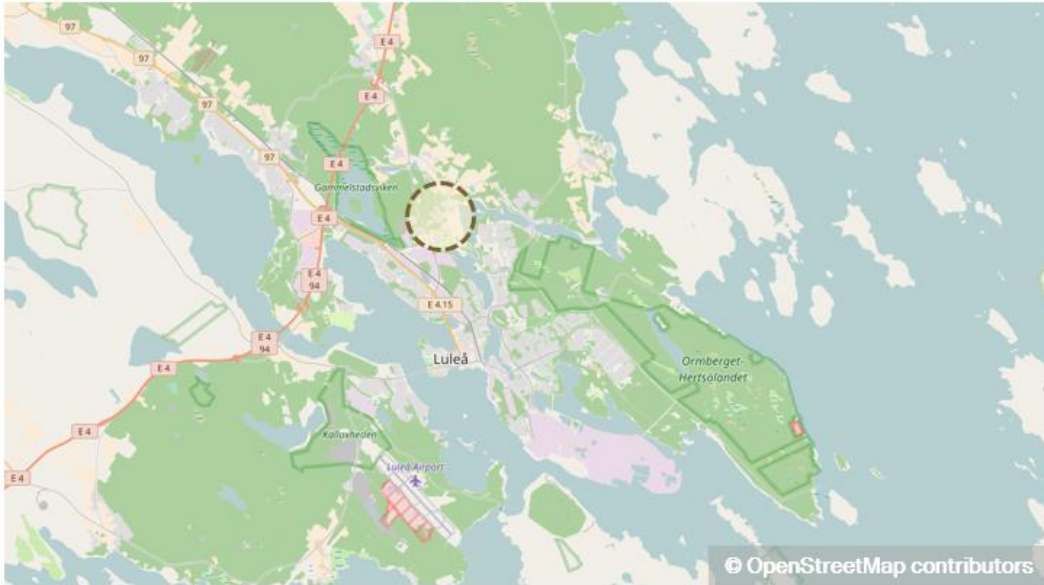


Figure 7, Clusters and unloading areas in Delivery area Luleå

Delivery area Luleå has one cluster and one unloading area. The delivery area, cluster and unloading area are thus the same. When delivering to Scania production unit in Luleå, no extra stop costs will be able to be claimed as Luleå is classified as one cluster with one area. Table 4 below shows the current details about each cluster and unloading area.

Delivery cluster	Unloading area ID	Current gate/delivery addresses within the unloading area
Luleå	1	Teknikvägen 1, SE 973 47 LULEA

Table 4, Details about each cluster and unloading area included in Delivery area Luleå

Transport relations to Luleå will include the following rates

- Rates to the Luleå cluster

### 3.6 Delivery area Slupsk

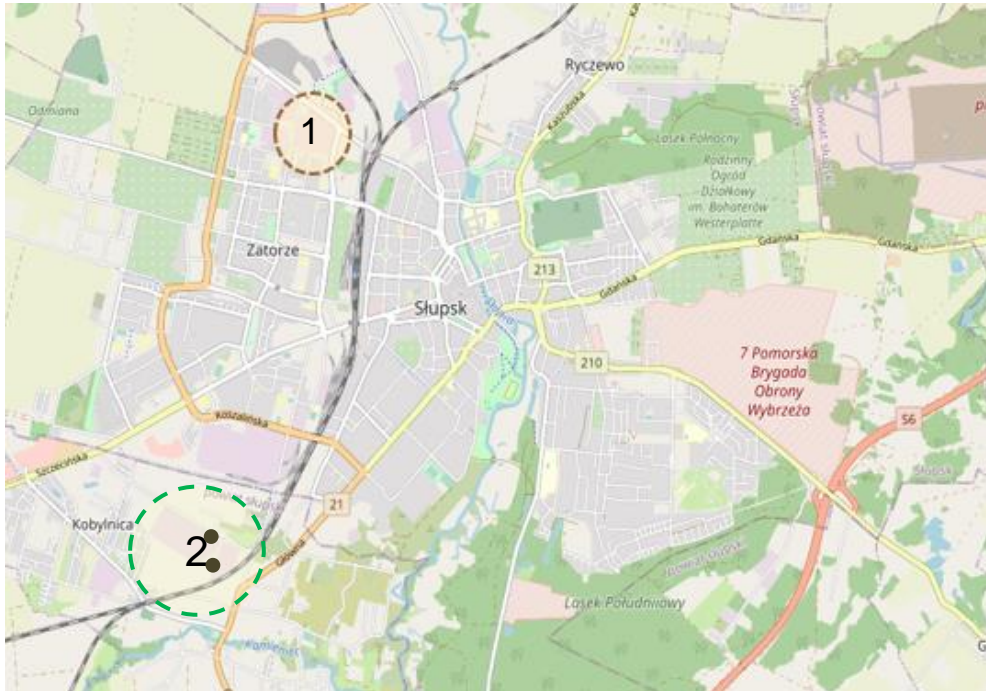


Figure 8, Clusters and unloading areas in Delivery area Slupsk

Delivery cluster	Unloading area ID	Current gate/delivery addresses within the unloading area
Slupsk	1	Grunwaldzka 12, PL 76-200 SLUPSK
Slupsk	2	Transportawa 38, PL 76-251 KOBYLNICA
		Drogowców 5, PL 76-251 KOBYLNICA

Table 5, Details about each cluster and unloading area included in Delivery area Slupsk

Transport relations to Slupsk will include the following rates

- Rates to the Slupsk cluster



## 3.7 Delivery area Zwolle

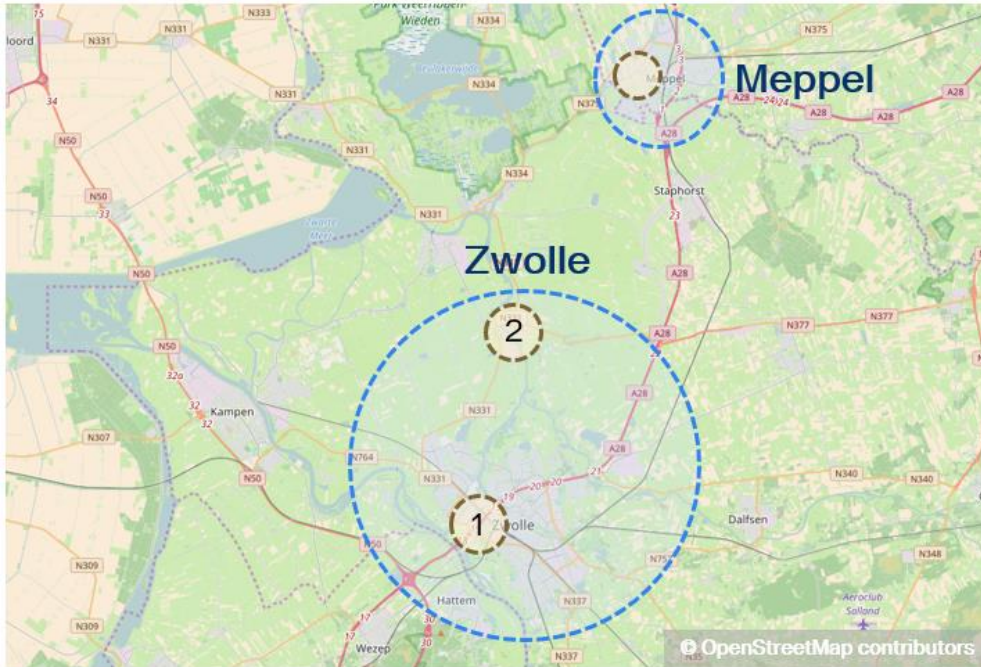


Figure 9, Clusters and unloading areas in Delivery area Zwolle

Delivery area Zwolle is divided into two clusters; Meppel and Zwolle. The cluster in Meppel currently has one unloading area while the cluster in Zwolle has two unloading areas. Table 5 below shows the current details about each cluster and unloading area.

Delivery cluster	Unloading area ID	Current gate gate/delivery addresses within the unloading area
Zwolle	1	Russenweg 5, NL 8041 AL ZWOLLE
		Russenweg 8E, NL 8041 AL ZWOLLE
		Gasthuisdijk 46, NL 8041 AG ZWOLLE
	2	Hanzeweg 24, NL 8061 RC HASSELT
		Hanzeweg 31, NL 8061 RC HASSELT
Meppel	1	Industrieweg 19, NL 7940 MEPPEL
		Kaapweg 6, NL 7944 HV MEPPEL
		Steenwijkerstraatweg 78, NL 7942 HR MEPPEL

Table 6, Details about each cluster and unloading area included in Delivery area Zwolle

Transport relations to Zwolle will include the following rates

- Rates to the Zwolle cluster
- Rates to the Meppel cluster
- Rates to Zwolle and Meppel (in that order)
- Rates to Meppel and Zwolle (in that order)



### 3.8 Delivery area Oudsbergen

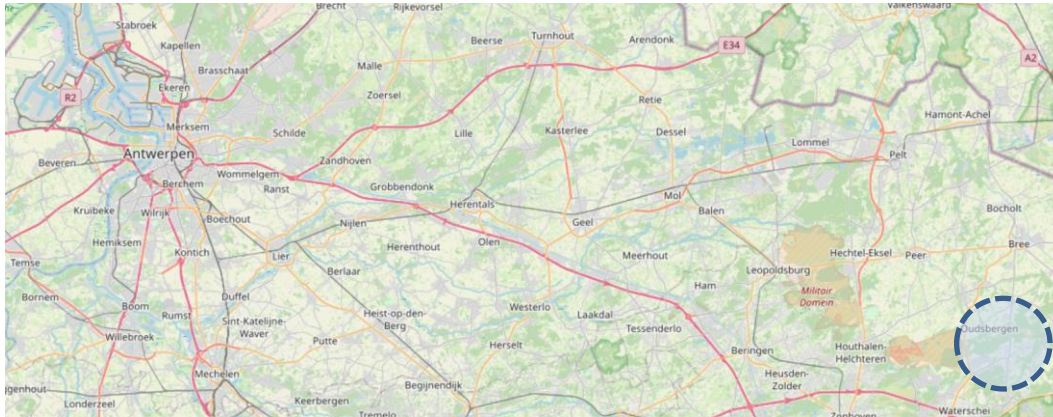


Figure 10, Clusters and unloading areas in Delivery area Oudsbergen

Delivery area Oudsbergen has one cluster with one unloading area; Oudsbergen. When delivering to Oudsbergen, no extra stop costs will be able to be claimed as it has only one unloading area. Table 6 below shows the current details about each cluster and unloading area.

Delivery cluster	Unloading area ID	Current gate/delivery addresses within the unloading area
Oudsbergen	1	Bedrijfsstraat 1208, BE 3660 OUDSBERGEN
		Industrieweg-Noord 1162, BE 3660 OUDSBERGEN

Table 7, Details about each cluster and unloading area included in Delivery area Oudsbergen

Transport relations to Oudsbergen will include the following rates

- Rates to the Oudsbergen cluster

### 3.9 Delivery area Angers

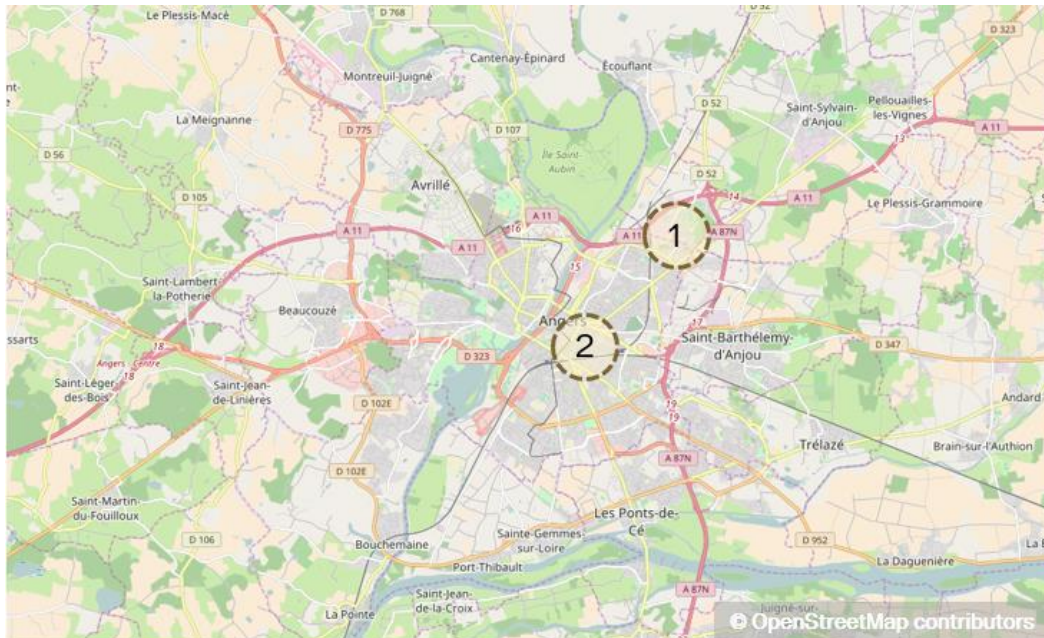


Figure 11, Clusters and unloading areas in Delivery area Angers

Delivery area Angers has one cluster. The delivery area and the cluster is thus the same. Within the Angers cluster there are two unloading areas. Table 7 below shows the current details about each cluster and unloading area.

Delivery cluster	Unloading area ID	Current gate/delivery addresses within the unloading area
Angers	1	2, Bd Industrie, FR 49102 ANGERS
	2	10 RUE Joseph Cussonneau, FR 49102 ANGERS

Table 8, Details about each cluster and unloading area included in Delivery area Angers

Transport relations to Angers will include the following rates

- Rates to the Angers cluster

## 4 Collection and delivery area information - Packaging

### 4.1 General

For transports of empty packaging the structure for collection and delivery follow the same rules as for inbound delivery areas.



Figure 12, Collection and delivery areas included in the packaging network

The collection and delivery areas for packaging are:

- Collection and delivery area Södertälje/Järna (Sweden)
- Collection and delivery area Oskarshamn (Sweden)
- Collection and delivery area Angers (France)
- Collection and delivery area Zwolle (Netherlands)
- Collection and delivery area Eschweiler (Germany)



## 4.2 Packaging collection and delivery area Södertälje/Järna

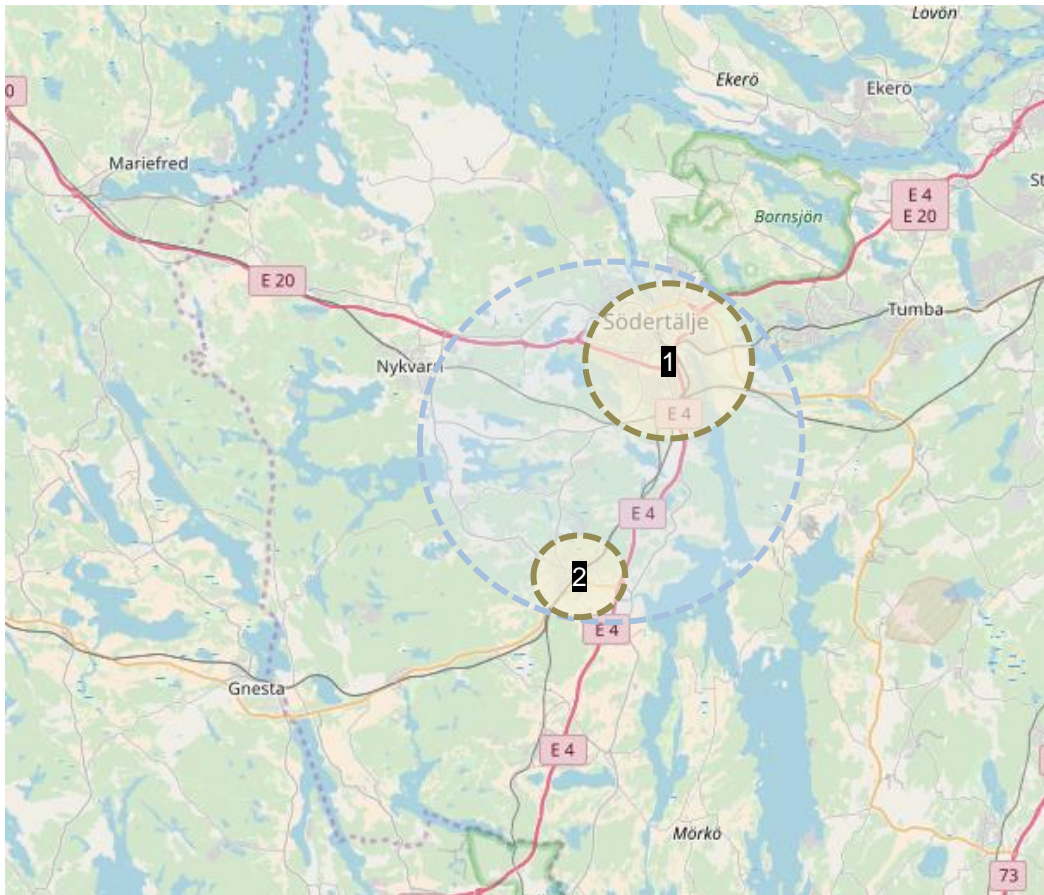


Figure 13, Cluster and loading areas in the Packaging collection and delivery area Södertälje/Järna

Collection and delivery area Södertälje/Järna for packaging is consisting of one cluster with two loading areas; Järna and Södertälje. Table 8 shows the current details about the loading areas.

Cluster	Loading area ID	Current addresses within the loading area
Södertälje/Järna	1	Verkstadsvägen, SE 151 38 SÖDERTÄLJE
	2	Mossvägen 20, SE 153 37 JÄRNA

Table 9, Details about collection and delivery area Södertälje/Järna

Transport relations for packaging transports to and from Södertälje and/or Järna will include the following rates

- Rates to the Södertälje/Järna cluster. The rates should be valid from both addresses.

### 4.3 Packaging collection and delivery area Oskarshamn

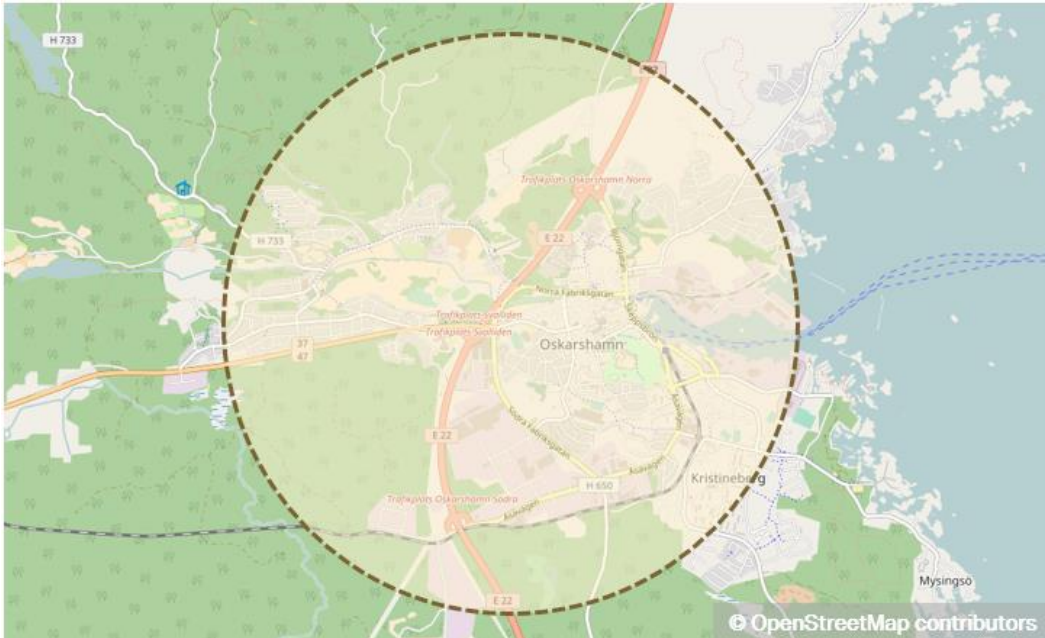


Figure 14, Cluster and loading areas in the Packaging collection and delivery area Oskarshamn

Delivery area Oskarshamn has one cluster and one loading area. Thus the collection and delivery area, cluster and loading area are the same. When collecting at or delivering to a packaging pool in Oskarshamn, no extra stop costs will be added as Oskarshamn is classified as one cluster with one area. Table 9 shows the current details about the Oskarshamn cluster and loading area.

Cluster	Loading area ID	Current addresses within the loading area
Oskarshamn	1	Kvastgatan 2, SE 572 51 OSKARSHAMN
		N Strandgatan 50, SE 572 32 OSKARSHAMN

Table 10, Details about collection and delivery area Oskarshamn

Transport relations to and from Oskarshamn will include the following rates

- Rates to the Oskarshamn cluster. The rates should be valid from both addresses.

## 4.4 Packaging collection and delivery area Angers

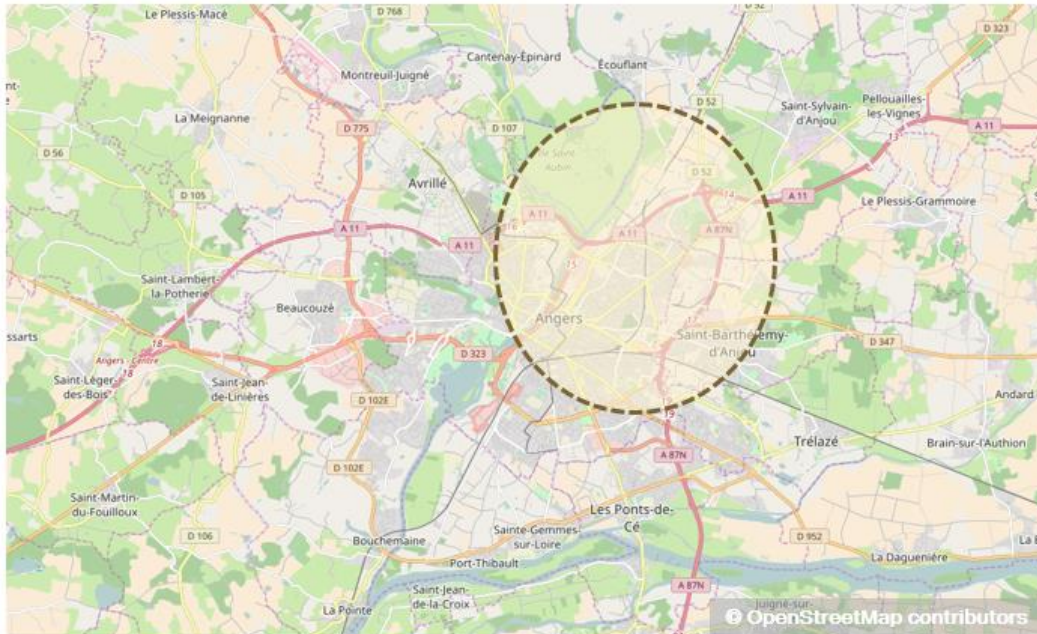


Figure 15, Clusters and loading areas in Packaging collection and delivery area Angers

Collection and delivery area Angers has one cluster and one loading area. The collection and delivery area, cluster and loading area are thus the same. Table 10 below shows the current details about each cluster and loading area.

Cluster	Loading area ID	Current addresses within the loading area
Angers	1	2, Bd Industrie, FR 49102 ANGERS

Table 11, Details about each cluster and loading area included in Delivery area Angers

Transport relations to and from Angers will include the following rates

- Rates to the Angers cluster



## 4.5 Packaging collection and delivery area Zwolle

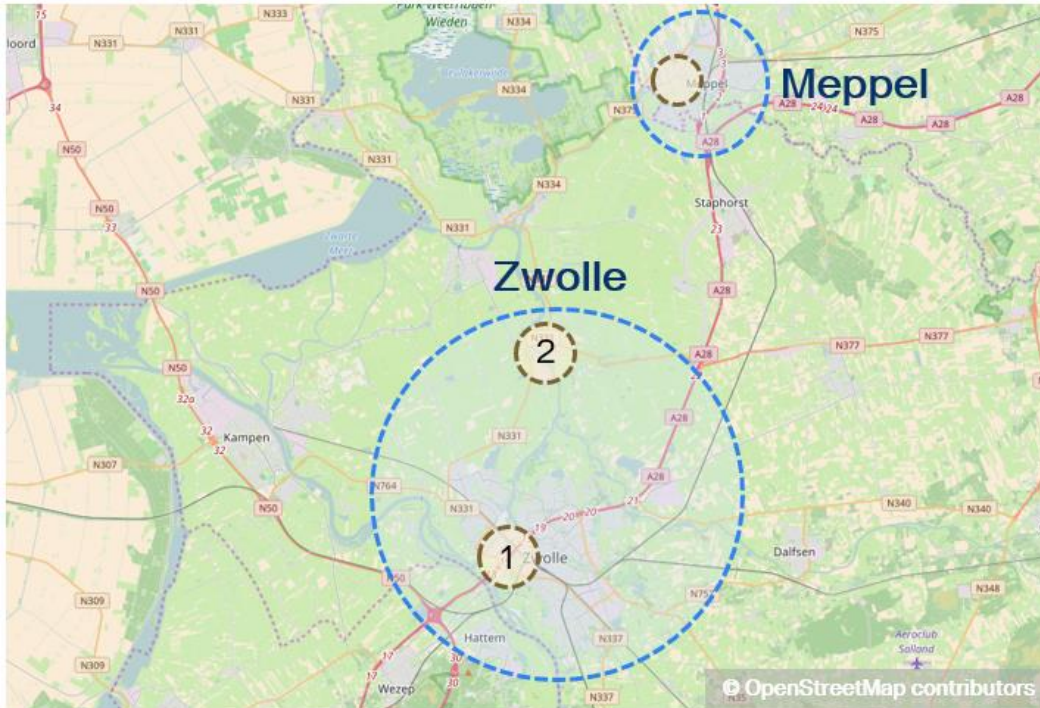


Figure 16, Clusters and loading areas in Packaging collection and delivery area Zwolle.

Collection and delivery area Zwolle for packaging is divided into two clusters; Meppel and Zwolle. The cluster in Meppel currently has one loading area while the cluster in Zwolle has two loading areas: Hasselt and Zwolle. Table 11 below shows the current details about each cluster and loading area.

Delivery cluster	Loading area ID	Current gate gate/delivery addresses within the loading area
Zwolle	1	Russenweg 5, NL 8041 AL ZWOLLE
	2	Hanzeweg 24, NL 8061 RC HASSELT
Meppel	1	Kaapweg 6, NL 7944 HV MEPEL

Table 12, Details about each cluster and loading area included in Delivery area Zwolle

Transport relations to Zwolle will include the following rates

- Rates to the Zwolle cluster. The rates should be valid from both addresses.
- Rates to the Meppel cluster

## 4.6 Packaging collection and delivery area Eschweiler



Figure 17, Clusters and loading areas in Packaging collection and delivery area Eschweiler

Collection and delivery area Angers has one cluster and one loading area. The collection and delivery area, cluster and unloading area are thus the same. Table 12 below shows the current details about each cluster and unloading area.

Cluster	Loading area ID	Current addresses within the loading area
Eschweiler	1	Röherstrasse 81-87, DE 52249 Eschweiler

Table 13, Details about each cluster and loading area included in Delivery area Eschweiler

Transport relations to and from Eschweiler will include the following rates

- Rates to the Eschweiler cluster

## 5 Rate structure summary

A summary of the rate structure to get an overview for inbound and packaging transports in table 14 and 15.

### 5.1 Rate structure summary – Inbound

In table 14 the rate structure for inbound transports to all production units in Europe is summarized.

Delivery Areas	Rates	Delivery clusters	Number of unloading areas	Stops included in base rate	Extra stop payment possible?
Södertälje (SE)	Södertälje/Järna	Södertälje/Järna	3	1 unloading area	YES (maximum 2 extra stop)
Oskarshamn (SE)	Oskarshamn	Oskarshamn	1	1 unloading area	NO
Luleå (SE)	Luleå	Luleå	1	1 unloading area	NO
Nyköping (SE)	Nyköping	Nyköping	1	1 unloading area	NO
Angers (FR)	Angers	Angers	2	1 unloading area	YES (maximum 1 extra stop)
Zwolle (NL)	Zwolle	Zwolle	2	1 unloading area	YES (maximum 1 extra stop)
	Meppel	Meppel	1	1 unloading area	NO
	Zwolle+Meppel	Zwolle+Meppel	3	2 unloading areas	YES (maximum 1 extra stop)
	Meppel+Zwolle	Meppel+Zwolle	3	2 unloading areas	YES (maximum 1 extra stop)
Oudsbergen (BE)	Oudsbergen	Oudsbergen	1	1 unloading area	NO
Slupsk (PL)	Slupsk	Slupsk	2	1 unloading area	YES (maximum 1 extra stop)

Table 14, Summary of delivery areas and rates including possibility for extra stop payment

## 5.2 Rate structure summary – Packaging

In table 15 the rate structure for packaging transports with pick-up or delivery at the packaging pools in Sweden, packaging pool in Germany, breakdown in Hasselt production in Zwolle, Meppel and Angers.

Delivery Areas	Rates	Pickup clusters	Number of loading areas	Stops included in base rate	Extra stop payment possible?
Södertälje (SE)	Södertälje/Järna	Södertälje/Järna	2	1 unloading area	YES (maximum 1 extra stop)
Oskarshamn (SE)	Oskarshamn	Oskarshamn	1	1 unloading area	NO
Angers (FR)	Angers	Angers	1	1 unloading area	NO
Zwolle (NL)	Zwolle	Zwolle	2	1 unloading area	YES (maximum 1 extra stop)
	Meppel	Meppel	1	1 unloading area	NO
Eschweiler (DE)	Eschweiler	Eschweiler	1	1 unloading area	NO

Table 15, Summary of pick-up and delivery areas and rates including possibility for extra stop payment