



Suomen Satamaliitto
Finlands Hamnförbund

Ports of Finland



Ports are businesses

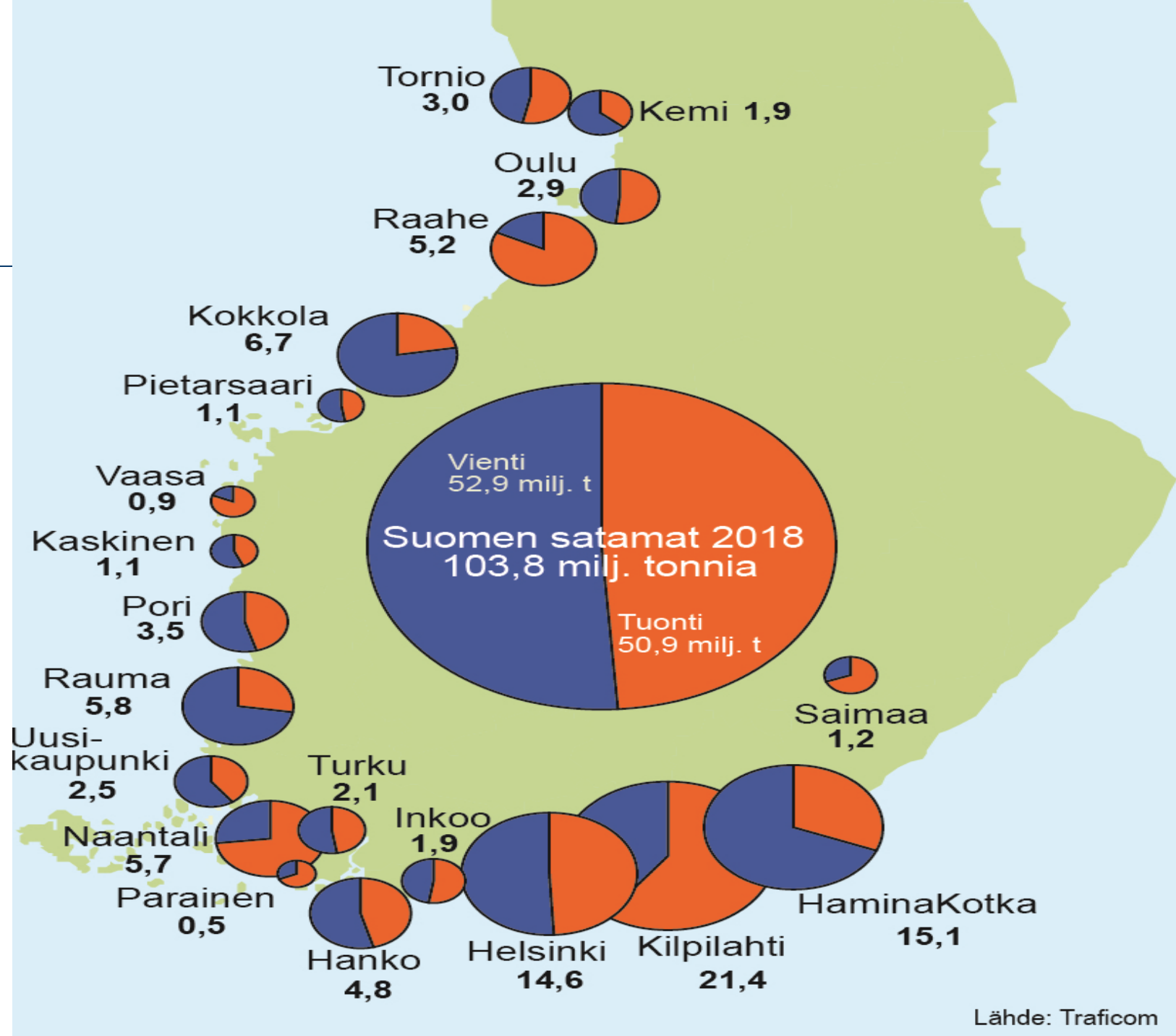
- On the Finnish mainland, there are 24 organisations which run commercial public ports.
- Of these, twenty are owned by municipals, while the remaining four are privately owned.
- As well as the public (open access) ports, Finland has several industrial ports.
- The Finnish Port Authorities invest around 100-120 million euros every year in:
 - the development of port areas, waterways and harbour basins
 - real estate
 - equipment.



Efficient ports, efficient life

- Finland's economy is reliant on exportation, and the majority of exports (90%), as well as a large proportion of imports (70%) travel through our ports.
- Consequently, ports play a vital part in growing the economy, and in ensuring every-day life runs smooth.
- Ports are an essential part of a logistic chain.
- Our ports are especially important for the security of national supply chains.



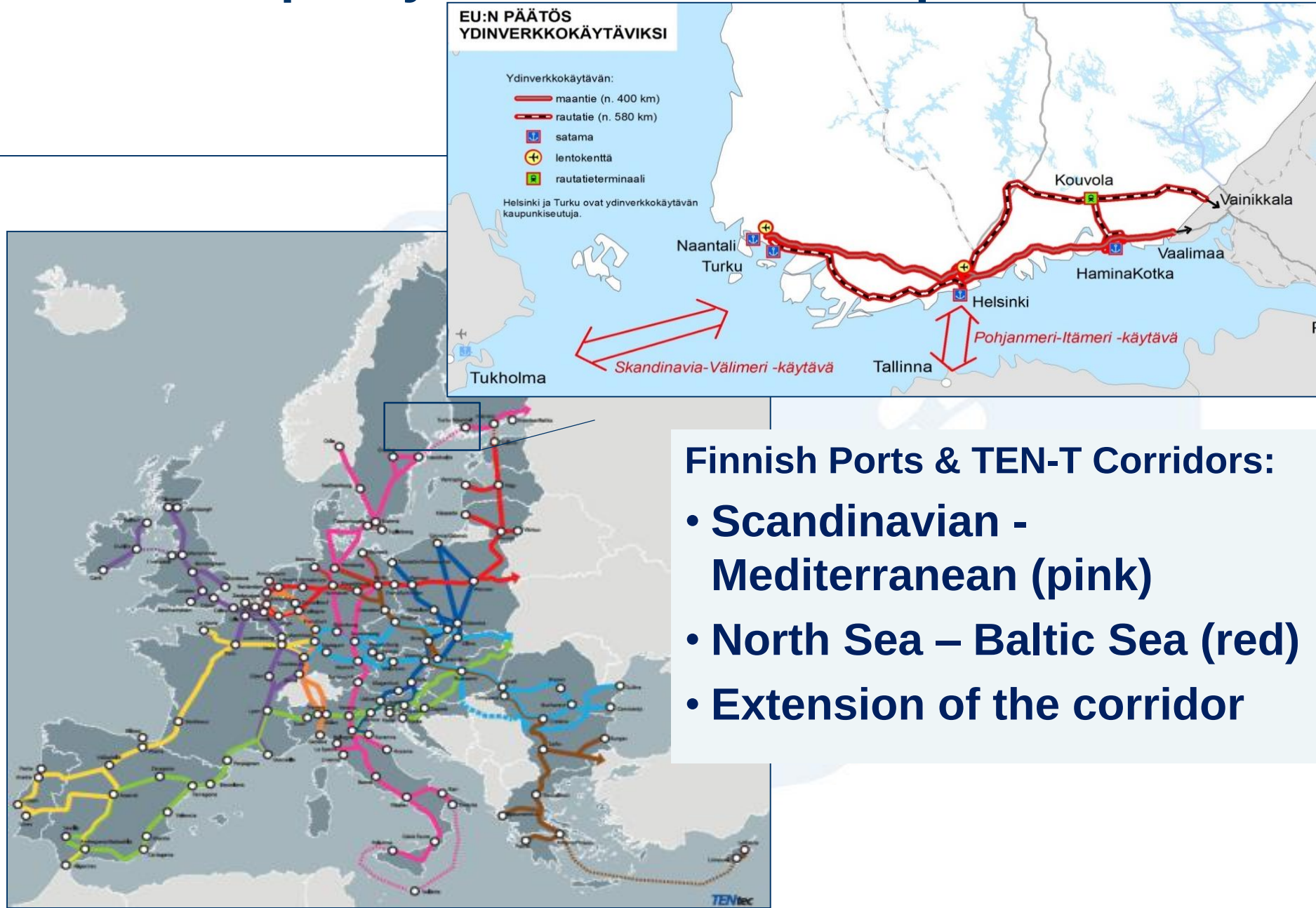


Statistics

- The throughput of Finnish ports in 2019 was:
 - Around 100 million tonnes of freight being shipped internationally, of which 9% was transit cargo
 - Over 19 million passengers on international routes
 - Approximately 600.000 passengers on international cruises



TEN-T policy – corridors in Europe and Finland



Finnish Ports & TEN-T Corridors:

- Scandinavian - Mediterranean (pink)
- North Sea – Baltic Sea (red)
- Extension of the corridor

Different types of actors in Port

Main port operations:

- The Port Authority
- Stevedoring companies
- Cargo and passenger terminals

Main customers of ports:

- Shippers and buyers
- Shipping companies
- Transport companies
- Passengers

Main service providers:

- Navigation
- Ice-breaking
- Maintenance and repairs
- Fuel and waste disposal

Public Authorities in ports:

- Transport
- Health and safety
- Rescue services
- Police
- Customs



Many ports, many strategies

- Finnish ports have worked as limited liability companies since 2015.
- A market of certain specific services offered by the ports opened in 2019, when the EU's Regulation on Port Services came into effect.
- Today an increasing number of ports are developing and broadening their business perspectives – for example:
 - Facilitating industry in their local areas
 - Investing in alternative fuels
 - Providing temporary storage for their industrial customers
- Additional services don't have to be based at the port itself.



The growth of passenger transport

- Finland has particularly good ferry connections with Sweden and Estonia.
- The same ferries that transport passengers, also carry a considerable amount of Finland's freight, both import and export.
- Passengers on these ships benefit from the transport of cargo as it maintain "best prices".
- An increasing number of international cruise ships are visiting Finland every year
- Ports also provide high standard waste disposal for the ferries and cruise ships.



In 2019 the Port of Helsinki was the world's largest international passenger port with 12.2 million passengers passing through



Digitalisation

- The digitalisation of transport and logistics brings many new opportunities to the ports. For example:
 - Transport chains can be strengthened
 - Half-empty loads can be combined
- Intelligence fairways provide situational awareness on the movement of ships and the current weather situation.
- This, and the advance of remote steering are part of the future that is already being considered when developing the infrastructure.



Ports and the Environment

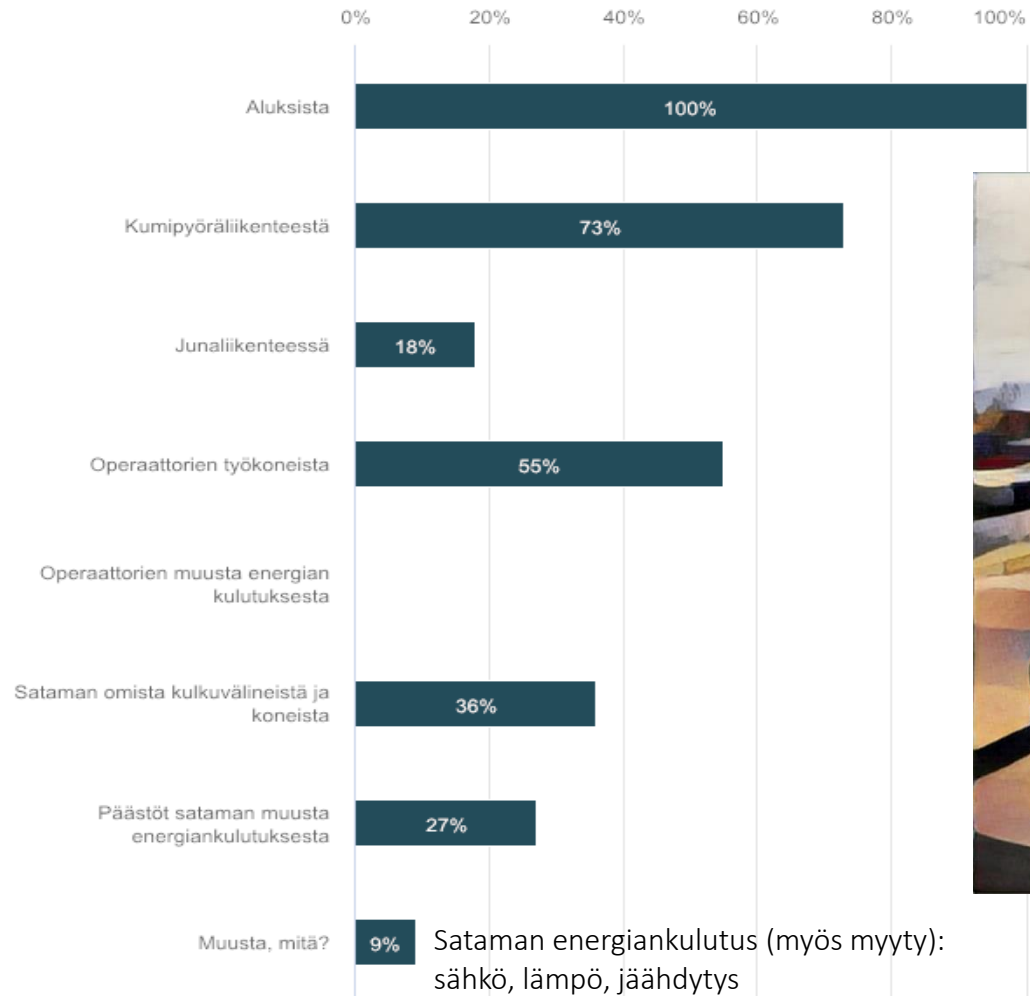
- Ports affect the environment through the building of waterways, emissions from both land and sea transport, and waste disposal.
- The daily operation of ports with international traffic requires an environmental permit.
 - All ports need permits to build waterways.
- There are energy efficiency programmes in place to help ports reduce their emissions with yearly targets to be met.
- Shipping companies that use energy efficient ships can get discounts when they moor at the port.
- Sea transport is the most environmentally friendly form of transport.



Satamat fasilitoivat päästöjen vähentämistä

- Alus- ja laituripäästöt
- Työkoneiden päästöt
- Kumipyöräliikenteen päästöt
- Sataman omat päästöt
- Liikenteen sujuvoittaminen digitaalisten ratkaisujen avulla on yksi keskeisimpiä keinoja, joilla satamayhtiöt voivat vaikuttaa päästöjen vähenemiseen.
 - Alusliikenteen saapumis- ja lähtöajat
 - Rekkaliikenteen slottijärjestelmät
 - Satamayhteisön tiedonjakoon nojaava alusta

Satamayhtiössä lasketaan päästöt



Satamayhtiöille myönnetyn, alueen **satamatoimintaan** myönnetyn ympäristöluvan ehtoihin sisältyy mm. päästöjen raportointia. Raportointimääräykset kattavat eri päästölähteitä satamasta riippuen.

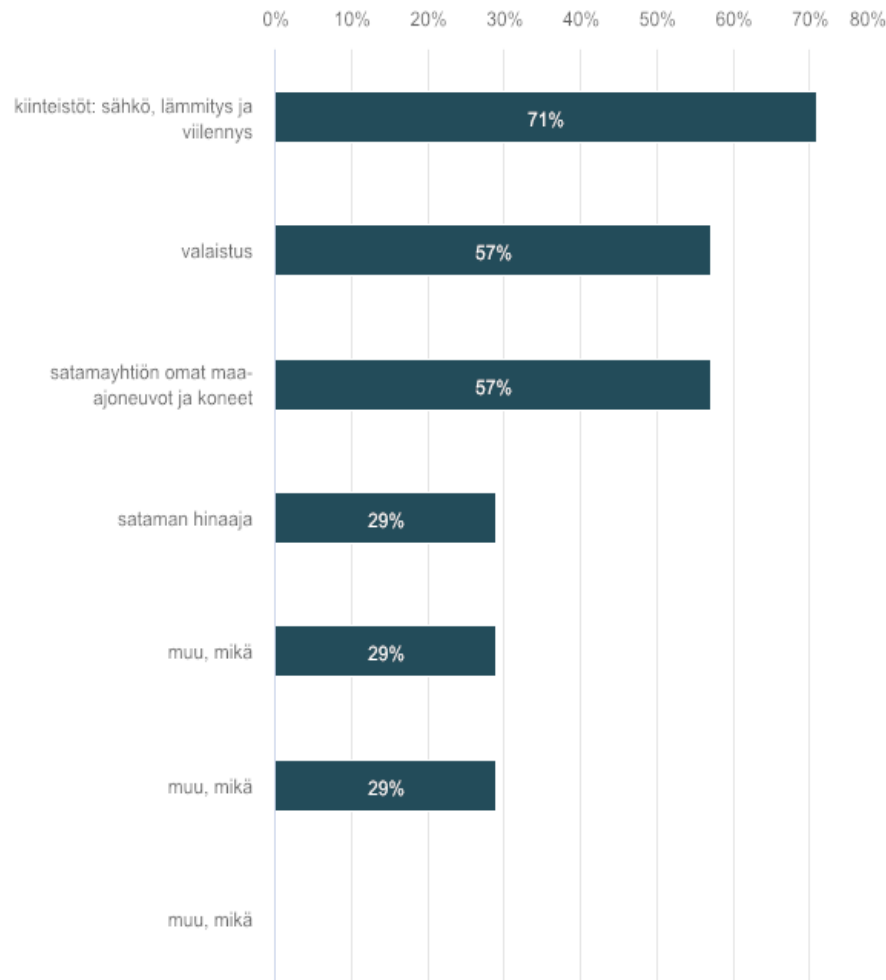
Päästöistä raportoidaan tyypillisesti

- ilmasto: CO₂
- Ilman laatu: SO_x, NO_x, PPM

Sen lisäksi satamayhtiöt voivat seurata muita päästöjä omien tarpeiden pohjalta.

75% vastanneista on asettanut tavoitteita energiatehokkuudelle ja energiankäytön pienentämiselle: esim. LED-valaistukseen siirtyminen, energiankäyttö/v, energia/laivakäynti.

Satamanpidon ilmastopäästöjen laskentaan sisältyvät toiminnot



Sataman päästöjen rajaamiseen ja allokointiin on useita vaihtoehtoja → vaikutus vertailtavuuteen.

Satamanpito kattaa erilaisia toimintoja satamasta riippuen. Myös niiden päästöjä voidaan katsoa joko satama-alueen rajaukseen tai toimintoihin pohjautuen.

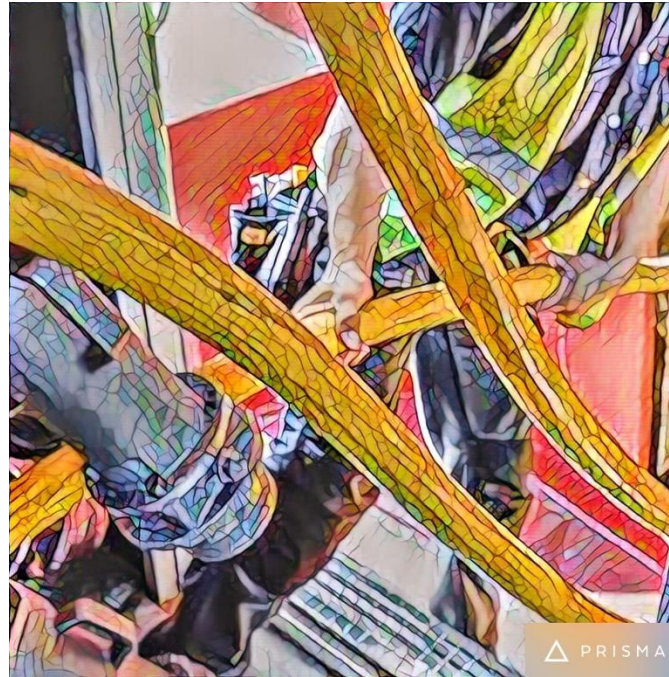
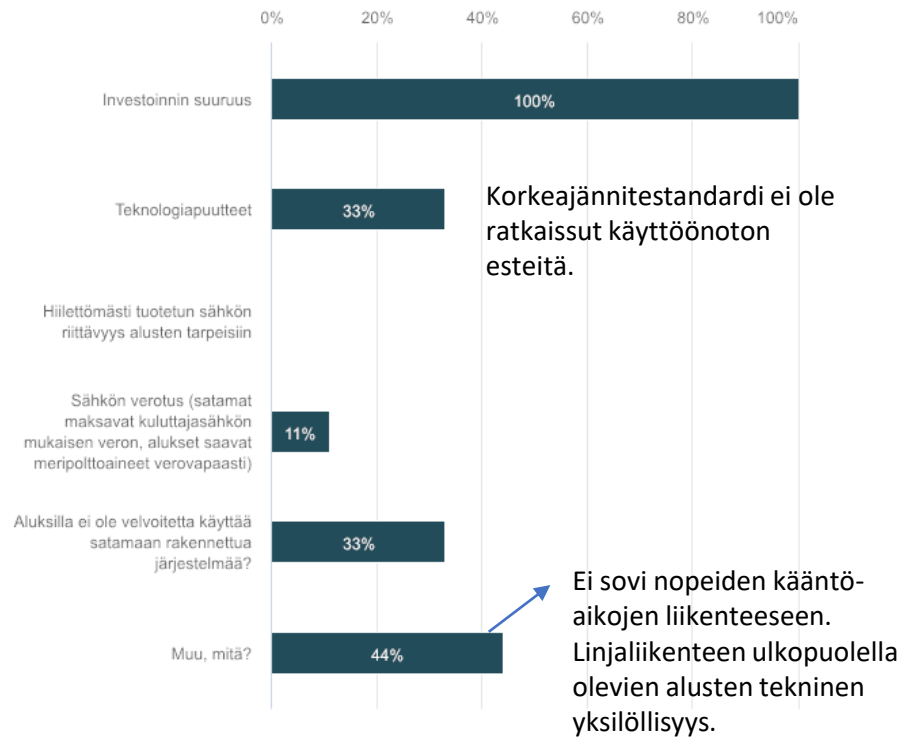
Suurimpia päästölähteitä ovat tyypillisesti kiinteistöt ja valaistus.

Satamayhtiöiden omistajista 36 % on asettanut tavoitteen ilmastopäästöjen vähentämiseksi.



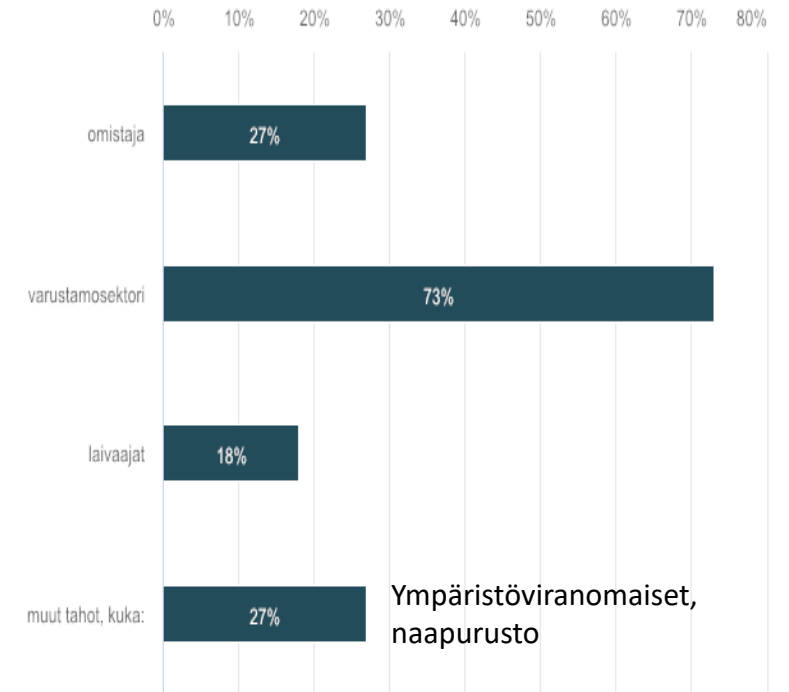
Maasähkö (OPS – Onshore power Supply) satamissa

Pääasialliset pullonkaulat omaehtoisille maasähköinvestoinneille:



01/2020 - Maasähköä on tarjolla Suomessa yhteensä 10 laituri paikalla, 4 eri satamassa TEN-T ydin- ja kattavalla verkolla.

Kiinnostus on kasvanut viime aikoina erityisesti varustamosektorilla:



Maasähköä on suunnitteilla yhteensä 16 laituri paikalle, 5 eri satamaan TEN-T ydin- ja kattavalla verkolla.

The Finnish Maritime Cluster

- Ports are part of the Finnish Maritime Cluster, which directly employs 50 000 people in Finland, and indirectly up to half a million.
- The Finnish Port Association connects and works with Finnish Port Operators Association, Finnish Ship-owners Association and Finnish Maritime Industries, to the benefit of the industry.
- In 2016 the Maritime Cluster Company's turnover was 13 billion euros total.



Finnish Port Association

- Finnish Port Association represents Finland's coastal and inland port authorities – We work on behalf of and for the ports, alongside lawmakers.
- We provide decision makers with up-to-date information on the ports' market outlook, conditions and industry's needs and views.
- Our goal is to improve the port companies' operational conditions and overall competitiveness.
- We deliver the ports' message to decision makers both within Finland, and the EU, and raise important questions on behalf of our members.
- We are the representative of Finnish ports in the European Sea Ports Organisation (ESPO) and often work alongside them and other members on taskforces.



Ports are central to the Finnish economy and a life that works for everyone.

For the security of supplies, they are essential.

Finland functions through its ports.

