Comprehensive ports in Finland - port strategies

BPO comprehensive ports' seminar

7.9.2016 Helsinki

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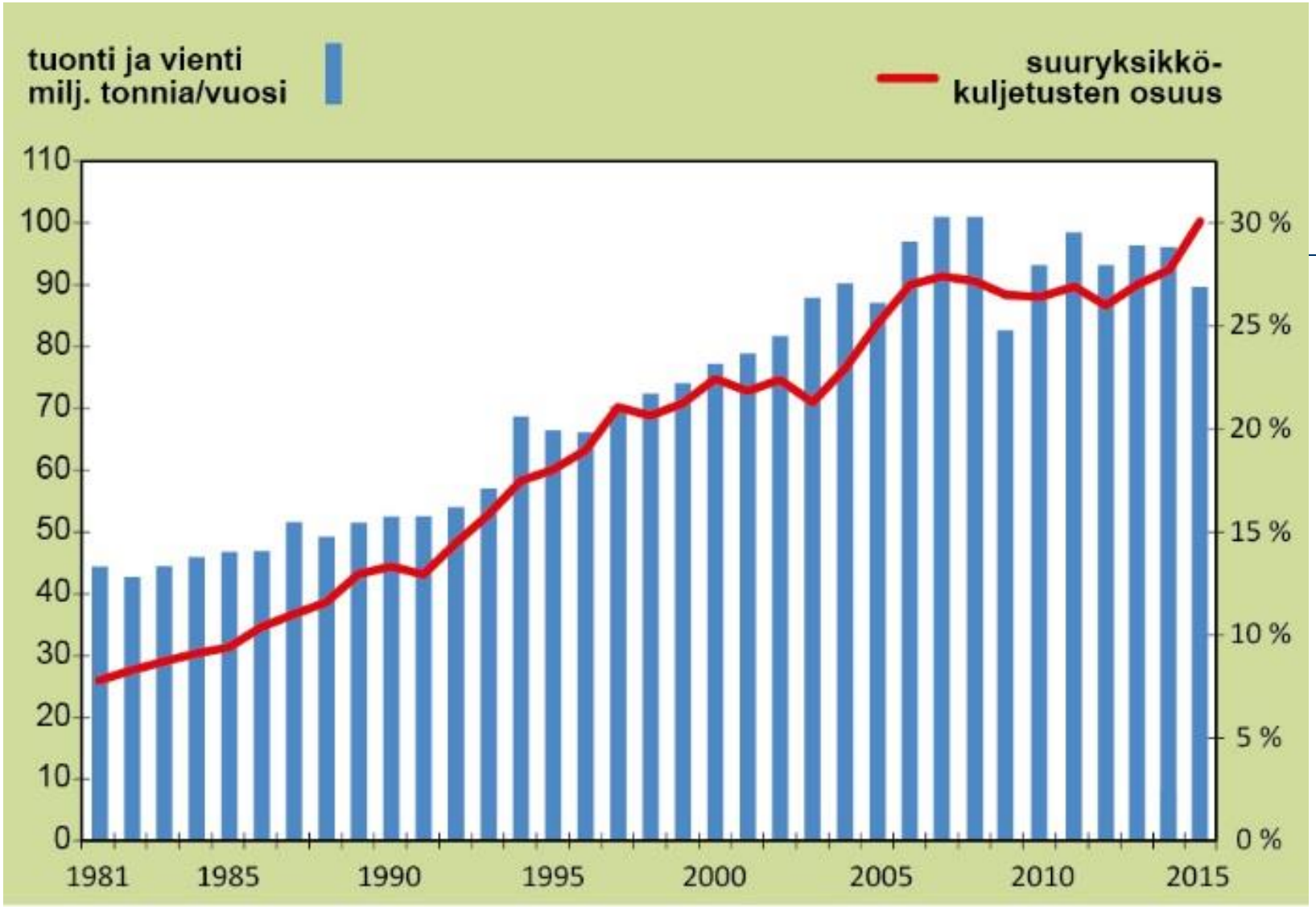
Finnish Port Association

Finland is an island

- Appx. 90 % of Finnish export and 80 % of import is transported via sea routes
- Sea transportation is even more important for Finland in the near future
  - cost effiency and environmental reasons
- Long term development of the water fairways and hinterland connections of the ports
  - New state owned company ”Fair way company”?



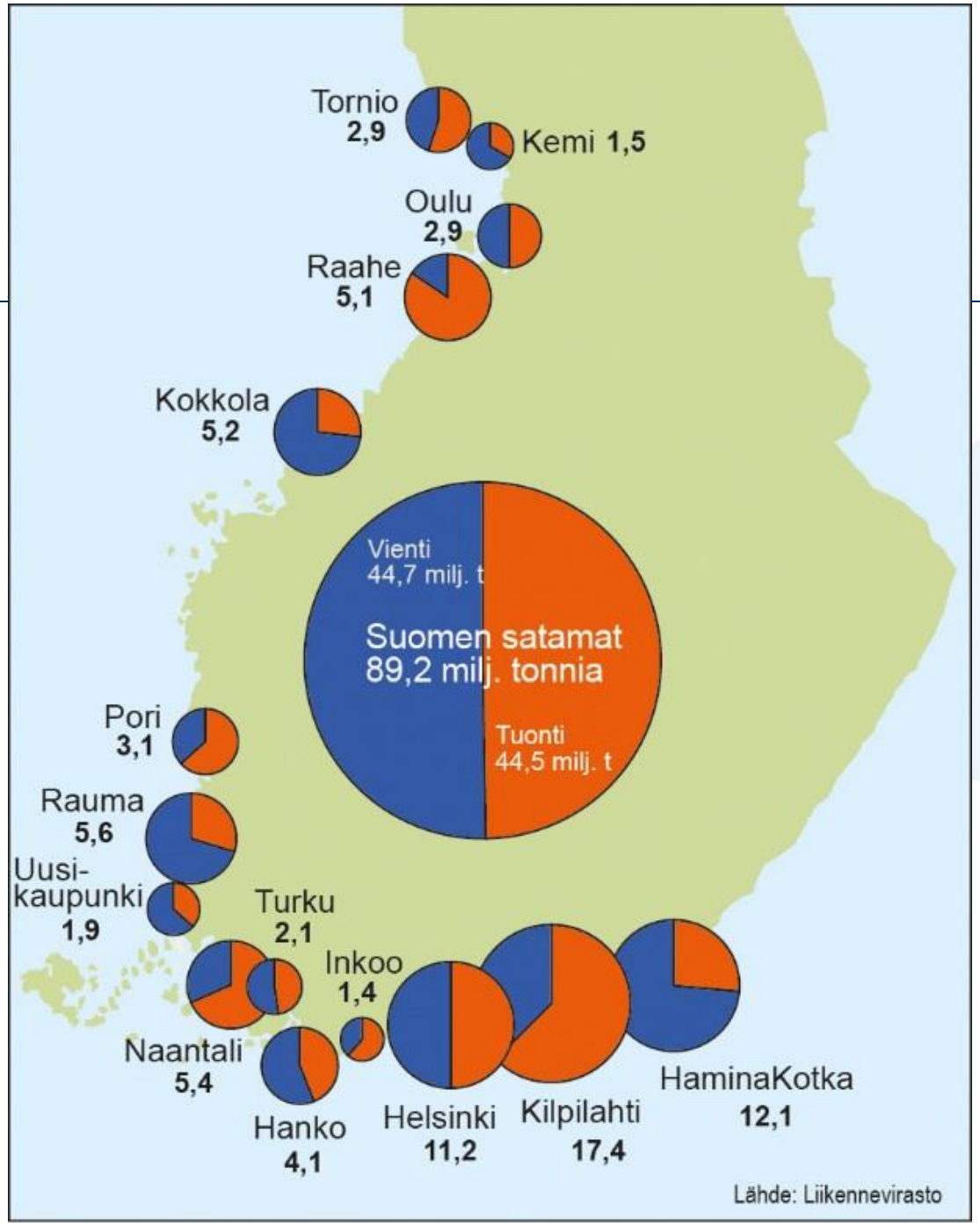
Tuonti- ja vientikuljetusten määrien ja suuryksikkö-kuljetusten osuuden kehitys v. 1981-2015

Typical for Finnish port structure

- Foreign trade via approx. 50 ports
  - 30-35 actively functioning
- PA’s limited liability companies since 2015
  - Totally same legislation whether publicly or privately owned port company
- TEN-T network in Finland: 4 core ports and 12 comprehensive ports
- Industrial ports and similar to those – remarkable role in comprehensive network

Suomen Satamaliitto • Finlands Hamnförbund • Finnish Port Association

Members of Finnish Port Association: ports and industrial ports, sea ports and inland ports – all at the same table



Foreign trade/ export and import 2015 at certain Finnish ports (Totally 89,2 million tons)

Blue: export
Red: import

EU:N PÄÄTÖS YDINVERKOIKSI
N
Narvik
Ydinverkon:
maantie (n. 1100 km)
rautatie (n. 1360 km)
sisävesireitti
satama
lentokenttä
rautatieterminaali
Oulu
Jyväskylä
Saimaan vesiväylät
Tampere
Kouvola
Vainikkala
Naantali
Turku
Vaalimaa
HaminaKotka
Helsinki
Pietari
Tukholma
Tallinna
0
100
200 Km
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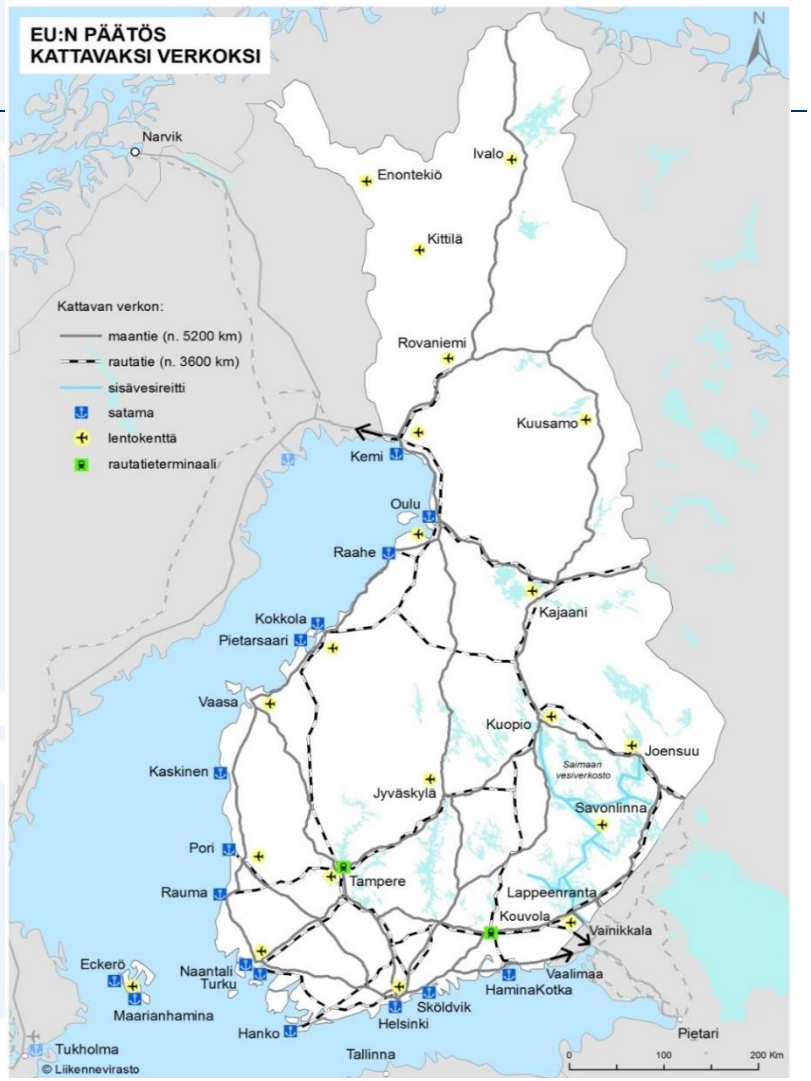
EU:N PÄÄTÖS KATTAVAKSI VERKOKSI
N
Narvik
Ivalo
Enontekiö
Kittilä
Kattavan verkon:
maantie (n. 5200 km)
rautatie (n. 3600 km)
sisävesireitti
satama
lentokenttä
rautatieterminaali
Rovaniemi
Kuusamo
Kemi
Oulu
Raahe
Kajaani
Kokkola
Pietarsaari
Vaasa
Kuopio
Joensuu
Saimaan vesiverkosto
Kaskinen
Jyväskylä
Savonlinna
Pori
Tampere
Rauma
Lappeenranta
Kouvola
Vainikkala
Eckerö
Naantali
Turku
Vaalimaa
HaminaKotka
Maarianhamina
Sköldvik
Helsinki
Hanko
Pietari
Tukholma
Tallinna
0
100
200 Km
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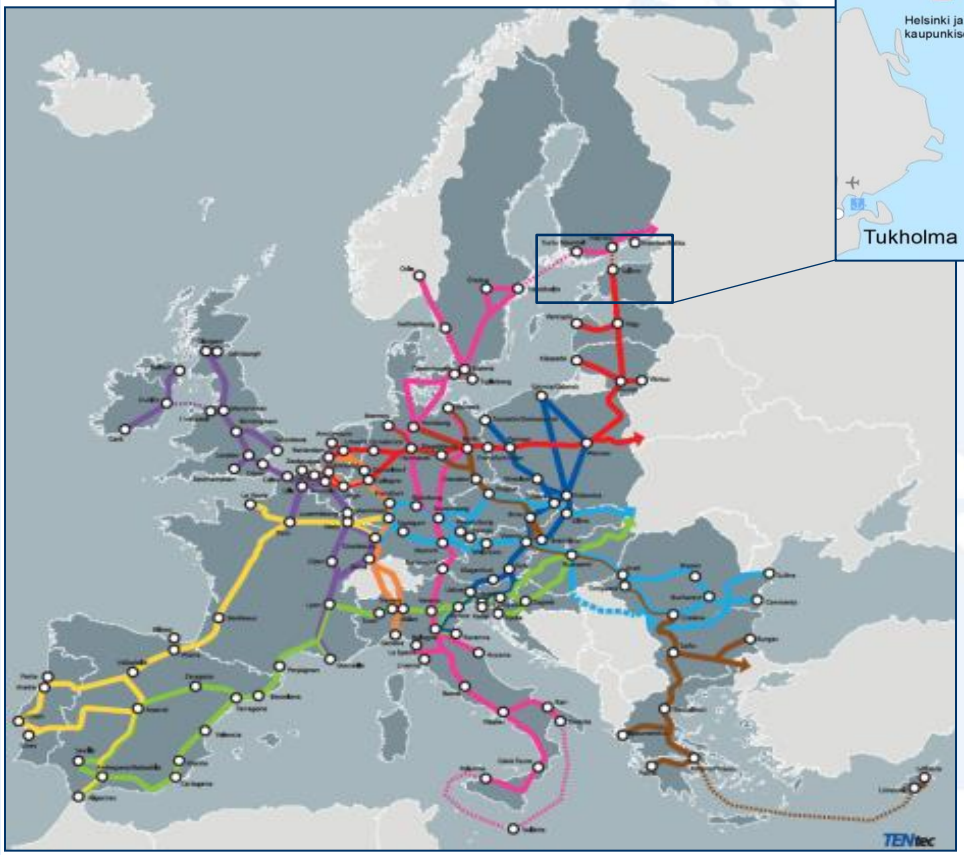
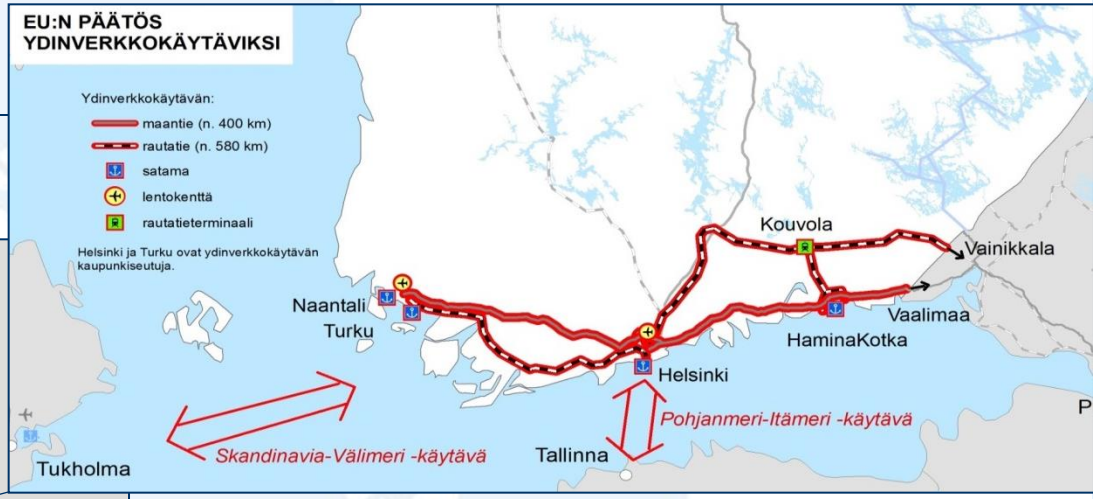
TEN-T policy - corridors in Europe and Finland





Finnish ports along the corridors:

- **Scandinavian - Mediterranean**
- **North Sea – Baltic Sea**

Finnish economy and industry is slowly covering

- Finnish forest industry is the largest export branch at the moment
  - 23 ports of which forest companies mostly uses 9
- A port with one major industrial customer is a risk or an advantage to port company
- The role of transshipment cargo in the future

Ports as companies

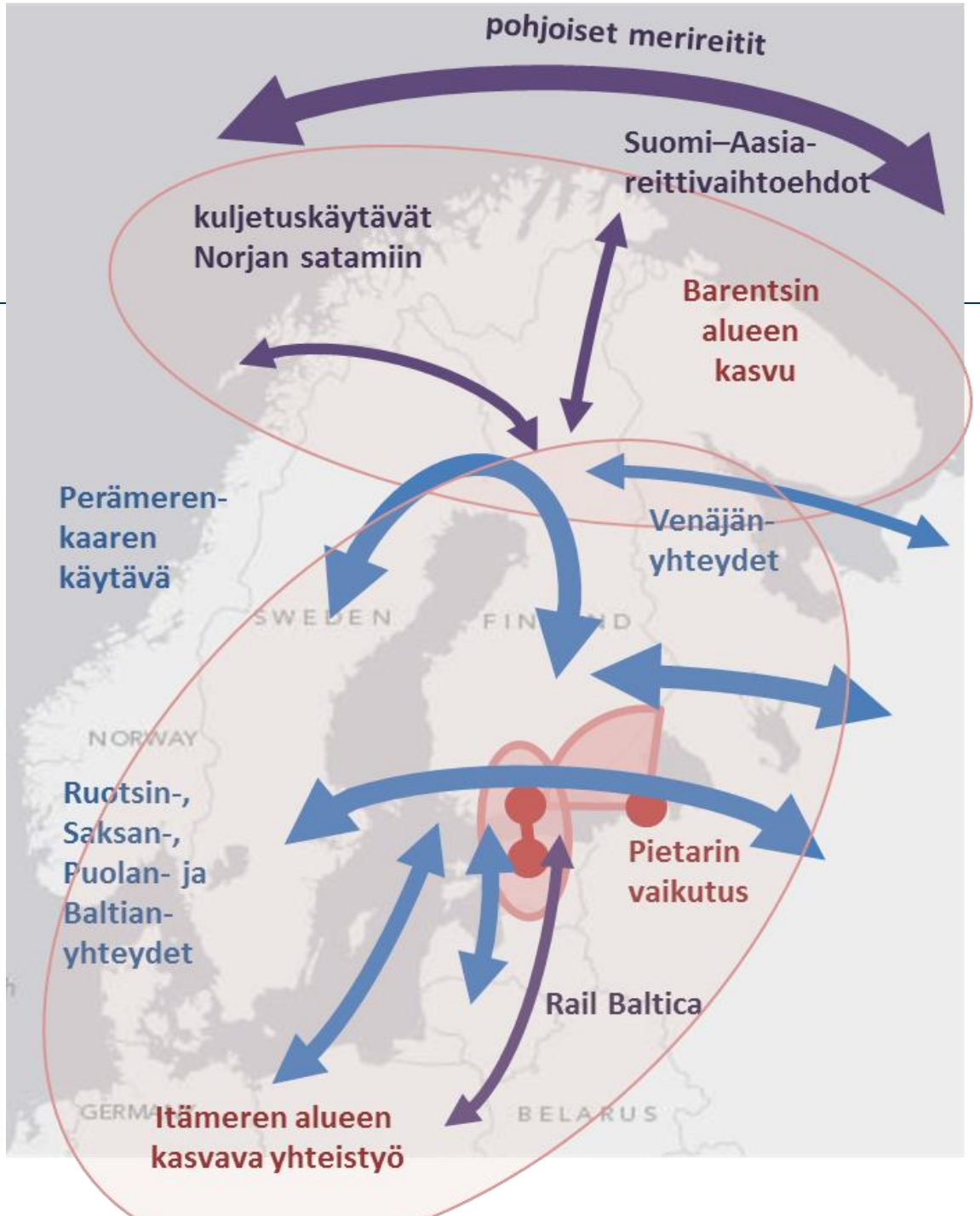
- Purely market orientated companies
  - State aid rules apply and professional corporate governance
- No national port regulation
  - Freedom to develop charging structures
  - Port order still very important
- New CEO’s and new strategies
  - From land lord to facilitators
- Role in national emergency supply chain

New role and new business

- Company role gives ”freedom” to develope new businesses
- Door2door inceases - Added value to industrial customers
  - Business role outside the port area (outside municipal borders)
  - Partnership with industry
  - Dry port consept
  - Large industrial areas in port’s area
- Energy hubs – LNG and other alternative fuels
- Digitalization is more than guidance of the traffic in the port area
- Strategic partnership between ports, mutual service companies
- New port structures/ Kvarken Ports Ltd, EcoPort Ltd, Helsinki&Loviisa…..

Challenges still exists

- Land based industry
  - structural change still on it’s way
- New industrial investments needed in Finland
- Increase of costs of sea transportation
- Lack of empty containers
- Disruption at labour markets
- Need for new investments in the ports
- Tools for financing instruments (FMC/ZVT)


pohjoiset merireitit
Suomi–Aasia-
reittivaihtoehdot
kuljetuskäytävät
Norjan satamiin
Barentsin
alueen
kasvu
Perämeren-
kaaren
käytävä
Venäjän-
yhteydet
SWEDEN
FINLAND
NORWAY
Ruotsin-,
Saksan-,
Puolan- ja
Baltian-
yhteydet
Pietarin
vaikutus
Rail Baltica
GERMANY
BELARUS
Itämeren alueen
kasvava yhteistyö