

# Aboard

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The Port of Turku Magazine

ENGLISH EDITION

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Director-General of the Ministry  
of Transport and Communications  
of Finland Juhani Tervala:  
E18 leads from Turku  
even further than Helsinki

Governor Rauno Saari  
believes in balance between  
nature and economy





Cover picture: Markku Koivumäki

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EDITOR-IN-CHIEF:  
Managing Director  
Christian Ramberg

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## EDITORIAL

# A good year continues with investments in the future

The economy of and traffic through the Port of Turku reached a good level in 2007. Turnover totalled € 24.8 million, and profit stood at € 4.4 million. The total volume of the cargo traffic that passed through the Port in 2007 remained at the previous year's level at 4.0 million tonnes. Foreign cargo volume increased to 3.7 million tonnes, up by 2.7% on the previous year. The number of passengers that travelled through the Port totalled nearly 3.6 million, and the Port was visited by eight cruise liners.

Considerable investments were made during the year to develop premises and areas. The largest of these were a 22,000 m<sup>2</sup> distribution warehouse completed in April for Schenker Cargo and the field area expansions of nearly 13 hectares in Pansio.

Investments based on customers' needs will continue also next year. Having operated with great volumes right from the beginning, Schenker's distribution centre will be enlarged at the customer's wish. The 10,000 m<sup>2</sup> extension will be completed in summer 2009. Additional space will be built already this year in Pansio where two new 5,000 m<sup>2</sup> warehouses will rise for Finnsteve.

The construction projects in Pansio are related to the development of German unit load traffic in the Port of Turku, performed in co-operation with the port operators and shipping companies that manage the traffic. As a result, some of the German traffic operations will be concentrated to the Pansio harbour which offers excellent resources for the needs of the increasing traffic. Maritime traffic services will be enhanced by building two new berths in Pansio. The old train ferry ramp will also be revamped to suit the larger ro-ro vessels.

The development work allows the Port of Turku to provide its customers coming from Germany with more frequent connections and extremely efficient goods management. Together with excellent distribution centre services and fluent connections it can ensure a quick through passage for cargo coming from Germany to the Finnish and Scandinavian, as well as Russian and Baltic markets.

Increasing transport also brings other traffic along with it and strengthens port operations as a whole. Thus, investments in German traffic will benefit all parties and offer them new opportunities to develop their business activities.

There are positive things to say about the Scandinavian traffic as well. The cargo capacity on the Turku–Stockholm route will increase considerably when Tallink Silja introduces a new vessel to the route in summer 2008. In autumn, the road traffic towards the Port of Turku will enter a new era, as the long-awaited E18 motorway from Turku to Helsinki will be completed in November. You can read more about all of the above-mentioned topics on the following pages. Enjoy the read!

Christian Ramberg  
Managing Director



TEXT BY Sanakari/Kari Ahonen PHOTOS Iloinen Liftari and Markku Koivumäki



leads from Turku  

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even further  

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than Helsinki





# E 18

Director-General **Juhani Tervala** has been employed by the state for over 30 years, about half

of which he has worked for the Ministry of Transport and Communications of Finland. Looking back over those decades, he realises that the development of the road connection between Turku and Helsinki has been under more or less active discussion for all those years.

The work done by different parties to advance the road project will be rewarded in November this year, as the last section of the E18 road between Lohjanharju and Muurla will be opened to traffic. After that the road connection between Turku and Helsinki will be entirely of motorway standard.



This will make traffic between Turku and Helsinki safer and more fluent than before and considerably shorten the travel time between the two cities. Nevertheless, the construction work will continue on the E18 road as the motorway will end in St. Petersburg.

## Tarvontie started the E18 road

Finland's first motorway was opened at the Helsinki end of Highway 1 in December 1962. The road called Tarvontie was extended in three stages from Helsinki to as far as Lohjanharju, with the last section being completed in 1971. Then it took almost three decades to properly re-launch the motorway project. According to Director-General Tervala, there are obvious reasons for the slow progression of the project.

"The development of the road connection between Turku and Helsinki was delayed primarily due to the unfavourable cost-benefit ratio of the project. Compared to Highway 3, for example, traffic volumes on the E18 road are smaller and the construction costs higher than usual because of the terrain. Overall, the scale of the project is financially exceptionally large. As Finnish road projects have usually cost around 150 million, the construction costs of the E18 road section between Lohjanharju and Muurla will rise up to more than 300 million. The costs are increased e.g. by the numerous tunnels, the longest of which will be 2.2 kilometres upon completion.

## The E-road is based on Finland's needs

The starting shot for the improvement of the E18 road was given when the road was selected to the TEN traffic network programme of the European Union. The programme defined the E18 road as part of the Nordic Triangle that connects Central Europe with Russia through the Nordic countries. The Nordic Triangle is one of the infrastructure projects prioritised by the EU, and it will become more significant as the trade between the EU and Russia increases.

"Despite the EU's contribution, the decision to construct the E18 road was first and foremost based on domestic needs. Traffic flows on the road, especially in terms of heavy traffic, have doubled during the past decade, and the status of the E18 road as the most important connection for Finland's foreign trade has strengthened. In addition to the industrial centres of southern Finland, the most important Finnish ports from Turku to Kotka are located along the road", Director-General Tervala reminds.

"Therefore, what is also essential in developing the E18 road is the development of the co-operation between different modes of transport, as well as connections to ports, airports, and railway stations. Thanks to all of this, the completion of the E18 road will strengthen the operational prerequisites of the economic life, facilitate commuter traffic between the centres along the road, and enable efficient community planning. In my opinion, the E18 road clearly signifies that road solutions create prerequisites for the growth of the GDP", Mr Tervala stresses the significance of the E18 road to the whole of Finland.

## Aiming at a motorway all the way to St. Petersburg

From the EU's point of view, the Nordic Triangle provides a safe and quick connection between Central Europe and Russia. A journey from Paris to St. Petersburg through Finland goes at least as fluently as via the route south of the Baltic Sea. Hence, the aim of the E18 development strategy is a motorway connection of consistent standard all the way from Turku to Vaalimaa and further to St. Petersburg.

"At the next stage of the project the aim is to complete the connection between Helsinki and Hamina by 2015. The Finnish part of the E18 road from Turku to Vaalimaa is planned to be entirely of motorway standard by 2020. According to the decisions of the government spending limits discussion in March, the E18 road will remain as the prioritised traffic project in the following years, which supports scheduled progress", believes Juhani Tervala, Director-General of the Ministry of Transport and Communications of Finland. ■

## Through the Port

This column introduces  
the routes of goods  
passing through the port  
from suppliers to consumers



# Miele equips Finnish homes with appliances through Turku



According to **Esa Silver** who has worked as the Managing Director of Miele Oy for nearly two years, the company operates in three business areas which are domestic appliances, the Professional machines for commercial applications, and after-sales marketing including servicing. Miele's domestic appliances are sold through all main distribution channels in the field. Miele kitchen appliances are being marketed to consumers by numerous leading kitchen furniture providers. Miele has also gained foothold in the construction industry, which means that high-quality homes are more and more often equipped with Miele domestic appliances.

### Customers require efficient logistics

Delivering products to a quantitatively and geographically wide customer base creates a special challenge in a country such as Finland. Managing Director Esa Silver knows the demands of different customer groups thanks to his previous work experience.

"Today, logistics is an important competitive factor that brings added value to both us and our customers when it works. Retail trade aims to minimise its stocks

**Founded in 1899, Miele is a German family-owned company currently run by the fourth-generation descendants of its two founders. Known for its high-quality domestic appliances, Miele operates in 40 countries and has eight factories in Germany and one assembly factory in the Czech Republic. In Finland Miele has operated since 1976.**

while the product must be available to consumers with a short delivery time. As for kitchen appliances, consumers want the products delivered to their home when it fits their schedule. Construction sites, on the other hand, have exact unloading schedules for different deliveries of supplies. Thus, the key factor for all customer groups is fast and reliable delivery. As our operations continued to grow, we ended up in a situation where we had to ensure that our logistics services function well in accordance with these requirements", Esa Silver says.

### Miele selected Schenker as its logistics partner

Miele searched for a new logistics partner through a tender process and selected Schenker Oy. Miele already had experi-

ence in co-operating with Schenker in domestic distribution operations, and the company's spare parts warehousing was outsourced to Schenker at the beginning of this year.

"With Schenker we achieved the basic readiness we wanted regarding speed of delivery. Together with them we can offer our customers deliveries within 24 hours. When an order is placed before noon, Schenker will deliver our products to almost everywhere in Finland during the following working day. Besides speed, Schenker also meets our other requirements related to delivery performance", Esa Silver emphasises.

"Schenker is by far the most experienced Finnish operator in handling and transporting domestic appliances. This allows us to be sure that the products are stored correctly and damages during transport are minimised. Since Schenker's distribution warehouse in Turku is also used by many other operators in the field, the products of different manufacturers can often be delivered to the customer in the



same shipment, which is an obvious operational advantage to the trade. Schenker's branded transport services, such as KiitolinjaKOTI, also perfectly fill the needs of our company and our customers."

### The new distribution warehouse provides operational advantages

The selection of Schenker was also supported by the modern technology and large capacity of the new distribution warehouse.

"Schenker's warehouse management system allows us to be always up-to-date about all warehouse operations. All operations from the receipt and warehousing of goods to the picking and dispatch of products are entered into the IT-based system. Thanks to the Webstock interface, our regional managers, for example, can check the current stock situation on the road whenever doing business", Esa Silver says.

"The large capacity of the distribution warehouse, on the other hand, brings flexibility to the seasonal changes in volume. For instance, the summer season for

fridges and freezers temporarily increases our warehousing needs, and Schenker has enough space in all situations."

### Location in the Port of Turku fits nationwide distribution

The selection of Schenker as Miele's logistics partner was also supported by the location of the company in the Port of Turku. The fact that products can be transferred from the ship directly to the terminal ensures efficient and safe logistics right from the beginning.

"The liner traffic between Turku and Germany meets our needs in terms of frequency and capacity. Schenker also offers excellent connections through Kiitolinja routes to the rest of Finland. When transporting goods as trunk transports to as far as Oulu, for example, there is no need for transshipments. Straightforward operations from the distribution warehouse directly to customers shortens lead times even more and reduces transport risks. Allowing the same operator to manage both warehousing and transports gives us more time to concentrate on de-

veloping our own business operations", Esa Silver stresses.

### Miele hopes for the recovery of train ferry traffic

Although Esa Silver is pleased with the services provided by Schenker and the Port of Turku, he is hoping for one significant improvement related to future transport needs.

"In the future, we would like to move most of our transports from wheels to rails. Rail transports are more cost-efficient and also more ecological in accordance with our company values. There is desire to increase the volume of train ferry transports also in Germany, so we are hoping that VR and other operators will find a solution to get a new start for train ferry operations in Turku. Thanks to Schenker, we are ready to change over to rail transports, since the distribution warehouse is equally capable of handling containers, trailers, and train cars." ■



# Tallink Silja expands its

The largest passenger shipping company of the Baltic Sea, AS Tallink Grupp, sails with a fair wind. The company's latest ferry was launched at the beginning of March in the Aker Yards shipyard in Helsinki. Christened Baltic Princess, the vessel will start operating between Helsinki and Tallinn in July. The arrival of the new vessel will also improve the fleet on the route between Turku and Stockholm, as M/S Galaxy that has sailed under the Tallink brand will join M/S Silja Europa in the Swedish traffic.

"The route between Turku and Stockholm is very important to us in terms of both passenger and cargo traffic. We are therefore happy to be able to tell our customers that the route will be operated by two of the most beautiful cruise ferries of the Baltic Sea as of next summer.

pany's desire to increase its share of the cargo traffic between Finland and Sweden. Traffic from Turku to Stockholm offers many advantages to truck transports, of which Keijo Mehtonen emphasises e.g. the better opportunity for pauses in accordance with the current statutes.

"However, re-routing M/S Galaxy to the Turku route is merely a starting shot to show our cargo customers that we want to invest in the provision of services to them as well. We are also planning on bringing a new cargo vessel to the Turku route to fill the void left by Sky Wind. If possible, the capacity may be increased already during this year. In cargo traffic, an alternative to Stockholm could be Kapellskär, and we have also explored the possibilities for other ports for cargo traffic elsewhere in the

"In recent years, the volumes in passenger traffic on the Baltic Sea have decreased slightly. Our first challenge is therefore to bring the volumes back to the level of the peak years, and this is supported well by the upgrading of the fleet. New things generate interest among people, and the glamorous supply attracts customers. Together they increase the attractiveness of sea travel when competing over people's leisure time. M/S Galaxy is a completely new-type of vessel on the route between Turku and Stockholm, providing significantly more entertainment and services than Festival. We believe especially that Galaxy will bring us more Swedish customers, as Galaxy's evening departures offer them a new way to break away from daily routines", Keijo Mehtonen assures.

TEXT BY Sanakari/Kari Ahonen  
PHOTOS Tallink Silja and Markku Koivumäki

## fleet on the Turku route



Replacing the over 20-year old Silja Festival with Galaxy alone will significantly increase the capacity on this route. The 212 metres long Galaxy can carry nearly 800 more passengers than Festival and 300 additional line metres of vehicles in both directions on the route", says **Keijo Mehtonen**, Managing Director of Tallink Silja.

### Aiming at strong growth in cargo traffic

Re-routing M/S Galaxy to the Turku route supports especially the shipping com-

Baltic Sea region", Keijo Mehtonen describes Tallink Silja's future plans.

### Looking for growth in passenger traffic through co-operation

Established in Turku 50 years ago, Silja Line was selected as the most reliable Finnish shipping company and cruise provider in a recent consumer survey conducted by Reader's Digest. Tallink Silja wants to reinforce this position and believes that new vessels will attract customers back to the white ships.

According to Mr Mehtonen, one of the aims of Tallink Silja is to increase Turku's appeal as a travel destination as a whole. Tallink Silja performs this work in co-operation with other operators in the tourism industry in the region, such as hotels. In his opinion, Turku will be a good alternative for cruise, conference, and destination travel as soon as there are interesting packages available round the year. One dream is also to create a Baltic Sea cruise product in which Turku and the archipelago would play a key role. ■

# Port employee

This column introduces port area employees

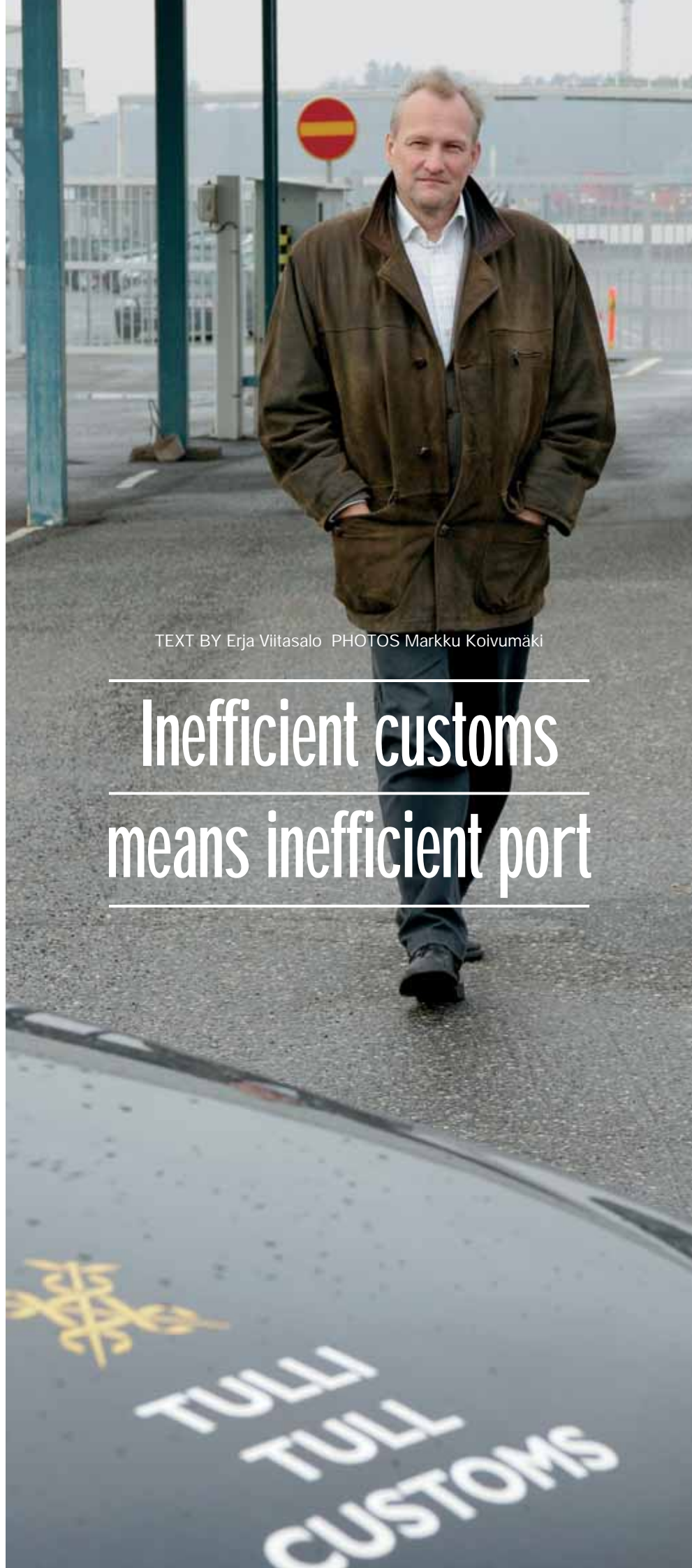
Customs services have been an important part of the operations of the Port of Turku for as long as goods have been transported through the Port. Customs still play an important role despite the fact that the movement of goods and capital has become freer through the EU legislation. As the Schengen acquis also introduced free movement of people, the personnel of the Border Guard was transferred elsewhere and Customs remained the only authority in the Port of Turku.

"Besides customs clearance, taxation, and collection of other fiscal charges related to foreign trade, our duties in the port increasingly involve control, monitoring, and investigation to prevent drug and economic crime", says **Arto Honka** who was appointed head of the Western Customs District last autumn with offices near the Port of Turku.

The Turku Customs accounts from the late 1530s are presumably the earliest evidence of the collection of customs duties in Finland, and thus the city has maintained its position as one of the most prominent customhouses in our country. There are currently five Customs districts in Finland, and the Port of Turku, together with eight other ports with customs services, belongs to the Western Customs District. The Western Customs District is a wide area comprising as many as seven provinces, with over a third of the Finnish population. "The special characteristics of this Customs district also include the

TEXT BY Erja Viitasalo PHOTOS Markku Koivumäki

## Inefficient customs means inefficient port



"I used my six-month job alternation leave by enrolling as the full-time nurse for my daughter's baby twins. Literally doing the job with both hands, I gained a new perspective and energy to carry out my real job", smiles Arto Honka, head of the Western Customs District.

long coastline and large archipelago, so we have work to do both on land and at sea", Mr Honka states.

### Turku has an electronic customs clearance centre

There are two electronic customs clearance centres operating in Finland, and one of them is located in Turku in the Western Customs District. "By developing the operations of the electronic customs clearance centre and the audit unit, we can enhance the prevention of customs offences that constitute a threat to consumers and society. In the Port of Turku we have, for instance, a group that moves around with dogs with the task of monitoring people and vehicles from motorcycles to cargo vessels. In terms of heavy traffic, we check the condition of the drivers and vehicles, the load, fuels etc. Moreover, we take samples of imported food and other products that we send forward to the Customs Laboratory. Thus, the supervisory task of Customs has increasingly been concentrated on covering also the consumer protection related to imported goods", Mr Honka says.

Finnish Customs is part of the European Union customs system, and it co-operates with commerce and industry as well as with Finnish and foreign authorities. Drugs and illegal immigration are a growing problem, and therefore the co-operation between Customs, the police, and Border Guard will be improved with a new act that is currently in preparation.



"Publican is one of the two oldest professions in the world"

Nearly thirty years ago, Arto Honka, a young Bachelor of Natural Sciences, ended up working for the summer as a temporary customs guard trainee at the Naantali customhouse. Alongside working, he continued with his studies – besides the Master of Science degree, his study programme consisted of a course related to the training for the Diploma in Police Studies and several long courses in the faculty of law. During the past decade, Mr Honka advanced in the Customs organisation; the most recent appointment as the head of the Western Customs District took place at the beginning of September last year. "My job at Customs is challenging, interesting, and independent. Besides, publican is one of the two oldest professions in the world", Mr Honka smiles and recalls the harsh comment given by his former Finnish teacher: "You Honka should go and do physical work, mental work is not for you" – and so Mr Honka chose the port environment.

In his free time, this multi-talented man likes to travel to Korpo with his wife and dachshund and go fishing – on the waters around his own little island. ■

### DRUG DETECTOR DOGS CAN'T BE REPLACED WITH TECHNOLOGY

Finnish Customs began training and using drug detector dogs almost forty years ago. Companies and organisations started to participate in the operations in the 90s by donating funds for the acquisition of new dogs. At the moment, all 45 drug detector dogs used by Customs have been acquired with donated funds.

The trained drug detector dogs help uncover a considerable number of the narcotics offences investigated at Finnish Customs. For the time being, the dogs trained to detect drugs cannot be beaten by any technical devices. A dog can identify different smells over an area the size of a foot-ball field, whereas a human's sense of smell is limited to approximately one square metre.

Besides ports, the drug detector dogs of Turku Customs work daily at cargo terminals, the airport, and postal centre where the largest number of drug shipments is detected. Measured in kilos, most of the drugs are detected at the airport. Turku Customs currently uses three drug detector dogs, and the fourth, the cub called Wilma donated by the Turun Sanomat newspaper and Auran Aallot radio station, will be able to start its working career next year.

As another key sector the company provides port operations in the Finnish ports of Turku, Helsinki, and Kotka, as well as in the industrial port of Kantvik. Port operations are also offered in the Port of Oslo in Norway.

**Simo Airas**, President, Baltic and North Sea, who is in charge of the company's liner traffic between Finland and Central Europe says that Finnlines will strongly invest in the development of cargo traffic services for industry and trade.

"Changes in the ownership of Finnlines have brought changes to the basic strategy of our company. Previously all of our vessels were ro-pax vessels, but now our new investments are directed at modern ro-ro vessels. Thus, in 2007 we placed an order for six new ro-ro vessels. The ves-

traffic and in the larger size of the vessels operating on the line. Finland and Germany are great trading partners, and both have enormous countries behind them; Germany has the whole of Europe and we have Russia. In terms of Finnlines as a whole, German traffic is one of the growing and developing businesses. We are therefore very pleased with the decisions of the Port of Turku to concentrate the services for German traffic to the Pansio harbour", President Simo Airas notes.

### Port investments increase Turku's competitiveness

At the first stage, two new 5,000 m<sup>2</sup> warehouses will be built in Pansio to be used by Finnlines' subsidiary Finnsteve. In ad-



sels that are to be delivered in 2010–2011 will significantly increase our cargo transport capacity."

### Turku's significance in German traffic is growing

Finnlines has been operating from Turku since 1976 when regular liner traffic was commenced under the flag of Finn carriers. Currently, Finnlines operates between Turku and Travemünde, and Turku and Antwerp. There are four to five departures to Germany each week and one weekly connection from Belgium.

"Turku is our second door towards Germany, which is reflected in our increasing

dition to the previously built premises, there are some 20 hectares of covered and guarded field space in the area. Services for maritime traffic are enhanced by constructing two new berths in Pansio and by repairing the ramp used by train ferry traffic. The new berths are intended for the use of Finnlines' liner traffic between Turku and Travemünde.

German traffic operations are also supported by the 22,000 m<sup>2</sup> distribution warehouse opened in the Port of Turku last year. The capacity of the multimodal logistics centre built for Schenker Cargo will increase even further when its 10,000 m<sup>2</sup> extension is completed in summer 2009.

Thanks to the new investments, the Port of Turku offers Germany a competitive alternative for transports in the Baltic Sea region in terms of speed and cost-efficiency. Having an excellent location, Turku may act as a distribution centre for products transported from Germany to the Finnish and Scandinavian as well as Baltic and Russian markets.

### Concentrating the traffic brings several advantages

"Finnlines sees the development of the Pansio harbour as the right way to develop the operations of the Port of Turku. Concentrating the traffic to one place is reasonable in terms of the efficiency, flexibility, and safety of operations. The location of the new berths in the vicinity of the terminals improves the cost-efficiency of traffic by speeding up loading and unloading operations and thus keeping operations on schedule."

According to Simo Airas, investments in the field areas in Pansio are also a signal to customers of the opportunities to develop their own operations. From Finnlines' point of view, expansion of the

TEXT BY Sanakari/Kari Ahonen PHOTOS

# Finnlines' traffic to Germany is growing

Finnlines Plc is one of the largest liner traffic specialising in cargo regular ro-ro liner traffic in the Baltic European and Scandinavian ports and British, Belgian and Dutch ports of the Bay of Biscay.

field areas especially serves import of new cars which is important to the company. Currently, Finnlines imports some 60,000 vehicles annually to Finland and Russia through Turku. Mr Airas says that there would be a greater supply if the vessel capacity was larger.

## Port of Turku is commended for its customer-oriented operations

Simo Airas finds that the investments of the Port of Turku in the development of the Pansio area show that the Port is continuously able to transform and ready to develop full logistic services.

“The Port of Turku has always been a good partner that wants to develop its facilities as per the customers’ needs. What is essential is that they have been able to reach goals even within a short period of time, as for example when the train ferry traffic was being introduced. In the end, the development of the operations in Pansio will benefit all customers and operators of the Port. Increasing traffic will bring other traffic along with it and strengthen the operations of the port

as a whole. Hence, investments in German traffic provide all parties with new opportunities to develop their business operations”, President Simo Airas from Finnlines assures. ■

Valokuvamo Saaristo and Markku Koivumäki

# Traffic from Turku is increasing

st European shipping companies in transports. The company provides Baltic Sea between Finnish and Central s, in the North Sea between Finnish ports, and between Finland and the

TEXT BY Sanakari/Kari Ahonen PHOTO Jari Peltomäki

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# Birds are an important part of Baltic Sea nature

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# Enthusiasts of the Baltic Sea

This column introduces exciting hobbies practiced in the Baltic Sea area

The Finnish coast and archipelago provide an important nesting area for the birds of the Baltic Sea and a significant area for wintering and migratory birds. Therefore, our coastal and sea areas have become a paradise for birdwatchers for observing majestic white-tailed eagles as well as tiny arctic terns. During the past decade, especially large-sized species from mute swans to geese and cormorants have become stronger among the birds of the archipelago.

## Migration attracts enthusiasts by the sea

Soon it will be time for the annual high point for thousands of bird enthusiasts, the migration period of arctic water birds. The event is at its best during the latter half of May when it is possible to spot e.g. over 100,000 geese over one day. More than 1.5 million water birds, over 300,000 brent and barnacle geese and more than half a million waders migrate over the Baltic Sea to the north each year.

"The migration is concentrated in the Gulf of Finland, and the general rule is that the further east you go, the more birds you will spot. The area of the Archipelago Sea is left aside the main migration flow. The migration mainly takes place above the sea, so the best places to follow the migration are at the ends of capes and on the islands. The migration of barnacle geese is the most popular phenomenon to watch, but there are hundreds of thousands of other water birds to spot each day. Camping on the islands of the Gulf of Finland is an unbelievable experience during the migration. All night long, black birds whistle, long-tailed ducks sing, and geese make barking-like noises on the dark sky", says **Teemu Lehtiniemi**, Head of Conservation and Science at BirdLife Finland.

## Popularity of birdwatching keeps on growing

BirdLife Finland is a Finnish umbrella organisation of birdwatchers that aims to promote the conservation of the diversity and sustainable development of nature through protection of birds and birdwatching. BirdLife Finland is part of BirdLife International, a world-wide organisation operating in over a hundred countries with over 2.5 million individual members.

**Lauri Hänninen**, Communications Officer of the organisation, says that birdwatching has clearly become more popular in recent years. The 30 Finnish bird societies already have more than 10,000 members, and birdwatching is quite popular even outside the societies. He says that there are several reasons for the increasing popularity.

"Given the chance to advertise, I must say that birdwatching is an unbeatable hobby. Of course, watching birds is a wonderful experience in itself, but birdwatching trips also offer so much more. The greatest experiences are often related to nature in general and to places you would not normally visit. It is also an easy and inexpensive hobby. Basically, all you need for observing birds is a bird book, binoculars, and a notebook for observations. Moreover, birds can be watched anywhere and anytime, alone or with a group", Lauri Hänninen praises his hobby.

"Of course, birdwatching has also received some public attention thanks to different kinds of events. With the yard spotting event called Pihabongaus, for example, the hobby gained many new enthusiasts. Another example is Tornien Taisto, the Battle of Towers, a playful competition where the team that observes the largest number of bird species from its tower during the competition day wins", Lauri Hänninen says.

Further information about birdwatching can be found on BirdLife's website at [www.birdlife.fi](http://www.birdlife.fi) ■

TEXT AND PHOTOS BY Roope Lipasti

# Onboard a commuter ferry

The outer archipelago can be reached even in winter. Commuter ferry Fiskö operates almost daily from Nauvo all the way to Borstö, carrying not only people but also the daily mail or sometimes even a load of boards.

It is a morning in March, but an untypical one. It is drizzling, with just a few degrees above zero and not a hint of ice on the sea. Half a dozen people are waiting for commuter ferry Fiskö to start its job for the day. There is space for a couple of cars and 36 passengers onboard. Fiskö operates round the year – or at least as long as the ice is not too thick. This year it was not.

In summer, the ferry transports cottagers and ordinary archipelago tourists who have taken the chance to cruise for a whole day for just a few euros. But how about in winter, who travels there then?

Not very many, but some do, captain **Martti Valtonen** says. He has operated the route for 41 years, well over 5,000 times, so he has some perspective on the issue. During that time, the archipelago has changed a great deal: "The most significant change must be that the cottagers now come here even in winter, but the number of residents on the islands has decreased correspondingly. Borstö used to have 15 residents, now it has one. There were 80 people living in Lökholm which even had a school, now no-one lives there round the year. There are hardly any new people moving to this part of the archipelago. On the other hand, the ferry is often full in summer and we sometimes need to provide extra sailings."



Road network of ten metres



There are eight persons besides the crew on this Monday trip. Two island residents, two cottagers, and a four-man group just taking a cruise. In addition to people, the ferry also transports the newspaper – Hufvudstadsbladet – and goods ordered from a shop. And of course slightly larger purchases as well:

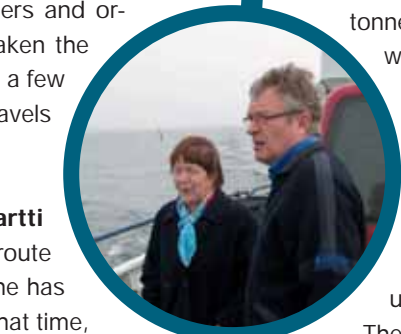
"We carry a lot of timber. Previously we also used to transport tonnes of herring. When we got this bigger vessel in 1989, we were happy to have enough space for all that fish. But then it turned out that there was not that much fish after all", the captain says.

This is confirmed by one of the passengers, **Heli Österman**, who lives and fishes alone on the island of Brännskär.

"Fishing is very poor nowadays, and it is not just about us fishermen always complaining about our catches. There is simply less fish to catch than there used to be."

Ms Österman is on her way to her island by car. Not that there is much of a road network, in fact the road is just ten metres long, but it is easier to transport goods by car than carry them one box at a time on the ferry's deck. She says that she has one neighbour living on an island next to hers, but otherwise living in the archipelago can be lonely especially in winter:

"Highlights are the markets and the weekend market in Parainen where I can sell fish and, above all, see other people. Winters are rather hard when there is nothing to do. ▶▶



# By the route

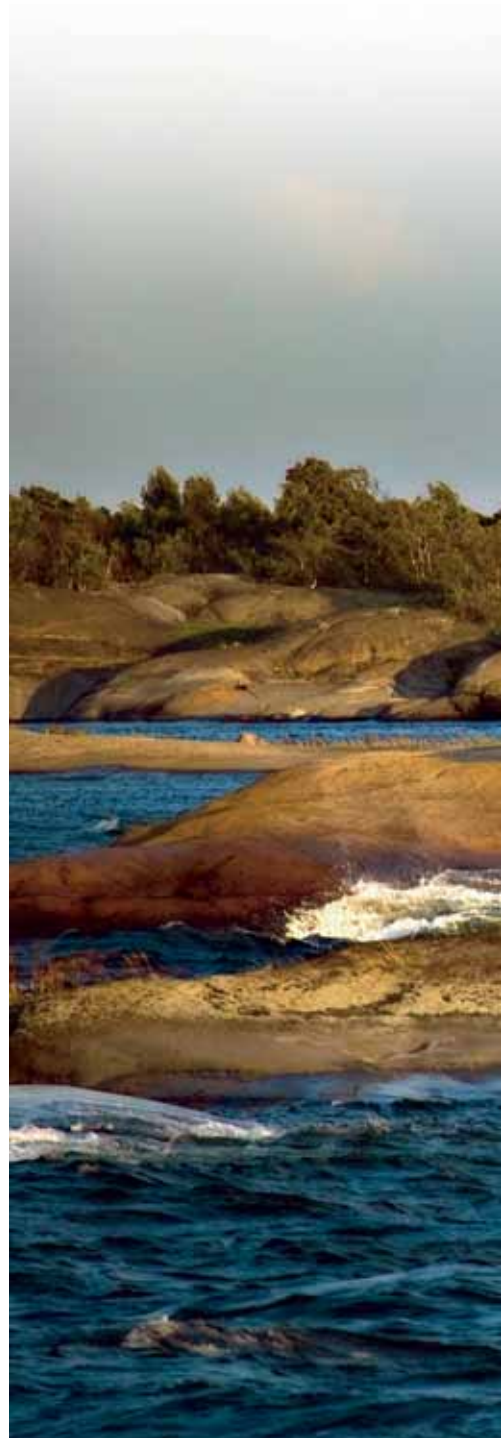
The series gets to know  
the people and miracles of  
the Turku archipelago



## Cottage-living round the year

Luckily the commuter ferry enlivens the days a little. Fiskö calls at the islands on its route whenever necessary. This time one of the destinations is Träskholm where Jani Toukosalo from Turku is travelling to fish at his friend's cottage. He is replaced by **Kari Torkler** from Helsinki, who is a typical resident in the outer archipelago nowadays: a cottager. And an eager one, for he spends time on the island even in winters whenever possible. Usually it is:

"In summer I travel by my own boat, in winter I use the commuter ferry, but I have travelled to the island also by car, snow mobile, helicopter and hovercraft. Once during an icy winter the commuter ferry could not reach its destination but had to leave us on the ice not far from the shore. It was quite exotic. ■



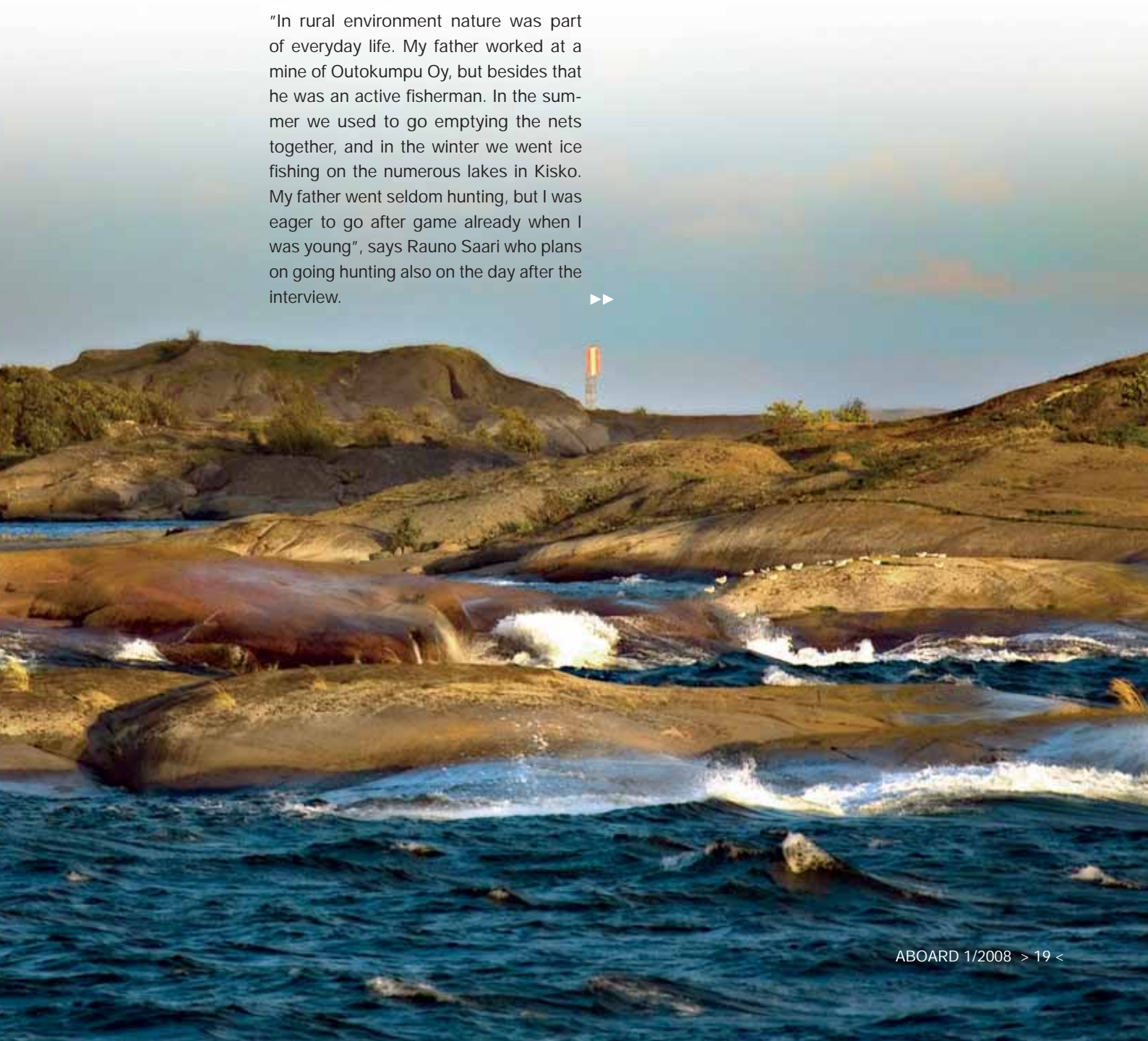
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# Governor believes in balance between nature and economy

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Rauno Saari, Governor of the Province of Western Finland, is known as a friend of nature and hobbies related to nature. Having grown up in the small mining community of the municipality of Kisko in Southwest Finland, Mr Saari has got used to wandering the forests ever since he was a little boy.

"In rural environment nature was part of everyday life. My father worked at a mine of Outokumpu Oy, but besides that he was an active fisherman. In the summer we used to go emptying the nets together, and in the winter we went ice fishing on the numerous lakes in Kisko. My father went seldom hunting, but I was eager to go after game already when I was young", says Rauno Saari who plans on going hunting also on the day after the interview.



## Environmental awareness has increased in the Baltic Sea region

Nowadays, Rauno Saari's fishing waters are located on Airisto in Rymättylä. Having spent his leisure time in Rymättylä for 25 years, the Governor has positive things to tell about the state of the inner Archipelago Sea. He also has a positive view on the future of the entire Baltic Sea.

"During recent years, the water areas in the vicinity of our own cape have visibly become clearer while more and more alarming news have been coming from the outer Archipelago Sea. Last summer, for instance, there were visible algae only during one weekend", Governor Saari says.

"At the moment, the major problem in protecting the Baltic Sea is the long-range transmission and fallout of airborne pollutants. To decrease these, we need dialogue and co-operation between the Nordic countries, the European Union and Russia. Finland and Sweden have been stressing the need for co-operation for a long time, but other countries in the region have now awaked as well. This is a positive sign in terms of the future of the Baltic Sea", Governor Saari states.

## Sea route is an ecological solution to Baltic Sea transports

Governor Saari believes that the Baltic Sea region will continue to grow strongly even in terms of economy. As a result, the position of the Baltic Sea as an important European transport route will strengthen. Besides the regular flow of goods, the Baltic Sea is becoming a significant energy route through which Russia's immeasurable energy resources are transported to Europe.

"The increasing maritime traffic is not a problem in itself, rather the opposite. Maritime transports are ecological because the vessels carry large quantities of goods in relation to the energy consumed. The threats are mainly related to the transport of hazardous goods, but even here the co-operation in the Baltic Sea region has become closer. A good example of this is the recently completed DaGob project co-ordinated by the Turku School of Economics", Governor Saari reminds.

## Port competitiveness is based on knowing one's own strengths

As maritime traffic increases, competition between the Baltic Sea ports grows

tighter. Russia, for instance, has commenced several port projects, including the large natural port of Ust-Luga near St. Petersburg that may even affect the position of the Finnish ports.

"In the future, ports must be more aware of their strengths and know how to use them. The excellent location of the ports of Southwest Finland gives them a natural competitive advantage. This is emphasised especially in distribution operations, the development of which the Port of Turku, for example, has significantly invested in. To further strengthen the logistic position of the entire Turku region it would be necessary to utilise the efficient terminal triangle formed by the ports of Turku and Naantali and Turku Airport.

## Multimodal transports require the development of road connections

"Key factors in the competitiveness of this triangle are the road connections linked to it. Finnish road projects have largely focused on improving the connections to and from Helsinki. Now that they are close to completion, it is time to promote the improvement of other important road connections in the region. Highway 8 is an important port road from Turku all the way to Oulu, but from the point of view of traffic safety and heavy traffic in particular its development has been insufficient. Highway 9 is also important as the most significant export and import route for inland companies. One of the goals must also be to upgrade the Turku bypass road into a motorway from Raisio all the way to Kaarina," Governor Saari lists future projects.

In addition to road connections, Governor Saari finds it necessary to enhance railway connections as well. The issue of a

direct railway line from Turku to Helsinki, the so-called Elsa rail, was raised again on his initiative. Governor Saari, who was the chairman of the working group on the project, holds a clear view on the necessity of a new direct line.

"The report stated that repairing the current railway will not have the same results as building a new direct railway line. Aligned along the motorway E18, the new railway line will significantly decrease travel time and enhance the development of the social structure in the region. Preliminary planning of the railway has begun with a terrain survey that provides a basis for the alignment and is important with regard to the planning of regional land use and making it clearer.

## Responsible operations are important even today

According to Governor Saari, the needs of economic life and nature do not compete with each other even in this case. The development of logistics enables the optimisation of traffic flows which will also benefit the environment.

"In all social development, a balance ought to be found between economic and soft values. Besides good livelihood, well-being is always related to a healthy environment. It is unfounded to talk about the success of economic life if it contributes to making the environment suffer. This was understood in the past, and educated responsibility is welcome even today. In the long run, environmentally responsible operations will benefit companies, too", Governor Rauno Saari assures. ■



TEXT BY Sanakari/Kari Ahonen PHOTOS Markku Koivumäki

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# Prestigious guests visited the Port of Turku in January

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**V. P. Serdyukov**, Governor of Leningrad Oblast in the Russian Federation, and **Rauno Saari**, Governor of the Province of Western Finland, and their entourage visited the Port of Turku on 18 January. This was Governor Serdyukov's first official visit to Turku with the aim of renewing the framework agreement between the Leningrad region and the Province of Western Finland.

According to Governor Serdyukov, the Port of Turku was chosen as one of the destinations of the visit together with the hosts. There are numerous on-going port projects in the Leningrad region which can be enhanced by gaining knowledge about the solutions of already operating ports. In his opinion, the Port of Turku is a skilfully managed port with a clear idea of the direction in which the operations should be developed.

Regarding Managing Director **Christian Ramberg's** presentation, Governor Serdyukov paid special attention to the good connections from the port and the way the different functions have been organised into their own clear areas.

He said that there will be increasing demand for ports like the Port of Turku also in the Baltic Sea region in the future as the need for transports continuously increases due to the growing world trade. Even though Russia is building its own ports in the Baltic Sea region, part of Russian transports are still directed through the Finnish ports. Even traffic between the Russian and Finnish ports will increase, which also makes Turku and its connections interesting.

Governor Serdyukov was amazed by the railway leading to the Port of Turku. He said that he had never before been to a port where travellers may arrive by train. The railway connection to the port caught his attention also because he believes that the demand for railroad transports will increase in the future.

Governor Serdyukov considered the visit useful in every way. Christian Ramberg, Managing Director of the Port of Turku, agreed and stated that visits like this promote the development of maritime traffic in the Baltic Sea region for the benefit of both parties. ■





# Added value to logistics

The Port of Turku is a competitive service centre of transport logistics which is located as part of the Nordic Triangle. Turku links together the large cities of Scandinavia, Russia and Central Europe, and it is the only Finnish port that is able to handle trains, trucks, containers and trailers. Efficient connections and flexible services help you get to the destination ahead of others.

