

Aboard $\frac{1}{10}$

The Port of Turku Magazine

ENGLISH EDITION



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- investments in traffic connections
increase the national economy**

**Port Wine
- Portugal's sweet gift to world**



Cover picture: Jouni Saaristo

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Aboard 1/2010

The Port of Turku Magazine

EDITOR-IN-CHIEF:

Managing Director
Christian Ramberg

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An efficient port serves many industries

The Port of Turku is an efficient logistical hub, which serves a wide variety of industries and transport routes. The Port's exceptionally varied clientele includes the wholesale, shipyard, electronics, metal, forestry and chemical industries, just to name a few. A considerable percentage of Finland's imports and exports, ranging from food products to household appliances and spare parts for heavy industrial production machinery, pass through the Port.

Working in co-operation with operators in these industries, we are developing the Port to more effectively meet their needs. The most visible development has been in distribution centre operations, which resulted in the rapid construction of two enormous logistics centres. Based on our customers' needs, we have also developed our capabilities in handling specialised transports, examples of which can be found in this magazine.

In 2010 the developmental focus will be placed on continuing construction investment in warehousing operations, making progress on plans for Pansio Harbour and improving passenger and ro-ro traffic services. In addition to the traditionally strong Scandinavian traffic, we will be investing in the development of traffic to Germany and Central Europe.

The Port of Turku, which celebrated its 860th anniversary last year, also wants to be a living part of its home town. Whilst the actual Port area is closed off from the general public, the virtual port at Forum Marinum brings the Port closer to the citizens.

A finalist for the European Sea Ports Organisation (ESPO) Award on the Societal Integration of Ports, the virtual port will continue as the new River Harbour project. River Harbour brings a maritime atmosphere to the lower reaches of the Aura River and reminds citizens of the Port's importance to Turku and Finnish history. Intended as an annual event, the grand opening of the River Harbour will be held at the last weekend of May.

Come see what the Port of Turku is all about!

A handwritten signature in blue ink, appearing to read 'Christian Ramberg', is written over a white background.

Christian Ramberg
Managing Director

Multiple leg liner service



Mann Lines focus at niche markets and carry products for a large number of customers from a vast geographic area.

The ro-ro service Turku–Bremerhaven–Harwich–Cuxhaven–Paldiski–Turku is the main business of the British liner operator Mann Lines. Originally established in 1992, the service found its current form in 1999, when the new building Estraden was taken on long term charter from Bore. **Timo Helanto**, General Manager of the group's Finnish subsidiary Mann Lines Oy thinks that the business idea, focusing at several niches, has been of a great advantage to survive the downturn in the economy.

“Last year was really difficult, but our strength is that we do not follow the mainstream. Instead of having a couple of really large customers, we co-operate with a large number of reasonably large cargo owners from many different sectors. The engineering industry has become more and more important for us and today it counts for a large part of our volume.”

Timo Helanto thinks that another strength is the optimized liner network with many ports.

“From Turku it is possible to ship cargo to four different ports and the same goes for every port in the system. Despite operating only one ship, we are able to offer a huge network, enabling us to sell many different legs.”

The different legs in the Mann Lines ro-ro service have their own profile. Turku–Bremerhaven, for example, is a feeder service.

“We are the only carrier offering ro-ro feeder traffic from Finland to a German port. Bremerhaven has a large number of direct sailings to virtually all over the world,” Timo Helanto informs.

Project shipments form the bulk of the outgoing cargo, including high-value metal industry products such as machinery, mining equipment, tractors, dumpers and harvesters. Incoming cargo from Germany includes many basic products such as steel and board.

The largest single leg of the service is however the original main route between Turku and Harwich. According to Timo Helanto, the cargo on the UK-leg mainly consists of typical export commodities like forest products and sawn timber, the same type of goods that has been shipped from Finland to the UK for centuries.

Paldiski is included in the network due to its favourable location to the huge market of Russia. Some 90 per cent of Mann Lines' shipments to Russia are discharged in Paldiski. The remaining share of the Paldiski bound cargo has destinations in other countries in the CIS area. Timo Helanto thinks that it is crucial to be present on the Russian market also during an economic downturn.

“It is about earning the trust of the market and showing dedication for what you are doing. Right now it is a difficult part of the business because of high costs. But I am convinced that those who are able to hang on now and keep up the traffic will be able to skim the cream when the market turns up again.”



In 2011 Mann Lines will take two newbuildings on time charter from Bore. Photo: Bore

“We will get the Russian traffic back, but it remains to be seen when. There is already some growth in the transit traffic, but it is far from a boom. The Russian market has always been somewhat of an enigma. Radical changes may take place in an extremely short time in any direction.”

In 2011 Mann Lines will introduce two newbuildings, which will be taken on a long term charter from Bore. The details about their employment are still to be determined, but Timo Helanto assures that the basic concept of the service will remain.

“We have participated in the design of the newbuildings, as we must have the ability to take virtually any kind of ro-ro cargo, also extremely heavy vehicles. The width of the main deck has to be sufficient and above all it must have a larger free height than on standard ro-ro vessels. Hoistable car decks form an important part of our concept. Basically we will apply the same concept on the newbuildings as on the Estraden, but indeed there will be some new features too.”



An area of special interest in the newbuilding design process has been minimizing the impact on the environment. Their fuel consumption in relation to their cargo capacity will not only make them greener than many earlier generations of ro-ro vessels, but also more economical. The newbuildings will also increase Mann Lines cargo capacity significantly.

“Our intention is to expand on our current markets and conquer new ones. If this is not possible in the Baltic Sea area, we will look at other areas too.”

TEXT AND PHOTOS BY: Pär-Henrik Sjöström

– From Turku it is possible to ship cargo to four different ports and the same goes for every port in the system. Despite operating only one ship, we are able to offer a huge network, enabling us to sell many different legs.



Goods are not carried by text message

-investments in traffic connections increase the national economy

Ports and the traffic connections to them are vital to the function and competitiveness of Finnish business life. Approximately 40% of Finland's GDP comes from foreign trade, the logistics for which ports play a key role. Approximately 90% of the goods passing through ports are exports and approximately 70% are imports.

Investments in improving land connections to ports enhance the efficiency of transports and freight traffic. Thanks to this, the ability to predict travel times has improved, which, in turn, has also improved the punctuality of transports, reduced transport costs and facilitated logistics planning.

E18 motorway fulfils set goals

The most important land connection for freight traffic passing through the Port of Turku is the E18 motorway. Roughly one-third of all Port traffic uses this internationally important Finnish artery. The motorway was completely opened to traffic in the winter of 2009 and experiences during the first year indicate that the E18 has fulfilled its set goals.

"The new E18 motorway provides major benefits to both freight traffic and all road users. Traffic flow has improved, travel times are shorter and the back-ups on the old Highway 1 are a thing of the past. As expected, the E18 has also significantly improved traffic safety. According to estimates, nearly two out of every three accidents are prevented thanks to the enhanced safety of the E18," explains **Pekka Jokela**, Director of the Centre for Economic Development, Transport and the Environment for Southwest Finland (ELY).

Construction on the E8 motorway awaits funding

A quarter of all Port of Turku traffic goes to the E8 motorway, which runs the length of Finland's west coast. The importance of the E8 to traffic is emphasised by its status as the Port's only land connection to Pori, with which Turku has no direct rail connection.

"Development of the E8 is making gradual progress. Plans to extend the motorway from Raisio to Nousiainen will come up for deliberation this spring. The approxi-

mately 12 kilometre stretch of motorway is part of the Turku-Pori road link, whose construction schedule is, however, dependent upon funding decisions made by Parliament. If we get funding this term, we can start construction on the road by 2012. This means that the motorway could be ready in 2015. Other improvements for the link include passing lanes, road arrangements at Laitila and Eurajoki, and other measures to improve safety and the environment.

Improvement of Suikkilantie may begin in 2011

The Port's key land traffic connection project has for years called for the improvement of the Suikkilantie artery between Pansiontie and the E8 motorway; in particular, widening it to four lanes. The City of Turku and Finnish Road Administration signed a letter of intent for the project in the summer of 2009 and construction on the road should be underway by 2011. Prior to commencing work, however, a funding decision on the state contribution must be made by Parliament.

Suikkilanristeys
Suikkilakorsningen

SATAMA
HAMNEN
E 63

JYRKKÄLÄ

KESKUSTA
CENTRUM
185 8

NAANTALI
NÄDENDAL
185

HÄRKÄMÄKI
OXBACKA



"The funding decision made by the City of Turku will speed up improving Suikilantie. According to it, the City will be responsible for funding the project for the entire duration of construction and the state will make its funding contribution to the City upon completion of the road. The same funding model has been used for several sites as part of the Government's stimulus policy. In Turku's case it will quickly provide jobs for road workers, while preparing the Port for the increase in traffic volume that will come with the next economic upturn," explains Jokela.

Building the road link will significantly improve Port accessibility and more effectively direct its freight and passenger traffic to the national road network via Turku's Ring Road. It will also direct Port traffic away from the city centre and Markulantie road.

Development of the Ring Road after E8

The Turku Ring Road, which is part of the European motorway E18, is one of Finland's most important trunk road connections. Transports originating from the Port of Turku headed for both the Capital Region and Tampere and Hämeenlinna use the Ring Road. The master plan for improvement of the Ring Road terminus in Kaarina will be completed in the spring.

"The main points of the plan currently include making a single main carriageway into a four-lane artery as well as reducing the number of existing intersections and replacing them with interchanges, road arrangements and interchange bridges. The goal is to improve the entire Ring Road from end to end, making it a smooth-flowing artery with first-rate safety. Our aim is to get construction on the Kausela and Kirismäki section—which is currently in planning—underway after completing improvements on the E8 - in other words not until the latter half of this decade at the earliest," says Jokela, forecasting future schedules.

Development of road connections requires co-operation

Only small improvements are planned for other Port of Turku road connections during this decade. The most significant project slated for Highway 9 is to change the existing wide two-lane motorway extension into a four-lane artery all the way to Aura. For Highway 10, there are plans for a Lieto city centre bypass, where traffic would be directed to the Turku motorway (heading toward Aura) before reaching the city centre.

"The Government's traffic policies and programme for large-scale infrastructure projects has established a stable platform

for long-term planning. On the other hand, these exclude a large number of projects, around which various interest groups have formed, all trying to influence decision-makers regarding their respective projects. Perhaps these pro-groups should also join forces and lobby to increase the total amount of allocations earmarked for road management in the state budget," suggests Jokela.

TEXT BY: Kari Ahonen
PHOTOS: Markku Koivumäki



"The new E18 motorway provides major benefits to both freight traffic and all road users. Traffic flow has improved, travel times are shorter and the back-ups on the old Highway 1 are a thing of the past. As expected, the E18 has also significantly improved traffic safety," explains Pekka Jokela, Director of the Centre for Economic Development, Transport and the Environment for Southwest Finland

SeaRail's new rail loading facility opened

SeaRail Oy's new reloading facility was opened in mid-February at the Port of Turku. Specifically designed for the loading of railway rails, the facility can handle pieces up to 150 metres in length. At present, the maximum length is 120 metres, which is the maximum allowable load length for the M/S Seawind train ferry.

A rail shipment from Austria was transferred from European gauge wagons to Finnish gauge wagons in the middle of February's frigid winter weather. The 160 tonne load consisted of 50-metre rails, which were loaded onto multiple wagons comprised of three open wagons. Re-loading between the two rails was handled smoothly by the professional staff.

"The new loading facility significantly improves the reloading of railway rails. European gauge wagons are moved from the train to the reloading site, where a rank of forklifts is waiting to lift the rail bundles up. While the lifts are holding the rails, the European wagons are moved out of the way and Finnish wagons are moved in. The lifts lower the rail bundles onto the wagons, the load is lashed down securely and the Finnish wagons are moved out to wait for the next load," explains SeaRail Oy Managing Director **Krister Sigfrids**.

SeaRail Oy transports rails via the Port of Turku for use in domestic railway maintenance as well as building new lines. In addition to Finland the company also has its sights set on the Russian market, where the material requirements for upgrading the rail network are much greater than those in Finland by an order of magnitude.

"The Port of Turku is the only port in Finland where rails this long can be loaded. There was a clear need for this kind of loading facility and, working in

co-operation with the Port of Turku, we were able to complete it on a short schedule. Continuous development also promotes growth in train ferry traffic and rail transports in the future, when the environmental-friendliness and safety of transports will be further emphasised," assures Krister Sigfrids.

TEXT BY: Kari Ahonen
PHOTOS: Markku Koivumäki





**Aura River trough the ages
-from transportation
route to centrepont
of urban culture**



Lower steamship harbour in 1939. The construction of Martinsilta Bridge started during the same year, and it was built where the second ship is in the picture. Later on the bridge limited the ship traffic to the quays below it. Behind the ship in the foreground you can see the old Weigh Station and the upper part of the customs warehouse. On the right Höyrylaiva Oy Bore's office and residential building which was completed in 1929.

The Aura River and its harbours have formed a key foreign trade route for centuries. During the heyday of Hanseatic trade, the Aura's river harbour was built next to the storehouses of Turku's merchants. Their quays were occupied by Hanseatic cog ships, which, along with the Great Square, Turku Cathedral and merchant houses, dominated the Turku cityscape as the ships arrived to port from their Baltic crossings.

A trading route for all time

The Aura River linked horse and ox roads from Satakunta, Häme and Uusimaa, thus strengthening Turku's development as a centre of commerce and traffic. The riverbank areas, which were connected to one another by the Great Square Bridge, formed a river terminus harbour, where goods from arriving vessels were unloaded into the storehouses lining the Aura River and loaded up again with dried fish, pelts and other Finnish exports of the time for destinations throughout Europe.

Low-riding archipelago and coastal vessels were still a common sight in the city centre in the 1700s. Lowering of the river, however, forced larger vessels to stop at the Linnanaukko roadstead, where they were transloaded from barges. Due to

land rise and sedimentation, the Aura River required regular dredging, even at that time, to ensure the continued use of the river port.

After the Great Fire of Turku, port operations were moved further and further downriver toward the lower reaches of the Aura River. In the 1800s, the port was clearly divided into an inner and outer harbour, which, with ever increasing vessel sizes, gradually reduced traffic on the Aura River, particularly cargo traffic.

Birthplace of the Finnish shipbuilding industry

In addition to port operations, the Aura River is known as the birthplace of the Finnish shipbuilding industry. Renowned as highly skilled shipbuilders, Turku workers established a shipyard tradition in the 1700s, thanks to which, even today, vessels built in Turku shipyards are considered among the best in the world.

Shipbuilding and port operations evolved hand in hand on the Aura River. The benefits and goals of the port and shipyards were in many respects congruent. Because adequately deep and well-maintained fairways were an absolute necessity for both the builders of increasingly larger vessels and fast-growing sea traffic, the

two industries co-operated with each other, particularly in dredging.

However, the shipyard area that had over time grown along both banks of the Aura River became too crowded and larger vessels could not be launched from there due to the narrowness of the river. The last new ship was built at the river shipyard in 1976. The entire shipbuilding industry was gradually moved from the mouth of the river to its present location in Pansio.

Building a pleasant cityscape

Today, the Aura River primarily serves the needs of pleasure boaters and passenger traffic. In addition to slips for local small pleasure craft, the Aura River is also home to the Turku Guest Marina and the Turku Yacht Harbour, which is geared toward large yachts and cruise liners.

Vessels offering archipelago cruises and charter services are also moored at quays along the lower reaches of the Aura River. Old traditions are preserved by, among others, Finland's last sea-going steamship, S/S Ukkopekka,

whose home 'port' is located in front of the old Weigh Station (Vanha Vaakahuone) at the lower steamship harbour.



Fish harbour in 1930.

In recent decades, the Aura River has become Turku's most important recreational and entertainment centre. Several restaurant boats are permanently moored along the river banks, which also host a variety of events every year. Major annual riverside events include the traditional Archipelago and Herring Market.

Main cultural venue for 2011

The Aura River will also play a key role when Turku becomes the European Capital of Culture in 2011. As with many previous Capitals of Culture, Turku is a port city, due to which a sense of belonging to Europe and the larger international community forms an essential part of Turku identity. The numerous theatres, galleries and other artistic and cultural venues along the banks of the Aura River will make it one of the main cultural venues next year.



*In recent decades, the Aura River has become Turku's most important recreational and entertainment centre; the opera *The Flying Dutchman* was performed in the setting of the maritime centre Forum Marinum in August 2005. Photo: City of Turku Image bank / Seilo Ristimäki*



Föri in 1930s.



Föri in 2009. Photo: City of Turku Image bank / Kari Vainio

River Harbour

comes to life at the opening of the summer season



This summer River Harbour will join the ranks of riverfront activities and events. River Port event, which will be held on 28–30 May, will bring the lower Aura River to life, from Forum Marinum to the Martinsilta Bridge.

Working in co-operation with local businesses, the City of Turku, Port of Turku and Forum Marinum want to provide citizens and visitors with maritime-themed experiences, ranging from musical performances to museum exhibitions and guided coach tours.

The highlights of the River Harbour event include a visit from the Russian sailing vessel, Shtandart, the Turku Brass Music festival and the opening of the Forum Marinum exhibits. Launched in 1999, the Shtandart is a full-sized reproduction of a frigate designed and built by Czar Peter the Great in 1703. The frigate will arrive at the Aura River on Friday the 28th of May and will be open to the public the following Saturday and Sunday.

Sunday May 30th is also Open Port Day, which offers guided coach tours to the port zone and river port cruises on Pikkuföri. Sunday will also see the opening of Forum Marinum's Virtual Port Gate, where visitors can use a touch screen to learn about the Port of Turku, its various areas and wide-ranging services.

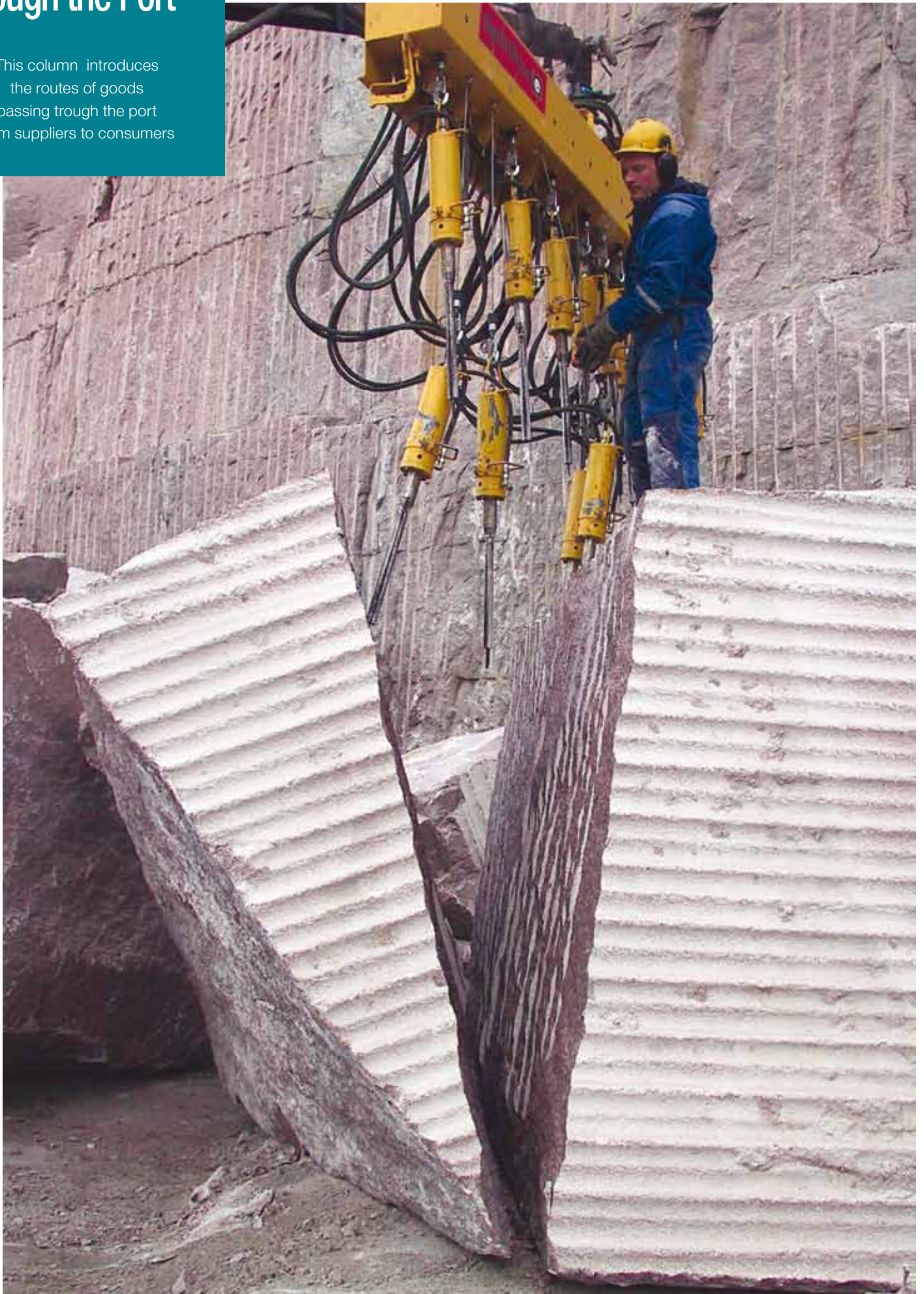
River Harbour events will also continue into the first week of June. In connection with World Environment Day, which will be held on Saturday June 5th, the River Harbour event will be included in the challenge campaign launched by the Cities of Turku and Helsinki to save the Baltic Sea.

TEXTS BY: Kari Ahonen



Trough the Port

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



Finnish granite sets sail from Turku

Palin Granit Oy is one of the world's largest granite quarriers and one of the most important stone processors in the Nordic countries. The company maintains fifteen quarries throughout Finland, and a majority of the stone extracted is exported for use in construction.

Granite quarried in Taivassalo and Lieto starts its journey out into the world at the Port of Turku. The Port of Turku was chosen as the export port primarily due to its close proximity to the above-mentioned quarries as well as traffic services that meet the needs of Palin Granit.

"The Port's close location to our Taivassalo and Lieto quarries minimises the time and costs for over-the-road transports. Fast and sufficiently frequent departures help us assure delivery. Thanks to this, the customer can rest assured that stone is always available. In addition to this, shipping is flexible, even with last-minute stone orders. And the stone doesn't have to sit at the port waiting - we can send a truckload from the quarry when we're informed that the vessel has arrived," explains Palin Granit Oy Export Manager, **Jarmo Karttunen**.

The largest granite slabs shipped from the Port of Turku weigh well over 30 tonnes. This poses a serious challenge to load handling, where Palin Granit has relied on the professional expertise of Finnsteve for decades. This co-operation encompasses the entire delivery chain, from arrival of the truck at the port to loading into the hold as well as warehousing and documentation services.

"The massive weight of the stone demands powerful and efficient machinery, which we have, even for handling the largest stone slabs. Loading stone into vessels with cranes and onto roll trailers with forklifts requires its own type of expertise and unparalleled professionalism. Alongside operational efficiency the most important thing is safety, which we give special emphasis, indeed, in every area of port operations," states Finnsteve Department Manager **Vesa Jokinen**.

Palin Granit ships stone from the Port of Turku to, for example, Spain, Italy, Germany and Poland. The stone is shipped as break bulk cargo in large vessels, thus resulting in a large volume of cargo to be freighted at once. Last year, shipments bound for Szczecin, Poland were tested on Meriaura's M/S Aura, which is an innovative roro deck-cargo carrier designed to hold heavy piece loads.

"The test run went very well and we will gladly continue using the M/S Aura for our shipments in the Baltic region. Loading the slabs was efficient and the deck lashing equipment was reliable and secure. When the stone doesn't need covering or protection, a vessel like the Aura meets our needs perfectly," praises Karttunen.

Palin Granit is also satisfied on the whole with the Port of Turku's operations and its continuous development, listening to the logistics needs of its customers. Indeed, there is room for certain improvements, such as developing container traffic to meet the transport needs of the stone volume shipped by Palin Granit. Product group-specific import-export statistics would also be a welcome addition to information services.

"Monthly statistics would give us a clear idea of the industry market, the total export volume of our product group and our own growth compared to other operators. Having up-to-date information right on the Port of Turku website would be most convenient," suggests Palin Granit Oy Export Manager Jarmo Karttunen.

TEXT BY: Kari Ahonen PHOTOS: Palin Granit





Facing Environmental, Social and Economic Challenges Together

Mutual Interests and Interesting Discussions at the GreenPort Environment



Some of the Port's probably most interesting and distinguished guests this year arrived in Turku on a particularly cold and snowy February morning. Freezing breaths and a white-sparkling landscape amazed and amused the participants in the second GreenPort Environmental Study Tour 2010.

The group of twelve Port Administrators representing Equatorial Guinea, Australia, Columbia, Panama, Argentina, Ghana and the UK had a full agenda on their one-day visit to Turku. The day started with a thorough presentation of the port by the Port Director Christian Ramberg.

Mrs. Sanna-Maria Alanen from Centrum Balticum talked about "The Baltic Sea Challenge" and Quality Manager Markku Alahäme about the environmental management being done at the Port of Turku. A tour around the harbour, a visit to Forum Marinum maritime centre and sightseeing in Turku completed the day.

Environmental Study Tour in Turku



Led by the organizer of GreenPort, director Mr. Julian King the delegates started their trip a week earlier. Turku was a stop among others for the group, which also paid visits to the ports in Copenhagen, Aarhus, Oslo, Gothenburg and Helsinki before heading to their end station Stockholm, and the International Ports and Environment Conference and exhibition GreenPort the 24-25th of February 2010. The Study Tour is an extended program for the participants wanting to get even more "hands-on" outcome of the two-day conference.

"Since Northern Europe is a leader in environmental work, this is a good opportunity to get acquainted with the Nordic procedures. Some group members are planning expansions in their own ports, wishing to do it with minimum effects on the environment. The Nordic Ports are a good benchmark for background research", says **Mr. King**.

In its fifth year, GreenPort is now established as the single most important event for anyone involved in ports, shipping and environment. This year the 200 delegates from all over the world gathered in Stockholm to discuss environmental issues such as Climate Change, Port Authorities' green initiatives, Port-City Relationships, Technology and Renewable Energy.

Mr. King describes the event as an excellent opportunity for port stakeholders to get together sharing expertise, ideas and experiences.

"It is important for people in the same industry to be brought together. After all, we are all part of the same worldwide system."

One of the hottest topics are the necessary investments in environmental improvements being enforced by legislation. In addition to the financial problems, there also lies a challenge in the interpretation of the regulations. A mutual brainstorming is needed to cope in the jungle of legal issues.

Despite the current climate of economical recession, there is a discussion about new laws as one of the only real catalyst for change. If the ports are to achieve sustainable growth after the current financial crisis, they need to invest in the implementation of an environmental strategy. A positive correlation between financial success and environmental governance is also possible.

"Environmental opportunities can also be business opportunities. The Ports have an important role in the logistics chain and every company wants to state that they are using a green port when transporting goods. This can prove to be a critical suc-

cess factor in a competitive market.", says Mr. King.

Mr. Ramberg presented the fact that the Port of Turku has done its homework successfully by certified operations based on international standards such as ISO 14001.

The Port of Turku's relationship to the average citizen also got praise as Mr. Ramberg stressed the fact that not only global standards make a port sustainable, but also local. It is important that the citizens have a positive picture of the port. The port has to coexist with the local community in order to coexist in harmony with the city and the natural environment.

TEXT AND PHOTOS BY: Isa Hudd



*En argentinare Enjoying the snow:
Mrs. Claudia del Valle, from Argentina, coordinator and
translator of the GreenPort Study Tour*

PORT WINE

Portugal's sweet gift to the world

Port wine is a strong blended wine which is usually sweet. It was named after the Portuguese city of Porto. Port wine is used especially as a dessert wine. It is generally more expensive than ordinary wine, which is why, particularly in England, it developed a reputation as the wine of the upper classes. Indeed, the higher quality and more expensive ports can be included among the finest wines in the world.

Historical accounts tell of a high-quality wine produced in the Douro Valley since at least the middle of the 1400s. Port developed into the sweet, fortified wine it is today in the 18th and 19th centuries. Fortified port wine was developed as a way to preserve the wine during long sea voyages.

Port is often served as a dessert wine together with, for example, cheeses, nuts and dried fruits. In very many cases port is enjoyed on its own to simply savour its flavour or set the mood. A classic combination is a red port with Stilton or Tilsit cheese or seasoned chocolate.

According to the old English tradition of "Passing the port", the bottle or decanter of port should always be passed in a clockwise direction. There are many stories regarding the tradition. One says that it began among British naval officers. When an officer was holding the port decanter in his right hand, he could not draw his sword or revolver. The most logical explanation is likely that, because most people are right-handed, it is easier to pour with the right hand.

TEXT AND PHOTO BY: Aija Kallio



PORT WINE HERRING

(4 servings)

Ingredients:

4-5 soaked herring fillets

Broth:

1/2 dl spirit vinegar

1 dl sugar (heaping full)

1 1/2 dl water

6 cl port wine

ground black pepper

whole cloves

Garnish:

1 red onion

1. Mix the ingredients in a bowl. Stir well until the sugar has dissolved.

2. Cut the fillets into thin diagonal strips and place in, for example, a glass serving dish in the pattern of the fillet.

3. Garnish with red onion rings and pour the broth over all the ingredients.

4. Allow the herring to season for at least one

Source: Helsingin Sanomat

Luxury yachts bring international flair to the Aura River

In recent years, residents of Turku have been able to admire the fabulous luxury yachts moored along the eastern bank of the Aura River, something one would only expect to see in the cosmopolitan ports of the Mediterranean. Most of these yachts are of foreign registry, which those with a keen eye will see just by reading the home port emblazoned on their transoms.

The growing interest of high-end yacht owners in Turku was noticed when there was an increase in demand for slips suitable for their craft. As a result, the Port began to investigate locations for mooring these luxury vessels and how the

port services they would require could be provided most effectively.

"At about this time, Satavan Venepalvelu came up with the idea of expanding its own services to include the Aura River. The main idea was to offer this demanding clientele services that would meet their expectations, including everything from harbour services to entertainment options during their stay. When we saw that all of us wanted the same thing, co-operation was the logical next step. The site for the new yacht marina was located in front of the Manilla building on the east bank of the Aura River. Management of the new facilities was outsourced to Satavan Venepalvelu, which possesses un-



paralleled expertise in working with large yachts. Development of the yacht marina has been realised in close co-operation between all interested parties, and this summer we should be seeing it in its full glory," explains Deputy Harbour Master **Antti Pekaheimo** of the Port of Turku.

Growing demand accelerates development of facilities

"Foreign yacht owners discovered Turku some five years ago. Since then, the interest has grown steadily and Turku has become a permanent base for dozens of luxury-class pleasure craft. For example, just this winter our storage halls are holding some thirty luxury yachts, the largest of which are over 60 feet," says **Timo Yli-Heikkilä** of Satavan Venepalvelu Oy.

According to Yli-Heikkilä, the reason for the increased demand is the lack of services for this demanding customer segment throughout the entire Baltic



region. Turku has actively developed services and facilities for this sector for years, which can be seen not only along the Aura riverfront, but also in the harbour facilities of Satavan Venepalvelu.

"Over the past five years we've invested heavily in buildings, machinery and human resources. We've been building new storage halls every year, so our current heated storage space amounts to approximately 6,000 square metres. Our biggest equipment investment was for a new straddle carrier, which allows us to haul and launch vessels up to 100 feet in length and weighing 80 tonnes.

Slips at Satavan Venepalvelu's Turku Yacht Harbour are only intended for large pleasure craft, which are side moored on the quay. If necessary, the approximately two hundred metre quay can also serve smaller cruise vessels calling into Turku.

"Together with the Port of Turku, we want to further develop the lower Aura River

and make it more welcoming and functional for boaters and citizens alike. The yachts moored at the Manilla quay bring some much-needed life to the lower Aura and just add a dash of international flair to the whole city scene," remarks Yli-Heikkilä.

New target segments require first-class service

Satavan Venepalvelu's expertise and business operations are not limited to harbour and docking services. Over the years their service offering has expanded to such an extent that, in addition to boating, the company now boasts a full array of experience-based services.

"Many luxury yacht owners want comprehensive boating experiences in order to more fully enjoy their free time and the natural beauty of the archipelago. This is where we provide slips and a programme for the vessel's crew. Our personalised

service also includes, for example, private transfers from the airport to the harbour and back as well as making reservations for a wide variety of tickets, restaurants and other services. Our own 62-foot M/S White Diamond makes it possible for those without their own yacht to experience a real luxury getaway. The route and activity programme for our fully appointed vessel is always planned according to each customer's personal wishes. Our reliable service is based on years of experience in handling large pleasure craft as well as the specialised expertise of our carefully selected partners," states Yli-Heikkilä.

TEXT BY: Kari Ahonen
PHOTOS: Satavan venepalvelu, Markku Koivumäki

Port employee

This column introduces port area employees



Archipelago VTS ensures safe traffic

In the vessel traffic service centre at Pärnäs on the island of Nagu in Turku archipelago there are always two operators at watch. Archipelago VTS is 24/7 monitoring every vessel movement in the area from north of Uusikaupunki to west of Hanko as well as the traffic separation schemes on the southern Sea of Åland.

VTS (Vessel Traffic Service) is comparable to air traffic control, but the main difference is that the VTS operators do not actually give orders to the vessels, they just provide them with information and recommendations. The final responsibility is, however always on the bridge of the vessel.

“Our job is above all safety related customer service”, explains **Rami Laaksonen**, Senior VTS Operator at Archipelago VTS. “We supply the vessels with information about traffic and recommendations how to proceed. In addition to that we provide a lot of other navigation related information.”

“Nowadays clear violations of the rules at sea happen rarely. Just the existence of a VTS system generates vessel traffic discipline. All traffic images and VHF-conversations are recorded, and can be used afterwards for example in case of accidents.” Rami Laaksonen says.

At the VTS centre a whole wall consists of large flat screens, displaying all vessels in the whole area. The ship positions are fed from a radar network as well as AIS data. There are also a large number of smaller screens with chart displays and other information on the walls and at each workstation. Cameras on several locations along the route feed a live video picture to some of the screens.

“The traditional camera surveillance is really useful. The camera provides an on-line picture without any delays, which is the case with radar and AIS-targets. This helps us if a vessel needs navigational assistance,” Rami Laaksonen points out.

The VTS operators are six days in a row on duty, including one day off in the middle. After that they are eight days off duty. There VTS centre is always manned with two operators, doing 12.5 hour long watches. Rami Laaksonen thinks that it is necessary to have several days off because on duty you just keep on working. The time off-duty may be spent jogging or at the gym but mainly just sleeping.

“We have an average of 40 vessel movements a day, excluding all small ferries, generating an additional hundred movements a day. Every vessel with a length of more than 24 metres reports to us via VHF when passing a number of reporting points. There is constant radio traffic virtually every hour of the day.”

There are 17 VTS operators at Archipelago VTS and from the beginning of 2010 they have been employed by the newly formed Finnish Transport Agency. They are also taking over many of the Finnish Maritime Administration’s tasks as a result of its closure.

“We all have a long seafaring experience and most of us are master mariners. Before becoming a VTS operator you also have to pass an extensive in-house training programme of two weeks, and depending on the VTS station a couple of months on the job training,” Rami Laaksonen informs.

When I ask Rami Laaksonen what he thinks are the ideal qualities of a VTS operator he does not hesitate for a second.

“He or she must stay calm in all situations and be able to concentrate on many tasks simultaneously also under a certain amount of stress.”

TEXT AND PHOTOS: Pär-Henrik Sjöström



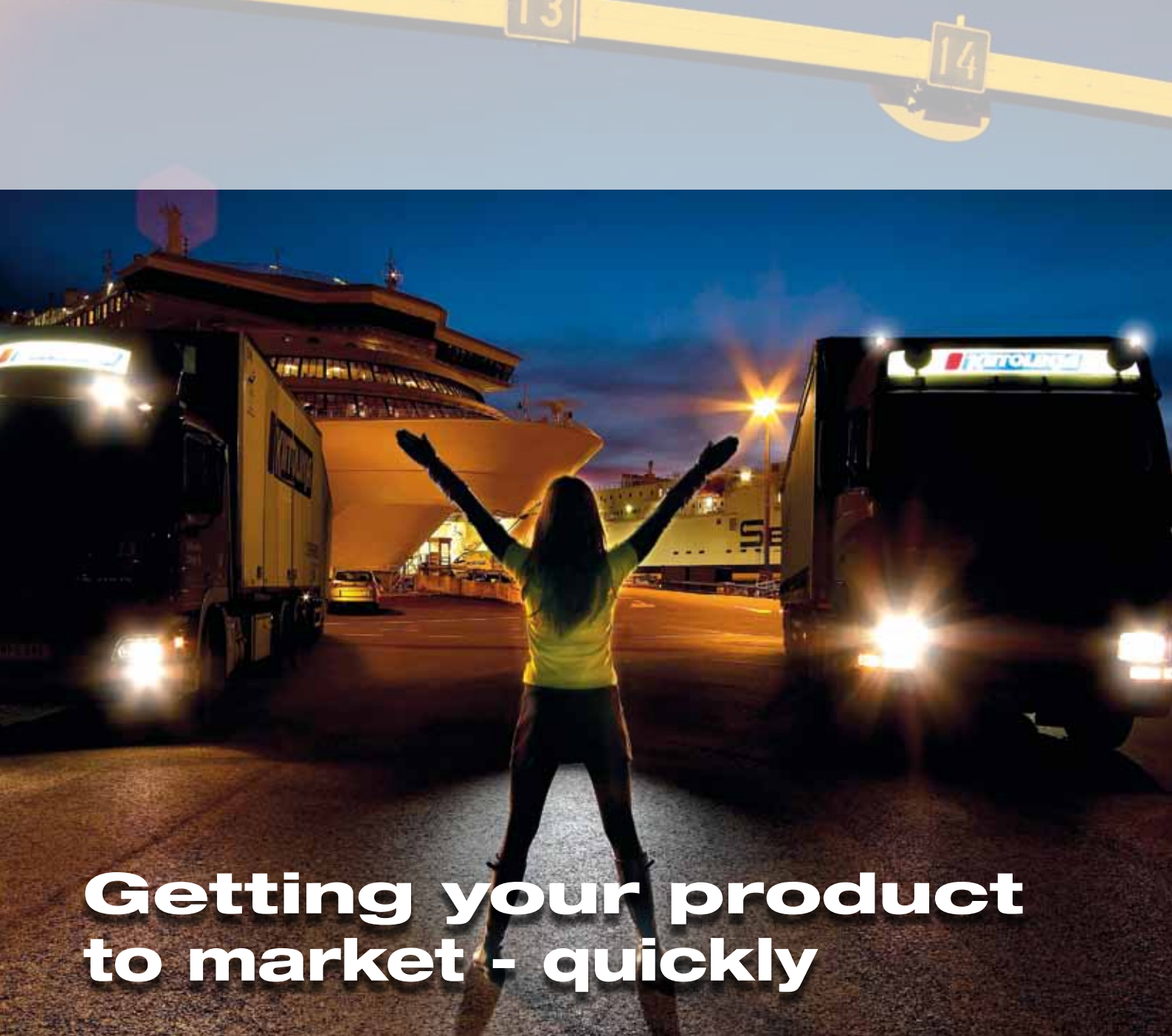
Rami Laaksonen is one of the two Senior VTS Operators at Archipelago VTS. He has been trained for this position in the UK.



Archipelago VTS started its operations as the second VTS centre in Finland 12 years ago. Hannu Leppänen has been aboard since the start.

VTS IN BRIEF

- The purpose of Vessel Traffic System (VTS) is to improve the efficiency and flow of the vessel traffic and to enhance seafaring safety and prevent the accidents.
- Five Finnish VTS centres continually watch all the merchant shipping lines on Finnish coasts and the deep-water channel of Saimaa.
- Operators working at the centres monitor the traffic in real time using cameras and information sent by AIS and radar network and VHF radio.
- Vessel Traffic Service provides services such as navigation assistance, notifications and vessel traffic management.



Getting your product to market - quickly

Routing your transports between the east and west via the Port of Turku will speed up the delivery of your products. The Eastern Landbridge via Turku offers a quick and safe route between Scandinavia and Russia.

Our frequent ship connections allow for scheduling the entire transport chain precisely as per your company's needs. Cargo handling is efficient, and the products are taken from the port to our modern distribution hubs very quickly.

Good further connections from our port allow for combining different modes of transport into a smooth overall solution. Cargo between the east and west is carried quickly and reliably both on rail and along the recently completed E18 motorway.

TAT turku auto terminal
TCT turku container terminal
TDC turku distribution centre
TEL turku eastern landbridge
TCP turku cruise port

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