235 years of operations

by Maciej Kniter

Finland's Pori port has been deeply rooted in local and state business for centuries. Today, the universal port handles i.a. containers, liquids, break-bulk, and various other unpacked cargo. Its south-east location means that goods unloaded in Pori can reach the biggest cities in the country in less than three hours, the majority of the Finnish population in six, while the M20 Industrial Park is just over the fence.

Consisting of two harbours, the Port of Pori offers 2,789 m of total berth length – 2,000 m in Mäntyluoto and 789 m in Tahkoluoto. The former spans over 128 ha, offering quays 7.5, 10 and 12 m deep, as well as some 130 thou. m² and almost 10 thou. m³ for storing solid and liquid goods, respectively. Timber, ro-ro and project cargo, break-bulk, and recycled metals are handled across the Mäntyluoto Harbour with the use of 11 cranes (here the Masa crane bears Finland's current port industry record in lifting capacity – 200 tn).

Tahkoluoto, 167 ha big and having a 15.3 m deep fairway (making it together with HaminaKotka's Mussalo the deepest one in Finland, and at the same time – according to the port authority – the deepest fairway in the whole Gulf of Bothnia), is concentrated on handlings of coal and other dry bulk goods, recycled materials, as well as oil & oil products (this part of the harbour is 10 m deep). The Tahkoluoto Harbour has at its disposal almost 614 thou. m³ of tank space for liquids (incl. chemicals), coupled with 9.5 thou. m² of other storage areas. Next year in autumn, Tahkoluoto will also witness the first import shipments of Liquefied Natural Gas (LNG) to Skangas' 30 thou. m³ EUR 81 mln worth terminal, the first such facility in Finland to go online (read more about the terminal on pgs. 28-29 in the article *Finland's first nearly there*).

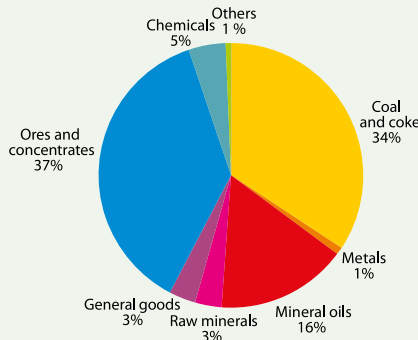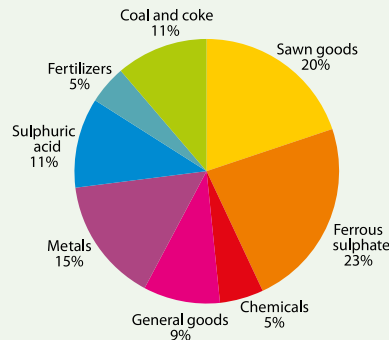The recent investment made in the port's closest neighbourhood – the setup of the M20 Industrial Park – has further added to Pori's competitiveness by offering sites for industrial companies, as well as international trading and logistic businesses. M20 is already housing several ventures, e.g. a hi-tech recycling cluster seeking new applications for industrial by-products.

Fig. 2. Imports in 2014 (incl. domestic traffic)

Fig. 3. Exports in 2014 (incl. domestic traffic)

Fig. 1. The Port of Pori's 1956-2014 cargo traffic (mln tn)
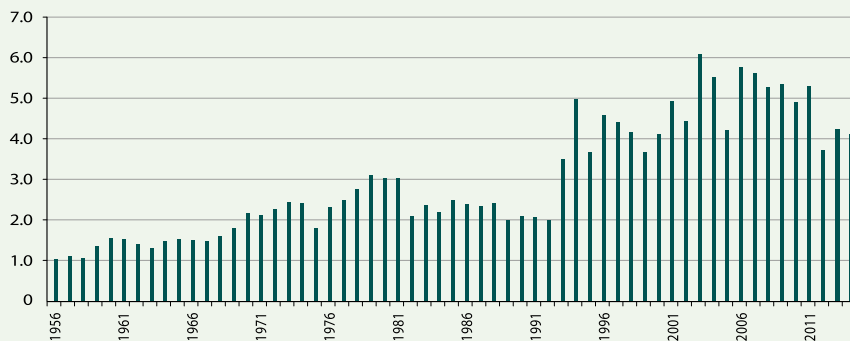
Tab. 1. The Port of Pori's volumes

	2014	Yoy
Imports [thou. tn]		
Concentrates	1,062.8	+14.9%
Coal & coke	978.8	-3.1%
Mineral oils	415.4	+0.1%
Chemicals	130.3	-0.2%
Raw minerals	94.0	-3.8%
General cargo	91.2	-16.1%
Metals	25.0	-30.1%
Sulphuric acid	18.0	+39.7%
Total	**2,815.4**	**+1.8%**
Exports [thou. tn]		
Ferrous sulphates	290.0	-2.0%
Timber (sawn, unsawn and in containers)	247.6	+5.2%
Metals	189.8	-21.2%
Sulphuric acid	137.3	-15.6%
Other general cargo	117.8	+15.5%
Chemicals	66.7	+31.0%
Fertilizers	59.2	+7.9%
Total	**1,108.4**	**-3.0%**
Domestic imports		
Mineral oils	41.2	+428%
Unsawn timber	0.5	-45.2%
Total	**41.7**	**+144%**
Domestic exports		
Coal & coke	140.8	-56.4%
Mineral oils	5.8	+144%
Total	**146.6**	**-55.8%**
Total domestic traffic	**188.3**	**-46.0%**
Total foreign traffic	**3,924.0**	**+0.4%**
GRAND TOTAL	**4,112.3**	**-3.4%**
Container traffic		
Imports	14,183 TEU	-0.9%
Exports	17,011 TEU	+12.7%
Total	**31,194 TEU**	**+6.1%**

"Pori is in the top three most positively developing regions in Finland with the third most diverse industrial base. An excellent innovation network and skilled employees make Pori a perfect business choice. What is more – the quality of life in Pori is among the best in Finland," Kari Hannus, Deputy Mayor of the City of Pori, highlighted the opportunities the city together with its port provides. ■

Step ahead

by Magnus Andersson

Back in July 2011, the International Maritime Organization designated the Baltic Sea as a special area for sewage from passenger ships, requiring them to discharge wastewater through proper port reception facilities (PRF). Initially, the new rules were to enter into force as of 2016's beginning for newbuilds, and two years later for existing vessels; the dates were eventually postponed by an additional three years in April 2015. Most recently, BPO's members launched a joint port-ferry initiative to address the sewage as well as other eco-issues in advance.

Following a positive call of proposal decision, port members of the BPO – Stockholm, Turku, Naantali, and HaminaKotka – together with the ferry company Viking Line kicked off an EU-supported project on reducing the environmental impact of Baltic Sea shipping.

The harbour part of the EUR 8.1 mln initiative, Connecting Europe Facility co-funding of EUR 2.65 mln, includes preparations and construction of wastewater PRFs as well as onshore power supply installations for ro-ro and ro-pax vessels (the Directive 2014/94/EU on the Deployment of Alternative Fuel Infrastructures states that all ports must – with a few exemption clauses – be equipped with shore power by the end of 2025; read more about cold ironing in this issue's Report opening article, pgs. 35-39). Within this part, the project also comprises planning for reception of scrubber sludge and LNG bunkering.

Viking Line, on the other hand, will contribute to the project with the concept of a safe, efficient and environmentally-adopted ro-pax for operations between Finland and Sweden. The whole initiative will run till 2016's end.

"By investing in environmental services, our ports create the possibility for our customers not only to comply with existing environmental regulations, but also to go beyond legislations. These are important measures to create a sustainable maritime link between Finland and Sweden," Christian Ramberg, CEO of the Port of Turku, said on the project's launch occasion.

During October's GreenPort Cruise Conference in Copenhagen, BPO's Secretary General, Bogdan Ołdakowski, commented in his speech on the issue in question as well, "BPO supports the mandatory delivery of sewage from passenger ships as it will lead to a cleaner Baltic Sea by reducing discharge of nutrients to the marine environment. BPO calls on local sewage companies for an open dialogue with ports in order to find a sustainable solution. During the planning phase for port reception facilities also national administrations have their role to play in facilitating the open dialogue between ports and other local players."

The new eco-initiative is yet another example of Baltic seaports' proactive approach towards upcoming regulations. The newest joint port-shipping collaboration aims at making this extra step to be ahead, both to the benefit of the environment and running a sound eco-conscious business. ■

There are altogether 33 harbours listed in HELCOM's latest report on PRFs across the Baltic Sea. In most cases, provided the availability of data, the region's seaports have a combination of fixed PRFs and tank trucks (or in the instance of Lübeck-Travemünde – also barges); a few (Helsinki, Kiel, Mariehamn, and Visby) have fixed installations available wherever a passenger ship calls, whereas others provide at least tank truck services (or barge as Ventspils does). For the full paper, please visit www.helcom.fi/helcom-at-work/publications

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