

# Maritime & Ports WG

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 4 September 2025

 Hanko, Finland

# Welcome by Chairman

# Thanks to our sponsors



FREEPORT OF FINLAND



TRANSFENNICA

# Agenda for today

09:05 Sponsorship presentations including the status of the automotive market in Finland

10:15 *Coffee break*

10:40 Round table discussion: *Current challenges for the maritime sector and the industry*

- Update on the market situation
- US tariffs
- Situation at ports

11:30 Update on ECG activities: **ECG**

- Maritime Industrial Strategy
- Vessels schedule
- Other

11:45 Dates and venues for the next meeting/s: **ECG**

12:00 Meeting close



# Presentation by sponsor

Freeport of Finland

# Freeport of Finland Ltd.

Part of Auto-Uutera Group


ECG Maritime & Ports Meeting  
Hanko

04.09.2025





# Freeport of Finland – Center of Finnish vehicle logistics over 60 years

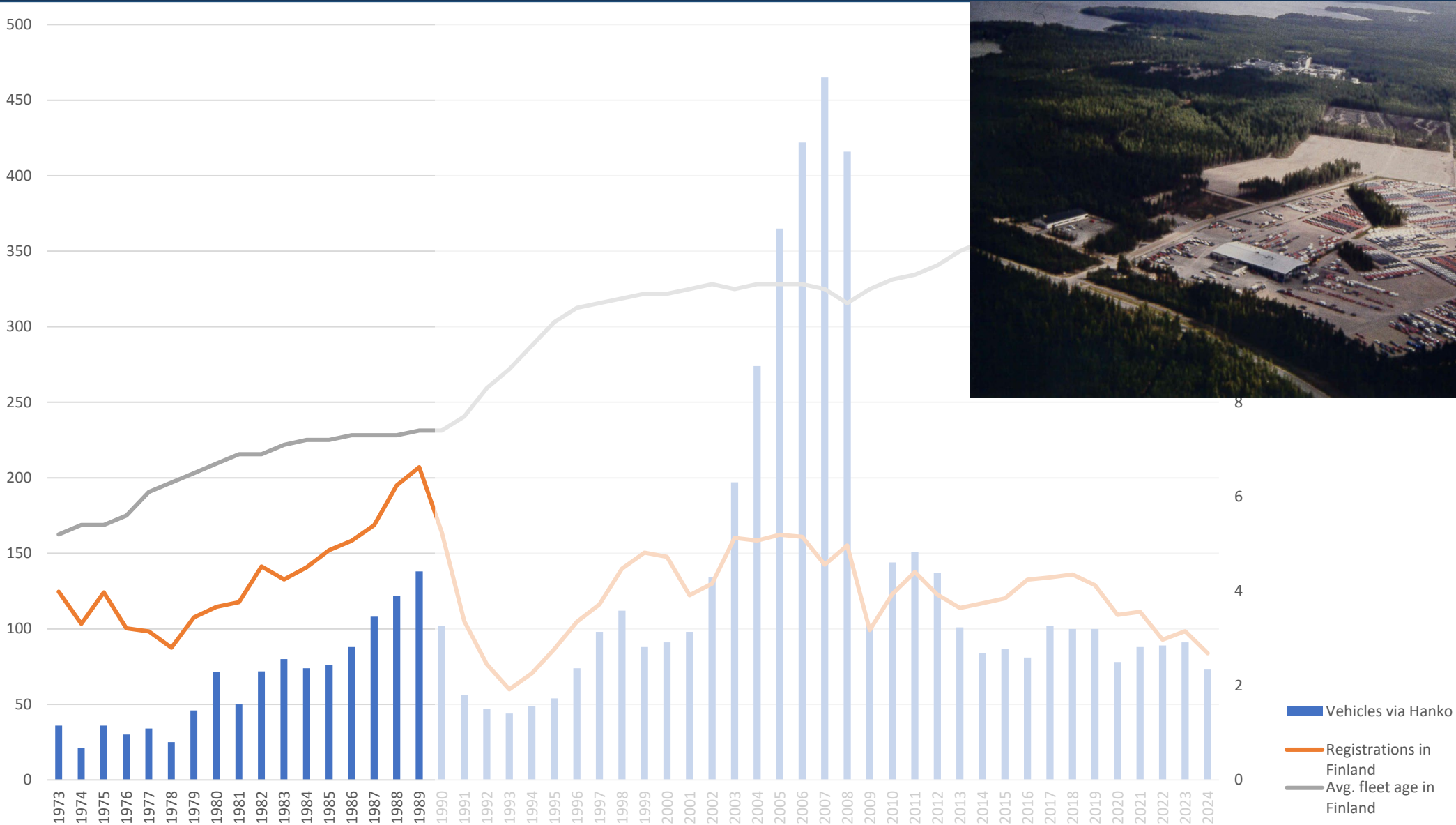


In 1960, the Freeport of Finland was established to support the Finnish foreign trade and provide storage facilities to companies. Historically, goods such as vehicles, timber, appliances and bagged commodities, including coffee, were transported through this hub.

Nevertheless, vehicle logistics have consistently remained central to Freeport of Finland's operations. The company's strategic location offers significant advantages for vehicle logistics, complemented by outstanding shipping connections with mainland Europe.

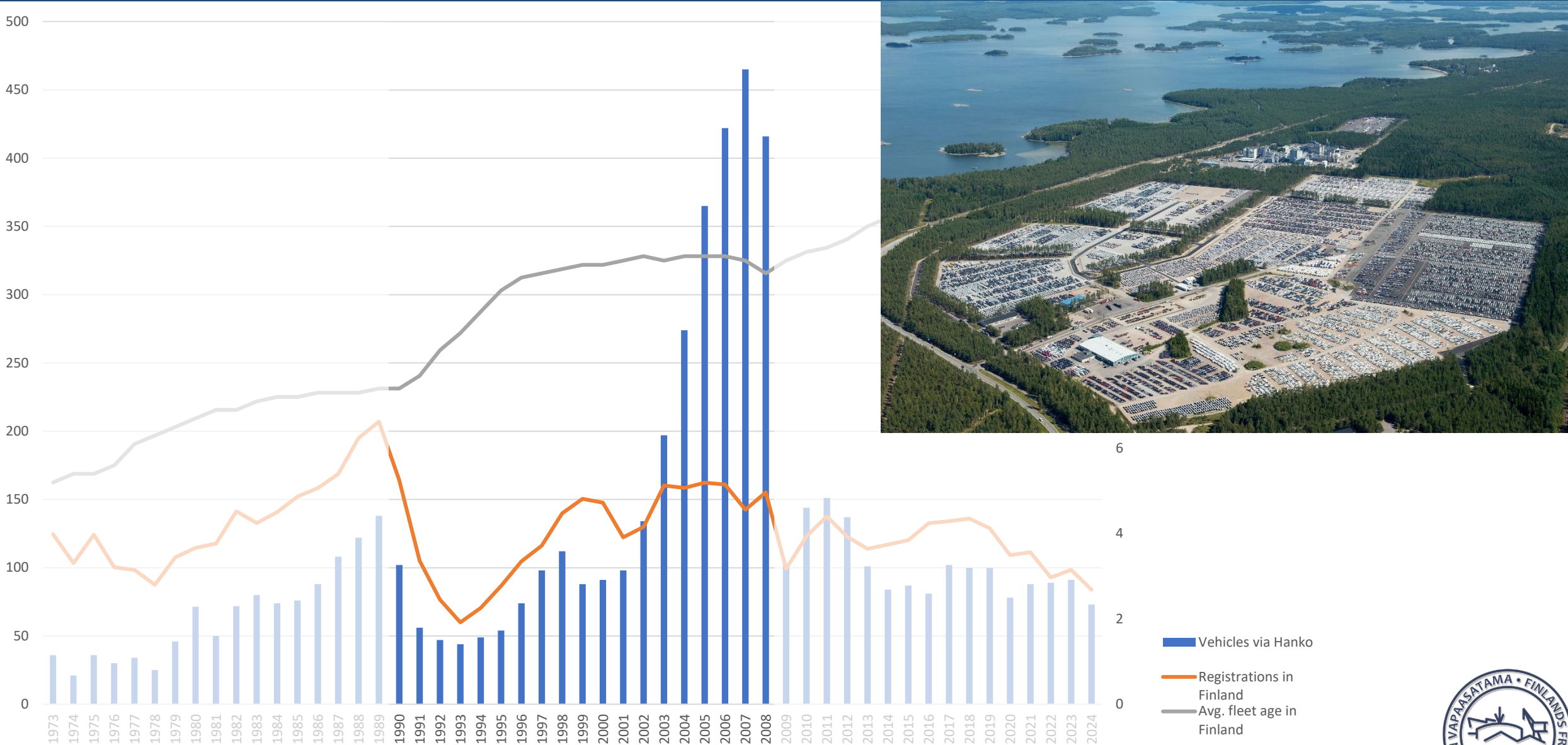
Freeport of Finland has demonstrated resilience and adaptability through various market fluctuations, including the oil crisis of the 1970s, the Finnish economical recession of the 1990s, and the surge in transit traffic during the early 2000s as well as adaptation back to mainly domestic volumes.

# From establishment to growth 1960-1989

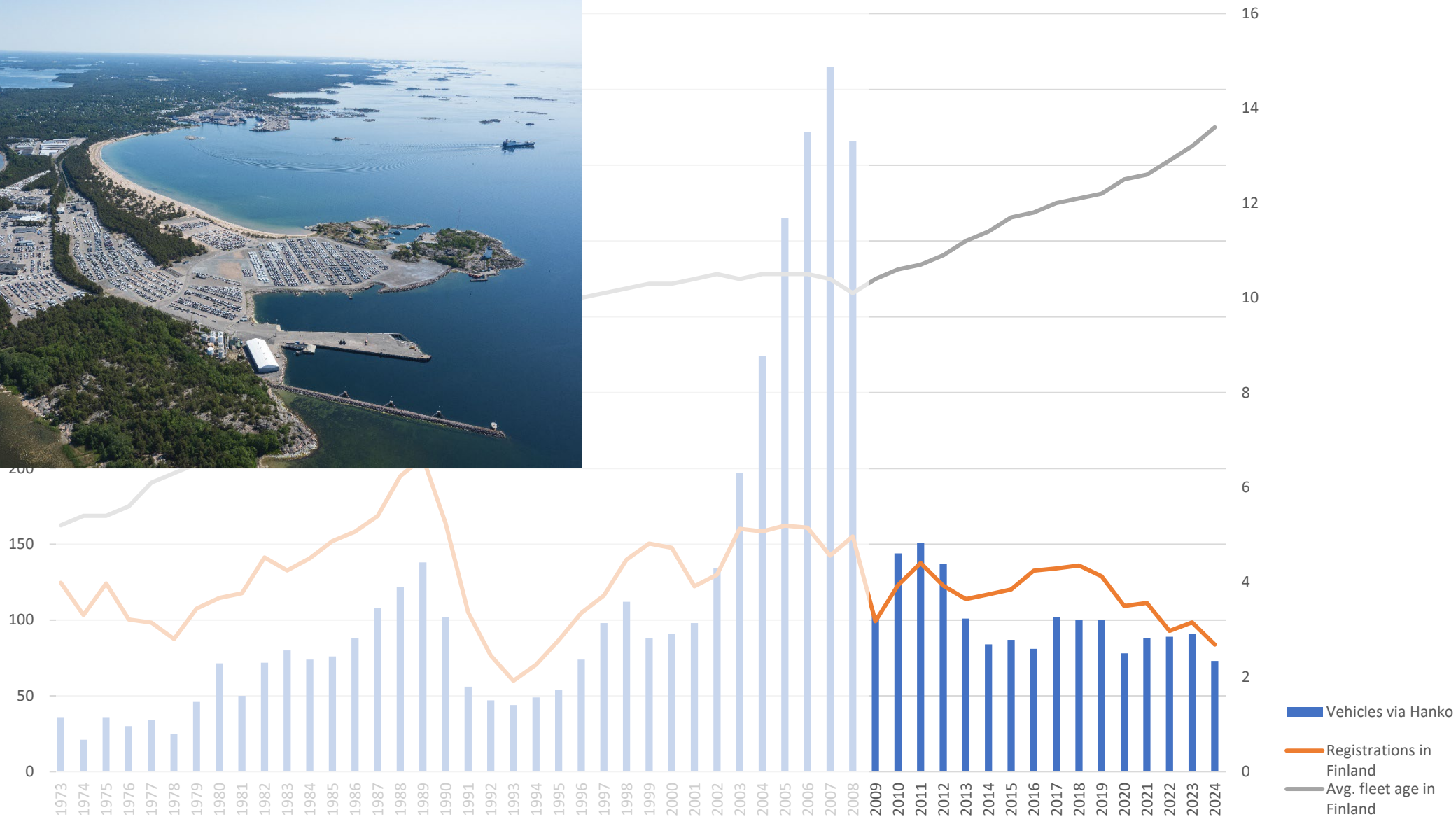




# The Finnish Great Recession to peak transit times 1990-2008



# The Lehman Brothers aftermath to current time (2009-2024)



# Freeport of Finland today

- Freeport of Finland has secured its position in the Tulliniemi area for decades to come, and will continue to ensure the operational conditions for vehicle logistics.
- The company has expanded its business areas in value-added and supporting services for vehicle logistics, and will continue to do so.
- Site safety standards are being constantly reviewed and improved.
- Freeport of Finland is investing yearly approximately 30% of its revenue into improving infrastructure.





# Freeport of Finland area at Tulliniemi, the southernmost tip of Finland



700.000m<sup>2</sup> finished vehicle compound

450.000m<sup>2</sup> vehicle storage area



Warehouse, production and office space 50.000m<sup>2</sup> of which FoF has:

- 13.000m<sup>2</sup> warehouse space
- 2.000m<sup>2</sup> office space



24/7 on site surveillance

Comprehensive camera surveillance system

Finnish boarder guard presence



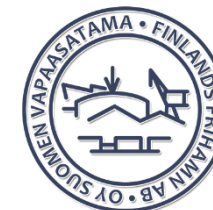
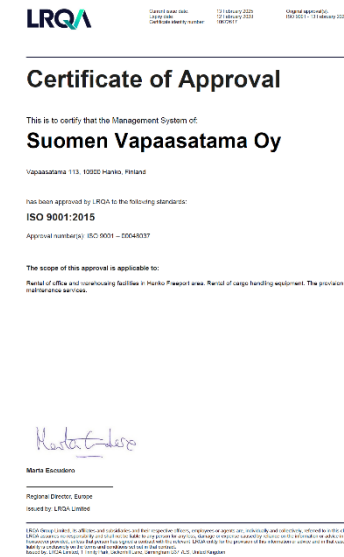
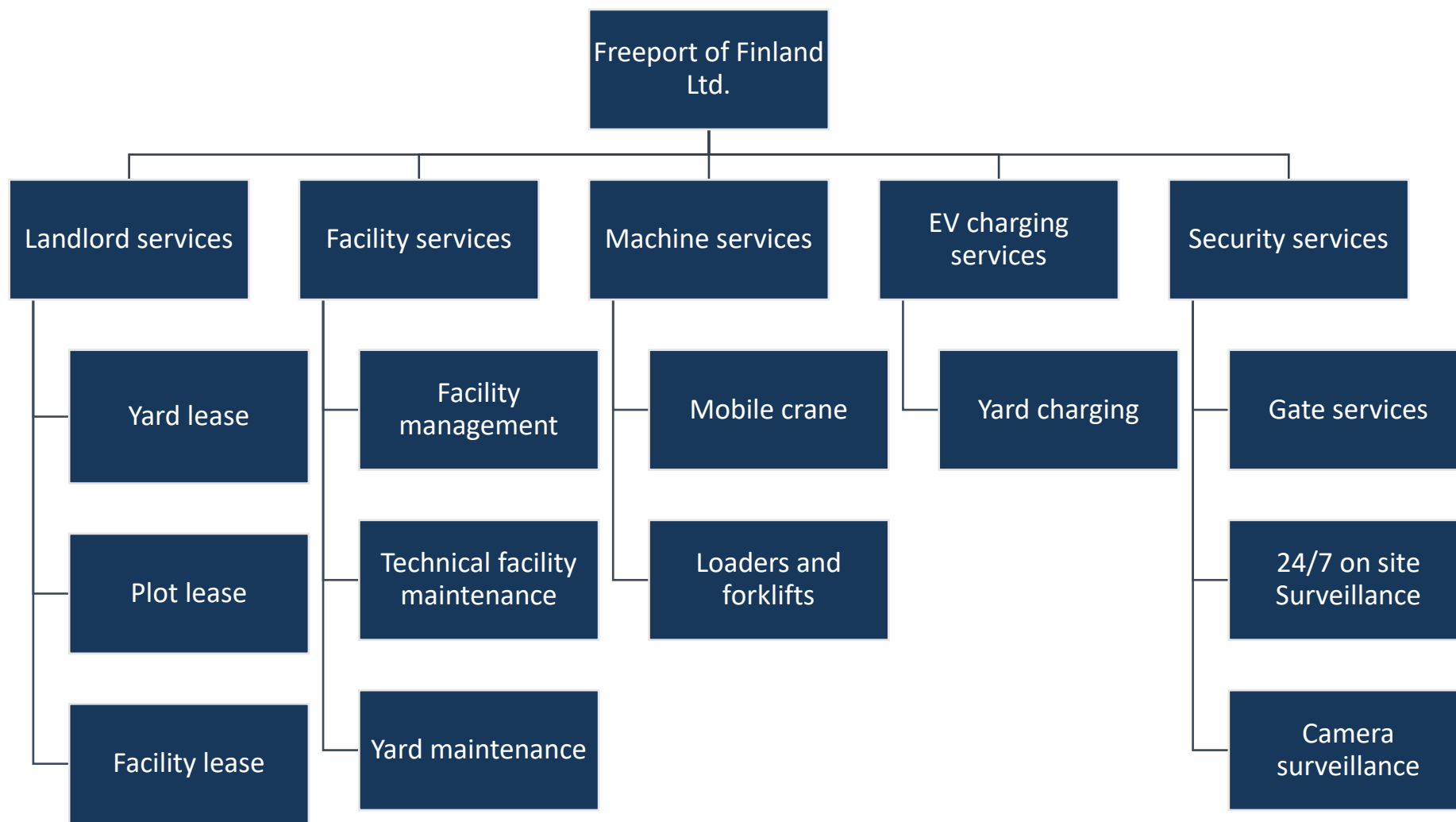
Rail connection (Väylä / Port of Hanko)



OH1: 196m, 10,5m draft (Port of Hanko)

OH2: 170m, 7,8m draft (Port of Hanko)

# Freeport of Finland business areas and services for vehicle logistics operators





# Mission and vision of Freeport of Finland

We are the best functioning vehicle terminal in the Baltic Sea region, offering:

- appropriate infrastructure; and
- a carefully tailored selection of services for the needs of finished vehicle logistics operators.

We integrate sustainability into all aspects of our operations.







**FREEPORT OF FINLAND**

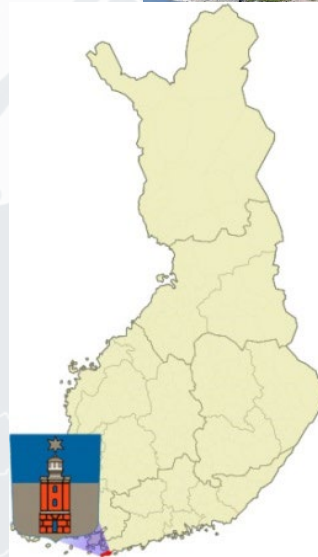
# Presentation by sponsor

Port of Hanko



## Hanko – a small city by the sea

- Hanko, surrounded by the sea, is the **southernmost city of Finland**.
- Besides sea, beaches and sun the city lives through its' industry and port.
- Genuine bilingualism and an idyllic atmosphere of a small town give an unique flavor to the Hanko identity.





# PORT OF HANKO



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HANKO**

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# Western harbour



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# Outer harbour



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# Koverhar harbour

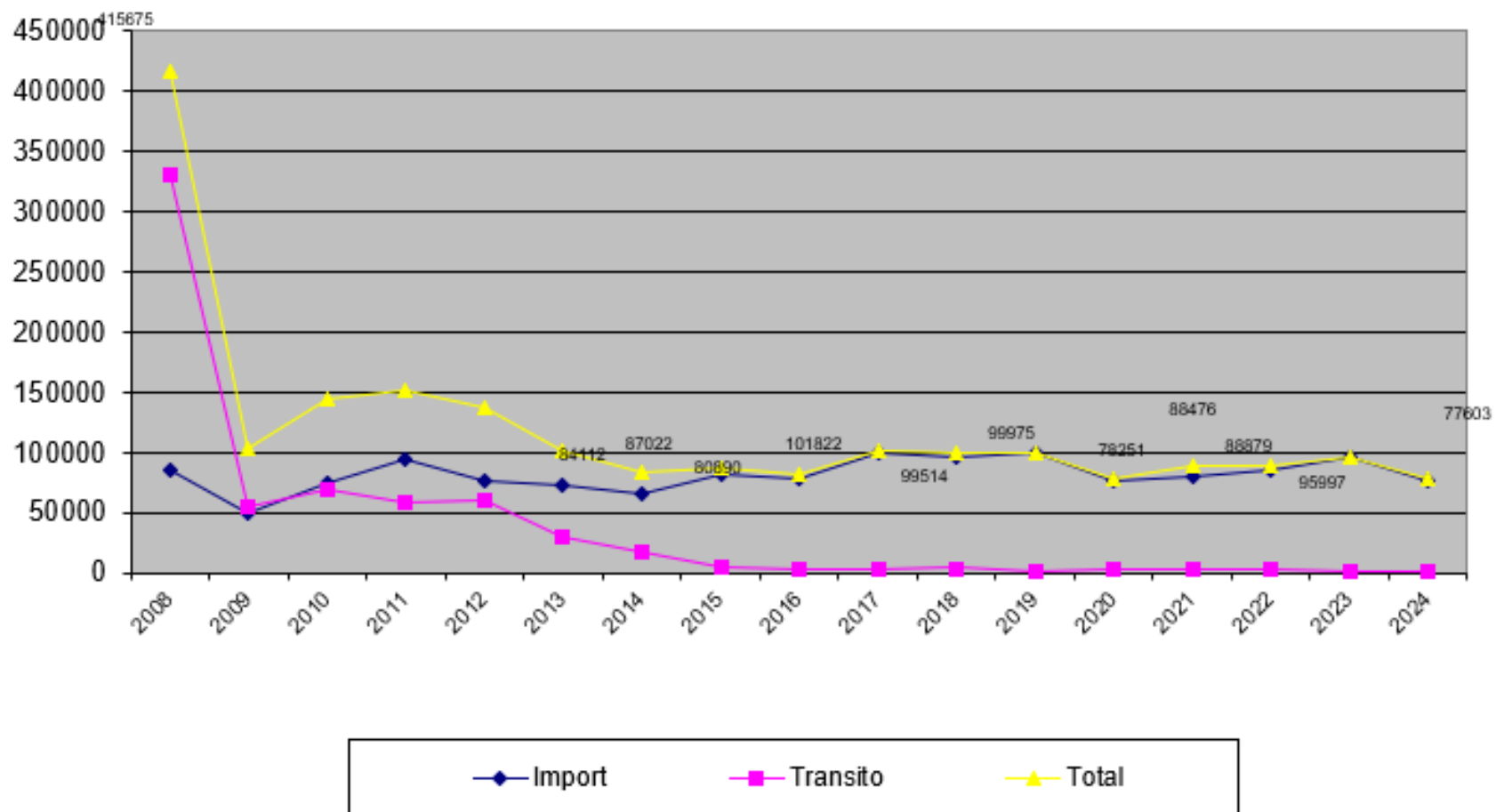


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# Car import



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# New era – carbon neutral since January 2025



- The last fossil heating plant was shut down in July 2024, and from the beginning of 2025 operations are completely carbon neutral.
- The emissions that the company has not been able to completely eliminate are offset with certified emission reduction units.
- These emissions, which are offset, will continue to be reduced as corresponding technology develops.



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# Why biodiversity matters in the maritime sector?



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## WHY DOES NATURE WORK LEAD TO BUSINESS BENEFITS?



Securing Business  
Continuity



Managing Business  
Risks



Responding to  
Regulation



Meeting Stakeholder  
Demands



New Business  
opportunities



Competitive  
Advantage &  
Reputation  
Enhancement

## BUSINESS ACTIVITIES OF MARITIME SECTOR CAUSE NATURE IMPACTS THROUGH THE DRIVERS AND PRESSURES OF BIODIVERSITY LOSS

Biodiversity loss driver	Biodiversity loss pressure	Example from the Port Industry
Land and sea use change	Area of freshwater use	The construction of port infrastructure and shipping lanes <b>occupies land and marine areas</b> , leading to the degradation, loss, and fragmentation of ecosystems.
	Area of land use	
	Area of seabed use	
Use of natural resources	Other abiotic resource extraction	The <b>natural resources required</b> for port construction and shipbuilding — such as soil materials, concrete, metals, minerals, and energy — contribute to the depletion of both fossil-based and renewable raw materials.
	Other biotic resource extraction	
	Volume of water use	
Climate change	Emissions of GHG	<b>Greenhouse gas emissions</b> from maritime freight transport contribute to climate warming, which in turn alters ecosystems and their functioning.
Pollution	Disturbance (e.g. noise, light)	<b>Nutrient discharges</b> from ships' wastewater increase marine eutrophication and pollution.
	Emissions of non-GHG air pollutants	
	Emissions of nutrient pollutants to water and soil	
	Emissions of toxic pollutants to water and soil	
	Generation and release of solid waste	
Invasive species	Introduction of invasive species	Species transported via <b>ballast water</b> from other marine areas can disrupt local ecosystem functioning by displacing native species or spreading diseases.

Direct drivers and pressures on biodiversity loss. Source: [IPBES, 2019](#) and [ENCORE](#).

8

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## ASSESSMENT IS THE FIRST STEP OF THE NATURE WORK OF PORTS

### STEP 1: Assess

- Identify and prioritize key environmental impacts and dependencies.

### STEP 2: Commit

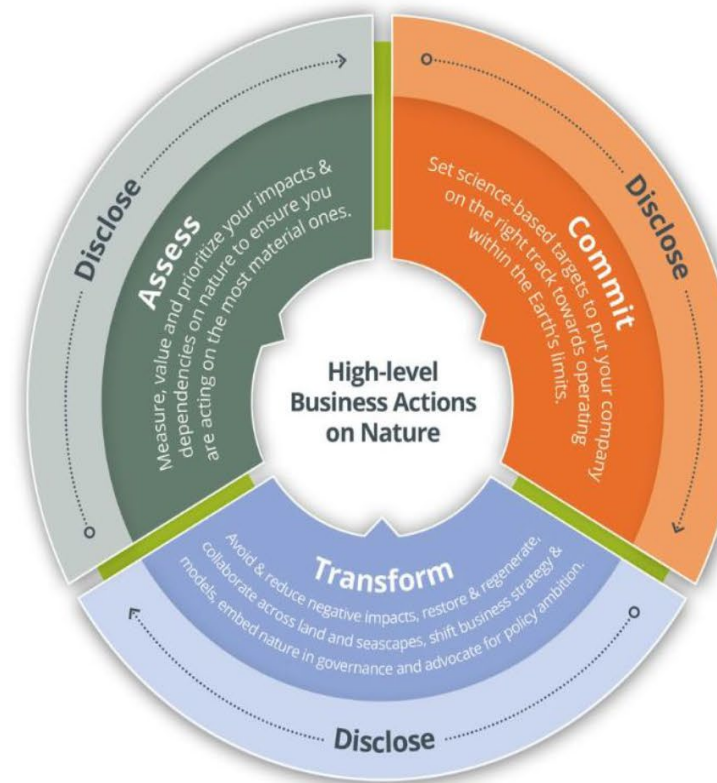
- Set clear, science-based targets with transparency and deadlines.

### STEP 3: Transform

- Shift the business strategy to reduce harm, restore nature, and support systemic change.

### STEP 4: Disclose

- Transparently report your progress and nature-related data publicly.



High-level Business Actions on Nature. Source: [Business For Nature](#).



***Coming together is the beginning,  
Keeping together is progress,  
Working together is success.***

*- Henry Ford -*

**THANK YOU !**

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# Presentation by sponsor

K-Line



# "K"Line European Sea Highway Services, GmbH (KESS)

A large red and white KESS ship, identified as the DANUBE HIGHWAY, is shown sailing on a dark, choppy sea. The ship's hull is red with white lettering, and its superstructure is white. The ship is moving from left to right, leaving a white wake. The sky is overcast and grey.

**Presentation ECG  
Maritime & Ports  
2025**

## "K" Line – KESS

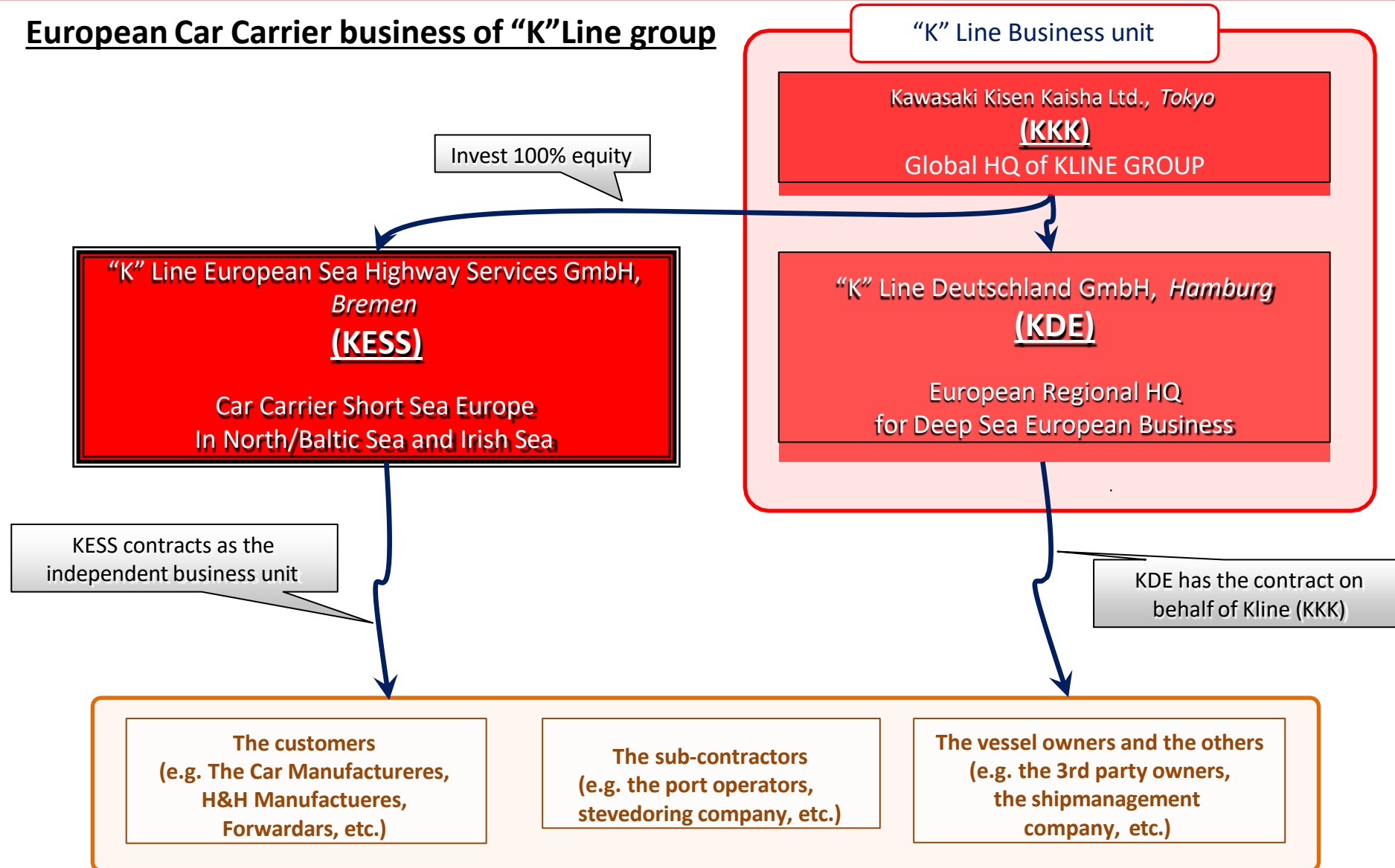
- KESS was founded 2003 and took over the business of the former E. H. Harms Car Feeder Service GmbH
- KESS is a short-sea RoRo – shipping company specialized in intra European transport with focus on Baltic and North- Sea (transported units 2024: ca.770.000)
- KESS is part of the Japanese K-Line group of companies but is a German registered company with own management
- KESS is headquartered in Bremen with a branch office in the port of Bremerhaven






# 1 KESS introduction

## European Car Carrier business of "K" Line group



## 2 KESS Fleet 2025

Currently KESS operates 9 vessels: (K-Line Group: 448 vessels of which 97 are Car Carrier/RoRo)

Vessel	Built	Ice Class	Capacity (R/T-A)	Vessel Photos	Strategy for SECA (MARPOL ANNEX VI)
Schelde Highway	1993	1C	700 units		Burning MGO
Weser Highway	1994				
Ems Highway	1999	1A	800 units		Have equipped SOx Scrubber Technology
Isar Highway	2000				
Elbe Highway	2005	1A	1,500 units		Have equipped SOx Scrubber Technology
Thames Highway					
Danube Highway	2006				
Seine Highway	2007	Nil	1,400 units		Burning MGO
Malacca Highway	2001				

Currently 2 new build vessels with environmentally friendly propulsion are in the final stage of planning and should be ready for business hopefully by end of 2027/beg. of 2028. Further 4-6 new vessels will follow at a later stage.

### KESS cargo

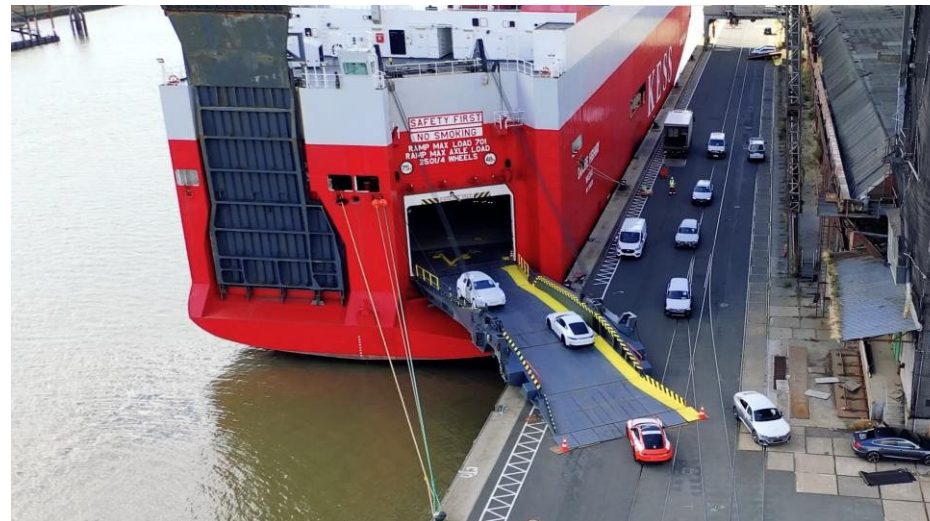
## RoRo vessels / PCTC vessels (Pure Car Truck carrier)

KESS transports rolling cargo on RoRo vessels. The cargo consists of the following:

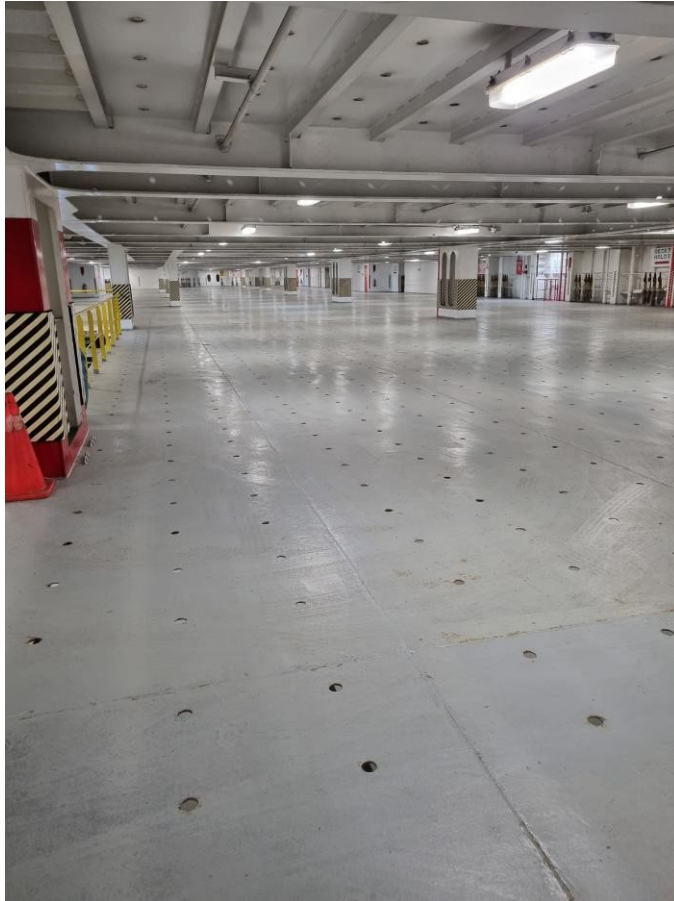
- New cars
- Used cars
- High and Heavy cargo (trucks, busses, agricultural machinery, construction machinery etc.)
- Cargo on mafi trailer
- Breakbulk cargo on deck
- unaccompanied trailers
- NATO / project cargo



## KESS cargo

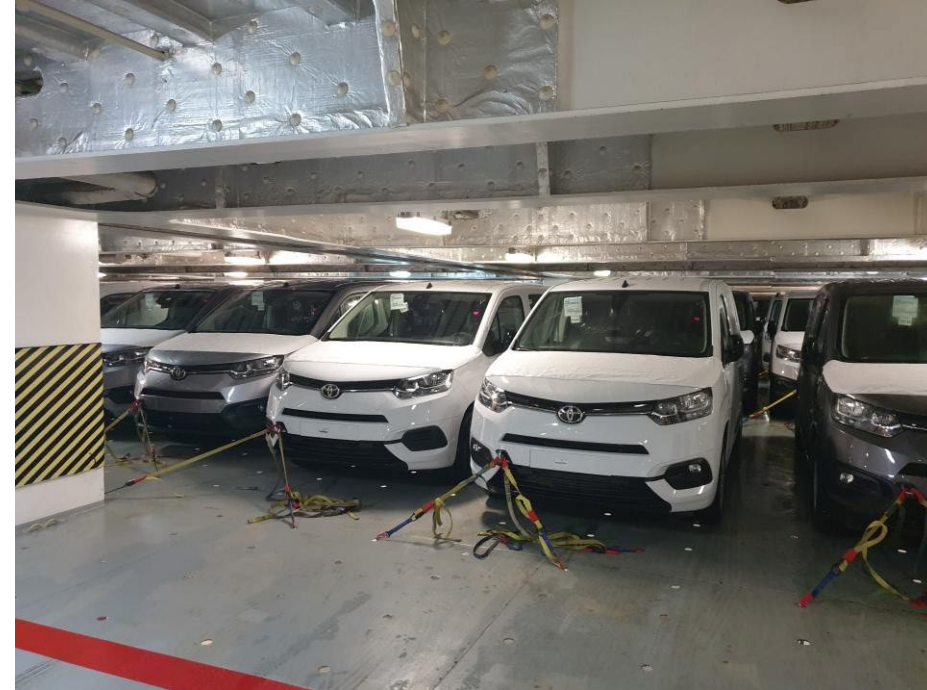


## KESS cargo cars





## KESS cargo cars





### 3 KESS services 2025

## KESS cargo High & Heavy



## KESS cargo NATO



### KESS schedules

#### Flexible liner service

KESS has organized the service in Loops which have fixed days for loading and discharging on the main routes. Other routes are flexible and operate on demand basis. Thus, we call our service “Flexible liner service” which means we commit to fixed lanes and fixed days but can also react flexible to customers demands (peak season, end of month sales etc.).

An overview of the service are / ports follows on the next slide.

Via transshipment in Bremerhaven or Zeebrugge it is possible to connect with K-Line for worldwide service.



## KESS service areas/ports





## KESS service area –Example of Loop service

### KESS Baltic Loop:

2 x ships (Elbe Highway & Danube Highway) sail in a fixed 14 - day roundtrip which means weekly departures/arrivals on fixed days for our customers

*Zeebrugge-Malmö-  
Paldiski-Hanko-  
Uusikaupunki-  
Bremerhaven-Emden-  
Sheerness-Zeebrugge*



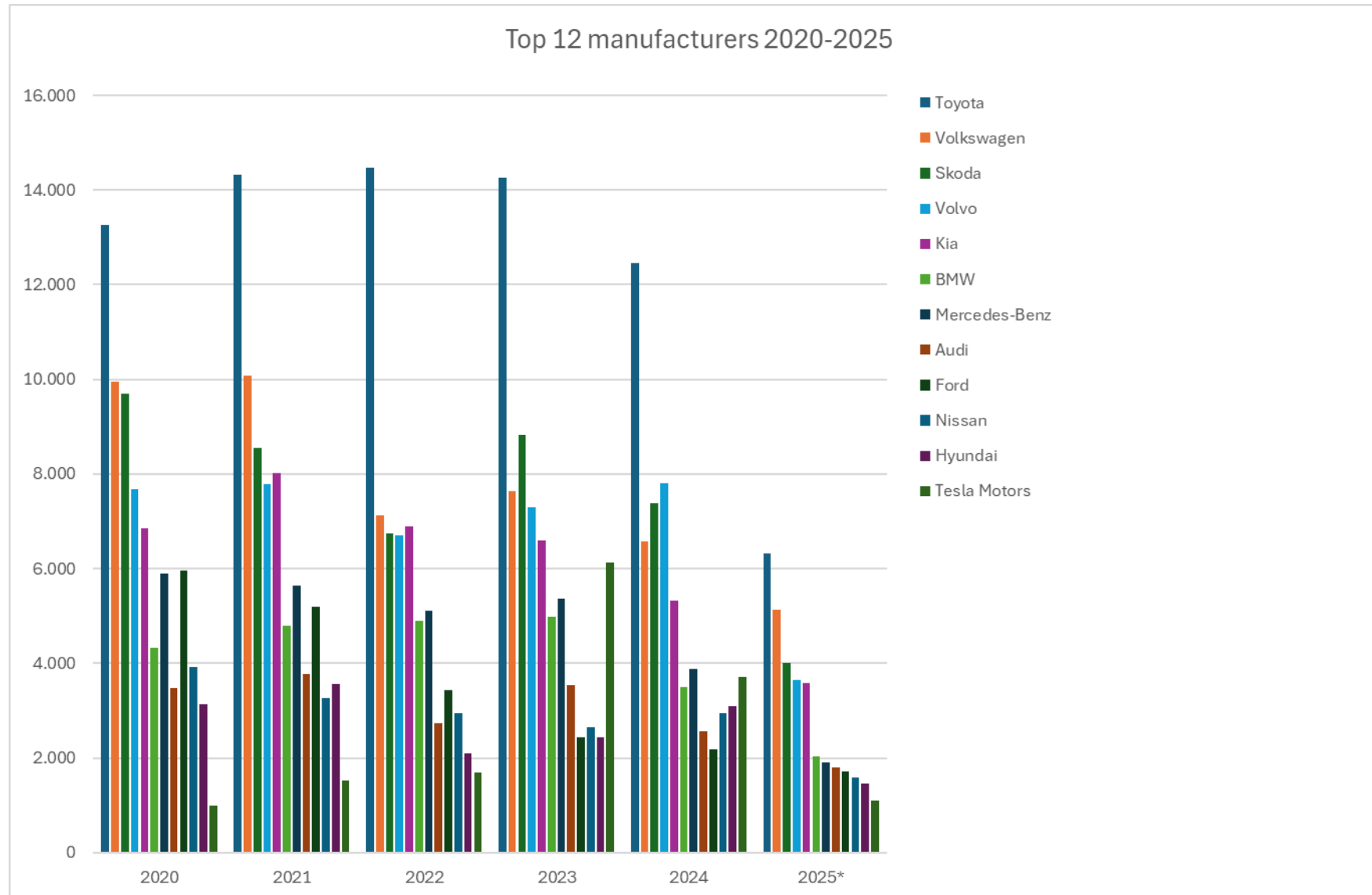
# 4 Finland vehicle registration figures

VEHICLE REGISTRATIONS FINLAND						
Year / Brand	2020	2021	2022	2023	2024	2025*
Audi	3.466	3.779	2.732	3.537	2.561	1.799
BMW	4.317	4.790	4.894	4.974	3.506	2.036
BYD	0	0	0	129	555	207
Citroen	1.998	2.078	1.591	1.241	501	447
Cupra	19	321	438	584	402	310
Dacia	836	1.016	1.236	797	518	457
DS	0	100	102	0	0	0
Fiat	123	372	273	0	0	0
Ford	5.960	5.197	3.441	2.443	2.184	1.711
Honda	626	279	280	201	203	0
Hyundai	3.128	3.561	2.095	2.445	3.100	1.456
Jeep	0	129	102	0	0	0
Kia	6.858	8.017	6.903	6.605	5.316	3.583
Land Rover	208	330	311	480	289	212
Lexus	289	251	257	401	435	260
Maxus	0	25	129	0	0	0
Mazda	948	1.065	745	1.106	871	450
Mercedes-Benz	5.906	5.647	5.107	5.371	3.876	1.901
MG	0	0	0	0	0	298
Mini	293	343	207	0	0	153
Mitsubishi	1.571	1.094	895	593	625	425
Nissan	3.917	3.257	2.937	2.640	2.956	1.584
Opel	3.610	2.938	2.396	1.904	1.077	264
Other brands	390	250	196	807	700	564
Peugeot	2.643	3.006	2.050	2.438	1.183	545
Polestar	0	204	895	947	901	902
Porsche	313	333	385	238	418	275
Renault	2.327	1.880	1.524	731	914	962
Seat	1.629	1.874	398	379	222	268
Skoda	9.696	8.554	6.755	8.821	7.379	4.004
Smart	0	0	0	2	173	0
Subaru	410	334	257	271	423	241
Suzuki	1.071	1.118	741	697	761	355
Tesla Motors	992	1.516	1.689	6.140	3.717	1.092
Toyota	13.267	14.328	14.464	14.268	12.464	6.324
Volkswagen	9.943	10.079	7.122	7.637	6.578	5.133
Volvo	7.683	7.783	6.705	7.288	7.801	3.644
<b>Total</b>	<b>G4.437</b>	<b>G5.848</b>	<b>80.252</b>	<b>86.115</b>	<b>72.60G</b>	<b>41.862</b>

\*figures available until end of July 2025



# 4 Finland vehicle registration figures





Thank you very much!!

# Presentation by sponsor

**Finnlines**



# What we do:



We are dedicated to moving cargo and passengers efficiently, sustainably and safely.

Through our network we facilitate trades and generate value for communities.

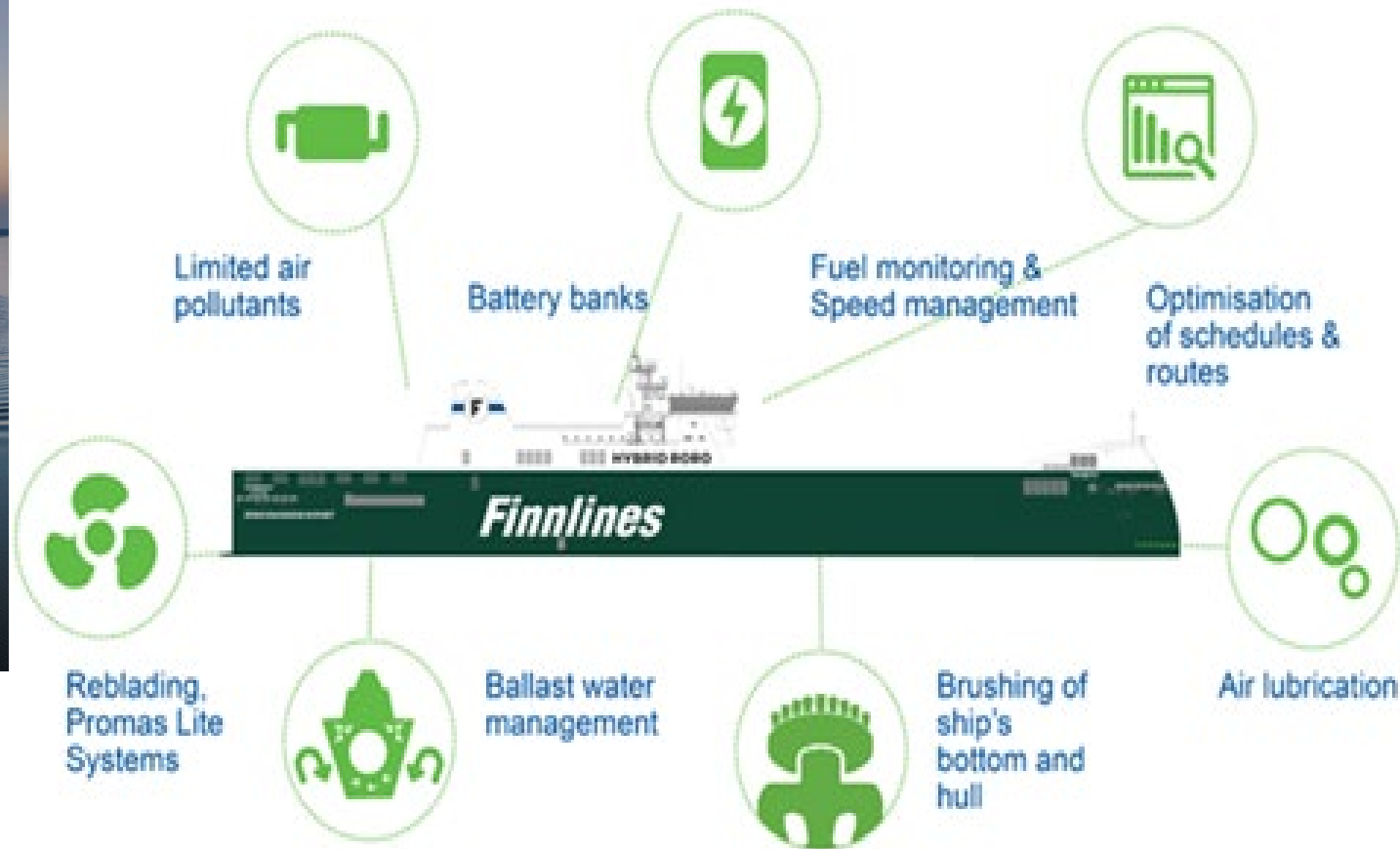


Truck & Trailers,  
Containers, Breakbulk,  
Automotive, Passengers

# How we do it:

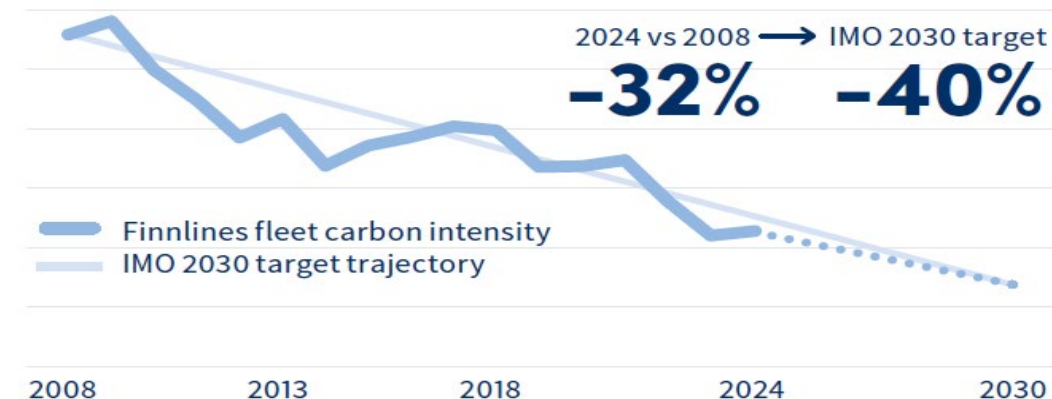


# Modern fleet:



## FINNLINES FLEET CARBON INTENSITY

(based on g CO<sub>2</sub>/GT\*nm figures)



14.5 g CO<sub>2</sub>/GT\*nm in 2024

14.4 g CO<sub>2</sub>/GT\*nm in 2023

## SUPERSTAR VESSELS' CARBON INTENSITY

(based on g CO<sub>2</sub>/GT\*nm figures)

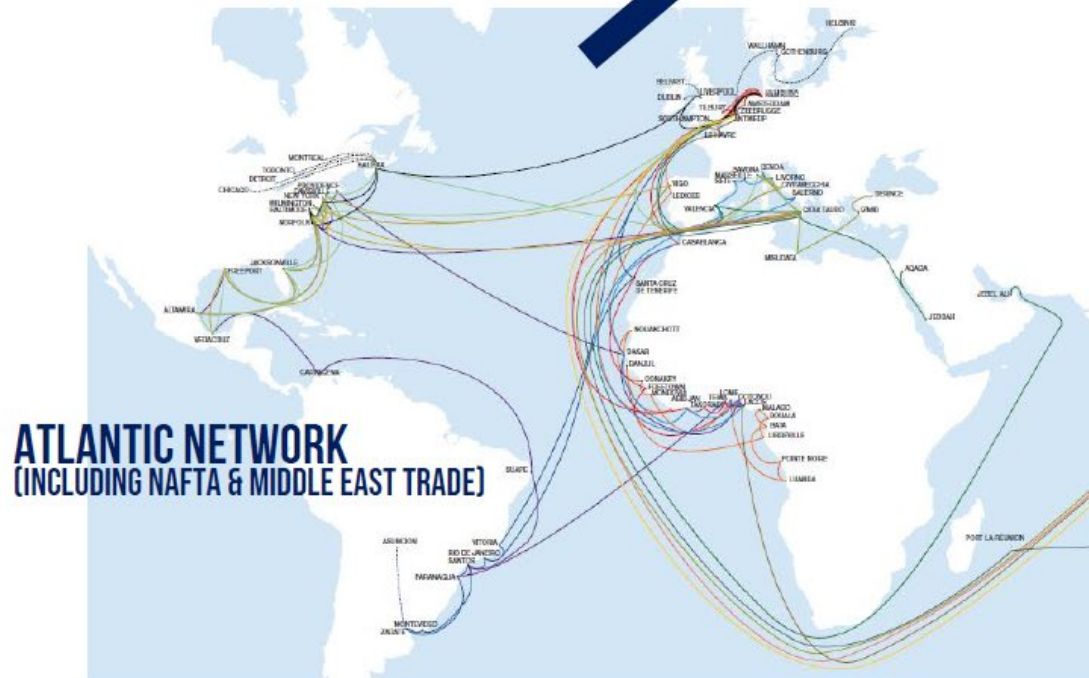
New Superstar vessels boost energy efficiency, cutting carbon intensity compared to the previous vessels on the route between Finland and Sweden

**-45%**



# Group network

A first-class worldwide network of connections, seamlessly integrated with Finnlines services through the port of Antwerp.



**ECG**

The Association  
of European  
Vehicle Logistics

**Finnlines**  
a Grimaldi Group company

# Continuous development:

## Ireland

- RoRo connection between Zeebrugge (BE) and Rosslare (IR)

## Poland

- RoPax service between Świnoujście (PL) and Malmö (SE)
- Introduction of Gdynia port to the Biscay service

## UK

- Introduction of Sheerness port to the Biscay service
- Possibility to link Sheerness to the Group Network

## Ships

- 3 x RoRo and 2 x RoPax Hybrid vessels were delivered during the last 3 years

## New Build

- 3 x RoPax ships ammonia-ready, have been ordered and will be delivered in 2028-9

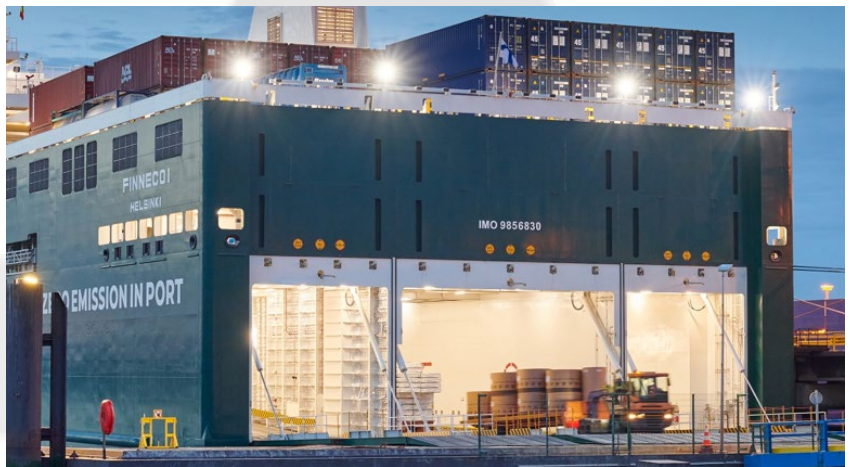
## Green Lane

- Low-Carbon sea transportation program achieving up to 90% emission reduction
- Combines sustainability with efficient carriage of freight



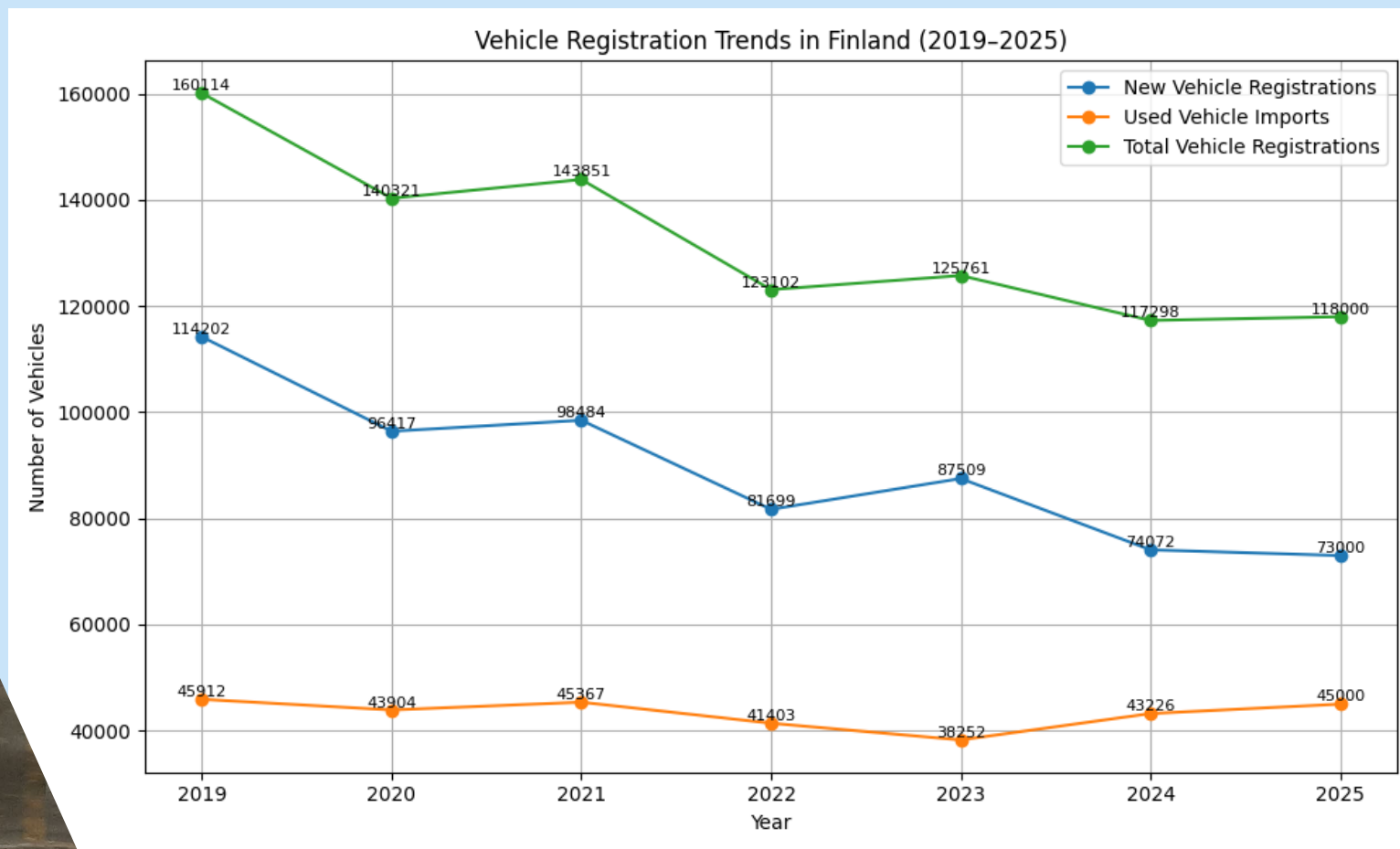


**BALANCED**  
**TRADES**  
Diversified cargo Mix



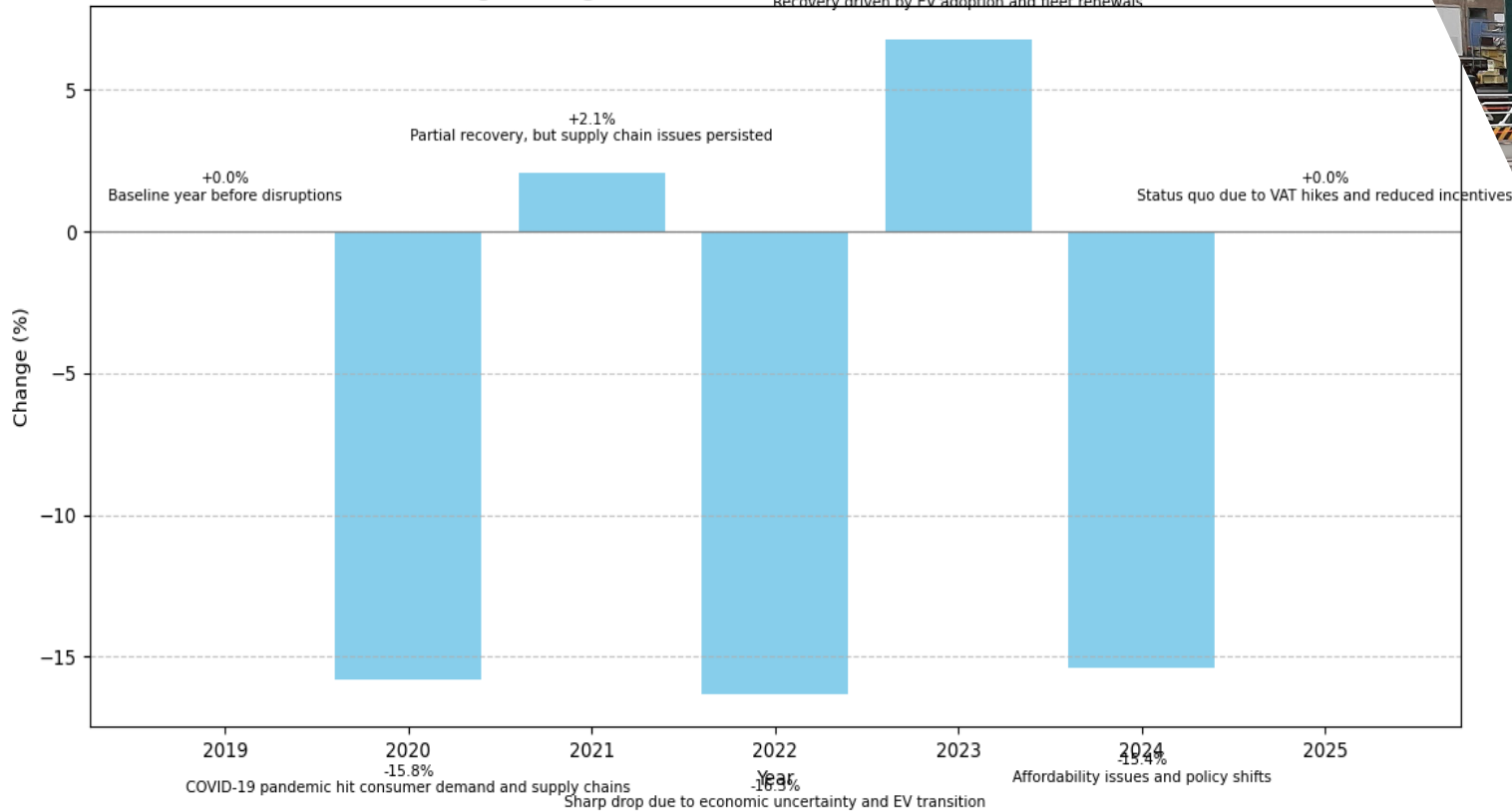


# FI Automotive market: Scope



# FI Automotive market: Background

Year-over-Year Percentage Change in New Passenger Car Registrations in Finland (2019–2025)





# FI Automotive market: Challenges

- **Micro-level logistics issues:**

- Limited port capacity (Hanko, Turku, Helsinki)
- Seasonal ice conditions requiring ice-class vessels
- Long inland transport routes and low population density

- **Macro-level structural factors:**

- Unbalanced trade volumes (low automotive exports)
- Geographic isolation from EU manufacturing / transit hubs
- Limited economy of scale due to small domestic market
- Limited attractiveness for sea-carrier operators

- **Geopolitical disruptions:**

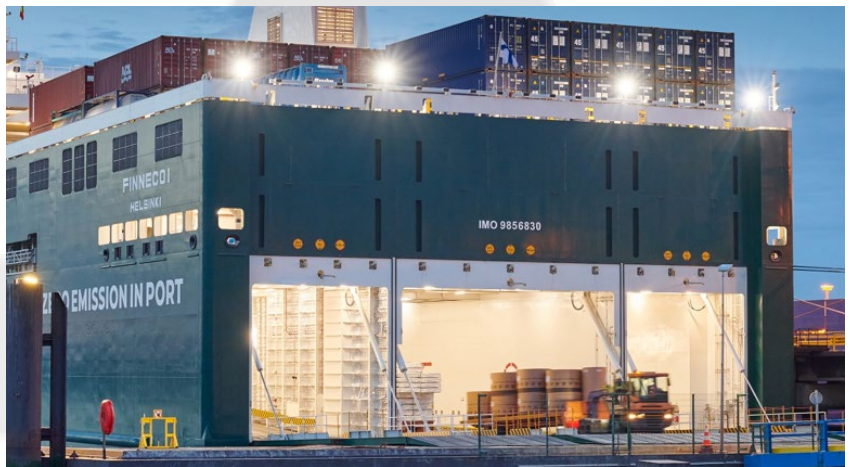
- Due to Russia's war on Ukraine and the trade sanctions imposed on Russia, Baltic base cargo volumes have been disrupted, reducing the region's attractiveness for sea-carrier operators.
- Loss of eastern port activity (Kotka, Hamina) due to missing transit volumes







**BALANCED**  
**TRADES**  
Diversified cargo Mix

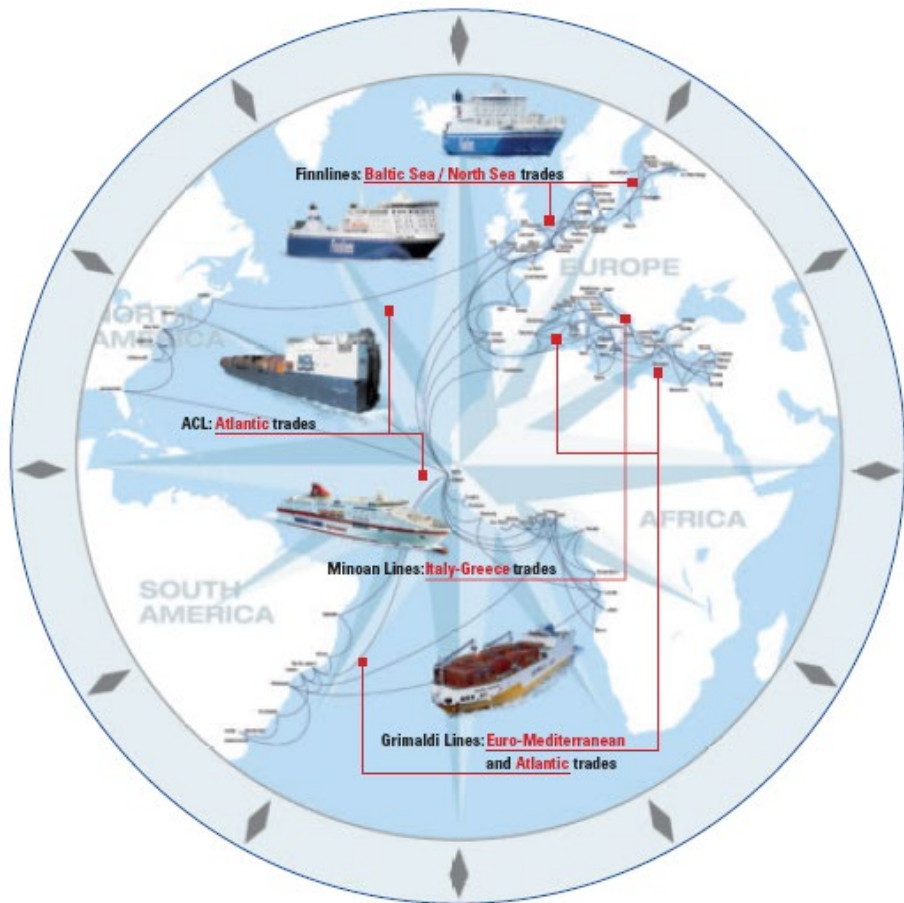






GRIMALDI GROUP

**OUR NET  
WORKS.**



**Thank You**

**Finnlines**  
a Grimaldi Group company

# Presentation by sponsor

Transfennica





# **SPLIETHOFF** **GROUP**

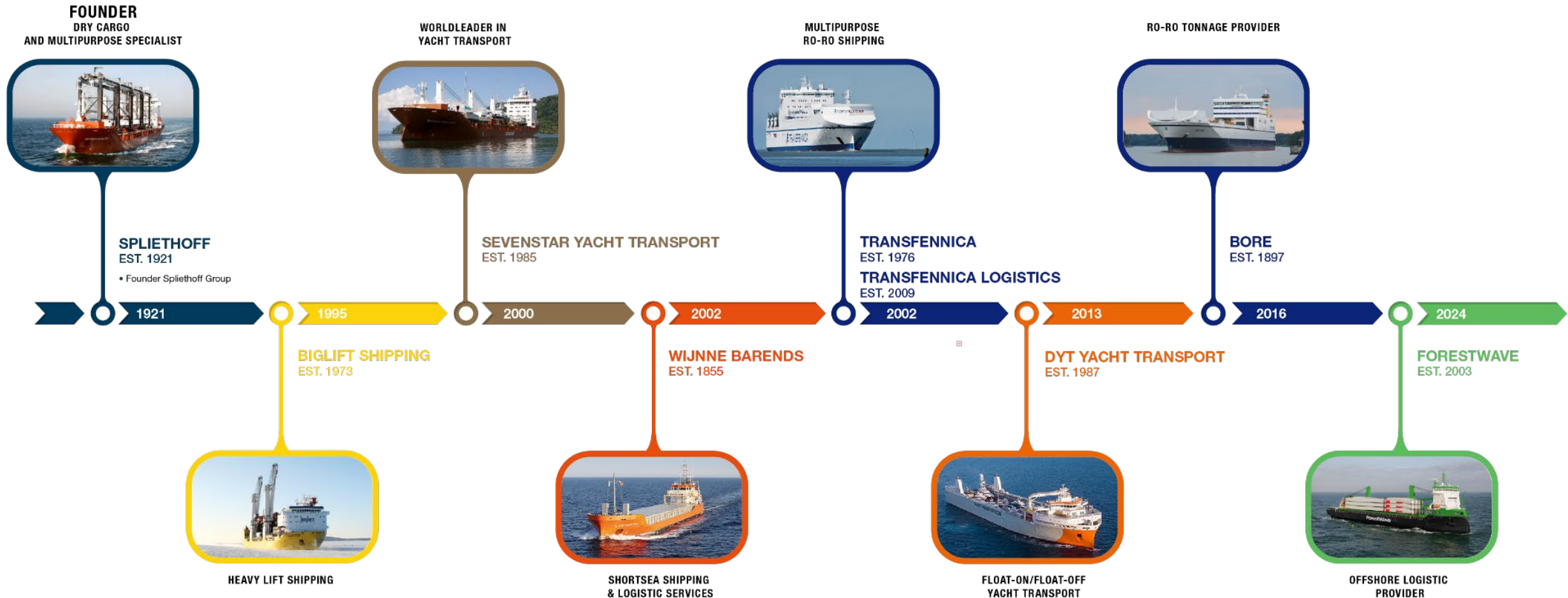


**WORLDWIDE OCEAN TRANSPORT**



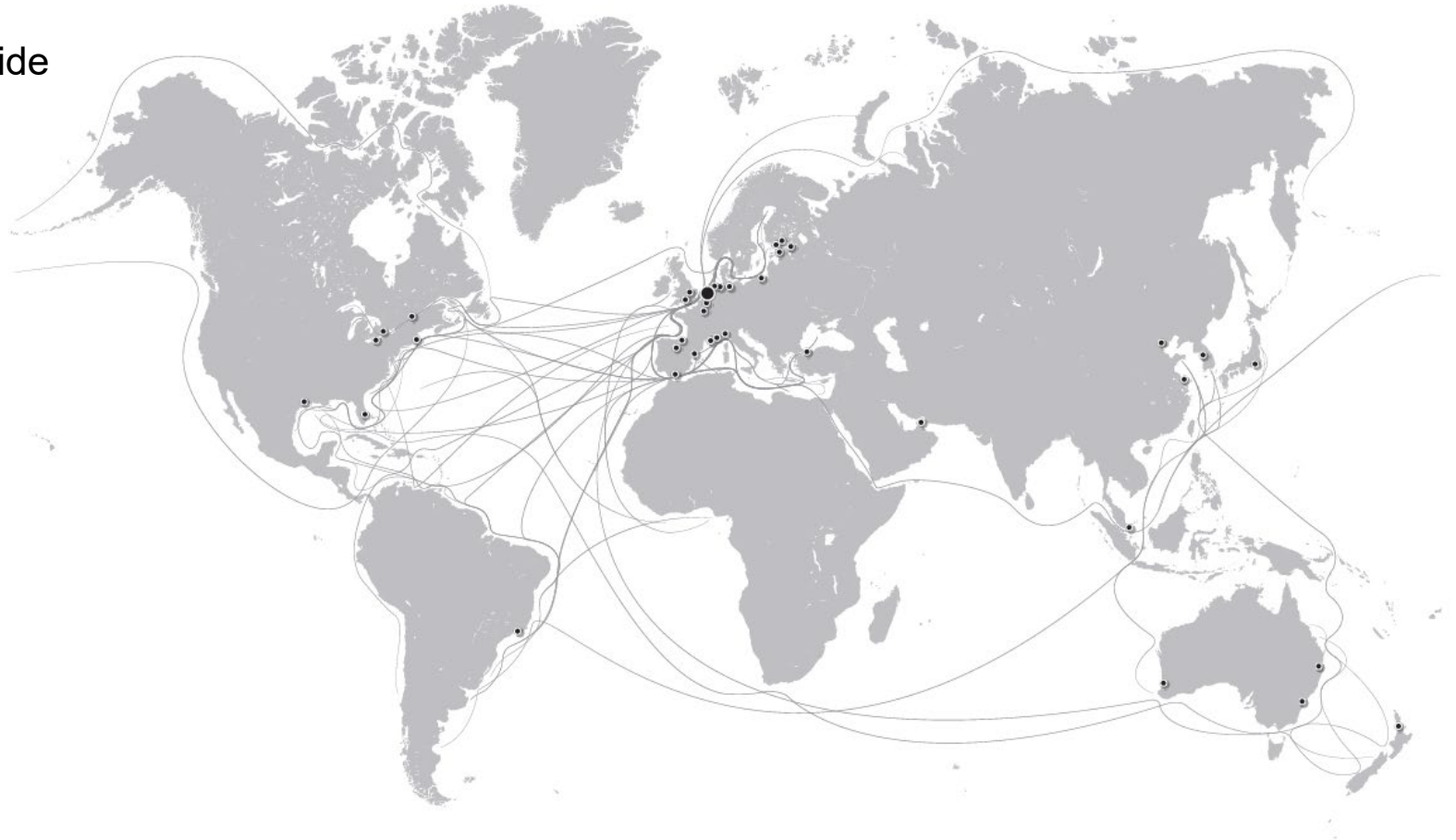
- One of The Netherlands' largest shipping companies
- Owns, operates, crews and maintains a fleet of 145 vessels (+ 11 newbuilds) ranging in deadweight from 2,100 to 23,000 metric tons:
  - Multipurpose vessels (71 + 10 newbuilds)
  - Heavy lift vessels (20)
  - Module carriers (4 + 1 newbuild)
  - Coaster vessels (33)
  - Ro-Ro/Con-Ro vessels (15)
  - Semi submersible vessels (2)
- Lifting capacity up to 2,200 metric tons
- Almost all vessels have Swedish/Finnish Ice Class 1A, some 1A Super
- Vessels sail under Dutch flag. Except for some Bore vessels; Finnish flag

# TIMELINE





- Over a century of experience in worldwide ocean transportation
- In-house expertise: Technical support, Crewing, Engineering, IT, QHSSE and Performance monitoring/data analyses
- Worldwide commercial and operational support network
- Continuous newbuilding programme
- Extensive Crew training programme



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## Spliethoff Group

Employees	over 3,500: - at sea: 2,850 - office: 650
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Worldwide offices / agents	45
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Vessels	145
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- **Early adopters of technology to reduce environmental impact;**
  - installation of scrubbers, ballast water treatment systems, design of newbuilding vessels, energy saving programs
- **50% reduction CO<sub>2</sub> by 2050 (2008 baseline);**
  - programme for Emission Reduction “Plan 50/50”
    - assessment of emission reduction technologies: economic, operational, technological and environmental benefits and costs
    - multidisciplinary approach / intercompany learning
- **Contribute to robust and workable environmental legislation;**
  - memberships Royal Dutch Shipowners Association (KVNR), Trident Alliance, Clean Shipping Association 2020
- **ISO14001 certified;**
  - monitoring of garbage and emissions to water and air
  - EU MRV (CO<sub>2</sub> monitoring)
  - analysis of scrubber wash water and ballast water
- **Environmental Ship Index**
- **Clean Shipping Index**





### Worldwide transportation of dry and project cargo

- About 50 multi-purpose vessels
- DWT from 12,000 to 23,000 mt
- Own cranes ranging 40 – 240 mt
- 1A Ice class and 1A Super vessels
- 14 S-type vessels equipped with sideloaders
- Suitable for all IMO classes
- All vessels sail under Dutch flag





Transporting forest products since 1921





All vessels have Swedish/Finnish Ice Class 1A, some 1A Super



# SPLIETHOFF EXPANDS FLEET WITH NEW L-TYPE

69

Expected in 2028



## Largest vessels in the Spliethoff fleet

### Specifications

- Length: 203.25 m
- Width: 28.25 m
- Maximum Draft: 10.5 m
- Total Capacity: ~33,700 m<sup>3</sup>
- Deadweight (DWAT): abt. 28,600 mt
- Designed for various dry cargo types
- Finnish/Swedish 1A Ice-Classed
- Equipped with:
  - 5 side loaders (lifts)
  - 3 cranes (150 mt each, combinable to 300 mt SWL)

**Prepared for future fuel technologies**

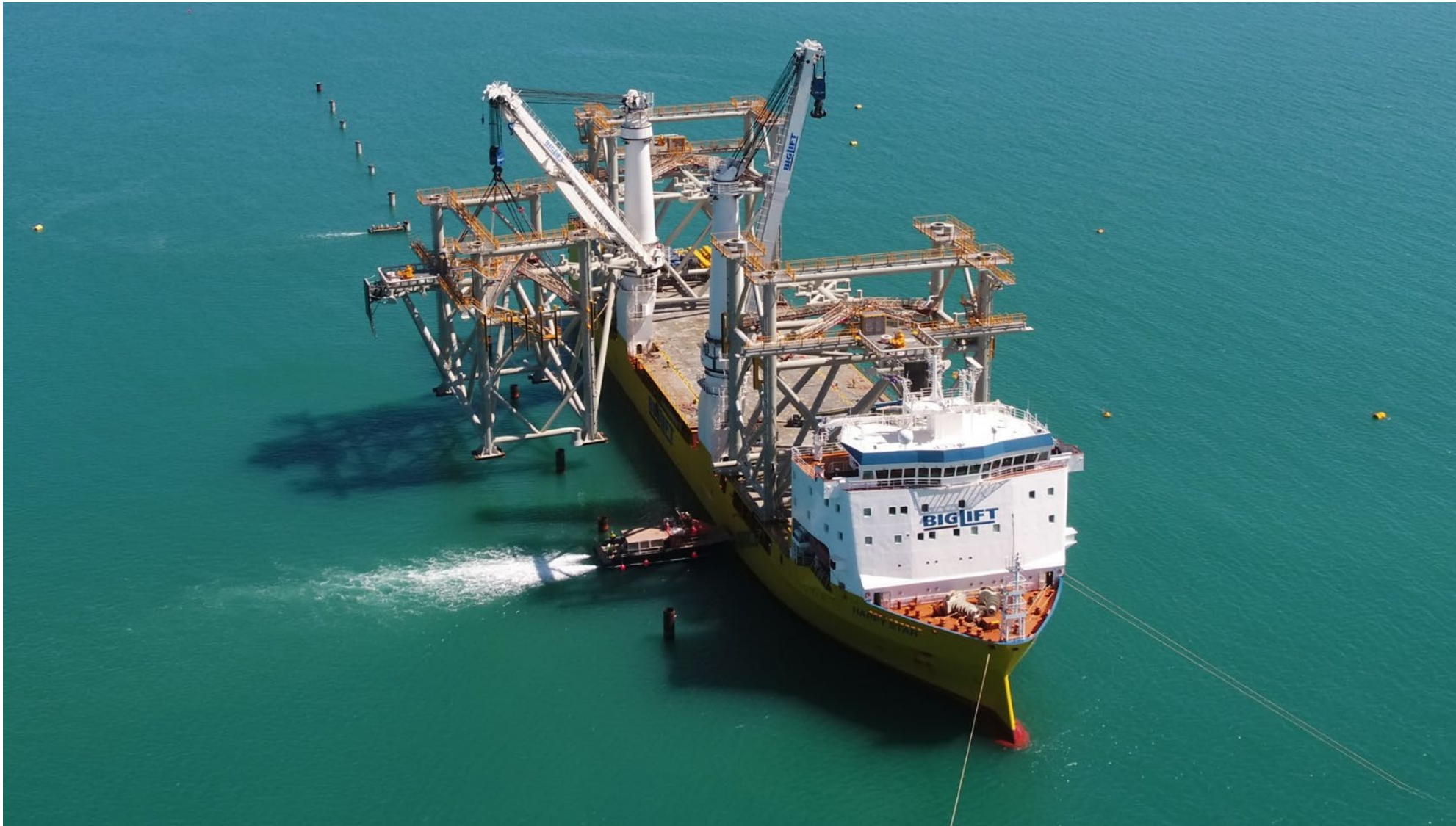


### Worldwide transportation of heavy lift and project cargo

- World leading heavy lift and project cargo shipping company since 1973
- Fleet of 10 heavy lift vessels and 4 (of which 2 DP2 prepared) module carriers
- DWT from 8.600 to 20.675 mt
- Lifting capacities up to 2,200 mt in tandem
- Ro-Ro capacity up to 16,000 mt a piece
- Dutch flag







Happy Star installing jackets





BigLift Baffin transporting jacket and topside for Renewables industry



## SEVENSTAR YACHT TRANSPORT

**Worldwide yacht transport**

- World leading provider of yacht transportation services on a lift-on, lift-off basis
- Around 2,000 yachts transported annually
- Utilizing fleet of Spliethoff, BigLift Shipping and Transfennica as well as other carriers
- Expanding in the growing economies of Asia, South America and Africa
- Dedicated partnership with DYT Yacht Transport





Two Spliethoff vessels and one DYT vessel loading yachts





Dedicated partner of Sevenstar Yacht Transport operates two semi-submersible vessels



### Short sea shipping of dry and project cargo

- One of the world's oldest shipping companies, established in 1855
- 35 multi-purpose vessels from 2,200 to 5,800 mt DWT
- Navigation area: mostly in Scandinavia, the Baltic States, Western Europe and the Mediterranean from the White Sea to the Black Sea
- Specialized in Short Sea Shipping of timber and timber products, peatmoss, steel sheets and cables, wheat, fertilisers, aluminium, general cargo and bulk bags, containers, project cargo, including steel tanks and (heavy) crane components







## ForestWave

**Fast-growing full-service maritime and offshore logistics provider.**

- Established in 2003
- Short sea and worldwide multipurpose shipping
- 30 versatile vessels (5,000 to 12,500 DWT)
- Modern fleet operating across various markets
- DWT 5.000 to 12.500 ton
- Headquartered in the Netherlands, with offices in the UK and Spain
- DP vessels for enhanced efficiency
- Expansion plans
- Dutch flag







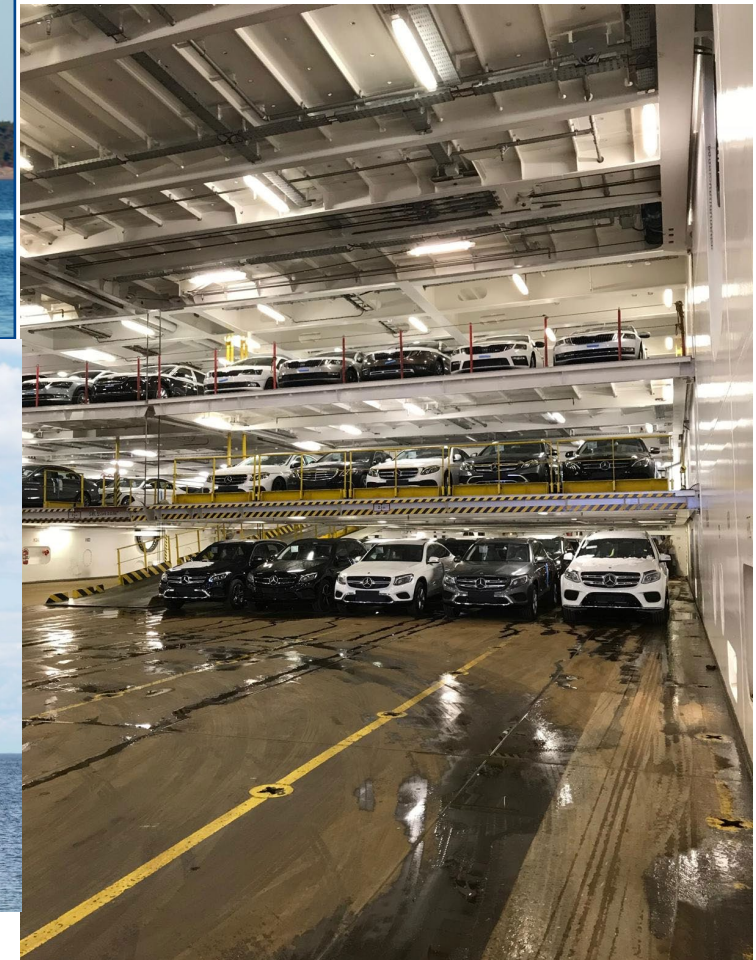
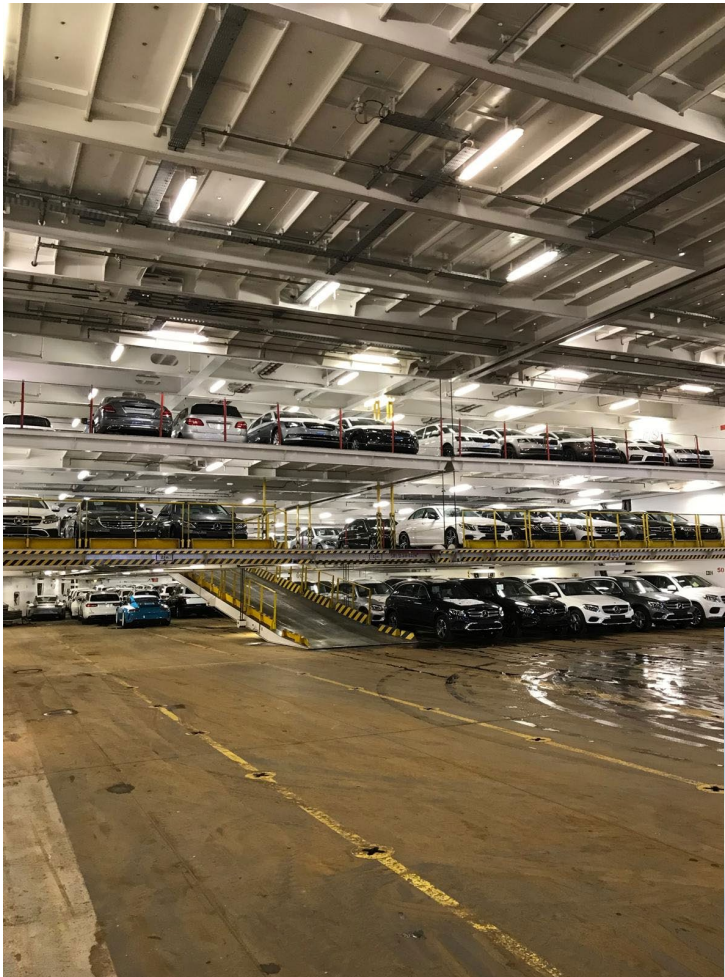




**Liner-shipping carriers operating a multi-purpose fleet of 6 Con-Ro vessels and 9 Ro-Ro vessels**

- Established in 1976, resp. 1897
- Liner services between continental Europe, Estonia and Finland
- DWT 6.067 tot 17.564 ton
- Tonnage provider (mainly Europe)
- All vessels are ice-strengthened to ice-class 1A Super
- Capacities until 3,000 'lane meters' per vessel plus car-decks
- Fleet suited for practically any general cargo, also EV
- Dutch and Finnish flag
- About 30.000 cars for 2025, but room for more.





Bore Sea and Song  
-Hoistable and fixed car-decks  
in lower hold and Maindeck



# TRANSFENNICA

82

Mayor Carports

Zeebrugge Connections to

Hanko, Kotka, Rauma  
Paldiski

Antwerp

Hanko, Kotka, Rauma  
Paldiski

Tilbury

Hanko, Kotka, Rauma  
Paldiski

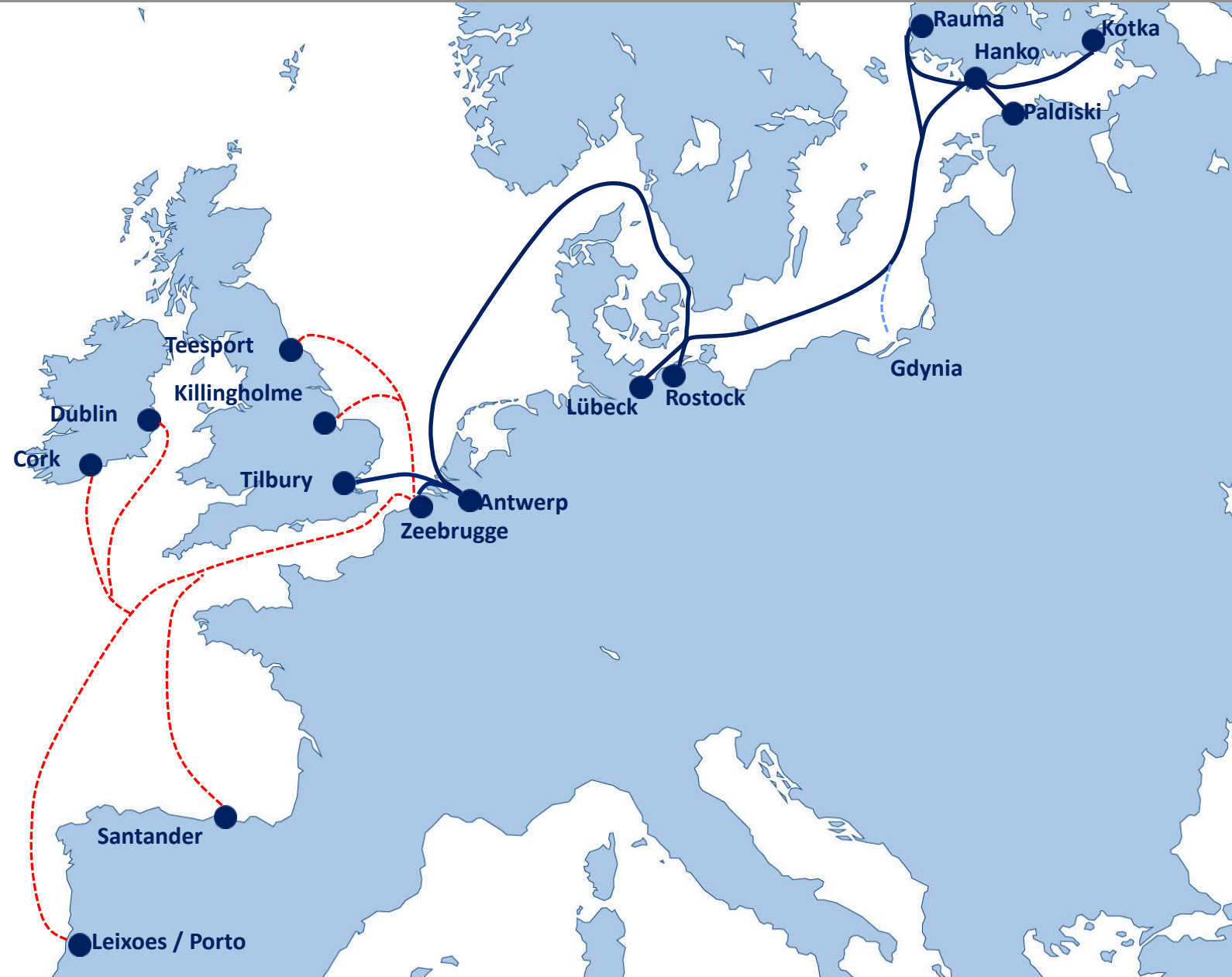
Luebeck

Hanko, Kotka, Rauma  
Paldiski

Tilbury

Antwerp  
Hanko, Kotka, Rauma  
Paldiski

Santander and Porto, via Zeebrugge.





THANK YOU FOR YOUR ATTENTION Questions?

83










# Presentation by sponsor

Auto Uttera

# ***Auto-Uutera – Management***

Management Team of Auto-Uutera Oy				
Perttu Piri	Johan Sandin	Aki Karppinen	Lasse Niemi	Timo Kortesmaa
				
<b>CEO of Auto-Uutera</b>	<b>Head of Finance and Admin</b>	<b>Head of ICT and Development</b>	<b>Head of Operations</b>	<b>Head of Sales and Marketing</b>
Chair of the Board in Freeport of Finland Ltd	Member of the Board in Freeport of Finland Ltd	Member of the Board in Freeport of Finland Ltd		
All Management Team Members are shareholders in AU Group				







***Auto-Uttera***

*Diligence since 1945*

Celebrating **80** Years in 2025

# AU-Group – Key milestones from 1945 to 2025

- Auto-Uuttera has serviced the Finnish automotive sector for 80 years with exceptional strong customer relationships with top vehicle brands.



## 1945 UUTTERA

Uuttera was established as forwarding company for a Finnish Industrial company and trade house **Helkama**

## 1952

Uuttera starts Skoda arrival operations for Helkama in Hanko



## 1960 FREEPORT OF FINLAND

Freeport of Finland Ltd was established in Hanko with Uuttera as one of the founding shareholders.



## 2001 ASSISTOR

Veho Hanko Vehicle Logistics Operations was incorporated to Assistor Oy Ab

## 1975

Cooperation with **Ford** and **BMW** starts

## 1966

**Veho** starts Mercedes Benz vehicle logistics operations in Hanko

2001 =>  
Customer base starts to increase.

Cooperation starts with **Toyota, Lexus, Mini, Mazda, Jaguar** and **Land Rover**

## 2001-2008

Rapidly booming transit volumes with nearly **400.000 vehicles per year** via Hanko to Russia and Central Asia.  
**1,6 million transit vehicles** handled via Hanko between 2001-2008.

## 2022 =>

Cooperation with Chinese EV-brands starts to grow.  
Cooperation starts with **Maxus, BYD, Jag, MG, SMART, Seres, Skywell, XPeng**



## 2019

Assistor Vehicle Logistics merger with Uuttera, creating **Assistor-Uuttera Oy**.

Assistor-Uuttera becomes as majority owner of **Freeport of Finland Ltd**.

## 2013

Assistor starts its vehicle transport operations in cooperation with Autolink

## 2010-2011

**Motortrans** and **Avelon** compound operations merger to **Assistor**

## 2023

**Assistor-Uuttera** majority ownership changes from Veho to AU operative management

## 2024

Assistor-Uuttera change of name to **Auto-Uuttera Oy**

## 2025

Auto-Uuttera starts Finnish domestic vehicle transports with own fleet. Cooperation with partners continues.



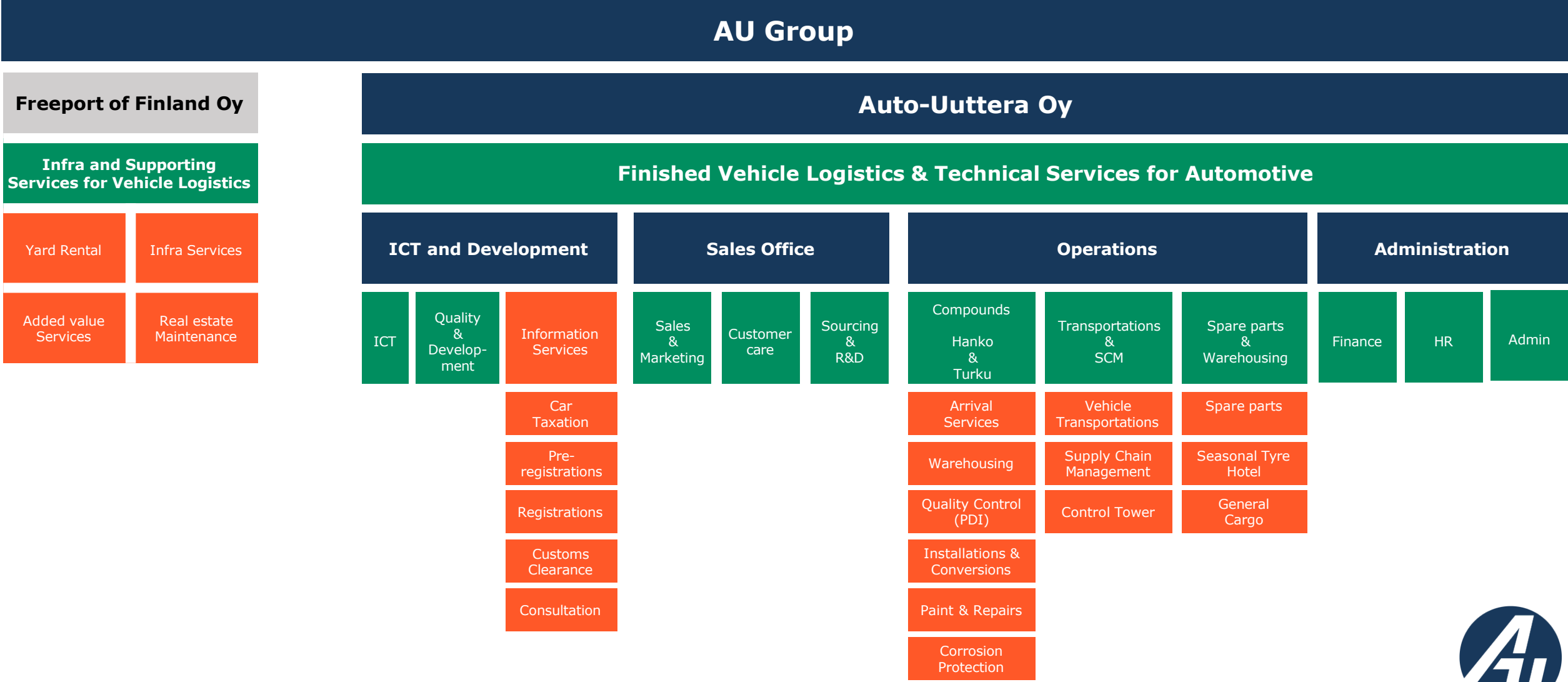
**Auto-Uuttera**

*Diligence since 1945*

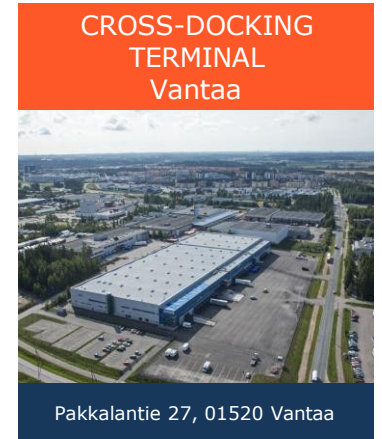
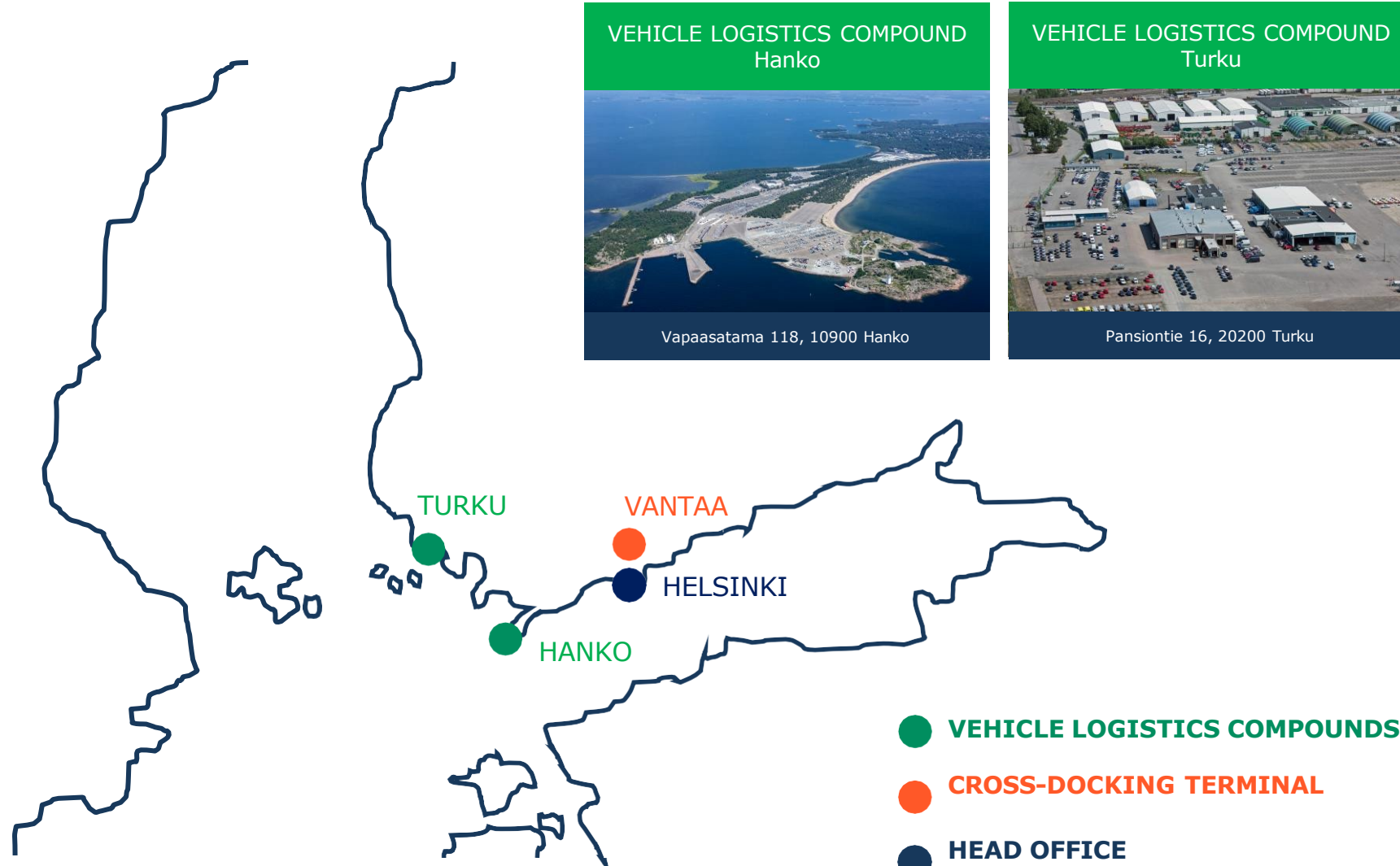




# AU Group – Functions & Services



# Auto-Uuttera – Locations



- **VEHICLE LOGISTICS COMPOUNDS**
- **CROSS-DOCKING TERMINAL**
- **HEAD OFFICE**





# Auto-Uuttera – Hanko

- AU Hanko Compound indoor premises are ~20.000 m2 including:
  - PDI & Installation facilities
  - Corrosion protection facilities
  - Automatic washing line & hand washing
  - Warehouse for spare-parts
  - Tire hotel for seasonal tires
  - Paint-shop & body-shop (AU house service provider)
  - Offices
- Currently ~18 HA yard areas in use (100% asphalted)
  - Warehousing space for over 7 000 vehicles and more space available
  - ~70 charging places for electric vehicles
  - Re-fueling stations for gasoline, diesel and bio-diesel
  - Railway wagon loading ramp
  - Truck loading operations 24/7
- The compound is secured with fencing, modern camera surveillance and 24/7 manned security patrolling



# ***Auto-Uuttera – Turku***

- AU Turku Compound indoor premises are ~4 500 m2 including:
  - PDI & installation facilities
  - Automatic washing line and hand washing
  - Warehouse for spare-parts
  - Own paint-shop & body-shop
  - Office
- Total land area of ~8.5 HA (mainly asphalted)
  - Warehousing space for 3 400 vehicles and more space available)
  - Several Charging places for EV ´s
  - Re-fueling station for gasoline and diesel
  - Truck loading operations 24/7
- The compound is secured with fencing and 24/7 electric surveillance & security patrolling



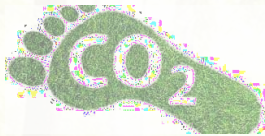
Auto-Uuttera  
PDI  
INSTALLATIONS



# ***Sustainable vehicle logistics at Auto-Uttera***

- Auto-Uttera (AU) commits to sustainable and responsible operations by adhering to legal standards, ethical business practices, and core company values.
- AU aims to be a pioneer in sustainability in the vehicle logistics sector, especially in terms of the environment. We invest in sustainable development in all areas of ESG (Environment, Social and Governance).

## *Metrics and AU's targets:*



- **2021-2024 60,9% decrease of Co2 emissions\***
- **Continuous reduction of Co2 emissions\***

\*GHG Scope 1 & 2



- **Satisfied and committed employees**
- **Employee churn < 5% (4,6% in 2024)**



- **Recycling rate > 60% in 2024**
- **Targeting 70% in 2025**



- **Safety@Work as a priority!**
- **TRIF\* <40 incidents/million working hours**

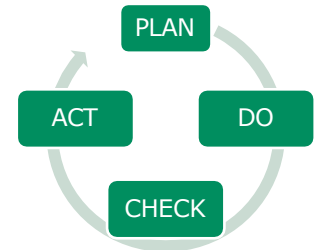
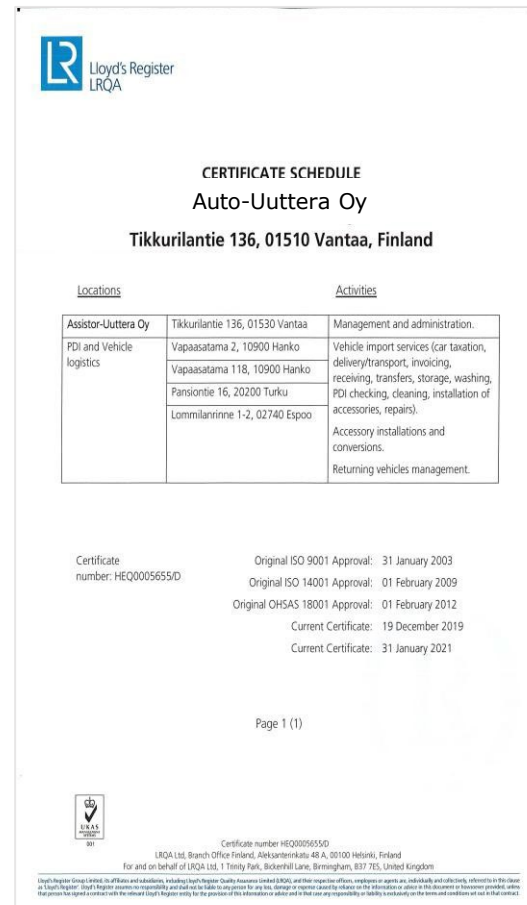
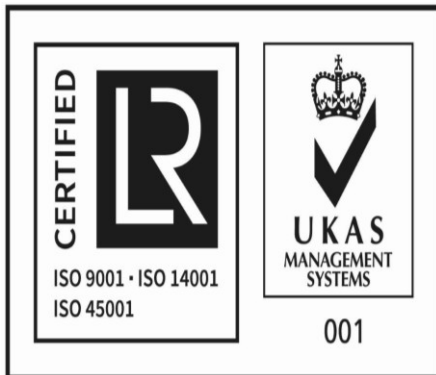
\*TRIF = Total Recordable Incident Frequency



# Auto-Uuttera Quality systems & Certificates

- Auto-Uuttera is committed to working in accordance with **ISO 9001, ISO 14001, ISO 45001, COP, AQAP, TISAX** quality systems as well as with standards of **AEO**.

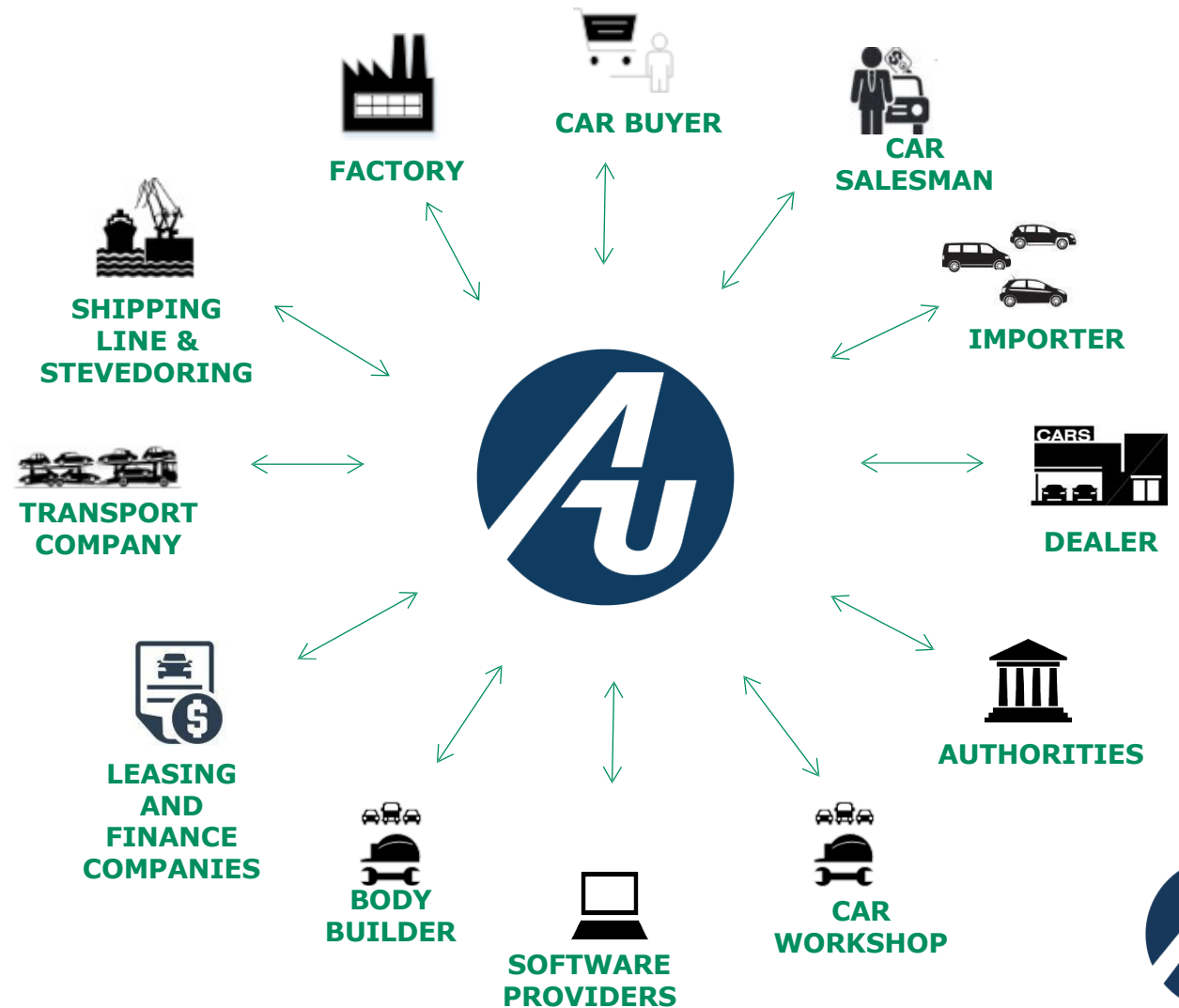
✓ Quarterly internal 5S-auditing covering all operations





# ***Auto-Utterer's ICT setup enables sharing information with various stakeholders***

- Since 2017 AU's ICT system is **based on Microsoft Dynamics 365**, and is well capable of fulfilling the requirements and needs of the future automotive industry.
- The system it is built on Azure, utilising the benefits of Microsoft **Application Platform solutions**.
- Our modern ICT environment allows **uncomplicated and fast integration into a wide range of stakeholder systems** facilitating real time information sharing.



# ***Customer satisfaction***

- **Auto-Uutera Customer Satisfaction Survey 2025:**

- NPS-rating (Net Promotion Score) (-100/+100): **+69**
- The overall customer satisfaction rating (1-5): **4.45**





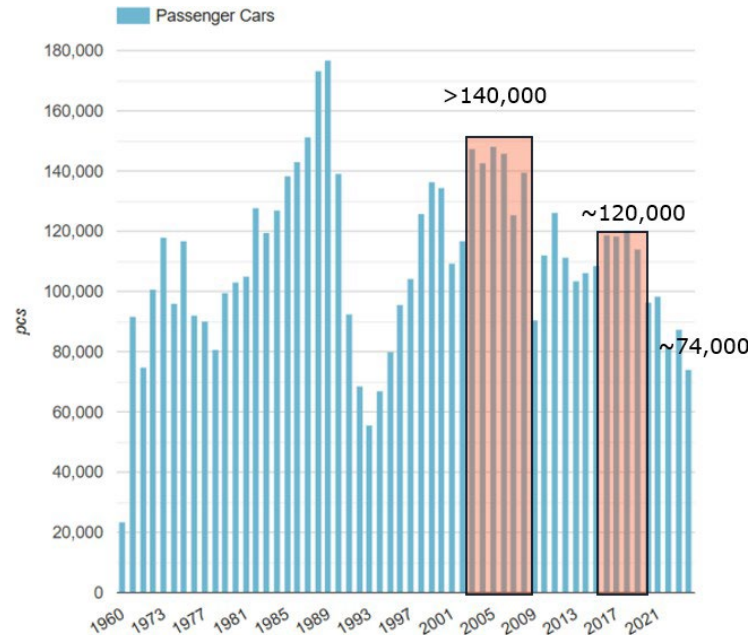
# ***Status of the automotive market in Finland***

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*September 2025*



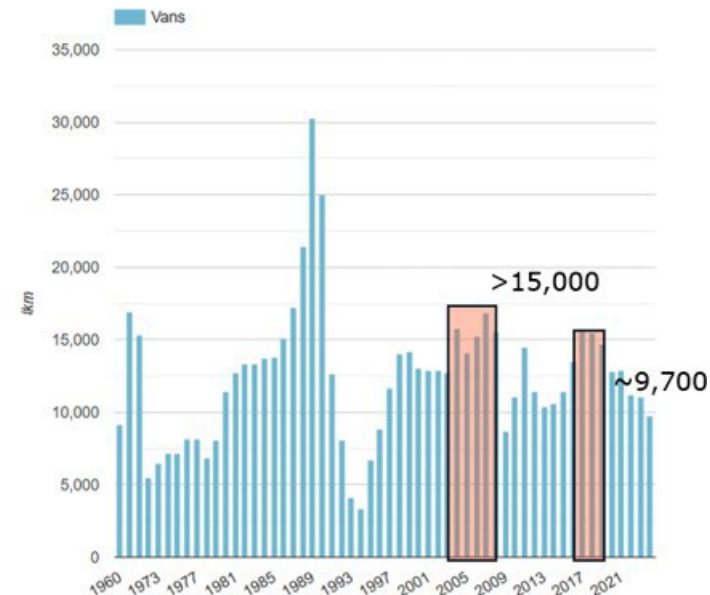
# *New car and van registrations in Finland at lowest level in 30 years*



Date: 17.4.2025 9:46

Source: Tilastokeskus

- The recession of Finnish economy during the past two years
- Uncertainty caused by the economic situation
- General uncertainty caused by the world situation
- Weak business and consumer confidence level
- The sharply increased prices; the average price of a new car, calculated with the tax value, has risen by almost 53% from 2014 to 2024



Date: 17.4.2025 9:46

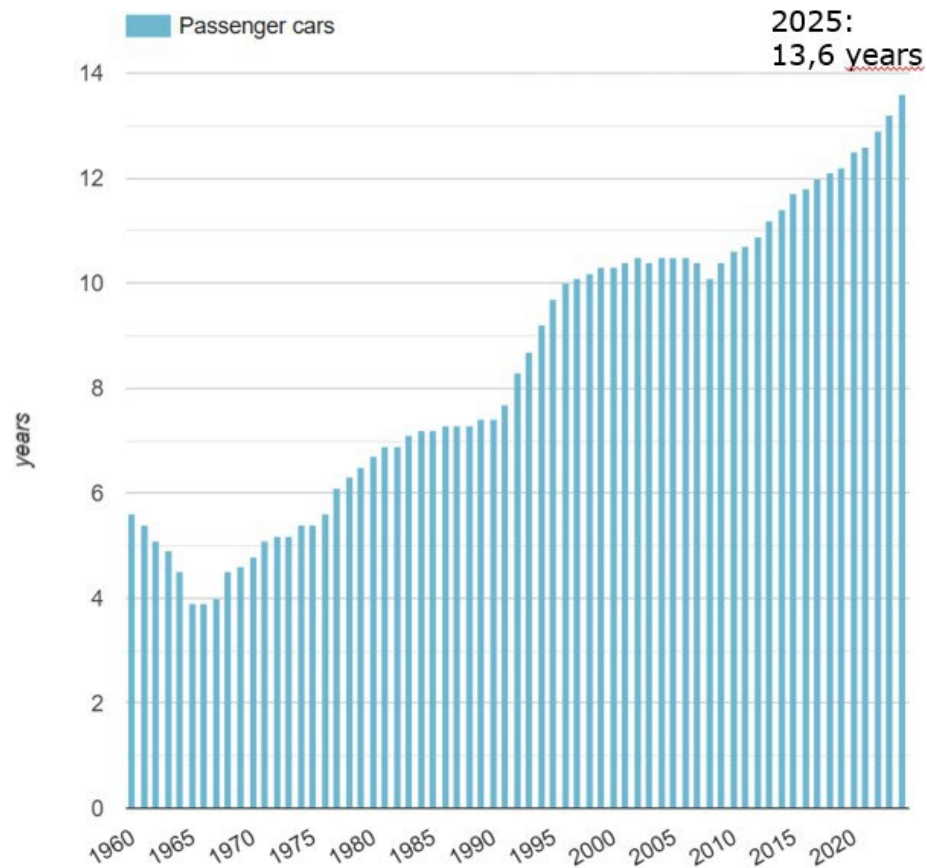
Source: Tilastokeskus

- High inflation level and interest rates in recent years
- Challenging model range guide choices. Affordable options under 20,000 euros are missing from the new car market.
- Powertrain changes cause uncertainty; should I choose a new EV, PHEV, traditional internal combustion engine car, or postpone the decision?
- Used cars are an option for many, and imported cars from Central Europe are attractive in terms of price.

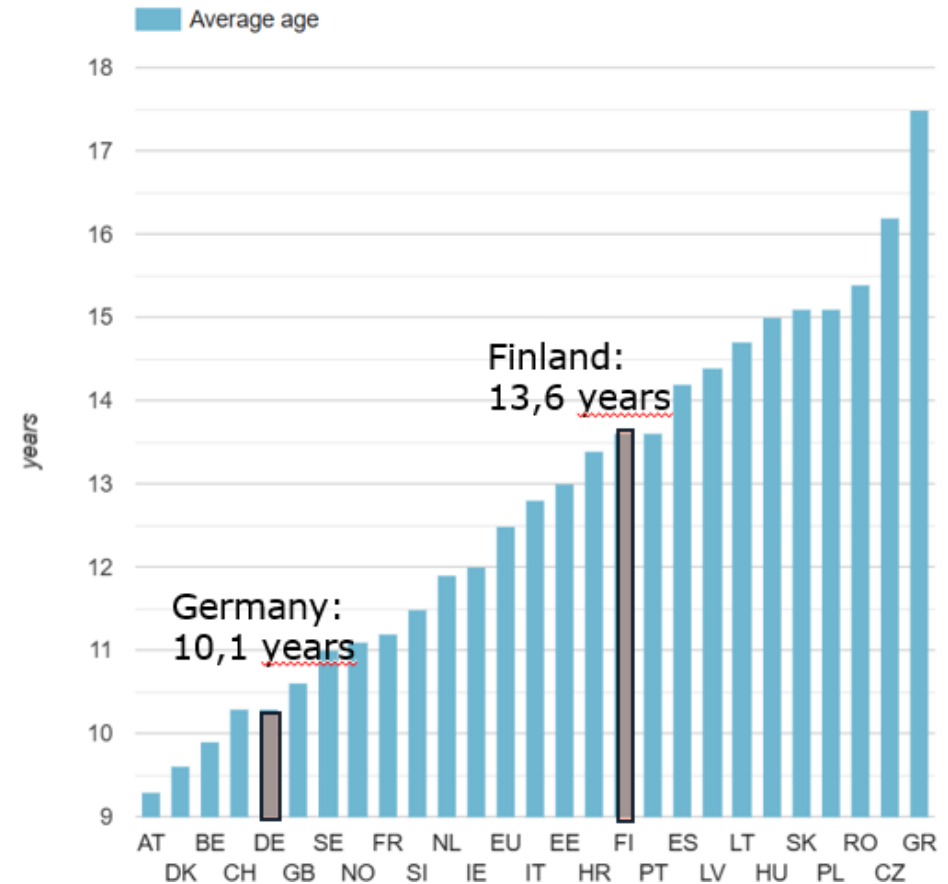


# Age of passenger cars is increasing

Average age of passenger cars in use in Finland



Average age of passenger cars in use in Europe



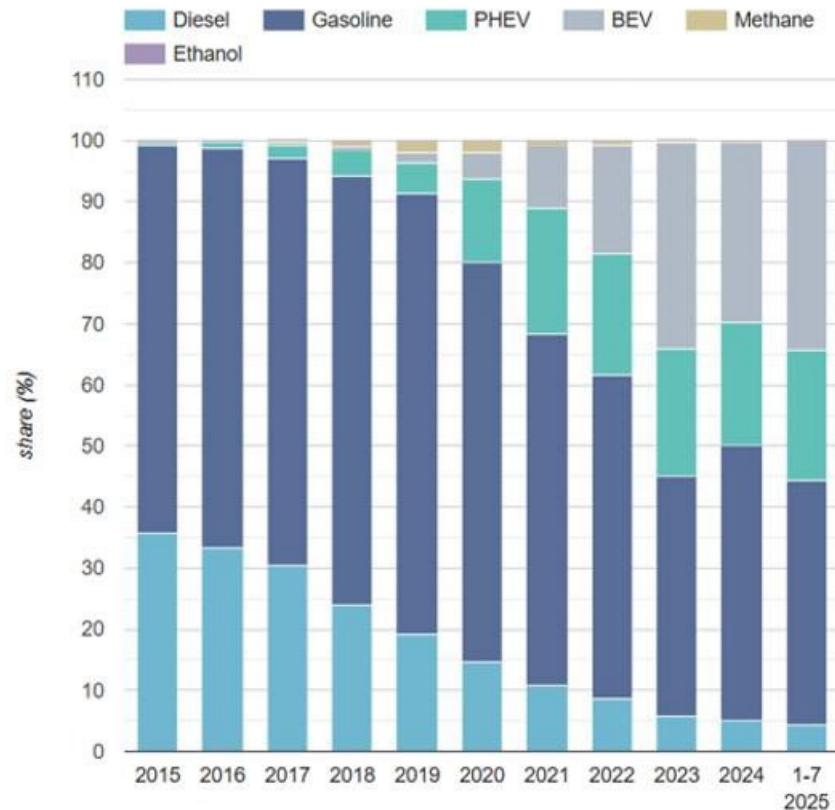
Date: 30.1.2025 15:27

Source: Traficom, Tilastokeskus

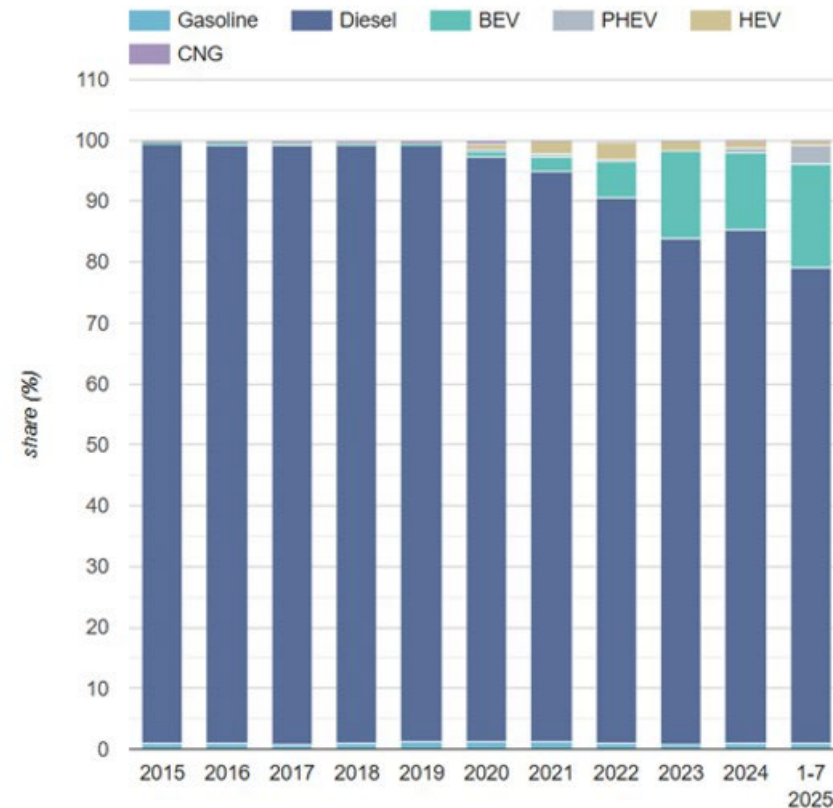


# *The electrification of the vehicle fleet has accelerated*

New registered passenger cars in Finland by fuel type, share (%)



New registered vans in Finland by fuel type, share (%)



Source: Netwheels and Traficom

- On a European scale, Finland ranks well when comparing the share of plug-in passenger cars in first-time registrations. Only Norway, Denmark and Sweden are ahead of Finland this year.
- One fifth of first-time registrations of vans are plug-in.





# ***Consumer confidence in August 2025***

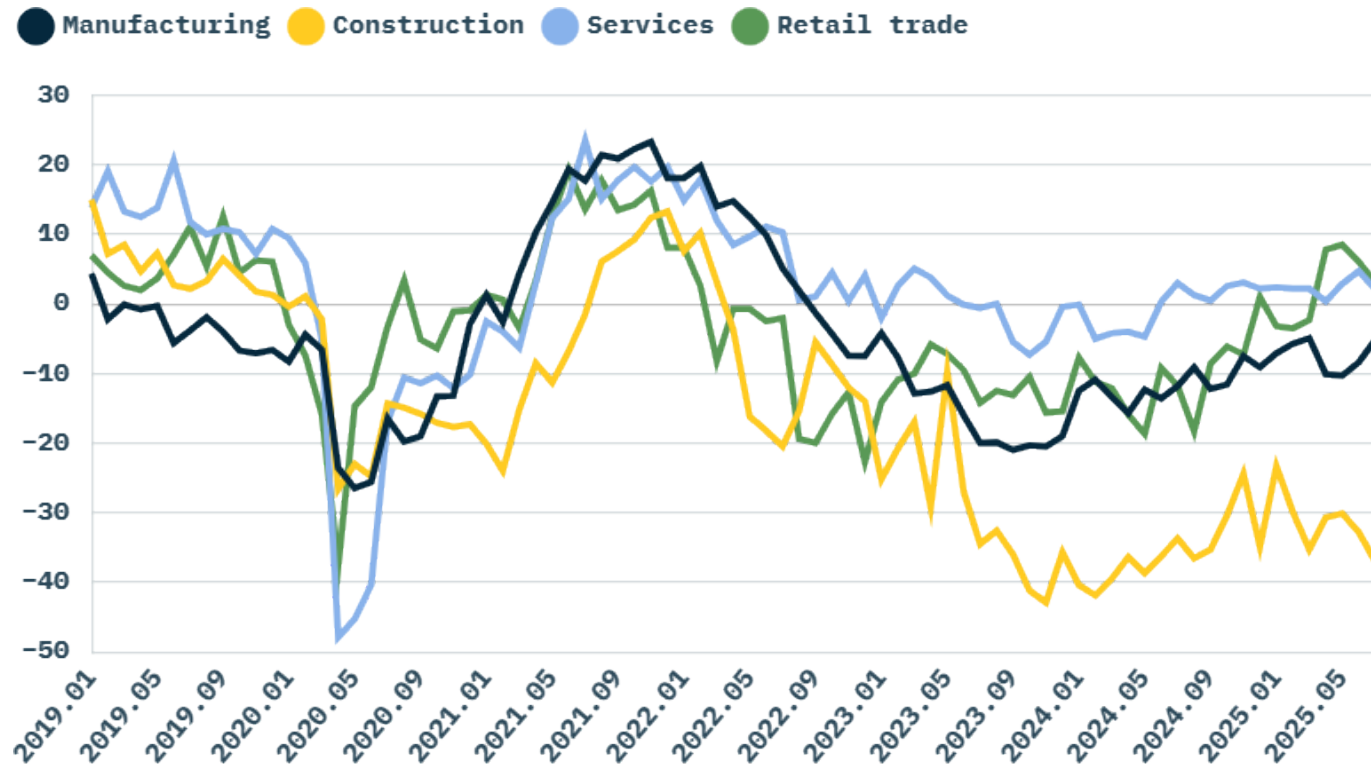
- Views concerning one's own economy at present improved slightly in August 2025 compared to the previous month but were still subdued. Consumers' expectations concerning their own economy in 12 months' time remained unchanged and cautious.
- **The time was regarded very unfavorable for buying durable goods and intentions to spend money on consumption were quite low, but intentions to raise a loan increased.**
- Expectations concerning the general development of unemployment remained pessimistic, and consumers felt that their personal threat of unemployment was fairly high.
- **Consumers' views on their own financial situation were fairly bright and estimates about inflation were falling slightly.**

Source: Statistics Finland, Consumer Confidence



# ***Positive signs in Finnish economic confidence indicators***

- Business confidence in Finland was rising in August 2025. Only the retail sector declined slightly.



# ***Finnish new car sales: growth drivers and threats***

## **Positive signs:**

- According to economic forecasts, the economy is turning to cautious growth
- **As the economy improves, consumer and business confidence is increasing**
- **Energy price fluctuations have leveled off**
- **Interest rates are at a moderate level**
- **Inflation is low**
- Customer orders for new cars are growing
- First registrations of vans have been growing in the first half of the year
- The range of more affordable electric cars is growing
- The incentive for fully electric company cars continues
- Scrap bonus campaign coming for old cars

## **Negative signs:**

- **Unemployment still high (9.6%)**
- Unstable customs tariff policy
- Threat of trade war
- **Consumer confidence still weak**
- New passenger car registrations lag behind last year
- Change in emissions measurement method for plug-in hybrids
- Used car imports continue to be strong, weakening demand for new cars





***THANK YOU!***





***Auto-Uttera***

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*Diligence since 1945*

# Roundtable discussion

Current challenges for the maritime sector and the industry  
*Update on the market situation*



# Update on ECG activities

ECG

# Vessel schedule standardisation

# Project concept – why standardisation is needed?

## Background

- There is no uniformly share schedule information among carriers.
- For customers, getting clarity on vessel voyage information, such as scheduled arrival and departure and routing changes, is essential for planning subsequent operations activities.

## Objectives

- A Ro-Ro specific vessel schedule standard document published by ECG, with the support of other associations as needed.
- Develop methodologies for the exchange of the vessel schedules based on maritime industry good practices and available documentation provided by the DCSA.



# Project phases

Phase I

Phase II

Phase III

- Vessel schedule document layout and format
- Data list for the vessel schedule document
- Means of sharing vessel schedule information

Port call planning where all actors active in the port are involved and need to be informed on the vessel's arrival planning

Transport cargo information included

# Vessel schedule analysis



## Essential data

- Port name
- UN code of the port
- Vessel name
- IMO Number of the vessel
- ETA at Pilot Station
- ETA at berth
- ETA start of operations
- Date and time of emission of the document
- Voyage Number

## Repeat for departure

- ETD at Pilot Station
- ETD at berth
- ETD end of operations

## Optional data

- ETA at lock
- ETD at lock
- Terminal
- Voyage status
- Tonnage
- Remarks
- Etc.

# Input on the Maritime Strategy



# Commission to set priorities for the maritime sector

## Background

- European Commission published an open call for consultation on the upcoming Maritime Industrial Strategy.
- The initial proposal of the Strategy will be published by Commission in Q4 2025.
- ECG submitted a response on the upcoming strategy highlighting three priorities

Upscaling the production of alternative fuels

Ensuring that ETS revenues are back to the shipping sector

Alignment with the IMO standards, especially new standard on fuel to avoid double charging

# ECG Conference

# Register now!



## Changing Technology in a Changing World: The Power of Efficiency Through Innovation in FVL

16-17 October  
Amsterdam, Netherlands

**Registrations are now open!**



Almost 400 people already registered, including 50 OEMs



# Agenda

## Session I

Market Outlook &  
Strategic Trends

## Session II

Global Perspective

## Session III

Technology Transformation  
in Logistics

### **Keynote speakers announced:**

Major General Ulf  
Haeussler, Director  
Operations and  
Planning Division, NATO

Klaus Zellmer, CEO,  
Škoda

# AOB and next meetings

ECG

# Next Maritime & Ports meeting(s)

**Suggestions for visits in 2026?**



# Topics for the Maritime & Ports meeting(s)

Is there any topic/analysis that this group should work on?

# Thank you for attending

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