

DID YOU KNOW

- The Finnish Transport Agency uses yearly over 10 million euros for the maintenance of Saimaa Canal and Saimaa waterways.
- With the current traffic volumes the utilization percentage of the Saimaa Canal is about 25-30% and utilization of Saimaa waterways is about 1 %.
- Vessels that operate in the Saimaa waterway can be transport cargo directly to Europe as far as France or England without additional material handling operations
- Customers of shipping companies consider Saimaa vessel traffic to be very environmentally friendly and safe transport mode with only few accidents in its history.
- Shippers are very pleased with the port operations and other supporting operations in the supply chain.
- Shipping companies' freight rates and port operators handling costs are very competitive.
- All inland ports in the Saimaa area have excellent road and railway connections. For example they have the same railway gauge with Russia and a fast railway connection to China. [approximately 11 days]

THE SAIMAA INLAND WATERWAY

"Economic Order Quantity, optimal transport frequency and knowhow in material handling are the key success factors why the Inland water way is good way of transporting. Also the cost of first and last mile is benefits for Inland water way transport..."

– Managing director Ari Mononen, Scanpole/Iivari Mononen Group

"Scheduling of vessels has been very easy, because vessel that operates in Inland water transport is easy to get. Advantage compared to sea ports is that there is always free space in inland port where to unload the cargo. That means no waiting and demurrage costs for the shipper. This means excellent supply certainty for our customers..."

– Logistic manager Risto Kuittinen, Embra Oy/CEMEX

"For our company Lake Saimaa inland water way transport is not seen as separate transport mode but considered as equal shipping mode to our sea port shipments. When the plant is situated at the lakeside, shipping via Lake Saimaa is the natural, most efficient and environmentally friendly mode of transport. Direct shipments from our inland plant to our customer's terminals reduce the number of handling of our cargoes preserving the cargo quality and keeping the intermediate handling and storage costs down."

– Maritime Transport Manager Anna Näsi, Yara Finland Oy

Export companies benefit from the Saimaa inland waterway

The Saimaa inland waterway is located in four regions in eastern Finland and, its inland ports such as the ports of Joensuu, Lap-
peenranta and Mikkeli are open for traffic 300 days a year.

Travel time of vessels from northern Saimaa to sea ports in Central Europe is 4-5 days. In addition, one of the advantages of the wa-
terway is its central location when operating in the Russia-Kazakhstan-China axis and on the other hand in northern Finland, Sweden
and Norway. In these cases, short travel time and same railway gauge used in the countries are clear advantages to the operators.

Saimaa has 770 kilometers of 4.35 meter deep waterways for vessels.

The benefits of Saimaa vessel traffic include short first and last mile connections, very competitive price of warehousing and con-
gestion free waterways and ports. These factors together with professional workforce in the area ensure that schedules are ad-
hered to and costs are kept reasonable in the supply chains.

Current situation:

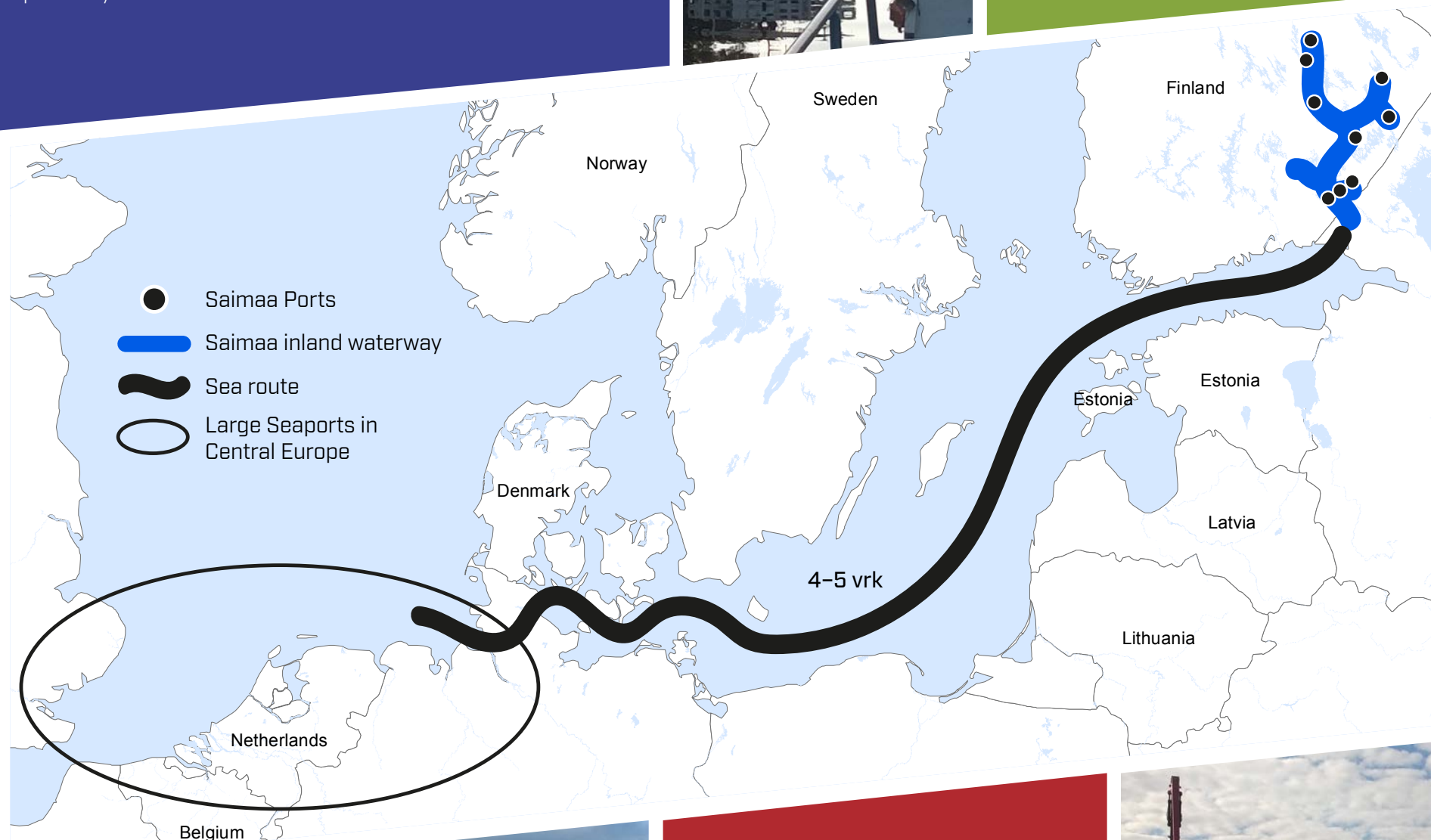
- Open for vessel traffic 300 days a year
- Travel time from northern Saimaa to sea ports in Europe is 5 days
- Vessel dimensions 82.5 X 12.6 meters
- Maximum draught 4.35m
- 2500 tons/vessel
- Competitive, efficient and modern material handling equipment in inland ports

The Saimaa inland waterway and Canal develop in the near future

Ongoing projects in the Saimaa Canal and planned improvements to icebreaking operations can
lengthen the annual activity of foreign traffic to 330 days in the next 3 years. Future plans for the
vessel traffic in Saimaa in the near future include increasing the maximum vessel length by 10 me-
ters, increasing the maximum draught to 4.45 meters and construction of a new ice-breaking bow
designed to break a 12.6 meters wide fairway for vessels during the winter season.

If these plans are realized:

- Open for vessel traffic 330 days a year
- 12.6 m wide fairway in winter
- Vessel size 92X12,6 meters
- Maximum draught 4.45m
- 3100 tons/vessel



More information:

- Saimaa ports
- Regional council of South Karelia
- South Savo Regional Council
- Regional Council of North Karelia
- Regional Council of Pohjois-Savo
- South Karelian Chamber of Commerce
- North Karelia Chamber of Commerce

Shippers in Saimaa traffic

- StoraEnso
- Mondo minerals
- Yara
- Embra/Cemex
- Kemira
- UPM
- Ovako
- ScanPole/Iivari Mononen Group
- PankaBoard

Service providers:

- Joensuuin laivas
- Saimaa Terminals
- Savosteve
- CSC Port agency
- Helsinki chartering
- Rhenus logistics
- Wagenborg shipping
- Meriaura
- Finshipping
- Prima shipping
- Mopro
- Meriaura

