



PORT OF
NAANTALI
FINLAND

SUSTAINABLE DEVELOPMENT

**Sustainable
Development**

AT THE PORT OF NAANTALI

Sustainable Development

A responsible hub for industry, logistics and maritime transport

Sustainable development is a key strategic priority at the Port of Naantali. Climate change, environmental responsibility and societal expectations increasingly shape port operations, logistics and industrial value chains. At the Port of Naantali, sustainability is approached as a long-term commitment that supports operational continuity, competitiveness and resilience.

The Port's sustainability work is based on balancing economic performance, environmental responsibility and social well-being. Efficient and profitable operations enable continuous improvement, while responsible environmental practices and safe working conditions create lasting value for stakeholders and the surrounding region.

The role of ports in a sustainable society

Ports play a vital role in global trade, national security of supply and regional economic development. As nodes connecting maritime and land-based transport, ports enable industrial flows and support surrounding industries. The Port of Naantali serves a diverse industrial ecosystem, with several operators directly integrated into the port area through pipelines conveyors and other technical logistics solutions. This integration enables efficient logistics operations in all conditions.



Through responsible operations and close cooperation with stakeholders, the Port of Naantali contributes to regional prosperity and the reliability of critical logistics infrastructure.

Environmental responsibility in daily operations

Environmental considerations are an integral part of the Port of Naantali's daily operations and long-term development. Environmental impacts are systematically assessed as part of investment planning, construction projects and operational changes, with the aim of proactively preventing and minimizing adverse effects. Key focus areas include energy efficiency, emissions reduction, water environment protection, waste management and environmental risk prevention. In practice, this is reflected in concrete operational measures and investments implemented across the port area.

The Port uses carbon-free electricity, providing a strong foundation for emissions reduction and supporting Scope 2 climate objectives. In addition, shore-side electricity (shore power) has been introduced at selected berth, which has already resulted in a significant reduction in emissions from vessel calls, as auxiliary engines can be switched off while vessels are at berth. This demonstrates how targeted infrastructure investments can deliver measurable and effective environmental benefits.

Climate responsibility and emissions management

During the current year, the Port of Naantali will implement comprehensive greenhouse gas emissions accounting process covering Scope 1, Scope 2 and Scope 3 emissions. The Port already calculates

its direct emissions (Scope 1) and energy-related indirect emissions (Scope 2) annually. This year, emissions accounting will be expanded to include value chain emissions (Scope 3), providing a complete and credible overview of the Port's total climate impact. The expanded emissions accounting will provide a robust, data-driven foundation for identifying key emission sources, prioritising reduction measures and supporting transparent climate reporting. In parallel with emissions accounting, the Port of Naantali will prepare a Scope 1–3 climate roadmap during the current year. The roadmap will identify emission reduction opportunities within the Port's own operations as well as across the value chain and support systematic, goal-oriented climate action. The climate roadmap will be based on verified emissions data and will strengthen climate competence within the organisation while supporting long-term strategic decision-making and future investments.

Biodiversity and nature-related competence

To strengthen organizational competence related to nature and biodiversity, the Port of Naantali will implement a tailored biodiversity training programme in 2026. The training will focus on biodiversity and its relevance to port operations, including key biodiversity impacts and dependencies within the port sector, nature-related risks and opportunities, and the regulatory environment affecting port activities. The objective is to increase understanding of biodiversity loss and its implications for business continuity and long-term sustainability, supporting the Port's future biodiversity work.

Water environment protection and stormwater management

Water environment protection is a key priority at the Port of Naantali. Stormwater management is supported by a structured monitoring program and complemented by concrete technical measures implemented at the port area. During 2025, stormwater management was further improved through actions such as the enhancement of shut-off valves and drainage systems, strengthening preparedness for potential incident situations.

To prevent pollutants from entering the marine environment, the Port has piloted stormwater filters designed to capture microplastics and hydrocarbons, installed oil separators at washing areas, and expanded fixed oil spill response points across the port area. These measures support both water protection and the prevention of environmental risks, particularly in a sensitive coastal environment.

Continuous improvement and verified management systems

All port operations are carried out in accordance with valid environmental permits, which set mandatory requirements for emissions, noise, waste management and monitoring. Compliance is supported by certified management systems in accordance with ISO 9001, ISO 14001 and



SMOOTH FLOWS

cargo • people • information

ISO 45001, which are regularly verified through external audits. These systems provide a structured framework for continuous improvement, risk management and responsible port operations.

Transparency and cooperation

The Port of Naantali is committed to transparent reporting on environmental performance and sustainability actions as part of its annual environmental permit reporting. Responsibility is also expected from operators and partners working within the port area, ensuring that sustainability principles are applied consistently across the entire port ecosystem.



Towards a more sustainable port

The Port of Naantali's sustainability work is based on long-term planning, verified data and close co-operation with stakeholders. The implementation of Scope 1–3 emissions accounting, a comprehensive climate roadmap, and biodiversity competence development marks a significant step towards more systematic and impactful sustainability action.

Sustainable development at the Port of Naantali is not defined by individual projects alone, but by an integrated approach where environmental responsibility, operational efficiency and economic viability reinforce one another. Today and for future generations.

Sustainability is a key priority for the Port, supporting smooth and reliable flows of cargo, people and information. By integrating operational efficiency with responsible environmental practices, the Port of Naantali strengthens its long-term competitiveness.





AHOLA TRANSPORT

Goal-oriented sustainability work since the 1990s

Modern technologies

At Ahola Transport, we strongly believe that electricity is the future energy source of the transport industry. Investing in the green transition is a central part of our strategy, and we have implemented several pilot projects using different power sources. These projects have demonstrated that electrification is an operationally sustainable and effective solution.

By the end of 2025, our fleet already included four fully electric trucks, with the third and fourth electric tractor units introduced during the past year. With heavy electric equipment, we can achieve a range of up to 600 kilometres with a combined weight of 50 tonnes at best. Three of our electric vehicles operate regularly across borders, enabling us to accumulate valuable experience in optimising electric transport and route planning. In addition to electrification, we continue to pilot gas-powered vehicles.



“We value our long-standing partnership with the Port of Naantali. It is of paramount importance to us.”

ÅKE NYBLOM, CEO OF AHOLA TRANSPORT

A strong investment year supports growth

The year 2025 marked a record investment year for our company: we acquired 100 new trailers and 100 new trucks, and an additional 30 vehicles have already been approved for acquisition in 2026. In 2025, we were also granted the AEO certification, which strengthens the security and efficiency of our international supply chains.

Discussions on environmentally friendly transport options often focus on vehicle technology and energy choices. At Ahola Transport, we have demonstrated that digital solutions play a decisive role in reducing emissions.

“We realised already years ago that with our digitalisation and dynamic logistics concept, we can cut emissions by up to two-thirds even before the first kilometre is driven,” says Åke Nyblom, CEO of Ahola Transport.

A concrete result of our digital development work is emissions reporting based on actual data, directly serving customer needs. Within the Ahola Group, greenhouse gas (GHG) emissions monitoring has been expanded to cover all areas of business operations.

“We recognise the growing demand for emissions reporting. We have excellent capabilities to provide comprehensive data to support our customers’ sustainable operations.”

Systematic environmental work

Ahola Transport aims to continuously develop low-emission transport solutions and reduce the environmental impact of logistics chains. At the core of our environmental programme is the systematic reduction of environmental impact relative to tonne-kilometres produced. One of the most significant achievements of our long-term work is reaching the EU’s 2030 emission targets ten years ahead of schedule. In 2025, our emissions were 24.65 g CO₂e/tkm, clearly below the industry average.

“We continuously strive to improve our environmental efficiency and further reduce emissions. Our goal is to halve emissions by 2030 compared to the 2015 baseline,” Nyblom adds.

Port of Naantali – a gateway to the world

The majority of Ahola Transport’s Nordic traffic passes through the Port of Naantali. Efficient shipping connections and supporting infrastructure are key to ensuring smooth cross-border traffic.

“We value our long-standing partnership with the Port of Naantali. It is of paramount importance to us,” Nyblom states.

Our Naantali location also hosts a transport hub that has been developed over the years to meet the company’s growing needs. A charging station designed for heavy-duty vehicles has been built in connection with the hub, supporting our electrifying fleet and open to all users.

Driver well-being and competence at the core

Ahola Transport has established a Trucker’s Village at its Naantali site, designed based on driver wishes and feedback. The Village offers modern and comfortable social and washing facilities as well as everyday services such as parcel lockers, barber services, and an outdoor gym.

In 2025, operations were further developed by introducing feedback boards at every location, allowing drivers to easily propose improvements to their working environment.

“The strength of Ahola Transport and our entire group lies in our people. Drivers are at the heart of our operations, which is why we continuously invest in their working conditions. It is essential for us that every employee is heard,” Nyblom emphasises.





BLRT REPAIR YARDS

Sustainable Ship Repair in Practice

BLRT REPAIR YARDS - ENSURING THE SEAWORTHINESS AND PERFORMANCE OF YOUR FLEET!

The maritime green transition is often associated with new vessels, new fuels and new technologies. But a large part of that transition will happen on vessels that are already in operation today.

This is where ship repair has a critical role to play.

By maintaining, upgrading and modernising existing vessels, repair yards help extend vessel lifecycles, improve efficiency, reduce emissions and support compliance with new environmental requirements. For BLRT Repair Yards, sustainability is therefore not an abstract ambition, it is part of everyday ship repair practice across our yards in Estonia, Lithuania and Finland.

BLRT Repair Yards brings together a network of ship repair yards operating as part of BLRT Grupp, the largest industrial holding in the Baltic Sea region. Across its yards, the group supports shipowners with repair, maintenance, drydocking, conversion, modernisation

and retrofit projects aimed at ensuring the seaworthiness and performance of the global fleet.

For BLRT Repair Yards, sustainability is not a separate initiative or a statement on paper. It is part of how repair projects are planned, how infrastructure is developed and how daily operations are carried out across the yards. The group continues to invest in cleaner production methods, modern infrastructure, energy-efficient technologies, pollution prevention measures and technical solutions that help shipowners improve the environmental performance of their vessels.

Infrastructure modernisation

Across BLRT Repair Yards, infrastructure investments are an important part of building more sustainable ship repair capacity.

In Naantali, Finland, Turku Repair Yard has completed significant improvements to the bottom of its graving dock, one of the largest in Northern Europe (265 m * 70 m * 7.1 m). The new concrete bottom improves operational safety, supports more flexible vessel positioning, simplifies cleaning processes and creates better conditions for modern surface treatment methods, including silicone-based hull coatings. The dock is also equipped for robotic water jetting, supporting safer, more efficient and more controlled cleaning operations.

In Estonia, Tallinn Shipyard has modernised Floating Dock No. 2. The upgrade included new ballast and pumping systems, improved electrical systems, a modernised fire suppression system, structural steel renewal, improved wastewater collection and a new sewage treatment plant. These improvements strengthen the dock's long-term operational reliability while supporting cleaner and safer ship repair activities.

The newly commissioned 180-metre floating dock with a lifting capacity of 10,000 tons in Tallinn is another step in sustainable capacity building, enabling efficient docking, maintenance and repair for a wide range of vessels while meeting modern environmental requirements.

To support this growing dock capacity, the yard in Tallinn also completed the reconstruction of Quay 21 in 2024: from concept to commissioning in just nine months. The 32-metre quay, with a service area of 1,800 m², was designed to support Floating Docks 2 and 22 and provide greater operational flexibility for shipowners. The project included a reinforced bulwark system, mooring piles for both docks, an integrated utility column for energy supply, and a complex reinforced concrete slab designed to withstand significant dock loads. Around 800 m³ of reinforced concrete was used, while granite boulders were applied in shallow shoreline areas to support stability

and environmental integration.

In Lithuania, Western Shiprepair is also strengthening its future repair capacity with a new floating dock (200 m x 35 m and with a lifting capacity of 15,000 tons). This investment will further support the yard's ability to serve larger and more complex repair, maintenance and modernisation projects in Klaipėda, while contributing to the group's long-term development of efficient and environmentally responsible ship repair infrastructure.

Together, these investments reflect BLRT Grupp's long-term commitment to developing ship repair facilities that support both industrial efficiency and environmental responsibility.

Cleaner surface treatment

Cleaner surface treatment is another important area of development. Across BLRT Repair Yards, high-pressure water jetting is increasingly used as a preferred cleaning solution, reducing airborne particles compared with traditional abrasive blasting and allowing consistent treatment quality in different weather conditions.

Dust-free grit blasting systems with closed-loop technology help limit dust emissions and enable the reuse of abrasive material, improving both environmental performance and working conditions. Modern air-cleaning systems in shot blasting chambers also capture solid particles and prevent them from entering the atmosphere.

Water protection and smart environmental response

Environmental protection around water is especially important for ship repair yards operating in sensitive ports and coastal areas. BLRT Repair Yards uses washing water collection systems during repair activities, together with new-generation containment booms that help prevent oil or pollutants from spreading into the sea. Emergency response stations are located by berths and equipped with upgraded oil spill response vessels, allowing teams to react quickly if needed.

In Tallinn, the MC4000 autonomous electric-powered robot is now operational and supports a cleaner, faster and safer response to oil and pollution in shipyard basins. Equipped with smart sensors, the robot is an example of how digital and autonomous technologies can be applied not only to vessel operations, but also to environmental management within ship repair facilities

Energy efficiency and smarter production

Energy efficiency is also part of the group's daily sustainability work. Older equipment is gradually being replaced with greener alternatives, including gas and battery-powered forklifts. Lighting, heating and ventilation systems have been upgraded across the yards, and vessels docked at BLRT Repair Yards are connected to shore power, helping reduce the use of onboard diesel generators while at berth. Sustainability also extends into production. Robotic welding systems, such as the PEMA VRWP-X2, support higher precision,

reduced material waste and lower energy consumption, while also improving working conditions and safety for employees.

Automated weather monitoring systems further help teams make informed operational decisions by tracking wind, temperature, precipitation and other conditions in real time.

Supporting ship-owners with greener fleet solutions

At the same time, BLRT Repair Yards helps shipowners improve the environmental performance of their vessels through practical retrofit and modernisation solutions. These include sili-

cone-based hull coatings, graphene-based coatings for hulls and propellers, SCR systems, energy-saving devices, air lubrication systems, scrubbers, wind-assisted propulsion systems etc. Each project is planned with attention to the vessel's existing systems, operational profile and regulatory requirements.

A strong example is the award-winning transformation of Sea-Cargo AS's Trans Hav at Western Shiprepair in Klaipėda. The project showed how an existing vessel can be upgraded with modern efficiency and emissions-reduction solutions instead of being replaced.

Together with her sister vessel, Trans Sol, the transformation combined advanced engineering, sustainability-driven solutions and close cooperation between all partners. Upgrade of each vessel included propulsion optimisation, emissions-reduction technologies, hybrid-ready systems, solar panels, a new covered weather deck and foundations prepared for future wind-assisted propulsion.

The project was recognized at the Shippax Ferry Conference 2026 with a Shippax RoRo Award, highlighting how existing vessels can be modernised to meet future operational and environmental demands while extending their lifecycle.

The green transition in shipping is not only about building new vessels. It is also about improving the existing fleet: extending vessel lifecycles, reducing emissions, improving efficiency and helping ships remain compliant, reliable and ready for future operations.

Across its yards in Estonia, Lithuania and Finland, BLRT Repair Yards continues to prove that sustainable shipping is not only built from scratch. It is also repaired, modernised and made safe and ready for the next chapter.



■ Robotic welding system



■ Dust-free grit blasting system



TURUN SEUDUN ENERGIA TUOTANTO (TSE)

Heat for homes and energy for industry

Turun Seudun Energiantuotanto (TSE) produces district heat for customers in the Turku region and electricity for the market. The company's mission is to ensure that the region's basic heat demand is met economically, efficiently and sustainably. At the same time, TSE is developing its energy production towards an increasingly flexible and low-emission system in which the share of renewable energy grows and energy efficiency improves.

The power plant area located in Naantali is at the core of TSE's operations. Its location in the immediate vicinity of the Port of Naantali has been a decisive enabler of power plant operations throughout its history, as the fuel and material flows passing through the port have ensured the continuity of energy production. The location and cooperation with operators in the area also provide a foundation for developing the area in the future.

The foundation of TSE's energy production has changed significantly over the past decade. The multi-fuel power plant commissioned in 2017 enabled a transition towards lower-emission production, in which district heat and electricity are produced mainly with renewable and recycled fuels. Today, the most important fuels in energy production are biofuels made from forest industry side streams, such as wood chips, bark and sawdust. These are complemented by recycled fuels, electric production and, to a lesser extent, other fuels.

For a long time, Turun Seudun Energiantuotanto has been moving towards a goal in which combustion-based heat production is supplemented and replaced by energy produced with electricity and waste heat.

The electric steam boilers that have been located in the Naantali power plant area for decades have also been brought into district heating use in recent years to complement the broad production base. Its role is to convert electricity directly into district heat, particularly when there is plenty of affordable and low-emission electricity available on the market. This reduces fuel consumption, lowers emissions and improves the flexibility of the entire energy system. The change in the fuel structure has significantly reduced the carbon dioxide emissions from TSE's energy production. The role of coal has diminished from its former position as the main fuel to a reserve fuel, used only in exceptional situations.

TSE's long-term objective is to reduce the use of fossil fuels and increase the share of emission-free energy production. At the same time, TSE wants to help create new business opportunities in the Naantali power plant area. In the future, electricity, heat, energy storage and possibly also the hydrogen economy may become increasingly closely interconnected in the area. This would strengthen Naantali's position as an industrial hub for clean energy.

TSE's recent investments form a clear whole: old coal-fired power plants are being phased out, the share of electric heat production is being increased, and the use of renewable fuels is being expanded. At the same time, Naantali is laying the foundation for a new generation of energy and fuel solutions. The existing infrastructure of the port and power plant area provides a strong starting point for this.



FINNLINES

A vital maritime bridge between Finland and Sweden

Finnlines' freight-passenger vessels provide regular transport services between mainland Finland, the Åland Islands and Sweden, between Finland and Germany, between Sweden and Germany, as well as between Sweden and Poland. The company's freight vessels operate in the Baltic Sea, the North Sea, and the Bay of Biscay.

Finnlines' modern and energy-efficient fleet carries both freight and passengers safely and reliably to their destinations.

Finnlines in Naantali

Finnlines began operating the route between Naantali and Kapellskär in 1997. A call at Långnäs in Åland was added to the schedule in 2013. The route forms a crucial maritime link between Finland and Sweden and plays an important role in safeguarding security of supply.

Today, the route is served by two modern freight-passenger vessels of the Superstar class. M/s Finnsirius entered service in 2023, followed by its sister vessel Finnicanopus in 2024. Finnlines offers two daily departures from Naantali. The travel time to Kapellskär is approximately 8-9 hours, while the voyage to Långnäs takes around 5 hours.

Together, the two vessels provide a daily capacity of approximately 1,200 cargo units and can carry up to 1,100 passengers each.

A cruise-level travel experience

Finnicanopus and Finnsirius offer a high-quality travel experience with multiple cabin categories, bars and restaurants, conference facilities, lounge areas, a large tax-free shop, a spa area and activities for children. Panoramic windows showcase the surrounding archipelago and the onboard services create a cruise-level travel experience for passengers.



■ The magnificent Archipelago is present throughout the voyage. Passengers can enjoy the views through large panoramic windows and on sun decks.

Finnlines PLC

Finnlines is a leading shipping operator of freight and passenger services in the Baltic Sea, the North Sea and the Bay of Biscay. The company is a part of the Grimaldi Group, one of the world's largest operators of ro-ro vessels and the largest operator of the Motorways of the Sea in Europe for both passengers and freight.



■ The two Superstars are the largest ro-pax vessels in the Finnlines fleet.

“Finnlines is committed to building a sustainable future for maritime transport and passenger travel”

Environmental responsibility

Environmental responsibility was a key consideration throughout the design and construction of the Superstar vessels, from energy generation to smart lighting management and ventilation. Solutions include:

- An air lubrication system under the hull reduces friction and improves energy efficiency
- High-powered lithium-ion battery units enable the use of renewable energy
- An auto-mooring system speeds up port operations, allowing reduced sailing speeds and fuel savings at sea
- An onshore power supply enables emission-free port calls and reduces noise

Combined with operational measures, these solutions have reduced CO2 emissions by 22 per cent compared to previous Finnlines vessels on the Finland-Sweden route.

Reduced environmental footprint

Finnlines works systematically to reduce its environmental footprint across all operations, with a strong

focus on energy efficiency and emission reductions. A certified ISO 14001 environmental management system supports the monitoring and continuous improvement of environmental performance.

Further improvements in energy efficiency and decarbonisation are expected following the introduction of three new ro-pax vessels scheduled to enter service on the Finland-Germany route between 2028 and 2029.



MERIAURA

In the frontline of developing sustainable shipping

Meriaura is a Finnish shipping company specialising in industrial bulk cargo, recycled and raw materials, and demanding project cargoes in Northern Europe. The company has a long-standing relationship with the Port of Naantali. Meriaura began operating in Naantali in the early 1990s, providing tug services, icebreaking assistance and cargo inspection services.

Today, Naantali is the port most frequently visited by Meriaura's vessels: in 2025, the company's ships carried out 107 cargo operations there.

Meriaura transports, for example, woodchips and grain to Naantali and exports recycled glass and crushed stone. Meriaura's associate company VG-Port also operates a terminal in Luononmaa, in close cooperation with the Port of Naantali.

Meriaura's vision is to be the leading forerunner in environmentally friendly, innovative and solution-oriented maritime transport services, while advancing environmental values in its everyday work.

The company's environmental policy focuses on practical measures to reduce the impacts of its operations, including greenhouse gas emissions, wastewater and waste. Meriaura seeks to balance a healthy working community, environmentally sound operations and financial success. This requires a management approach in which the company's values and responsibility objectives guide decision-making at every level.

Meriaura and the Baltic Sea

For many years, Meriaura has discharged much of its sewage wastewater ashore and has also encouraged several ports to change their practices to support wastewater recovery. In doing so, the company has helped promote the onshore treatment of sewage wastewater more broadly across the shipping industry. Meriaura considers this especially important because the Baltic Sea suffers from eutrophication and is highly sensitive to nutrient loading.

Meriaura and climate

Meriaura's short-term goal is to improve carbon intensity by 5% each year. Its long-term ambition is to achieve carbon neutrality by the end of the 2030s, well ahead of the wider industry's timetable. To reduce the environmental impact of its operations, the company invests in new vessels, minimises ballast voyages, maximises vessel utilisation, optimises port turnaround times and makes use of digital applications. Meriaura also works closely with its customers and draws on the expertise of its crews to reduce emissions.

One of the key reasons behind Meriaura's lower emissions — and a clear factor that sets it apart from many other shipping companies — is its extensive use of bio-oil and in-house fuel production. The biofuel is made entirely from waste-based or recycled raw materials, such as used cooking oil, and is certified under the international ISCC system. It is produced at the Uusikaupunki facility of Meriaura's subsidiary VG-EcoFuel, where the production energy comes from a biogas plant.

Meriaura's EcoVoy contract allows customers to benefit directly from emission savings. Meriaura also provides customers with calculations showing how much CO₂ emissions can be reduced by choosing this contract model.

Fleet renewal is advancing with new low-emission vessels

Meriaura's fleet renewal programme has progressed from planning to implementation. In spring 2026, the company's first Ecotrader newbuilding, M/V Sofia VG, joined the fleet after delivery from the Dutch shipyard Royal Bodewes. The 103-metre, ice-classed vessel has been designed for very low emission levels and can operate on biofuel made from recycled raw materials. Compared with older vessels, the Ecotrader concept offers both greater cargo capacity and improved fuel efficiency through hull optimisation and advanced engine technology.

The second Ecotrader sister vessel is currently under construction and will further strengthen Meriaura's low-emission fleet once delivered. In addition, the company has accelerated fleet renewal in 2026 through new time-chartered vessels, including M/V Bravoland and her sister vessel M/V Rinaland, which improve cargo capacity and fuel efficiency compared with the company's oldest tonnage. Looking further ahead, Meriaura has also ordered a next-generation open deck carrier for delivery in early 2028. Together, these investments support the company's long-term objective of systematically modernising its fleet and moving towards carbon neutrality already in the 2030s.

This renewal programme is a practical example of how Meriaura combines biofuel capability, higher transport efficiency and long-term investment planning. By increasing the share of modern vessels in its fleet, the company can reduce the carbon intensity of its operations while also strengthening its service capability for customers across Northern Europe.



SUOMEN VILJAVA

Responsible Viljava – Strengthening Food Security and Security of Supply

Viljava is Finland's largest company specializing in the handling and storage of grain and other agricultural bulk raw materials. We analyze, store, and deliver grain and other raw materials for both export markets and domestic industry.

At Viljava, sustainability is not a separate initiative but a core part of how we operate, make decisions and create long-term value. By strengthening the grain value chain, safeguarding food security and improving the sustainability of our operations, we help build a more resilient Finnish food system for today and for the future.

Our sustainability work is built around three mutually reinforcing focus areas.

1

A Vibrant Grain Value Chain

We strengthen the sustainability and competitiveness of the grain value chain while reducing the environmental impact of our operations. Our work includes using side streams such as grain cleaning fractions and oat husks as renewable energy sources, improving grain logistics through digital solutions, and advancing tools such as digital waybills, digital intake and the grain passport to make the chain more efficient, transparent and quality-driven.

Safeguarding biodiversity is an important part of this work. We have assessed the impacts of both our own operations and our value chain and developed an action plan focused on risk management and reducing adverse effects, including measures related to pest control, emissions from nitrogen fertilisers and the consideration of nature-sensitive areas.

2

Strong Food Security

Food security and security of supply are at the heart of our operations. We continuously work to improve food safety, occupational safety, and facility safety. We ensure the safe and reliable storage of grain as part of the Finnish food chain. Our operations support national preparedness and strengthen the resilience of food supply throughout Finland.

3

Sustainable Business

Viljava is a responsible employer and business partner. Sustainable business is built on the continuous development of our operations and processes. We pursue profitable growth. The expertise and well-being of our employees are essential to our success.

Double Materiality Analysis Guides Our Sustainability Work

We focus our sustainability efforts on topics that are significant for the environment, society, and our business. The double materiality analysis is an important tool in this work. It helps us identify and prioritize the most material issues.

Meeting the expectations of our customers and stakeholders is important to us. We aim to strengthen the Finnish food chain. We are a responsible and reliable operator that promotes the efficiency of the grain value chain and food safety.

The analysis covers all operations of the Suomen Viljava Group, its stakeholders, and the entire value chain, from farmers to customers.

Transparent Sustainability Reporting

Our transparent sustainability reporting, designed to support business development, covers the entire Group, including Suomen Viljava and Oat Mill Finland. We report in accordance with the EU's Voluntary Sustainability Reporting Standard for SMEs (VSME).

Through the VSME report, we communicate our sustainability goals, concrete actions, and achievements.





STEVENA

Responsible port operations in Naantali for more than 40 years

Stevena started operations in Naantali in 1982. At first, the company's basic duty was to look after the cleanliness and high-quality handling of animal feed ingredients imported to Finland. A unique control system had been created in Finland in co-operation by the animal feed factories and the authorities to ensure that the imported feed is clean and salmonella-free. The system was so important that the quarantine and control processes could also be retained when Finland joined the EU. The system required

investments in warehousing and load handling in ports. In the early 1980s, a terminal area was set up in the Luonnonmaa district in Naantali through which large volumes of ingredients for the feed industry were imported. The operations had an important effect on the quality and competitiveness of the Finnish food industry already back then. And the requirement for all that was that the people and organizations involved took their responsibility for maintaining the cleanness and avoiding contamination of goods.

Stevena's sustainability thinking originated in those days, long before the concept became a fashionable trend. We apply the same care, precision, and attention to the customers' needs to all cargo we handle, even if no specific requirements have been set for us. Stevena as part of goods flows of circular economy The key word of sustainable development is resource-efficiency.

FLAGSHIP PROJECTS IN SUSTAINABLE DEVELOPMENT WITHIN KWH LOGISTICS.

KWH Logistics engages in several key projects that support the electrification of heavy vehicles and the effort to cut emissions and pollution:

Conversion of heavy vehicles to electric power

Transforming diesel-powered machinery into electric alternatives.

Conversion operations R&D centre

This is a hub for research and technical and innovative support for conversion projects.

Escalate

This project is an EU initiative for developing a modular electric lorry capable of a 500-km range on a single charge, complemented by a range-extender fuel cell.

Besport

This is a project for improving energy efficiency and data-driven logistics management through data collection, analysis, and new energy sources.

Port Automation

The aim of this project is to create an international research, development and training environment focused on automation for heavy hybrid and electric port machinery.

Kase Essi – energy storage

The aim of this project is to explore energy storage solutions for electric logistics, rural energy networks, and infrastructure investments.

Six Hove project

The goal of this project is to develop a plan for heavy transport electrification in Finland, along with vehicle and charging infrastructure solutions for business needs.

KWH Logistics is also an active member of several working groups committed to promoting sustainability and environmental wellbeing for the future, including the Meriverkko maritime network (Ministry of the Environment), the Ace Life project (Finnish Environment Institute), Ecosystem School (City of Kokkola) and Race for the Baltic (John Nurminen Foundation).

Innovative technology allows for new solutions

The reuse of raw materials and utilization of recycling flows call for providers familiar with the operations. Raw materials and recycling flows are generated in separate places from where they are used. Inexpensive products – which may sometimes even have a negative value – require efficient operating and economics of scale in logistics. Stevena has participated in several circular economy flows since the beginning, such as shipping and storage of recycled metal and glass. Recycling flows are not suited to all ports and not to all port operators, but they require the right equipment, operating environment, and approach to the work. The products of circular economy need to be viewed as important raw material flows and saving of natural resources and not as waste management. Accuracy in operations creates cost savings.

The most significant emissions of port operations to the environment are dust and traces in the processing areas. The goods must, however, go to the right place and to the intended transport unit. Stevena continuously develops the accuracy and cleanliness of load handling. Avoiding contamination is an obvious requirement, and we also see to it that the cleaning waste is untainted and recyclable. The waste management and disposal costs are often more expensive cost elements than the product itself, so minimizing them is a high priority already during the load handling.

Saving energy and reducing emissions are key arguments while making new investments. We are continuously following the development and introduction of the latest technology.

We conduct a dialogue with machine manufacturers on the electrification of heavy vehicles. The driving power solutions of heavy machinery progress more slowly compared to passenger cars or light-weight trucks, and we aim at being at the forefront of development. Stevena is part of KWH Logistics group which is one of the leading port operators in Finland and a major logistics operator.

Heavy machinery's life cycles are often long, and therefore it is not necessarily sustainable to replace existing machinery at once but find ways to reduce emissions for instance by replacing traditional diesel oil with HVO (Hydrotreated Vegetable Oil). KWH Logistics is also participating in a large pilot project in which heavy diesel-powered trucks are converted to make them electrically powered. Stevena's sister companies provide practical pilot targets for their introduction in port and factory areas. In addition to the driving power solutions for machinery, we utilize the potential of solar power whenever it is technically feasible. We have several interesting and important projects on the way to moving port operations in a more sustainable direction.





Thank You

We sincerely thank all our partner companies for their valuable contribution and cooperation. Together, we are building a more sustainable future.