

Sjöfartens Dag



MARITIME DAY

Thursday 11 November 2021

ålands sjöfart



Programme



Coffee all day

0930-1700 hrs EXHIBITION

1200-1300 hrs LUNCH at restaurant Dyningen, hotell Arkipelag

1600-1700 hrs Afternoon drinks in the exhibition area

1700-1800 hrs Cocktails and possibility to challenge your colleagues at shuffleboard, boule and billiards, at Compagniet, hotell Arkipelag

1800 hrs Welcome drink and dinner at restaurant Dyningen, hotell Arkipelag (next to Compagniet)

Seminars

1000-1045 hrs Welcome, Eva Mikkola-Karlström, Ålands Sjöfart

Executive panel discussion, covid-pandemia effect on the shipping industry and outlook for the future

- Tiina Tuurnala, Rederierna i Finland
- Christina Palmén, Svensk Sjöfart
- Staffan Martin, Thunship
- Peter Ståhlberg, Wasaline

1100-1145 hrs Executive panel discussion, continue

- Dan Mikkola, Godby Shipping
- Jari Sorvettula, Eckerö Shipping
- Laura Langh-Lagerlöf, Langh Ship
- Jan Hanses, Viking Line

Seminars

1300-1345 hrs Maritime Forecast of 2050 – How to overcome the decarbonization challenge,
Mårten Schei-Nilsson, Area Manager DNV

1400-1445 hrs Sustainable fuels and decarbonization,
Kenneth Widell, Wärtsilä

1500-1545 hrs Mercy Ships – the story, the organization, the hospital vessels and the people,
Stefan Sonesson

Finnish Shipowners Association, award giving ceremony

Conclusions and words of farewell,
Roger Höglund, Minister of Finance, Ålands Landskapsregering

Moderator of the day Jörgen Pettersson, Ålands Sjöfart

Welcome back



Race

**Godby
Shipping**

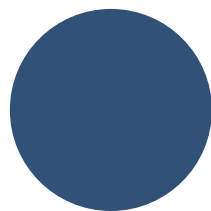
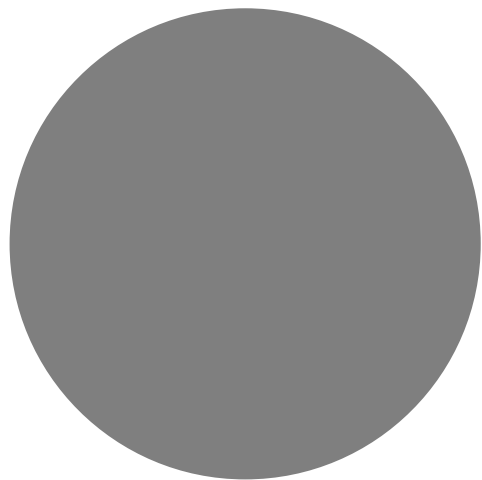
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Kuva:Zeymaine

COVID-19 PANDEMIC TRANSFORMED THE OPERATING ENVIRONMENT IN SHIPPING 2020–2021

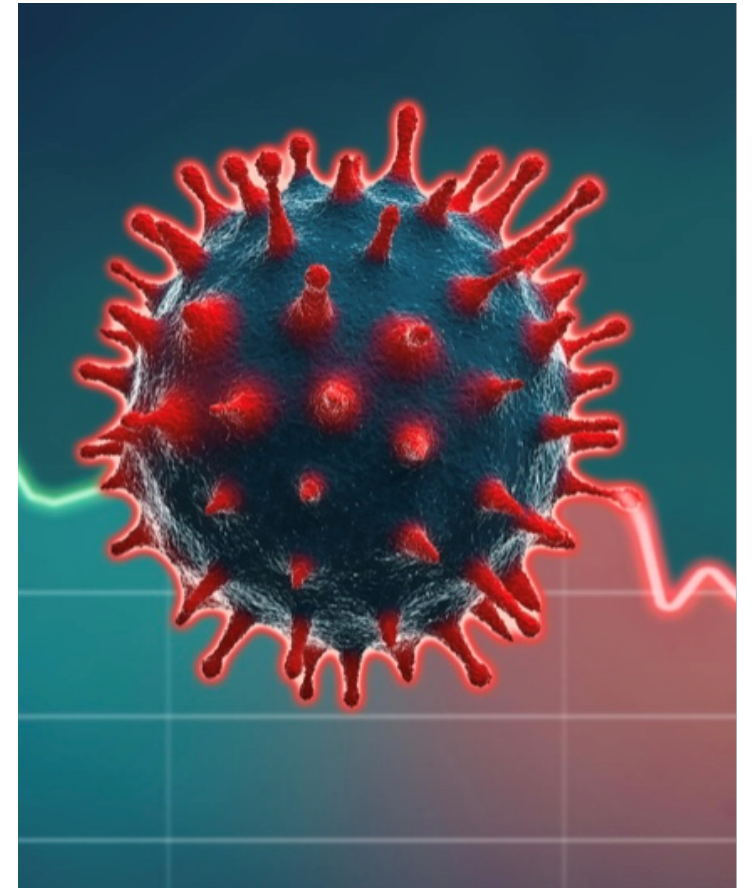
Tiina Tuurnala



Suomen Varustamot
Rederierna i Finland
Finnish Shipowners' Association

CREW ROTATION FACING MAJOR PROBLEMS ACROSS THE WORLD

- **Crew changes became extremely complicated** throughout the world
- The pandemic did not hit all sectors of shipping with equal force. **Travel by sea came practically to a complete stop** and strict travel and entry regulations remained in force throughout the pandemic.
- **The impact on freight transports** reached its peak in the summer of 2020, resulting in a 15% fall in import and export volumes.
- **Finland's entry regulations overly cautious and communications muddled.** Failure to comply with the jointly agreed policy adopted by the EU.
- **Legislation permitting safe entry adopted too late** in summer 2021. Preparations for the Covid-19 pass took too much time.
- In spring 2021, shipping companies were asked to require a negative test certificate on embarkation, as this could not be required on entry while the law was being prepared. As a result, shipping companies received a huge amount of negative feedback.



CONTINUITY OF FREIGHT TRANSPORTS WAS SINGLED OUT AS A FIRST PRIORITY

- Right at the beginning of the pandemic, **the continuity of freight transports was singled out as a first priority** by the European Commission and Finnish Government. The Commission issued its Green Lanes guidelines in March 2020.
- After some initial confusion, the Finnish authorities enabled crew rotation and the **free movement of seafarers**.
- **Good cooperation with the authorities** – the Border Guard, Traficom, the Finnish Institute for Health and Welfare (THL) despite political differences.
- The authorities have been **willing to listen the industry** (except Ministry of Social Affairs and Health (STM))
- **The importance of maritime transport was emphasized** during the pandemic
- So many lessons to learn..





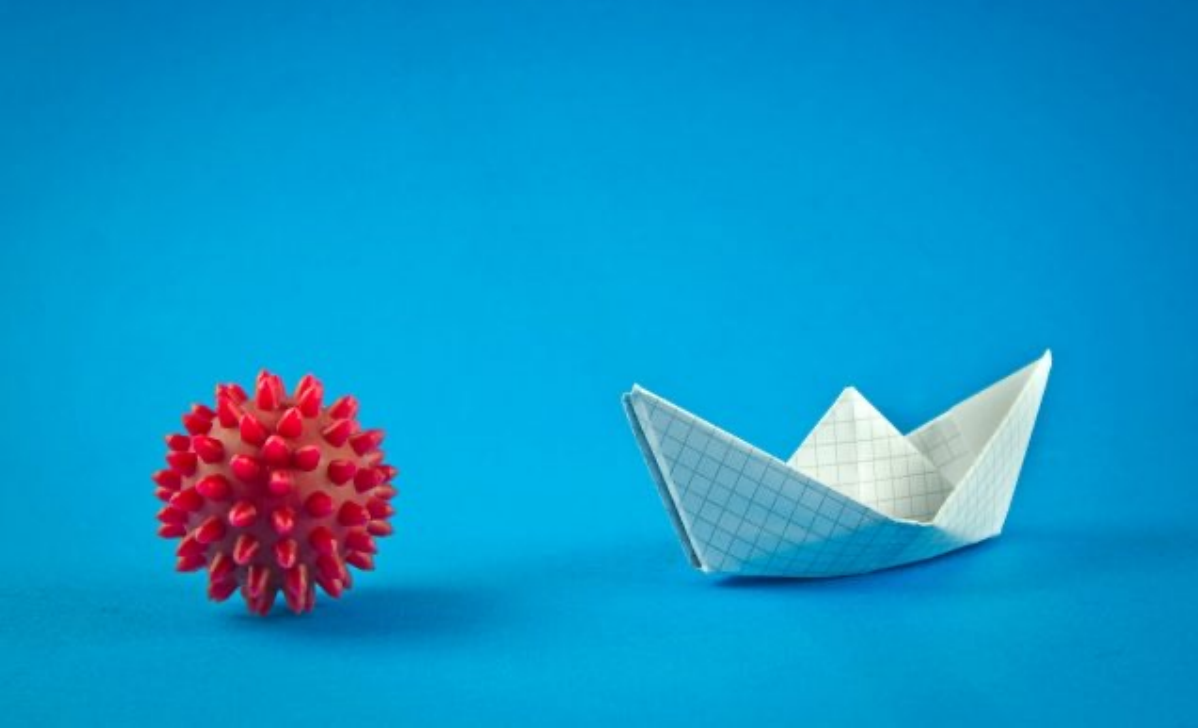
Christina Palmén christina.palmen@sweship.se

Swedish Shipowners' Association

Safety, Security & Environment

Vice President WISTA Sweden







Staffan Martin
Shipbroker
Thunship

Covid-19 – practical impacts from the Shipbrokers perspective

- vessel inspections through third parties
- Covid-19 specific clauses
- remote closings
- standstill market where Charterers careful with committing tonnage transforming into hyperactive market
- asset valuations (either wanted or unwanted)
- less travels – more time for the essential work

Market outlook – positive future ahead

- Potential for sustainably better markets
- Good markets will allow Owners to invest in new tonnage
- Green energy creating more business



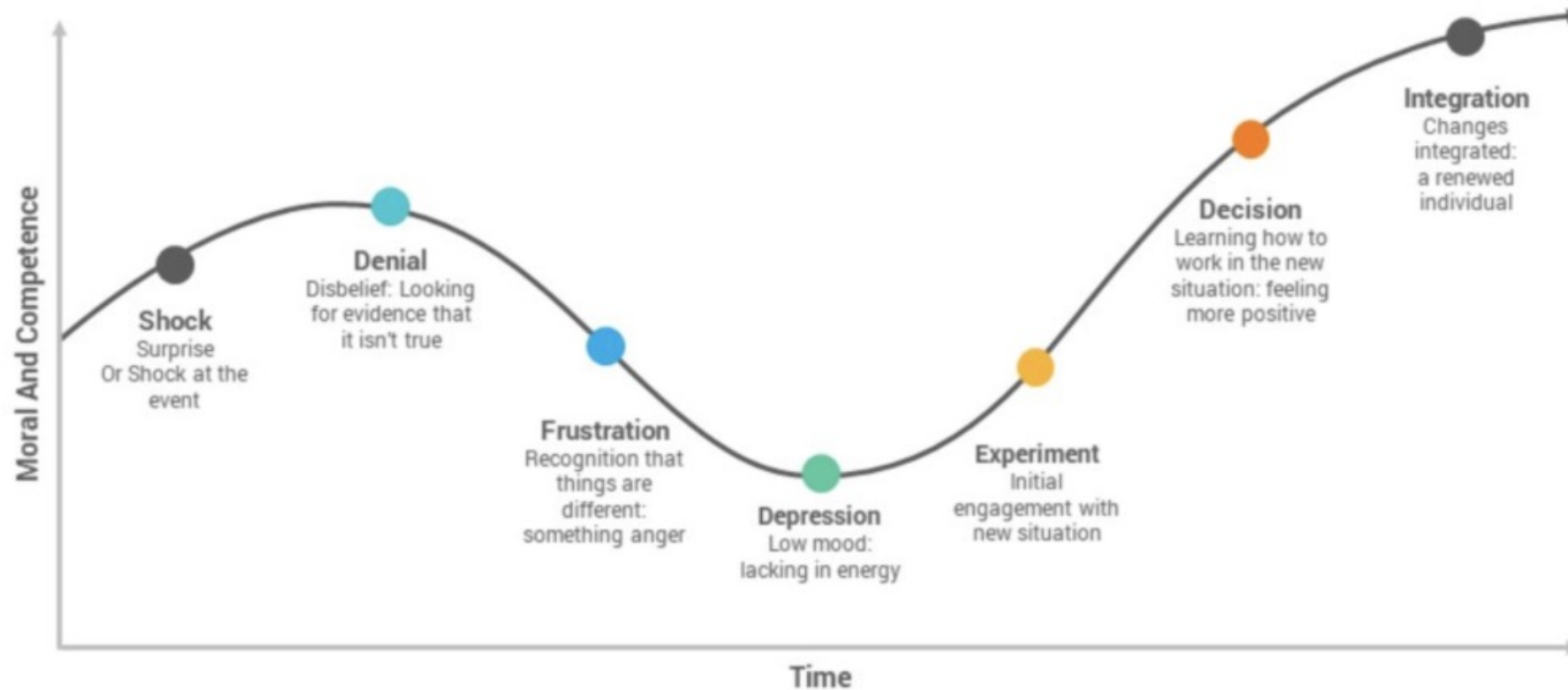
Peter Ståhlberg
Managing Director
Wasaline



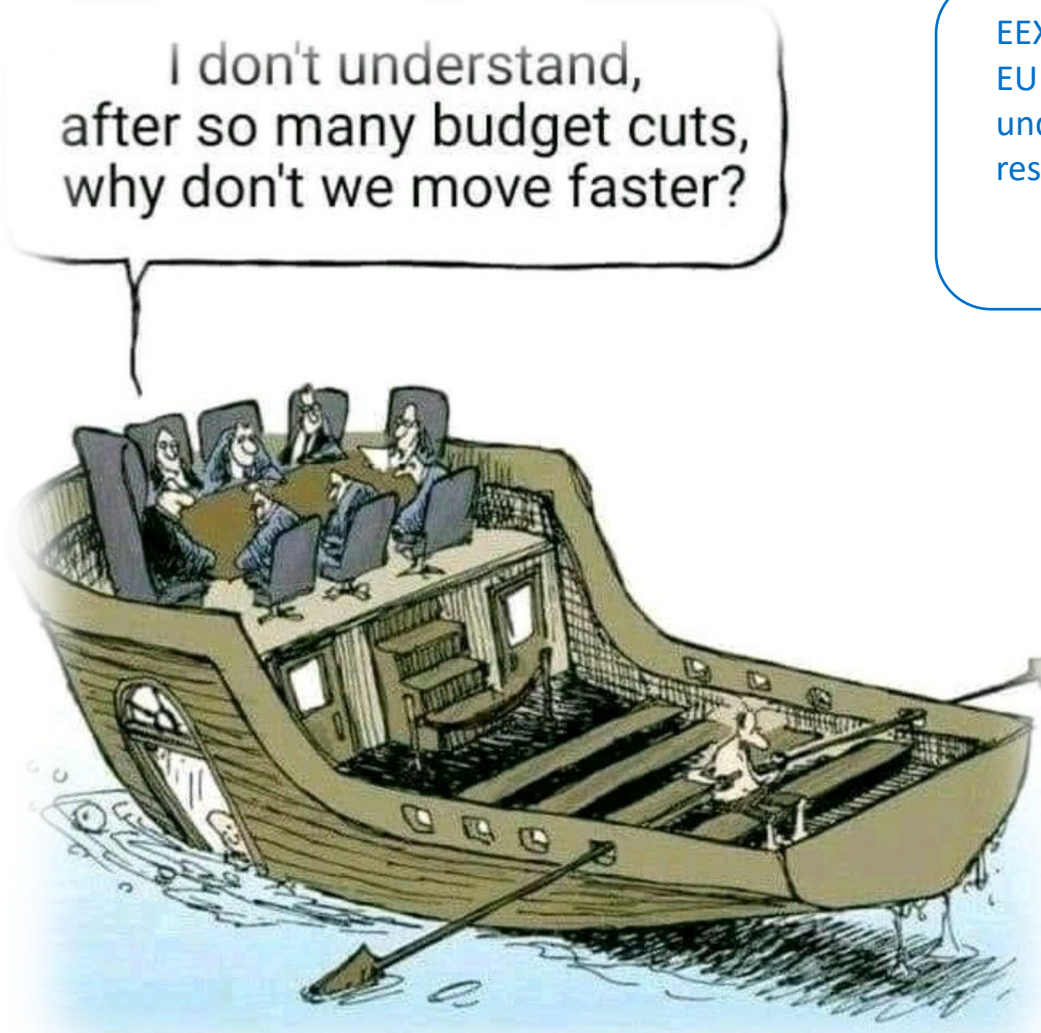
COVID-19 PANDEMIA EFFECT ON THE SHIPPING INDUSTRY AND OUTLOOK FOR THE FUTURE

Kübler-Ross Change Model Curve Template

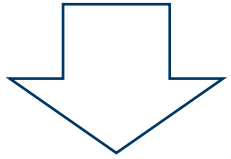
Emotional Response to Change



COVID-19 PANDEMIA EFFECT ON THE SHIPPING INDUSTRY AND OUTLOOK FOR THE FUTURE



EEXI, CII, SEEMP, IMO emission trading, Low-GHG fuel standard, IMO Fuel Maritime EU, EU ETS Shipping emission trading, tax on shipping fuel, grey/black water restrictions, underwater noise, biofueling, plastic regulations, EU classification on founding, restrictions to use non EU crew, subsidiaries, competition with 3rd Countries etc etc



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Welcome back



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**Godby
Shipping**

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Dan Mikkola
Managing Director
Godby Shipping

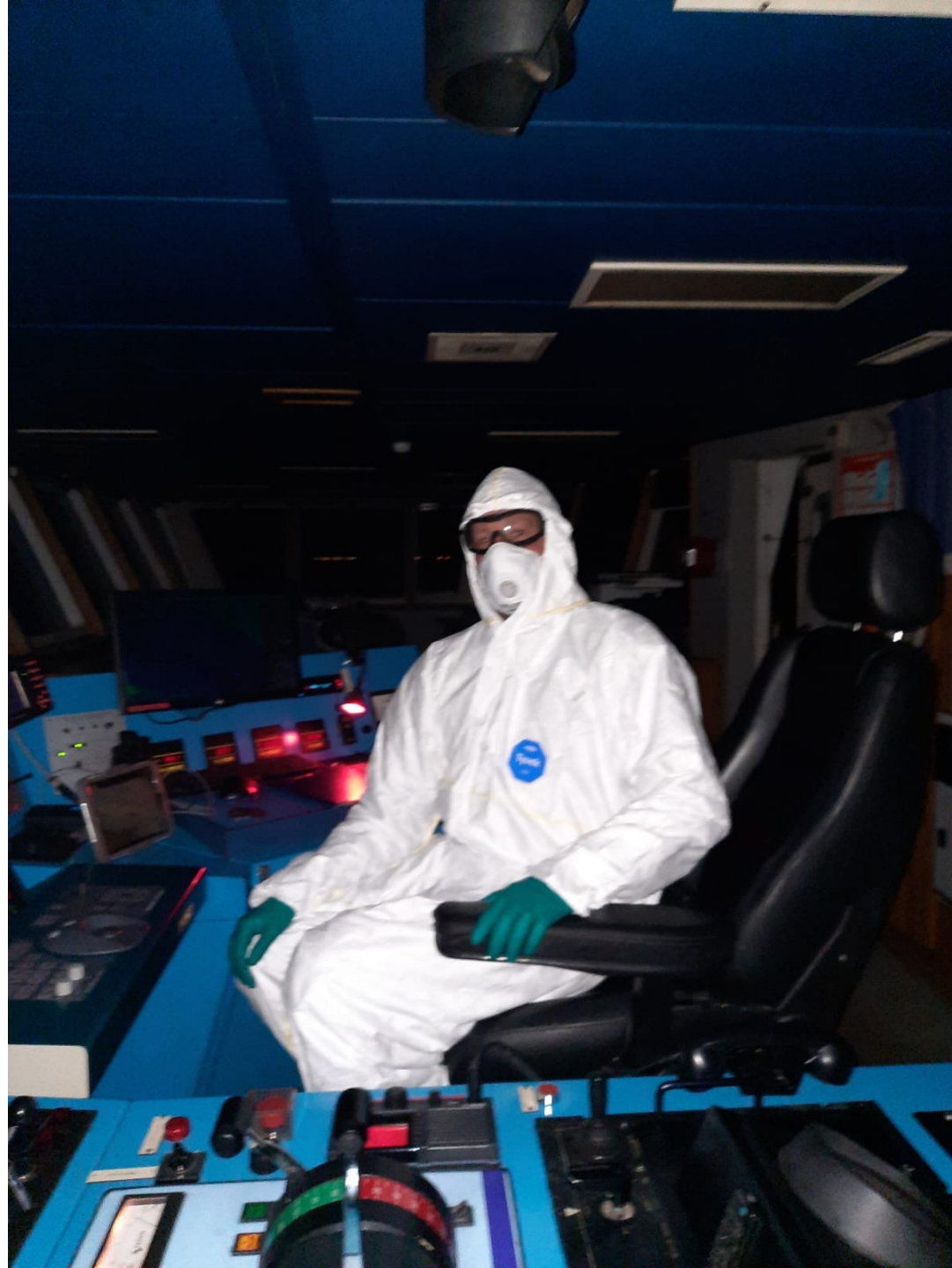
Covid-19 challenges for a roro tonnage provider

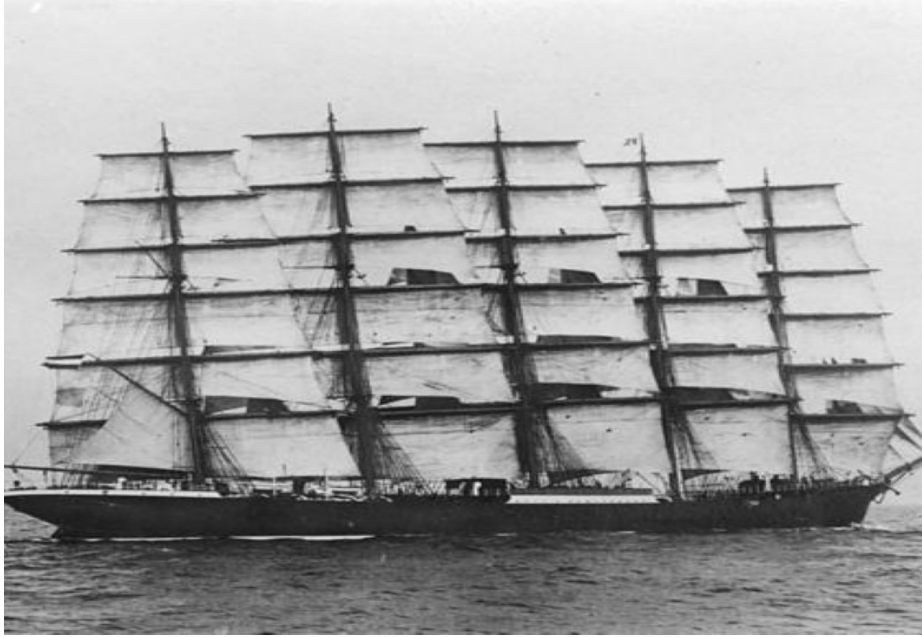


After covid-19, a lot of opportunities



Jari Sorvettula
Managing Director
Eckerö Shipping







Langh Tech



Langh Ship

Langh companies

Laura Langh-Lagerlöf Managing Director



Langh Tech

**SOX SCRUBBERS AND
WATER TREATMENT**



Langh Tech Oy Ab designs and produces scrubbers for SOx removal from exhaust gases and water treatment units for closed loop scrubbers and other marine applications.



Hans Langh

**CLEANING SERVICES FOR
SHIPS, BUILDINGS AND
INDUSTRY**

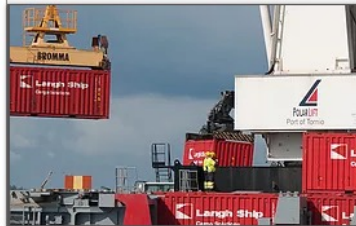


Industrial and Ship Cleaning Services Hans Langh has produced cleaning services for the shipping, building and manufacturing industries since 1973 continuously creating new and more efficient solutions to serve the clients.



Langh
Cargo Solutions

**SPECIAL CONTAINER
SALES AND RENTAL**



Langh Cargo Solutions sells and leases a wide selection of special containers for sea, road and rail transports.



Langh Ship

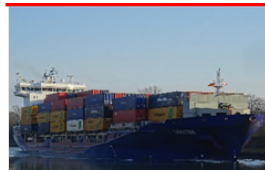
**A FINNISH SHIPPING
COMPANY**



Langh Ship Oy Ab is a ship owning company with five multipurpose cargo vessels.

**Langh Tech****Langh Ship**

Name	Laura	Hjördis	Marjatta	Linda	Aila
Built	1996, Germany	1996, Germany	1996, Germany	2007, Germany	2007, Germany
GT/NT	5 239 / 2625	5 239 / 2 625	5 239 / 2 2625	9 131 / 4 205	9 131 / 4 205
DWT	6 526	6 526	6 527	11 487	11 497
TEU	466	466	466	907	907
Ice class	1 A	1 A	1 A	1 A Super	1 A Super
Other	Langh hybrid scrubber Steel coil cradles	Langh hybrid scrubber Steel coil cradles	Langh hybrid scrubber Steel coil cradles	Langh hybrid scrubber	Langh hybrid scrubber
IMO / Call sign	9126223 / OJHH	9126235 / OJHI	9126247 / OJHJ	9354325 / OJML	9354337 / OJMM



Name	Christina	Charlotta	Greta	Ingrid	Edith
Built	2010, China	2009, China	2008, China	2008, China	2005, Germany
GT/NT	9 982 / 5 198	9 983 / 5 198	7 464 / 3085	7 464 / 3085	6 901 / 3575
DWT	12 270	12 270	8 124	8 165	9 218
TEU	889	889	702	702	750
Ice class	1 A	1 A	1 A	1 A	
Other					Optimized for 45' containers
IMO / Call sign	9429211 / CQAY4	9429209 / CQAY2	9404821 / CQEX8	9387607 / CQEX9	9328625 / CQIA6



Langh Tech



Viking Line Abp

CEO Jan Hanses

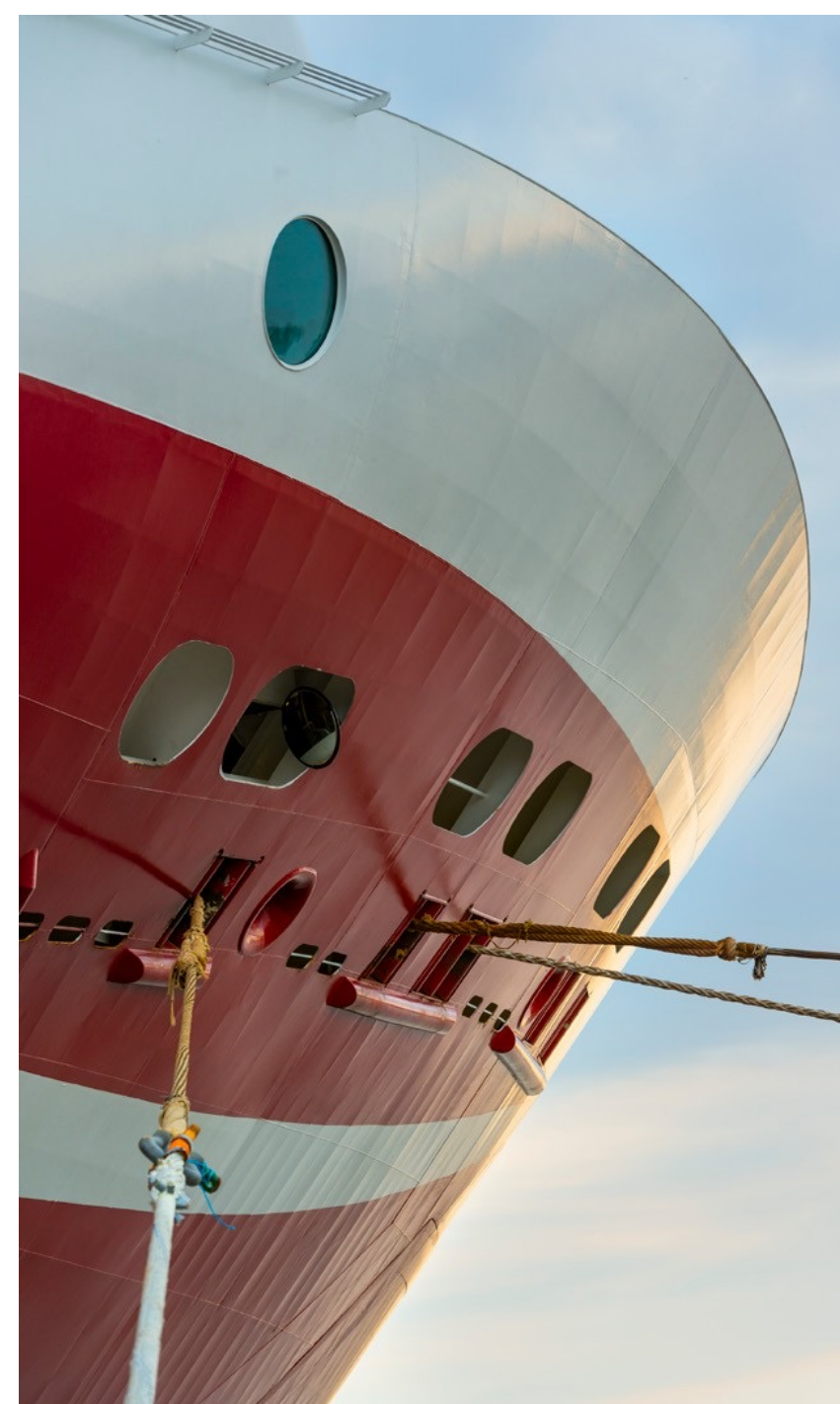
VIKING LINE



Business overview

- 2020-2021 were exceptional years worldwide
- An ungrateful business environment
- Major financial consequences for passenger shipping companies
- Of seven vessels, only 4 were in regular service
- Passenger volumes decreased by 70% in 2020 from 6.3 million to 2 million
- The authorities' restrictions stopped all demand
- In a short time, most of our sources of income disappeared - the costs remained
- We had regular traffic at all times on the important freight lines:
 - Stockholm- Åland- Turku
 - Helsinki - Tallinn
 - Kapellskär - Mariehamn

VIKING LINE



What does the future look like?

- We finally see some light in the tunnel
- Viking Line will come out of this stronger
- We are now preparing for a Post Pandemic-time
- It is important that the vaccination rate quickly reaches a sufficient ceiling

Viking Glory, November 2021



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