



**PORT OF HELSINKI
ANNUAL REPORT**

**20
25**

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|| HELSINKI ||**

PORT OF HELSINKI 2025



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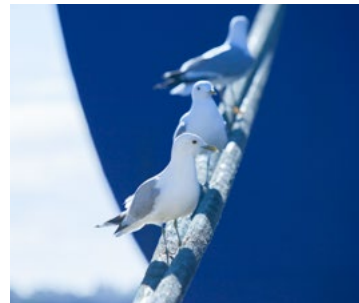
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From planning to new construction

After a long period of preparation, we proceeded to the implementation phase of our programme to centralise our harbours by commencing the extension of the berth at the southern end of the West Harbour to the sea in August. At last, visions are being converted from piles of paper on the designers' desks into practical construction. At the end of the year, the City Council decided on the local detailed plan for the port tunnel, which will allow us to proceed as planned. Now that we have the momentum, we are well-positioned to keep going.

In terms of sustainability, we reached an important milestone when we managed to reduce our own carbon emissions to a minimum. However, they represent only a small part of the emissions generated in port areas, which is why we will now focus even more on finding sustainable solutions together with our partners and customers.

We can be quite satisfied with the peak of the summer passenger season. There

is a clear interest in travel in the nearby areas, and international tourists' interest in travelling in the Baltic Sea has also been revived, even though peak numbers have not yet been reached.

The flow of goods through the port was slower than we had hoped. Finns were cautious in their spending, and construction remained slow, which was reflected in the quantities of materials imported into Finland.

The company's economic development was stable in 2025. Even though turnover did not grow much, profitability remained at a good level. The result was exceptionally good, due to the decreased depreciation burden. At the same time, our next big investments are just getting started.

Our customer and passenger satisfaction surveys show that people are satisfied with our operations. The results of the employee survey earned us the Great Place to Work certificate, which reflects high job satisfaction. These results are a

huge asset to us, but we should obviously not rest on our laurels.

There is one more study that should be highlighted. According to a study by the University of Helsinki, the Port of Helsinki plays a major role in the transport of goods in the Helsinki Metropolitan Area and the whole of Finland, whether it's delivering groceries to shelves or exporting shipments to global markets. The income generated by passengers, especially in the Helsinki Metropolitan Area, is also very significant.

Together with our customers and partners, we will continue to focus on ensuring smooth travel and transport under all circumstances.

Ville Haapasaari
CEO of the Port of Helsinki



Ports as contributors to a sustainable and safe society

Functioning ports are the lifeblood of our society, both on a daily basis and under extraordinary circumstances. However, they are no longer simply logistics hubs, but an increasingly central part of Finland's transition towards a more sustainable society.

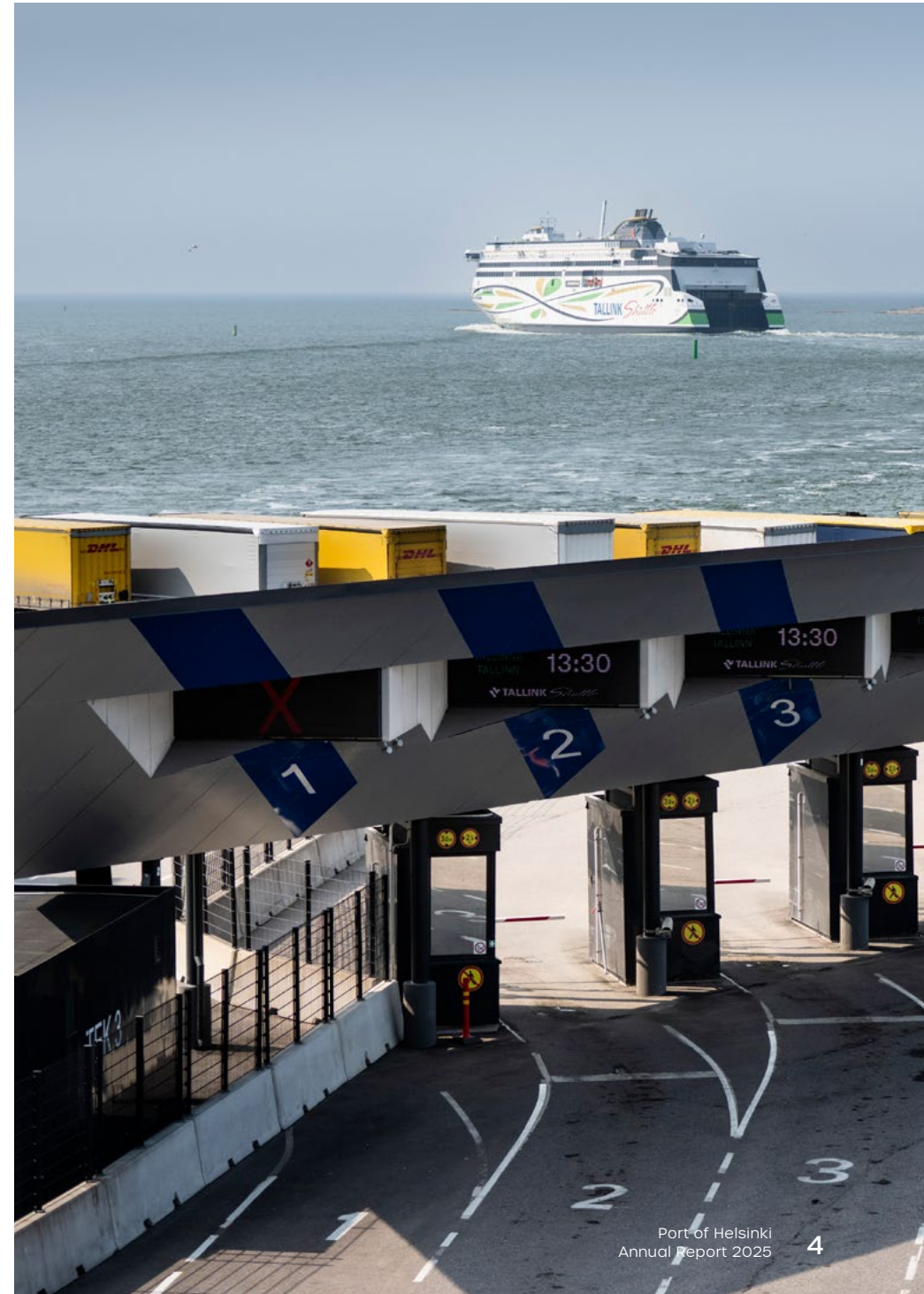
Russia's war of aggression and changes in various industries explain why overall transport volumes in Finnish ports have been lower than expected in the early 2020s. As regards global economic policy, regional or national interests have increasingly taken precedence over free trade and cooperation. The current geopolitical situation is reflected in the increased emphasis on security of supply and safety.

Strong future trends in transport are the move away from fossil fuels and the energy transition. Ports have the potential to act as energy hubs, enabling the reduction of carbon emissions from shipping, industry and transport chains. In the future, ships will be increasingly dependent on ports, as they will need electricity and renewable fuels in addition to conventional fuels. The Port of Helsinki is preparing for the charging infrastructure required by the electrification of shipping and significantly

higher electricity volumes, which will also require high electricity transmission capacity. In addition, the port will also need to develop its infrastructure to cope with the growing demand for methanol, for example.

However, fast-paced or geographically unequal environmental regulation hampers companies' own sustainability efforts and slows down the energy transition in maritime transport. The introduction of the International Maritime Organisation's (IMO) emissions charge scheme was delayed. The Marine Environmental Protection Committee failed to reach an agreement on reducing greenhouse gas emissions from maritime transport, and the final decision on emissions charges was postponed until autumn 2026.

On the other hand, the EU's Emissions Trading System (ETS) for maritime transport is in place. The system promotes the green transition, but raises transport costs. It would therefore be very important for the funds raised through the ETS to be fully channelled into emission reduction measures in maritime transport, also to enable the low-emission transport investments required in ports.



The Port of Helsinki in brief

The Port of Helsinki is one of Europe's busiest international passenger ports. The Port has busy connections to Tallinn, Stockholm and Travemünde. The Port of Helsinki is also Finland's leading general port for foreign trade, which is of great importance for the smooth day-to-day life of Finns as well as the country's foreign trade and security of supply.

Port of Helsinki Ltd is a limited liability company owned entirely by the City of Helsinki. We provide port infrastructure and services for passenger and cargo traffic. For passengers, a smooth travel chain is ensured within the port areas and terminals.

Port of Loviisa Ltd and South Finland Port Service Ltd are subsidiaries of the Port of Helsinki. The group companies manage and develop port operations in the Helsinki districts of Vuosaari, Jätkäsaari, Katajanokka, Eteläranta and Hernesaari, and in the Loviisa district of Valko.

Key customers include cargo and passenger shipping companies, as well as port operators handling cargo traffic in Vuosaari.

Our strengths include frequent liner traffic, efficient infrastructure, good road and rail connections, location in the Finnish capital - at the heart of Finland's population and consumption - and high-quality services provided in collaboration with our partners.

KEY FIGURES OF THE PORT OF HELSINKI GROUP

Turnover, MEUR

102.6

Vessel calls

7 361

Cargo, million tonnes

13.4

Passengers, million

9.6

Strategy – towards sustainable growth

The Port of Helsinki is a key hub for land and sea transport, bringing people and goods together. Our aim is to accelerate sustainable growth.

The main themes for the strategy period are Successful Experts, an Evolving Port City, Sustainable Transport and Successful Customers. Through these operational priorities, the company is aiming for sustainable growth.

Ensuring safety and resilience in an ever-changing environment has been identified as a key to success.

The company's values are responsibility, cooperation and effectiveness. They form the basis for the management of the company and day-to-day operations.

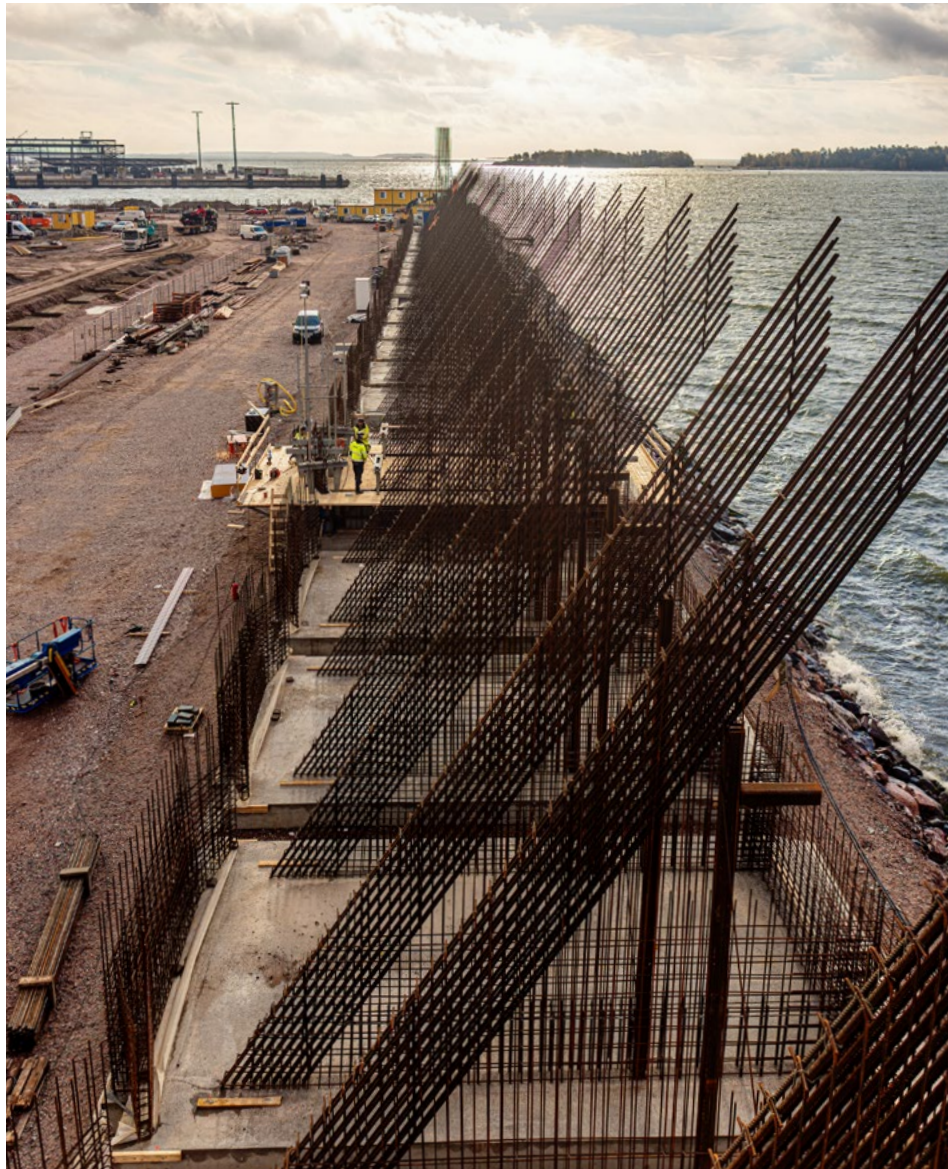
- Customer, passenger and employee satisfaction at the Port of Helsinki remained at a good level. The overall score in the B2B customer satisfaction survey was 3.9/5 (2024: 3.98). The results are encouraging in many ways – in particular, the NPS recommendation

score remained a strong 51, reflecting our customers' trust and willingness to recommend our services. Read more about the passenger satisfaction survey results in the Passenger traffic section and about employee satisfaction in the People section.

- The renewal projects for harbours moved from plans to concrete investments and construction projects, especially in the West Harbour. In December, the Helsinki City Council approved a local detailed plan for the port tunnel. Read more on the Our port renewals page.

- As regards environmental responsibility, we reached an important milestone when the company's own carbon dioxide emissions for the last year stood at 0. You can read more about our sustainability actions and results in the Responsibility section of this report.
- We strengthened the port's resilience and its ability to anticipate different types of disruptions. Smooth cooperation with stakeholders and authorities was further emphasised. Read more in the Safety and security section.





To expand the quay at the southern tip of the West Harbor, 67 reinforced concrete elements were cast.

Our port renewals

The Port of Helsinki's development programme progressed from plans to concrete investments and construction projects. The aim of the port renewals is to concentrate the Tallinn traffic to the West Harbour and the Stockholm traffic to Katajanokka. This will improve the Port's logistical efficiency, streamline traffic and free up the South Harbour area for new urban uses.

- The demolition of the old T1 terminal, which started in December 2024, was completed as planned in autumn 2025. The area vacated by the terminal will temporarily serve as a heavy traffic area until the construction of the port tunnel starts in 2028.

- In August, work started on the nearly EUR 28 million expansion contract at the southern end of the West Harbour. The project will be carried out by YIT Infra Oy. The project will create 1.2 hectares of new field area and make preparations for the needs of the electrification of ship traffic. The expansion required fairway modifications and temporary traffic arrangements in the port area, as well as extensive cooperation with authorities and stakeholders.
- The West Harbour expansion and port tunnel project was awarded the Good EIA Award 2025. The justification stressed the consistency of the extensive documentation and the high-quality



The West Harbour has new alignments once the renovations are complete. Visualization: Tietoa Finland Oy.



The West Harbour Tunnel's entrance on the Länsiväylä side has a concrete roof. Visualisation: PES-Architects Ltd.

- handling of construction impacts, project risks and their management.
- The designers for the Port Tunnel Alliance were selected in July. The main design, rock structural engineering, architectural and structural design, geotechnical engineering, traffic, roadway and street design are handled by a group consisting of Finnmap Infra Oy, A-Insinöörit Suunnittelu Oy and WSP Finland Oy. The tunnel's main building engineering, as well as the design of the HVAC, electrical and automation systems, is the responsibility of a consortium formed by Nodeon Finland Oy and A-Insinöörit Suunnittelu Oy.
- On 10 December 2025, the Helsinki City Council approved a local detailed plan for the port tunnel plan by a vote of 49-36. The port tunnel will divert all harbour heavy traffic away from the streets of Jätkäsaari, reducing traffic congestion around the port, improving traffic predictability and making the area more pleasant.
- The Uusimaa ELY Centre approved the compensation plan prepared by the Port of Helsinki, which will ensure the preservation of the endangered depressaria chaerophylli moth's habitat in Lapinlahti Park also after the construction of the port tunnel. This is the first compensation plan under the Nature Conservation Act to protect the habitat of a single species in Finland.
- The planning of the renovation and expansion of the Katajanokka terminal commenced. The protected building will be renovated and an extension will be designed to respect its original architecture and the cityscape.
- The port handed over the Pakka-huoneenlaituri quay and half of the Makasiinilaituri quay to the City of Helsinki. The City launched a quay renovation project as part of the wider development of the South Harbour. In the coming years, Helsinki intends to build the area into a hub of culture and experiences.

Management Team and Board of Directors

MANAGEMENT TEAM 31 DECEMBER 2025

Ville Haapasaari
CEO

Vesa Marttinen
Vice President, Cargo

Kaj Takolander
Vice President, Passenger Business

Mika Alava
Vice President, Finances

Pekka Hellström
Vice President, Technical Services

Katja Riikola
Vice President, People and Culture

Maira Kettunen
Vice President, Communications

BOARD OF DIRECTORS 31 DECEMBER 2025

Miapetra Kumpula-Natri
Chairperson

Otso Kivekäs
Vice Chairperson

MEMBERS

Jouni Ahrela, Heikki Allonen, Vesa Korkkula, Jaana Pelkonen, Heikki Pursiainen and Ulla Tapaninen

REPRESENTATIVE

Ville Haapasaari
CEO

SECRETARY

Mika Alava
Vice President, Finances

Stable economic growth

The Port of Helsinki's economic development was stable in 2025. Even though turnover did not grow much, profitability remained at a good level.

The group's revenue was €102.6 million (€103.1 million), operating profit €32.9 million (€9.8 million) and net profit after taxes €27.4 million (€7.4 million).

Distribution of turnover

The group's turnover consists of volume-based vessel, cargo and passenger fees, rents and other income. In 2025, the group's turnover was distributed as follows:

- vessel fees 18% (17% in 2024)
- cargo fees 36% (37%)
- passenger fees 20% (19%)
- rents 9% (11%)
- other income 16% (16%)

Port of Helsinki Group
Turnover, MEUR

102.6





Investments

The group's net investments in actual operations were EUR 30.7 million (2024: EUR 24.4 million).

The most significant investments were the extension of the southern end of the West Harbour, the planning work for the West Harbour berths and field modifications and the port tunnel, and the acquisition of a new depot property in Vuosaari.

Port of Helsinki Group	2025	2024	2023
Turnover, MEUR	102.6	103.1	95.2
Profit/loss, MEUR	33.0	9.8	5.9
Profit/loss % of turnover	32.1	9.5	6.2
Return on equity, %	9.6	2.6	0.8
Equity ratio, %	72.3	72.3	73.1

Goods volumes at a stable level

Even though the Finnish economy remained relatively stagnant in 2025, the Port of Helsinki handled 1.1 million units of goods, which matches the previous year.

Of the unitised goods* traffic, 44% or 6.7 M tonnes consisted of exports (+1.2%) and 56% or 5.3 M tonnes consisted of imports (-4.1%).

The Port of Helsinki Group's total cargo traffic was 13.4 million tonnes, which is 4.7% less than in the previous year. In total, foreign goods imports were 5.9 M tonnes (-7.7%) and exports 7.3 M tonnes (-0.2%).

Exports passing through the Port included machinery and equipment, as

well as other general merchandise, paper, and pulp. The main imports to Finland were consumer and investment goods and industrial products.

The Port of Helsinki's approximately 140 international vessel calls per week ensured the best service level in Finland. In terms of international traffic, there were 7,293 vessel calls in total (+1.0%), which is about one third of the total number of ship calls in mainland Finland. The number of coastal vessel calls was 68 (-13.9%).

* unitised cargo = goods transported in large units, such as containers, lorries and trailers.

Cargo, million tonnes

13.4



Unitised cargo

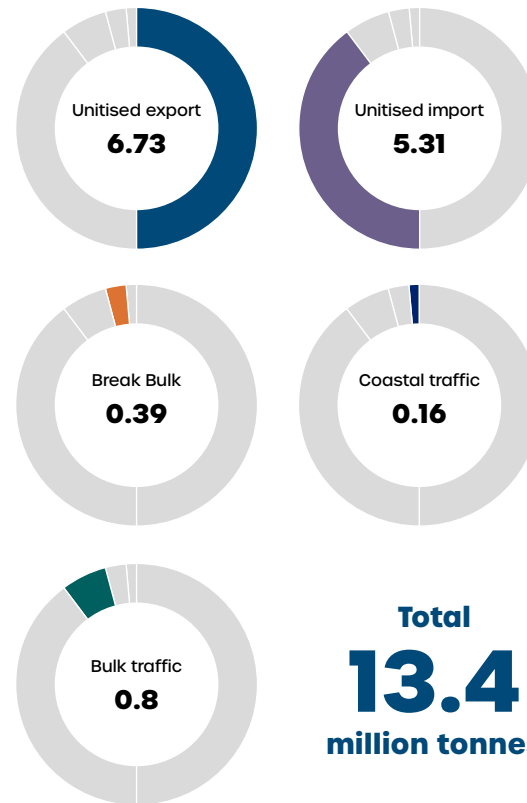
Helsinki is one of the largest unit cargo ports in the Nordic countries. The harbours of Vuosaari, West Harbour, South Harbour and Katajanokka are used for the transport of unitised goods, which means goods transported in trucks, trailers and containers.

Unitised cargo traffic maintained its stable position in the transport of goods of above-average value. Container transport strengthened its position and the number of trucks decreased.

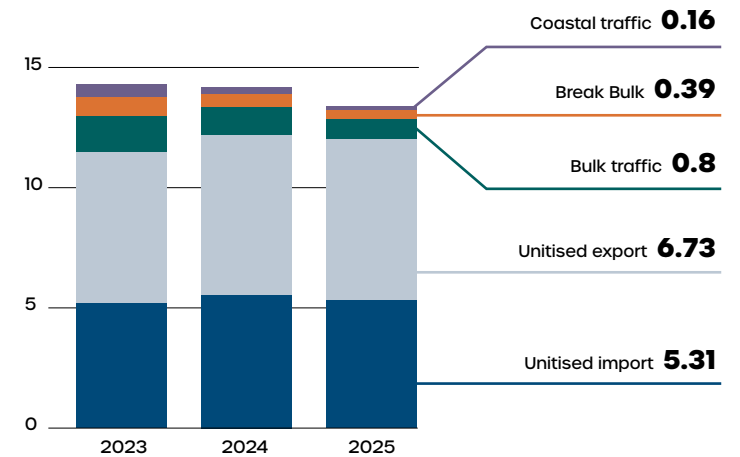
Container traffic was just under 0.5 million TEUs*, or 9.5% busier than in the previous year. There were 462,000 trucks (-6.7%) and 178,000 trailers (+1.3%).

** TEU = twenty-foot equivalent unit.

CARGO TRAFFIC 2025, TOTAL 13.4 MILLION TONNES



CARGO TRAFFIC, MILLION TONNES





Bulk*** and breakbulk**** traffic

The Port of Helsinki Group's bulk product traffic was 795,000 tonnes (-33.4%) and consisted mainly of coal, wood and recycled energy imports, as well as raw minerals, cement, grain, etc.

The Group's breakbulk traffic totalled 387,000 tonnes (-25.9%), most of which came from pulp exports as well as metal and timber.

Bulk cargo traffic in the ports of Helsinki fell sharply from the previous year, as coal transport stopped completely in the first quarter of the year. Pulp, on the other hand, was increasingly shipped all over the world in containers instead of breakbulk.

Port of Loviisa

The Port of Loviisa, a subsidiary of the Port of Helsinki, handles bulk and breakbulk cargo. The Port's main traffic flows consist of goods for the construction industry, industrial raw materials, infrastructure

products and food industry goods. The Port of Loviisa is also known as a port for circular economy products that serve the Finnish energy industry.

- Total goods traffic through the Port of Loviisa was almost 614,000 tonnes (-21.1%). The traffic consisted of international goods traffic and domestic terminal traffic.
- The first deodorised storage facility for recycled fuel in any Finnish port was completed in Loviisa.

Kantvik

At the South Pier of Kantvik in Kirkkonummi, operated by the Port of Helsinki, traffic totalled 154,000 tonnes, which was 22% less than in the previous year.

Kantvik Harbour serves local energy, construction and manufacturing industry operators. The harbour is used primarily for transporting raw materials.

*** Bulk = unpacked bulk goods (e.g. grain cargo).

**** Breakbulk = individually packaged cargo (e.g. pulp or timber) that is not packed in standardised units, such as sea containers.

Cargo traffic	2023	2024	2025	Change% 24/25
Unitised cargo, tonnes	11 511 000	12 192 000	12 046 000	-1.2%
Import, tonnes	5 223 000	5 539 000	5 314 000	-4.1%
Export, tonnes	6 288 000	6 653 000	6 732 000	1.2%
Bulk traffic, tonnes	1 525 000	1 180 000	795 000	-33.4%
Break Bulk, tonnes	765 000	522 000	387 000	-25.9%
Foreign traffic total	13 387 000	13 698 000	13 196 000	-3.7%
Coastal traffic, tonnes	553 000	311 000	163 000	-49.6%
TOTAL CARGO TRAFFIC, tonnes	13 940 000	14 009 000	13 359 000	-4.7%
Containers, TEU	452 000	444 000	486 000	9.5%
Containers, tonnes	3 418 000	3 443 000	3 702 000	7.5%
Lorries, trailers and other, pcs	644 000	672 000	640 000	-4.7%
Lorries, trailers and other, tonnes	8 104 000	8 762 000	8 356 000	-4.6%

**Unitised cargo traffic,
largest partner countries**

million tonnes

Estonia	5 420 000
Germany	3 620 000
The Netherlands	892 000

Traffic at Vuosaari harbour

2023

2024

2025

Containers, TEU	452 000	443 000	486 000
Trailers and trucks	258 000	293 000	290 000
Ship calls	1 927	1 912	1 891
Passengers	336 000	371 000	361 000



Preparations for the electrification of transport are under way

The Port of Helsinki is making preparations for charging infrastructure and the growing demand for alternative fuels in transport. Demand for electricity in the Port of Helsinki will increase strongly in the near future. Recent examples of electrification include Eckerö Line's partial electric conversion of M/S Finlandia, which runs to the West Harbour, at the turn of 2025-2026, and port operator Finnstev's three fully electric straddle carriers at Vuosaari Harbour, which will be commissioned in spring 2026.

Demand for methanol will also grow in the coming years. In addition to the regular visits of the two existing methanol vessels, Vuosaari Harbour will be used by three new Finnlines methanol vessels in the coming years.

While designing and implementing new solutions, measures were taken to ensure the smooth port traffic for cargo and the continuous maintenance of the operational environment.

- The Port of Helsinki and the German port of Lübeck-Travemünde launched a joint Hansalink 3 project to improve the competitiveness of the Helsinki-Travemünde sea route in line with the Sustainable Development Goals. The project will build a high-quality port infrastructure, introduce digital tools and improve the efficiency of navigation around the port area. In addition to this, the project entails building onshore power supply solutions that are suitable for the new Finnlines ships as well as automated mooring systems at the ports of Vuosaari and Lübeck-Travemünde. The EU provided more than €22 million in funding for the project.



Co-funded by the European Union

- The Port developed the conditions for growth in unit cargo and held negotiations with potential operators in the N2 logistics area it acquired in 2024. In the uncertain economic situation, larger-scale investments were put on hold and short-term activities supporting port operations were made available in the area.
- A reservation agreement was signed with Vantaan Energia for the N2 area of Vuosaari Harbour. In the carbon capture and storage project, the liquefaction, interim storage and shipping of carbon dioxide is planned to take place at Vuosaari Harbour. In the future, an industrial-scale carbon dioxide terminal, the Vuosaari Carbon Hub, could serve Finnish carbon capture operators on a large scale.
- The Port of Helsinki is preparing for electric charging for heavy duty vehicles and planning to build an electric truck charging station at Vuosaari Harbour. The construction of the charging station is under way, but the project will require contract customers that are willing to use the charging services as part of their regular transport activities. The Port is ready for the investment once an agreement is reached with a key customer.
- At Vuosaari Harbour, the expansion of onshore power supply was explored, especially for container ships. The study examined, among other things, the



optimal locations and implementation methods for cable routes and ensuring the capacity of the electricity network. The preparation of the report is partly supported by the EU.

- The Port of Helsinki acquired the V23 property in the enclosed Vuosaari Harbour area. After the renovation and modification of the building, the technical depot of Vuosaari Harbour will move to the harbour area in early 2026. The change will support the smooth integration of technical services and maintenance into the operation of the harbour area.
- At Vuosaari Harbour, the winter heating of the double ramps used by Finnlines vessels was converted from district heating to air-source heat pumps. The change can achieve energy savings of more than 60%.
- The resilience of Vuosaari Harbour was strengthened in case of power supply failures.
- Together with its stakeholders, the Port of Helsinki continued to prepare for the closure of the road tunnel leading to Vuosaari Harbour. Fintraffic postponed the renovation closure of the tunnel until early 2026. The renovations will upgrade the tunnel's safety and traffic management technology. During the work, which will take roughly a year, vehicle traffic to Vuosaari Harbour will also be diverted to an alternate route.

- At the end of November, a new, clearer route for heavy traffic was introduced in the West Harbour. The entrance to the harbour area remained in its previous location, but the check-in point was moved. The changes were carried out in preparation for the future quay and field area renovations, which will take place among the normal operation of the harbour.
- The development of the Port's Smart-Port gate systems continued, and the production phase of fast lane control started in the West Harbour. The introduction of the guidance system required system changes, which were tested in the West Harbour for truck traffic and in Katajanokka for passenger car traffic. The system's new and clearer interface also allows shipping companies to make lane control changes, and drivers using the port gates will have a good user experience. The aim is to have fast lane control permanently in place in both parts of the harbour within 2026.
- In the spring, a master's thesis was completed on how Port of Helsinki Ltd can develop the monitoring and management of Vuosaari Harbour's cargo operations using digital tools. The report provides a roadmap for developing stakeholder engagement, the situation picture and performance monitoring in the coming years.



Busy summer season for passenger travel

Liner traffic* carried 9.5 million passengers (+0.9%). In addition, international cruise ships brought 175,000 cruise visitors to the city.

The combined total number of passengers in liner traffic and international cruise ship traffic** was 9.6 million.

Even though the summer season was pleasingly busy for passenger travel, the number of passengers for the year as a whole remained at the same level as the previous year. The low season for domestic construction is still reflected in the relatively light commuter traffic between Helsinki and Tallinn. In addition, the number of Russian passengers and tourists from further abroad on the shipping routes remains low compared to the busiest years.

1.4 million passenger-owned vehicles passed through the Port of Helsinki, which is 2% less than in the previous year.

The route to Tallinn remains the busiest

7.5 million passengers travelled by ship between Helsinki and Tallinn, which is slightly more than in the previous year. The Stockholm route carried 1.7 million passengers and the route between Helsinki and Travemünde transported 167,000 passengers.

* Liner traffic = regular ship traffic that operates according to a schedule, e.g. RoPax ferries operating between Tallinn and Helsinki

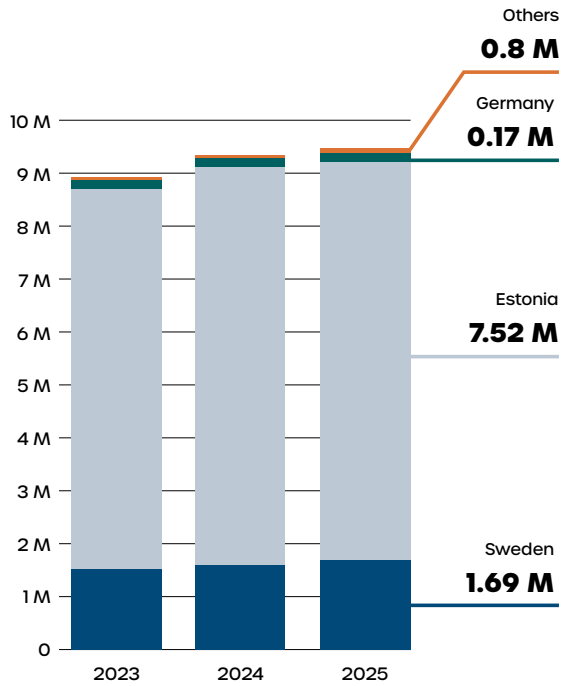
** International cruise traffic = ship traffic of international cruise shipping companies, agreed upon separately for each cruise ship season

Passengers, million

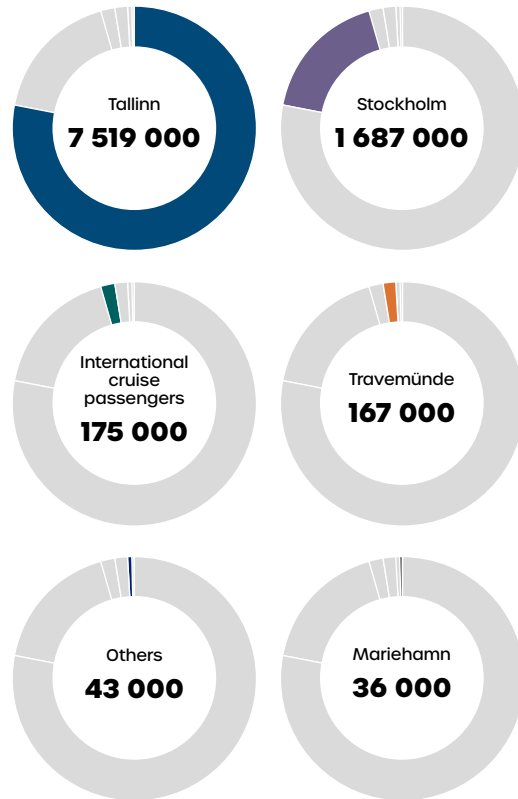
9.6



LINER TRAFFIC, TOTAL 9.5 MILLION PASSENGERS



DISTRIBUTION OF PASSENGER TRAFFIC 2025, TOTAL 9.6 MILLION



Liner traffic	2023	2024	2025	Change% 24/25
Stockholm	1 534 000	1 642 000	1 687 000	2.7%
Tallinn	7 169 000	7 491 000	7 519 000	0.4%
Travemünde	166 000	169 000	167 000	-1.6%
Mariehamn	37 000	36 000	36 000	0.9%
Others	12 000	30 000	43 000	43.5%
TOTAL	8 918 000	9 367 000	9 451 000	0.9%

Traffic at city centre passenger harbours	2023	2024	2025
Liner traffic passengers	8 582 000	8 996 000	9 090 000
Cruise passengers	163 000	139 000	175 000
Vehicles	1 752 000	1 695 000	1 638 000
Sip calls	5 063	5145	5 289

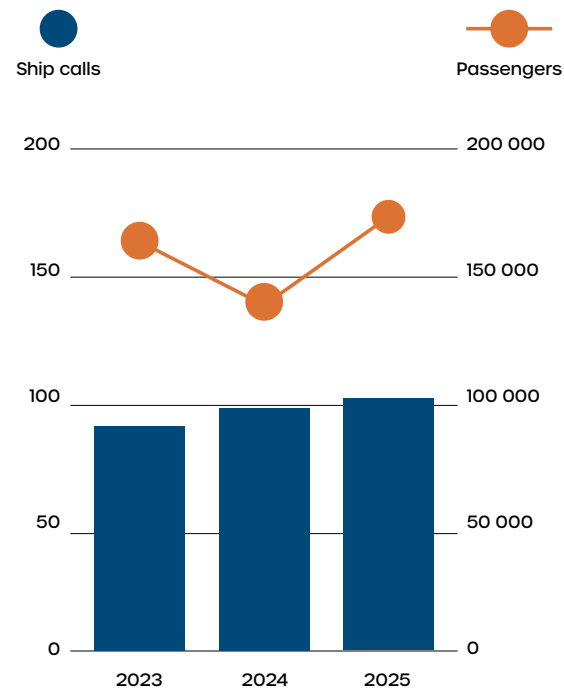


Busy international cruise season

The number of international cruise passengers increased by more than a quarter compared to the previous year, and the utilisation rate of the ships was exceptionally high. The international cruise season in Helsinki now lasts almost all year round and, in 2025, the last cruise ships specialising in winter cruises visited the city at Christmas.

- The number of international cruise ship calls during the year was 101 (+0.8% compared to the previous year).
- More than 175,000 international cruise passengers arrived in Helsinki (+26.4%).
- There were six cruise ships that visited Helsinki for the first time.
- Ships stayed overnight in Helsinki six times.
- Most cruise passengers arrived in Helsinki from Germany, the United States, the United Kingdom, Canada and Australia.

INTERNATIONAL CRUISE TRAFFIC



Planning for the Katajanokka terminal update began



The interiors of Katajanokka Terminal are being designed to be spacious. Illustration: Helin & co Architects.

The planning of the renovation and expansion of the Katajanokka terminal commenced. The aim is to create a maritime transport hub serving two shipping companies and small cruise ships. The redesign of the terminal will take into account not only the needs of business and the traffic to Stockholm, but also the wishes of local residents for a meeting place open to all, as expressed through surveys and workshops. In addition, the electrification of ships is strongly driving the design of the port infrastructure.

Alongside planning the renovations, the Port took good care of ship traffic and passenger service as well as provided an excellent travel experience.

Passenger satisfaction

Passengers were even more satisfied with the Port of Helsinki terminals and their services than before. The survey sample was larger than before, but the results remained at a good level. In particular, satisfaction with the Olympia Terminal and its services improved significantly.

The clearest improvements were in the ratings for transport connections as

well as café and restaurant services at the various terminals.

- The overall passenger satisfaction rating was 4.14 on a scale of 1–5. (2024: 4 December)
- The Net Promoter Score (NPS) for the passenger experience was 46. (2024: 44)

The passenger segmentation based on passenger surveys was completed. It will allow the Port to offer more targeted services and marketing to different groups of passengers depending on the terminal and destination.

Passenger services

- In June, a bicycle parking pilot was launched in front of the West Terminal 2. It provides an even better and safer environment for cycling, which is emission-free and one of the most responsible modes of transport, also when travelling by boat.
- The kiosk on the ground floor of the West Terminal 2 was renovated into an ice cream café, and the selection was expanded to better serve the customers, especially during the busiest summer season. The bar sales point in the Kata-



janokka terminal was renovated into a café bar.

- The West Terminal was made more experiential with a new pop-up concept that brought changing themes to the terminal, such as bicycle and clothing exhibitions and the 60th anniversary of the Helsinki-Tallinn sea route.
- The payment options in the online shop for parking were expanded to improve ease of use and meet customer demands for a quick and easy payment option.
- In the second half of the year, the Port of Helsinki gave up some of its parking areas in Makasiiniranta. The areas were transferred to the City of Helsinki.

Port infrastructure, real estate development and ship traffic

The Port is planning significant updates, especially to West Harbour in Jätkäsaari, in order to ensure the profitable growth of port operations and provide excellent services for the busy Tallinn passenger and car ferry traffic. The Katajanokka terminal will also be revamped.

- The planning of the renovation and expansion of the Katajanokka terminal commenced. Helin & Co was chosen as the principal designer alongside engineering and architecture consultancy Sweco, with traffic planning handled by traffic planning company Sitowise. The planning takes into account not only

business-related needs and the needs of the Swedish route, but also the wishes of local residents. The aim is to develop the terminal into a meeting point with a variety of services, events and experiences to attract people to spend time there. The local detailed plan process for the area will begin in spring 2026.

- The demolition of the old T1 terminal in the West Harbour was completed at the end of September. As much as possible of the materials were delivered for reutilisation. The demolition resulted in approximately 14,000 tonnes of crushed concrete, which was used in various construction projects in Hyvinkää. The work also generated around 1,900 tonnes of metal waste, which was sent

for recycling. About 10,000 of the old wall bricks were recovered intact and delivered to Helen Ltd's Salmisaari site.

- A major renovation of the leased premises on the lower floors of the company's headquarters was completed in the spring.
- Basic maintenance of the automatic mooring systems was initiated, the Katajanokka harbour vehicle ramp was comprehensively renovated, and extensive maintenance and erosion damage repairs were carried out on liner berths in Katajanokka and South Harbour, among other locations.
- The port icebreaking & stand-by towing services and the guarding services of international cruise traffic were put out to tender.

Good governance and responsibility management

We operate in accordance with the City of Helsinki's group guidelines to effectively meet the objectives set for us by our owner.

In the company's responsibility management model, everyday management decisions are considered from a financial, social and ethical point of view, taking the company's stakeholders into account.

Our key sustainability objectives relate to reducing climate emissions in port areas, enabling Finns to live a smooth day-to-day life and doing our part to ensure security of supply for society. We also value good relations with residents and operators in the neighbouring areas.

The management of environmental issues at the Port of Helsinki is based on the requirements of the ISO 14001 standard. The company has an operational system certified by an external party, which also meets the requirements of the ISO 9001 and ISO 45001 standards. The Port of Helsinki has operational environmental permits in accordance with the Environmental Protection Act.

We are also committed to the principles of sustainable tourism and have been awarded the Sustainable Travel Finland label by Visit Finland. Additionally, the Port of Helsinki's headquarters are certified as a Green Office by the WWF.





Responsibility reporting

The Port of Helsinki reports on its sustainability work in its annual report and financial statements. In addition, the port will prepare annual reports to the environmental authority in accordance with the environmental permits, as well as a voluntary comprehensive sustainability report pursuant to the EU's VSME standard. The reporting model expands and harmonises the rules on how companies must report their impacts on people and the environment. It increases the transparency and comparability of companies and helps identify those that are operating in a sustainable way.

- The first VSME report was prepared in 2024 and published in December 2025.
- VSME 2025 published in March 2026.

Code of ethics

Our code of ethics applies to all employees. The principles have been created collaboratively, and both the staff and management have undergone online training on the subject. This training is also part of the onboarding process for new employees.

The port has also established a code of ethics for suppliers in the procurement chain. These guidelines address the prevention of the shadow economy, bribery and corruption. Environmental criteria and the carbon footprint of procurements are also taken into account, and suppliers and subcontractors are evaluated based on social responsibility aspects in the procurement processes.

Whistleblowing channel

The Port of Helsinki has a confidential whistleblowing channel on its website, allowing staff and stakeholders to report violations, irregularities or severe misconduct anonymously. Any incidents are reviewed by a group consisting of three management representatives and reported to the company's board.

- In 2025, no reports were received through the channel.

Environmental responsibility

From the beginning of 2025, the Port of Helsinki will report its emissions in CO₂ equivalents instead of carbon dioxide (CO₂) emissions, which means the combined global warming effect of different greenhouse gases converted to the same amount of carbon dioxide. The use of emission equivalents enables comparisons of different emissions.

In 2025, the Port moved to a new emissions calculation software. In 2025, emissions from ship traffic and work machines came from the new software. This has had some impact on the calculation of emissions due to more accurate initial assumptions.

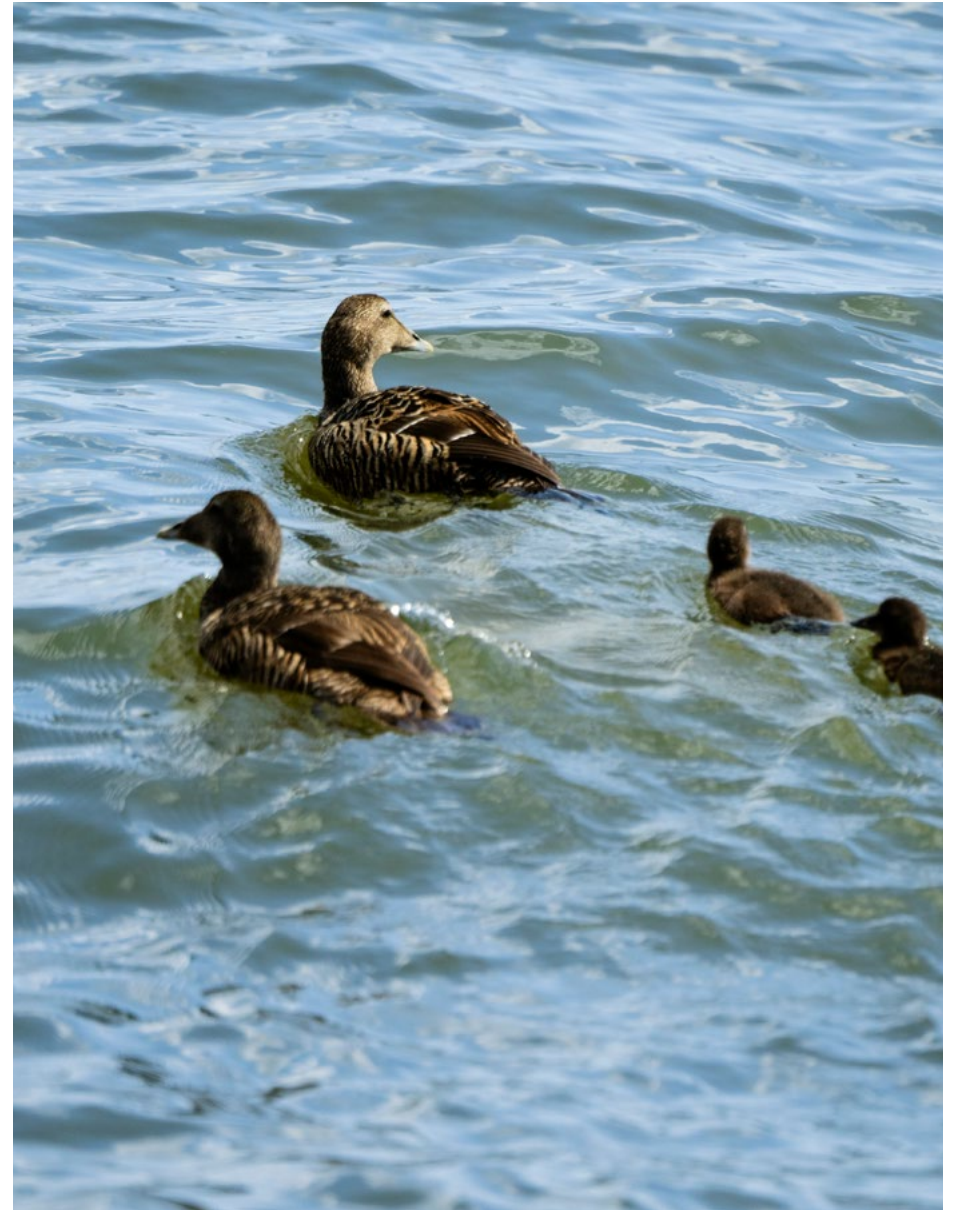
Environmental objectives

The Port of Helsinki's main environmental objectives focus on reducing climate impacts. In addition to improving the company's own operations, targets have also been set to reduce other emissions in port areas:

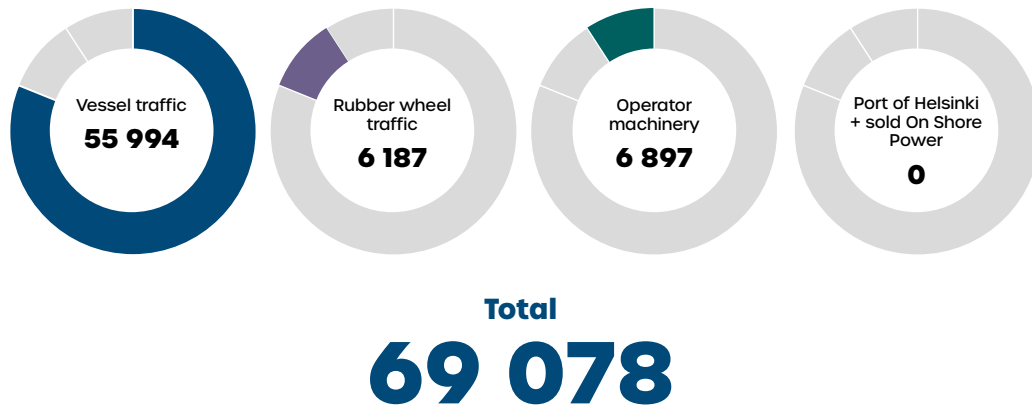
- The Port of Helsinki's own carbon dioxide emissions are set to a minimum in 2025.
- Carbon dioxide emissions from ships in port areas will be reduced by 25% by 2030.
- Carbon dioxide emissions from vehicles will be reduced by 60% by 2030.
- Carbon dioxide emissions from work machines in port areas will be reduced by 60% by 2030.

The Port of Helsinki Ltd's CO₂e emissions

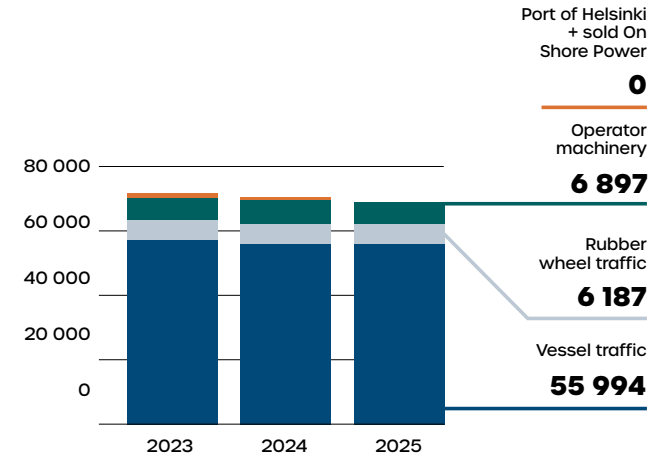
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PORT AREA CO₂e EMISSIONS



PORT AREA CO₂e EMISSIONS BY THE SOURCE, TONNES



Emissions from port areas

The carbon dioxide emissions in the port areas of Helsinki consist of ship and machinery emissions, vehicle traffic emissions and emissions from the port company's own operations. Ship traffic plays the most significant role.

The emissions from the port area include the emissions from vessels in the water areas managed by the Port of Helsinki and in the enclosed port area. Arrival at the port, time spent at the dock, manoeuvring and departure from the port are all included in the calculation. For land traffic, the emissions from the port

area include those generated within the enclosed port area.

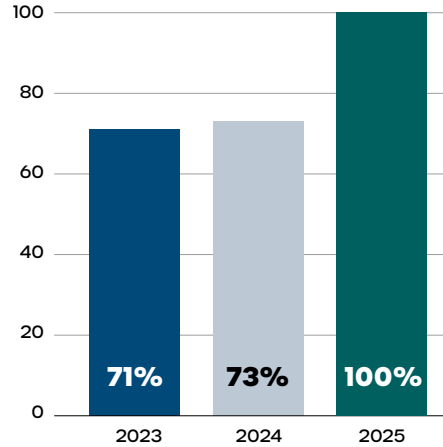
- Total emissions from port areas amounted to 69,000 tonnes of CO₂e (2024: 70,600 tonnes of CO₂e). Compared to the previous year, the emissions decreased by 2.2%.
- Emissions from ship traffic amounted to 56,000 tonnes of CO₂e (-0.0%).
- Emissions from vehicle traffic amounted to 6,200 CO₂e (2024: 6,200), a 0.1% decrease in emissions.
- Emissions from machinery operating in the port area amounted to 6,900 tonnes of CO₂e (2024: 7,300 tonnes of CO₂e), a 5.7% decrease in emissions.

The electrification of work machines has started in Vuosaari Harbour. Posti and Paulig tested an electronic terminal tractor in summer 2025. In spring 2026, the port operator will begin using the first fully electric straddle carriers. The increasing electrification of work machinery requires better access to electricity and charging infrastructure in ports.

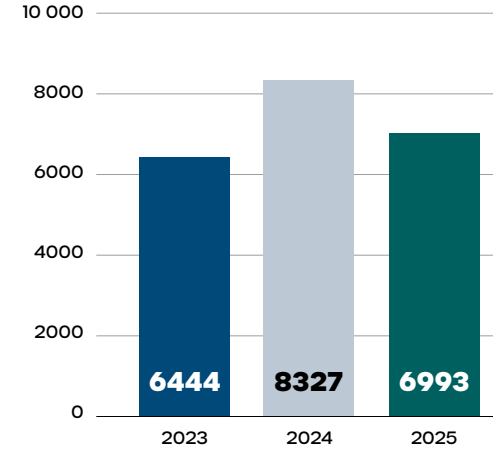
The port offers environmental-based vessel fee discounts for maritime traffic, provides onshore power connections for ships, enables the electrification of work machinery and facilitates smoother vehicle movement within the port area.

- In 2025, the maximum discount was 11%, with a total of 22 vessels benefiting from the environmental discount. In total, the Port granted EUR 1.2 million in discounts. The discount encourages shipping companies to reduce environmental impacts beyond the minimum legal requirements, particularly in the port area.

CARBON FREE ENERGY SHARE OF ALL ENERGY CONSUMPTION, %



ON SHORE POWER USED AT THE PORT OF HELSINKI, MWH



Emissions from the Port of Helsinki's own operations

At the beginning of 2025, Port of Helsinki Ltd achieved its own climate target on schedule after years of effort:

- The company's own emissions were 0 CO₂e tonnes.
- Over the years, energy consumption has been reduced to a minimum, and we use low- or zero-emission energy sources.
- The port has been sourcing its electricity from carbon-free sources since 2020, and from the beginning of 2025, our buildings will be using renewable district heat, the origin of which is verified with

the Finnish Energy Authority's Guarantee of Origin.

- The port's total energy consumption (incl. onshore power used by ships) in 2025 was 25,200 MWh (-16%), of which carbon-free energy accounted for 100% (2024: 73%).

The use of onshore electricity fell by 16%, mainly due to technical operational problems in operations.

- Heat consumption decreased by 26% from 2024. Electricity consumption dropped by around 2%, and electricity was procured from carbon-free sources. The share of used onshore electricity was 35%, while the port company's own

consumption decreased by 7%.

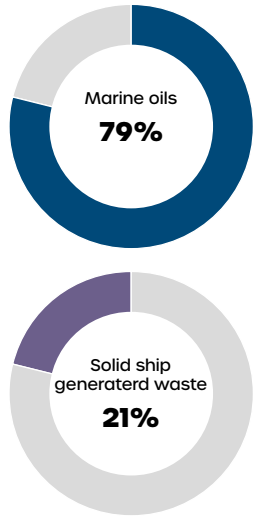
- In Vuosaari Harbour, the heating of the two ramps used by Finlines vessels was converted from district heating to air-source heat pumps. In the past, heating consumed around 600 MWh per year, but with heat pumps, energy savings of over 60% can be achieved. As a final measure, we obtained voluntary emission credits from Finnish afforestation projects.
- In 2025, 186 CO₂e tons of voluntary emission credits were acquired, or 5.4% of the port company's emissions in the reference year 2015. This amount corresponds to the emissions from the

fuel consumption of the company's cars, machinery and business travel, as well as the heat and electricity consumption of the leased premises.

Renewable energy production

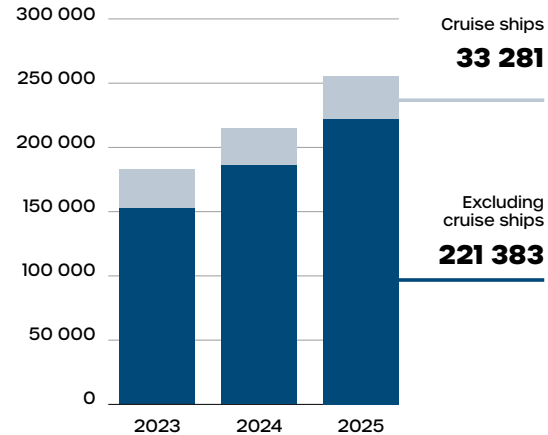
The Port is reducing its electricity and heating energy procurement needs by producing its own renewable energy through solar panels. In 2025, renewable electricity production is estimated to have been at the level of the previous year (2024: 314 MWh).

DIFFERENT WASTE TYPES RECEIVED, TOTAL 1640 TONNES



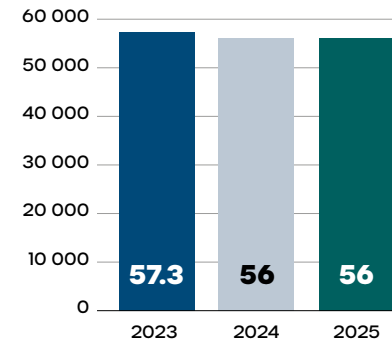
Total
1 640
tonnes

SHIP GENERATED WASTE WATERS RECEIVED BY PORT OF HELSINKI, 255 000 M³

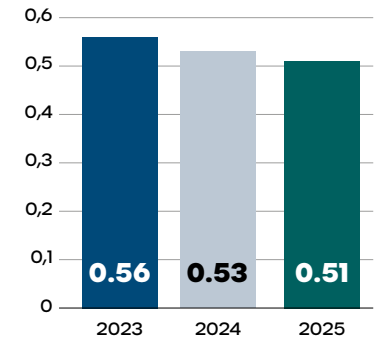


Total
255 000
m³

SHIP CO₂E EMISSIONS, TONNES



CO₂e EMISSIONS PER SHIPS NET TONNES / CO₂e(t)/1000T



Reception of ship waste

- In 2025, the Port of Helsinki received
- 255,000 m³ of wastewater from vessels (2024: 215,000 m³),
 - 1,300 tonnes of oily water from vessels (2024: 1,300),
 - 350 tonnes of solid waste from vessels (2024: 240).

The Port of Helsinki receives solid waste, oily waste and wastewater from vessels. Additionally, many vessels sort their solid waste into different waste types. The Port of Helsinki provides waste management services mainly to international cruise ships and some cargo vessels. Vessels operating in regular liner traffic in Helsinki have signed a waste management agreement directly with the waste management company.

Each of the Port of Helsinki's quays allows for direct discharge of wastewater into the city's sewer network, from where it is transported directly to the Helsinki Region Environmental Services Authority (HSY) for processing. There is no separate charge for discharging wastewater.

The Baltic Sea ports use the No Special Fee payment system, in which a waste fee is charged regardless of whether the

vessel leaves waste at the harbour or not. Waste received from vessels in the Port is reused as biogas. HSY produced biogas from wastewater and solid biodegradable waste received by the Port, which was incinerated at the biogas plant for electricity and heat.



Working together to achieve wider positive impacts

We work closely with many stakeholders, both nationally and internationally, in the pursuit of more sustainable logistics and maritime transport.

- Together with the Finnish Ports Association and some other ports, the Port of Helsinki participated in the “Biodiversity Roadmap for the Finnish Ports” development efforts. The roadmap was completed in the autumn. The results will

be integrated into the Port of Helsinki’s sustainability management.

The Port of Helsinki is involved in the joint Green Corridor project between the ports of Helsinki and Tallinn, cities and shipping companies. Its aim is to create a sustainable and low-emission connection for both passengers and cargo on the sea route between Helsinki and Tallinn.

- The Port was involved in organising a stakeholder day on the future of maritime transport in the Baltic Sea together with the City of Helsinki and the Uni-

versity of Helsinki. The day included a presentation on the changes in maritime transport and the FIN-EST Green Corridor project to logistics professionals and representatives of the University of Tallinn.

- The Green Corridor project carried out a user survey. Sustainability proved to be an important value for the respondents of the cargo and passenger surveys: 72% of logistics companies and 83% of passengers consider sustainable maritime transport or travel to be important or very important.

Social responsibility

The Port aims to achieve a healthy port community and good neighbourly relations with Helsinki residents and local actors, and to reinforce the positive societal impact of the Port's operations.

The Port of Helsinki serves the smooth everyday life of Finns, the business sector of the Helsinki region and the whole country, and safeguards Finland's security of supply.

- All port employees were allowed to spend one working day a year volunteering. In 2025, a total of 28 port employees took advantage of the opportunity to participate in various charitable organisations.
- The West Harbour expansion and port tunnel project was awarded the Good EIA Award. The justifications for the award included the consistent presentation of the extensive documentation and the clear treatment of the project options. In particular, the high-quality handling of construction impacts, proj-

ect risks and their management were highlighted. One of the objectives of the Port's environmental impact assessment process was also to listen to and involve stakeholders and neighbours.

- The Port participates in residents' events near its harbours. In 2025, we once again showcased port activities at the Baltic Sea Day, Vuosaari Harbour Day and the Hyvän tuulen fest in Jätkäsaari.
- The Port of Helsinki shares updates and engages in discussions about port operations on its social media channels, including Facebook, LinkedIn and Instagram. The channels have over 12,000 followers. Interaction and postings have focused on topics such as ship calls, the progress of port renewals, the port as a place to work and recruitment.
- In the summer, the Port organized a pop-up art exhibition on the fence of the West Terminal 1 demolition site together with the 9th grade students of Jätkäsaari Comprehensive School.





Stakeholder support

The Port measures its reputation and the corresponding stakeholder support using the Trust & Reputation model. Since West Harbour is the busiest part of the Port of Helsinki, measurements will take place amongst the residents of Jätkäsaari. The views of Helsinki City Councillors and Helsinki residents who live in places other than Jätkäsaari will also be examined.

- In the 2025 survey, the Port's reputation rating among Jätkäsaari residents was at a good level: 3.52 (2022: 3.21) on a five-step (1–5) scale. The perception that “the Port generates societal benefits through its business operations” remained at a fairly good level.
- Other Helsinki residents gave the Port a reputation rating of 3.39.
- The City Council rated the Port's reputation at 3.63.

Sponsoring

The Port directs small-scale sponsorship activities particularly towards sports and youth work in its nearby districts. Two key themes in the various projects and events that we support are sustainable development and the marine environment, along with inclusion, community and collaboration locally near our harbours.

- The Port continued its three-year cooperation with the SOS Children's Village Foundation. The support will fund activities at a community meeting place in Vuosaari.
- The Port also supported the work of the Baltic Sea Action Group foundation and the diaconal work of the Helsinki Cathedral Parish. We also sponsor youth sports teams in the vicinity of our harbours.



Financial responsibility

The Port of Helsinki is an important logistics hub that serves the business sector of the Helsinki Metropolitan Area, with a significant positive impact on the regional economy and employment.

According to a 2025 study by the University of Helsinki, the Port of Helsinki is a major driver of the economy and employment. The total economic impact of port activities is €4.2 billion per year, with a total employment impact of more than 39,000 people, including indirect effects.

The port operations in Helsinki are also significant for the wellbeing of the entire country: in practice, the impact of the cargo and passenger traffic passing through us extends throughout Finland.

A stable result is the basis for responsible operations

A stable financial result is the foundation for the company's responsible operations. The Port ensures the profitability, competitiveness and efficiency of the business.

Our owner, the City of Helsinki, has both strategic and economic interests in the ownership of the Port group. The purpose of the group is to generate profit, and Port of Helsinki Ltd distributes approximately 50% of its profits as dividends to its owner.

- In 2025, the Port of Helsinki paid the City of Helsinki a total of €21 million in dividends, land rent and loan interest.

The total economic impact of port activities, BEUR per year

4.2

Training to prepare for safe operations

The Port strengthened its resilience and ability to anticipate different types of disruptions. Smooth cooperation with stakeholders and authorities was further emphasised.

The law amendment regarding security clearance introduced an obligation for port operators handling foreign traffic to ensure the integrity and reliability of certain categories of workers by means of a personal security clearance. The amendment entered into force on 1 July 2025. In the Port of Helsinki, the process of commissioning safety reports began in 2024, and the work on the process is ongoing.

The Port of Helsinki operates in a sector that is also required to comply with the Cybersecurity Act based on the EU's NIS2 Directive. In 2025, the Port worked hard to ensure the information security and resilience of its operations.

Everyday security in the Port is based on close cooperation with the police, customs, border guard and other authorities. In addition, joint emergency drills build the capacity to act in a planned and safe

manner in case of accidents or incidents that disrupt port operations, for example.

- An operational continuity management plan was completed.
- Field safety walks were made a regular part of operational activities in the city centre harbours.
- Several official exercises were organised in different harbours throughout the year.
- Vuosaari Harbour further improved the protection of both employees and operations.
- The Port commissioned an assessment of its NIS2 compatibility. According to it, the company meets the risk management requirements of NIS2 quite well, and immediate action was taken to remedy the shortcomings identified.
- Employees were trained in information security, recognising phishing messages and using artificial intelligence safely.
- The Port of Helsinki is participating in the Satamien Digiturva project, which was launched in the autumn with the aim of strengthening the cyber capabilities and resilience of port operators.



Regular drills for accident situations, conducted together with stakeholders and authorities, help build preparedness for safe port operations.



Occupational safety

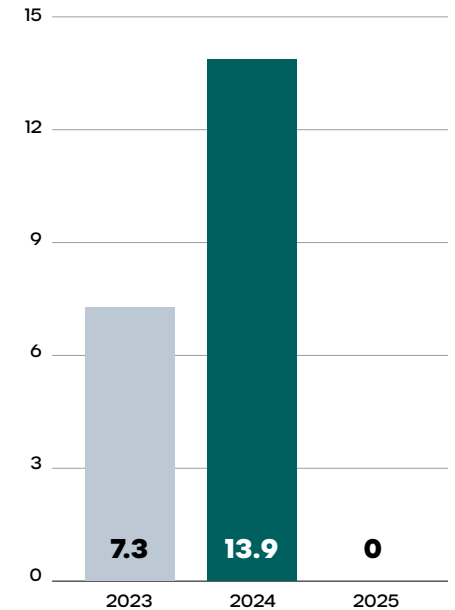
Ports are shared workplaces, and Port of Helsinki Ltd is the primary employer at the harbours of Helsinki holding decision-making power. The Port of Helsinki is a reliable employer and partner that ensures a safe working environment for everyone operating in the port areas.

In 2025, the Port of Helsinki's occupational safety goal was zero accidents, a reduction of absences due to sickness or accidents, a continued high level of workplace wellbeing and the development of a strong safety culture.

- The year 2025 was the first in the history of the Port of Helsinki during which there were no accidents leading to absences among the organisation's employees. There were 2 minor occupational accidents. The workplace accident frequency* was 0.
- The average sick leave percentage amongst the Port's employees was 2.9% (2024: 2.6%).

* Workplace accident frequency = number of workplace accidents that cause at least one day of sick leave per one million working hours.

FREQUENCY RATE OF OCCUPATIONAL ACCIDENTS



Proven excellent employee experience



90% of the respondents to the Port of Helsinki's Great Place to Work survey considered it to be an extremely good place to work overall. Specifying the target culture, on the other hand, promotes the achievement of the company's most important goals.

One of the themes of the year was defining the Port's target culture, as a systematically self-managed culture is an excellent tool for achieving strategic goals. The survey on the current state of the culture involved the company's entire staff, and the objectives were defined taking into account the strategy, vision and mission. The results were presented at a staff strategy day event in the form of a cultural compass. It defines not only the company's values, but also the courage and trust that guide all its activities. Integrating the compass messages in the organisation's operating practices is an element in the work that we will continue as part of our day-to-day activities.

- 90% of respondents consider the Port a great place to work on the whole.
- Of all responses, 82% were positive.
- Response rate: 90%.
- eNPS or the employee net promoter score: 56.7 (2024: 41)



Staff survey

The Port conducted the Great Place to Work staff survey for the first time. As a result, we were awarded the Great Place to Work Certification™, a global recognition of a good employee experience.



Skill enhancement at work

At the Port, competence is developed according to a model in which 70% of learning happens on the job, 20% from others and 10% through formal training. Professional training maintained the expertise of various staff groups. Additionally, in 2025, company-wide training sessions were organised on topics such as information security and diversity.

The mentoring and leadership programme launched in the previous year was completed in spring. The programme, which received excellent feedback, built on our leadership promises and deepened the skills of 11 participants as supervisors and provided a new perspective into managing people.

Rewards

The Port of Helsinki's rewarding model supports the achievement of the company's objectives. The performance bonus can be equal to a maximum of 1–4 months' salary, depending on the role. All staff members are included in the performance bonus system, and the bonuses received can be deposited into the employee fund. Each year's performance bonus results are

always assessed at the beginning of the following year.

The Port also uses a one-off bonus model, under which employees are granted one-off bonuses and quick bonuses for exceptionally good performance.

Port staff in figures at the end of 2025

- The Port of Helsinki employed 107 people (+10.3% compared to the previous year).
- The proportion of permanent employees was 96.3%, while fixed-term employees made up 3.7%.
- The number of person-years worked in 2025 was 100.5 (2024: 93.5).
- 32.7% of the permanent employees were women (2024: 30.2%) and 67.3% were men (2024: 69.8%).
- The average age of the staff was 47 years.
- The turnover rate (resignations relative to total staff) was 4.7% (2024: 13.4%).
- The average turnover rate (employees entering and leaving relative to all staff) was 9.8% (2024: 13.9%).
- The sick leave percentage was 2.9% (2024: 2.6%).
- The workplace accident frequency was 0% (2024: 13.8%).



|| PORT OF || || HELSINKI ||

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