

Investments by the Port of Oulu

Nr	Action	Timing	€million
1.	Changes to the transportation system in Oritkari (NETSS)	2005-06	5,7
2.	Changes to the quay in Nuottasaari	2005	0,2
3.	Field area behind the main quay and western quay in Oritkari	2005-06	1,8
4.	Dismantling of equipment and structures in Toppila Oil Harbour	2006	0,1
5.	Vihreäsaari bulk quay arrangement	2006-07	0,4
6.	Moving of warehouse 1 in Oritkari, rail arrangements	2006-07	1,1
7.	Expansion of the field area in Oritkari	2007-08	0,8
8.	Renovation of Nuottasaari quay	2007-10	10,2
9.	First berth at Oritkari western quay	2010-	8,9
Total			28,8

Costs to parties other than the Port of Oulu amount to around € 14.2 million.

Development of the port after target year

This general plan also includes an outline of possible development measures that the Port of Oulu may be facing after the target year 2011.

Nr	Action	€million
10.	Paving the southern part of the current fill-in area in Oritkari	0,4
11.	Filling in and paving the shore area in Kempeleenlahti, new access road	7,6
12.	New harbour shore and railway yard	3,0
13.	Second berth at the western quay, filling in and paving	9,9
14.	Third berth at the western quay, filling in and paving	9,9
15.	Fourth berth at the western quay, filling in and paving	9,9
16.	Deepening the Port of Oulu access channel to 11 metres	9,0
Total		49,7

Contact data



Port of Oulu

Kari Himanen, Port Director
Poikkimaantie 16, 90400 Oulu
(08) 5584 2750, 044-703 2750
fax (08) 5584 2799
kari.himanen@ouka.fi



Oulu

Technical Services Department

Matti Ränä, City Engineer
Uusikatu 26, 90100 Oulu
(08) 5584 2110, 044-703 2110
fax (08) 5584 2199
matti.raina@ouka.fi



Technical Services Department

PORT OF OULU

GENERAL PLAN 2005 ABSTRACT



SUUNNITTELUKESKUS OY

AADI Architectural design and engineering services

LIIDEA OY Engineering services

Oulu 2005

The most important objective of the 2005 General Plan of the Port of Oulu is to investigate whether Vihreäsaari should remain in harbour use, or whether other land use should be assigned for the area. Another important objective is to move elsewhere harbour operations currently located in Toppila, because mercantile shipping will cease in Toppila by end of 2007.

The key starting point of planning is the 2020 Oulu General Land Use Plan, in which Vihreäsaari has been indicated as an area to be investigated and Toppila harbour area has been marked as a residential area. The target year of the plan is 2011.

Current situation

Total traffic in the Port of Oulu was record high in 2004, amounting to 2.7 million tonnes.

Oritkari Harbour (1.1 tonnes) is used for exporting paper, pulp and other types of general cargo. There is also a modern container terminal in the harbour.

Nuottasaari Harbour (0.9 million tonnes) is mainly an import harbour for raw materials used in forest industry.

Vihreäsaari Harbour (0.6 million tonnes) is an import harbour for liquid fuels. It is also an export and import harbour for bulk products, such as grain.

Toppila Harbour (0.14 million tonnes) is mostly used for importing cement.

The port operator in Oritkari and Nuottasaari is Herman Andersson Oy, a stevedoring, forwarding and clearing company.

Forecasts

Trends in goods traffic have been estimated by groups of goods. The greatest growth potential is in other than forest industry-related traffic, particularly in container traffic. According to different scenarios, the volume of total goods traffic will increase to 3.0 – 4.4 million tonnes by the year 2015.

Alternatives

There are two alternatives as to the future use of Vihreäsaari: current use as an oil and bulk harbour, or another land-use alternative. What this other land use might involve has not been defined in either the general land use plan or in other plans.



. Three alternatives were included in the preliminary comparison of alternatives:

Alternative 1 – The current harbours are developed, and the Toppila cement terminal is moved to Vihreäsaari.

Alternatives 2A – 2D – Harbour operations remain in Vihreäsaari and a new bridge or tunnel connection is built, linking it with Nuottasaari or Oritkari.

Alternatives 3A and 3B – Harbour operations cease in Vihreäsaari. The oil harbour is moved to Oritkari, or away from Oulu altogether. The bulk harbour is moved to Oritkari.

The impacts of the preliminary alternatives on the operation of the port and various actors, urban structure and traffic network, the economy of the city and of the port as well as the environment have been studied.

Alternatives 2 were discarded on the basis of the operational and economic comparison of the alternatives, because a new traffic connection cannot be constructed without interfering with the Stora Enso industrial area. The new connection would only serve Vihreäsaari and would be very expensive in relation to the benefits gained.

Moving harbour operations from Vihreäsaari to Oritkari in accordance with alternatives 3A and 3B would cost € 38 – 63 million. This investment would

not be wise from the Port's point of view, as it does not generate new goods traffic. The move would not be a good one from the point of view of municipal economy either, as the City's investments in Vihreäsaari would very likely exceed the revenue gained from the land transaction. In addition, although it does have a distinctly maritime flavour, Vihreäsaari would be a cold and windy location for a residential area. Having a residential area close to a harbour and industrial area would also very likely give rise to environmental problems.

General plan

Based on the comparison of the technical and economic impacts of the alternatives, Alternative 1 has been chosen as the basis of the General Plan of the Port of Oulu. According to Alternative 1, the emphasis of development is on Oritkari harbour based on the 1995 General Plan.

Oritkari Harbour will be developed on the basis of the general land use plan and 1995 General Plan. Filling in will continue from the tip of the harbour towards the sea (the new western quay), and a narrow section will be filled in on the Kempeleenlahti side.

In the general plan, four new berths are proposed for the western quay. The construction of the first berth is planned to commence by the target year.

The plan also includes proposals for the location of new warehouses and new field arrangements.

The new access road will be situated by the southern edge of the harbour area on the Kempeleenlahti side.

The current railway link goes through the area of Stora Enso. A new location for the railway has been assigned by the northern edge of the current access road.

Nuottasaari harbour will be developed by renovating and deepening the existing quay.

In **Vihreäsaari harbour**, the bulk quay will be rearranged. Finnsementti Oy will construct a new cement terminal in the area to replace the one to be closed in Toppila. The oil harbour will continue its operation in its current state. In addition, a space has been reserved in Vihreäsaari for a district heating plant of Oulun Energia which may be built later.

Action programme

In **Oritkari harbour**, the investments required by the new transportation system of Stora Enso will be implemented, field areas will be improved and the first new berth will possibly be built on the western quay by target year 2011. The **Nuottasaari** quay will be renovated and deepened. Arrangements necessitated by the transfer of the cement terminal will be carried out in **Vihreäsaari**.

The preliminary cost estimate of the measures amounts to € 28.8 million for the Port of Oulu.



