Developing the new Finnish icebreaker

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Components of a winternavigation system

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Change factors

- **Traffic flows**
  - Changes in transport volumes
  - New ship sizes
- **Merchant vessels independent ice going capabilities**
  - SOX > Fuel prize > no incentive to use extra power
  - EEDI > focus on open water performance
- **Operator competence**
  - Modern manning practices reduce possibilities to assure long term experience base onboard
- **Climate change**
  - Time span, variation between winters
- **Renewal of icebreaker capacity**
  - Scale of investment
  - Availability from possible commercial sector of icebreaking

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Replacement of ageing infrastructure icebreaking capacity

- Worlds infrastructure icebreaker fleet is ageing, same applies to Baltic icebreakers
- Practically all icebreaking takes place on Northern Hemisphere > season at same time everywhere, no assurance of free available commercial capacity
- Reliable and cost efficient icebreaking capacity to infrastructure winternavigation, chartered from mature commercial icebreaking market, is still far in the future.
- Icebreakers differ, different locations and operations require different capabilities
- Real increase in utilisation rate for icebreakers which form the core of area specific icebreaking capacity, how intimidating it might sound, is economically very challenging. On the other hand, for additional capacity this concept could be efficient in the future.
- Co-operation between states is very efficient way to reduce icebreaking costs

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“Different horses for different courses”

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New Icebreaker for hardest Baltic ice conditions

- **Concept design in deep co-operation between**
  - **Aker Arctic**
  - **ILS**
  - **Finnish Transport Agency specialists team**
- **Building**
  - **Arctech Helsinki Shipyard**
- **Delivery by the end of 2015**

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- **Thank You for your interest**
  Questions?

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