



# PORT OF HANKO

**150**  
years  
1873–2023



**HANKO**

**59° 50' 4.135"**

**22° 57' 53.211"**

## A FAST AND FRIENDLY PORT

[WWW.PORTOFHANKO.FI](http://WWW.PORTOFHANKO.FI)



# THE GREEN GLOBAL HUB

Situated at the southernmost point of Finland, the Port of Hanko offers extraordinary and accessible service to international trade to and from Finland through its immediate connection to the open Baltic Sea.

Hanko has developed from Finland's first year-round ice-free port during early industrialisation to a leading port in fast liner traffic, offering round-the-clock service to all kinds of foreign trade.

The port has seen a significant increase in cargo volumes since its establishment, and today is one of the biggest commercial ports in Finland. Hanko has gone from being the leading new car and vehicle port in the country to a major player in the field of unitised cargo for the European market. Today, lorries, semi-trailers and containers continually and increasingly flow through the port. More than 350,000 units pass through the gate every year, positioning the Port of Hanko as the second biggest hub for trailers and lorries in Finland.

Part of the strategy to cope with rising demand has been realised with the acquisition of the port area in Koverhar. Covering more than 600 hectares and with an excellent fairway, Koverhar provides an opportunity for the port to increase its dry bulk cargo volumes. Koverhar gives new customers new possibilities and opens the port up even more to the global market. The future vision for Koverhar is the ability to handle even the biggest bulk vessels calling the Baltic Sea.

To develop the port's facilities and operation in a sustainable way, the Port of Hanko has adopted a dynamic and targeted environmental policy for the years to come, with the high ambition of carbon neutrality in 2024.

However, the daily work done by our personnel is the best sign of our firm commitment to producing increasingly better service for our customers today, tomorrow, and far into the future.







WATCH  
THE VIDEO!

We welcome you and your business to be part of the fast and friendly, sustainable logistics corridor for cargo to, from and through Finland - through the Port of Hanko.

**The Port of Hanko is at your service!**



**Anders Ahlvik**  
CEO, Port of Hanko



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# DER GRÜNE GLOBALE KNOTENPUNKT

Der Hafen von Hanko am Süzipfel Finnlands ist ein bedeutender Knotenpunkt für den internationalen Schiffsverkehr. Er ist ganzjährig eisfrei und spielt eine wichtige Rolle als Durchgangshafen für Fahrzeuge und Containerfracht für den europäischen Markt. Insgesamt werden in den drei Hafenbereichen von Hanko jährlich bis zu 350 000 Einheiten umgeschlagen. Unsere geografische Lage bietet durch die kurzen Seewege nach Mitteleuropa einen klaren Wettbewerbsvorteil.

Im Jahr 2023 feiern wir ein historisches Jubiläum: Der Westhafen von Hanko wurde 1873 eingeweiht, vor genau 150 Jahren. Er war Finnlands erster Winterhafen – ermöglicht durch das milde Meeresklima unserer Region – und blieb lange Zeit der einzige ganzjährig betriebene Hafen des Landes.

Der heutige Hafen gliedert sich in drei Bereiche. Der jüngste davon, Koverhar, wird in den kommenden Jahren ausgebaut, um Platz für noch größere Massengutfrachter zu schaffen und somit das Wachstum unserer bisherigen und künftigen Kunden aktiv zu unterstützen.

Unsere Kunden sind unsere oberste Priorität. Unser Hafen ist rund um die Uhr geöffnet und unser Personal bemüht sich an allen Tagen des Jahres um optimalen Service – heute, morgen und bis in alle Zukunft. Darüber hinaus investieren wir in die Digitalisierung unseres Dienstleistungsangebots, um dessen Nutzung weiter zu erleichtern.

Leitschnur des gesamten Hafenbetriebs ist unsere dynamische, maßnahmenorientierte Umweltpolitik, die dem Ziel dient, bereits 2024 CO<sub>2</sub>-neutral zu sein. Zusätzlich haben wir uns den nachhaltigen Entwicklungszielen der Vereinten Nationen verpflichtet.

Wir heißen Sie und Ihr Unternehmen herzlich willkommen im Hafen von Hanko – dem schnellen, freundlichen und nachhaltigen logistischen Tor Finnlands.

**Der Hafen von Hanko ist für Sie da!**





**Per Klick zum  
Video auf  
Englisch!**

**Folgen Sie  
uns auf Instagram!**

**@portofhanko\_official**



**Wir planen, bereits 2024 CO<sub>2</sub>-neutral  
zu sein. Auf dem Weg in eine  
nachhaltigere Zukunft setzen wir  
u. a. auf Elektrofahrzeuge.**





# HARBOURS



## WESTERN HARBOUR

The Western Harbour specialises in unitized and project cargoes, export of forest and steel industry products. The Western Harbour has over 50 000 m<sup>2</sup> of covered storage space and 260 000 m<sup>2</sup> of open storage.

### Berths

- RoRo 1: length 245 m, safe clearance depth 14,0 m, RoRo ramp and 50-tonne multipurpose crane.
- RoRo 2: length 230 m, safe clearance depth 10,1 m, RoRo ramp.
- RoRo 3: length 245 m, safe clearance depth 10,1 m, RoRo ramp.
- RoRo 4: length 160 m, safe clearance depth 10,1 m, RoRo ramp.
- RoRo 5: length 210 m, safe clearance depth 8,6 m, RoRo ramp.

The main approach channel is some 8 nautical miles in length and is authorized for a draught of 13,0 m.



## OUTER HARBOUR

The Outer Harbour is mainly used for vehicle imports, high & heavy, and steel cargoes. Approximately 130 vessels visit the harbour every year.

### Berths

RoRo OH1:

length 196 m, safe clearance depth 10,5 m.

RoRo OH2:

length 160 m, safe clearance depth 7,8 m.

Fairway maximum authorised draught: 9,0 m. The main approach channel is some 8 nautical miles in length and is authorized for a draft of 13,0 m as far as Hanko roads, thence 9,0 m to the harbour basin.



## KOVERHAR HARBOUR

Koverhar Harbour is situated about 20 km east of Hanko, and is specialised in bulk products but also provides RoRo possibilities.

### Berths

KOV1:

length 250 m, safe clearance depth 11,0 m.

KOV2:

length 117 m, safe clearance depth 9,2 m.

The main approach channel is some 16 nautical miles in length and is authorized for a draft of 12,0 m as far as Koverhar roads, thence 10,0 m draft to the harbour basin.

Please note that the information set out in this section is provided for guidance only and even if every effort has been made to ensure that the information is accurate, Port of Hanko Ltd does not warrant its accuracy and accepts no liability for any losses or damage that might arise from relying on this information.

# GENERAL INFORMATION

## Navigation from Hanko 1

(59° 44 1" N; 23° 02 6" E), line 327/319

## Port entry

Approaching vessels must contact the port and the pilotage service 24 hours in advance of the estimated time of arrival. Pilotage is compulsory.

## Pilot boarding positions:

### Hanko inner:

Latitude: N 59° 46,87'

Longitude: E 23° 00,31'

### Hanko outer:

Latitude: N 59° 42,18'

Longitude: E 23° 04,90'



## Gatehouse

Showers, a mini kitchen and a separate toilet building for drivers can be found in the gate buildings of the Western Harbour. Check-in for passengers is also located in the gate building. Charging points for electric cars can be found by the gate building.



# PORT OF HANKO A-Z

The Port of Hanko is open 24/7. For stevedore hours, contact the stevedoring companies. A valid access permit is required for entry to the port area. More info and application is available at [www.portofhanko.fi](http://www.portofhanko.fi) > Access permits.

## Airport

Helsinki-Vantaa International Airport is 150 km from Hanko. About 1 1/2 hours by road.

## Anchorage

### Hanko outer roads

Anchorage is obtainable near Georgebank, 3 nautical miles S of Hanko 1 East Edge Mark. Please consult Hanko Vessel Traffic Service at VHF CH 67.

### Hanko inner roads

Sheltered anchorage obtainable 2 cables NE of Gustavsvärn lighthouse in depths of 30 m. Strong SE winds can build up a rough swell in this area.

### Koverhar roads

Sheltered anchorage obtainable 5 cables ENE of the port in depths of 14-20 m.

## Approach

### Western Harbour

The main approach channel is some 8 nautical miles in length and is authorised for a draught of 13,0 m. Main approach channel is entered at the Hanko 1 East Edge Mark and is marked for night navigation.

### Outer Harbour

The main approach channel is some 8 nautical miles in length and is authorised for a draught of 13,0 m as far as Hanko roads, thence 9,0 m to the harbour basin. Main approach channel is entered at the Hanko 1 East Edge Mark and is marked for night navigation.

### Koverhar Harbour

The main approach channel is some 16 nautical miles in length and is authorised for a draught of 12,0 m as far as Koverhar roads, thence 10,0 m draught to the harbour basin. Main approach channel is entered at the Ajax Radar Mark and is marked for night navigation.

## Bunkers

Order through ship agent. Possibilities for truck to ship or ship to ship bunkering.

## Containers

Handling and storage facilities available in Western Harbour.

## Documents required

For instructions, please contact your local agent.

## Electricity

Low voltage electricity available at all berths 24/7.

## Fresh water

Available at all berths 24/7.

## Largest vessels

The maximum size of vessel that can be accommodated is 250 m LOA and 13 m draught.

## Medical Aid

Tel. +358 19 2203 555 (8.00-16.00)

## Nearest Hospital

Raasepori hospital  
Emergency clinic  
Itäinen Rantakatu 9, Tammisaari  
FIN-10601 Tammisaari  
Tel. +358 19 224 2800

# LINER SERVICES



More than 40 departures weekly to destinations like Antwerp, Gdynia, Lübeck, Paldiski, Rostock and Tilbury.

www

Check ship listings in real time: <https://portofhanko.fi/en/laivalistat/>

COMPANY	FREQUENCY	TYPE
Finnlines	daily	RoRo
KESS	weekly	Cars, H&H
Stena Line	daily	RoPax
Transfennica	daily	RoRo, StoRo, LoLo
UECC	weekly	Cars, H&H





# SERVICES AND PARTNERS



Port of Hanko is specialised in unitised loads such as trailers, semi-trailers and containers. The main cargo sectors are car import, paper, board, steel and timber export. For us, the customer always comes first. That's why we provide them with specialised facilities for the principal cargo streams, plenty of choice and flexibility, and handling expertise.

## Stevedores and shoreside workers

Customers of the Port of Hanko can rely on generations of expertise and professionalism as well as constant investments in new facilities and equipment. Stevedores provide a reliable link in the chain ensuring that the port retains its excellent image. There are several competent stevedoring companies operating at the Port of Hanko.

## Security and additional services

Security is an essential part of operations in Hanko. Both the port and the terminal operators provide a highly secure environment for operators and customers. All port areas are fenced, floodlit and patrolled by security guards and surveillance cameras. Good security is also maintained with functional, up-to-date infrastructure and maintenance.





# RESPONSIBLE PORT OPERATIONS

The Port of Hanko operates in a safe and environmentally friendly manner every day of the year.

Our harbour is a significant hub of international maritime transport, located in a unique environment and surrounded by the sea. Several areas of groundwater, nature conservation and the Natura 2000 network are located nearby, and part of the harbour borders a protected cultural environment.

We have created an environmental policy that we adhere to in all our operations. Our target is to become completely carbon neutral by 2024, and we strive to achieve this goal by, for example, changing our sources of heat for sustainable techniques. Some of the energy required by the port is already produced by means of solar panels.

In 2020, Port of Hanko Ltd was honoured with the Hyvä YVA award for the best environmental impact assessment work.

**Our target is to become completely carbon neutral by 2024. Some of the energy used by the port is produced by means of 162 solar panels.**





The guards of the port use electric cars, and charging points can also be found outside of the port area.

We are committed to promoting the sustainable development objectives of the UN.



At the Port of Hanko, safety is a priority. We guarantee the safety of people visiting and working at the harbour with specific safety regulations and appropriate safety procedures. This way, we also ensure the smoothness of work in the harbour area.



# 150 YEARS OF HARBOUR OPERATIONS

2023 marks an anniversary for the port, because the Western Harbour of Hanko was founded in 1873 – exactly 150 years ago.

Due to our location and the mild maritime climate, we are the first winter harbour of Finland and, for a long time, we were also the only harbour operating around the year. Our location continues to be our strength. Much

like in the past decades, the short distance to Central Europe still provides us with a competitive advantage.

In the future, we will continue to invest in digitalisation to ensure seamless harbour operations and easy-to-use services.

Learn more about our fascinating history!





1873–2023

150  
years



When the steam engine started to be used in shipping at the beginning of the 19th century, **travelling through ice became a possibility**. In Finland, the search for suitable places for a winter port began. In 1869, businessmen in Helsinki and St. Petersburg decided to build a private railway, the first of its kind in Finland, from Hyvinkää to Hankoniemi. The work on the railway and the port began and the railway was, with great difficulty, completed in the autumn of 1873. At the same time as the railway, a break-water and a simple quay were built.

Read more  
about our history!

@portofhanko\_official



Butter, alongside wood products and paper, were among the major **export products** in Finland. In the 1880s, butter was exported mainly to Copenhagen, and from the 1890s, also to England. Hanko quickly became the port from which most Finnish butter was exported. For example, in 1905, a total of 15.9 tonnes of butter was exported from Finland, 15.3 tonnes of which was shipped through Hanko.





The Western harbour functioned as **a lively winter harbour** throughout the 1920s and 1930s. The annual turnover was modest but, even so, the business provided work for much of Hanko's population. In 1930, there were 1.5 kilometres of quay in the Western Harbour and the warehouse area was 60,000 m<sup>2</sup>. However, it was still as a winter harbour that Hanko had its greatest importance. In 1939, the situation changed once again. The Winter War broke out, and in March 1940, as part of the peace agreement with the Soviet Union, Hanko was leased to the Soviet Union for 30 years. Hanko's residents were forced to evacuate, leaving houses and homes in the hands of strangers. Fortunately, due to the way the Continuation War developed in 1941, the Soviet Union chose to leave Hanko voluntarily and, on 4th December 1941, the town was once again Finnish territory.



Up to 1944-1945, harbour shipping was mostly different types of war transports, but afterwards, **cargo shipping started up again**. The stevedores and shipping firms returned after being evacuated, and with skilled personnel, they operated loading and unloading as well as ship clearances. Despite urging, the state didn't show any great interest in the development of the Western harbour. In Hanko, the town leaders realised that if there wasn't any development, it was necessary for the port to be owned by the town.



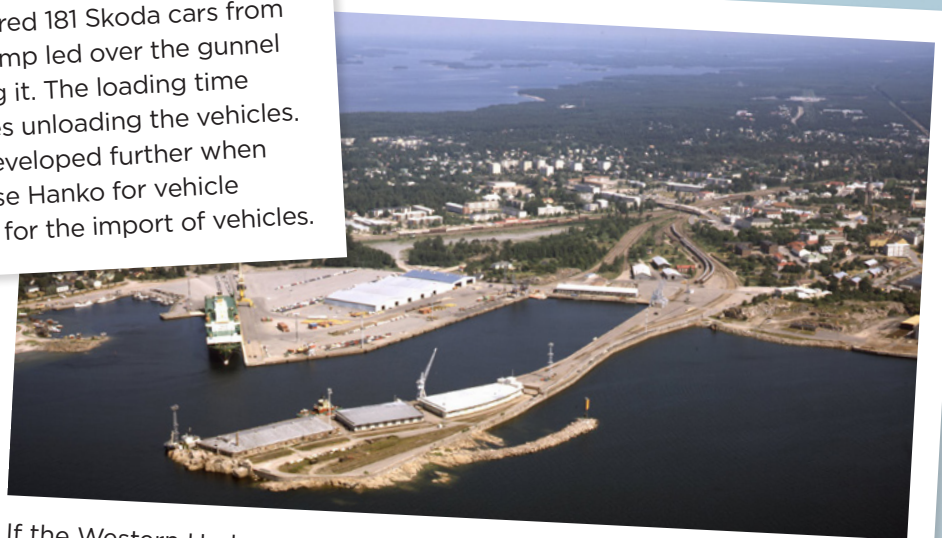


1873–2023

150  
years



As early as the 1950s, imported vehicles were being brought to the Western Harbour. By the mid-1960s, it could be said that Port of Hango was something of a pioneer when it introduced **roll-on-roll-off cargo handling**. This unloading method was used for the first time in Finland in the Western Harbour on 9 May 1965, when the specially built cargo ferry Bore XI delivered 181 Skoda cars from Lübeck to Hango. From the top deck, the ramp led over the gunnel to the quay and the cars drove ashore along it. The loading time could now be cut in half compared to cranes unloading the vehicles. Vehicle imports via Hango increased and developed further when the Wallenius Lines shipping company chose Hango for vehicle transports. Hango became the leading port for the import of vehicles.



If the Western Harbour was to move to modern goods handling, **the port needed to become municipal**, i.e. owned by the town of Hango. The state, which owned the harbour, did not have any particular interest in improving the harbour's service level. The port committee, appointed in 1968, proposed in February 1973 that the town of Hango should take over administration of the Hango national port. The report was handed to the Ministry of Trade and Industry, and ultimately approved by the Parliament and the Hango Town Council. All agreed that it would be an advantage for the port's development and management. In September 1973, the Government sent a bill to the Parliament proposing that the ownership of the harbour be transferred to the town of Hango with effect from 1 April 1974, i.e. just after the town celebrated its 100th anniversary. The transfer price was 2.7 million marks, with a payment time of 20 years. Under the ownership of the town of Hango, the Western harbour has developed immensely and stably.

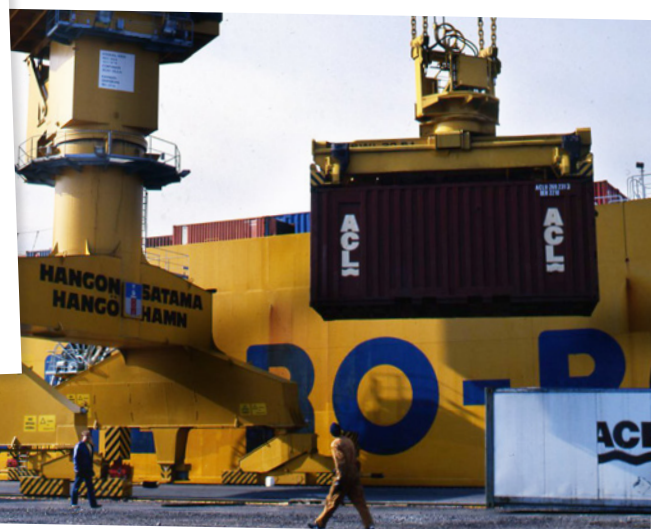






In the end of the 1970's and the beginning of the 1980's Port of Hanko felt a strong rise thanks to Railships traffic and car import. **The first trailers** by Railship came to the Outer Harbour in the summer of 1975.

Transfennica has been operating **liner traffic** from Hanko to different parts of Europe already since 1988. The regular liner traffic to Lübeck from Hanko started in 1996. Due to the intense paper export, Port of Hanko could maintain regular liner traffic that could also take on containers and trailers. In 2017 Finnlines started liner traffic to Rostock after taking over the route from Swedish Orient Line that had operated the Hanko - Rostock route after Scandlines. In the summer of 2018 Finnlines opened up traffic to Gdynia, Poland. A RoPax-line Hanko - Nynäshamn started with Stena Line in February 2022.



The building of **the deep quay** was the town's biggest build ever. The port had been extended last time in 1929 when Notholmen was united with the mainland. The construction took 20 months, but in October 1983 everything was ready. The Port of Hanko had now the deepest dryloading port in Finland with a troling depth of 14,2 metres. The deep quay was a marketing success promoted with the theme "Water without ice". The theme for 1985 was "Today Port of Hanko manages everything".

In March 1984 the town council made the decision to order a new **universal 45 tonnes crane**, which could be used even in bad weather conditions. Bore King was the first vessel which used the new crane on 17 November 1984. Thanks to the new crane the vessel could be loaded with containers twice as fast than earlier. Now it was possible to handle deck load on RoRo-vessels fast.





1873–2023

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**Passenger traffic** was a part of the traffic from the end of the 1870's until the World War II. Between the years 1962–1964 Finnlines Ltd's RoPax-ferry Hansa Express had traffic on the route Hango – Visby – Travemünde.

The greek shipping company Superfast Ferries announced their interest in opening up a passenger and cargoline between Hango and Rostock in August 1999. Superfast Ferries had the fastest sea connection to Europe and the voyage from Hango to Rostock took only 22 hours. The transforming of the Smörmagasinet building into a passenger terminal started in October 2000. The paper warehouse next to the Smörmagasinet building was torn down in 2001 to make place for a parking area for travellers. In spring 2001 the passengerline to Rostock opened for traffic.

The harbour office was moved to Smörmagasinet in 2003. Superfast Ferries traffic on the route Hango – Rostock ended in 2006. On the route Hango – Paldiski two shipping lines have had passenger traffic, Navirail and DFDS. During the years 2021–2022 Eckerö Line and Viking Line have made cruise voyages to Hango.



The planning of the most recent **Western harbour enlargement** began in 2008. The final decision to tare down the English warehouse came in 2016 and was executed in 2017. A 582 metres long breakwater had to be moved 150 metres out to sea and one million tonnes of rock material was used to fill out the new land area. EU funds were granted for the project and it was done in co-operation with Finnlines and the Port of Rostock. The enlargement was completed in November 2019. This was the first big project for the Port of Hango Ltd, which has been fully owned by the municipality since the incorporation in 2014.

Since 2015, **Koverhar harbour** has been run by the Port of Hango. Swecem Ltd build a cement terminal in Koverhar during the years 2016–2017. After a succesful Nord Stream 1 project in the Western Harbour during the years 2010–2012 Port of Hango was an attractive partner also in the Nord Stream 2 project. During the years 2017–2019 about 56 000 gaspipes were handled in Koverhar. Scrap metal and wood products are handled in Koverhar. 600 ha of land area makes Koverhar the area of opportunities.



# PORT OF HANKO

**150**  
years  
1873–2023



## PORT OF HANKO LTD

Länsisatama  
Western Harbour  
FI-10900 Hanko, Finland

## HARBOUR OFFICE

(open weekdays from 8 a.m. to 4 p.m.)  
tel. +358 10 2355 000  
port@portofhanko.fi

## TRAFFIC DEPARTMENT 24 h

Port Control and Crane Operators  
tel. +358 10 2355 013  
traffic@portofhanko.fi

[WWW.PORTOFHANKO.FI](http://WWW.PORTOFHANKO.FI)

