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Finland

National Matters Update by Finland

Inventory of cultural historical sites

In Finland, the Finnish Transport Infrastructure Agency (FTIA) is by law required to preserve culturally and historically valuable sites, cultural environments and cultural property in its possession. Already in 2015-2017 FTIA conducted a field study on inland waterways, where a total of 168 canals, 181 beacons and 1567 cairns were described and photographed. The inventory was based on criteria which took into account cultural and historical significance, and scenic and technical values. In 2023 FTIA commenced a similar study on coastal waterways, and the inventory was completed in 2025. The aim was to identify culturally and historically valuable navigational Marine Aids to Navigation on the fairway network managed by FTIA. In addition to various registers, the desktop inventory compiled basic information from historical lists and governmental publications of marine AtoNs.

The study was restricted to fixed AtoNs built before 1950, caissons built before 1970, coastal canals, as well as buildings and structures related to lighthouses and pilotage environments. Altogether 425 sites were evaluated based on various criteria:

- Architectural historical and cultural value (originality, representativeness, rarity, typicality)
- The position of the site in the fairway landscape
- Maritime cultural historical value
- Navigational value
- Condition
- Recreational value and accessibility
- Business use
- Economic impact

Based on the criteria, 100 cultural heritage sites were identified out of 425. The distribution of heritage sites between categories is shown in the infographic below.



The inventory will be used by FTIA for site-specific maintenance plans to support contract work of cultural heritage sites. Maintenance plans will include a description of the cultural heritage values of the sites and how they are concretely manifested in the sites. Instructions will be issued on how to preserve the values in practice especially when repairs and maintenance are planned or executed.

It is essential to ensure the traceability of the site and to document the measures. The aim is to use methods and materials close to those from the time of construction or completion of the site, provided this is technically possible. In any case, occupational safety and environmental protection must be taken care of.

Design and construction of a new icebreaker

The Finnish Transport Infrastructure Agency (FTIA) is finalizing the design for a new B+ class icebreaker. The tender process for construction will be completed in 2026, and the icebreaker will be built in 2027-2029. When ready, the icebreaker will assist merchant ships in the Finnish and Swedish waters, based on the state agreement and joint operating system between Finland and Sweden.

FTIA received 42 M€ EU funding from Connecting Europe Facility (CEF) to support the construction of the icebreaker. The estimated value of the icebreaker is 170 M€.

