

# Industrializing Offshore Wind in Finland



**PORT OF  
HANKO**

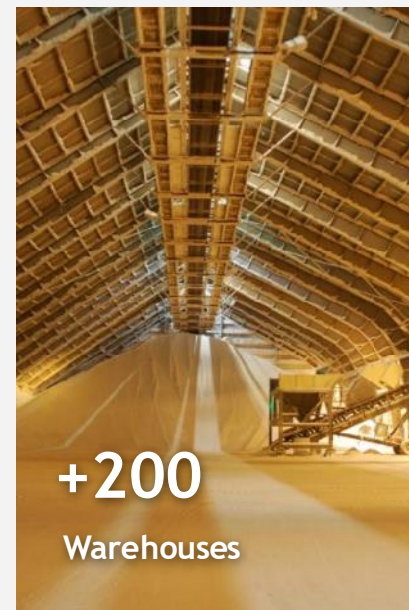
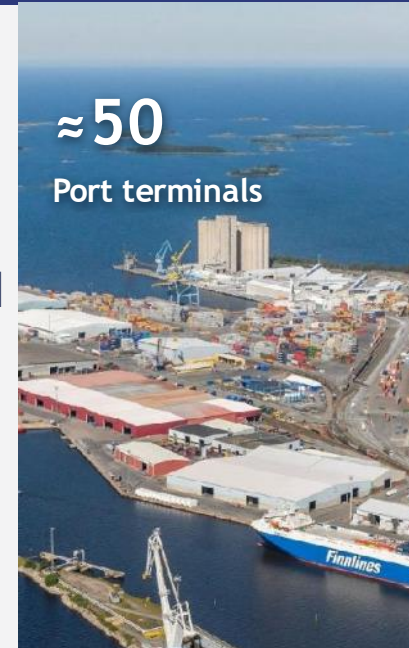


**EUROPORTS**

**Port of Koverhar**

# Euroports at a glance

- Euroports is a leading port operator with a global network of circa 50 port terminals across Europe and China
- The Company is a market leader in:
  - Essential bulk,
  - Breakbulk,
  - Liquid commodities,
  - Fast-growing industries such as offshore wind.
- Euroports is headquartered in Belgium and has over 2,700 employees.



# 50+ Port Terminals Anchored by Strong Strategic Relationships with Finland

<p>Antwerp TA168 Fertilisers &amp; minerals</p>	<p>Antwerp TA524 Containers</p>	<p>Ghent TA280/TA850 Dry bulk</p>	<p>Inland terminals Multipurpose</p>	<p>Antwerp TA518 Sugar, Agribulk</p>	<p>Antwerp TA1207/EFP Breakbulk / Fruits</p>	<p>Ghent All Weather Terminal Steel</p>	<p>Venice Bulk</p>	<p>Devnya Fertilisers &amp; minerals</p>
<p>Rostock Gross-tanklager Ölhafen Liquid bulk</p>	<p>Rostock Ferry Stevedoring Multipurpose</p>	<p>Rostock Agribulk Grain</p>	<p>Rostock Fertiliser</p>	<p>Rostock Dry Bulk Ore, Wood chips, Waste</p>	<p>Rostock Breakbulk Steel, Wind turbines</p>	<p>Rostock Forest &amp; Roro Paper, Steel, Roro</p>	<p>Rostock Trimodal Multi-Modal Transport</p>	<p>Izmit Pulp</p>
<p>Rauma Multipurpose</p>	<p>Hanko Multipurpose, RoRo</p>	<p>Pietarsaari Breakbulk</p>	<p>Hamina Multipurpose</p>	<p>Kaskinen Breakbulk</p>	<p>Kemi Bulk and breakbulk</p>	<p>Oulu Bulk</p>	<p>Loviisa Multipurpose</p>	<p>Port-La Nouvelle Multipurpose</p>
<p>Le Havre (50%) Sugar</p>	<p>Changshu Pulp</p>	<p>Gaolan Pulp</p>	<p>Tarragona Forest products terminal</p>	<p>Tarragona Dry Bulk terminal Agribulk</p>	<p>Tarragona Mineral terminal Terminal</p>	<p>Sevilla Multipurpose</p>	<p>Kavala Multipurpose</p>	

## Port of Hanko

- **Liner traffic port**
- **Open 24/7, 365**
- **Easily accessible**
- **#1 in green transition**
- **Total cargo 5,4 Mtn in 2025**



**PORT OF  
HANKO**

*FAST AND  
FRIENDLY PORT*

24.3.2026

[www.portofhanko.fi](http://www.portofhanko.fi)

# Port-of-Koverhar



1. **De-risking Port Financing... *and Lowering Project Costs***
2. **Standardizing the Supply Chain... *and Lowering Project Costs***
3. **Leveraging Track Record... *and Lowering Project Costs***

# Port investments are capital-intensive and long-term – creating a mismatch with OW project milestones

Scope	Investment	Timeline
<ul style="list-style-type: none"> <li>Upgrading / extending Ports facilities for a port already in the bottom-fixed offshore wind business</li> </ul>	€20 - 80 million	2 to 3 years
<ul style="list-style-type: none"> <li>Building a new OW port/terminal for <u>bottom-fixed</u> offshore wind (of around 20-25ha)</li> </ul>	€100 - 300 million	3 to 5 years
<ul style="list-style-type: none"> <li>Building a decommissioning facility in the Port area</li> </ul>	€10 - 20 million	2 to 3 years
<ul style="list-style-type: none"> <li>Upgrading / extending Ports facilities for <b>Floating</b> (of around + 15-20ha):</li> </ul>	€150 - 300 million	3 to 5 years
<ul style="list-style-type: none"> <li>Building a new energy port/terminal for <u>floating</u> offshore wind (of around 30-40ha):</li> </ul>	€450 - 600 million	5 to 7 years



Brownfield Project



Greenfield Project

# Traditional Model: €116M recovered in 3 years vs. 20+ years

€100M

€116 M\*

€x M

€x M

€x M

€x M

€x M

€x M

Port Invest.

Port Construction

*1st Offshore Wind Project*

*Other Offshore Wind Projects*

2026

2027

2028

2029

2030

2031

2032

2033

2034

2035

2036

2037

...

2051

**EUROPORTS**

€x M

€x M

€x M

€x M

€x M

€x M

€x M

€x M

€x M

\* Port 8% annual interest rate for senior debt

# Port-of-Koverhar

2. Standardizing the Supply Chain... *and Lowering Project Costs*



# Koverhar: Standardizing the Supply Chain to Lower Costs

## Today's Problem

### Each project

- Defines its own specs
- Mobilizes temporary infrastructure
- Re-learns logistics for each project

### Consequences

- Duplication of CAPEX
- Competition in marshalling
- Lack of economies of scale

*Every project starts from scratch*

## Koverhar Industrial Yard

### Fixed

- Layouts
- Processes
- Interfaces (quay, yard, storage, flows...)

### Integrated with

- Single CAPEX shared across projects
- Satellite ports (marshalling)
- Transport corridors

*Build once. Use repeatedly.*

## Impact for developers

### Standardization = Lower Costs & Reduced Risk

- No re-design of logistics for each project
- Re-use of proven setup
- Continuous productivity

### Outcomes

- ↓ CAPEX per project
- ↓ cost per project
- ↓ execution risk
- ↓ time to installation

*From bespoke to repeatable*

# Koverhar: Standardizing the Supply Chain to Unlock Projects



## skyborn

- Storgrundet, Sweden 1,020 MW
- Polargrund, Sweden 3,000 MW
- Eystrasalt, Sweden 3,900 MW
- Fyrskippet, Sweden 2,800 MW
- Pooki, Finland 1,500 MW
- Reimari, Finland 2,250 MW

## OX2

- Noatun North, Finland 2,500 MW
- Noatun South, Finland 3,500 MW

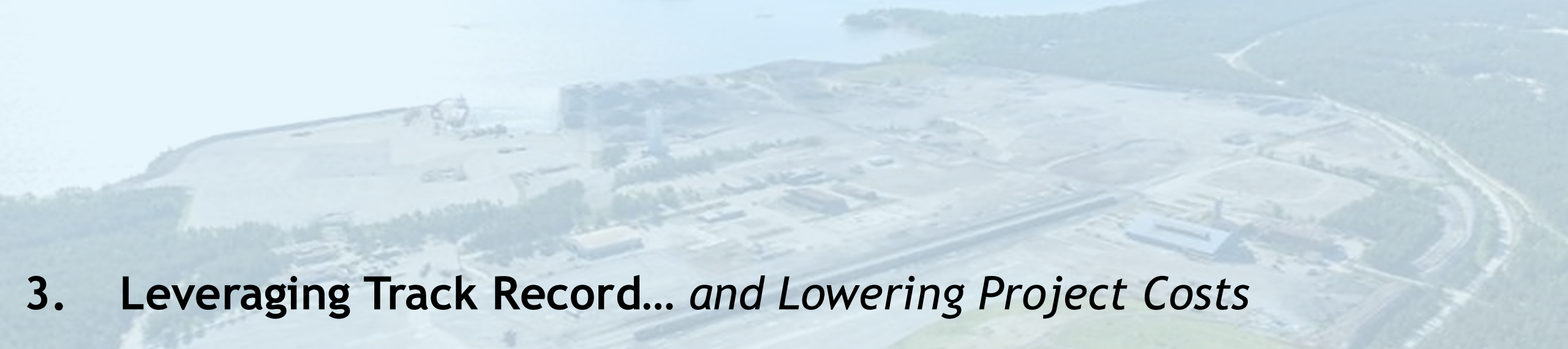
## HYÖTYTUULI

- Tahkoluoto, Finland 600 MW

## EUROPORTS

- M** Potential Marshalling Hubs
- GBS** GBS Manufacturing Hub

# Port-of-Koverhar



## 3. Leveraging Track Record... *and Lowering Project Costs*



## +10 years of Developing Wind Industry in Finland



## +15 years of German track record in Rostock



## Leading Floating Wind Operations in Port-La-Nouvelle



# A New Approach To Develop and Cooperate all Type of Wind Hubs

## Fabrication

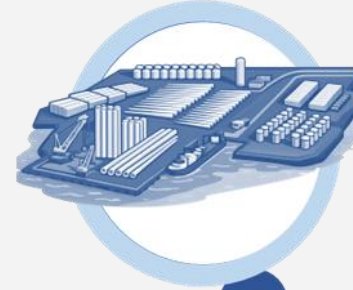
- Assembly of the floating or fixed structures
- No distance limit (speed restriction for FLO)
- Min. 40ha
- Draft 10 to 16m
- Accessibility to >22 m for float off (FLO)
- Min. 10T/m<sup>2</sup> bearing capacity
- Quayside min. 300m
- Intermodal connectivity



1

## Marshalling Hub

- Storage, marshalling (loading/unloading)
- Electric power min 1.7 kAmp
- Close distance to the farm
- Min. 15ha
- Draft ≥14m
- Bearing capacity
  - Towers 10T/m<sup>2</sup>
  - Nacelles 15T/m<sup>2</sup>
  - Heavy Pad min 25T/m<sup>2</sup>
- Quayside min. 300m with bollard's strength ~100t
- Wet storage slots (FLO) & large corrective events (FLO)



2

## Operations & Maintenance Hub

- 20 years O&M base with storage and spare parts
- Close distance to the farm
- 1 ha with direct access to the port for CTV
- Draft ≥6m
- Min. 5T/m<sup>2</sup> bearing capacity
- Quayside min. 50m

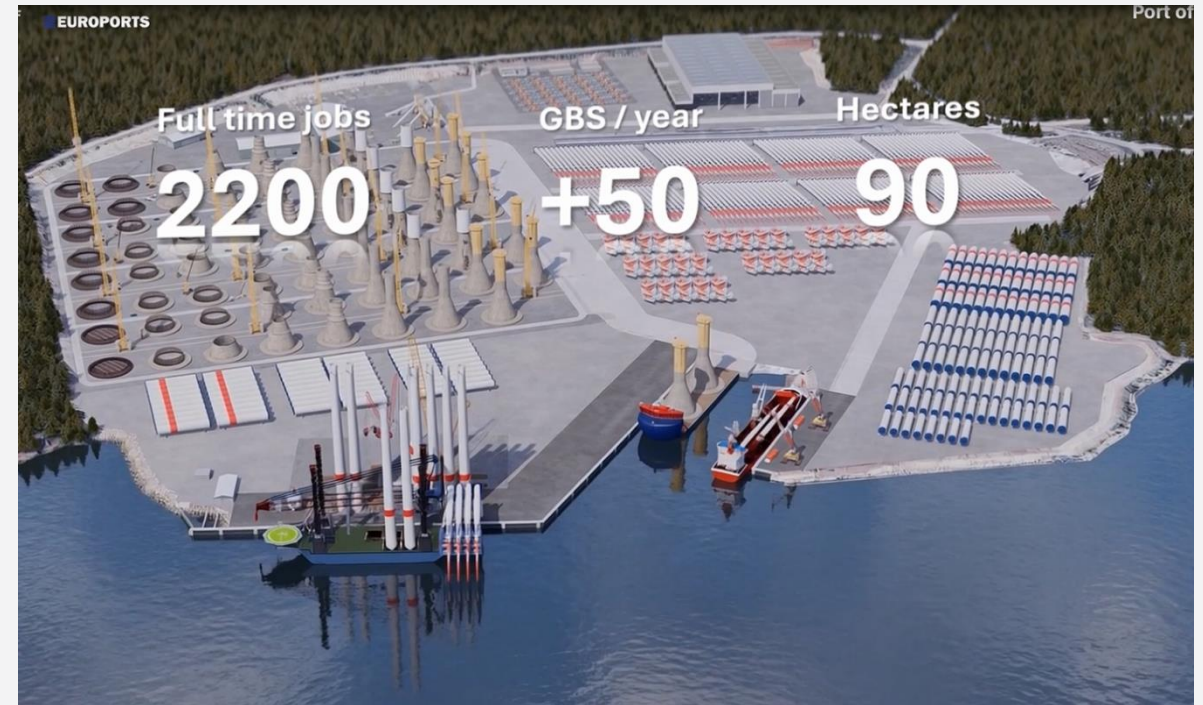


3

EUROPORTS

# A ready-to-use industrial hub – not a project-dependent port

- **Existing port – no development risk**
- **No risks & dependency on port development milestones**
- **No reliance on external financing or public funding approvals**
- **Low entry cost structure for project developer**
- **90 ha of dedicated port area**
- **600 ha of immediately accessible industrial land reserve**
- **Three operational heavy-duty quays**
- **Very high level of local content**



Full time jobs

**2200**

GBS / year

**+50**

Hectares

**90**



**Removing Uncertainty.**

**Unlocking Projects.**