



Fund Report

1/2011 (10 May 2011)

| Status as of 28 February 2011 | € |
|-------------------------------|----------|
| Donations | 6.9 MEUR |
| Expenditure | 4.4 MEUR |
| Commitments | 2.0 MEUR |

Clean Baltic Sea projects in brief

The Clean Baltic Sea projects focus on two areas of operation: projects preventing the eutrophication of the Baltic Sea, and the project promoting the safety of oil tanker traffic in the Gulf of Finland. The eutrophication projects are managed by Marjukka Porvari, and the Tanker Safety project by Pekka Laaksonen. All in all, the projects and their support activities employ eight people, three of them part-time.

The target of the Eutrophication projects is to reduce the annual phosphorus load to the Baltic Sea by a total of 2,500 tonnes. The efficiency of phosphorus removal in wastewater treatment plants is improved at the project targets so that wastewater leaving the treatment plants will have a maximum phosphorus content of 0.5 mg per litre. The Tanker Safety project aims at reducing the risk of oil tanker accidents in the Gulf of Finland through the introduction of the ENSI navigation service.

Fundraising

The Clean Baltic Sea projects are funded entirely with donations. Currently, funds are being raised for the reduction of a further 900-1,000 tonnes of phosphorus that are still missing from the 2,500 tonne target of the Eutrophication projects. Commitments, i.e. funds reserved for ongoing projects, amount to EUR 2 million, an amount that may still grow if project schedules are moved back.

In January 2011, the Clean Baltic Sea electronic donation platform on the project website was renewed. This was done to make donating easier than ever. In December, the Clean Baltic Sea project website organised a small-scale Christmas campaign, allowing site visitors to send electronic Christmas cards and participate in the raffle of an Alpo Tuurnala aquarelle.

At Christmas time, 36 companies donated a total of EUR 75,000 to the projects. In early 2011, Nokia confirmed that it will continue to support to the Clean Baltic Sea projects, as it has done since 2005. Moreover, a two-year agreement on equipment deliveries, with a total value of over EUR 100,000, was concluded with Onninen.

Eutrophication projects

Clean Baltic Sea Eutrophication projects are currently underway in five countries and nine cities. Their combined effort will reduce the annual phosphorus load entering the Baltic Sea by approximately 1,500 tonnes.

The Foundation's project in St. Petersburg is on the home stretch. Chemical phosphorus removal equipment procurement, construction and installation on the Northern water treatment plant will be

completed in May 2011. The Swedish government's Swedish International Development Agency (SIDA) will carry 50% of the equipment procurement costs of the Northern plant. The improved phosphorus removal of community wastewaters in St. Petersburg will reduce the phosphorus load of the Gulf of Finland by more than 1,000 tonnes.

Investment planning for the plant, improving the efficiency of nutrient removal, is now underway on the basis of the SIDA-funded prestudy on the Gatchina water treatment plant that was completed in the autumn of 2010. A consultant agency has been selected for the task, and the goal is to complete the system in 2013. The John Nurminen Foundation will fund all equipment procurement required by chemical phosphorus removal in Gatchina, while the water treatment plant will take care of construction and installation costs. The project will reduce phosphorus loads by 60 tonnes.

The phosphorus removal test runs, initiated in the autumn of 2010 at the Vyborg wastewater treatment plant in cooperation with the Finnish Ministry of the Environment and Kemira, are still ongoing. Plans are, however, being drawn up for a permanent system, and the consultant responsible for the planning work has been selected. The target is to complete all installation and construction work in 2012. In Vyborg, too, the Foundation is responsible for equipment procurement while the plant takes care of installation and construction costs. Improved phosphorus removal at the Vyborg water treatment plant will reduce phosphorus loads entering the Eastern Gulf of Finland by 20 tonnes.

The John Nurminen Foundation is in charge of technical surveys and phosphorus removal investments related to the PURE project (Project on Urban Reduction of Eutrophication), coordinated by the Union of the Baltic Cities (UBC). The project is carried out with the support of EU's Baltic Sea Region Programme, and it will improve the efficiency of phosphorus removal in Belarus, Poland, Latvia and Estonia. In early 2011, equipment boosting the efficiency of phosphorus removal and sludge management was delivered to the Riga wastewater treatment plant. In addition to the PURE project, more efficient phosphorus removal in Riga will be promoted with direct support from the John Nurminen Foundation. On the basis of the technical surveys conducted by the PURE project, Jurmala in Latvia and Brest in Belarus will invest in improved phosphorus removal during 2011–2012. These projects will result in a total reduction of 300–500 tonnes of phosphorus load.

Tanker Safety project

The target of the Tanker Safety project is to improve maritime safety in the Gulf of Finland, and to reduce the risk of oil spill accidents through the creation and deployment of the ENSI navigation service (Enhanced Navigation Support Information). The service will improve communications between vessels and vessel traffic control, enabling forecasting vessel traffic management. Tankers, on the other hand, will be able to obtain navigation information through the ENSI portal. The Finnish Transport Agency is the project's main partner.

In the autumn and winter of 2010, tendering documents for the ENSI portal were being prepared. Capgemini was responsible for drawing up a functional description and a technical specification of the portal. Adage created a prototype of the portal's user interface. In January 2011, the documents were delivered to the Finnish Transport Agency for the purpose of initiating a competitive bidding process for the portal. The efforts of both Capgemini and Adage were donated to the project.

Information will be consolidated in the ENSI portal, as has already been agreed with the Finnish Meteorological Institute (weather and ice information), the Port of Sköldvik (harbour information) and Arctia Icebreaking (icebreaking information). In early 2011, the Finnish Transport Agency completed its own ENSI-related project plan, which steers the project's progress. The target is to have the portal in pilot use by the end of 2011.