

*New competitiveness in  
logistics*

*Mid-term review on  
Transport White Paper*

*Information security -  
the main priority*



## **EU CHANNEL**

Ministry of Transport and Communications  
Press and Information Unit  
PO Box 31, FI-00023 Government, Finland

### Chief Editor

Mikko Nikula (MN)  
mikko.nikula@mintc.fi  
tel. +358 9 160 28623

### Editors

Jaana Beversdorf (JB)  
Katariina Kivistö (KK)  
Teppo Laaksonen (TL)  
Juha Pitkäranta (JP)  
Eine Rossi (ER)  
Ilkka Salmela (IS)

Persons mentioned as contacts for further information are officials of Finland's Ministry of Transport and Communications, unless otherwise indicated.

## **VISUAL APPEARANCE AND LAYOUT**

Bulbus Ltd  
Minna Rekola

## **COVER PHOTOGRAPH**

Timo Sartjärvi

## **OTHER PHOTOGRAPHS**

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This special edition has been published in English in order to serve a wider readership during Finland's Presidency of the EU. It outlines the priorities and goals of European transport and communications policy during Finland's Presidency, and also describes some particular features of the transport and communications sectors in Finland today.

Whether you are a professional in the field, a civil servant or a journalist, or purely a citizen who wishes to be well-informed, we hope you find *EU Channel* useful and interesting.

**Mikko Nikula**  
Chief Editor

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# From the Minister's desk

*Susanna Huovinen (34) became Finland's Minister of Transport and Communications in September 2005. She joined the Social Democratic Party at the age of 16, was elected to Parliament in 1999 and was the First Vice-Chair of the Social Democratic Parliamentary Group 2003-2005.*

*Ms Huovinen comes from Jyväskylä in central Finland and holds a Master's degree in Social Sciences.*



**H**olding the Presidency of the European Union will be a challenging task for a small country like Finland. The EU is going through an interesting phase at present, and the future will show us what the outcome of the ongoing political, economical and cultural processes will be.

There will be no lack of challenging tasks in the field of transport and communications policy in the near future, either. The Commission's communication on logistics will be handled during Finland's Presidency, the goal being to find new measures to strengthen logistics in the EU. We shall also work towards the effective implementation

of the EU's i2010 initiative, aiming to create a new European information society.

Issues of this kind are truly significant for growth, employment and people's well-being, even though they might not be the most exciting topics, at least from the media's point of view. But they are not easy to deal with, since there are sometimes great differences between the interests of different countries and political actors.

The ability to listen carefully to other people's opinions and the ability to compromise will be key tools for success during Finland's Presidency. Cooperativeness and openness have helped us

build Finnish society, and the Ministry of Transport and Communications believes these qualities will also prove particularly useful in leading today's large group of 25 European nations.

**Susanna Huovinen**  
**Minister of Transport and**  
**Communications**

# Susanna Huovinen at the European Parliament

**Susanna Huovinen visited the European Parliament in Brussels on 11-13 July to present Finland's Presidency Programme for transport and communications.**

**Ms Huovinen met three parliamentary committees: on Transport and Tourism (TRAN), on Culture and Education (CULT) and on Industry, Research and Energy (ITRE).**

**Some excerpts from Ms Huovinen's speeches to the parliamentary committees: (JP)**

The full text of Ms Huovinen's speeches can be read at [www.mintc.fi/eu2006](http://www.mintc.fi/eu2006)

## Efficient logistics services for a more competitive Europe

"In transport policy, the emphasis during the Finnish Presidency will be on projects that will improve the competitiveness of the EU and serve its citizens and its businesses.

One of the leading themes in transport during our Presidency will be logistics, which is of crucial importance to the economic growth, competitiveness, sustainable development and balanced regional development of Europe. Logistics services must be efficient, innovative and technologically advanced to enable us to succeed in an increasingly global world.

At my request, the Commission has prepared a Communication on logistics and launched the preparation of an action plan. This is the first time that logistics as a whole and its importance to European competitiveness have been discussed in the EU.

Good infrastructure is essential for the competitiveness of logistics in Europe. Securing the funding for the Trans-European Transport Network is a key matter."

## The importance of trust for the information society

"Finland's emphasis in the communications field during the Presidency term will be on trust, and network and information security. Trust is essential to the development of the information society. We all know of examples of disappointed consumers who have had one bad experience and are unwilling to try again. Trust is thus also essential for the introduction of new technologies and services, and hence for the competitiveness of Europe.

The Commission's recently issued communication concerning an EU information security strategy is a good start for our efforts to strengthen trust and security in the EU. We are also eagerly awaiting communications from the Commission about spam and cybercrime. In order to highlight the importance of network and information security, my aim in the Council is to adopt a resolution in December defining the guidelines, focus areas and tools for responding to the security challenges of the information society."

## Television without Frontiers

"The most important issue in the audiovisual field during Finland's Presidency is no doubt the revision of the 'Television without Frontiers' directive. The rapid development of communications technology has also changed the operating environment of television companies. Legislation should also be developed to keep up with the digital age. We must keep this in mind when we are legislating at Community level.

Audiovisual content is increasingly available from many sources – the Internet, satellite networks, mobile systems – and from many service providers. We are rapidly moving away from traditional television broadcasting, which was controlled by just a few broadcasting companies.

My goal is that we should be able to adopt a general approach to the text in the Council meeting in November. I think it is essential that we do not delay in this important matter. This is extremely important because of the extraordinarily rapid pace of development in this sector. We need common, mutually agreed, 'rules of the game'."

## Smooth logistics, trustworthy information society

◆ The two most important priority themes of Finland's Presidency in the administrative field of the Ministry of Transport and Communications are logistics, in the transport sector, and information security, particularly as a means of promoting trust in the developing information society, in the communications sector.

Finland has worked hard to make logistics a permanent item on the agenda of the European Union, and has consistently emphasised the need to take a more holistic approach to logistics in view of its direct relation with competitiveness.

The whole logistics chain must always be taken into account, so it is very natural that the Commission's communication about logistics particularly stresses intermodality, the mutual compatibility of different modes of transport. Putting more resources into logistics also helps the EU to support regionally balanced development. Moreover, Finland wants more attention to be paid to transport relations with third countries. For example, the transport dialogue between the EU and Russia is beneficial to both parties and needs to be continued.

These goals can be achieved through a long-term logistics strategy. Finland is confident that the EU Council will be able to adopt useful conclusions on logistics at its meeting in December.

In addition to logistics, both short sea shipping and road safety will be treated as priorities in the transport field during Finland's Presidency of the EU. The programme for promoting short sea shipping will be updated. Transport ministers of the member countries will deal with road safety issues at the annual Verona

conference in November. In the field of road safety, the main priority is new technology, particularly ICT-based applications.

In the field of communications policy, Finland's main priority is trust and information security. Users need to be able to feel confident when they are dealing with new technologies. The Finnish Government adopted its Resolution on National Information Security Strategy in 2003, and the experience which Finland has now gained at the national level will also be valuable in discussions on information security issues at the European level.

Enhancing the security and interoperability of electronic communications and services is an essential part of the work of building a firm path towards a future information society. In September, Finland's Ministry of Transport and Communications will organize a European Information Society Conference in co-operation with the European Commission and the European Network and Information Security Agency, ENISA. The conclusions of this i2010 conference will be presented to the Council of Telecommunications Ministers, and Finland will prepare a resolution on trust and information security with a view to its adoption by the Council.

**Perttu Puro**  
State Secretary



**Perttu Puro (35) became State Secretary at Finland's Ministry of Transport and Communications in January 2005.**

## Chairpersons of working parties on Transport and Communications

◆ Coreper, the Permanent Representatives Committee of the EU member states, plays a key role in preparatory work in the EU. Coreper has two “configurations”, of which Coreper I deals with matters related to, for example, transport and communications. During the Finnish EU Presidency, Coreper I meetings are chaired by **Ms Nina Vaskunlahti**, Ambassador and Deputy Permanent Representative.

Coreper is assisted by over 200 working parties that are chaired by officials from the country that is currently holding the Presidency of the EU. Chairpersons of working parties on Transport and Communications during Finland's Presidency are Transport Counsellors **Jaana Heikkinen**, **Minna Kivimäki**, **Yrjö Mäkelä** and Tele Counsellor **Olli-Pekka Rantala**, all from the Permanent Representation

of Finland to the EU, and Senior Adviser **Kari Saari** from the Ministry.

Ms Heikkinen is responsible for traffic safety (working party on Land Transport) and maritime issues (working party on Shipping).

Ms Kivimäki is responsible for traffic policy, logistics and GALILEO, which are being dealt with by the working party on Transport – Intermodal Questions and Networks. She is also responsible for the proposal on Public Service Obligations (working party on Land Transport).

Mr Mäkelä is responsible for aviation (working party on Aviation) and railway issues (working party on Land Transport).

Mr Rantala will chair three working parties: on Telecommunications and the Information Society, the Postal Services, and the Audio-visual Work-

ing Party dealing with communications matters within the Education/Youth and Culture sector.

Mr Saari will chair two working parties: on Motor Vehicles under the Article 133 Committee, and on Technical Harmonisation with regard to matters relating to motor vehicles, in the competitiveness sector. (JP)

**For further information please contact:**

**Permanent Representation of Finland to the EU,**  
tel. +32 2 2878 552

[www.mintc.fi/eu2006](http://www.mintc.fi/eu2006)  
[www.finland.eu/en](http://www.finland.eu/en)



*Jaana Heikkinen*



*Minna Kivimäki*



*Yrjö Mäkelä*



*Kari Saari*



*Olli-Pekka Rantala*

## *The Ministry of Transport and Communications on the Net during the Presidency*

◆ The Ministry of Transport and Communications of Finland has opened a special website in English for the period of Finland's Presidency of the EU. The site is located at [www.mintc.fi/eu2006](http://www.mintc.fi/eu2006).

The new website provides information about Finland's transport and communication priorities during the Presidency, news about current affairs, the contents of ministerial speeches and announcements, information about key people, contact details, web publications and details of coming events.

Susanna Huovinen, Finland's Minister of Transport and Communications, appears in a video introduction on the website. The site also features a look at transport and communications the Finnish way, with the help of some pictures, short narratives and a quiz.

The Prime Minister's Office will also have a special website during Finland's EU Presidency at [www.eu2006.fi](http://www.eu2006.fi).

### ***Main website in several languages***

The Ministry's main website will continue to provide news and information in several languages.

Most of the material is in Finnish, Swedish and English, but the French, German and Russian pages have also been updated and refurbished to provide basic information about transport and communications in Finland, as well as about the Ministry and the Minister herself, and useful contact details.

### ***Press releases by e-mail***

Ministry press releases will be published on the Ministry's websites, and they can also be ordered as e-mails ([info@mintc.fi](mailto:info@mintc.fi)) according to the topic concerned. The five topics are "EU affairs", "Transport", "Communications", "Press releases in English" and "Press releases in Swedish".

**The web addresses of the Ministry sites are as follows:**

- Finnish: [www.mintc.fi](http://www.mintc.fi)
- Swedish: [www.mintc.fi/svenska](http://www.mintc.fi/svenska)
- English: [www.mintc.fi/english](http://www.mintc.fi/english)
- French: [www.mintc.fi/francais](http://www.mintc.fi/francais)
- German: [www.mintc.fi/deutsch](http://www.mintc.fi/deutsch)
- Russian [www.mintc.fi/russian](http://www.mintc.fi/russian)
- EU Presidency:  
[www.mintc.fi/eu2006](http://www.mintc.fi/eu2006)

**For further information please contact:**

Ms Johanna Anttila, Chief Web Editor,  
tel. +358 9 160 28329,  
+358 40 7300 725

Mr Juha Pitkäranta, Information Officer,  
tel. +358 9 160 28010,  
+358 40 828 7984





## Raising awareness about intelligent cars

◆ The European Intelligent Car Initiative, which was launched early this year, aims to provide EU citizens with more information about the benefits that technology has brought to transport safety. Modern intelligent cars are noticeably safer than their predecessors.

Cars that are already available on the market have several features that reduce the risk of accidents, including electronic stability programmes (ESP), and adaptive cruise control (ACC). Intelligent cars are also more environment-friendly than traditional cars.

The Intelligent Car Initiative is itself a tool in the EU's common transport policy programme, whose aim is to halve the

annual number of traffic fatalities by 2010. There are 1.4 million traffic accidents on European roads each year, including more than 40,000 fatalities.

So far, however, the demand for intelligent cars has been low. The Commission aims to make the general public more aware of the benefits of intelligent cars by promoting them in a number of different forums. One of the places where the matter will be discussed during Finland's EU Presidency is in the i2010 information society conference in Espoo in September. (TL)



**Susanna Huovinen testing an intelligent car with her German colleague, Wolfgang Tiefensee.**

**For further information please contact:**

Mr Seppo Öörni, Senior Adviser,  
Transport Telematics  
tel. +358 9 160 28545

## Mid-term review of the Transport White Paper

◆ On 22 June 2006, the European Commission published a mid-term review of the 2001 Transport White Paper.

The title of the mid-term review is "Keep Europe moving - Sustainable mobility for our continent", and the document draws up the guidelines for the Commission's transport policy until 2010.

According to the review, the goals that were set out in 2001 are still relevant, but new initiatives and courses of action are needed at national, regional and local levels. There is particular room for improvement with regard to increasing the use of environmentally friendlier and safer modes of transport. Care should also be taken to ensure that each exist-

ing transport mode in the EU becomes safer and more energy-efficient.

The Commission proposes about 50 measures to be taken with regard to transport policy in the next few years. The Commission considers that the EU particularly needs a vision of transport that stretches 20 to 40 years into the future, a strategy for freight logistics, a Green Paper on urban transport, and an investment programme for Trans-European networks for the period 2007-13.

Finland will organise a policy discussion on the mid-term review at the Council of Transport Ministers in October, on the basis of which a summary by the

Chair will be drawn up. Finland considers that the review of how far the White Paper's objectives have been met is quite successful and comprehensive. The measures suggested in the mid-term review are on the right level and not too detailed. The fact that the Commission's communication on logistics has been taken into account is also positive. (MN)

**For further information please contact:**

Mr Reino Lampinen, Deputy Director-General,  
Transport Policy Department,  
tel. +358 9 160 28639,  
+358 50 515 1303

## Finland will lead discussions about the Commission's communication on logistics

◆ The European Commission published a communication on freight transport logistics on 28 June. The main theme of Finland's Presidency in transport policy will be the strengthening of logistics, and Finland will lead the discussions about the Commission's communication.

The communication emphasises the need for an overall approach to the improvement of transport logistics. Advanced logistics solutions can help to optimise transport, and thus make it possible to decouple mobility from its effects of pollution, congestion and energy-dependence. Annual expenditure on logistics in the EU is about 1,000 billion euros. On average, logistics costs account for 10-15% of the final cost of finished goods.

In its communication, the Commission states that the EU needs a framework programme for transport logistics. In addition to this, the Commission will also prepare an action plan for freight transport logistics. The action plan will be based on the communication itself and the general discussion around it.

Finland welcomes the logistics communication as a positive step forward, and regards the document as setting a good foundation for developing the EU's policy on logistics. The systematic work suggested in the communication needs to be started as soon as possible. Finland also believes that the Commission should draw up the action plan in close co-operation with professional logistics experts. Work on the framework programme should start immediately so that it can be brought to



**Logistics chains without bottlenecks are more competitive.**

the Council of Transport Ministers to deal with before the end of 2007.

In the early, preparatory, phase of drawing up the logistics communication, work concentrated mainly on technical measures. Since then, the perspective of the communication has changed and it now sees the improvement of EU competitiveness in the field of logistics as being the most important aim. Finland considers the new perspective to be both appropriate and useful.

A term that has been launched in connection with the communication is co-modality. This means cooperation and compatibility between different transport modes. The Commission plans to carry out a "bottlenecks exercise" with the Member States and industry, to identify and deal with the obstacles preventing faster development of freight transport logistics.

The communication lists some particular issues which need more attention. For example, logistics should be connected more closely to transport policy. This requires more resources for research and the collection of data to create more accurate statistics on European logistics. The Commission's statement also points out the need to exploit information technology more efficiently, especially in supply chains and production networks. (MN)

**For further information please contact:**

Mr Lassi Hilksa, Senior Adviser,  
Goods Transport,  
tel. +358 9 160 28497,  
+358 40 543 6573

## Green Paper on Maritime Policy

◆ On 7 June 2006, the European Commission published a Green Paper entitled "Towards a future Maritime Policy for the Union: A European vision for the oceans and seas", which highlights different ways of making use of the sea.

The Green Paper examines all activities in the EU that relate to the sea. An overall approach to maritime policy includes the points of view of transport, environmental protection, fishing, developing coastal areas, agriculture and tourism. The document looks at how the different ways of treating the sea all depend on each other and affect each other.

As a broad study that combines many fields of human activity and many different perspectives, the Green Paper is designed to be discussed by many different parties. The Commission intends to listen to the views of all the various stakeholder groups in a process of consultation that will last until the end of June 2007. After that, the Commission will start to prepare a White Paper on Maritime Policy.

Finland believes that it is important to integrate Baltic Sea maritime policy into the larger framework of the EU's maritime policy. In the field of transport, Finland emphasises the importance of regional development work and international cooperation with third parties. For instance, the dialogue between the EU and Russia needs to be continued. Finland also wants to stress the "maritime cluster" way of thinking, which means developing maritime policy and maritime-related activities in a balanced way, as an entity. (MN)

**For further information please contact:**

Ms Lolan Eriksson,  
Ministerial Counsellor, Shipping,  
tel. + 358 9 160 28493,  
+358 40 744 8118

## Taking stock of Galileo

◆ Contract negotiations for the Galileo programme concession have now reached full speed. One of the main aims of Finland's EU Presidency is keep them moving ahead.

The European Commission issued a communication taking stock of the Galileo programme at the beginning of June. It involves many matters for the Council to deal with, including the concession contract negotiations and relations with third countries. Conclusions regarding the Commission's communication on Galileo are on the agenda for the October Council.

The aim during the Finnish Presidency is to reach results on the main topics and to discuss a possible long-term agreement on the financing of the Galileo-programme, including the European Geostationary Navigation Overlay Service (EGNOS). The Council will thoroughly examine the Commission's analysis of the acceptability of sharing of costs and risks in this public-private partnership.

The public financing required is in the range 1–1.5 billion euros. Funds to date have been obtained from the Trans-European Networks (TEN) budget, but the Commission plans to create a separate EU budget for Galileo.

With regards to relations with other countries, the Council will closely monitor the negotiations and any other contacts that may be made or pursued by the Commission.

The principles of cooperation with third countries should be defined before Finland proceeds with mandates to negotiate on concrete cooperation agreements. The aim is for Council Conclusions to

be adopted on this issue in the October Council.

The Finnish Presidency will try to reach an agreement about the location of the seat of the Galileo Supervisory Authority before the end of the year, especially in the December Council, and will ensure that the decision making process is objective and transparent. Finland has not yet taken a national position with regard to the siting of the Agency.

Galileo is set to be fully operational by 2013. The first operational phase, including the building of the satellites and the ground infrastructure, is already under way, and this work should be completed by the end of 2007.

The European Commission and the European Space Agency have co-developed the project. Galileo is interoperable with the American GPS system.

Galileo produces real-time positioning and navigation services for 30 satellites and the ground systems connected to them. It is the first satellite system in the world which has been developed for civil use. (KK)

**For further information please contact:**

Mr Matti Roine,  
Director of Traffic Safety Unit,  
tel. +358 9 160 28568

## Seven measures for better maritime safety

◆ The EU's Third maritime safety package aims to improve the reliability of European maritime transport. The project now being prepared by the Commission involves seven legislative proposals whose purpose is to remove possible weaknesses in maritime safety arrangements and to make sure that all vessels under EU flags are of high quality.

The package takes the approach of increasing the pressure mainly on sub-standard ships, not on the whole maritime sector. The measures it proposes are designed to supplement and strengthen the existing measures for preventing accidents and pollution.

Finland supports the Commission's aims and will try to move the legislative proposals forward during its EU Presidency. In Finland itself, many of the maritime safety directive's proposals will not, in fact, give rise to any substantial changes, because Finland has already

been focusing on maritime safety work at the national level for a long time.

Of the various proposals included in the safety package, the traffic monitoring directive has made the most progress, as the Council of Transport Ministers reached a general approach on it in June. The directive will improve the safety of fishing vessels and harmonise the procedures between Member States concerning places of refuge. The Council heard a progress report about changes to the port state control directive to ensure that inspections are uniform in all Member States.

If the matters move ahead quickly in the working group, the port state control directive and the regulation on compensation to passengers in the event of maritime accidents could both be on the agenda for the Council's December meeting. The Council may possibly adopt a general approach on these is-

ues. A progress report will be heard on improving the rules in force regarding classification societies. Other measures of the safety package are the directive on enquiries following accidents and the directive on the civil liability of ship owners.

The first two maritime safety packages, "Erika I" and "Erika II", were launched by the Commission in 2000. They were motivated by the accident of the oil tanker *Erika* on the coast of France in 1999. (MN)

**For further information please contact:**

Ms Sirkka-Heleena Nyman,  
Maritime Counsellor, Shipping,  
tel. + 358 9 160 28009,  
+ 358 400 659 324

Ms Lolan Eriksson,  
Ministerial Counsellor, Shipping,  
tel. + 358 9 160 28493,  
+ 358 40 744 8118

***The traffic monitoring directive also includes regulations that affect winter navigation.***



## ENISA lawfully established

◆ The European Network and Information Security Agency, ENISA, is free to concentrate on its main task of improving information security in the EU, without any fear that the clause on the basis of which it was established be repealed. The European Court of Justice confirmed the legality of the establishment of ENISA and its present responsibilities at the beginning of May.

Since spring 2004, the European Court of Justice has been examining a legal challenge made by the United Kingdom concerning the legality of the establishment of ENISA. In the UK's view the legal basis on which the Agency was established was incorrect in relation to its tasks, and the UK requested that the regulation establishing the Agency be

repealed. Finland and the Commission have been in favour of the current legal basis and tasks.

According to the regulation, the Agency's task is to "assist the Commission and the Member States, and in consequence cooperate with the business community, in order to help them to meet the requirements of network and information security, thereby ensuring the smooth functioning of the internal market". In the UK's view, Article 95 of the EC Treaty was not the correct basis for the regulation, because it only provides for harmonising national legislation and not for establishing Community agencies or determining their tasks. The UK considered that the tasks set out in the regulation establishing

ENISA harmonise national legislation only indirectly.

However, the Court of Justice held that Article 95 also provides for the establishment of Community agencies if the need for harmonisation of measures so requires, and if the agency to be established is closely connected to the field in which measures for harmonisation are taken. (JB)

**For further information please contact:**

Ms Kristiina Pietikäinen,  
Deputy Director-General,  
Communications Department,  
tel.+358 9 160 28676

Mr Juhapekka Ristola, Director of Unit for  
E-commerce and Data Security,  
tel.+358 9 160 28348

## Roaming tariffs will be an important theme

◆ The European Commission's proposal for regulating international roaming tariffs is one of the main issues to be dealt with at the Council of Telecommunications Ministers during the Finnish Presidency. The Commission issued its proposal on 12 July.

Finland hopes to achieve a "first reading" agreement about the proposal with the European Parliament.

The Commission's intention is to reduce roaming charges and harmonise pricing within the EU. Finland believes it

is important to reduce international roaming fees for the benefit of everyone in the EU.

The Commission has long been calling on operators to reduce their charges for roaming and international calls. The big European mobile phone operators have already reacted to the Commission's demands, and in June they announced that they would be lowering roaming prices. (JB)



***The Commission thinks that calls between EU countries are still far too expensive.***

**For further information please contact:**

Mr Antti Kohtala, Director of Unit for  
Networks and Competition,  
tel. +358 9 160 28392

Mr Tatu Tuominen, Ministerial Adviser,  
tel. +358 9 160 28585

## Information security – the main priority

◆ Information security is the main policy priority of the Finnish Presidency in the field of electronic communications. Finland will emphasise the importance of enhancing the security and inter-operability of electronic communications and services, in order to strengthen the internal market and serve the needs of everyone living in Europe.

An important aim of Finland's Presidency is for the December Council to adopt a Council Resolution on Information Security, based on the Commission's communication "A strategy for a Secure Information Society – Dialogue, partnership and empowerment".

In Finland's view, it is good that the Commission has looked at information security as a far-reaching entity. The "umbrella" approach has also been

used in Finland's own national information security strategy. Communications on spam and cybercrime that the Commission is going to publish later on will contribute to this overall approach to information security. In its latest communication the Commission also stresses the importance of broad-based cooperation.

Finland wants to bring the security skills of all parties into the debate. With the development and diversification of the services provided by the information society, there needs to be a corresponding enhancement of the awareness and skills of everyone affected by information security, so that the full benefits of new technologies can be enjoyed by everyone on equal terms.

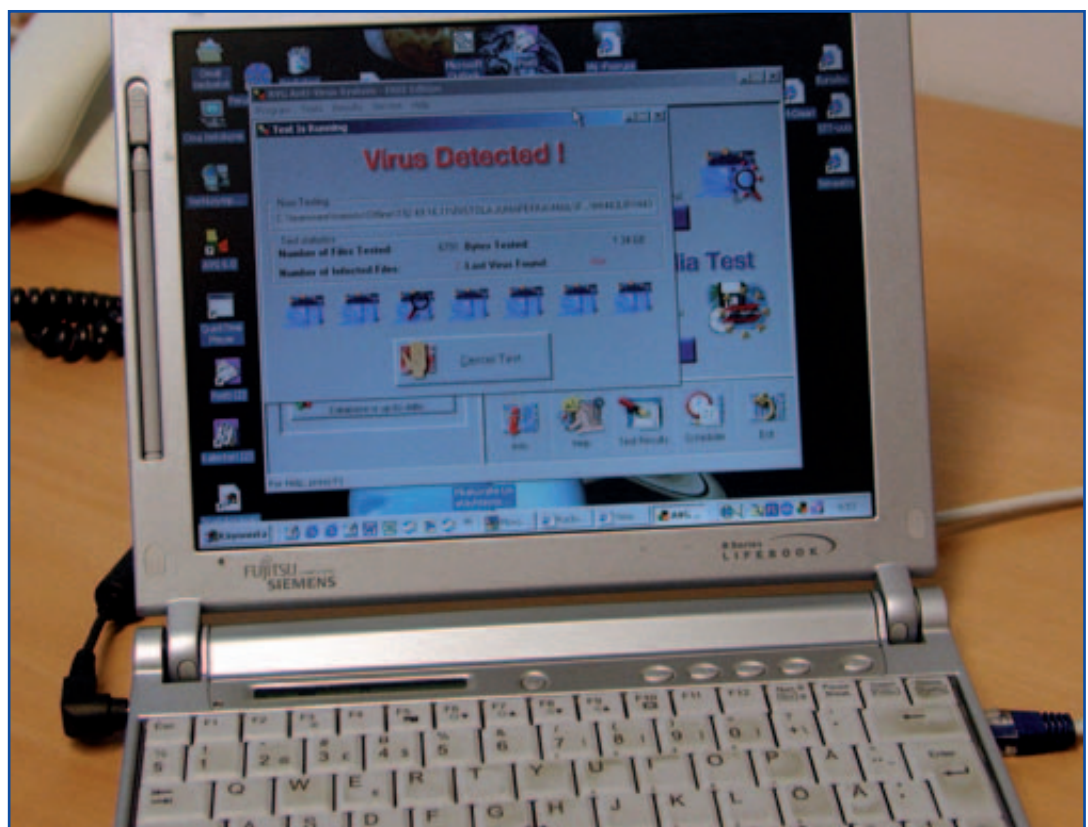
In taking precautions against threats to information security, careful attention must also be paid to safeguarding the basic rights of users, including protection of privacy. Properly implemented information security measures increase people's freedom of action, open up new business opportunities and decrease costs. (JB)

**For further information please contact:**

Mr Juhapekka Ristola, Director of Unit for E-commerce and Data Security, tel. +358 9 160 28348

Ms Kirsi Miettinen, Ministerial Adviser, tel. +358 9 160 28750

**Spam and viruses do not recognize borders, so international action is needed to fight them.**



## EU to review spectrum trading and management in e-communications

◆ In June, the European Commission revealed its plans for new EU legislation on telecommunications. The Commission's communication on the review of the EU regulatory framework for electronic communications networks and services is likely to be a topic of lively discussion in the coming months.

The communication has two main themes: the Commission wants to improve radio spectrum management in Europe and to create new procedures in communications administration.

The aim of the review is to facilitate the introduction of pan-European communications services by harmonising the conditions and procedures for radio spectrum

usage. There would, for example, be restricted possibilities to buy spectrum rights from, or sell them to, third parties.

The Commission wants to strengthen its role of overseeing the internal market, for example by extending its veto powers under the market review procedure to include remedies proposed to telecom operators by national communications authorities. At the same time the current burdensome reporting procedures of national communications authorities would be simplified.

Finland shares the view that Europe needs a new and flexible model for spectrum allocation. However, the matter will not be on the telecommunications council's

agenda during the Finnish Presidency, because the Commission is first expected to issue legislative proposals around the end of this year. Finland is prepared to organise an informal discussion on the review of the regulatory framework before the December meeting of the Council of Telecommunications Ministers. (JB)

### For further information please contact:

Mr Antti Kohtala, Director of Unit for Networks and Competition,  
tel. +358 9 160 28392

Mr Tatu Tuominen, Ministerial Adviser,  
tel. +358 9 160 28585

## Finnish Presidency aims at a consensus on the Television Directive

◆ Finland would like the Council of the European Union to try to agree on a general approach to the revised Television without Frontiers Directive during this autumn.

**Ms Susanna Huovinen**, Minister of Transport and Communications of Finland, is sure that cooperation between the Council and the Parliament will give good results.

Ms Huovinen welcomes the goal of modernising the audiovisual legislation and making it more "future-proof". The present proposal could be further clarified by focusing more on the definitions.

Finland believes that the country-of-origin principle is still relevant. It is essential for the development of the pan-European market for audiovisual services. "I hope that we can find a reasonable solution to problems about jurisdiction," Ms Huovinen says.

Finland welcomes the aim of bringing the advertising rules up to date and simplifying them. To regulate product placement properly, a clear line has to be drawn between product placement and surreptitious advertising. This is important both to the regulators and to the broadcasters.

The Commission published its proposal for revising the Television Directive at the end of last year. The first discussions about it in the Council took place on 18 May, and the European Parliament will probably continue its own discussions at least until December. In view of this timetable, the Council will not be able to reach a formal political agreement on the matter in its November meeting. (JB)

### For further information please contact:

Mr Ismo Kosonen,  
Director of Media Policy Unit,  
tel. +358 9 160 28462,  
+358 50 511 6601

## Council meetings during Finland's Presidency

◆ During Finland's Presidency of the EU the Transport, Telecommunications and Energy Council will meet on two occasions: in October to deal with transport matters and in December with regard to both transport and telecommunications matters.

The Television Directive will be on the agenda of the Education, Youth and Culture Council in October.

The most important matters to be discussed in the Councils are already known, but they are naturally subject to change.

### **Transport, Telecommunications and Energy Council**

#### **On the agenda for 12 October 2006 in Luxembourg:**

##### **Transport**

Mid-term review of the White Paper on European transport policy

*Policy debate* (public debate)

Commission communication on freight transport logistics

*First exchange of views* (public debate)

Regulation on enhancing supply chain security

*General approach* (where possible)

Global Navigation Satellite System (GALILEO)

-Concession contract negotiations

*Information by the Commission*

-Commission communication on the "state of play"

*Council conclusions* (where possible)

-Relations with third countries (third country cooperation with GSA)

*Council conclusions* (where possible)

#### **On the agenda for 11-12 December 2006 in Brussels:**

##### **Transport**

Commission communication: Progress report on the Programme for the Promotion of Short Sea Shipping

*Council conclusions*

The 3<sup>rd</sup> Maritime Safety Package

-Port state control

-Classification societies

-Compensation to passengers in the event of maritime accidents

*General approach* (public deliberation)

Proposal for a Regulation of the European Parliament and of the Council on double hulls

*General approach* (public deliberation)

Commission communication on freight transport logistics

*Council conclusions* (public debate)

Global Navigation Satellite System Galileo (GALILEO)

-Amendment to the Council regulation 876/2002 setting up the Galileo Joint Undertaking

*Adoption of a Decision*

-Amendment to the Council regulation 1321/2004 on the establishment of structures for the management of the European satellite navigation programmes

*Adoption of a Decision*

-Concession contract negotiations

*Information by the Commission*

-3<sup>rd</sup> country relations (possible negotiation mandates)

-Commission communication on access policy to public regulated service

-Commission communication on Galileo applications

Possibly also:

Road Safety

-Infrastructure directive

-Retrofitting of blind-spot mirrors

##### **Telecommunications and Postal Affairs**

Network and Information Security: Commission communication on a Strategy for a Secure Information Society

*Council Resolution* (where possible)/*Exchange of views* (public debate)

Proposal for a Regulation on International Roaming Tariffs

*Political agreement* (public deliberation)

Directive on the full accomplishment of the Internal Market for Postal Services

*Presentation of the Commission* (public deliberation)

### **Education, Youth and Culture Council**

#### **On the agenda for 13-14 November 2006 in Brussels:**

##### **Audiovisual**

Proposal for a Directive amending the Television without Frontiers Directive

*General approach/policy debate* (public deliberation)



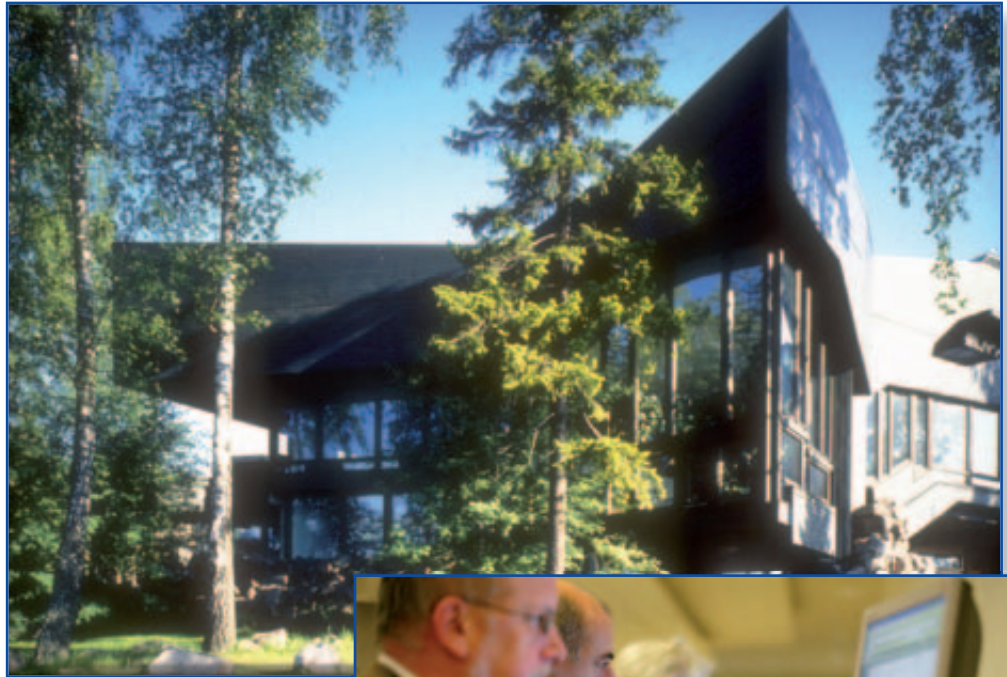
## *i2010 seminar brings experts and visionaries together*

One of the events featuring in Finland's EU Presidency calendar is the European Information Society Conference in September, which is being organised by Finland's Ministry of Transport and Communications in cooperation with the European Commission and the European Network and Information Security Agency (ENISA).

The conference will examine the opportunities and challenges that new information technology brings to decision-makers in society, to businesses, communities and individuals. Presidency conclusions will be published on the themes of the conference.

The two-day conference will take place in Helsinki and Espoo, starting on 27 September. It will feature a high-level seminar, "i2010 – Towards a Ubiquitous European Information Society", to be held on the second day, 28 September, in the Dipoli conference centre in Espoo.

In the ubiquitous information society, people's ways of life and work will be largely based on ICT services that are available at all times and in all places. The conference will deal with the impacts of the new information technology on data security, e-services and communication networks. The conference will have a



*Dipoli conference centre*

***New technologies affect everyday life in many ways in the ubiquitous information society of the future.***



plenary session, three parallel sessions and a high-level panel. The parallel sessions will focus on information security, the intelligent car, and consumer issues.

The conference will be hosted by Ms Susanna Huovinen, Finland's Minister of Transport and Communications. Ms Viviane Reding, European Commissioner for Information Society and Media, and

Mr Andrea Pirotti, Executive Director of the European Network and Information Security Agency, will both address the conference.

Keynote speakers at the seminar will include such distinguished company chairmen and CEOs as Mr Jorma Ollila (Nokia and Shell), Mr Didier Lombard (France Telecom) and Mr Naoyuki Akikusa (Fujitsu). The organisers expect some 300

decision-makers and leading experts from the EU member states to participate in this invitational conference. (JB)

**For further information please contact:**

Ms Kristiina Pietikäinen,  
Deputy Director-General,  
Communications Department,  
tel. +358 9 160 28676

Ms Jaana Beversdorf,  
Chief Information Officer,  
tel. +358 9 160 28334

## Freight logistics seminar

The European Commission and Finland are arranging a high-level seminar on logistics to be held in Brussels on 5 October. There are expected to be about 120 participants.

The Commission's communication on logistics will be discussed, and preparations made for dealing with it in the Council.

Transport Commissioner Jacques Barrot, and Finland's Minister for Transport and Communications, Susanna Huovinen, will both speak at the seminar. There will also be speakers from the European Shortsea Network and the European Logistics Association.



## Motor vehicle “hand-over” meeting in Finland

A two-day “hand-over” meeting in the motor vehicle sector was arranged in Finland on 11-12 July. It was an unofficial meeting of the Council's motor vehicle working group and the motor vehicle external relations group, of the sort traditionally held at the invitation of each country holding the Presidency.

Subjects discussed included EU preparations and common approaches for the November meeting of the World Forum

for Harmonization of Vehicle Regulations, in Geneva, as well as the motor vehicle and transport directives that are presently being drawn up.

The meeting was hosted by Kari Saari, Senior Adviser, Vehicles, at Finland's Ministry of Transport and Communications.

***Participants pose in front of the Ministry of Transport and Communications in Helsinki.***



## ***Seminar on Short Sea Shipping***

There will be a two-day meeting at Senior Official level in Brussels 26-27 October. The first day will focus on Short Sea Shipping, and the second day on Motorways of the Sea. The preliminary agenda includes such topics as the mid-term review on Short Sea Shipping, issues related to maritime logistics, and authorised regular shipping services.

Finland will address the meeting as the holder of the Presidency, but the Commission has the main responsibility for organising the event. About 80 participants are expected.

## ***Transport attachés to meet in Oulu***

The transport attachés of the EU member states' permanent representations will become personally acquainted with winter conditions in the northern Finnish city of Oulu at their meeting 13-15 December.

Representatives of the Secretariats of the Commission and the Council will also attend the meeting. There will be about 70 participants in all. The programme will include an opportunity to learn about the activities of ice-breakers.

## ***Informal meeting of telecommunications ministers***

The telecommunications ministers of the EU will meet for dinner on 10 December in Brussels in connection with the meeting of the December Council. Representatives of the Commis-

sion and the Council will also be invited. Subjects to be discussed at the informal meeting will include the review of the legislative package for electronic communications.

## ***Road safety innovations to feature in Verona***

European transport ministers will gather in Verona, Italy, 3-4 November for the fourth informal ministerial meeting on road safety. The aim of the conference is to promote road safety work in the EU and develop innovative approaches. Finland is responsible for the subject matter of the conference in cooperation with Italy and the European Commission. The Verona conference will be organised under the overall theme of "Innovative Approaches to Road Safety".

All the EU countries together with Norway, Iceland, Swit-

zerland, the USA, Russia and India will take part in the conference.

In connection with the Verona conference, a competition is being held to find ideas for improving the safety of children on their way to school. The competition targets municipalities, cities, counties and regions, and its aim is to identify the commitment and involvement of social stakeholders in raising children's awareness of how to use the roads. Further information on the competition: [http://ec.europa.eu/transport/roadsafety/charter\\_en.htm](http://ec.europa.eu/transport/roadsafety/charter_en.htm)



## ***Finland looks for innovative transport policy***

◆ Finland wants its transport policy to be innovative and “user-friendly”. The Finnish Ministry of Transport and Communications has drawn up a report on the future of transport to be used in preparing the next Government Programme.

The report takes the approach that in addition to traditional infrastructure maintenance a wide variety of different methods must be used in flexible ways to improve transport systems and services. Naturally the importance of infrastructure maintenance should not be underestimated: it is vital that Finland keeps its basic infrastructure in good working order because of the country’s extensive area and difficult weather conditions.

In recent years, Finland has reduced the amount of financing allocated to transport infrastructure. This raises important questions as to whether it is possible to negotiate a compromise regarding infrastructure investments that improve traffic safety and protect the environment, and whether the decline of the railway network’s condition can be accepted. The Ministry of Transport and Communications believes that there must be an increase in infrastructure maintenance finance in order to achieve the goals set out in the report on the future of transport. Target levels are 1.2 billion euros a year for basic infrastructure maintenance, and 500 million euros a year for development investment.

### ***A trunk network programme to strengthen the economy***

The transport network’s busiest and most important roads and railways will be classified as trunk networks. These networks

will be assigned a high level of service priority, to be maintained with adequate investments. In the autumn, the Ministry of Transport and Communications will decide how extensive the road and railway trunk networks will be.

The additional development financing needed for consolidating the trunk networks in the next few years is so substantial that a national programme for trunk networks should be initiated. The Ministry suggests that the programme should be linked to the transport policy report which should be presented to Parliament during the next Government’s term of office.

Until now, no charges for road use have been levied in Finland. The next Government Programme may take a position as to whether such charges may eventually be adopted.

Measures aimed at ensuring the competitiveness of Finland’s maritime shipping industry are being planned by a working group set up by the Ministry. The group will make a proposal to the Minister as to whether Finland should introduce a tonnage tax in the same way as competitor countries.

The productivity of logistics operations is to be improved, especially by making optimal use of information and communication technology. The Ministry is implementing a national logistics programme in which transports to and from Russia receive much attention.

### ***Structural changes in public transport***

The organisation of public transport services calls for particular efforts both in towns and in sparsely populated areas, though for different reasons.

Adequate and reasonably-priced passenger services can only be ensured if more public financing is made available and if the system’s structures are modernised.

There has been only a slight improvement in traffic safety in Finland over the last ten years. In March, the Government adopted a resolution on the improvement of road safety, but its implementation requires more investments, and more cooperation between different administrative sectors. Road safety work should make ever-increasing use of the new ICT-based technologies of today’s ubiquitous information society.

In order to reduce environmental hazards and nuisances, the Ministry’s suggestions include slowing down the growth of traffic, increasing energy efficiency, and promoting public transport, walking and cycling. Taxation and other economic instruments should guide vehicle acquisition and use in directions which decrease carbon dioxide emissions. Traffic-related health impacts and environmental risks should be more carefully considered when making investments. (KK)

## ***Finnish rail freight traffic to be opened to competition***

◆ Finland's domestic rail freight traffic will be opened to competition at the beginning of 2007. The government has brought a bill before Parliament to establish a framework of new conditions for railway freight traffic that will introduce competition into the present system.

Passenger traffic on the Finnish railways will continue to be run by state-owned VR Ltd, as will railway traffic between Finland and Russia.

Finland's Ministry of Transport and Communications expects the effects of opening rail freight traffic to competition to

remain relatively small. The difference in railway gauge between Finland and most EU member states will be one factor restricting potential operators. Some railway companies offering feeder services will probably enter the market. Only one company has shown concrete interest so far, AS Spacecom from Estonia. The annual value of Finland's domestic freight traffic is approximately 350 million euros.

The Ministry of Transport and Communications will grant the permits required for rail freight operations. Any company wishing to enter the market must fulfil strict safety requirements and have the

railway equipment needed for operating, as well as competent staff.

With this new railway law, Finland will be implementing the EU's "Second railway package". The third package, currently under discussion in the EU, will not affect the situation in Finland because there is no passenger traffic between Finland and other EU member states. (MN)

**For further information please contact:**

Mr Hannu Pennanen,  
Senior Adviser, Railways,  
tel. + 358 9 160 28470,  
+ 358 40 551 8332

## ***New direct track speeds up rail connection with eastern Finland***

◆ A new stretch of railway line running directly between Lahti and Kerava will be inaugurated on 1 September. The new "shortcut" is the biggest railway project in Finland for many years. It is 63 kilometres long and two new passenger stations are being built alongside it.

When it is taken into use the direct track will allow trains from eastern Finland to travel to Helsinki considerably faster than at present. At the same time, it will free up capacity for new traffic on the main lines from Helsinki to the north. The new track will also serve passenger and freight traffic between Finland and Russia.

The total cost of the project will be about 330 million euros. The European Union has contributed a good 20 million euros in support.

The opening of the new track will be marked by a celebration where everyone present can join in. On inauguration day there will also be special festive trains with free tickets. (MN)

**For further information please contact:**

Mr Mikko Ojajärvi, Director of Infrastructure Unit  
tel. +358 9 160 28574, +358 400 438 520

Picture: Leif Rosnell / VR



## The Saimaa Canal: 150 years old this year

◆ The Saimaa Canal celebrates its 150th anniversary this year. It runs from eastern Finland to Russia, connecting Finland's Lake Saimaa with the Gulf of Finland.

Construction of the Saimaa Canal commenced in 1845, and it was inaugurated on 7 September 1856. Congestion of vessel traffic in the canal led to its reconstruction in 1926, but work was interrupted by the outbreak of the Winter War in 1939. The interim peace agreement between Finland and the Soviet Union in 1944 meant that the Saimaa Canal was cut in two, but in 1960 the Soviet Union agreed to lease the Soviet section of the canal to Finland for a period of 50 years.

The reconstruction of the canal finally continued in 1963 and this third phase of building work was completed five years later.

At present Finland and Russia are negotiating an extension of the lease of the canal area.

The Finnish section of the Saimaa Canal is 23.3 km long and the Russian section 19.6 km, giving it a total length of 42.9 km. The total drop in water level from Lake Saimaa to the Gulf of Finland is about 75.7 meters, and there are eight locks on the canal. It is crossed by thirteen bridges, of which seven can be opened and six are fixed.

Today, vessels of 2,500 tonnes cargo capacity can navigate from the inland waterways of eastern Finland via the Saimaa Canal to all European ports, and to inland ports in both Continental Europe and Russia.

In recent years, average annual cargo volumes have reached 1.5 million tonnes.



The 150th anniversary of the opening of the canal will be celebrated in Lappeenranta on 8 September. The following day, invited guests will be able to take a special cruise along the canal to the city of Vyborg in Russia. Among those invited to the anniversary occasion is the EU's Commissioner for Transport, Jacques Barrot. The transport ministers of Finland and Russia will also take part in the celebrations.

The Saimaa Canal anniversary celebrations are being organised by Finland's Ministry of Transport and Communications, the Finnish Maritime Administration and the City of Lappeenranta.

### **Permanent Partnership Council meeting**

A meeting of the EU–Russia Permanent Partnership Council (PPC meeting) is being arranged in Lappeenranta on 8 September in connection with the anniversary celebrations.

The PPC meeting on transport will review transport policy strategies and the development of infrastructure and logistics.

Working groups dealing with different modes of transport will report to the meeting.

The European Commissioner for transport will take part in the meeting, together with the transport ministers of Russia and Finland. The transport minister of the next country to hold the EU Presidency, Germany, has also been invited to Lappeenranta. (KK)

**For further information please contact:**

Ms Katariina Kivistö,  
Director of Press and Information Unit,  
tel. +358 9 160 28330,  
+358 400 502 128

## *Helsinki to have the most modern general cargo port in the Baltic*

◆ The most modern general cargo port facilities in the Baltic area are being constructed at Vuosaari, on the eastern edge of Helsinki. The Vuosaari Harbour development will make use of the newest and most advanced technologies in all kinds of port activities, including cargo handling and traffic data management.

The construction of Vuosaari Harbour is the biggest single transport project currently under way in Finland, and it is one of the biggest freight transport projects in the whole of the country's history. The project comprises the harbour and cargo handling area itself, a logistics operations area directly adjacent to it, transport links, and the Meriportti Business Park, which will be built next to the port facilities.

The Finnish Government considers the Vuosaari Harbour development to be extremely important in terms of infrastructure and transport policy. The fact that it is well located at a node of the transport network will reduce the detrimental impacts of traffic as a whole. Construction of the new harbour will enable goods traffic to be diverted from central Helsinki, and land in the city centre that was previously used for port operations will be freed up for housing development.

The investments in environmental quality that have been made in building the harbour's infrastructure of roads, railways and sea channels have been record-breaking in Finnish terms. Most of the land-transport links run through tunnels for environmental reasons, and the new harbour railway line will take pressure off the road network in the residential areas of Vuosaari.

Logistically, the harbour is optimally sited with regard to the major transport

networks of the South Finland region and the country as a whole. One in three Finns lives within Vuosaari Harbour's direct sphere of influence.

Vuosaari Harbour is being built by the Port of Helsinki. The total cost will be 508.5 million euros. The state is responsible for the construction and maintenance of the roads, railways and fairway channels, and these parts of the project are being implemented as an overall whole, coordinated by the Finnish Road Administration. The Finnish Rail Administration and the Finnish Maritime Administration are also involved in realising the project. Construction of the harbour has demonstrated a strong partnership between the City of Helsinki and central government.

It is estimated that at least 10 million tons of cargo will pass through Vuosaari Harbour each year. The harbour will begin operating in 2008 and reach its full extent in 2009. (IS)

#### **For further information please contact:**

Mr Mikko Ojajärvi,  
Director of Infrastructure Unit  
tel. +358 9 160 28574,  
+358 400 438 520

Vuosaari Harbour website:  
[www.vuosaarensatama.fi](http://www.vuosaarensatama.fi)



***Vuosaari has been assessed as being an ideal location for a harbour. Vuosaari is also close to the national trunk road network and the Helsinki-Vantaa airport.***

## ***Finnish Rail Agency starts activities in autumn 2006***

◆ Finland has set up a new administrative body, the Finnish Rail Agency, which will start work in Helsinki at the beginning of September. Its main task will be to take care of the safety and administration of rail traffic.

One of the factors underlying the establishment of the new Agency is the EU's "Second railway package", which calls for the setting up of a specific agency to look after safety on the railways. The Finnish Rail Agency will be an autonomous agency, independent of railway track owners and traffic operators.

The Finnish Rail Agency will take over responsibility for some of the tasks that presently fall within the sphere of the Finnish Rail Administration. In future the Finnish Rail Administration will be primarily responsible for the national railway track. In almost all other EU member states, official responsibility for railway safety has already been separated from track maintenance duties and tasks.

The Finnish Rail Agency will supervise and develop the interoperability of the railway system and grant safety

certificates to railway companies. Its responsibilities will also include matters regarding the competence of rail safety personnel, and ticket inspection.

The Finnish Rail Agency will initially have a staff of 53. Its Internet address is [www.rautatievirasto.fi](http://www.rautatievirasto.fi). (IS)

**For further information please contact:**

Mr Kari Alppivuori, Project Manager,  
tel. +358 9 160 28012,  
+358 40 566 1218

Picture: Leif Rosnell / VR





## Towards the U-society

◆ The Finnish government actively promotes the development of the information society. This work involves all administrative sectors of the government. The Ministry of Transport and Communications aims to ensure that information technology and communication services are used to enhance people's well-being and to promote productivity and competitiveness in all sectors, both private and public.

The concept of the "U-society", the Ubiquitous Information Society, refers to the next overall phase of the information society. In the ubiquitous information society people can be connected with everything, whenever and wherever. Such a society opens up huge opportunities for better living conditions for people and for the productivity of companies. But it also poses enormous

challenges, for example with regard to social and regional equality, privacy protection and information security. To respond to the challenges and take advantage of the opportunities, a strategy for the ubiquitous information society in Finland will be drafted this autumn.

### *Extensive broadband*

Finns enjoy high-quality communication services. Almost every other home in Finland has broadband and fixed broadband is available to 96 percent of the population. The Government's goal is for the most popular connection to be at least 8 Mbps by the end of 2007.

Fixed-line phone connections are being replaced by mobile phone networks. Fast wireless connections are used for data transmission as well.

Second-generation national GSM networks are operated by three companies. Third-generation mobile networks are now being constructed, and services are already available in the bigger cities.

The Finnish government has granted an operating licence to build a new digital mobile communications network for broadband use to cover rural areas as well.

### *Digital TV starting*

In September 2007, Finland will be one of the first countries in Europe to switch over to solely digital terrestrial TV broadcasting. Almost one home in two already has a digital television or a set-top box. (JB)

***Finnish society has changed radically in fifty years: an agricultural country has become a modern information society.***



## Turn on a new TV! - All-digital TV in summer 2007

◆ Finland will switch completely over to digital TV on 31 August 2007. The Government adopted a resolution to this effect in 2004, allowing time for everyone in the country to be able to make the switch in good time and at a reasonable cost.

Finland's terrestrial digital network covers about 99.9% of the population. Cable TV networks have also been digitalised throughout the country. About half of all households that own a TV have already acquired a digital TV or a set-top box.

The Ministry of Transport and Communications has established a TV2007 project group and a digital TV information team. Both of them include representatives of TV companies.

The TV2007 group works closely with a wide range of interested parties, including equipment producers, distributors and retailers. Particular attention

is paid to the functionality of digital equipment and to the special needs of older people.

The digital TV information team has been providing information about the changeover and the new system through a variety of channels, including TV campaigns and an advice centre in a special bus that traveled all around the country.

Finland's "DigiTV Info" call centre answers questions about digital television. Calls are charged at local phone network rates. The service is available in Finnish, Swedish and English. E-mail enquiries are also welcomed.

### **Many channels already available for viewing**

Many Finnish channels can already be received digitally, including *YLE TV1*, *YLE TV2*, *MTV3*, *Nelonen*, *YLE FST*, *Nelonen Plus*, *Subtv*, *Urheilukanava*

(*sport*), *YLE24 (news)*, *YLE Teema (documentaries and cultural programmes)* and *The Voice (music)* as well as some local broadcasting channels.

There are also some 50 digital subscription channels available through cable TV.

At present it seems that Finland will be one of the first countries in the EU to switch completely over to digital TV. The EU itself recommends that all member countries' transmissions should be digital by 2012. The final deadline for all EU countries is 2015. (KK)

#### **For further information please contact:**

Ms Katariina Kivistö,  
Director of Press and Information Unit,  
tel. +358 9 160 28330,  
+358 400 502 128

***A "digiTV" advice centre travelled around Finland this year.***



## ***Publications of the Ministry of Transport and Communications***

### ***2006***

**Prices of Mobile Calls in 2006. International Comparison**

**Price level of the Finnish telecommunications charges 2005**

**Road safety programme 2006-2010 by the Consultative Committee on Road Safety**

**Elements for European logistics policy. A discussion paper**

**Logistics Survey 2006**

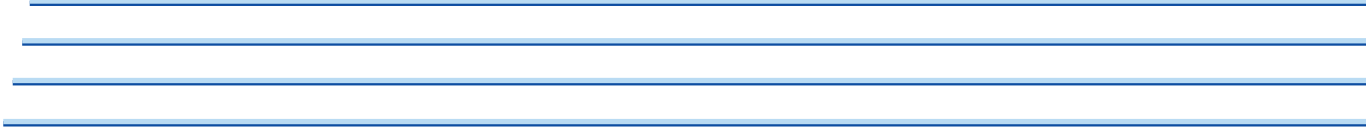
### ***2005***

**Environmental guidelines for the transport sector until 2010**

**Strengthening Finland's logistics position. An action programme**

The Ministry's publications in English at [www.mintc.fi/publications](http://www.mintc.fi/publications).





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