

# National Action Plan for Island Policy 2012–2015

Islands, Sea, Lakes, Rivers and Littoral  
as Regional Development Assets

Publications of the Ministry of Employment  
and the Economy  
Regional development  
37/2012



TYÖ- JA ELINKEINOMINISTERIÖ  
ARBETS- OCH NÄRINGSMINISTERIET  
MINISTRY OF EMPLOYMENT AND THE ECONOMY

# National Action Plan for Island Policy 2012–2015

Islands, Sea, Lakes, Rivers and Littoral as  
Regional Development Assets

<b>Tekijät   Författare   Authors</b>  The Island Committee Mikaela Nylander, Chairman, Member of Parliament Jorma Leppänen, Secretary General, Ministerial Adviser	<b>Julkaisu-aika   Publiceringstid   Date</b> November 2012 <b>Toimeksiantaja(t)   Uppdragsgivare   Commissioned by</b> Työ- ja elinkeinoministeriö Arbets- och näringsministeriet Ministry of Employment and the Economy <b>Toimielimen asettamispäivä   Organets tillsättningsdatum   Date of appointment</b>	
<b>Julkaisun nimi   Titel   Title</b> National action plan for island policy 2012–2015		
<b>Tiivistelmä   Referat   Abstract</b>  On 26 June 2012, the Ministry of Employment and the Economy approved the action plan for island policy for 2012–2015. Prior to this, the Ministerial Working Group on Administration and Regional Development had favoured the approval of the policy on 20 June 2012. The creation of the action plan is based on the Government decision, of 15 December 2011, on nationwide regional development objectives for 2011–2015, which the action plan complements and further elaborates. The action plan aims to utilise the characteristics of the islands, the sea and watercourses in particular, in the following priority areas: Municipal and regional policy, Businesses and employment, Permanent and recreational dwelling, Transport and data communication connections, and Environment, nature and culture. Measures included in the programme promote transport and data connections for island areas, the status of island areas in regional and municipal policy-making, securing basic services, securing the operational prerequisites of the maritime cluster, marketing and product development in the field of island and water tourism, professional fishing, increasing the time spent living in holiday homes, developing recreational residences into primary residences and the related steering of construction, protecting the Baltic Sea and watercourses, preparing for exceptional natural phenomena and public safety, and meeting the demands of recreation, nature conservation and culture. The ministries, ELY-centres, Regional Councils, island municipalities and part-island municipalities, as well as various organisations and corporations, are responsible for the practical execution of the plan with funds annually allocated for this purpose from the State, the EU, municipalities and the private sector. The Island Committee submits regular reports, on the implementation of the action plan, to the ministerial working group on regional development. The publication is also available in Swedish (Det nationella skärgårdspolitiska åtgärds programmet 2012–2015) and in English (National action plan for island policy 2012–2015).  Contact person at the Ministry of Employment and the Economy: Jorma Leppänen, Ministerial Adviser, phone +358 40 074 4900		
<b>Asiasanat   Nyckelord   Key words</b> action plan for island policy, island policy, island areas, regional development		
<b>ISSN</b> 1797-3562	<b>ISBN</b> 978-952-227-716-9	
<b>Kokonaissivumäärä   Sidoantal   Pages</b> 106	<b>Kieli   Språk   Language</b> englanti, engelska, English	<b>Hinta   Pris   Price</b> € 22
<b>Julkaisija   Utgivare   Published by</b> Työ- ja elinkeinoministeriö Arbets- och näringsministeriet Ministry of Employment and the Economy	<b>Kustantaja   Förläggare   Sold by</b> Edita Publishing Oy / Ab / Ltd	

# Foreword

Dear Reader,

On 26 June 2012, the Ministry of Employment and the Economy approved the action plan for island policy, "Islands, sea, lakes, rivers and littoral as regional development assets," for 2012–2015. Prior to this, the Ministerial Working Group on Administration and Regional Development had favoured the approval of the policy on 20 June 2012. In practice, the action plan applies to all municipalities in Finland.

The creation of the action plan is based on the Government decision, of 15 December 2011, on nationwide regional development objectives for 2011–2015, which the action plan complements and further elaborates.

The action plan for island policy aims to utilise the characteristics of the islands, the sea and watercourses in particular, in the following priority areas: municipal and regional policy, businesses and employment, permanent and recreational dwelling, transport and data communication connections, and environment, nature and culture.

Finland has 76,000 islands, 53,000 km<sup>2</sup> of sea, 56,000 lakes, 647 rivers and 314,000 kilometres of coastline. There are two million recreational dwellers and 700,000 water craft. The number of passengers of domestic water transportation, in both coastal and fresh water areas, totalled 4.3 million in 2010. There are 1.7 million recreational fishers. In various aspects, the islands form part of the lives of most Finns. Many authorities also operate in coastal zones and areas with waterways.

Measures included in the programme promote transport and data connections for island areas, the status of island areas in regional and municipal policy-making, the securing of basic services, the securing of the operational prerequisites of the maritime cluster, marketing and product development in the field of island and water tourism, professional fishing, increasing the time spent living in holiday homes, developing recreational residences into primary residences and the related steering of construction, protecting the Baltic Sea and watercourses, preparing for exceptional natural phenomena and to secure public safety, and meeting the demands of recreation, nature conservation and culture.

The ministries, ELY-centres, Regional Councils, island municipalities and part-island municipalities, as well as various organisations and corporations, are responsible for the practical execution of the plan with funds annually allocated for this purpose from the State, the EU, municipalities and the private sector. The related state funding is determined annually, in connection with the approval of the budget.

The Island Committee submits regular reports, on the implementation of the action plan, to the ministerial working group on regional development.

For its part, the national action plan for island policy has good preconditions for creating jobs in the experience industry, within what is the world's largest 'watercourse country' in relative terms. Such jobs are needed to replace those being lost in other sectors.

Despite a stricter approach to funding, the new EU programming period 2014-2020 provides effective tools for island policy development work.

JYRI HÄKÄMIES  
*Minister of Economic Affairs*

# Contents

Foreword.....	5
<b>1 Introduction .....</b>	<b>9</b>
<b>2 Basis for the action plan for island policy.....</b>	<b>10</b>
2.1 Island policy.....	10
2.2 Current status of island areas.....	12
2.3 Threats and opportunities in island areas.....	13
2.4 Businesses and employment.....	14
2.5 Housing.....	16
2.6 Transport and data communication.....	17
2.7 Basic services and municipal structure project.....	18
2.8 Environment, nature, culture and safety.....	19
2.9 Development resources for island areas.....	19
<b>3 Proposals for further measures.....</b>	<b>20</b>
3.1 Municipal and regional policy.....	20
3.1.1 Municipal reform project.....	20
3.1.2 Island policy.....	20
3.2 Businesses and employment.....	22
3.2.1 Island, water and coastal tourism and service sector jobs.....	22
3.2.2 Maritime cluster.....	23
3.2.3 State and municipal jobs.....	23
3.2.4 Commuting and place-independent work.....	24
3.2.5 Agriculture and forestry.....	24
3.2.6 Fishing and aquaculture.....	24
3.3 Transport and data communication connections.....	26
3.3.1 Data communication connections.....	26
3.3.2 Transport connections.....	26
3.4 Permanent and recreational dwelling.....	27
3.4.1 Planning and construction on shores.....	27
3.4.2 Permanent dwelling.....	28
3.4.3 Recreational dwelling.....	29
3.5 Environment, nature and culture.....	30
3.5.1 Environmental protection.....	30
3.5.2 Municipal engineering and energy.....	31
3.5.3 Nature protection and recreation.....	31
3.5.4 Landscape protection and management of cultural heritage.....	32

3.5.5	Culture .....	33
3.5.6	Security.....	33
3.6	Financing and implementation of measures.....	34
<b>4</b>	<b>Assessing the environmental impacts of the action plan.....</b>	<b>35</b>
4.1	Ecological impacts.....	35
4.2	Cultural impacts .....	37
4.3	Social impacts .....	37
4.4	Economic impacts.....	38
<b>5</b>	<b>Preparation of action plan .....</b>	<b>40</b>
<b>6</b>	<b>Background material used.....</b>	<b>41</b>
6.1	EU policies in island areas .....	41
6.1.1	EU's regional and structural policy.....	41
6.1.2	Regional Competitiveness and Employment Objective Programme.....	41
6.1.3	Åland .....	42
6.1.4	European territorial cooperation objective and European neighbourhood and partnership instruments..	42
6.1.5	Rural Development Strategy and Programme 2007–2013 .....	43
6.1.6	Fishing industry strategy and action plan 2007–2013 ....	43
6.1.7	EU's coastal policy .....	44
6.1.8	EU's maritime policy.....	44
6.2	National programmes in island areas.....	45
6.2.1	National strategy for sustainable development.....	45
6.2.2	National coastal strategy.....	45
6.2.3	Water resource management plans.....	46
6.2.4	Centre of Expertise Programme .....	46
6.2.5	Regional Strategic Programme.....	46
6.3	Execution of the Government Resolution on Island Development 2010–2011 .....	47
<b>Appendix</b>	.....	<b>53</b>

# 1 Introduction

In June 2012, the Ministry of Employment and the Economy approved the action plan for island policy for 2012–2015, after the Ministerial Working Group on Administration and Regional Development had favoured said approval in its meeting on 20 June 2012. During the preparation phase, state and municipal authorities, as well as organisations in the sector, had the opportunity to submit proposals on matters to be included in the action plan and to comment on the completed drafts. Approximately 70 people attended the major action plan seminar at the House of the Estates on 25 April 2012.

The creation of the action plan is based on the Government decision, of 15 December 2011, on nationwide regional development objectives in accordance with the Regional Development Act, which the action plan complements and further elaborates.

The action plan aims to utilise the characteristics of the islands, the sea and watercourses in particular, in the following priority areas:

- Municipal and regional policy
- Businesses and employment
- Permanent and recreational dwelling
- Transport and data communication connections
- Environment, nature and culture

Measures included in the programme promote transport and data connections for island areas, the status of island areas in regional and municipal policy-making, securing basic services, securing the operational prerequisites of the maritime cluster, marketing and product development in the field of island and water tourism, professional fishing, increasing the time spent living in holiday homes, developing recreational residences into primary residences and the related steering of construction, protecting the Baltic Sea and watercourses, preparing for exceptional natural phenomena and public safety, and meeting the demands of recreation, nature conservation and culture.

Implementation of the action plan will be decided upon within a Government-approved framework, in connection with the preparation of the state's annual budget.

Statistical material has mainly been compiled based on the division into regions. The programme includes statistics on island and part-island municipalities, as well as full and part-time inhabited islands in all municipalities. Measures proposed in the programme do not apply to the autonomous region of Åland.

The consultant for work on the action plan was FCG Finnish Consulting Group Oy, represented by Sanna Antman, Heli Kotilainen and Mari Kovasin.

The Island Committee gives its warm thanks to all state and municipal officials, elected officials, organisations within the sector, consultants and island residents who participated in the preparatory work for the action plan.



# 2 Basis for the action plan for island policy

## 2.1 Island policy

The objective of the government programme of Prime Minister Jyrki Katainen's Government is an economically, socially and environmentally sustainable Finland, taking account of the special characteristics of each area.

According to the national regional development objectives for 2011-2015, approved by the Government on 15 December 2011, "the administration needs a steering instrument with which it can define the key tasks and measures under established, partly legislation-based policy related to the regional policy sector, and for urban, rural and island areas, during the current parliamentary term. Such tools include, for instance, the action plans prepared for the current parliamentary term by the Committee for Urban Policy, the Rural Policy Committee and the Island Committee, drawn up through cooperation between the ministries and regions and approved by the Ministry of Employment and the Economy after consideration by the Ministerial Working Group on Administration and Regional Development."

According to national regional development objectives, "in the development of island and waterway areas, the emphasis will be laid on the islands' attractiveness with respect to full and part-time dwelling, and for tourism and other recreational purposes. The island policy seeks to reduce the drawbacks of a fragmented land area and the additional costs this imposes on the business sector and island communities. It takes account of the island areas' culture, recreation, natural environment and environmental values."

The Island Development Act (494/81, 1138/93), in force since 1981, obliges the state and municipalities to secure business life, transport connections and other infrastructure, services and the environment, in island areas. In addition to islands with no permanent road connections, the island area concept of the Island Development Act includes islands with permanent road connections and other island-like fragmented land areas. The Island Development Act does not apply to Åland.

Island policy is Finland's oldest form of organised regional policy. The predecessor of the Island Committee was established in 1949.

Based on the Island Development Act, in the Government decree on island municipalities and island areas of municipalities (1296/2011), the Government has designated eight island municipalities and 38 part-island municipalities that represent the country's largest island areas. At the end of 2010, island municipalities had 37,205 permanent inhabitants and the island areas of part-island municipalities had 29,270 permanent inhabitants (a total of 66,475 inhabitants). In addition, nearly all of Finland's municipalities contain island areas.

Island policy has helped electrify the largest island areas, create island traffic arrangements in the form of pontoon ferries, ferries and private and public roads for the largest island areas, raise island areas to a higher regional aid status in order to support business development, provide island supplements included in municipality state grants in order to secure the production of basic services, and establish national parks, conservation areas and recreation areas in island and coastal areas in order to protect the natural environment and landscape, and secure recreation possibilities.

The raising of island areas to a higher business subsidy status than the surrounding areas has been grounded on Section 4 of the Island Development Act and Section 31 of the Act on Regional Development (1651/2009), and the inclusion of island supplements in state grants on Section 6 of the Island Development Act and on Section 7 (general section), Section 15 (social and health care), Section 22 (preschool and basic education), Section 23 (public libraries), and Section 27 (additional section concerning island municipalities) of the Act on State Subsidies in Basic Municipal Services (1704/2009).

According to the Island Development Act and the Decree on the Island Committee (387/1987), island policy development is carried out by the Island Committee and its secretariat, appointed by the Council of State for one parliamentary term.

In recent years, the operational appropriation of the Island Committee has been EUR 250,000. In 2012, island supplements in state grants represent approximately EUR 17.5 million. In the same year, approximately EUR 65 million was allocated for the financing of island ferries, road ferries, pontoon ferries and private ferries.

In accordance with Article 174 of the EU Treaty, the European Union has tried to narrow the development gaps between regions and reduce the backwardness of the least favoured regions. Special attention is paid to rural areas, areas affected by industrial transition, regions suffering from severe and permanent natural or demographic handicaps (such as the northernmost regions with their low population density), and island, cross-border and mountain regions.

Island-richness has not been a formal criterion for target areas but, in Finland and other European countries, island areas have been included in a higher target area, within EU target areas, than would have been required by socioeconomic indicators.

The basis for the island policy is financially, environmentally and socially sustainable regional development. Island policy supports the attainment of climate policy objectives.

Together with other ministries, Regional Councils and other actors, the Island Committee and the Ministry of Employment and the Economy have prepared an action plan for island policy for 2013–2015. This action plan seeks ways of utilising lakes, the sea, islands and the coastline to support regional development in island areas and island-like coastal and waterway areas.

The action plan for island policy replaces the previous resolution on island development. This plan is directed at all municipalities with island areas. Some of the proposals only apply to 46 island municipalities, part-island municipalities and

permanently inhabited islands in other municipalities. The proposals drew support during their circulation for comments.

## 2.2 Current status of island areas

Finland's vast multitude of islands and waters is a phenomenon that typifies the country. Finland has 314,000 kilometres of coastline, 53,000 km<sup>2</sup> of sea, 76,000 islands (with an area of 0.5 ha or more), 56,000 lakes (with an area of 1 ha or more) and 647 rivers. All Finnish municipalities have water bodies.

Many Finnish population centres are located on islands with a permanent road connection. Outside Åland, there are approximately 560 islands with permanent inhabitants and without a permanent road connection. These are located in 113 municipalities. Approximately 19,600 islands have part-time inhabitants and no permanent road connection, within around 250 municipalities.

Finland has some 500,000 recreational dwellings with approximately two million regular users. Nearly all recreational dwellings are located in sparsely populated areas and 85 per cent in coastal areas. Because approximately 800,000 people live permanently in sparsely populated areas, recreational dwellings are of major importance to rural development.

Many authorities such as Metsähallitus (national parks, conservation areas, state hiking areas and other state forest areas), Centres for Economic Development, Transport and the Environment (business issues such as fishing and agriculture, transport issues such as road and island traffic, environmental issues and construction control), the Finnish Transport Agency (e.g. seafaring), the Border Guard, the Defence Forces, the Finnish Transport Safety Agency, the Game and Fisheries Research Institute and the National Board of Antiquities, operate in island areas.

The waterways are used by 700,000 water craft, of which 169,804 are registered boats, and approximately 22 million passengers. The number of passengers travelling by domestic water transportation, including coastal areas and fresh water areas, totalled 4.3 million in 2010. International passenger traffic on the sea totalled 17.7 million in 2011. Of these, approximately 9.1 million were destined for Sweden, 7.3 million for Estonia, and around 271,000 for Russia and 223,000 for Germany.

Waterways are also used by both domestic and international freighters (traffic 102,623,691 tonnes) and some 1,000 professional fishermen and approximately 1.7 million recreational fishermen. The harbour network (34 member harbours of the Finnish Port Association and some 1,300 small boat harbours) is an important part of the national infrastructure. Island areas are focus areas for nature conservation. Approximately 2.3 million people visit national parks and recreation areas each year. Most national parks and recreation areas have plenty of water bodies.

Finland's island, water and sea areas are important to the entire country.

## 2.3 Threats and opportunities in island areas

Continuous adjustment of traditional businesses such as the fishing industry, agriculture, processing and the service industry to global, internal EU market and domestic competition represent the greatest development challenges in island areas. Job losses are likely to continue. The winding down of agriculture and the fishing industry, and the functional changes this is bringing, threaten to decimate island culture. But such a culture is important, for instance, to the development of tourism. Municipal mergers, improved operational efficiency and structural change in business life may also reduce private sector and public service jobs.

In most cases, island municipalities have only a small supply of owner-occupied or rental housing and plots. Supply is particularly low on islands with no permanent road connections, where the authorities controlling construction may also have a reserved attitude towards new island dwellings. The high price of the occasionally available plots also restricts the number of new inhabitants moving to island areas.

The population in island areas is older than average and the dependency ratio weaker than average. Municipalities' capabilities to maintain a sufficient service level are weakened by the low number of taxpayers. This reduces island municipalities' attractiveness as places of residence.

A considerable decrease in the share of Swedish-speaking inhabitants in island areas may affect the preconditions for maintaining the Swedish-speaking island culture and the availability of services in one's mother tongue.

Pontoon and other ferries used in island traffic have not been renewed, which has weakened the capabilities of island communities and the transport service level. Outdated equipment also poses a safety hazard. A lack of fast and reasonably priced data communication connections may place the inhabitants of island areas in a disadvantageous position compared to the rest of the country's population, and weaken the possibilities of offering place-independent employment opportunities and recreation activities.

As place-independent work increases, and information, transport and data communication connections develop, new enterprises and opportunities for full or part-time jobs are being created in the island areas. The island areas are among Finland's and the world's most attractive tourism areas. By growing into an important business area, tourism would create the potential for new jobs in construction, transport, trade, personal services and business services, as well as processing industries. Tourism development could be supported by better utilisation of the vast government-owned national parks and recreation areas.

Living in recreational dwellings is increasing as the baby boomers retire and the share of telecommuting from vacation homes rises. Through a systematic approach, the purchasing power and expertise of recreational residents could be harnessed in the development of municipalities.

A high-quality environment makes the island areas a desirable permanent dwelling place for anyone, in particular for those with good purchasing power. This could be leveraged by developing and marketing readiness to receive new inhabitants, as well as enabling flexible conversion of recreational dwellings into permanent dwellings.

Securing sufficiently vast undeveloped shore areas, natural diversity and landscape and cultural values, would strengthen the islands' attractiveness as places of business, dwelling, recreational dwelling and tourism. International demand for tourism and vacation homes is bringing money to the island areas across the country, and to Eastern Finland more than average.

Various weather phenomena such as storms, floods and droughts are increasing and intensifying due to climate change. Rising sea levels are increasing the erosion of shorelines and destroying land areas. Increases in traffic and larger vessels, as well as heavy increases in oil and chemical transportation, are posing various environmental and safety risks in island areas. Any deterioration in the condition of the Baltic Sea would hamper the development of island areas for permanent and recreational dwelling, and businesses.

Restraining untrammelled consumerism is crucial to climate policy across the globe. Island dwelling and the related way of life are in complete harmony with climate policy objectives. The way of life in island areas is based on low spending, organic and natural products, using renewable wood for construction and fuel as well as an energy source, growing local food, utilising natural resources such as fish, game, berries and mushrooms, and the recycling of nutrients. Such a way of life should be maintained in the island areas and promoted across the country.

## 2.4 Businesses and employment

Population development in island areas is following the declining trend of other rural areas. This is due to the decrease in agricultural, fishing industry, processing industry and state jobs. Piloting, coast guard and defence force operations, as well as jobs in the tax administration, the police force, road maintenance and labour administration have been transferred from island areas to the mainland.

Of state administrative sectors, only environment administration through Metsähallitus has created new jobs in island areas. To a small extent, these have compensated for the reduction in other public sector employment.

In the ongoing period, over 30 per cent of funding by the European Agricultural Fund for Rural Development was directed at start-up, investment and development projects for service sector enterprises.

Growing livelihoods in island areas include tourism and private services, as well as full and part-time telecommuting combined with commuting. In recent years, the Island Committee has been networking island and water tourism actors with one another. The livelihood of many islanders is based on work outside the island areas. Working in maritime transport, for instance on foreign and domestic

ships, on pontoon ferries financed by ELY-centres, on ferries, in boatbuilding and maintenance, and in docks is an important and traditional source of income for island residents. Island areas' traditions of self-sufficiency are visible in their reasonable unemployment figures.

Adjusting the small-scale Finnish fishing industry to the EU's joint fishing industry policy has not been smooth. The number of professional fishermen has dropped below 1,000 and this trend continues.

The EU's fishing industry policy should be developed further in accordance with the subsidiarity principle, to take better consideration of geographical differences. In the new programme period beginning in 2014, the EU intends to strictly forbid the overfishing of species that are already too depleted. Since, apart from wild salmon and whitefish, Finnish fish resources are underexploited, the outlook for domestic fish caught as local food is encouraging. As a whole, the share of foreign fish in Finnish fish consumption has increased in recent years, but this development could be reversed.

Under recent EU policy, for environmental and biodiversity-related reasons, Finland is officially committed to supporting sustainable fishing, in order to protect the biodiversity of the seas, and the ecosystems and fish stocks.

Maintaining small-scale agriculture in island areas, in order to produce increasingly popular local food, would support the development of tourism. The challenges facing sustainable production and the processing of local foods lie in the lack of cooperation and networking between entrepreneurs, small production volumes and the cost of transporting small product quantities.

Diversified and varied working hours and work places form part of the restructuring of working life.

The many opportunities for place-independent work are still largely unutilised. Flexible combination of living and work has yet to be sufficiently enabled. The state, municipalities and the private sector must cooperate to create the preconditions for place-independent work. This will require the development of information and communication technology infrastructure in island areas, in accordance with approved objectives.

The reform of the Defence Forces published in 2012 will cut a total of around 100 jobs from Kotka's coastal battalion (detachment), the Skinnarvik base on Kimitoön and the Gyltö control station in Parainen. Replacement jobs must be created through cooperation between the private and public sectors, which is a challenging task.

Defence force buildings located in island areas, removed or still to be removed from permanent use, will deteriorate rather quickly if left idle. Reuse of these buildings requires rapid action, if the associated real estate is to be used cost-efficiently.

The government's objective in the new Structural Fund's programming period beginning in 2014 is to utilise the opportunities provided by EU funds more effectively in Finland. Use of structural funds emphasises their permanent effect on industrial policy, growth and employment aspects and the sustainable development of the

region's economic structure and operating preconditions. Under the EU's structural fund programme reform, the possibility to use resources across the country is also ensured.

## 2.5 Housing

Shores are an important resource for rural areas, in attracting new permanent and part-time inhabitants. Shore planning is on a relatively good level, but a long period will pass before the entire shoreline is planned. Some 20 % of shoreline has now been planned – this may increase to 30% in ten years. The number of available planners and the financial resources of municipalities limit the ability to increase the rate of shore planning.

Due to the high number of obsolete plans, as well as the abovementioned reasons, an exceptional policy approach is needed far into the future. At the moment, almost half of shore construction is carried out under exceptional permits. Despite this, the amount of new construction of recreational dwellings has fallen by half from its peak years. Reasonable construction volumes in intermediate periods, when plans have yet to be drawn up, can be ensured through flexible exceptional practices. These must be implemented to secure high-quality planning and the sufficient preservation of undeveloped shorelines.

The boundary between recreational and permanent dwelling is becoming blurred. The size and level of fittings and fixtures of recreational dwellings is rising towards that of permanent dwellings. Inhabitation of recreational dwellings is becoming more intensive, sometimes transforming into primary dwelling. Approximately 20,000 people already live permanently in 12,000 recreational dwellings. Both telecommuting and working from holiday homes is on the increase, according to the Vacation house barometer 2009. This change does not usually take place on a zone basis, but in a more distributed manner. For this reason, no community structure problems have resulted.

The above-described development is strengthening the vitality of island areas. However, planning and exceptional practices are forming barriers, which are hampering the more active use of recreational dwellings and their modification into primary dwellings. Assessing the eligibility of the location of a recreational dwelling for permanent use, while taking account of municipalities' service obligations, is the municipality's responsibility.

Recreational dwellers have only limited opportunities to access municipal services in their vacation municipality, while the municipality's financial possibilities to create such services are limited.

It would be important to expand the health centre services required by recreational dwellers, from services focusing on urgent treatment into health care services whose level renders accessing home municipality services neither reasonable nor necessary. The gradually increasing impact of the Health Care Act will considerably improve matters in this regard.

## 2.6 Transport and data communication

In the largest island areas, island traffic is organised through public road pontoon ferries, private pontoon ferries and ferries arranged by the state. Traffic for Suomenlinna is arranged by Suomenlinnan liikenne Oy, owned by the city of Helsinki and the state and forming part of the Helsinki Metropolitan Area's public transport provision.

Private island transport entrepreneurs arrange income-based transport to islands in the summer, sometimes with partial support from the municipality. For the lion's share of permanently inhabited islands and for nearly all part-time inhabited islands (19,600), the inhabitants independently arrange traffic themselves, based on their own boats and at their own expense, apart from compensation for any school transport required.

The challenge facing island traffic lies in providing consistent, methodical, cost efficient and safe traffic arrangements, and in renewing obsolete pontoon and other ferries.

The recent exemption of tourists and part-time island dwellers from paying ferry fees has provided tourist operations in island areas with a level playing field, compared to companies located in areas with road network pontoon ferries and on the mainland. An evaluation and arrangements are underway to resolve the issue of how the transportation of permanent inhabitants can be secured during the peak season when, for various reasons, the number of passengers increases.

According to a decision in principle made by the government in December 2008, concerning the implementation of the broadband programme, fast 100 Mb/s data communication connections will be built across the country. For this purpose, EUR 66 million has been reserved for 2010-2015.

However, data communication development projects have not been implemented in island areas and other, more remote areas to the envisaged extent. Action, such as improving the financing procedures laid out in the related legislation, has been taken to resolve this issue.

The government's decision in principle on frequency policy, reached on 29 March 2012, enables a 26 Mb/s data transfer speed in most island areas. This should be promoted. According to the decision in principle, licenses for a 800 megahertz so-called 4G mobile communication network will be granted in a frequency auction. The objective of the auction is to extend the availability of mobile broadband, particularly outside population centres, and to enable rapid implementation of a national broadband-based mobile communication network.

The supply of mobile services is increasing, as mobile phone and laptops and tablets with wireless internet connections become more common. However, the spread of mobile services has been hampered by their price, limitations in wireless data transfer bandwidths and difficulties in using devices.



## 2.7 Basic services and municipal structure project

The objective of the municipal policy of Prime Minister Jyrki Katainen's Government is to secure high-quality and equal municipal services, with a customer-oriented approach, across the country, while creating preconditions for development that strengthens municipal finances and enhances social cohesion, as well as strengthening municipal self-government and local democracy. The Government's proposal for the Act on Municipal Structure will be presented to Parliament at the end of 2013. This Act will enter into force by 1 May 2013 at the latest. The state subsidy reform has begun and the overall reform of the Local Government Act will be initiated in June 2012. Both reforms will be implemented from the beginning of 2015.

Several municipal mergers have been completed in island areas since 2008. As a result, the number of island municipalities fell from thirteen to eight. Due to municipal mergers, several previous island and part-island municipalities have been merged into two island municipalities (Parainen and Kimitoön) and four part-island municipalities (Naantali, Salo, Loviisa and Raseborg). The island municipalities of Hailuoto, Malax, Kustavi, Enonkoski, Puumala and Sulkava, and all part-island municipalities other than those mentioned above, will continue as independent municipalities.

Municipality mergers have improved the municipalities' possibilities to secure services for people living in island areas. On the other hand, services have also contracted in island areas. Many island municipalities and part-island municipalities are still among the smallest municipalities in the country. Although they have handled their tasks relatively well and, to some extent, engage in active cooperation with neighbouring municipalities, there is still an evident need to develop administration and services.

Island supplements in the municipalities' state grants aim to secure the production and availability of basic services in island conditions. In relation to such supplements, the greatest problem has been the small amounts for part-island municipalities compared to the costs arising from island conditions. The island supplements for part-island municipalities (38 municipalities) in 2012 total EUR 5,537,008 and supplements for island municipalities (8 municipalities) total EUR 11,923,337, i.e. a grand total of EUR 17,460,345.

In large merged municipalities, and municipalities to be merged, the availability and accessibility of services is important. Special island conditions, such as long distances broken by waterways, weather conditions, winter traffic and a large share of recreational dwellers and tourists, form their own challenges to providing efficient and high-quality services.

In addition to a sufficient network of service points, accessibility of services also requires modern mobile services (multiservice vans and boats) and advanced electronic interactive remote services.

## 2.8 Environment, nature, culture and safety

One objective of the Island Development Act is to protect the natural environment, landscape and cultural values of island areas. As with the recreational use of undeveloped shorelines, shore planning represents one way of achieving this objective.

Nature protection has been implemented by establishing national parks and conservation areas. Establishment of new landscape protection areas may be worth considering in some island areas.

Within the limitations of their main purpose, together with picnic areas and recreational areas established by the municipalities, the above-mentioned areas also serve people's needs for recreational areas. Water is a key element for all national parks and recreational areas. Approximately 2.3 million people visit national parks and recreational areas every year.

The so-called everyman's right to roam the forests and waterways beyond the immediate vicinity of settlements, in a way that does no harm to the main use of the land area, such as agriculture or dwelling, is crucial to satisfying recreational needs.

Sufficient investment is also needed in the construction and maintenance of routes, paths, camping shacks and sites, piers and information centres for national parks, as well as conservation and recreational areas if, in their regional development efforts, municipalities are to derive sufficient support from conservation areas. In addition to restrictions, proper education of the users of national parks would help to minimise any damage caused to nature.

The Ministry of the Environment's investment programme for subaquatic nature, which is connected to the Baltic Sea protection programme, requires the support of several ministries, in the form of expert assistance, assistance with transport, and possible other assistance provided to the Ministry of the Environment.

New regulations on the treatment of waste waters in sparsely populated areas entered into force in spring 2011. Improvement of waste water systems in accordance with this regulation will require effective education and communication, since the owners of 500,000 recreational dwellings and 300,000 permanent dwellings will be required to perform their own analysis of waste water treatment and equipment maintenance. Work continues on the form of the required analysis, and usage and maintenance instructions. Greater information sharing, with the aim of implementing the regulation, should be continued.

## 2.9 Development resources for island areas

The need for development financing in island areas is supposed to be covered by normal subsidies included in the government budget, regional development allocations, and funding from municipalities, the private sector and the EU. Policies and projects under the action plan for island policy are considered when drafting regional strategic programmes and their implementation plans, in accordance with the Act on Regional Development and the Island Development Act.

# 3 Proposals for further measures

Measures have been divided into five areas and nineteen project entities. These areas are:

- Municipal and regional policy
- Businesses and employment
- Permanent and recreational dwelling
- Transport and data communication connections
- Environment, nature and culture

## 3.1 Municipal and regional policy

### 3.1.1 Municipal reform project

The special conditions in island areas with fragmented land areas, and consequent long distances, as well as service availability and weather conditions, should be taken into account when planning and implementing municipal structure and municipal services. Account should also be taken of the increased service needs of an aging population. The aim is to create well-functioning service production units and methods for island, shore and coastal areas.

This reform should be implemented on a consensual basis between the municipalities and the state.

- The Ministry of Finance and other ministries

### 3.1.2 Island policy

Island policy should be continued as prescribed by the Island Development Act. The implications of the substantial change in municipality structure for the Island Development Act and on the Government Decree on island municipalities and part-island municipalities should be studied.

Account should be taken of the additional costs and problems caused for municipalities and businesses by island conditions, a sparse population, bilingualism and recreational dwelling, in development work on the government transfer system and in regional policy decisions concerning island municipalities, part-island municipalities and other inhabited island areas, as applicable.

The island areas defined in the Government Decree on island and part-island municipalities and permanently inhabited islands in other municipalities, should be considered as exceptionally challenging areas eligible for higher benefits than the surrounding areas, in accordance with the programmes of the European Regional

Development Fund and the European Social Fund, and correspondingly in the allocation of national assistance in accordance with Section 31 of the Act on Regional Development.

Island area cooperation between Finland, Sweden and Estonia in Southern Finland, and between Finland and Sweden at the Quark, should continue as before in the new programme period, under a new objective corresponding to the European regional cooperation objective of the European Union, and in any other way necessary.

In the new EU programme period, sufficient resources from the rural development fund, the maritime and fisheries fund, the European Social Fund and the European Regional Development Fund should be allocated for leader-type local development work. Consideration should be taken of the island areas in these activities.

Consideration should be given to the securing of business preconditions in island areas, in the implementation of EU's Baltic Sea strategy and maritime policy.

Actions taken under the national coastal strategy and regional coastal strategy processes should be implemented in accordance with the EU's recommendation for the use and management of coastal areas.

Assessment of the sufficiency of island supplements in part-island municipalities and the need to include island supplements in state grants for social services for other municipalities outside Hailuoto, should be included in revision work on the state grant system.

Preparations should be made for the effects of climate change on island, coastal and shore areas, in accordance with the national adaptation strategy for climate change. For instance, increased rainfall, storms and floods as well as energy issues should be considered in planning and construction. The preconditions for livelihoods, energy economy, safety, environmental protection and the maintenance of cultural values in such changing conditions should be secured.

Island-specific, electronic interactive meeting places, open 24/7, should be created with the help of social media. In these so-called "island marketplaces", part- and full-time inhabitants, tourists, boaters, recreational fishers, nature enthusiasts and other people visiting the island would be able to obtain information, chat and agree on development projects and other issues pertaining to the island.

Marketing of island areas for business activities, full-time and part-time residence and tourism should continue.

- The Ministry of Finance, the Ministry of Employment and the Economy, the Ministry of the Environment, the Ministry of Social Affairs and Health

## 3.2 Businesses and employment

### 3.2.1 Island, water and coastal tourism and service sector jobs

Networking, product development and the marketing of island and water tourism companies should continue. The objective is to develop island and water tourism into a high-profile European attraction favoured by Europeans. Networking with other actors in the sector should be strengthened in product development and marketing. Tourism services should be linked together in order to create larger service entities. The Finnish Tourist Board is a central cooperation partner in international marketing.

The focal points of development of the national tourism strategy will be taken into account in the development of island and water tourism. Development and joint marketing of small-scale resorts suitable for island areas, networked theme products and programme services (utilisation of ice and snow, boating, fishing, hunting, and culture), chains of tourism centres, and harbour networks should be supported.

Account should be taken of the objectives of the national coastal strategy in regional strategic programmes and plans, and in regional economic strategies.

The aim is to utilise defence force forts and other areas, the Border Guard's coastguard stations, and the Finnish Maritime Administration's lighthouses and other possible buildings located in island areas that are removed or will be removed from permanent use, in tourism as soon as possible. In this, account should be taken of the buildings' cultural heritage and environmental values, and the overall purpose should be to support the development of livelihood in island areas. The pricing conventions of Senaattikiinteistöt should be examined.

The possibility of postponing the start of the school summer holidays should be explored. This would improve the availability of tourism services for families with school children and extend the summer season of tourism companies, as well as improving business profitability.

In island areas, state and municipal services should be arranged, particularly in merged municipalities, through fixed joint service points, mobile multiservice vans and boats, and by using electronic interactive remote services, in particular for health care and education. More extensive field work should be promoted among officials, based on wireless data connections. The possibility of including services offered by the private sector and third sector among those offered by multiservice vans and boats should be explored. Postal services should be secured in island areas. Regional rescue departments should draw up safety programmes for sparsely populated areas.

Private trade, transport, construction and other service sector employment should be developed in island areas by strengthening the marketing of services,

primarily intended for permanent residents, to recreational dwellers and tourists. New services, such as cabin caretaker services, should be developed. Marketing cooperation between private service providers and networking between private and public services should be improved. The preconditions should be created for developing nursing services and care for the elderly.

Boating should be developed by improving internet and mobile map services, and other services. Development of mobile advance booking systems, for reserving berths, should be promoted. Growth in recreational boating from Russia to Finland should be leveraged, for instance by developing winter storage and maintenance services for boats.

- The Ministry of Employment and the Economy, the Ministry of Agriculture and Forestry, the Ministry of Transport and Communications, the Ministry of the Environment, the Ministry of Finance

### **3.2.2 Maritime cluster**

The operations of the maritime cluster (the shipping industry, shipbuilding, ports, marinas and boat channels, research and education, insurance operations) should be ensured by creating operating conditions corresponding to those in competing countries and with appropriate sea passage and harbour investments. Top expertise and cooperation should be developed in the maritime sector, in order to improve technology leadership and cost competitiveness. Securing the operating conditions for marine transport and the maritime sector will be outlined in the maritime traffic strategy, to be drawn up in 2012-2013.

Traffic, and the quality of passenger traffic services in the Quark, which is relevant in terms of interaction between Finland, Sweden and Norway and important to Ostrobothnia, should be secured.

- The Ministry of Transport and Communications, the Ministry of Employment and the Economy, the Ministry of Finance

### **3.2.3 State and municipal jobs**

The state should attempt to maintain the jobs it provides in island areas, in accordance with the objectives of the Island Development Act.

The defence Forces' labour force reductions and other reductions in the state labour force in island areas should be compensated for by seeking replacement jobs in the private sector, through special projects supported by the employment and economic administration and by transferring other state jobs to island areas when possible. Municipal jobs in island areas should be maintained by locating the tasks of new municipalities in the offices of abolished municipalities in island areas.

In terms of the employment base, the aim is to develop the island areas to become as self-sufficient as possible.

- The Ministry of Employment and the Economy, the Ministry of Finance, other ministries

### **3.2.4 Commuting and place-independent work**

Place-independent work in permanent and recreational dwellings, and in workplaces in island areas, should be promoted by creating a favourable attitude towards place-independent work in working life and society, taking account of the requirements of working life.

Place-independent work should form part of the organisational development of the public administration.

The right to tax deductions on commuting expenses should be maintained at a high enough level to secure the vitality of island areas and promote labour mobility.

Support should be provided for the creation of call centre type activities in island areas.

- The Ministry of Finance, the Ministry of Employment and the Economy

### **3.2.5 Agriculture and forestry**

Under the new EU programme period, Finland's aim is for rural development fund programmes to secure small-scale agriculture. This is important to the environment, landscape and tourism in island areas.

In agriculture subsidies with separate island supplements, account should be taken of special conditions in island areas that generate additional costs.

Local food should be favoured in state and municipality procurement and procurement criteria, for reasons related to sustainable development, food quality and rural development. The preconditions for sustainable use of natural resources should be ensured by maintaining and using them in a manner that maintains their renewability and productivity.

- The Ministry of Agriculture and Forestry, the Ministry of the Environment

### **3.2.6 Fishing and aquaculture**

The European Union's joint fishing policy and the national fishing industry policy will be influenced in order to secure Finnish sea and lake fishing and fish farming, while accounting for the conservation of endangered fish species and protection of sustainable fish stock:

- a) by developing the EU's fishing policy, whose content is focused on large-scale ocean fishing, towards a policy taking account of geographical differences in accordance with the subsidiarity principle,
- b) by developing fishing products into brand products by elevating their level of processing, improving marketing and educating fishermen in small-scale processing and direct sales; by developing fish market events as promoters of direct sales and island culture; by supporting a master-apprentice training system through a fishing industry programme; by developing general fishing rights to support recreational use and tourism in island areas; by improving the availability of fishing waters and fishing rights to professional fishermen; by taking account of the needs of the fishing industry in construction projects near water areas; through sustainable utilisation and securing of wild fish stock; and by minimising the damage caused by seals and cormorants to fishing and fish farming by developing fishing tools and through sufficient hunting,
- c) by developing fishing tools that are safe for ringed seals, in order to enable friendly fishing during the prescribed times,
- d) by supporting the development and maintenance of fishing ports and unloading places for catches, and by developing fishing tourism to support the overall livelihood of fishermen,
- e) by developing fish farming tanks, feeds, feeding technologies and location choices that reduce emissions and by farming new species; by extending the validity of fish farming licenses; by promoting the development of the business structure for fish farming and by preventing the damage caused by unsound forms of international competition, through a joint EU policy,
- f) Finland's aim is that, for the new EU programme period which begins in 2014, the EU's maritime and fishing industry fund decree will prescribe the following:
  - 1) new small-scale coastal and freshwater fishing activities can be supported on condition that they are related to the generational transfer of a fishing industry company, or are otherwise justified in order to secure fishing in the area and are not in contradiction with the principle of sustainable utilisation of fish stocks,
  - 2) support from the European Maritime and Fisheries Fund can be granted for the environmental restoration of reproduction areas and migration routes of migrating fish species, and for investments related to the processing of fishing and hydroponics products, related to small-scale processing carried out by a coastal or freshwater fisherman,
  - 3) the granting of investment subsidies for the prevention of damage caused by seals and cormorants, through special traps, repellents and other means.
- The Ministry of Agriculture and Forestry, the Ministry of the Environment, the Ministry of Education and Culture, the Ministry of Employment and the Economy



## 3.3 Transport and data communication connections

### 3.3.1 Data communication connections

Fast and reasonably priced connections should be ensured as extensively as possible in island areas too. Decisions in principle related to the government's national action plan to raise the data communication infrastructure to a 100 Mb/s data transfer speed and the 4 G network to a speed of 26 Mb/s, should also be implemented in island areas as soon as possible. If the building of broadband connections does not progress as planned in island areas, the need to ensure this by special measures should be explored.

Through official communications, best practices related to the construction of a fixed optical fibre network and a mobile network in island areas should be identified and communicated. Communications on citizens' basic rights related to data communication connections should be improved.

Wherever possible, the data communication needs of recreational dwellers should also be taken into account in broadband construction projects and demand among recreational dwellers should be activated in order to improve project profitability.

- The Ministry of Transport and Communications, the Ministry of Agriculture and Forestry, the Ministry of Employment and the Economy

### 3.3.2 Transport connections

A decision should be taken on the service level for island traffic and the necessary funding should be allocated.

Transport should be acquired through advanced procurement processes and long-term transport agreements selected in a tender process, within the agreement authorisation of the state budget proposal. Such agreements should include renewal of the transport fleet, in order to meet current transport and environmental requirements within the allocated financing. The possibilities should be explored of acquiring more ferries and road network pontoon ferries that can, when necessary, also act as oil recovery vessels in case of oil spills.

Procurement processes should be developed further, so that the cost-efficiency and sustainability of transports can be improved. A model, under which the state would own the vessels and arrange a tender process for their operation, should be explored as one option. Possible bridge construction in replacement of short distance road network pontoon ferries, in areas where a bridge would also be acceptable for water transport, should be investigated, as should suitable financing models.

The extent, condition and overhaul and maintenance funding for the road network in island areas, should be defined, taking account of the special conditions prevalent in island areas. The archipelago trail in the Turku archipelago between Iniö and

Houtskari should be turned into a main road. In addition, the service level of the road network in island areas should be improved with road platforms and equipment that serves tourism, such as road signage, parking areas and road landscape maintenance at special destinations. A renovation and development plan for the piers required by ferries, road network pontoon ferries and passenger traffic should be drawn up.

An assessment of the development needs and possibilities for freshwater traffic should be performed by the end of the current term of government. In connection with this, the possibilities of developing the private Koli-Liekka car ferry connection, connecting the east and west side of Pielinen into a Koli-Liekka-Vuonislahti car ferry connection, should be explored.

The classification of transport networks should be overhauled and the responsibilities of the state, municipalities and private actors clarified. The possibility to increase mail delivery frequency in permanently inhabited island areas should be explored.

In connection with defining the service level of island traffic, the primary purpose of traffic and transport services for permanent island dwellers should be secured.

The aim is to introduce light traffic routes to larger island areas, which would enable development of bicycle tourism. Account should be taken of the service needs of island areas in the development and financing of public transport. Maintenance of existing winter roads should be secured and the need for new connections explored.

The support systems and principles available for various private roads should be clarified and simplified and the related legislation updated. State financing of road maintenance associations that maintain private pontoon ferries should be secured and sufficient private financing ensured insofar as possible. The possibility of including the administrative costs of road maintenance associations that maintain private pontoon ferries in the state's subsidy-eligible costs should be explored.

Account should be taken of boating needs in connection with bridge building, and the construction and reconstruction of aerial lines.

- The Ministry of Transport and Communications

## 3.4 Permanent and recreational dwelling

### 3.4.1 Planning and construction on shores

Planning and exceptional practices should be developed so that possibilities for long-term dwelling in recreational housing and for turning part-time housing into permanent housing are created, while accounting for environmental factors. Obsolete plans should be updated to correspond to current and future needs.

Municipalities should be allowed, as prescribed in the Land Use and Building Act, to decide to what extent shore areas are used for recreational and permanent dwelling.

Municipalities should be encouraged to apply the instructions of the Ministry of the Environment's shoreline planning guide in such a way that

- plan notations can be used in permanently inhabited island areas, to allow both recreational and permanent dwelling on the same construction site and
- the permitted building volume per building site is sufficient for the needs of both recreational and permanent dwelling.

New construction of recreational dwellings should be secured by more efficient planning and flexible exceptional policies, at the stage when plans are drawn up, in situations where no planning is imminent. Construction control should be developed to enable the conversion of recreational dwellings for year-round use.

Information on energy, waste and water management systems for recreational dwellings that are eco-efficient, easy to use and suitable for year-round use, should be produced for building officials and builders. Preparations should be made for arranging new services required for more efficient environmental protection, for instance in terms of waste water management and improving the energy efficiency of buildings.

- The Ministry of the Environment.

### **3.4.2 Permanent dwelling**

Improvement of infrastructure in island villages should be supported in order to promote permanent dwelling in island areas. The electricity network should be extended to all permanently inhabited islands.

Municipalities should be encouraged to apply the Ministry of the Environment's village planning guide, in order to develop new, attractive models for permanent dwelling in built-up areas and villages, where shore areas are used in a sustainable manner.

In order to secure a sufficient supply of plots for permanent and recreational dwelling in island areas, it should be investigated whether a change in taxation legislation would be justified so that when a landowner sells a plot that forms part of the comprehensive plan, the remaining planned plots are not taxed under the real estate tax.

Research and development projects that promote owner-occupied and rental housing should be implemented. Projects should aim at improving the plot reserve and the preconditions for new and renovation construction in island areas.

- The Ministry of Employment and the Economy, the Ministry of the Environment, the Ministry of Finance, the Ministry of Agriculture and Forestry

### 3.4.3 Recreational dwelling

Recreational dwelling should be developed, taking into account the results of the Vacation house barometer 2009.

Research and development projects that promote the utilisation of recreational dwelling should be implemented in municipalities and regions. The aim of such projects would be to:

- secure a steady and sufficient supply of recreational dwellings and new construction sites
- activate the renovation of recreational dwellings,
- develop energy, water and waste management, as well as transport and data communication connections,
- create systems that involve recreational dwellers in municipal affairs and utilise their expertise,
- support the growth of living in recreational dwellings and utilise the purchasing power of recreational dwellers,
- promote the rental of recreational dwellings, and
- create sufficient supply of recreational plots in villages with mostly permanent dwellings and permanent dwellings, while creating other environmentally friendly models for recreational dwelling.

The possibilities for recreational dwellers to access basic municipal services in the recreational dwelling's municipality, and the municipalities' financial preconditions for providing such services, should be improved. In connection with the reform of municipalities' state subsidies, the possibility of considering recreational dwelling as a factor that grows the municipality's responsibilities should be investigated. The question of whether it would be justified in the long-term to transfer some of the municipal tax, paid by recreational dwellers, to the municipality in which the dwelling is located should be explored.

Consideration should be given to the possibilities of expanding and financing health care services required by recreational dwellers, from urgent health care services to a level that would render returning to the dweller's home municipality seem unreasonable or inappropriate. Special attention should be paid to the resourcing of health care personnel in municipalities with extensive recreational dwelling, as well as the possibility of using private healthcare services during peak seasons.

Russian demand for Finnish real estate for recreational dwelling, and shares in such real estate, should be estimated up to the year 2030, based on various economic and social forecast figures.

- The Ministry of Finance, Ministry of Employment and the Economy, the Ministry of the Environment, the Ministry of Agriculture and Forestry, the Ministry of Social Affairs and Health

## 3.5 Environment, nature and culture

### 3.5.1 Environmental protection

The protection of the Baltic Sea and freshwaters should be promoted by increasing the effectiveness of international protection agreements, supporting the construction of waste water processing systems in St. Petersburg, by reducing emissions from agriculture, forestry, industry, communities, scattered settlements and boating, by restricting emissions from boat traffic and by reducing the risks of oil and chemical disasters. Sufficient resources should be allocated to research into the condition of the Baltic Sea.

In order to prevent eutrophication, improve the safety of seafaring, reduce the risks of dangerous substances, secure diversity and protect marine nature, action should be taken in accordance with the Government's decision-in-principle on Finland's Baltic Sea protection programme, the Water Protection Guidelines 2015, the marine strategy directive, and HELCOM's Baltic Sea Action Plan.

The rural development programme, particularly environmental support for agriculture and similar tools, should be used during the new EU programme period, by imposing water protection measures in critical areas in accordance with the proposals of the water resources management plan.

The environmental safety of seafaring should be improved. The objective of this would be to increase the intake ability of waste waters in harbours and, in the long-term, to impose a prohibition of all waste water emissions from vessels in island areas. Use of more environmentally friendly fuel technologies and fuels should be encouraged. Areas, premises and piers no longer used by the Defence Forces should be taken into account in the placement of oil spill prevention and response equipment. The possibility to develop port and channel fees based on environmental issues should be explored.

Water damage caused by road banks should be prevented by building and enlarging ports. Traffic emissions should be prevented by promoting public transport and demand-responsive public transport. Special attention should be paid to increasing safe bicycling options. Traffic planning should be used to create the preconditions for the sustainable development of island traffic.

Information on the condition and use of sea areas should be collected from island dwellers and visitors. Such information should be utilised in the Finnish Inventory Programme for the Underwater Marine Environment (VELMU). Communication should be developed and more signage on environmentally friendly actions and choices should be installed at tourist hubs.

- The Ministry of the Environment, the Ministry of Agriculture and Forestry, the Ministry of Transport and Communications, the Ministry of Finance, the Ministry of the Interior, the Ministry of Defence

### **3.5.2 Municipal engineering and energy**

Processing techniques and good practices for waste water and dry closet management, taking account of the natural conditions of island areas, should be explored and developed. A development project on this issue should be implemented in selected areas. A national sewerage programme for sparsely populated areas should be drawn up. Construction of a lavatory water dumping network for boats in island areas marinas should continue.

Part of water supply subsidies should be directed towards inhabitants of sparsely populated areas who need support in order to improve building-specific waste water purification systems. When granting water supply subsidies to sparsely populated areas, the special conditions of island areas should be considered as a factor increasing the need for support. Information on the more efficient management of waste waters and handling of dry closet waste in sparsely populated areas should be further developed for permanent and part-time residents.

Special attention should be paid to the availability of groundwater and drinking water when planning and constructing new areas, and preparations should be made for the effects of climate change on groundwater.

Waste management should be improved in island and waterway areas, based on a sufficient network of waste collection points and by improving waste management services in marinas.

In accordance with climate policy objectives, the use of wind, solar, terrestrial heat and bio energy, and energy saving in island areas, should be promoted by organising projects related to these issues, supported by state subsidies directed at energy self-sufficient island communities and buildings. A pilot project on local energy production in an island area should be implemented.

Unjustified administrative barriers to the construction of wind power should be removed based on the report by administrator Tarasti, so that wind power plants can be built flexibly as in Sweden and Denmark; however, in such a manner that the landscape, cultural and environmental values and natural diversity, as well as natural peace and the preconditions for tourism and fishing, do not suffer.

- The Ministry of the Environment, the Ministry of Agriculture and Forestry, the Ministry of Employment and the Economy

### **3.5.3 Nature protection and recreation**

Sufficient recreational opportunities should be reserved for permanent inhabitants, part-time inhabitants and tourists, with services developed for recreation, in cooperation with municipalities and entrepreneurs. Areas should be reserved that serve boating, recreational fishing, swimming, camping, winter activities and other recreational use on ice and on shorelines.

The creation of recreational area associations and recreational areas in municipalities' water and sea areas should be promoted. Municipalities should be encouraged to deliver and maintain information on recreational and exercise areas and routes in the national LIPAS exercise area register.

Sufficient appropriations should be allocated for the development and maintenance of national parks and other conservation areas in island areas, as well as services for recreational areas, in accordance with the programme for nature tourism and the recreational use of nature (VILMAT).

Utilisation of national parks and conservation areas should be aligned with tourism development in regional strategic planning.

The network of excursion and natural harbours related to boating should be developed through cooperation between municipalities and the state (Metsähallitus and other state organisations). An attempt should be made to create common berths for villages.

Ministries and the bodies working under them should provide support to the Ministry of the Environment in the form of expert assistance, assistance with transport and other forms of assistance in implementing the Finnish Inventory Programme for the Underwater Marine Environment (VELMU), related to the operational programme for protecting the Baltic Sea. Financing should be secured for this programme. The diversity of underwater organisms in freshwater areas should be secured.

- The Ministry of the Environment, the Ministry of Agriculture and Forestry, the Ministry of Finance, the Ministry of Defence, the Ministry of Transport and Communications

### **3.5.4 Landscape protection and management of cultural heritage**

For the efficient allocation of environmental management subsidies in island areas, objects of value to cultural history considered suitable for renovation and financing should be identified. A communication project coordinated by the Ministry of the Environment should be implemented in ELY centres, to identify how to make subsidy allocation, management and coordination more efficient and uniform.

Traditional landscape objects such as shore meadows and moors should be renovated, in order to restore the diversity and traditions of island and shore landscapes and preserve traditional biotopes. Preconditions should be created for the more extensive use of sheep and other farm animals in the management of the landscape.

Built cultural landscapes should be renovated, so that valuable special characteristics increasing the attractiveness of island and shore areas, such as buildings related to agriculture, fishing and seafaring, become more visible in the landscape. This could,

for instance, improve the attractiveness to tourists of such areas. During logging, the forest industry's environmental management instructions should be followed. Financial preconditions should be created and training provided for the management of built cultural landscapes, through resident and village initiatives.

Use should be made of the rural development programme, environmental support for agriculture and similar tools in the new EU programme period, as well as the environmental management subsidy for island areas, in the implementation of the above-mentioned actions. Subsidies should take account of additional costs arising due to the special conditions of island areas, such as those arising from transporting farm animals.

A financing programme should be drawn up in order to secure the activities of national parks in island areas and the UNESCO world heritage area, the Quark.

- The Ministry of Agriculture and Forestry, the Ministry of the Environment, the Ministry of Education and Culture, the Ministry of Finance

### **3.5.5 Culture**

Island and water culture development projects should be supported. Special attention should be paid to developing the Swedish-speaking island and coastal culture as a minority culture.

Projects should be drawn up that promote cultural activities and tourism. Use should be made of culture in developing tourism. High-quality island culture events should be staged in island areas, which also strengthen the local community and identity.

As UNESCO world heritage sites, the Quark archipelago and Suomenlinna, as well as Svartholma, Olavinlinna and other fortress islands of value in terms of their cultural history should be developed into national island attractions, with sufficient resources allocated for their development.

- The Ministry of Education and Culture, the Ministry of Agriculture and Forestry, the Ministry of Employment and the Economy

### **3.5.6 Security**

Account should be taken of island and waterway areas, as well as their special characteristics, such as susceptibility to storms and floods, long water journeys, winter traffic, safety when entering vessels, and the large number of recreational dwellers, tourists and boaters, when developing measures and legislation in preparation for accidents, damage repair, rescue operations, communications and securing the electricity supply and mobile network. Use should be made of experiences of the greater frequency of storms in recent years.



The creation of safety plans should be promoted in island villages headed by municipalities, with the help of the rescue and other authorities involved, as part of regional safety planning. Neighbourly assistance, based on the activities of permanent and recreational dwellers as well as tourists, and arranged whenever possible by industry organisations, should be encouraged.

- The Ministry of the Interior, the Ministry of Employment and the Economy, the Ministry of Transport and Communications

### **3.6 Financing and implementation of measures**

An action plan should be implemented with funds included in national and EU development programmes, as well as other state budget funds. A development grant should be allocated annually from regional development funds, for development projects in island areas. Account should be taken of the policy lines of the action plan, which should be adapted to the regional strategic programmes. The main projects pertaining to island areas should be listed in the annual implementation plans of regional strategic programmes.

Measures included in the action plan should be implemented within the framework of approved central government finances and budgets.

The Island Committee should submit regular reports, on the implementation of the action plan, to the ministerial working group on regional development.

- The Ministry of Employment and the Economy, the Ministry of Finance, other ministries

# 4 Assessing the environmental impacts of the action plan

Since the preparation process of the action plan has included an impact assessment at each phase, an individual section has not been devoted to this. This chapter provides a summary of the main impacts of the actions in question.

The environmental impact assessment of the island programme was drawn up in line with the Act on the Assessment of the Impacts of the Authorities' Plans and Programmes on the Environment (200/2005). This so-called SEA Act and the supplementary Council of State Decree (347/2005) include a regulation on the obligation to assess the environmental impact when preparing plans and programmes, as well as regulations governing the environmental assessment of certain plans and programmes. According to Section 4, Paragraph 6 of the Decree, environmental impact includes issues related to:

- population, human health, living conditions and the attractiveness of the living environment,
- natural diversity, biota, vegetation, soil, waters, air, climate,
- community structure, built landscape, landscape, townscape, tangible assets, cultural heritage including built heritage and prehistoric remains,
- utilisation of natural resources,
- and issues related to the relationships between the above mentioned matters.

## 4.1 Ecological impacts

The action plan is intended to maintain municipal local services, or to make such services available to the user in various ways. Thus, the level of mobility required for the acquisition of basic services will decrease, alongside traffic emissions, while the fact that island and coastal areas remain inhabited promotes the preservation of culturally bound vegetation.

A functioning commercial environment would secure jobs in island and coastal areas. Areas that are self-sufficient in terms of employment, and the opportunity for place-independent work, would reduce commuting.

The ecological effects of tourism may be negative, if tourism is uncontrolled in ecologically sensitive areas, for instance during the nesting season. Increased tourism affects issues such as the need for water protection measures and the incidence of erosion. The generation of negative effects can be prevented and controlled through detailed construction planning, and by developing suitable small-scale resorts and networked theme products and programme services in island areas.

The ecological effects of the maritime cluster's operations are mainly local, such as the placement of shipyards, and the expansion and opening of new boat channels

and ports. These can be controlled through suitable licensing procedures. Improving the network of waste water collection points for boating traffic will promote the purification of waterways. A prohibition on waste water emissions from vessels will improve the state of the Baltic Sea.

Emissions from agriculture can be affected by allocating environmental subsidies for agriculture particularly to critical water areas. Correspondingly, emissions from fish farming can be reduced by developing farming techniques, feeds and fish-farm placement. Hunting of seals and cormorants is subject to a licence, which takes into account the protection value and habitat areas of these species.

The ecological effects of developing road connections are local, mainly affecting the local natural environment during construction. Working data communication connections would promote the possibilities for place-independent work in island areas, which would in turn reduce commuting.

Increasing permanent and recreational dwelling in sparsely populated island and coastal areas would give rise to many environmental challenges. These would involve the relative costliness of building and maintaining municipal community technology, functional and environmental problems related to building-specific systems, the relatively high volume of traffic and the emissions this causes, difficulties and costs related to service availability, and damage to the natural environment. In accordance with the proposals under the action plan, these challenges can be met by

- taking account of national regional use objectives, and the related monitoring decision, during planning
- developing planning and exceptional practices so that the possibility is created of turning part-time housing into permanent housing, while taking account of environmental factors
- encouraging municipalities to abide by the instructions of the Ministry of the Environment's shoreline planning guide and by instructing municipalities to assess the environmental effects of new permanent coastal dwellings
- producing information for building officials and builders on energy, waste and water management systems for recreational dwellings that are eco-efficient, easy to use and suitable for year-round use
- promoting the use of wind, solar, ground heat and bio energy
- taking account of the special conditions of island areas, as a factor that increases the need for water management subsidies.

Residence in two houses increases the consumption of materials and energy, as well as the volume of traffic. These negative effects can be reduced by the fact that a renewable material, namely wood, is widely used for construction and heating in recreational homes. Energy saving and frost-resistant water pipe systems are being developed. Recreational dwelling as such usually represents a simple, ecological way of life, which may limit consumption growth.

When a recreational dwelling is turned into a permanent dwelling, the nature of private motoring changes. Traffic between the recreational dwelling and town

dwelling is eliminated, but daily commuting and driving to services increase. Recreational dwellings are used intensively during the summer, which is the most sensitive time in terms of vegetation growth and the reproduction of birds and other wildlife. On the other hand, recreational and year-round dwelling may also diversify the plant and animal species in the area.

Nurturing and marketing of a rich island and coastal culture would increase the understanding of nature in the areas in question.

The measures proposed with respect to recreational use and protecting nature would have a positive ecological effect and support the principles of sustainable development. Measures proposed for improving the protection of the Baltic Sea would improve its condition.

The principles of sustainable tourism in conservation areas, compiled by Metsähallitus, would be applied to the increased use of national parks and conservation areas for tourism.

## 4.2 Cultural impacts

Culture, landscape and nature form the basis of the entire island and waterway culture and should be nurtured. Keeping island and coastal areas inhabited and maintaining jobs there would promote the island and waterway culture and support the preservation of the Swedish-speaking island and coastal cultures.

Securing livelihoods in island and coastal areas would enable the vitality of current and future settlement and the creation of new livelihoods, for instance in island and waterway tourism areas. Enhancing business life would promote local activity and the promotion of identity and culture. However, increased tourism could also change the traditional cultural environment and local culture, leading to conflicts of interest between permanent and recreational dwellers, and tourist sector players.

Defence force forts, Border Guard coastguard stations, Finnish Maritime Administration lighthouses and other possible buildings located in island areas, that have been or are being removed from permanent use, form part of the island areas' cultural heritage. Where possible, these will be converted for use in tourism, taking account of their cultural heritage and environmental value.

Increased permanent and recreational dwelling in island and coastal areas would activate cultural activities but also pose challenges when people of different cultural backgrounds meet. Increasing shoreline construction and, for instance, the construction of wind power plants in coastal areas, will change the traditional island landscape.

## 4.3 Social impacts

Functioning services and versatile and attractive models for year-round dwelling would enable families with children to settle in island and coastal areas, which is the basic precondition for social activity to continue.

Social interaction would be improved by the development of population centres, villages and village-like vacation house areas, as well as a sufficient supply of recreational dwelling plots intertwined with permanent dwellings, together with increasing the involvement of recreational dwellers.

Securing livelihoods in island and coastal areas would promote social activity, both among locals and visitors. It would also liven up association activities and help businesses, employees and inhabitants to network with one another. Service businesses and tourism in particular are industries dominated by women. Development of these industries will create sought-after earning possibilities for women in particular.

While activating social activities, increasing permanent and recreational dwelling in island and coastal areas may also cause conflicts between local inhabitants and recreational dwellers. Different forms of electronic information sharing and communication, and associations and meetings for recreational dwellers, would help to forge mutual understanding. Holiday homes represent an important form of interaction between towns and rural areas.

Culture, landscape and natural values would create the preconditions, and act as a resource for, social activity. Island culture events would liven up social interaction.

## 4.4 Economic impacts

The proposals of the action plan would enable job creation, for instance in trade, tourism, construction and transportation, as well as in education, social and healthcare services. As the number of inhabitants, companies and jobs increased, the municipality's tax income would grow and the use of the municipality's commercial services would have multiplier effects on the economy and business life of the entire municipality.

As well as income, new permanent and recreational dwellers create costs. New permanent scattered settlements would impose an obligation on the municipality to provide school transport and to pay higher-than-average costs of outpatient care for elderly people. Higher-than-average costs may also be generated in arranging waste management, although users tend to pay for these themselves. Inhabitants usually also pay for the construction and maintenance of road and water supply networks. Costs would mainly be created for the municipality when supporting village-specific water supply co-ops and private road maintenance associations. Scattered settlements would create additional costs in terms of maintaining rescue service readiness.

The action plan proposes an improvement in recreational dwellers' access to municipal basic services in their holiday-home municipalities, and in the municipalities' economic preconditions for providing such services. Thus, the growing number of recreational dwellers would not place an unreasonable strain on the municipal economy.

Other proposals with a direct positive effect on municipal economies are as follows

- assessment of the sufficiency of island subsidies
- investigation of expanding the healthcare services required by recreational dwellers, and the related financing possibilities
- investigation of the need and possibilities to take account of recreational dwellers as a factor increasing municipal responsibilities, in the reform of municipalities' state subsidies and, in the long-term, the possibility that part of municipal tax paid by recreational dwellers could go to the municipality in which the holiday home is located.

Recreational dwelling makes use of investments made in rural areas, in roads, waterways, marinas, energy and telecom networks and service structures. Approximately EUR 7.4 billion per year is spent on building and renovating holiday homes, on property transactions, purchases of consumer goods, purchases of durables and services, certain other payments and holiday home traffic; all of this makes holiday homes a key economic factor in rural areas. Recreational dwelling both secures and creates new services and jobs in island and waterway areas. The greatest costs arise from rescue operations, promotion of business life, traffic channels, community planning and library operations. Direct and indirect tax income, and payments by recreational dwellers to municipalities, amounted to EUR 40 million in 2004.

## 5 Preparation of action plan

Preparation of the national action plan for island policy was carried out as a joint project between the ministries, municipalities, NGOs and other actors. During the process, all parties were offered the opportunity to present proposals and voice their opinions. The programme's action proposals are in line with other ministerial programmes.

The Government Resolution on Island Development 2010-2011, the materials from the Island Committee's brainstorming event in the autumn of 2011 and updated statistics, as well as other topical programmes, documents and materials, were used as background material.

Action proposals were requested from municipalities, regional councils, ministries, ELY centres and organisations during February-March 2012. A major island policy action plan seminar was arranged on 25 April 2012 in the House of the Estates, where the participants had the opportunity to comment on the draft action plan.

The Island Committee acting as the steering group met regularly during the preparation process (14 March, 18 April and 23 May), in order to discuss the draft action plan.

The draft action plan on island policy was circulated for comments during May, while negotiations were underway with various ministries.

The action plan for island policy was discussed by the Executive Group of the Ministry of Employment and the Economy in June 2012.

At its meeting of 20 June 2012, the Ministerial Working Group on Administration and Regional Development recommended that the action plan on island policy be approved.

In June 2012, the Ministry of Employment and the Economy decided to implement the plan.

# 6 Background material used

## 6.1 EU policies in island areas

### 6.1.1 EU's regional and structural policy

The Finnish NSRF 2007-2013 is designed to strengthen national and regional competitiveness, employment and well-being. Regional special characteristics are taken into account in the strategy. Measures are directed in particular at the East and North of Finland, sparsely populated areas, and the areas in the South and West of Finland facing development challenges. Such areas include, for example, island areas.

On 14 March 2012, the European Commission published a working paper on the Common Strategic Framework, CSF, to form the basis for discussions in the parliament and council.

In Finland, preparation of the partnership contract included in the Common Strategic Framework began during the spring of 2012. The partnership contract includes all Common Strategic Framework funds used in the member country in question (ERDF, ESE, rural development, maritime and fishing industry). It also describes how to ensure integrated work by various funds in city, rural, coastal and fishing industry focus areas, and in remote sparsely populated areas. The partnership contract will replace the current programme period's national NSRF.

In order to achieve the objectives of the national Island Development Acts, island areas will also require intensified regional policy attention and support during the new EU programme period 2014-2020.

### 6.1.2 Regional Competitiveness and Employment Objective Programme

The Regional Competitiveness and Employment Objective Programme applies to the entire country. The current programme period 2007-2013 has four regional ERDF programmes and one national ESF programme with regional sections. In addition, Åland has its own programmes related to both funds. The different structures and partially different execution models of the funds have posed challenges in terms of coordinating activities and have led to increased administration costs. (Ministerial Working Group on Administration and Regional Development 23 March 2012)

The Ministry of Employment and the Economy proposes that a single programme paper be prepared for the EU regional development fund programme period 2014-2020, covering the activities of both the ERDF and ESF. In the new programme period, East and North Finland will continue to receive special funding, on top of



basic funding, based on their northern location and sparse population. (Ministerial Working Group on Administration and Regional Development 23 March 2012)

### **6.1.3 Åland**

Based on its autonomous position and protocol 2 of Finland's membership agreement, Åland has compiled its own structural fund strategy, which forms part of the national structural fund strategy, as well as ERDF and ESF action plans related to its implementation. Åland has its own programmes under both funds.

### **6.1.4 European territorial cooperation objective and European neighbourhood and partnership instruments**

The European Territorial Cooperation objective and the ENPI CBC programme aim to reinforce integration in border regions and in wider areas of cross-border cooperation, and to promote the creation and strengthening of inter-regional and inter-city networks. The European Territorial Cooperation objective is divided into three cooperation programmes:

#### **a) cross-border cooperation**

In the programme period 2007–2013, Finland participated in the implementation of three cross-border cooperation programmes along the EU's internal borders: the Northern, Botnia-Atlantica and Inner Baltic Sea programmes. The Inner Baltic Sea programme includes an island area sub-programme, whose programme area covers Åland, Southwest Finland, Uusimaa, East Uusimaa and Kymenlaakso in Finland, the coast of Estonia including its islands, and Stockholm county, its neighbouring counties and Gotland in Sweden. EU funding for the entire CB programme totals EUR 97 million, of which the share of the island sub-programme is EUR 17 million.

Finland also participated in implementing the cross-border cooperation programme along the external borders of the EU (ENPI CBC): Kolarctic, Euregio Karelia and Southeast Finland-Russia.

#### **b) cooperation between states**

Finland is participating in the implementation of two cooperation programmes between states: the Baltic Sea (involving 9 countries in the Baltic Sea region and Norway and Belarus) and Northern Periphery programmes.

#### **c) cooperation between regions**

Finland is also participating in the implementation of cooperation programmes between regions.

In principle, all programmes under the European territorial cooperation objective can apply to the development island and waterway areas.

In the new programme period 2014–2020, programmes under European territorial cooperation will help EU regions to identify solutions to common challenges which include, for instance, the pollution of the Baltic Sea, hospital care within the borders of another country and exchanging experiences that promote innovation.

In the new programme period 2014–2020, the ENPI CBC programme will be replaced by the European Neighbourhood Instrument, ENI. ENI strengthens financial integration, the preconditions for communication between people, increased trust, democracy and human rights, regional and cross-border cooperation and sustainable development. ENI programmes are divided into bilateral programmes, regional programmes covering several states, and cross-border programmes. In terms of Finland, the main issues relate to regional cooperation, in particular securing Northern dimension funding based on ENI tools and creating frameworks for the flexible implementation of cross-border cooperation.

### **6.1.5 Rural Development Strategy and Programme 2007–2013**

One national rural development strategy and two rural development programmes have been drawn up in Finland for 2007–2013. These are the mainland Finland and the Åland rural development programmes.

The fourth guideline of the rural development strategy and rural programme, calling for local action by Leader operating groups, includes the activities of local operating groups and cooperation between group areas and states. There are several Leader groups in island and waterway areas.

In the new programme period 2014–2020 the local development mode of operation will be applied further in activities financed by the rural fund and maritime and fishing industry fund. In June 2012, the ministerial working group on public administration and regional development will decide on whether the ERDF and ESF will be used for local development.

Since rural environmental subsidies are important to preserving the traditional island landscape, they also support island tourism. Farmers have contracts with ELY concerning traditional biotopes and the preservation of natural and landscape diversity.

In the new programme period 2014–2020, climate change, new technology and changes in society will create new needs and opportunities for rural development. The three objectives of rural development are: achieving rural competitiveness, 2) sustainable use of natural resources, and 3) balanced regional development in rural areas.

### **6.1.6 Fishing industry strategy and action plan 2007–2013**

A national strategy for the Finnish fisheries industry and an action plan for the fishing industry 2007–2013 have been compiled in order to develop the fishing industry. In

the view of the fisheries industry, all regions of Finland contain important water areas. Fish processing and fish farming is also practiced across the country.

The EU's common fishing policy (CFP) and its regulations control the development of the fisheries industry throughout the European Union. The national strategy plan for the Finnish fisheries industry outlines Finland's strategic policies in implementing the principles and objectives of the EU's common fishing policy in 2007-2013.

Funding from the European Fisheries Fund (EFF) can also be granted in support of fishing tourism. Funds in line with Finland's national Aid-to-Business Act can only support fishing tourism if the company in question is classified as a tourism company and has sufficient business volumes.

In the new programme period 2014-2020, the EFF will become the European Maritime and Fisheries Fund, whose objectives to promote sustainable and competitive fishing and hydroponics, and develop the Union's maritime policy and fisheries areas, were discussed by the EU's Maritime and Fisheries Council in March 2012. Finland proposes that the fund promote fish production in a more concrete manner, so that entrepreneurs are provided with the preconditions to continue operating, and new actors enter the industry. Investment in small-scale coastal and freshwater fishing and sustainable hydroponics should also be supported in the future.

### **6.1.7 EU's coastal policy**

In 2002, the European Parliament and Council issued a common recommendation for Integrated Coastal Zone Management, ICZM, which outlines joint control of the use of coastal areas and the related development needs for the entire union. These recommendations encourage member states to improve and integrate measures for the use and management of coastal areas, to adopt principles and approaches that support sustainable management and use, and to draft a coastal area strategy based on these.

### **6.1.8 EU's maritime policy**

In its report to the European Parliament, the Commission defined the maximisation of sustainable use of seas and oceans, in order to enable economic growth in maritime industry and coastal areas, as the primary objective of the EU Integrated Maritime Policy. Another important objective is to establish a maritime policy expertise and innovation base. It would be possible to analyse how human action affects sea systems and to identify solutions for alleviating environmental contamination and the effects of climate change, through oceanology, research and technology. Another objective of the integrated policy would be ensuring the best possible quality of life in coastal areas and the most remote areas, in the spirit of economic development and environmental protection. In addition, the EU will strengthen its leading position in

international maritime issues. Administration of international maritime issues and achieving the EU's primary objectives in this sector can be rendered more efficient through the integrated policy. This is particularly important in light of the fact that problems related to the maritime industry are global in nature. Another objective of the integrated maritime policy is to increase the visibility of EU's maritime industry and improve the image of activities at sea and of maritime jobs.

The greater importance of maritime policy in the Union's activities is also visible in the Commission's proposal for a European Parliament and Council regulation on the European Maritime and Fisheries Fund for 2014-2020, according to which a total of EUR 6.567 billion would be reserved for the fund for the programme period 2014-2020. Of this funding, EUR 432 million would be reserved purely for maritime policy. Since the corresponding financing in 2011-2013 was EUR 40 million, this represents a considerable increase.

## **6.2 National programmes in island areas**

### **6.2.1 National strategy for sustainable development**

The vision of the national strategy for sustainable development (2006) is to ensure wellbeing nationally and globally within the bearing capacity of the natural environment. Due to the sensitive nature of island areas, the sustainable development perspective must be considered in all island development. Strategy objectives relating to island areas in particular include, for instance, a requirement to halt the biodiversity loss of nature, to turn the development of the Baltic Sea in a positive direction, and the related international cooperation. The strategy proposed that underdeveloped areas be supported through regional policy measures and that the vitality of rural areas be enhanced, for instance through tourism. In addition, the availability of public services should be ensured throughout the country, and regional equality considered when arranging transport and information society services.

### **6.2.2 National coastal strategy**

The Finnish coastal strategy *Kestävästi rannikolla* (sustainably on the coast), compiled in accordance with EU recommendations (ICZM) and headed by the Ministry of the Environment, was completed in the summer of 2006. This strategy aims to ensure the vitality and natural diversity of coastal areas.

The basis for the strategy lies in the special conditions and challenges characterising Finnish coastal areas. Finland's national coastal strategy sets objectives and recommendation-type measures for developing the use and management of coastal areas in the following focus areas: strengthening the coastal viewpoint, strengthening vitality, improving environmental status, developing recreational possibilities, improving the availability of information, and strengthening cooperation in the Baltic

Sea region. This work has been continued, for instance, through the compilation of regional strategies and action plans by regional councils.

### **6.2.3 Water resource management plans**

The objective of the water resource management plans approved by the Council of State is to achieve the healthy ecological and chemical status of waters, as required by the water framework directive, primarily by 2016 but no later than 2017. In addition to reducing emissions that cause eutrophication, these management plans focus on preventing damage that weakens the ecological status of waters, including reducing emissions of hazardous substances. The main measures are directed at reducing the eutrophication nutrient load caused by agriculture and waste water, and researching the emission sources of hazardous substances, as well as implementing measures to reduce such emissions.

### **6.2.4 Centre of Expertise Programme**

The Centre of Expertise Programme is a fixed-term (2007–2013) special programme, in compliance with the Act on Regional Development and based on utilising top international expertise. The programme is being implemented by 13 expertise clusters that include 4–7 regional centres of expertise. The programme objectives are

- to generate new innovations, products, services and companies based on top-level expertise,
- to support the regional specialisation and division of duties in order to create centres of expertise, and
- to increase the capacity of regional innovation environments in order to attract internationally active businesses, investment and top professionals.

The Centre of Expertise Programme will end in its current form by the end of 2013. The Ministry of Employment and the Economy is preparing a new innovation policy programme for 2014–2020.

### **6.2.5 Regional Strategic Programme**

The compilation and content of regional strategic programmes is prescribed by the Act on Regional Development (1651/2009) and the Government Decree issued based on the Act (1837/2009).

Regional strategic programmes are medium-term development programmes drawn up for a four-year period. Regional Councils organised the creation of the programmes, in which the municipalities and other main actors in the region participate.

The regional strategic programme defines development objectives and assesses the amount of public and private funding needed to execute these objectives. It also

takes account of national regional development targets and other national policies, and coordinates the national and EU funded programmes to be implemented in the region. The Regional Council approves the regional strategic programme. Measures implemented under the programme are presented in the regional strategic programme implementation plan.

According to Section 7 of the Government Decree on regional development (1837/2009), the regional strategic programme shall include, for instance, a section on the special characteristics of island areas.

## 6.3 Execution of the Government Resolution on Island Development 2010–2011

On 13 May 2009, the Government approved a resolution on island development for the years 2010–2011. The measures included in the resolution aimed at promoting the development of island, waterway and coastal areas' livelihoods, infrastructure and services, and securing natural, culture and recreational values.

The implementation of the principal proposals included in the resolution is described below.

### **Municipal and regional policy**

Island supplements included in state grants have increased in recent years. In municipal state grants in 2012, they account for a total of around EUR 17 million. This increase is mainly due to directing the additional state share for sparsely populated municipalities and island municipalities, intended for municipalities receiving island supplements, to actual island municipalities (8 municipalities). The island supplements of part-island municipalities (38 municipalities) have not been raised, widening the difference between island and part-island municipalities.

Since the beginning of 2009, rather extensive municipal reforms have been executed in island areas (the municipal mergers of Parainen, Kimitoön, Raseborg, Naantali, Masku, Kaarina, Vörå, Jyväskylä and Loviisa), where the number of island and part-island municipalities has fallen. Mergers, such as regional municipal partnerships, have strengthened the municipalities' possibilities to ensure the provision of basic services, for instance, in island areas.

Municipal partnerships have been created within the areas of municipalities within the island system, where basic municipalities are not large enough to handle basic social and healthcare services alone.

Section 31 of the Act on Regional Development prescribes that island municipalities, the island areas of part-island municipalities and inhabited islands with no permanent road connection, including those in other municipalities, can become eligible for a higher type of regional support than elsewhere in their environs, of support area type I or II.

According to Section 7 of the Government Decree on regional development (1837/2009), the regional strategic programme shall include, for instance, a section on the special characteristics of island areas.

### **Businesses and employment**

The so-called Finnish brand work group appointed by the Ministry for Foreign Affairs included water among the main national strengths in its report issued in 2010.

The financial impacts of tourism in the archipelago trail within the Turku archipelago are increasing. In a ten year period, including indirect effects these amounted to approximately EUR 20 million.

Opening up the islands used by the Defence Forces and Border Guard for tourism and other civilian use has been investigated by the Defence Forces, municipalities and Uudenmaa Regional Council.

In municipal merger municipalities, social, healthcare, educational system and other municipal jobs have to some extent remained in island areas. For instance, municipal service points and jobs have been located in island areas in the island municipalities of Väståboland, Kimitoön and Malax and in the part-island municipalities of Naantali, Korsholm and Porvoo.

ELY centres in island areas have made considerable use of the funds of the European Agricultural Fund for Rural Development, in order to increase service sector companies and jobs. In the ongoing period, over 30% of these have been allocated to start-up, investment and development projects of various service sector companies. Nursing sector companies in particular have applied for support in hiring their first employees. Tourism projects in island areas have also received support for various networking and marketing actions, and support has been granted for the education of entrepreneurs.

The state has been unable to compensate (by reassigning other state jobs from population centres to island areas) for the job cuts that to some extent are continuing in the defence forces, border guard, tax administration, labour administration and local government in island areas.

Maintenance and development of transport connections, as well as the relatively high maximum tax deductible for commuting costs, EUR 7,000, have partially enabled island dwellers to work on the mainland. Telecommuting has been promoted on the employment market, based on the agreement reached by labour market organisations in 2005. On 12 October 2010, the Ministry of Finance issued guidelines on the principles of telecommuting and terms of employment within the state administration.

The 2012 state budget includes an appropriation of approximately EUR 80 million to improve the competitiveness of vessels used for sea transport. The supplementary budget for 2010 contained a EUR 30 million authorisation for environmental support for shipping companies. Of this support, EUR 2 million is included in the 2012 budget and EUR 28 million is planned for 2013. Quark traffic is subsidised by state budget appropriations.

The new lease for the Saimaa Canal entered into force on 17 February 2012. Signed with Russia, this is valid for 50 years. In addition to goods traffic, the terms of the contract will extend to cover passenger traffic, ice-breaking, piloting and overnight berthing of cruisers. Transport rights will be extended and vessels from third party countries will be allowed to use the canal.

Areas considered island areas for the purposes of agriculture farming subsidies, and that therefore receive higher subsidies, are defined in the Ministry of Agriculture and Forestry's regulation (27/2002) on temporary national subsidies for agricultural and horticultural sectors in municipal areas considered island areas.

The energy package approved by the government in 2010 includes a large section on the utilisation of bio energy.

The fishing industry has been developed based on a versatile approach, in accordance with the EUR 164 million action plan approved for the fisheries industry 2007-2013, and has been part financed by the EU.

Based on commercial fishery and hydroponics programmes, the ELY centres are drawing up regional placement control plans designating suitable areas for these businesses.

Solutions to the seal problem have been sought by developing traps and hunting techniques. In the programme period 2007-2013, so-called seal tolerance awards can be granted with the purpose of adjusting fishing operations and ensuring continuity.

### **Transport and data communication connections**

In accordance with the Government and Parliament decisions, existing ageing ferries and pontoon ferries are being renewed by ordering two new road network pontoon ferries and granting authorisation to acquire two new ferries/oil combat vessels through competitive tendering.

The Ministry of Transport and Communications' "service level and transport tendering" work group's proposals on the service level of island traffic are being implemented through new tendering rounds, partly with the purpose of updating obsolete equipment.

The archipelago trail between Iniö and Houtskari will be turned into a main road, under an ongoing project. A complaint has been made about the project and is being processed. The service level of island traffic in the Gulf of Finland has been raised by changing the contracts of Porvoo and Kotka-Pyhtää, from subsidised contracts to comprehensive service contracts. This also involved the elimination of transport fees.

For people living permanently in island areas, ferry trips have been free since the 1980s. In September 2010, payment exemption was extended to island tourists, recreational dwellers and other travellers. Subsidised traffic was left outside this exemption.

The structural guidelines of the Finnish Transport Agency do not allocate funding for the bridge programme to replace road network pontoon ferries.



In accordance with the broadband strategy approved by the government in 2008, in 2010 the government approved a support and development system, which provides EUR 91 million (national funding and European Agricultural Fund for Rural Development) for the construction of top speed 100 Mbit/s broadband connections within scarcely populated areas, where the market would not otherwise attend to the issue. While island areas have not been separately cited as a factor that would determine (raise) municipalities' subsidy percentage shares (8%, 22%, 33%), alongside other scarcely populated areas eligible for subsidies they do enjoy subsidies based on varying subsidy percentage shares. Broadband projects have not been initiated in island areas at the desired speed and in the desired quantities.

### **Permanent and recreational dwelling**

Construction of recreational dwelling has continued at a rate of approximately 4,000 vacation houses per year. 40 per cent of such construction has been based on exceptional permits.

In the guidelines for provincial planning and in the performance management of Centres for Economic Development, Transport and the Environment, the Ministry of the Environment has emphasised the consideration and promotion of amended (2009) national land use guidelines. There has been some disagreement between municipalities and ELY centres on whether, and to what extent, permanent dwelling can be included in island area plans.

The scarcity of permanent housing and recreational dwelling plots, as well as owner-occupied or rental housing, are still major barriers to the development of island areas.

Water supply co-ops have been established in island areas, partly with support from the Ministry of Agriculture and Forestry and the municipalities.

According to the Ministry of Finance, there is a constitutional hurdle to transferring some of the municipal tax, paid by recreational dwellers, to the municipality in which the recreational dwelling is located. According to Section 121 of the Constitution, municipalities have taxation rights which are considered to belong to the home municipality of the tax payer. This is therefore an issue within the ambit of the municipal authorities and over which the state has no control. According to a statement by the Ministry of Finance, the proposal would also make the tax system more complex and lead to problems in terms of executing and controlling taxation.

### **Environment, nature and culture**

In government work, much attention has been devoted to improving the status of the Baltic Sea.

Protection of the Baltic Sea and freshwaters has been implemented on a broad front. In cooperation with HELCOM, a joint proposal has been prepared for the International Maritime Organisation IMO, on Finland's initiative, to restrict lavatory water emissions from passenger and cruise ships on the Baltic Sea.

In February 2011, a Government resolution was drawn up on the implementation programme for water resources management 2010–2015. In addition, a regional implementation plan for water resources management, a water resources management monitoring system and a restoration strategy proposal for waters, were prepared. Preparation of a water resources management plan for 2016-2021 has begun.

Water protection in agriculture has been promoted through environmental subsidies to agriculture and production investment support. In order to reduce emissions from fish farming, the Ministry of the Environment is renewing its environmental protection guidelines for fish farming.

The government has decided to improve the effectiveness of its guidelines related to the implementation of legislation concerning wastewater from households in sparsely populated areas, allocating additional resources for this purpose. The time limits for the guidelines' implementation have been extended. In the supplementary budget, Parliament approved a EUR 1 million allocation to initiate building-specific guidance, by supporting the operations of advisory organisations seeking subsidies in selected pilot areas. In island areas in particular, the network of waste collection points has been improved by the municipalities.

The Ministry of the Environment has provided support totalling some EUR 400,000 for the construction of a lavatory water dumping network in marinas. This network is now rather extensive.

A sea management plan has been prepared by the Ministry of the Environment as a strategic project, and the ministry has compiled initial assessments of the current status of the sea, laying down definitions of good sea status and setting indicators and environmental objectives.

Naval Forces have also improved their ability to prevent environmental damage in the Baltic Sea, by taking the multi-purpose vessel Louhi into use in 2011. The Defence Forces and the Construction Establishment of the Defence Administration have reduced the nutrient load in the Baltic Sea, by renovating wastewater treatment plants and networks in coastal and inland areas, based on funding of approximately EUR 390,000, and by continuing to connect such areas to municipal wastewater networks.

An amendment of the Land Use and Building Act concerning wind power planning came into effect on 1 April 2011. This amendment enables the use of the comprehensive plan as a planning tool in wind power construction. The Ministry of the Environment granted around EUR 1.4 million in state subsidies to municipalities and Regional Councils for the creation of plans for the management of wind power construction.

In 2010, Finland's fifth national city park was established in Porvoo and preparation of the Kotka city park continued. In 2011, Finland's first national sea park was established on the coast of Satakunta and Vakkasuomi and its sea areas. The Bothnian Sea national park was established in 2011. An administration and

development plan for the UNESCO world heritage area of the Quark archipelago has been established. Based on this, a nature tourism plan for 2011 for the UNESCO world heritage area of the Quark archipelago has also been drawn up.

The Ministry of the Environment's funding of Metsähallitus' nature services has increased slightly in the last ten years. For instance, projects included in the VILMAT programme have been executed. The Ministry of the Environment has supported recreational area associations in acquiring recreational areas.

The protection strategy for the ringed seal was completed, under the leadership of the Ministry of the Environment, in 2011.

The implementation of the Finnish Inventory Programme for the Underwater Marine Environment (VELMU) has continued, in cooperation with other actors.

In 2010, the Ministry of the Environment launched an update inventory project for nationally valuable landscape areas; the inventory instructions take account of the special characteristics of island area cultural landscapes.

The basis for approved costs of special subsidy contracts under environmental subsidies in agriculture were revised in early 2010, so that costs arising from grazing and fencing, and from animal control and watering, can be compensated for more extensively through special subsidies, for instance in island areas.

When supervising the drawing up of regional land use plans, steps are taken to ensure that the cultural environment of island areas is indicated in the plan, with the appropriate labels and regulations.

In accordance with Finland's Tourism Strategy to 2020 and the commercialisation of cultural tourism products action plan for 2009-2013, cooperation between the culture and tourism sectors has been promoted. The aim is to highlight the island culture and heritage as a visible part of the tourism offering.

In island municipalities and part-island municipalities, as well as other municipalities with water and island areas on the coast, and in lake regions, a large number of projects have been executed for the development of livelihoods, infrastructure and services in island and waterway areas, and aimed at preserving environmental and cultural values, based on funding from municipalities, the private sector, the state and the EU.

# Appendix

## Statistics

### a) Information on watercourses across finland

- 1 Coastline by region
- 2 Islands by region
- 3 Freshwater water areas by region
- 4 Sea areas by region
- 5 Recreational dwelling by region
- 6 Scattered settlements by region
- 7 Recreational fishers by ely area
- 8 Professional fishers by ely area
- 9 Registered boats by region
- 10 Passenger traffic vessels by waterway area
- 11 Ferry traffic ordered by the southwest finland ely centre
- 12 Private road pontoon ferries
- 13 Pontoon ferries on main roads
- 14 Member ports of the finnish port association
- 15 Small boat harbours
- 16 National parks and state camping areas
- 21 Permanently inhabited island without permanent road connections
- 22 Islands with recreational dwelling without permanent road connections

### b) Island municipalities and island areas of part-island municipalities

- 17 Government decree (1296/2011) on island municipalities and part-island municipalities
- 18 Inhabitants of island municipalities and part-island municipalities
- 19 Island supplements in state grants

### c) Islands that receive island supplements as part of agricultural support

- 20 Decree of the ministry of agriculture and forestry (27/2002)

## Appendix 1

### Coastline by region (km)

Region	Shore line on the sea	Lakes	Fivers	Total
Ahvenanmaa	9 917	575	2	10 494
Varsinais-Suomi	14 535	2 301	1 550	18 386
Uusimaa	7 453	3 579	1 485	12 517
Kymenlaakso	1 711	3 051	1 040	5 802
Etelä-Karjala	0	8 000	2 301	10 301
Etelä-Savo	0	29 641	735	30 376
Häme	0	3 223	635	3 858
Satakunta	2 387	2 661	1 858	6 906
Etelä-Pohjanmaa	0	3 235	2 301	5 536
Pohjanmaa	7 281	2 164	1 536	10 961
Pirkanmaa	0	12 400	1 037	13 437
Päijät-Häme	0	5 507	437	5 944
Keski-Suomi	0	16 828	1 390	18 216
Keski-Pohjanmaa	622	1 390	1 232	3 244
Pohjois-Savo	0	20 742	2 124	22 866
Pohjois-Karjala	0	17 424	3 529	20 953
Pohjois-Pohjanmaa	1 484	13 185	8 468	23 097
Kainuu	0	15 239	3 525	18 764
Lappi	751	56 643	17 745	75 139
<b>Total</b>	<b>46 101</b>	<b>217 766</b>	<b>52 930</b>	<b>316 797</b>

The map template used was a basic map with a scale of 1:20,000. Calculations include the coastlines of island and river shorelines, covering both shorelines of rivers more than 20 meters wide, and only one shoreline of rivers 5–20 metres wide. Rivers less than 5 metres wide were not included.

Source: The Finnish Environment Institute, 2002.

## Appendix 2

### Islands by region

Region	0,5 ha – 1 km <sup>2</sup>	1 km <sup>2</sup> – 10 km <sup>2</sup>	10 km <sup>2</sup> –	Total
Varsinais-Suomi	9 687	145	21	9 853
Etelä-Savo	8 918	101	5	9 024
Lappi	8 594	60	3	8 657
Ahvenanmaa	8 014	77	14	8 104
Pohjois-Savo	5 229	46	1	5 276
Pohjois-Karjala	4 386	42	5	4 433
Pohjanmaa	4 187	51	11	4 010
Keski-Suomi	3 971	37	2	4 010
Uusimaa	5 448	43	6	5 497
Pirkanmaa	2 897	9	0	2 906
Pohjois-Pohjanmaa	2 570	12	1	2 583
Satakunta	2 493	12	1	2 506
Etelä-Karjala	2 151	29	4	2 184
Kainuu	1 933	14	1	1 948
Kymenlaakso	1 618	16	0	1 634
Päijät-Häme	1 318	14	1	1 333
Keski-Pohjanmaa	623	3	0	626
Häme	512	1	0	513
Etelä-Pohjanmaa	480	1	0	481
<b>Total</b>	<b>75 029</b>	<b>713</b>	<b>76</b>	<b>75 818</b>

Source: VTT; automation, space technology 1994.

## Appendix 3

### Freshwater water areas by region

Region	km <sup>2</sup>	% total surface of region
Varsinais-Suomi	262	1
Etelä-Savo	4 768	25
Lappi	6 131	6
Ahvenanmaa	29	0,2
Pohjois-Savo	3 594	18
Pohjois-Karjala	3 821	18
Pohjanmaa	183	1
Keski-Suomi	3 220	16
Uusimaa	463	5
Pirkanmaa	2 045	14
Pohjois-Pohjanmaa	1 911	4
Satakunta	456	4
Etelä-Karjala	1 623	22
Kainuu	2 946	12
Kymenlaakso	483	7
Päijät-Häme	1 130	18
Keski-Pohjanmaa	197	3
Kanta-Häme	508	9
Etelä-Pohjanmaa	555	4
<b>Koko maa</b>	<b>34 325</b>	<b>9</b>

Source: National Land Survey of Finland, 2011.

## Appendix 4

### Sea areas by region

Region	km <sup>2</sup>	% region's land area
Uusimaa	6,520	72
Kymenlaakso	1,820	36
Southwest Finland	9,610	90
Satakunta	3,230	41
Ostrobothnia	10,260	132
Central Ostrobothnia	1,640	31
North Ostrobothnia	6,300	18
Lapland	1,380	1
Åland	11,740	755
<b>Total</b>	<b>52,500</b>	<b>29</b>

The country's sea area is 17% of the total land area.

Source: National Land Survey of Finland, 2011.



## Appendix 5

### Recreational dwelling by region

Region	Recreational dwellings							Belonging to the owner's household <sup>1)</sup>	Regular users of vacation home <sup>2)</sup>
	1980	1990	1995	2001	2004	2007	2010		
Uusimaa	22,454	27,032	28,890	29,563	29,854	30,017	41,241	61,756	164,964
Southwest Finland	26,879	37,427	41,339	45,608	46,790	47,725	48,276	73,397	193,104
Satakunta	11,301	15,908	17,356	18,930	18,855	19,122	19,607	32,250	78,428
Kanta-Häme	11,020	15,984	17,686	20,101	20,456	20,447	20,633	33,280	82,532
Pirkanmaa	25,749	35,378	40,001	42,921	44,331	44,099	45,355	73,758	181,420
Päijät-Häme	12,038	16,493	18,551	20,355	20,840	21,343	21,678	34,453	86,712
Kymenlaakso	9,779	13,698	15,679	17,143	17,408	17,709	18,175	29,749	72,700
South Karelia	11,514	16,851	19,116	20,572	20,755	21,294	21,147	35,597	84,588
South Savo	22,087	34,917	39,207	43,106	43,452	44,817	45,944	78,175	183,776
North Savo	14,010	23,668	26,362	28,315	29,927	30,174	30,952	52,314	123,808
North Karelia	10,306	17,693	21,043	22,719	23,212	23,059	23,740	41,734	94,960
Central Finland	16,284	23,637	27,575	32,056	33,165	34,442	35,183	59,275	140,732
South Ostrobothnia	5,280	9,460	10,955	12,347	12,557	12,787	13,208	24,830	52,832
Ostrobothnia	14,218	14,680	16,426	18,128	19,379	20,427	21,079	34,160	84,316
Central Ostrobothnia	2,858	2,738	3,236	3,644	3,880	4,149	3,818	5,627	15,272
North Ostrobothnia	11,510	20,887	24,277	26,881	27,772	28,361	29,466	44,935	117,864
Kainuu	5,105	9,408	11,654	12,809	13,290	13,626	13,875	24,740	55,500
Lapland	8,578	18,413	22,171	25,809	27,307	28,639	29,876	46,526	119,504
Åland	3,909	4,382	4,911	5,469	5,623	5,644	5,979	5,936	23,916
<b>Entire country</b>	<b>251,744</b>	<b>367,686</b>	<b>416,236</b>	<b>456,706</b>	<b>469,364</b>	<b>478,306</b>	<b>489,232</b>	<b>792,492</b>	<b>1,956,928</b>

1) Does not include heirs

2) Vacation house barometer 2009 of the Island Committee and Statistics Finland: regular users of vacation houses total 4 people/vacation home.

Source: Statistics Finland, Vacation houses 2010.

## Appendix 6

### Scattered settlements by region

Region	Year 2010		
	Total population	People in scarcely populated areas	Share %
Åland	27,761	10,777	<b>38.8</b>
South Savo	153,639	46,005	<b>29.9</b>
North Karelia	164,305	48,831	<b>29.7</b>
South Ostrobothnia	192,818	55,001	<b>28.5</b>
Kainuu	81,560	22,666	<b>27.8</b>
North Savo	245,846	63,501	<b>25.8</b>
Lapland	182,228	43,513	<b>23.9</b>
Central Ostrobothnia	68,001	15,676	<b>23.1</b>
Central Finland	271,726	62,117	<b>22.9</b>
Kanta-Häme	173,101	33,649	<b>19.4</b>
North Ostrobothnia	393,720	71,323	<b>18.1</b>
South Karelia	132,549	23,799	<b>18.0</b>
Satakunta	225,288	37,127	<b>16.5</b>
Southwest Finland	459,400	74,662	<b>16.3</b>
Ostrobothnia	177,146	28,037	<b>15.8</b>
Päijät-Häme	199,899	27,429	<b>13.7</b>
Pirkanmaa	483,408	61,773	<b>12.8</b>
Kymenlaakso	181,126	22,628	<b>12.5</b>
Uusimaa	1,503,238	83,532	<b>5.6</b>
<b>Entire country</b>	<b>5,316,759</b>	<b>832,046</b>	<b>15.6</b>

Source: Statistics Finland, 2010.

## Appendix 7

### Recreational fishers by ELY area based on residential and fishing areas in 2010

#### BASED ON RESIDENTIAL AREAS

The statistics show how many of the inhabitants in the ELY centre area are involved in recreational fishing, either in their own or other ELY centre areas.

ELY – centre area	Fishers	Share of population %
Uusimaa	456,000	30
Southwest Finland	173,000	25
Häme	268,000	31
Southeast Finland	122,000	39
South Savo	63,000	41
North Karelia	75,000	46
North Savo	119,000	49
Central Finland	69,000	25
Ostrobothnia	109,000	25
Kainuu	141,000	30
Lapland	71,000	39
Åland	9,000	33
<b>Total</b>	<b>1,675,000</b>	<b>32</b>

## BASED ON FISHING AREAS

The statistics show the number of recreational fishers in the ELY centre area. Fishers may live within the ELY centre areas or come from elsewhere.

ELY centre area	Fishers	Share of all fishers %
Freshwater areas	1,417,000	85
Uusimaa	155,000	9
Southwest Finland	96,000	6
Häme	300,000	18
Southeast Finland	108,000	6
South Savo	197,000	12
North Karelia	101,000	6
North Savo	170,000	10
Central Finland	148,000	9
Ostrobothnia	85,000	5
Kainuu	181,000	11
Lapland	118,000	7
Sea areas	,340,000	20
The Gulf of Finland	149,000	9
The Archipelago Sea and Åland	108,000	6
The Bothnian Sea and the Quark	64,000	4
The Bay of Bothnia	38,000	2

Source: The Finnish Game and Fisheries Research Institute RKTL, Recreational fishing 2010.

## Appendix 8

### Professional fishers in sea areas by ELY centre area in 2010

ELY centre area	number
Southwest Finland	220
Ostrobothnia	145
Uusimaa	93
Kainuu	48
Åland	45
Southeast Finland	30
Lapland	23
<b>Total</b>	<b>604</b>

Source: The Finnish Game and Fisheries Research Institute RKTL, Professional fishing at sea 2010.

### Professional fishers in freshwater areas by ELY centre area in 2008

ELY centre area	number
South Savo	60
Lapland	48
North Karelia	38
North Savo	37
Central Finland	28
Kainuu	28
Häme	27
Southwest Finland	23
Ostrobothnia	17
Southeast Finland	14
Uusimaa	1
<b>Total</b>	<b>321</b>

Source: The Finnish Game and Fisheries Research Institute RKTL, Professional fishing in freshwaters 2008.

<b>Professional fishers</b>	925
<b>Total</b>	

## Appendix 9

### Registered boats by region in 2012 based on boat's location

Region	Number of boats
Uusimaa	40,645
Southwest Finland	26,492
Ostrobothnia	12,298
South Savo	10,405
Pirkanmaa	10,207
Kymenlaakso	8,386
Satakunta	8,196
North Savo	7,851
Central Finland	7,752
Lapland	6,518
South Karelia	6,149
Päijät-Häme	6,031
North Karelia	5,962
North Ostrobothnia	5,161
Kanta-Häme	2,493
Kainuu	2,059
Central Ostrobothnia	1,710
South Ostrobothnia	1,290
Not known	93
Abroad	65
Åland x)	41
<b>Total</b>	<b>169,804</b>

x) The figure for Åland refers to boats owned by people or companies who are registered in mainland Finland, but whose boat is located in Åland.

Criteria: Water craft equipped with a motor, whose engine power is at least 15 kilowatts (20.4 hp) and water craft equipped with a motor or sails and with a hull length of at least 5.5 metres must be registered in the water craft register. Section 4 of Act 976/2006).

Source: Local Register Office's water craft register, Vesku 4 April 2012.

## Appendix 10

### Passenger traffic vessels in 2010

Waterway area	Number of vessels		
	Length ≥15 m	Length <15 m	Total
Gulf of Finland	48	41	89
Archipelago Sea	20	10	30
Åland	10	2	12
Bothnian Sea	2	3	5
Bay of Bothnia	4	1	5
Total in coastal areas	84	57	141
Vuoksen waterway	21	17	38
Kymijoki area	12	1	13
Kokemäenjoki area	10	4	14
Ostrobothnia	-	2	2
Northern Finland	2	4	6
Total in freshwater area	45	28	73
<b>Total</b>	<b>129</b>	<b>85</b>	<b>214</b>

Source: Finnish Transport Agency, Domestic water traffic statistics 2010.

## Appendix 11

### Ferry traffic ordered by the Southwest Finland ELY centre in 2012

The following vessels operated in the Archipelago Sea areas in 2012:

ms Antonia	Dalen - Mossala route in Parainen (operated during summer months)
ms Jurmo	Iniö summer routes in Parainen
ms Kivimo	Velkua route in Naantali
ms Kaita	in Rymättylä route area in Naantali
ms Rosala II	in Hiittinen route area in Kimitoön
ms Taxen	in Hiittinen route area in Kimitoön
ms Viken	in Parainen route area
ms Nordep	in Nagu's southern route area in Parainen
ms Falkö	in Nagu's northern route area in Parainen
ms Eivor	in Utö route area in Parainen
ms Finnö	in Korpo route area in Parainen
ms Karolina	in Houtskari route area in Parainen
ms Cheri	in Nagu's southern route area in Parainen
ms Östern	Nagu - Seili - Rymättylä (Hanka) route in Parainen (operated during summer months)
ms Pontus	sea transport on the Archipelago Sea during open water season

The following vessels operated in the Gulf of Finland areas in 2012:

ms Tekla	Kotka - Pyhtää island area
ms Pörtö/ms Ludde/ms Matilda	Porvoo island area
ms Sandnäsudd (heavy transport)	Raseborg island area
Johanna/Silvia/Johan/hovercraft Blixten	Raseborg island area (passenger traffic)
ms Sibbe/ms Gundel	Sipoo island area

The route traffic for Suomenlinna is arranged by Suomenlinnan liikenne Oy, which is owned by the city of Helsinki and the state. Two regular ferries, M/S Suomenlinna II and M/S Ehrensward, regularly sail the route. The company also uses subcontractors. Passenger traffic forms part of the public transport system in the Helsinki Metropolitan Area.

Source: Centre for Economic Development, Transport and the Environment for Southwest Finland, 2012.



## Appendix 12

### Private road pontoon ferries in 2012

ELY centre	Name of pontoon ferry	Municipality
North Savo	Pängätsalon kuljetuslautta	Vesanto
North Ostrobothnia	Pikkaralan lossi	Oulu
North Ostrobothnia	Kellolammin kapulalossi	Pudasjärvi
Central Finland	Paanalansalmi	Hankasalmi
Central Finland	Haukkasalo	Kuhmoinen
Central Finland	Kevätsalmi	Saarijärvi
Southwest Finland	Käldön lossi	Parainen
Southwest Finland	Sorpon lautta	Parainen
Southwest Finland	Haverön lautta	Parainen
Southwest Finland	Petun lossi	Salo
Southwest Finland	Sandön lossi	Parainen
Southeast Finland	Karhusalmen lossi	Lappeenranta
Southeast Finland	Jussilansalmen lossi	Taipalsaari
South Savo	Ritosaaren lossi	Savonlinna
South Savo	Tuohisaaren lossi	Savonlinna
South Savo	Pietolansaaren lossi	Savonlinna
South Savo	Laukansaaren lossi	Savonlinna
South Savo	Kongonsaaren lossi	Savonlinna
South Savo	Ahvionsalmen lossi	Savonlinna
South Savo	Kokonsaaren lossi	Savonlinna

#### Total 20 pontoon ferries

Source: Centre for Economic Development, Transport and the Environment for Southwest Finland, 2012.

## Appendix 13

### Pontoon ferries on main roads by region in 2012

Uusimaa (3)	South Karelia (2)
Skåldö, Raseborg	Lamposaari, Lappeenranta
Barösund, Inkoo	Kyläniemi, Taipalsaari
Pellinki, Porvoo	
Southwest Finland (19)	North Savo (2)
Hämmärönsalmi, Naantali	Kortesalmi, Kuopio
Högsar, Parainen	Puutossalmi, Kuopio
Högsåra, Kimitoön	
Kasnäs-Hiittinen, Kimitoön	North Karelia (2)
Keistiö, Parainen	Arvinsalmi, Rääkkylä-Liperi
Kivimo, Parainen	Hirvisalmi, Juuka
Kokkila, Salo	
Korppoo-Houtskari, Parainen	
Korppoo-Norrskata, Parainen	
Kustavi-Iniö, Parainen	Ostrobothnia (2)
Mossala, Parainen	Eskilsö, Närpiö
Nauvo-Korppoo, Parainen	Bergö, Malax
Palva, Naantali	
Parainen-Nauvo, Parainen	
Saverkeit, Parainen	Kainuu (1)
Skagen, Parainen	Alassalmi, Vaala
Vartsala, Kustavi	
Velkuanmaa, Naantali	
Våno, Parainen	Lapland (1)
	Räisälä, Kemijärvi
South Savo (8)	
Vekaransalmi, Sulkava	North Ostrobothnia (1)
Hanhivirta, Enonkoski	Hailuoto
Koivukanta, Savonlinna	
Hätinvirta, Puumala	
Tappuvirta, Savonlinna	
Kietävälä, Puumala	
Rongonsalmi, Puumala	
Kuparonvirta, Mikkeli	<b>Total, entire country 41</b>

Source: Centre for Economic Development, Transport and the Environment for Southwest Finland, 2012.

## Appendix 14

### Member ports of the Finnish port association and their traffic in 2012

Port	Total traffic (tonnes)	Passenger traffic (persons)	Vessel traffic (amount)
Eurajoki	-	-	-
Hamina	4,510,970	0	1,007
Hamina-Kotka	-	-	-
Hanko	3,579,206	0	1,319
Helsinki	10,939,870	10,246,795	8,402
Inkoo Fortum	0	0	0
Inkoo Shipping	1,338,602	0	345
Joensuu	219,286	0	104
Kalajoki	410,535	0	106
Kantvik	-	-	-
Kaskinen	1,073,883	0	310
Kemi	2,195,693	0	427
Kokkola	6,339,443	0	584
Kotka	11,299,324	0	2,340
Koverhar	-	-	-
Kristiinankaupunki	380,927	0	26
Kuopio	84,539	0	48
Lappeenranta	528,706	17,122	424
Loviisa	1,147,860	0	319
Merikarvia	2,510	0	4
Naantali	8,107,982	50,225	1,956
Oulu	3,601,060	0	517
Pietarsaari	1,657,695	0	377
Pori	4,984,850	0	824
Raahe	6,202,764	0	726
Rauma	5,696,144	0	1,283
Savonlinna	21,405	0	16
Sköldvik	20,544,871	0	1,152
Tolkkinen	88,546	0	42
Tornio	1,964,058	0	433
Turku	2,955,980	2,915,406	2,318
Uusikaupunki	1,204,265	0	368
Vaasa	1,395,851	47,359	518
Varkaus	146,866	0	81
<b>All ports</b>	<b>102,623,691</b>	<b>13,276,907</b>	<b>26,376</b>

Source: Finnish Port Association, 2011.

## Appendix 15

### Small boat harbours in 2012

Small boat harbours, 2012	
Coast	517
Kokemäkjoki waterway	95
Kymijoki waterway	193
Vuoksen waterway	398
Other lakes	111
<b>Total</b>	<b>1,314</b>

Source: Small boat harbour register of Suomen Purjehdus ja Veneily ry 16 April 2012.

## Appendix 16a

### National parks and visits to them in 2010

National park	Visits
Helvetinjärvi national park, Pirkanmaa	23,000
Hiidenportti national park, Kainuu	11,000
Isojärvi national park, Central Finland	10,500
Eastern Gulf of Finland national park, Kymenlaakso	19,000
Kauhaneva-Pohjankangas national park, Etelä-Pohjanmaa, Satakunta	5,500
Koli national park, North Karelia	138,500
Kolovesi national park, South Savo	7,500
Kurjenrahka national park, Southwest Finland	26,500
Lauhanvuori national park, South Ostrobothnia, Satakunta	9,500
Leivonmäki national park, Central Finland	12,500
Lemmenjoki national park, North Lapland	10,000
Liesjärvi national park, Kanta-Häme	31,000
Linnansaari national park, South Savo	31,000
Nuoksio national park, Uusimaa	178,000
Oulanka national park, North Ostrobothnia	169,000
Pallas-Yllästunturi national park, West Lapland	436,000
Patvinsuo national park, North Karelia	12,000
Bay of Bothnia national park, South Lapland	9,500
Petkeljärvi national park, North Karelia	20,500
Puurijärvi and Isosuo national park, Satakunta, Pirkanmaa	7,000
Pyhä-Häkki national park, Central Finland	16,500
Pyhä-Luosto national park, East Lapland	119,000
Päijänne national park, Päijät-Häme	13,500
Repovesi national park, Kymenlaakso, South Savo	76,500
Riisitunturi national park, South Lapland	23,500
Rokua national park, Kainuu	23,500
Archipelago Sea national park, Southwest Finland	59,000
Salamajärvi national park, Central Finland, Central Ostrobothnia	12,500
Seitsemäinen national park, Pirkanmaa	40,500
Syöte national park, North Ostrobothnia, Lapland	31,000
Tammisaari island area national park, Uusimaa	54,000
Tiilikajärvi national park, North Savo	8,500
Torransuo national park, Kanta-Häme	17,000
Urho Kekkonen national park, Lapland	287,500
Valkmusa national park, Kymenlaakso	8,500
<b>Total</b>	<b>1,958,500</b>

## Appendix 16 b

### State camping areas and visits to them 2010

	Visits
Evo camping area, Kanta-Häme	84,500
Hossa camping area, Kainuu	48,000
Iso-Syöte camping area, North Ostrobothnia	22,000
Kylmäluoma camping area, North Ostrobothnia	25,500
Oulujärvicamping area, Kainuu	24,000
Ruuna camping area, North Karelia	88,000
Teijo camping area, Southwest Finland	72,000
<b>Total</b>	<b>364,000</b>

Source: 16a and 16b: Metsähallitus nature services, Annual report 2010. This information is based on estimates.

**Government Decree  
on island municipalities and island areas of other municipalities 2012–2015**

In accordance with the government decision based on a proposal by the Ministry of Employment and the Economy, Section 9 of the Island Development Act (494/1981) provides that:

**Section 1**

Island municipalities as referred to in the Island Development Act (494/1981) are:

Southwest Finland:

Kimitoön, Kustavi and Väståboland.

South Savo:

Enonkoski, Puumala and Sulkava.

Ostrobothnia:

Malax.

North Ostrobothnia:

Hailuoto.

**Section 2**

The regulations pertaining to island municipalities also apply to the islands, in the following municipalities, with no permanent road connections and to the islands and other areas in the municipalities mentioned in parenthesis, even though said islands have permanent road connections:

**1)** Uusimaa:

Espoo (also Suvisaaristo), Helsinki, Ingå (also Storramsjö-Hirdal, Barö, Råfsö, Degerö and Stävö), Loviisa (also Sarvsalö, Kabböle, Isnäs, Tjuvö, Strömsland, Vahterpää and Gäddbergsö), Porvoo (also Emäsalo, Vässölandet, Tirmo and Fagersta), Raseborg (also Bromarv, Trollshovda, Lindö, Svedja, Öby and Odensö, Norrby, Båsa) and Sipoo (also Kitö and Löparö).

**2)** Southwest Finland:

Kaarina (also Harvaluoto), Naantali (also Airismaa, Lempisaari, Livonsaari, Otavan saari and Teersaari), Salo (also Angelniemi, Angelansaari, Isoluoto and Kaukassalo), Taivassalo (also Aasamaa, Leikluoto, Kahiluoto, Kaitainen, Kuusisto, Kuustenmaa, Lehtinen, Mussalo and Naurisluoto) and Uusikaupunki (also Pyhämaa, Lepäinen and Kittamaa).

**3)** Päijät-Häme:

Asikkala (also Vedentausta, Salonsaari, Rutalahti and Vähä-Pulkila).

- 4) Kymenlaakso:  
Kotka (also Tiutinen) and Pyhtää (also Munapirtti).
- 5) South Karelia:  
Parikkala (also Korpijärvi-Värtsi, Koukkuniemi, Loikansaari, Tarvassaari, Lahdenkylä and Harmaitsaari), Ruokolahti (also Äitsaari, Härskiänsaari, Utula-Kietävälä and Kekäleenniemi), Taipalsaari (also Kirkkosaari, Rehula, Vehkataipale, Kattelussaari, Nieminen and Merenlahti).
- 6) South Savo:  
Hirvensalmi (also Puulasalo, Vahvaselkä, Kilinkylä and Väisälänsaari), Mikkeli (also Hirvensalo, Keljunniemi, Piekälänsaari, Pihlajasalo, Piskola, Pitkälähti, Saukonsalo and Ylivesi), Savonlinna (also Pellossalo, Pitkälä, Loikansaari, Hirvasranta, Ranta-Kaartila, Tervassaari, Liistonsaari, Mikkolanniemi, Kommerniemi, Kiviapaja, Oravi-Ahvensalmi and Sorsasalo).
- 7) North Savo:  
Kuopio (also Soisalo, Talvisalo and Varvisaari) and Tervo (also Linnonsaari, Kämpysaari, Lieteniemi, Hyvölä and Vekaroniemi).
- 8) North Karelia:  
Juuka (also Larinsaari, Koveronsaari, Ritoniemi and Ruottilansaari), Kesälahti (also Sarvisalo, Pellavasniemi, Kiurusaari, Pöllänniemi, Lentteenniemi Mustolanperä and Varmonniemi), Lieksa (also Koli), Liperi (also Tutjunniemi-Roukalahti, Niinikkosaari and Siikasaari) and Rääkkylä (also Oravinsalo, Varpasalo and Nieminen).
- 9) Ostrobothnia:  
Luoto (also Eugmo), Korsholm (also Köklot, Replot and Värlox), Närpiö (also Storön) and Vörå (also Oxkangar, Österö and Kvimo).
- 10) Central Finland:  
Joutsa (also Kälä-Ollinsalmi), Jyväskylä (also Oittila and Putkilahti), Kivijärvi (also Lokakylä and Talviaislahti), Kuhmoinen (also Pihlajakoski-Närvä-Ruolahti-Tehi) and Luhanka (also Judinsalo-Klemettilä and Onkisalo).
- 11) Kainuu:  
Vaala (also Manamansalo).

### Section 3

This decree will enter into force on 1 January 2012 and will remain valid until 31 December 2015.

Issued in Helsinki 15 December 2011

Minister  
Jyri Häkämies

Counsellor  
Jorma Leppänen



## Appendix 18

### **Inhabitants of island municipalities and part-island municipalities in 2010**

Statistics show the number of inhabitants (30 December 2010) of municipalities proposed for designation as island municipalities and island areas of part-island municipalities for 2011-2015, based on the municipal division implemented on 1 January 2012.

Number of inhabitants of island municipalities 31 Dec. 2010		
Municipality	Total number of inhabitants	Inhabitants of island areas <sup>1)</sup>
Enonkoski	1,615	1,615
Hailuoto - Karlö	1,004	1,004
Kustavi - Gustavs	874	874
Kemiönsaari - Kimitoön	7,191	7,191
Parainen - Pargas	15,501	15,501
Maalhti - Malax	5,605	5,605
Puumala	2,477	2,477
Sulkava	2,938	2,938
<b>Total</b>	<b>37,205</b>	<b>37,205</b>

<sup>1)</sup> When a municipality is named an island municipality, its entire population is considered island inhabitants.

Number of inhabitants of part-island municipalities 31 Dec. 2010		
Municipality	Total number of inhabitants	Inhabitants of island areas <sup>1)</sup>
Asikkala	8,552	529
Espoo	247,970	676
Helsinki – Helsingfors	588,549	842
Hirvensalmi	2,439	1,981
Inkoo – Ingå	5,546	255
Joutsa	5,053	356
Juuka	5,589	250
Jyväskylä	130,816	533
Kaarina - S:t Karins	30,911	239
Kesälahti	2,403	192
Kivijärvi	1,364	113
Kotka	54,824	439
Kuhmoinen	2,554	219
Kuopio	96,793	686
Liekka	12,687	273
Liperi	12,271	500
Loviisa - Lovisa	15,595	736
Luhanka	831	379
Luoto - Larsmo	4,816	1,925
Mikkeli - S:t Michel	48,751	226
Mustasaari - Korsholm	18,637	2,207
Naantali - Nådendal	18,807	4,217
Närpiö - Närpes	9,435	103
Parikkala	5,787	282
Pyhtää - Pyttis	5,355	198
Porvoo - Borgå	48,768	1,873
Ruokolahti	5,668	428
Rääkkylä	2,554	457
Raasepori - Raseborg	29,065	2,053
Salo	55,235	694
Savonlinna - Nyslott	27,685	1,218
Sipoo - Sibbo	18,253	237
Vaala	3,370	115
Taipalsaari	4,911	2,148
Taivassalo - Tövsala	1,700	175
Tervo	1,706	194
Uusikaupunki - Nystad	15,833	720
Vöyri - Vörå	6,689	602
Total	1,557,772	29,270
All island and part-island municipalities total	1,594,977	66,475

<sup>1)</sup> When a municipality is named an island municipality, its entire population is considered island inhabitants.

Source: Statistics Finland, 2010.

## Appendix 19

### Island supplements of island municipalities and part-island municipalities in state grants in 2012

	General state-grant	Special supplement of state grant			Total
			Ministry of Education	Ministry of Social Affairs and Health	
Municipality	Euro	Euro	Euro	Euro	Euro
So-called A island municipalities	225,458	161,042	150,335	415,386	952,221
Hailuoto	225,458	161,042	150,335	415,386	952,221
So-called B island municipalities	4,645,312	4,645,312	1,680,491		10,971,116
Enonkoski	207,237	207,237	66,427		480,901
Kustavi	112,152	112,152	31,740		256,043
Kimitoön	922,749	922,749	321,422		2,166,920
Parainen	1,989,088	1,989,088	816,666		4,794,843
Malax	719,234	719,234	244,039		1,682,507
Puumala	317,849	317,849	75,586		711,284
Sulkava	377,004	377,004	124,611		878,619
Part-island municipalities	5,537,008				5,537,008
Asikkala	25,455				25,455
Espoo	32,529				32,529
Helsinki	40,517				40,517
Hirvensalmi	78,243				78,243
Ingå	12,271				12,271
Joutsa	17,131				17,131
Juuka	12,030				12,030
Jyväskylä	25,648				25,648
Kaarina	11,501				11,501
Kesälahti	9,239				9,239
Kivijärvi	5,438				5,438
Kotka	21,125				21,125
Kuhmoinen	10,538				10,538
Kuopio	33,010				33,010
Liekksa	13,137				13,137
Liperi	24,060				24,060
Loviisa	35,416				35,416
Luhanka	18,237				35,416
Luoto	154,497				154,497
Mikkeli	10,875				10,875
Korsholm	597,875				597,875

Naantali	603,329				603,329
Närpiö	4,956				4,956
Parikkala	13,570				13,570
Porvoo	1,564,477				1,564,477
Pyhtää	9,528				9,528
Raasepori	932,405				932,405
Ruokolahti	20,595				20,595
Rääkkylä	21,991				21,991
Salo	33,395				33,395
Savonlinna	888,135				888,135
Sipoo	11,404				11,404
Taipalsaari	157,545				157,545
Taivassalo	8,421				8,421
Tervo	9,335				9,335
Uusikaupunki	34,646				34,646
Vaala	5,534				5,534
Vörå	28,968				28,968
<b>Island and part-island municipalities total</b>	<b>10,407,779</b>	<b>4,806,354</b>	<b>1,830,826</b>	<b>415,386</b>	<b>17,460,345</b>

Source: Ministry of the Interior, Finnish National Board of Education, Island Committee, 2012.

The figures by the Ministry of Education do not include island supplements for libraries and community colleges.

## Appendix 20

Issued in Helsinki on 17 January 2002

**Decree by the Ministry of Agriculture and Forestry  
on municipalities' areas that are considered island areas when granting  
national aid for agriculture and horticulture**

Based on Section 7, paragraph 3 of the Act on National Aid for Agriculture and Horticulture (1559/2001), issued on 28 December 2001 in accordance with the Decree by the Ministry of Agriculture and Forestry, the following is provided:

**Section 1  
Scope of application**

Areas of municipalities as prescribed in this Decree are considered island areas in the granting of national aid for agriculture and horticulture under Section 7, paragraph 3 of the Act on National Aid for Agriculture and Horticulture (1559/2001).

**Section 2  
Municipal areas considered island areas**

The municipal areas considered island areas in various areas eligible for regional aid are listed in Appendix 1 of this Decree.

**Section 3  
Entry into force**

This Decree will enter into force on 23 January 2002.  
Measures required for the enforcement of the Decree can be taken prior to its entry into force.

Adopted in Helsinki on 17 January 2002

Minister of Agriculture and Forestry  
**Kalevi Hemilä**

Senior Inspector  
**Esa Hiiva**

## Appendix 1

### Island areas in areas A and B

#### Outer islands

The following areas of the municipalities mentioned below:

Hammarland	Appelö and Torsholm
Ingå	Lövö, Orslandet, Storramsjö and Älgsjölandet
Kaarina	Jauhosaari
Kimitoön	Kagsjäla, Kasnäs and Lövö, and the area of the former Hitis municipality
Kustavi	Lyyprtti and Vartsala
Lemland	Askö, Björkö, Gloskär, Gåsö, Kuggholmen, Stackskär and Stora Stegskär
Loviisa	Byön, Killingö, Käldö, Sondarö and Våtskär
Parainen	Attu, Björkholm, Heisala, Jermo, Kuggö, Mielisholm, Sorpo and Tammo, and the areas of the former Houtskari, Iniö, Korpo and Nagu municipalities
Masku	Matalluoto
Naantali	Aasla, Ampuminmaa, Auva, Häviluoto, Iso-Kuusinen, Iso-Maisaari, Kaarnitta, Kaita, Koivusaari, Korvenmaa, Kramppi, Kruunumaa, Kuivanen, Lapilan saari, Liettinen, Pakinainen, Pyytti, Pähkinäistenmaa, Ruotsalainen, Sakoluoto, Samsaari, Taipalus, Tammiluoto, Tammisuoto, Vähä-Kaita and Vähä-Maisaari, and the former Velkua municipality
Porvoo	Pikku-Pellinki, Suur-Pellinki and Sundö
Raseborg	Björkholm, Brändö, Danskog, Elgö, Halstö, Koö, Långö, Prästön, Skärlandet and Ängholm
Salo	Angelansaari, Luotsisaari, Pettu, Ulkoluoto and Vartsalansaari, and the areas of the island called Kimitoön that belongs to Salo
Sauvo	Österö
Taivassalo	Aasamaa, Kahiluoto and Keräsaari
Turku	Kulho
Uusikaupunki	Niittyluoto, Vasikkamaa and Ytteri islands

## Inner islands

The following areas of the municipalities mentioned below:

Hartola	Kotisalo, Nautsalo and Urrionsaari
Hämeenlinna	Salpasalo island
Jämijärvi	Palosaari, Majasaari, Lehtisaari and Uimaluoto
Jämsä	The islands of Taivassalo, Kukkarosalo, Kaijansalo and Karhusalo and Mustasaari
Kangasala	Ihonsaari and Vänninsalo
Kouvola	Kinansaari and Salonsaari
Kuhmoinen	The islands of Mustasalo and Haukkasalo
Lappeenranta	Mietinsaari and Kilpiänsaari
Orivesi	Rekisaari
Padasjoki	Hinttola island
Pälkäne	Haussalo island
Sysmä	Salonsaari

## Mainland Åland

The parts of Hammarland and Lemland municipalities not included in the outer islands area.

## Island areas in areas C1 and C2

### Area C1

The following areas of the municipalities mentioned below:

Enonkoski	Ihamaniemi
Hankasalmi	Paanala and Tuomari islands
Heinävesi	Hentulansaari, Viitasaari and Luutsalo island
Joroinen	Kostonsaari
Jyväskylä	Jänissaari, Kilvensalo and Rutaniemi
Kerimäki	Kokkosaari, Välisaari, Hevossaari and Vehkasalo island
Kesälahti	Suitsansaari and Suursaari
Kuopio	Kortela island, the islands of Papinsalo, Säyneensalo, Viitasalo and Vaajasalo
Leppävirta	Hietasaari, Tervassalo island, Timonsalo and Vilponsaari
Liperi	Karjalansaari, Karhunsaaari, Kuussaari, Lapinsaari, Matinsaari, Pesolansaari, Rauansaari and Suursaari
Malax	the area of the former Bergö municipality
Mikkeli	Paajalansaari and Papinsaari

Korsholm	Björköby and Replot
Mänttä-Vilppula	Teerisaari
Punkaharju	Pöllänsaari
Puumala	Heinäsenosaari, Kurjensalo, Konninsalo, Lieviskä, Liimattala, Lintusalo, Niinisaari, Partalansaari, Rokansaari and Viitasaari
Rantasalmi	Hevossalo, Kuokansaari and Pikontaipale estate
Ristiina	Harapansalo, Kaijatsaari and Kaita
Ruovesi	Jaakonsaari
Savonlinna	Ahvionsaari, Kesamonsaari, Kokonsaari, Kongonsaari, Laukansaari, Liistonsaari, Muhansaari, Pesolansaari, Pietolansaari, Ritosaari, Tuohisaari, Kiviapaja and Mikkolanniemi
Sulkava	Area behind Vekaransalmi
Suomenniemi	Salosaari
Suonenjoki	Ärjänsaari
Taipalsaari	Kyläniemi, Iso Jänkäsalo and Pieni Jänkäsalo
Varkaus	Ruotimo
Vörå	areas outside the mainland, apart from the area of the former Oravasi municipality

## Area C2

The following areas of the municipalities mentioned below:

Hirvensalmi	Mielevänsaari, Puukonsaari, Pääskynsaari, Saari-Kuitunen and Säckisalo islands
Joutsa	Joutsaari, Konnasaari, Lamposaari and Pantilansaari
Juankoski	Kallinsalo
Kangasniemi	Iso Mökärä and Rämiaäinen islands
Kannonkoski	Selkäsaari
Keuruu	Hulpiosaari, Korpisensaari and Palosaari
Kiuruvesi	Lapinsaari and Tuusansaari
Kivijärvi	Vietsaari
Kontiolahti	Teerisaari
Lapinlahti	Mustasaari and Viitasaari
Luhanka	Onkisalo
Nilsjä	The islands of Hietasalo, Keinola, Kerssi and Pieni-Vinkki and Vinkinsaari
Pertunmaa	Pujo island
Pielavesi	Kaitamo and Peltosaari
Polvijärvi	Ruopansaari
Rautalampi	Hämeenniemi, Joutsenniemi and Vilosensaari
Saarijärvi	Elosaari and Iisalonsaari
Tervo	Pulkkilansaari



Vesanto	Pängätsalo
Vieremä	Vitikkasaari
Virrat	Haaposaari, Oikonsaari and Sinisaari
Äänekoski	Kytänsalo and Hautasalo islands

## Appendix 21

### Inhabited island without permanent road connections and their number of inhabitants by region 2009 (based on 2012 municipal division)

SOUTH KARELIA					
Municipality	Island	Area (ha)	Permanent population	Recreational dwellings *	Recreational inhabitants**
Lappeenranta	Lamposaari	76	81	15	60
Lappeenranta	Mietinsaari	1,778	14	120	480
Parikkala	Iso Kontiosaari	45	1	2	8
Parikkala	Peltosaari	44	1	5	20
Ruokolahti	Aittasaari	2	1	0	0
Suomenniemi	Kuninkaansaaret	4	1	1	4
Suomenniemi	Salonsaari	99	1	12	48
Taipalsaari	Hevossaari	17	1	8	32
Taipalsaari	Hirvisaari	184	4	18	72
Taipalsaari	Kyläniemi	2,283	25	93	372
Taipalsaari	Lokmusluoto	1	2	0	0
Taipalsaari	Selkälüoto	0	1	0	0
Taipalsaari	Suuri Jänkäsalo	1,083	12	111	444
	13	5,617	145	385	1,540

SOUTH SAVO					
Municipality	Island	Area (ha)	Permanent population	Recreational dwellings *	Recreational inhabitants**
Enonkoski	Jänissalo	202	2	3	12
Enonkoski	Mäntysalo	748	2	3	12
Heinävesi	Lehtosaari	3	2	0	0
Hirvensalmi	Aumansaari	1	1	0	0
Hirvensalmi	Halmesaari	54	2	5	20
Hirvensalmi	Iso Säkkiäsalö	435	5	4	16
Hirvensalmi	Kenkunsaaari	74	1	11	44
Hirvensalmi	Kuivasaari	12	1	3	12
Hirvensalmi	Mielevänsaari	86	2	6	24
Hirvensalmi	Puukonsaari	805	19	41	164
Hirvensalmi	Puulasalo	1,156	12	82	328
Hirvensalmi	Pääskynsaari	554	2	28	112
Hirvensalmi	Savisalo	63	1	5	20
Hirvensalmi	Soisalo	,	2	,	0
Joroinen	Kostonsaari	182	6	22	88
Juva	Lamposaaret	1	1	1	4
Juva	Ritosaari	1	1	0	0

Kangasniemi	Iso Kärmesaari	15	2	2	8
Kangasniemi	Rämiäinen	206	2	15	60
Kerimäki	Hevossalo	711	3	42	168
Kerimäki	Vehkasalo	415	2	14	56
Mikkeli	Paajalansaari	272	2	26	104
Mikkeli	Petäjäsaari	111	2	2	8
Mikkeli	Porosaari	56	1	5	20
Mikkeli	Pulmussaari	2	1	0	0
Pieksämäki	Kosulansaari	48	2	4	16
Punkaharju	Pölläsaari	117	5	16	64
Puumala	Inkosaari	15	1	2	8
Puumala	Kurensalo	530	3	22	88
Puumala	Laihasaari	54	2	13	52
Puumala	Liimattalansaari	795	19	42	168
Puumala	Lintusalo	2,477	49	86	344
Puumala	Niinisaari	1,035	39	81	324
Puumala	Viitasaari	232	2	3	12
Puumala	Vuohisaari	18	1	6	24
Puumala	Ylössaari	95	3	13	52
Rantasalmi	Kuokansalo	135	2	20	80
Rantasalmi	Lehtoluodot	1	2	0	0
Rantasalmi	Pitkäsaari	158	2	34	136
Ristiina	Haapasaari	12	1	3	12
Ristiina	Hinkansaari	6	1	2	8
Ristiina	Kaijatsaari	184	3	18	72
Savonlinna	Ahvionsaari	1,263	22	38	152
Savonlinna	Houssaari	1	3	0	0
Savonlinna	Huuhitsaari	43	6	0	0
Savonlinna	Härkinsalo	166	1	14	56
Savonlinna	Karistaansaari	199	1	14	56
Savonlinna	Kesamonsaari – Muhasaari	931	20	58	232
Savonlinna	Keskisaari	2	1	2	8
Savonlinna	Koirsalo	302	2	9	36
Savonlinna	Kokonsaari	750	24	36	144
Savonlinna	Kongonsaari	1,433	10	26	104
Savonlinna	Laukansaari	921	12	57	228
Savonlinna	Pietolansaari	413	11	21	84
Savonlinna	Ritosaari	741	33	31	124
Savonlinna	Tuohisaari	1,133	9	44	176
Savonlinna	Valksaari	109	1	0	0
	57	20,486	370	1,035	4,140

<b>KAINUU</b>					
Municipality	Island	Area (ha)	Permanent population	Recreational dwellings *	Recreational inhabitants**
Kajaani	Pukkisaari	13	8	26	104
Paltamo	Koljolaansaari	110	6	8	32
Paltamo	Riuttasaaret	6	3	21	84
Sotkamo	Heposaari	1	1	1	4
	4	130	18	56	224

<b>CENTRAL FINLAND</b>					
Municipality	Island	Area (ha)	Permanent population	Recreational dwellings *	Recreational inhabitants**
Hankasalmi	Likosaari	2	1	0	0
Joutsa	Konnassaari	114	1	4	16
Joutsa	Käyräsaari	135	1	10	40
Joutsa	Säkkisaari	2	1	0	0
Jyväskylä	Iso Mäntysaari	1	4	0	0
Jyväskylä	Kilvensalo	139	3	27	108
Jämsä	Karhusalo	171	2	12	48
Jämsä	Taivassalo	506	1	14	56
Kannonkoski	Selkäsaari	29	2	6	24
Kuhmoinen	Haukkasalo	1,203	12	80	320
Kuhmoinen	Rekisalo	404	2	32	128
Saarijärvi	Elosaari	91	1	19	76
Saarijärvi	Salonsaari	247	3	12	48
Äänekoski	Jänissaari		2		0
	14	3,044	36	216	864

<b>KYMENLAAKSO</b>					
Municipality	Island	Area (ha)	Permanent population	Recreational dwellings *	Recreational inhabitants**
Hamina	Inklouri	1	1	0	0
Hamina	Ketholma	3	1	5	20
Hamina	Kuorsalo	435	3	107	428
Hamina	Suuri-Musta	168	1	67	268
Hamina	Tammio	152	2	52	208
Kotka	Haapasaari	38	23	76	304
Kotka	Kirkonmaa	795	21	63	252
Kotka	Kuutsalo	771	44	235	940
Kotka	Pitkäsaari	45	1	46	184
Kotka	Tynnyrkari	3	1	1	4
Kotka	Vassaari	58	4	32	128
Kotka	Pikkuhalssi	2		0	0
Kouvola	Honkasaari	8	1	8	32
Kouvola	Kinansaari	514	2	48	192
Pyhtää	Heinäsaari	114	3	0	0

Pyhtää	Hevossaari	116	15	82	328
Pyhtää	Kaunissaari	407	8	96	384
Pyhtää	Koivusaari	0	2	0	0
Pyhtää	Koukkusaari	221	3	38	152
Pyhtää	Lilla Krokö	46	3	32	128
Pyhtää	Sikosaari	1	3	0	0
	21	3,897	142	988	3,952

<b>LAPLAND</b>					
Municipality	Island	Area (ha)	Permanent population	Recreational dwellings *	Recreational inhabitants**
Kemijärvi	Vuostimosaaari	21	5	4	16
Muonio	Isosaari	402	7	2	8
Ranua	Oulunsaari	2	1	0	0
Tornio	Hulvastinsaari	2	1	5	20
Tornio	Musta	4	1	5	20
Tornio	Tanskinsaari		2	1	4
Ylitornio	Karjosaari	135	2	12	48
	7	567	19	29	116

<b>PIRKANMAA</b>					
Municipality	Island	Area (ha)	Permanent population	Recreational dwellings *	Recreational inhabitants**
Hämeenkyrö	Isosaari	75	1	8	32
Ikaalinen	Kaurasaari	13	1	0	0
Kangasala	Vänninsalo	174	3	23	92
Mänttä	Lehtosaari	25	1	2	8
Nokia	Vapalo	61	1	29	116
Orivesi	Haudansaari	21	2	16	64
Orivesi	Rekisaari	26	2	7	28
Ruovesi	Ahvensaari	3	2	0	0
Ruovesi	Isosaari	20	4	6	24
Ruovesi	Jaakonsaari	17	2	0	0
Ruovesi	Siperia	214	1	22	88
Ruovesi	Ulonsaari	16	2	0	0
Tampere	Tiirasaari	0	1	0	0
Valkeakoski	Niittysaari	5	1	10	40
Virrat	Oikansaari	29	2	1	4
	15	699	26	124	496

<b>OSTROBOTHNIA</b>					
Municipality	Island	Area (ha)	Permanent population	Recreational dwellings *	Recreational inhabitants**
Malax	Bergö	2,176	497	265	1,060
Malax	Olsön – Kalvskäret	443	2	109	436
Malax	Rankelören	23	1	38	152
Malax	Skinnarslandet	245	2	44	176
Malax	Storgadden	336	2	4	16
Malax	Svartören	144	2	59	236
Malax	Trutören	721	4	108	432
Korsholm	Domarskär	5	2	4	16
Korsholm	Finngrund	13	1	1	4
Korsholm	Grönlundsgrund	2	1	0	0
Korsholm	Teilot	143	2	27	108
Närpes	Eskö - Järvön – Ängsön	764	36	133	532
Pietarsaari	Bertlot	39	1	52	208
Vaasa	Boskär	135	3	39	156
Vaasa	Gloskäret – Granskär	83	1	64	256
Vaasa	Rönnskäret	210	1	63	252
Vaasa	Tuomarinkari	61	1	30	120
Vörå	Hermelins grund	3	1	3	12
	18	5,544	560	1,043	4,172

<b>NORTH KARELIA</b>					
Municipality	Island	Area (ha)	Permanent population	Recreational dwellings *	Recreational inhabitants**
Juuka	Kolmassaari	275	1	37	148
Juuka	Paalasmaa	2 720	95	86	344
Juuka	Porla – Hirvisaari	143	6	19	76
Juuka	Toinensaari	823	17	35	140
Juuka	Vaikonsaari	45	1	2	8
Kesälahti	Ketolansaari	128	1	7	28
Kesälahti	Sorsasaari	195	2	12	48
Kitee	Suuri Pehessaari	49	1	6	24
Kontiolahti	Teyrisaari	622	9	31	124
Lieksa	Kelvänasaari	449	4	20	80
Liperi	Karjalansaari	72	4	0	0
Liperi	Kuusisaari	31	1	4	16
Liperi	Lapinsaari	108	2	9	36
Liperi	Matinsaari	147	1	13	52
Liperi	Pesolansaari	293	2	29	116
Liperi	Rauvansaari	29	3	0	0
Liperi	Suursaari	328	3	29	116
Liperi	Telmo	402	1	13	52
Nurmes	Lautiaissaari	132	8	22	88

Nurmes	Porosaari	1,033	1	6	24
Nurmes	Retusaari	561	1	15	60
Nurmes	Varissaaret	1	1	0	0
Polvijärvi	Kukkossaari	2	1	0	0
Polvijärvi	Ruopansaari	248	4	33	132
Polvijärvi	Vääräsaari	1	1	1	4
Rääkkylä	Heposaari	0	2	1	4
Rääkkylä	Kultasaari	3	2	4	16
	27	8,840	175	434	1,736

NORTH OSTROBOTHNIA					
Municipality	Island	Area (ha)	Permanent population	Recreational dwellings *	Recreational inhabitants**
Hailuoto	Hailuoto	19,540	983	568	2,272
Kuusamo	Kumpusaari	49	2	1	4
Kuusamo	Island with no name next to Pikku Koramosaari	0	2	0	0
Pudasjärvi	Partasensaari	59	6	18	72
	4	19,648	993	587	2,348

NORTH SAVO					
Municipality	Island	Area (ha)	Permanent population	Recreational dwellings *	Recreational inhabitants**
Iisalmi	Koivusaari	13	2	0	0
Juankoski	Kallinsalo	138	3	1	4
Kiuruvesi	Lapinsaari	45	3	1	4
Kiuruvesi	Tursansaaret	6	1	1	4
Kuopio	Mammonen	48	2	6	24
Kuopio	Matossaari	5	1	0	0
Kuopio	Uittosaari	1	2	0	0
Kuopio	Hirvonsaari				
Kuopio	Honkasaari	10	4	0	0
Kuopio	Iso-Telkko		1		0
Kuopio	Korkeasaari	1	1	1	4
Kuopio	Kortelansaari	32	1	0	0
Kuopio	Kumpusaari	38	1	0	0
Kuopio	Laivonsaari	634	10	0	0
Kuopio	Pajusaari	22	2	0	0
Kuopio	Ruissaari	42	1	0	0
Kuopio	Sammionsaari	2	1	0	0
Kuopio	Säyneensalo	502	5	0	0
Kuopio	Vaajasalo	973	84	0	0
Kuopio	Viitasalo	351	4	6	24
Lapinlahti	Harjasaari	47	1	0	0
Lapinlahti	Harkonsaari	75	2	0	0
Lapinlahti	Viitasaari	124	1	0	0

Leppävirta	Hautasaari	2	1	0	0
Leppävirta	Hevossaari	72	1	11	44
Leppävirta	Hietasaari	45	1	3	12
Leppävirta	Pouhansaari	452	1	28	112
Leppävirta	Tanskansaari	126	1	39	156
Leppävirta	Tervassalo	169	2	11	44
Leppävirta	Timonsalo	395	2	20	80
Leppävirta	Varposaari	43	1	0	0
Leppävirta	Vasikkasaari	4	1	2	8
Leppävirta	Vilponsaari	33	7	23	92
Nilsjä	Hietasalo	85	1	2	8
Nilsjä	Kerssinsaari	79	1	0	0
Nilsjä	Pieni-Vinkki	25	3	1	4
Nilsjä	Suuri-Vinkki	50	3	3	12
Pielavesi	Iso-Kaitamo	59	3	3	12
Pielavesi	Kusiaissaari	5	2	1	4
Pielavesi	Peltosaari	6	2	0	0
Rautalampi	Vasikkasaari	1	1	0	0
Suonenjoki	Ärjänsaari	34	1	5	20
Tervo	Honkasaari	96	3	1	4
Tervo	Pulkkilansaari	666	12	23	92
Tervo	Sotkansaari	1	2	0	0
Varkaus	Ruotimonsaari	150	6	12	48
Vesanto	Kotisaari	2	2	0	0
Vesanto	Pängätsalo	2,117	7	47	188
Vieremä	Vitikkaasaari	26	8	2	8
	49	7,849	208	253	1,012

PÄIJÄT-HÄME					
Municipality	Island	Area (ha)	Permanent population	Recreational dwellings *	Recreational inhabitants**
Hartola	Kotisalo	233	1	20	80
Hartola	Nautsalo	131	2	11	44
Hartola	Urrionsaari	147	1	4	16
Heinola	Kokkosaari	2	2	3	12
Heinola	Unnamed island to the North-east of Punasaari	0	2	1	4
Heinola	Saari	16	1	15	60
Sysmä	Hirvisalo	46	1	0	0
Sysmä	Salonsaari	46	3	21	84
	8	622	13	75	300



<b>SATAKUNTA</b>					
Municipality	Island	Area (ha)	Permanent population	Recreational dwellings *	Recreational inhabitants**
Eurajoki	Keskivedenkarit	1	1	2	8
Eurajoki	Uskalinmaa	108	1	35	140
Jämijärvi	Palosaari	68	8	6	24
Jämijärvi	Uimaluoto	45	4	6	24
Kokemäki	Jonkka	1	2	0	0
Luvia	Huhtmaa	12	2	16	64
Luvia	Ryöväskeri	23	1	3	12
Merikarvia	Kraatarinkari	2	2	0	0
Merikarvia	Maliininkari	0	1	0	0
Merikarvia	Souskeri	95	1	37	148
Merikarvia	Tiilikarit	2	1	2	8
Merikarvia	Tyykoura	100	3	9	36
Merikarvia	Vehkakari	2	1	0	0
Merikarvia	Viita-Höyskeri	35	1	19	76
Pori	Eteläsaari	2	1	2	8
Pori	Katavakari	1	1	2	8
Pori	Vähä-Furuskeri	5	2	9	36
Rauma	Heinänen	34	1	10	40
Rauma	Katavisto	64	1	25	100
Rauma	Kivi-Reksaari	162	1	63	252
Rauma	Taipalinenmaa	70	1	12	48
Rauma	Voitka	78	2	17	68
Rauma	Ympyräinenmaa	34	2	0	0
	23	945	41	275	1,100

<b>UUSIMAA</b>					
Municipality	Island	Area (ha)	Permanent population	Recreational dwellings *	Recreational inhabitants**
Espoo	Brändholm	2	2	1	4
Espoo	Granholmen	5	4	2	8
Espoo	Lilla Blindsund	1	2	2	8
Espoo	Lilla Pentala	13	1	6	24
Espoo	Lillaisarn	3	2	1	4
Espoo	Majholmen	1	3	1	4
Espoo	Miessaari	63	1	0	0
Espoo	Svartholmen	7	7	2	8
Espoo	Träskholm	2	1	0	0
Espoo	Tvijälp	2	1	3	12
Hanko	Bengtsår	340	1	26	104
Hanko	Byön	119	3	73	292
Hanko	Ekö	79	2	87	348
Hanko	Kadermo	89	2	31	124
Helsinki	Harakka	9	3	0	0
Helsinki	Katajanokanluoto	1	1	0	0

Helsinki	Paloluoto	10	1	7	28
Helsinki	Sirpalesaari	3	1	0	0
Helsinki	Suomenlinna	77	799	0	0
Helsinki	Uunisaaret	2	1	0	0
Helsinki	Vartiosaari	83	23	37	148
Helsinki	Villinki	137	9	86	344
Inkoo	Arvskär	12	3	5	20
Inkoo	Bejarholmen	14	3	10	40
Inkoo	Gammelbylandet	31	3	2	8
Inkoo	Grundsö	95	2	19	76
Inkoo	Gåsö	19	1	0	0
Inkoo	Hamnholmen	8	2	0	0
Inkoo	Kälkö	120	4	19	76
Inkoo	Laverörarna	8	3	0	0
Inkoo	Långholmen	4	1	3	12
Inkoo	Orslandet	1,163	57	91	364
Inkoo	Själholm	10	1	1	4
Inkoo	Skeppö	26	3	4	16
Inkoo	Skämmö	195	1	40	160
Inkoo	Stora Fagerö	80	1	2	8
Inkoo	Stora Knappsholm	15	6	1	4
Inkoo	Stora Lövö	27	2	1	4
Inkoo	Svartö	134	4	7	28
Inkoo	Timmerö	15	1	0	0
Inkoo	Vargskär	7	3	2	8
Inkoo	Vålö	111	3	25	100
Inkoo	Älgsjölandet	656	9	76	304
Kirkkonummi	Hästö		2	6	24
Kirkkonummi	Kyrkogårdsön	55	6	29	116
Kirkkonummi	Räfsö	87	3	24	96
Kirkkonummi	Salmen	19	1	2	8
Kirkkonummi	Stora Lövholmen	2	1	1	4
Loviisa	Byön	185	8	32	128
Loviisa	Ekholmen				0
Loviisa	Fallholmen	11	1	5	20
Loviisa	Kampuslandet	155	1	19	76
Loviisa	Killingö	133	2	26	104
Loviisa	Käldö	164	6	26	104
Loviisa	Rågskär	8	1	0	0
Loviisa	Sandö	28	1	5	20
Loviisa	Stora Altarskär	16	3	1	4
Loviisa	Våtskär	408	3	46	184
Loviisa	Södra Altarskär	16	3	0	0
Loviisa	Våtskär	408	3	0	0
Porvoo	Bastö	51	1	16	64
Porvoo	Bodö	175	3	62	248
Porvoo	Herrskär	30	3	3	12
Porvoo	Husholmen	3	10	0	0

Porvoo	Kalvön	225	3	121	484
Porvoo	Korsö	99	1	35	140
Porvoo	Lindholmen	4	2	1	4
Porvoo	Pirttisaari	155	12	52	208
Porvoo	Ramsholmen	28	7	4	16
Porvoo	Skracklet	1	1	0	0
Porvoo	Stora Nätiholmen	4	2	0	0
Porvoo	Sundön	126	9	10	40
Porvoo	Suur-Pellinki – Ölandet	1,286	178	172	688
Porvoo	Tullandet	15	18	18	72
Porvoo	Vähä-Pellinki	279	55	74	296
Raseborg	Busö	57	2	1	4
Raseborg	Bylandet	56	2	0	0
Raseborg	Danskog	329	3	100	400
Raseborg	Espingskär	18	2	1	4
Raseborg	Fåfängön	83	4	10	40
Raseborg	Gloholmen	9	1	0	0
Raseborg	Halstö	25	3	0	0
Raseborg	Heimosholmen	19	2	0	0
Raseborg	Hermansö	266	1	56	224
Raseborg	Horsholmen	9	1	3	12
Raseborg	Hummelskär	13	3	1	4
Raseborg	Hästö	41	3	3	12
Raseborg	Julö	12	1	0	0
Raseborg	Järnö	58	1	27	108
Raseborg	Jönsar	17	1	1	4
Raseborg	Kalvön	20	2	2	8
Raseborg	Koö	98	2	4	16
Raseborg	Kungsholmarna	4	1	6	24
Raseborg	Kurö	43	1	1	4
Raseborg	Långön	121	1	17	68
Raseborg	Långören	2	1	0	0
Raseborg	Notholmen	9	1	2	8
Raseborg	Pattskär	14	1	2	8
Raseborg	Prästön	74	5	13	52
Raseborg	Skärlandet	1,359	190	141	564
Raseborg	Småholmen	5	1	0	0
Raseborg	Stoltsö	59	2	21	84
Raseborg	Stor Vårholmen	27	1	23	92
Raseborg	Stora Gloholmen	24	2	4	16
Raseborg	Storkrokan	17	1	9	36
Raseborg	Storö – Växär	337	6	114	456
Raseborg	Svartholmen	25	1	9	36
Raseborg	Torsö	919	18	170	680
Raseborg	Älgö	698	4	98	392
Raseborg	Ängholmen	84	1	3	12
Sipoo	Björkholmen	15	2	19	76

Sipoo	Bockholmen – Ekholmen	19	2	12	48
Sipoo	Granö	233	7	25	100
Sipoo	Kamsholmen	22	7	7	28
Sipoo	Komsalö	20	7	24	96
Sipoo	Majholmen	18	3	26	104
Sipoo	Opanholmen	33	7	31	124
Sipoo	Röysö	87	5	52	208
Sipoo	Sandholmen (Kalkstrand)		3		0
Sipoo	Sandholmen (Röysö)	22	3	17	68
Sipoo	Simsalö	104	32	37	148
Sipoo	Skyttenskar	18	1	2	8
Sipoo	Sota Svedjeholmen	7	6	8	32
Sipoo	Söderkullalandet – Norrkullalandet	377	14	133	532
Sipoo	Norrkullalandet	377	14	0	0
Sipoo	Stora Svedjeholmen	7	6	0	0
	125	14,284	1,724	2,698	10,792

<b>SOUTHWEST FINLAND</b>					
Municipality	Island	Area (ha)	Permanent population	Recreational dwellings *	Recreational inhabitants**
Kimitoön	Bengtsskär	2	1	0	0
Kimitoön	Biskopsö	718	8	51	204
Kimitoön	Bolax	57	1	25	100
Kimitoön	Bötesön	77	5	16	64
Kimitoön	Djupön – Träskön	285	2	29	116
Kimitoön	Finsjölandet	568	1	71	284
Kimitoön	Flakholmen	7	2	0	0
Kimitoön	Halsholmen	23	2	2	8
Kimitoön	Helsingholmen	42	3	0	0
Kimitoön	Hitislandet	405	65	70	280
Kimitoön	Holma	203	9	14	56
Kimitoön	Hälholmen	11	1	0	0
Kimitoön	Högsåra	526	47	43	172
Kimitoön	Kannskäret	9	2	0	0
Kimitoön	Kasnäs – Kaxskäla	804	64	91	364
Kimitoön	Lövö – Falkön	313	9	46	184
Kimitoön	Mågsholmen	167	2	26	104
Kimitoön	Rosalalandet	824	142	104	416
Kimitoön	Sommarön	205	5	45	180
Kimitoön	Stora Bergön	42	1	44	176
Kimitoön	Stora Ängesön - Lilla Ängesön	276	1	41	164
Kimitoön	Storlandet	136	4	29	116
Kimitoön	Söderön	189	2	3	12

Kimitoön	Träskholmen	45	1	13	52
Kimitoön	Träskö	138	2	10	40
Kimitoön	Tunnhamn	52	7	2	8
Kimitoön	Vänoxa	493	3	30	120
Kimitoön	Vänä	190	20	5	20
Kimitoön	Ängesön – Bergön	531	9	55	220
Kustavi	Lypyrtti	512	1	27	108
Kustavi	Tuuskeri	38	1	1	4
Kustavi	Vartsala	3,098	96	451	1,804
Parainen	Ahvensaari	519	15	65	260
Parainen	Anisor	111	2	21	84
Parainen	Aspholm	25	3	5	20
Parainen	Aspö	90	10	8	32
Parainen	Attu	1,988	49	173	692
Parainen	Berghamn	261	5	17	68
Parainen	Berghamn	64	6	5	20
Parainen	Biskopsö	258	19	44	176
Parainen	Björkholm	34	2	6	24
Parainen	Bockholm	24	4	4	16
Parainen	Borstö	48	2	8	32
Parainen	Brunskär	67	1	9	36
Parainen	Brännskär	50	1	0	0
Parainen	Byskär	19	2	2	8
Parainen	Elfsjö	202	3	50	200
Parainen	Fiskarholmen	5	2	0	0
Parainen	Granholm – Brändholm	24	9	3	12
Parainen	Granholmen	31	1	13	52
Parainen	Gullkrona	45	3	7	28
Parainen	Gyltö	287	16	0	0
Parainen	Haverö	418	15	71	284
Parainen	Heimarmo		1		0
Parainen	Heisala	492	15	22	88
Parainen	Hepmo	145	3	14	56
Parainen	Houtskari	3,467	350	224	896
Parainen	Hummelholm	99	2	9	36
Parainen	Hällesö – Åselholm	345	17	26	104
Parainen	Härklot		1		0
Parainen	Hästö		1		0
Parainen	Högsar	726	20	85	340
Parainen	Iniö	741	108	43	172
Parainen	Innamo	281	5	110	440
Parainen	Jumo	361	54	42	168
Parainen	Jurmo	279	11	9	36
Parainen	Järvsor/ Jerfsar	149	8	16	64
Parainen	Jöutmo – Björkö	530	72	62	248
Parainen	Keistiö – Helgö	1,004	41	32	128
Parainen	Killingholm	41	1	22	88

Parainen	Kirjais	1,022	31	62	248
Parainen	Knivskär		1		0
Parainen	Kolko	353	15	35	140
Parainen	Korpo Kyrklandet	6,390	656	538	2,152
Parainen	Kuggö	124	10	12	48
Parainen	Kvarnholm	82	7	6	24
Parainen	Käldersö – Finnö	313	3	24	96
Parainen	Lammholm	78	1	6	24
Parainen	Leklot		1		0
Parainen	Lillandet	3,842	296	331	1,324
Parainen	Lillpensor	172	3	22	88
Parainen	Lom	353	2	40	160
Parainen	Luk		3		0
Parainen	Långholm	47	1	3	12
Parainen	Långholm	142	1	9	36
Parainen	Lökholm	62	4	16	64
Parainen	Lömsö-Kivimo	585	33	52	208
Parainen	Maskinnamo	386	5	53	212
Parainen	Mielisholm	585	70	120	480
Parainen	Misskär	32	1	0	0
Parainen	Mossala	719	68	19	76
Parainen	Norrskata	1,435	76	210	840
Parainen	Nåtö	136	5	2	8
Parainen	Nötö	392	12	51	204
Parainen	Peno	82	3	11	44
Parainen	Pensar	312	24	40	160
Parainen	Perkala	228	4	22	88
Parainen	Ramsholm	26	1	4	16
Parainen	Ramsö – Kaldö	216	18	38	152
Parainen	Rockenholm		1		0
Parainen	Rävsjär	24	1	0	0
Parainen	Röst	21	3	0	0
Parainen	Sandö	383	6	40	160
Parainen	Saverkeit	859	43	53	212
Parainen	Själö		7		0
Parainen	Själö	162	2	15	60
Parainen	Skinnarsjär	7	3	0	0
Parainen	Sommarö	325	11	35	140
Parainen	Sorpo	458	16	29	116
Parainen	Stenholm	2	1	2	8
Parainen	Stensjär	39	8	2	8
Parainen	Storkvivas	149	1	12	48
Parainen	Storlandet	7,293	924	574	2,296
Parainen	Storpensor	238	3	27	108
Parainen	Storö	122	2	14	56
Parainen	Sördö	132	1	12	48
Parainen	Trunsö	63	4	4	16
Parainen	Tveskiftsholm	3	2	0	0

Parainen	Utö	81	33	28	112
Parainen	Vallmo	234	5	64	256
Parainen	Vattkast – Ön	472	24	57	228
Parainen	Ytterstholm	94	5	3	12
Parainen	Ytterstö	56	3	8	32
Parainen	Ängholm	40	1	2	8
Parainen	Ängholm	75	4	23	92
Parainen	Ängsö	262	3	15	60
Parainen	Äpplö	135	2	13	52
Parainen	Ön	189	3	27	108
Parainen	Österskär	40	2	11	44
Parainen	Åselholm- Hällesö				0
Masku	Kärnääläinen	8	1	3	12
Masku	Matalluoto	7	3	2	8
Naantali	Aasla	1,616	85	201	804
Naantali	Ampuminmaa	96	5	59	236
Naantali	Auva	7	2	9	36
Naantali	Haapaluoto	15	2	5	20
Naantali	Isopaasi	16	1	2	8
Naantali	Kairamaa	76	1	18	72
Naantali	Kaita	63	5	32	128
Naantali	Kaltsaari	123	2	22	88
Naantali	Kettumaa	124	1	2	8
Naantali	Koissaari - Kenkä- maa - Pähkinäinen	282	2	3	12
Naantali	Korvenmaa	263	3	34	136
Naantali	Lailuoto	57	8	26	104
Naantali	Lapila	309	1	5	20
Naantali	Munninmaa	42	3	5	20
Naantali	Pakinainen – Harkinmaa	588	13	55	220
Naantali	Palva	290	56	75	300
Naantali	Raissiluoto	86	10	4	16
Naantali	Ruotsalainen	325	20	51	204
Naantali	Sakoluoto	97	1	46	184
Naantali	Salavainen – Vähämaa	476	29	15	60
Naantali	Samsaari	80	5	8	32
Naantali	Talosmeri	53	10	15	60
Naantali	Velkuanmaa	710	33	88	352
Naantali	Vähä Maisaari	40	1	7	28
Naantali	Vähäpaasi	9	2	0	0
Naantali	Yllänpää	36	1	3	12
Salo	Luotsisaari	67	2	35	140
Salo	Pettu	905	11	129	516
Salo	Ulkoluoto	1,549	44	89	356
Salo	Valtsaari	7	1	4	16
Salo	Vartsalansaari	325	4	42	168

Sauvo	Österö	44	1	8	32
Taivassalo	Aasamaa	220	16	77	308
Taivassalo	Kahiluoto	451	6	75	300
Taivassalo	Keräsaari	246	3	44	176
Taivassalo	Villuoto	69	1	31	124
Turku	Hinttinen	22	1	23	92
Turku	Järvistensaari	88	5	106	424
Uusikaupunki	Iso-Hylkimys	56	2	1	4
Uusikaupunki	Kuusisto	52	3	7	28
Uusikaupunki	Unnamed island to the North-west of Vähä-Vehanen	1	1	0	0
Uusikaupunki	Vasikkamaa	22	1	4	16
Uusikaupunki	Ytter	25	1	2	8
Uusikaupunki	Rantkari	1	1	0	0
Vehmaa	Vähämaa	120	1	19	76
	177	64,454	4,289	6,858	27,432

\* The figure does not include recreational dwellings in permanent use

\*\* According to the vacation house barometer 2009, recreational dwellings have an average of 4 regular users per house

Mainland Finland has 110 municipalities, with permanently inhabited islands with no permanent road connection.

The number of inhabited islands with no permanent road connection is 563.

These islands have a total of 8,759 permanent inhabitants, 15,056 recreational dwellings and 60,224 recreational dwellers.

Source: Island Committee's municipality questionnaire 2009, updated to correspond to the 2012 municipality division.



## Appendix 22

### Number of islands with recreational dwelling and no permanent road connection, total areas and recreational dwellings by region and municipality 2011

Region	Islands total	Area (ha)	Recreational dwellings total	Permanently inhabited recreational dwellings
<b>Åland</b>	616	134,479.7	6,612	252
Brändö	74	6,637.4	282	5
Eckerö	14	1,375.2	86	1
Finström	12	1,300.7	99	5
Föglö	130	10,803.4	609	14
Geta	24	2,005.7	149	3
Hammarland	24	10,384.8	586	32
Jomala	9	98.6	29	0
Kumlinge	57	6,019.7	191	6
Kökar	62	3,582.9	289	4
Lemland	65	10,592.5	928	26
Lumparland	16	3,571.2	344	8
Mariehamn	8	227.0	48	1
Saltvik	30	1,595.8	88	0
Sottunga	15	1,337.4	115	6
Sund	10	66,711.6	2,296	131
Vårdö	66	8,235.6	473	10
<b>South Karelia</b>	937	15,867.5	3,271	6
Imatra	2	83.2	11	0
Lappeenranta	172	2,300.4	552	0
Lemi	30	148.7	76	0
Luumäki	80	1,219.8	353	0
Miehikkälä	1	0.8	2	0
Parikkala	70	918.3	201	0
Rautjärvi	19	248.7	49	0
Ruokolahti	155	2,591.6	438	2
Savitaipale	114	1,560.1	382	0
Suomenniemi	58	436.8	144	0
Taipalsaari	236	6,359.0	1,063	4
<b>South Ostrobothnia</b>	166	650.4	353	0
Alajärvi	18	34.3	37	0
Alavus	20	22.2	33	0
Evijärvi	61	244.0	147	0
Ilmajoki	1	0.6	1	0
Isojoki	1	0.9	1	0
Jalasjärvi	1	0.2	1	0
Kauhajoki	2	4.5	3	0
Kauhava	7	5.3	7	0

Kurikka	2	1.1	2	0
Lappajärvi	15	110.0	46	0
Lapua	2	0.6	2	0
Seinäjoki	12	37.2	20	0
Soini	5	27.2	14	0
Töysä	1	3.1	2	0
Vimpeli	3	0.9	3	0
Ähtäri	15	158.4	34	0
<b>South Savo</b>	<b>2,499</b>	<b>45,962.0</b>	<b>6,162</b>	<b>18</b>
Enonkoski	46	650.8	72	0
Heinävesi	96	2,534.4	151	0
Hirvensalmi	206	5,699.5	739	2
Joroinen	100	635.4	194	0
Juva	46	122.3	61	0
Kangasniemi	270	2,006.0	584	0
Kerimäki	89	2,063.2	228	0
Mikkeli	314	2,628.2	590	2
Mäntyharju	96	365.4	208	0
Pertunmaa	42	279.9	75	0
Pieksämäki	87	316.1	106	2
Punkaharju	96	995.7	198	0
Puumala	245	8,910.4	880	1
Rantasalmi	155	2,731.2	365	0
Ristiina	130	1,115.1	300	1
Savonlinna	401	13,656.2	1,234	10
Sulkava	79	1,159.9	160	0
Varkaus	1	92.4	17	0
<b>Kainuu</b>	<b>197</b>	<b>4,047.6</b>	<b>405</b>	<b>2</b>
Hyrnsalmi	7	14.6	11	0
Kajaani	25	545.4	95	1
Kuhmo	35	1,515.7	66	0
Paltamo	41	687.4	97	0
Puolanka	11	17.8	11	0
Ristijärvi	7	196.4	14	0
Sotkamo	26	435.1	49	0
Suomussalmi	25	145.2	27	1
Vaala	20	490.1	35	0
<b>Kanta-Häme</b>	<b>171</b>	<b>596.6</b>	<b>491</b>	<b>0</b>
Forssa	1	0.5	2	0
Hattula	29	108.3	84	0
Hausjärvi	1	5.1	13	0
Hämeenlinna	105	324.5	239	0
Janakkala	5	72.6	98	0
Loppi	12	48.5	36	0
Riihimäki	3	2.4	3	0
Tammela	14	25.3	15	0
Valkeakoski	1	9.3	1	0

<b>Central Ostrobothnia</b>	<b>182</b>	<b>1,408.1</b>	<b>687</b>	<b>0</b>
Halsua	1	0.6	1	0
Kaustinen	6	2.7	6	0
Kokkola	155	1,070.6	564	0
Lestijärvi	9	63.9	39	0
Perho	3	0.6	3	0
<b>Central Finland</b>	<b>1,306</b>	<b>15,367.4</b>	<b>3,315</b>	<b>7</b>
Hankasalmi	29	171.6	58	1
Hirvensalmi	6	368.7	34	0
Joutsa	97	1,546.7	257	0
Jyväskylä	149	1,852.4	613	2
Jämsä	138	2,387.2	359	1
Kannonkoski	37	140.2	46	1
Karstula	17	86.1	26	0
Keuruu	72	289.0	128	1
Kinnula	21	81.4	36	0
Kivijärvi	37	299.7	63	0
Konnevesi	74	394.8	124	0
Kuhmoinen	158	3,116.7	503	0
Kyyjärvi	2	1.7	5	0
Laukaa	41	224.4	83	0
Luhanka	50	319.4	93	0
Multia	1	1.2	1	0
Muurame	25	122.4	47	0
Petäjävesi	17	59.0	26	0
Pihtipudas	75	452.3	159	0
Saarijärvi	24	513.9	88	0
Toivakka	13	12.0	17	0
Uurainen	2	3.6	5	0
Viitasaari	79	1,079.7	147	0
Äänekoski	139	1,785.4	379	1
<b>Kymenlaakso</b>	<b>550</b>	<b>8,353.7</b>	<b>3,284</b>	<b>17</b>
Hamina	107	1,832.3	721	5
Iitti	32	271.6	98	0
Kotka	137	2,698.8	967	4
Kouvola	118	1,109.9	470	0
Miehikkälä	1	0.4	1	0
Pyhtää	85	1,512.7	655	8
Virolahti	70	927.9	372	0
<b>Lapland</b>	<b>518</b>	<b>23,556.5</b>	<b>1,387</b>	<b>8</b>
Enontekiö	8	226.5	10	0
Inari	109	16,378.3	261	4
Kemi	24	601.3	218	1
Kittilä	13	219.4	16	0
Kolari	2	1.2	2	0
Kemijärvi	93	277.5	124	0
Muonio	6	555.0	12	0
Pelkosenniemi	1	1.7	1	0

Posio	69	519.2	95	0
Ranua	12	492.8	27	0
Rovaniemi	33	260.6	64	1
Salla	5	3.1	5	0
Savukoski	1	0.3	1	0
Simo	24	985.9	105	0
Sodankylä	16	865.4	39	0
Tervola	2	57.6	3	0
Tornio	76	813.3	340	1
Pello	6	886.5	9	0
Utsjoki	3	23.0	4	0
Ylitornio	15	387.8	51	1
<b>Pirkanmaa</b>	<b>1,303</b>	<b>5,209.9</b>	<b>3,210</b>	<b>4</b>
Akaa	11	14.0	28	0
Hämeenkyrö	5	82.1	12	0
Ikaalinen	38	223.3	126	0
Juupajoki	1	0.1	1	0
Kangasala	204	657.1	392	1
Kihniö	10	33.0	18	0
Lempäälä	18	22.5	44	0
Mänttä-Vilppula	93	496.7	223	0
Nokia	27	99.4	72	1
Orivesi	135	615.7	368	0
Parkano	9	16.0	16	0
Pirkkala	8	10.8	26	0
Punkalaidun	1	1.5	7	0
Pälkäne	221	644.2	538	1
Ruovesi	104	635.2	248	1
Sastamala	45	152.4	111	0
Tampere	66	191.8	165	0
Urjala	9	13.4	10	0
Valkeakoski	84	155.3	223	0
Vesilahti	39	80.3	76	0
Virrat	84	547.9	155	0
Ylöjärvi	92	516.9	351	0
<b>Ostrobothnia</b>	<b>1,501</b>	<b>29,797.3</b>	<b>7,811</b>	<b>17</b>
Isokyrö	2	1.1	2	0
Kaskinen	7	186.9	54	0
Korsnäs	68	3,190.7	307	0
Kristiinankaupunki	75	691.1	279	0
Kruunupyö	37	136.5	155	0
Luoto	150	3,341.4	952	2
Malax	188	6,337.5	1,190	7
Korsholm	353	4,483.0	1,020	0
Närpiö	96	2,452.4	569	4
Pietarsaari	16	696.1	207	0
Pedersöre	53	643.4	324	0
Uusikaarlepyy	100	2,267.4	562	0

Vaasa	193	2,429.4	1,706	4
Vörå	163	2,940.,5	484	0
<b>North Karelia</b>	<b>1,133</b>	<b>22,119.8</b>	<b>2,771</b>	<b>9</b>
Ilomantsi	51	689.0	78	0
Joensuu	74	166.0	96	2
Juuka	110	5,227.7	437	2
Kesälahti	36	441.8	78	0
Kitee	78	447.3	151	0
Kontiolahti	96	694.9	170	0
Outokumpu	119	344.1	226	0
Lieksa	132	3,809.9	399	0
Liperi	179	3,021.2	483	0
Nurmes	77	3,523.1	200	1
Polvijärvi	86	1,211.6	204	3
Rääkkylä	76	498.1	139	1
Tohmajärvi	11	24.1	22	0
Valtimo	6	27.7	16	0
<b>North Ostrobothnia</b>	<b>462</b>	<b>26,955.9</b>	<b>2,043</b>	<b>29</b>
Haapajärvi	1	3.9	3	0
Haapavesi	3	18.6	6	0
Hailuoto	3	19,936.3	534	27
Haukipudas	25	842.7	112	0
Ii	42	1,139.1	264	0
Kalajoki	67	920.7	358	0
Kiiminki	17	82.9	56	0
Kuusamo	150	1,765.3	256	1
Liminka	2	427.1	3	0
Muhos	4	12.6	17	0
Oulu	15	75.1	46	0
Oulunsalo	2	11.3	7	0
Pudasjärvi	39	720.5	91	0
Pyhäjoki	8	70.6	13	0
Pyhäjärvi	23	69.2	38	0
Pyhäntä	1	1.0	1	0
Raahe	24	241.1	173	0
Reisjärvi	6	3.7	9	0
Siikajoki	5	156.6	8	0
Taivalkoski	12	91.2	13	0
Utajärvi	4	313.5	8	1
Yli-Ii	6	43.6	11	0
Ylivieska	1	0.0	1	0
<b>North Savo</b>	<b>1,706</b>	<b>20,927.4</b>	<b>4,017</b>	<b>14</b>
Iisalmi	23	162.0	64	0
Juankoski	70	834.8	119	0
Kaavi	50	484.0	66	0
Keitele	13	122.7	21	0
Kiuruvesi	32	202.0	65	0
Kuopio	463	6,539.1	1,582	8

Lapinlahti	53	633.6	114	0
Leppävirta	317	4,681.2	760	3
Maaninka	27	268.2	55	0
Nilsinä	99	1,336.6	186	0
Pielavesi	103	577.5	157	0
Rautalampi	91	885.8	163	0
Rautavaara	16	101.3	30	0
Siilinjärvi	39	368.3	80	0
Sonkajärvi	13	77.7	22	0
Suonenjoki	21	176.5	34	0
Tervo	56	1,403.1	97	1
Tuusniemi	54	462.6	74	0
Varkaus	127	1,450.7	278	2
Vesanto	29	126.4	40	0
Vieremä	10	33.4	10	0
<b>Päijät-Häme</b>	<b>553</b>	<b>3,739.0</b>	<b>1,560</b>	<b>4</b>
Asikkala	94	379.1	335	0
Hartola	87	896.8	200	1
Hollola	29	240.5	143	0
Heinola	126	391.9	317	1
Hämeenkoski	2	7.3	2	0
Lahti	2	0.2	2	0
Nastola	13	39.6	54	1
Orimattila	4	1.3	5	0
Padasjoki	61	889.1	202	0
Sysmä	133	887.4	289	1
<b>Satakunta</b>	<b>1,162</b>	<b>6,088.5</b>	<b>2,968</b>	<b>12</b>
Eura	3	6.1	5	0
Eurajoki	52	235.8	127	2
Huittinen	4	5.1	6	1
Jämijärvi	10	171.0	28	2
Kankaanpää	9	29.9	16	0
Kiikoinen	1	0.9	1	0
Kokemäki	57	77.3	127	1
Lavia	4	19.6	19	0
Luvia	169	1,183.1	508	1
Merikarvia	221	877.5	515	1
Pomarkku	63	126.4	114	0
Pori	380	1,043.0	825	3
Rauma	113	2,172.5	513	1
Siikainen	57	102.8	128	0
Säkylä	14	10.1	18	0
Ulvila	5	27.3	18	0
<b>Uusimaa</b>	<b>1,814</b>	<b>16,736.3</b>	<b>10,373</b>	<b>43</b>
Espoo	89	664.8	483	1
Hanko	51	991.4	359	0
Helsinki	59	567.4	650	7
Hyvinkää	1	0.3	1	0

Ingå	236	4,880.1	1,356	2
Karjalohja	30	91.8	83	0
Karkkila	4	1.8	7	0
Kirkkonummi	110	862.1	381	0
Lohja	64	283.5	439	0
Loviisa	239	4,144.0	971	2
Mäntsälä	3	1.1	3	0
Nummi-Pusula	8	14.1	16	0
Nurmijärvi	3	2.2	10	0
Pornainen	2	7.4	14	0
Porvoo	300	4,630.9	1,820	15
Raseborg	450	8,138.6	2,334	7
Sipoo	146	1,804.7	1,365	9
Siuntio	12	208.3	65	0
Vihti	7	21.7	16	0
<b>Southwest Finland</b>	<b>2,818</b>	<b>92,335.3</b>	<b>14,303</b>	<b>75</b>
Kaarina	7	84.0	30	0
Kustavi	196	5,873.5	1,216	2
Kimitoön	581	12,904.3	2,356	11
Laitila	9	6.3	12	0
Lieto	1	0.0	1	0
Parainen	1,120	56,247.6	6,092	48
Masku	34	205.7	155	0
Mynämäki	6	27.4	13	0
Naantali	311	8,505.6	1,483	7
Pyhäranta	61	145.8	165	0
Pöytyä	1	0.4	1	0
Rauma	1	39.3	46	0
Salo	74	1,805.7	402	2
Sauvo	27	260.6	106	0
Somero	4	17.2	4	0
Taivassalo	75	1,172.0	419	0
Turku	40	530.5	501	3
Uusikaupunki	261	4,347.6	1,252	2
Vehmaa	9	161.7	49	0
<b>Total</b>	<b>19,605</b>	<b>484,960.4</b>	<b>75,050</b>	<b>517</b>

Source: Islands with recreational dwellings without a permanent road connection 2001, Ministry of Employment and the Economy.

<b>Tekijät   Författare   Authors</b> Saaristoasiain neuvottelukunta Puheenjohtaja, kansanedustaja Mikaela Nylander Pässihteeri, neuvotteleva virkamies Jorma Leppänen	<b>Julkaisu-aika   Publiceringstid   Date</b> Marraskuu 2012 <b>Toimeksiantaja(t)   Uppdragsgivare   Commissioned by</b> Työ- ja elinkeinoministeriö Arbets- och näringsministeriet Ministry of Employment and the Economy <b>Toimielimen asettamispäivä   Organets tillsättningsdatum   Date of appointment</b>	
<b>Julkaisun nimi   Titel   Title</b> Valtakunnallinen saaristopoliittinen toimenpideohjelma 2012–2015		
<b>Tiivistelmä   Referat   Abstract</b> <p>Työ- ja elinkeinoministeriö hyväksyi 26.6.2012 valtakunnallisen saaristopoliittisen toimenpideohjelman vuosille 2012–2015. Hallituksen hallinnon ja aluekehityksen ministerityöryhmä puolsi 20.6.2012 ohjelman hyväksymistä. Toimenpideohjelman laatiminen sisältyy valtioneuvoston 15.12.2011 hyväksymiin valtakunnallisiin alueiden kehittämistavoitteisiin 2011–2015, joita toimenpideohjelma täydentää ja täsmentää.</p> <p>Toimenpideohjelmalla pyritään hyödyntämään saaristoisuutta, merta ja vesistöisyyttä erityisesti seuraavilla painopiste-aloilla: Kunta- ja aluepolitiikka, Elinkeinot ja työllisyys, Vakituinen ja vapaa-ajan asuminen, Liikenne ja tietoliikenneyhteydet sekä Ympäristö, luonto ja kulttuuri.</p> <p>Ohjelman toimenpiteillä edistetään saariston liikenne- ja tietoliikenneyhteyksiä, saariston asemaa alue- ja kuntapolitiikka, peruspalvelujen turvaamista, meriklusterin toimintaedellytysten turvaamista, saaristo- ja vesistömatkailun tuotekehitystä ja markkinointia, ammattikalastusta, asumisen kasvua vapaa-ajan asunnoilla, vapaa-ajan asumisen kehittymistä ykkösasumiseksi ja tähän liittyvää rakentamisen ohjausta, Itämeren ja vesistöjen suojelua, poikkeuksellisiin luonnonilmiöihin varautumista ja turvallisuutta sekä virkistykseen, luonnonsuojelun ja kulttuurin tarpeisiin vastaamista.</p> <p>Ohjelman toteutuksesta vastaavat ministeriöt, ELY-Keskukset, maakunnan liitot, saaristokunnat ja saaristo-osakunnat sekä järjestöt ja yritykset vuosittain käytettävissään olevin tarkoitukseen osoitettavin valtion, EU:n, kuntien ja yksityisen sektorin varoin.</p> <p>Saaristoasiain neuvottelukunta antaa määräajoin hallituksen hallinnon ja aluekehityksen ministeri-työryhmälle selvityksen ohjelman toteutumisesta.</p> <p>Julkaisu on saatavilla myös ruotsinkielisenä (Det nationella skärgårdspolitiska åtgärdsprogrammet 2012–2015) ja englanninkielisenä (National action plan for island policy 2012–2015).</p> <p>Työ- ja elinkeinoministeriössä yhteyshenkilönä: Neuvotteleva virkamies Jorma Leppänen, puh. 040 074 4900</p>		
<b>Asiasanat   Nyckelord   Key words</b> saaristopoliittinen toimenpideohjelma, saaristopoliitiikka, saaristo, aluekehitys		
<b>ISSN</b> 1797-3562	<b>ISBN</b> 978-952-227-716-9	
<b>Kokonaissivumäärä   Sidoantal   Pages</b> 106	<b>Kieli   Språk   Language</b> englanti, engelska, English	<b>Hinta   Pris   Price</b> € 22
<b>Julkaisija   Utgivare   Published by</b> Työ- ja elinkeinoministeriö Arbets- och näringsministeriet Ministry of Employment and the Economy	<b>Kustantaja   Förläggare   Sold by</b> Edita Publishing Oy / Ab / Ltd	



<b>Tekijät   Författare   Authors</b> Skärgårdsdelegationen Ordförande, riksdagsledamot Mikaela Nylander Generalsekreterare, konsultative tjänstemannen Jorma Leppänen	<b>Julkaisu-aika   Publiceringstid   Date</b> November 2012 <b>Toimeksiantaja(t)   Uppdragsgivare   Commissioned by</b> Työ- ja elinkeinoministeriö Arbets- och näringsministeriet Ministry of Employment and the Economy <b>Toimielimen asettamispäivä   Organets tillsättningsdatum   Date of appointment</b>	
<b>Julkaisun nimi   Titel   Title</b> Det nationella skärgårdspolitiska åtgärdsprogrammet 2012–2015		
<b>Tiivistelmä   Referat   Abstract</b> <p>Arbets- och näringsministeriet godkände det nationella skärgårdspolitiska åtgärdsprogrammet för åren 2012–2015 den 26 juni 2012. Ministerarbetsgruppen för förvaltning och regionutveckling hade tillstyrkt godkännande av programmet den 20 juni 2012. Åtgärdsprogrammet utarbetades i enlighet med de riksomfattande mål för regionutvecklingen som statsrådet godkände den 15 december 2011 och som åtgärdsprogrammet kompletterar och preciserar.</p> <p>Avsikten med åtgärdsprogrammet är att utnyttja den omfattande skärgården, havet och vattendragen med speciell tyngd på följande områden: kommun- och regionalpolitik, näringar och sysselsättning, fast boende och fritidsboende, trafik och telekommunikation samt miljö, natur och kultur.</p> <p>Programåtgärderna främjar skärgårdens trafik- och teleförbindelser, skärgårdens ställning i regional- och kommunpolitiken, tryggheten av basservicen, tryggheten av verksamhetsförutsättningarna för havsklustret, produktutvecklingen och marknadsföringen av skärgårds- och insjöturismen, yrkesfisket, ökad bosättning genom fler fritidsbostäder, fritidsboendets utveckling till permanent boende och styrningen av byggandet i detta sammanhang, skyddet av Östersjön och vattendragen, beredskapen och säkerheten vid exceptionella naturfenomen samt behoven av rekreation, naturskydd och kultur.</p> <p>Ansvar för genomförandet av programmet vilar på ministerierna, närings-, trafik- och miljöcentralerna, landskapsförbunden, skärgårdskommunerna och kommunerna med skärgårdsdelen samt organisationer och företag vilka genomför programmet med hjälp av de medel som årligen anvisas till ändamålet av staten, EU, kommunerna och den privata sektorn.</p> <p>Skärgårdsdelegationen lämnar med jämna intervaller ministerarbetsgruppen för förvaltning och regional utveckling en redogörelse för hur programmet har genomförts.</p> <p>Publikationen finns tillgänglig på tre språk: finska (Valtakunnallinen saaristopoliittinen toimenpideohjelma 2012–2015), svenska (Det nationella skärgårdspolitiska programmet) och engelska (National Action Plan for Island Policy 2012–2015).</p> <p>Kontaktperson vid arbets- och näringsministeriet: Regionavdelningen/Jorma Leppänen, tfn 040 074 4900</p>		
<b>Asiasanat   Nyckelord   Key words</b> skärgårdspolitiskt åtgärdsprogram, skärgårdspolitiken, skärgård, regionutveckling		
<b>ISSN</b> 1797-3562	<b>ISBN</b> 978-952-227-716-9	
<b>Kokonaissivumäärä   Sidoantal   Pages</b> 106	<b>Kieli   Språk   Language</b> englanti, engelska, English	<b>Hinta   Pris   Price</b> € 22
<b>Julkaisija   Utgivare   Published by</b> Työ- ja elinkeinoministeriö Arbets- och näringsministeriet Ministry of Employment and the Economy		<b>Kustantaja   Förläggare   Sold by</b> Edita Publishing Oy / Ab / Ltd

# National Action Plan for Island Policy 2012–2015

Based on a decision by the Minister of Economic Affairs, Jyri Häkämies, the Ministry of Employment and the Economy approved the action plans for urban policy, rural policy and island policy for 2012–2015, on 20 June 2012. These plans define the tasks and measures essential to the urban, rural and island policy for the current term of government. The action plans implement the national regional development objectives for 2011–2015, defined by the government in December 2011.

Measures included in the action plan for island policy promote transport and data connections for island areas, the status of island areas in regional and municipal policy-making, the securing of basic services, the securing of the operational prerequisites of the maritime cluster, marketing and product development in the field of island and water tourism, professional fishing, increasing the time spent living in holiday homes, developing recreational residences into primary residences and the related steering of construction, protecting the Baltic Sea and watercourses, preparing for exceptional natural phenomena and to secure public safety, and meeting the demands of recreation, nature conservation and culture.

Sale:  
Netmarket  
Edita Publishing Ltd  
[www.edita.fi/netmarket](http://www.edita.fi/netmarket)  
[asiakaspalvelu.publishing@edita.fi](mailto:asiakaspalvelu.publishing@edita.fi)  
Tel. +358 20 450 05  
Fax +358 20 450 2380

Printed publications  
ISSN 1797-3554  
ISBN 978-952-227-715-2

Electronic publications  
ISSN 1797-3562  
ISBN 978-952-227-716-9



TYÖ- JA ELINKEINOMINISTERIÖ  
ARBETS- OCH NÄRINGSMINISTERIET  
MINISTRY OF EMPLOYMENT AND THE ECONOMY