



MVX-project

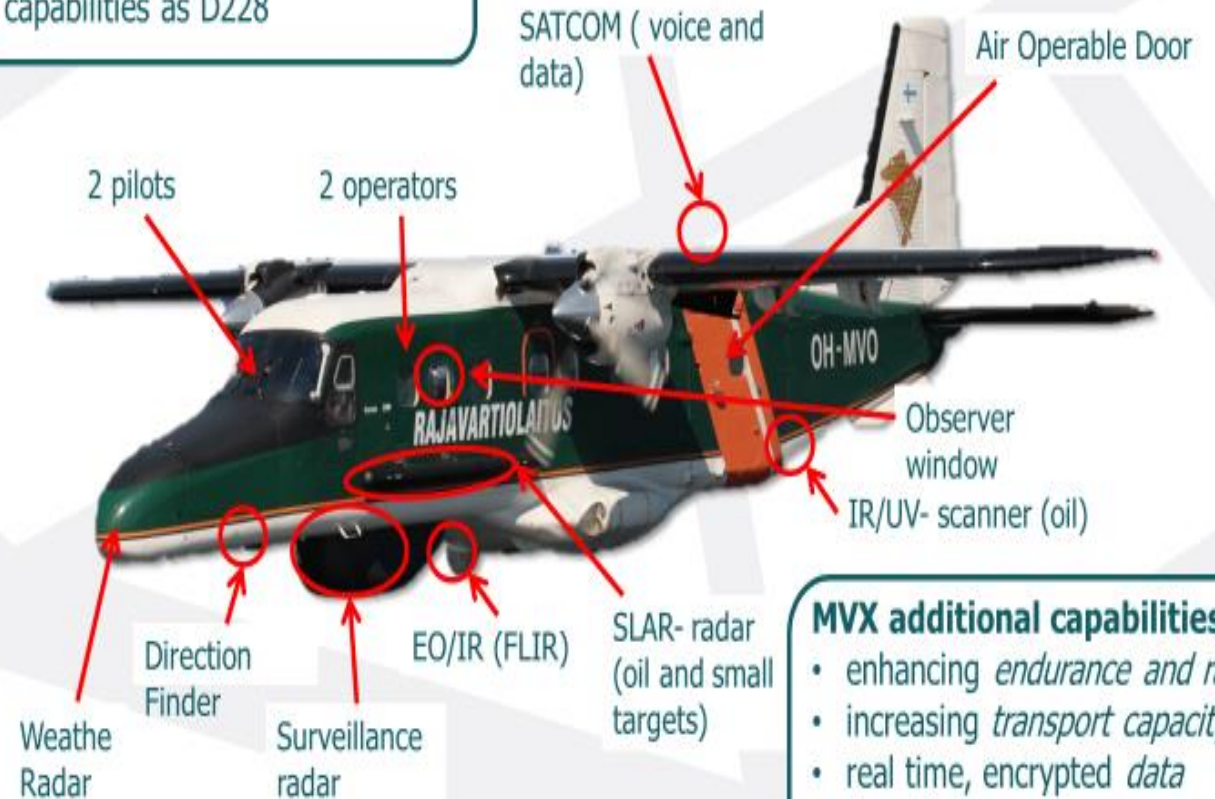
MVX



- FBG aviation began 14.8.1930
- The Dorniers' life cycle is ending
 - expensive to maintain
 - Relative capability diminishing
 - Availability unsatisfactory
- The DO-capabilities shall be replaced with fixed wing, manned aircraft
- MVX offers the FBG, other authorities and the general public a capable and cost efficient solution, which can ensure internal security
- MVX is part of a strategic plan aiming at improving security
- There is no funding dicission yet

MVX minimum requirements

- same equipment and/or capabilities as D228



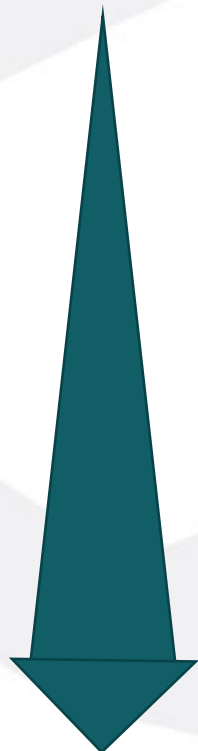
MVX additional capabilities

- enhancing *endurance and range*
- increasing *transport capacity*
- real time, encrypted *data transfer*
- *assisting other agencies*



Proposed aircraft types, RFI

SIZE



- DA42/62
 - PZL M28
 - LET L410NG
 - Piaggio P180 Avanti EVO
 - Beechcraft Kingair 300, 350, 360ER
- Unpressurised

- ATR 42-300
 - de Havilland DHC-8-100
 - de Havilland DHC-8-300
 - ATR72-600, ATR72MM
- Second hand

- Airbus C295MSA
- de Havilland DHC-8-400

- Cessna Citation Longitude
 - Bombardier Challenger 650
 - Dassault Falcon2000MVX
- Jets

Turboprops

> 8h endurance



Offshore Patrol Vessel 2025

OPV 2025 -project

- Project started 2019
 - For replacing 3 old vessels with 2 new ones
- Competitive bidding process with 2 FI shipyards
 - Meyer Turku Oy was selected for further negotiations and letter of intent was signed 16.8.2021
 - Aim is to sign shipbuilding contract before the end of 2021
 - OPVs in operational use during 2025 (plan)
- OPV Turva designed 10 years ago
 - Technical development and experiences
 - One of the most important factors in preliminary design work has been improving energy efficiency and environmental friendliness
- LNG probably used as fuel in the beginning
 - E.g. batteries and fuel cells are also evaluated due to untypical operation profile (stand by / high power need)



Artist's impression

DESIGNED FOR DEMANDING OPERATIONS



> SEARCH AND RESCUE

> BORDER SECURITY

> PREVENTION OF DAMAGE TO
THE MARITIME ENVIRONMENT

> NATIONAL DEFENCE

> CONTROLLING
TERRITORIAL INTEGRITY


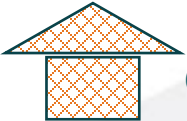




> SURVEILLANCE OF
SEA TRAFFIC

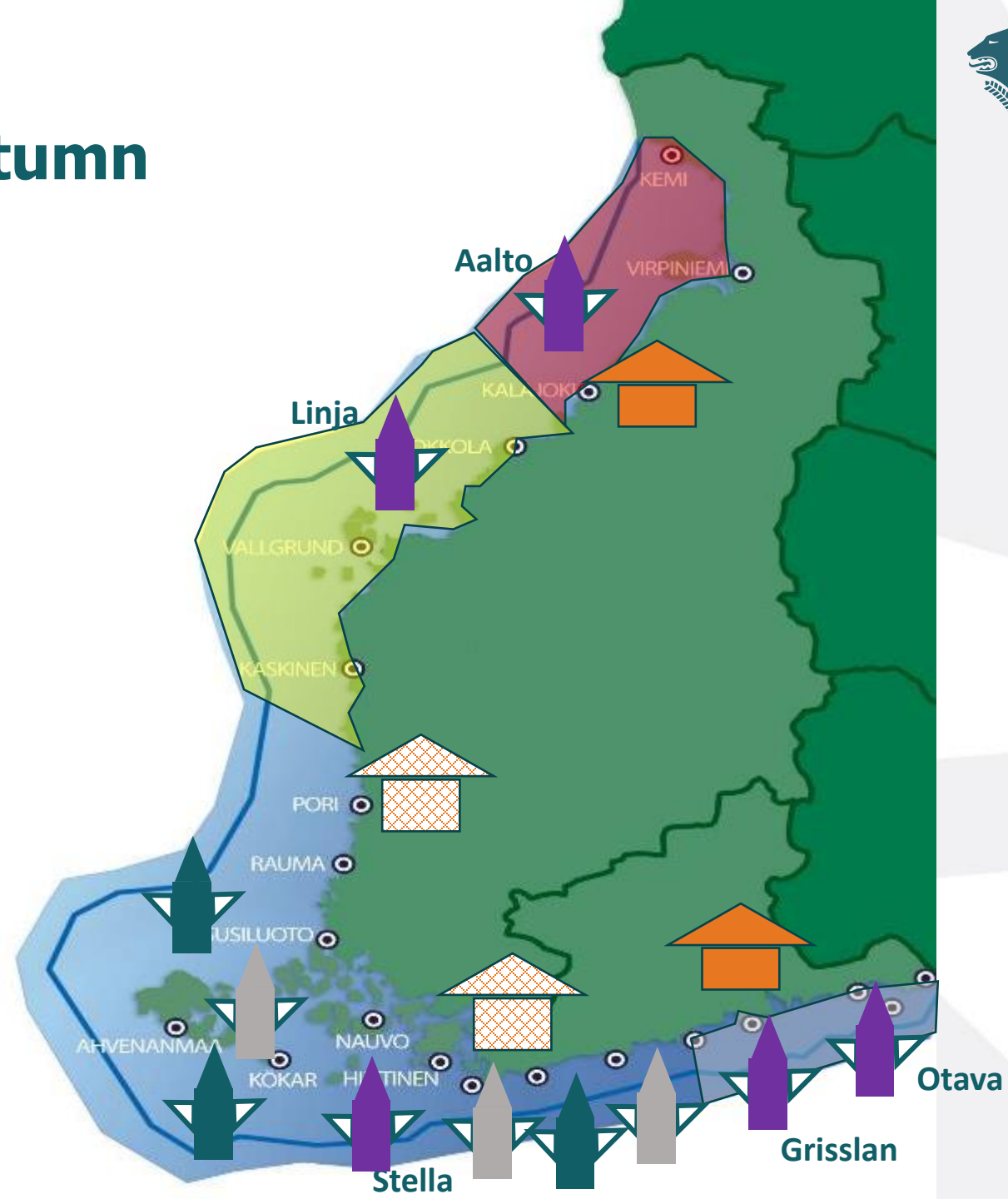
> FISHERIES AND
HUNTING CONTROL

> COMMAND AND SUPPORT
VESSEL ROLE

New response vessel fleet and change of equipment storage depot locations

Finnish recovery vessels and equipment depots Autumn 2021

-  Central depot, location decided
-  Central depot, location NOT decided
-  Coast Guard Station depot
-  Contracted vessel
-  Navy vessel
-  FBG vessel



Rapid Response Equipment (Coast Guard Stations)

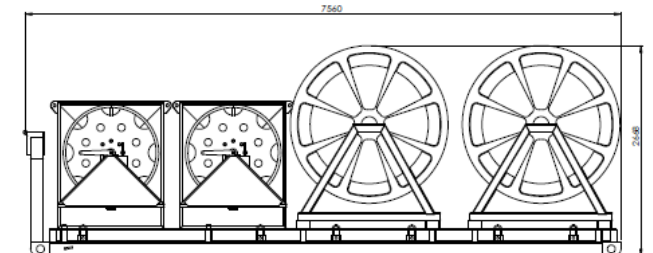
SET 1

- Hook platform (movable by truck)
- 8 foot container
 - Hydraulics- and air engine
 - Hydraulics- ja air hoses
 - Boom anchoring supports and traction head
 - Tools and accessories
- Inflatable offshore boom 2 x 200 m



SET 2

- Hook platform (movable by truck)
- 2 anchor cages
 - 2 x 250 kg anchor weight
 - Lines and light buoys
- Inflatable offshore boom 2 x 200 m



EMSA RPAS

Experiences 2021

- 2021 (state of play 15/8/2021)
 - Planned flights 88
 - Executed flights 36 (3 aborted)
- Executed tasks:
 - Maritime surveillance / situational awareness
 - Main focus:
 - Vessels without AIS-signal
 - Fishing vessels
 - Pleasure boats coming from third countries
 - Also emission control
- Experiences:
 - Performance reliability quite low:
 - Quality related challenges with the service provider (contractor)
 - Technical problems
 - Weather challenges → RPAS quite vulnerable for conditions on the Baltic Sea
 - Capability of camera not good as 2020
- Need for improvement and discussion: MS – EMSA – FRONTEX – EFCA
- However, important to use EU-level services on the Baltic Sea area



Ongoing work/investigations

M/S Estonia



- Sank in September 1994
- 852 died, 138 survivor
- Location in Finnish EEZ, depth 70 m
- Appr. 250 m³ oil was removed in 1995
- Although all ship fuel tanks was not emptied.
 - 2 or 3 heavy fuel tanks had crushed during sinking and had leaked into the wreck or to sea.
- New investigations ongoing about the reasons of the accident (Lead by Estonia)
- Wreck has moved, and is pretty bad condition
- Some oil leak observed
- Private company and Estonian authorities will "dive" to wreck in coming months

M/S Estonia

- After the disaster of M/S Estonia, Finland, Sweden and Estonia signed a treaty on establishing and maintaining the immunity of the site
- The Finnish Border Guard monitors the actions of Finnish nationals and vessels under Finnish flag
- If a foreign vessel would violate the rules concerning e.g. maritime research and survey in the Exclusive Economic Zone, The Finnish Border Guard would clarify the situation in cooperation with relevant ministries and authorities

