XI

Euro-Med Convention
From Land to Sea
11th EURO-MED Convention
From Land to Sea
The development of European Short Sea Shipping needs modern port infrastructure
Hotel Grande Bretagne, Athens
26th October 2007

Programme

09:45 Welcome and introductory speech intro
PAUL KYPRIANOU
External Relations Manager - Grimaldi Group

09:50 Welcome from the Municipality of Athens

Session 1 - Speeches

10:00 NIKOS ANASTASSOPOULOS
Managing Director,
Piraeus Port Authority

10:10 PATRICK NORROY
Senior Administrator – Maritime Transport Policy: Internal Market,
Ports, Short Sea Shipping, Inland Waterways
DG Tren, European Commission

10:20 ALESSANDRO BIANCHI
Italian Minister of Transport

10:30 GEORGE VOULGARAKIS (TBC)
Greek Minister of Mercantile Marine and Island Policy

10:40 EMANUELE GRIMALDI
Co-Managing Director,
Grimaldi Group

Session 2 - Panel Debate

11:30 KJELL-AKE HVITTFELDT
Vice-President,
Volvo Logistics

RAMON GOMEZ-FERRER BOLDOVA
General Director,
Valencia Port Authority

DERMOT O’MAHONEY
President,
Cork Port Authority

CENGIZ KABATEPE
Manager Plant Material Logistics - Ford Otosan

FABIO CIANI
President,
Ports of Rome and Latium

Moderator: ALFONS GUINIER
Secretary General,
European Community Shipowners’ Associations
The year that is set to be completed is once again rich in achievements for the Group, despite the rising fuel costs which has hit hard as not all of the extra costs can be absorbed by the clients. Achievements, as those attending the 11th Euro-Med Convention From Land to Sea in Athens, will have the opportunity to hear, means business developments, improving the service standards as well as increasing, over recent years, its fleet through deliveries of 30 new buildings and 20 second hand ships. Additionally, the Group has firm commitments to take delivery of as many as 32 ships by the end of 2011, worth in excess of €2 billion. Investing so much in new and large tonnage, means also investing in economies of scale and scope, with ships that are more environmentally friendly with fuel emissions being halved compared to the past in terms of tons/km. This, together with the strategy to increase the quantity of rolling cargo diverted onto the sea from European congested roads, is the Group’s main strategic effort to contribute to a more sustainable mobility. Part of our strategy is to invest to widen the network of routes served, and therefore the options for our strong client base to choose the sea rather than other, more polluting and costly transport modes. This takes place by both developing new routes within Grimaldi’s existing own network or establishing shareholding or commercial partnerships with other operators. In particular, recently the Group has strengthened its shareholding control in Finnlines, the leading Baltic operator listed on the Helsinki Stock Exchange of which Grimaldi now owns 52%. Earlier this year, Grimaldi also purchased a 14% stake in Anek Lines, the Athens-listed ferry operator. The focus is therefore on Greece, where this year’s Convention takes place: a market which the Group is now looking very closely at in order to further develop the existing Motorways of the Sea network for passengers and rolling cargo.
Once the Pure Car Truck Carrier (PCTC) Grande Colonia is deployed on service on 17 October, following the sistership Grande Sicilia which joined the line in September, Grimaldi’s Euro-Aegean Service will have reached its full projected potential of 8 huge PCTC sisterships, resulting from an investment worth in excess of 350 million euros. These ships feature an aggregated weekly transport capacity of 9,000 cars and 6,000 lane metres of trucks, trailers or heavy vehicles and serve a 16-port route linking North Europe, the British Isles, Portugal, Spain, Italy, Greece and Turkey with two fixed-weekly departures. This represents by far the most powerful single logistics tool that the automotive industry can use to link its factories to many of the most important markets in the Euro-Med region.

The Euro-Aegean Service is complemented by the Euro-Med Service, that is served by 5 more very large Ro/Ro multipurpose car carriers in the Grande Europa class, featuring a fixed day, weekly departure.

All in all, Grimaldi’s 13 ships serving the Northern Europe / Mediterranean trade outperform all the existing competitors and indeed offer what is by far the best Intra-European Ro/Ro car carrier network in the Continent with a total weekly loading capacity of 13,500 cars and 8,200 lane metres.

With as many as 12 departures per month, our Group offers an unprecedented and unique service in terms of loading capacity, frequency, speed and extension of port network covered, compared to other players in the market. On top of this, all our ships have a 20-knot service speed (competitors’ ships average 15 knots) and are on average 4 years old; both facts are unchallenged on the trade.

However, should this not be considered enough, Grimaldi also offers the possibility to link Turkey, Greece and Israel to Central and Eastern Europe through

As the Euro-Aegean reaches its designed capacity of 8 large PCTCs, the 12 sailings per month offered by the 13 Grimaldi ships trading on the Mediterranean / Northern Europe network set a new standard for the Automotive Logistics industry in the Continent.
Looking closely at the Adriatic

In a move aimed at completing the Group’s own Motorways of the Sea network amongst the EU’s Mediterranean countries, the Group is closely evaluating the possibility to further strengthen its presence in the Adriatic trades between Italy and Greece. Today the Group runs a regular service between the Upper Adriatic and Piraeus through the deployment of four ships for the transport of any type of rolling cargo as well as containers. The Group believes that there is potential for the expansion of its presence in the passenger traffic too. With its passenger and tour operator organisation (offering competitive ferry + hotel packages) as well as its innovative IT, the Group is in a position to effectively and substantially create new flows of tourists to Greece. Moreover, the Group is heavily expanding its tonnage to be dedicated to its Motorways of the Sea Network with the construction of four Cruise Ferries in the Cruise Roma class (able to accommodate 2,300 passengers and 3,000 linear metres of rolling cargo), as well as ten large Ro/Ro ships.

“This move to the Adriatic is a strong possibility indeed”, commented co-managing director Emanuele Grimaldi. “Today our Group has a 14% stake in Anek Lines that is listed on the Athens Stock Exchange and we look forward to a fruitful cooperation although it is not excluded that Grimaldi enters the Adriatic trade alone, thus being the first Italian company after many years”, he concluded.

its Adriatic Line, that is served by two more large Ro/Ro multipurpose car carrier twins performing a fixed-day weekly departure. Each vessel from the powerful 15-ship fleet has been designed in a way to allow the maximum flexibility in terms of cargo mix. The eight PCTC deployed on the Euro-Aegean Service are also able to satisfy the needs of the heavy vehicle industry, in addition to cars and vans, as their aggregated loading capacity is more than 6,000 lane metres available for trailers, buses, trucks, excavators etc, while the stern ramp can handle cargo weighing up to 100 tonnes. Is anyone else able to offer anything even close to this?
The Grande Colonia, the last in a string of 11 Pure Car Truck Carriers (PCTC) built by the Uljanik yard for the Group was delivered on 15 October. During the ceremony, the Godmother, Mrs Elfi Scho-Antwerpes, deputy mayor of the city of Koeln, cut the ribbon sending the champagne bottle to break against the ship’s bow.

On taking delivery of the ship, the Group’s co-managing director, Emanuele Grimaldi, thanked all the people involved in the construction of the ship: “This wonderful vessel is the result of a strong teamwork – he underlined - which required the contribution of managers, engineers, designers and skilled workers. Each of them gave his precious contribution, working with ability, intense feeling and sacrifice. Thanks for your efforts and your passion”.

The vessel has been named after one of Germany’s most important towns, which is also home to the European headquarters of Ford Motor Co, one of the Group’s most prestigious business partners. “I would like to express all my appreciation to Mr Hans Bert Bong, manager vehicle logistics of Ford Europe, and his staff for attending this ceremony - said Mr Grimaldi -. Your presence is not only a pleasure but also an honour, and an expression of the strong and long-lasting partnership between our Groups. Ford Europe was one of the first companies to believe in our development policy.”

“With the maiden voyage of the Grande Colonia – he concluded - our Group offers an unprecedented service between North Europe and the Mediterranean, with 13 dedicated new vessels having the largest capacity intake ever deployed on these routes. Most probably, a new era in car transportation is initiating”, he concluded.

The longlasting relationship with Uljanik will continue as Grimaldi has already placed orders for seven Multipurpose Ro/Ro Car Carriers in the new Grande Angola class. Designed to satisfy the needs of the Atlantic Network, this class features a service speed of 21 knots and an intake capacity of 1,350 Teus, 4,000 lane metres of rolling cargo and 3,800 cars.
The cargo capacity of the entire fleet of five pure Ro/Ro ships deployed on Western Mediterranean routes is being increased by adding on two decks to each of the units for what is an investment worth in excess of 25 million euros. The first of the five ships, the 12,000 dwt, 1995-built Eurocargo Napoli, pictured here, has already undertaken the transformation works which lasted 45 days. With a service speed of 19.5 knots, the Eurocargo Napoli is now trading on the route linking Salerno (Italy) to Valencia (Spain). The new cargo intake of the Eurocargo Napoli is up to 1,000 cars, up to 473 containers and up to 150 trailers. She is also fitted with berths able to accommodate 51 drivers.

Transformation works are currently being carried out on the Euroferry Malta which will be followed by the Eurocargo Valencia, Eurocargo Salerno and Eurocargo Istanbul.

The increase in transport capacity of these five ships reflects Grimaldi’s effort in supporting the growing role of the Motorways of the Sea in Europe. The Group is in fact the leading Ro/Ro operator on the international West Med maritime trades linking Italy with Spain, Malta, Libya, Tunisia and France.

September 2007 marked Atlantic Container Line’s 40th anniversary. Over the past four decades, ACL vessels have steamed over 20 million miles and have carried more than 90 million tonnes of cargo across the North Atlantic. The company has often introduced innovations anticipating developments for the entire logistics industry. Nowadays the company features four weekly transatlantic sailings with a main weekly service calling Baltimore, Norfolk, New York, Halifax, Liverpool, Antwerp, Bremerhaven and Gothenburg. Additionally, in conjunction with other services offered by the Grimaldi Group, ACL offers the possibility to transport container, Ro/Ro, oversized and project cargoes between North America and West Africa as well as between North America, the Mediterranean, the Middle East, and Latin America. A subsidiary of the Group, ACL is headquartered in Iselin, New Jersey.

On 19 September, Costantino Baldissara, the Group’s Commercial and Logistics director has been elected as co-chairman of the prestigious General Motors Europe (GME) Logistics Supplier Council, that is chaired by Mr. Elliot Swiss, director of GME Logistics; it is a forum aimed at generating collaborative initiatives in a changing environment that enable innovation and best practices in the supply chain. The GME Logistics Supplier Council works for the benefit of all parties to accomplish long-term mutual success.
Here is Sweden’s Most Dynamic Port
A success story indeed, although still a young one. In only two years since its privatisation, the port of Wallhamn has already proven its efficiency and level of services. Its new owners, Grimaldi Group and Eukor Car Carriers, have substantially invested in equipment and human resources and this has resulted in more and more shipping lines calling the port.

“Thanks to these investments and to the level of services we provide, Wallhamn has attracted a growing number of shipping lines - noted Sven Sjostrom, the chief executive of Grimaldi Sweden who since September 25 has been appointed chairman of Wallhamn AB, the company owning and managing the port. In addition to Grimaldi and Eukor who each call the port once a week, Wallhamn is called by UECC twice weekly and by Norlines and Tor Line, both once a week.

Wallhamn is the only commercial port in Sweden to be owned by private interests. Wallhamn AB is in fact the owner of the port and the land and there is no concession arrangement.

The 6.5 million euros invested since August 2005 were used to refurbish the port area that is now fitted with new gates and fences; to lengthen one berth up to 230 metres; to purchase new tug masters, forklifts and container handling trucks as well as new roll trailers. A new IT system was put in place too. In order to better serve its enlarged client basis, as from November the port area will be enlarged to 487,000 sq.m., through the purchase of 115,000 sq.m. of land developed as a parking lot for cars. Wallhamn’s cargo throughput has been boosted from 55,000 cars to 180,000 cars per year, in addition to 80,000 linear metres of high and heavy Ro/Ro units, 13,000 Teus, 5,500 road trailers and 160,000 tons of break bulk cargo.

“The potential of further development and growth is fantastic” Sjostrom stressed. “We are pleased that the process of developing a private port alternative in Sweden is followed by the market and our customers with a great interest and support.”

Wallhamn AB also provides a PDI service for imported cars, a body builder unit which constructs tailor-made service vehicles according to customer requirements, a retail service were Swedish-made cars are equipped before being delivered to retailers in Sweden.

“The strong development has also provided new jobs: two years ago we had 89 employees, today we have 115. We are proud to be the largest private employer of the entire municipality of Wallhamn” Sjostrom said.
Following her launch on 22nd June 2007, the Cruise Roma is expected to commence service at the very beginning of 2008. Due to her size and transport capacity: 2,300 passengers, 3,000 linear metres of rolling cargo and 215 cars, her efficiency in terms of energy consumption per unit of cargo transported will make her the most environmentally friendly Cruise Ferry in the Mediterranean. When she starts trading on the Rome (Civitavecchia)-Barcelona trade, to be followed by the twin Cruise Barcelona a few months later, the transport capacity on this crucial route linking Italy to Spain will be increased by some 70%, in terms of passengers, trailers and other rolling cargo. Filling in this additional capacity represents a challenge that the Group is getting ready to fulfil by strengthening its team, both in Spain and Italy. As part of this move, since September...
Mario Massarotti was appointed managing director of Grimaldi Logistica España, which controls all the Group’s activities in Spain, including offices in Madrid, Barcelona and Valencia with a total staff of 40 people and Valencia Terminal Europa (VTE), a large port terminal and compound. Mario was previously logistics manager for the entire EuroMed network. Mario’s team has been recently strengthened with the appointment of Lorenzo Bandini, who is in charge of developing the Spanish passenger business. Bandini’s former experience includes stints with the Italian cruise operator Costa Crociere and the Spanish ferry operator Trasmediterranea. On the Italian side, Fabio Cianci is the new manager of the Grimaldi passenger office in Rome. The commercial team based at the Naples headquarters has been strengthened under both the passenger and cargo sides. the line manager is Girolamo Carignani while the Passenger Dept. Manager is Francesca Marino.

In addition to the daily departure from Rome (Civitavecchia) to Barcelona and vice versa, Grimaldi’s direct ferry services linking Italy to Spain includes the Livorno/Barcelona service with three weekly departures from each port. At the same time the Group operates a Ro/Ro line linking Salerno to Valencia with a three-times-a-week frequency. The capacity is being increased on this last route too as the Ro/Ro ships deployed are being transformed to increase their hold intake (see article on page 7).
Grimaldi drives the Finnish subsidiary in major tonnage renewal move. 2006/2011 expenditure for new ships to top €750 m

FINNLINES in €240m Newbuilding Investment

In what is the first major newbuilding investment after the Grimaldi Group seized shareholding control, Finnlines has placed orders for six Ro-Ro vessels with the Jinling shipyard in China. The investment is in excess of 240 million euros. The first two ships are slated for delivery at the end of 2010, two in spring 2011 and the remaining two at the end of 2011. Designed holding capacity of each of the six Ro/Ro units is in excess of 3,240 lane metres, equivalent to 205 trailers and up to 1,340 cars on car decks. The ships’ dimensions are 187 metres in length, 26.5 metres in width, a service speed of 20 knots and a deadweight of 10,400 tonnes. The most notable feature of the new designs are the hoistable car decks on two levels in the main deck and an internal ramp to weather deck. Both these features characterise Grimaldi Group’s own ships built in the last decade. The clearance on the main deck is therefore as high as 7 metres while the ramp to access the weather deck...
All five Star class vessels deployed on Baltic services

With the delivery of the Ro/Pax Nordlink, all of the five Star-Class super Ro/Ro-passenger vessels ordered by Finnlines are now serving the Group’s Baltic Sea Ro/Ro network. The first three of these state-of-the-art ships, the Finnstar, Finnmaid and Finnlady, have in fact strengthened Finnlines’ leadership on the busy route linking Germany and Finland, from Travemünde to Helsinki that the Group serves with as many as nine weekly departures from each port end. The three ships replaced four older, smaller and slower ferries. As a result, the sailing time has been cut by 9 hours to the current 27 hours.

The fourth and fifth vessels, the Europalink and the Nordlink, have instead been deployed on the service linking Malmö (Sweden) to Travemünde (Germany), with several departures every day from each port.

The vessels are exceptionally flexible and with fast port turnaround as they have a two-level Ro/Ro access and drive through. Their hold capacity is 4,200 lane metres on four cargo decks and are able to accommodate a maximum of 500 passengers. The overall investment for the five ships was in the region of 500 million euros.

Increases the vessels’ Ro/Ro lanes by some 30%.

Once delivered these vessels will be employed in the Baltic and North Sea Service and will form an essential part of Finnlines ice-classified core fleet as they are being built in ice class 1A. Finnlines is listed on the Helsinki Stock Exchange.
The EuroMed Service takes on Jerusalem’s light railway wagons

The first shipment of rolling stock for the Jerusalem light railway arrived at the end of September at the port of Ashdod onboard the m/v Grande Mediterraneo. The shipment consisted of 2 carriages which were loaded at the port of Antwerp on specially designed Mafi trailers. It will be followed by 46 more shipments of 92 pieces of rolling stock built by Alstom of France for the Jerusalem light railway. Length of each rolling stock ranges between 12 and 16 metres, and weighs up to 33 tons.

Wtransnet Agreement

Grimaldi has entered an agreement with Wtransnet, a leading freight exchange operating in Spain and Portugal, allowing Wtransnet clients to enjoy special conditions on the Barcelona-Livorno and Livorno-Barcelona trades, performed by the Ro/Ro-pax Florencia. Wtransnet was founded in 1997 and provides solutions to transport and logistic operators in finding return freights; it currently has 7,000 customers.

ACL Called to the Director’s Chair

Atlantic Container Line was called to the Director’s Chair to transport various movie set vehicles for the upcoming sequel to the 2006 Blockbuster, Batman Begins. From Baltimore, Maryland to Liverpool, the shipment encompassed Gotham’s SWAT Truck, Gotham’s Garbage Truck, the Joker’s Trailer and Tractor. Upon arrival in Liverpool, all was transported to the Warner Bros. Pictures’ movie set, The Dark Knight, starring Christian Bale as Batman and Heath Ledger as the Joker.

RTM Carrier Quality Award For ACL

Atlantic Container Line (ACL) recently received the 2006 Ryder Transportation Management (RTM) Carrier Quality Award for quality and excellence. The award reflects Ryder’s appreciation to ACL for a solid year of on-time service, claims performance, customer service, technology, economic value and innovation.

Aegean Firetruck

A firetruck was shipped from Antwerp to Piraeus on the EuroAegean service. This firetruck is a donation from a Dutch town called Krimpen aan den IJssel to Koumeika – Marathokampos, a small village on the island of Samos.
GRIMALDI GROUP
Via Marchese Campodisola, 13 • 80133 NAPOLI (Italy) • Tel +39 081 496111 - Fax +39 081 5517401
e-mail: switchboard@grimaldi.napoli.it www.grimaldi.napoli.it

Owners’ Representatives and Agents

Worldwide Branches

ITALY
GRIMALDI GROUP
PALERMO
Tel  +39 091 6113564
Fax  +39 091 587487
paolemo@paolemo.grimaldi.napoli.it
ROME
Tel  +39 06 4208 3567
Fax  +39 06 42814558
roma@roma.grimaldi.napoli.it

ANGOLA
GRIMALDI ANGOLA - NAVEGAÇÃO E TRÂNSITOS LDA
LUANDA
Tel  +244 222 310 500
Fax  +244 222 310 220
gal@grimaldi.co.ao

BELGIUM
GRIMALDI BELGIUM
ANTWERP
Tel  +32 3 5459430
Fax  +32 3 5414275
grimaldi@grimaldi.be

BENIN
Cotonou
GRIMALDI BENIN S.A.
Tel  +229 21 316728
Fax  +229 21 316729
grimaldi@grimaldi-benin.com

BRAZIL
GRIMALDI DO BRASIL LDA
Belo Horizonte
Tel  +55 31 3427 5767
Fax  +55 31 3427 9348
fsilveira@grimaldi-bh.com.br
CURITIBA
Tel  +55 41 3343 1352
Fax  +55 41 3342 7153
grimaldi@grimaldi-ctb.com.br
RIO DE JANEIRO
Tel  +55 21 2316 9005
Fax  +55 21 2203 0588
grimrio.carga@lbc.com.br
SAO PAULO
Tel  +55 11 3064 9844
Fax  +55 11 3064 9862
grimaldi@grimaldi-sp.com.br
VITORIA
Tel/Fax  +55 27 3235 1401

FRANCE
GRIMALDI ACL FRANCE
PARIS
Tel  +33 1 4465 1232
Fax  +33 1 4465 1213
marc.laurent@grimaldi-france.fr
LE HAVRE
Tel  +33 2 3525 9010
Fax  +33 2 3525 9045
info@grimaldi-france.fr

GERMANY
GRIMALDI GERMANY
Tel  +49 40 789 7070
Fax  +49 40 789 70770
info@grimaldi-germany.de

GHANA
TEMA
GRIMALDI GHANA LTD
Tel  +233 22 214091
Fax  +233 22 214095
info@grimaldighana.com

NIGERIA
GRIMALDI AGENCY NIGERIA LTD
LAGOS
Tel  +234 1 5453433
Fax  +234 1 5873805
info@grimaldi-nigeria.com

PORTUGAL
GRIMALDI PORTUGAL LDA
LISBOA
Tel  +351 21 3216300
Fax  +351 21 3465415
lisboa@grimaldi.pt

SENEGAL
DAKAR
GRIMALDI SENEGAL S.A.
Tel  +221 33889 0490
Fax  +221 33842 8850
grimaldi@grimaldi-senegal.com

SPAIN
GRIMALDI LOGISTICA ESPAÑA
MADRID
Tel  +34 91 2044220
Fax  +34 91 5750209
madrid1@grimaldi-logistica.com

SWEDEN
GRIMALDI
MARITIME SWEDEN
GOTHENBURG
Tel  +46 31 607280
Fax  +46 31 135724
info@grimaldi-sweden.se

TOGO
GRIMALDI TOGO S.A.
LOMÉ
Tel  +228 227 3231
Fax  +228 227 0718
grimaldi@grimaldi-togo.com

UNITED KINGDOM
GRIMALDI AGENCIES UK
LONDON
Tel  +44 20 79305683
Fax  +44 20 78391961
www.grimaldi.co.uk

USA
ACL (GRIMALDI GROUP)
ISELIN, NJ
Tel  +1 732 452 5400
Fax  +1 732 452 5469

ARGENTINA
BUENOS AIRES
J.E TURNER & CO.
Tel  +54 11 4312 6891 / 6898
Fax  +54 11 4312 0416
commercial@turner.com.ar

AUSTRIA
Wien
ENRICO SPERCO & SON
Tel  +43 1 60198 310
Fax  +43 1 60198 330
office@ sperco.at

BRAZIL
Itajai
OCEANUS AG. MARITIMAS
Tel  +55 47 348 5222
Fax  +55 47 384 8002
agency.it@oceanus.com.br

PARANAGUA
OCEANUS AG. MARITIMAS
Tel  +55 41 3423 1066
Fax  +55 41 3423 3481
grimaldi.png@oceanus.com.br

RIO DE JANEIRO & SERPA
OCEANUS AG. MARITIMAS
Tel  +55 21 3849 5858
Fax  +55 21 2516 1644
grimaldi.rio@oceanus.com.br

GRANDE
OCEANUS AG. MARITIMAS
Tel  +55 53 3231 1355
Fax  +55 53 3231 1978
agency.rj@oceanus.com.br

SALVADOR
OCEANUS AG. MARITIMAS
Tel  +55 71 3241 4990
Fax  +55 71 3243 5633
agency.ssa@oceanus.com.br

SANTOS
OCEANUS AG. MARITIMAS
Tel  +55 13 3202 2000
Fax  +55 13 3232 4507
grimaldi.ssz@oceanus.com.br

VITORIA
OCEANUS AG. MARITIMAS
Tel  +55 27 3225 5663
Fax  +55 27 3225 7075
agency.vi@oceanus.com.br

CAMEROON
Douala
SOCOMAR
Tel  +237 3424550
Fax  +237 3424936
agency@socomarcn.net

CONGO
Pointe Noire
GETMA
Tel  +242 942345
Fax  +242 940872
grimaldi.pnr@cg.celtelplus.com

CONGO (EX ZAIRE)
Kinshasa
FULL TRANSIT
Tel  +243 88 40113
Fax  +243 88 04334
ftkin@ic.cd

MATADI
FULL TRANSIT
Tel  +243 88 74171
ftmat@ic.cd

www.aclcargo.com

ACS Communication Services
## Mediterranean Short Sea Network

### Timetable

#### Barcelona > Civitavecchia
- **Daily**
  - Arrival: 06:00
- **3xWeek**
  - Arrival: 07:00

#### Barcelona > Livorno
- **4x4**
  - Arrival: 06:30

#### Civitavecchia > Barcelona
- **Daily**
  - Arrival: 15:00
- **3xWeek**
  - Arrival: 16:00

#### Civitavecchia > Porto Vecchio*
- **Weekly**
  - Arrival: 12:00

#### Civitavecchia > Toulon
- **3xWeek**
  - Arrival: 12:00

#### Civitavecchia > Tunis
- **Weekly**
  - Arrival: 16:00

#### Livorno > Barcelona
- **3xWeek**
  - Arrival: 19:30

#### Livorno > Porto Vecchio*
- **Weekly**
  - Arrival: 08:30

#### Palermo > Salerno
- **2xWeek**
  - Arrival: 01:00

#### Palermo > Tunis
- **2xWeek**
  - Arrival: 07:00

#### Palermo > Valencia
- **2xWeek via Salerno**
  - Arrival: 14:00

#### Porto Vecchio > Civitavecchia*
- **Weekly**
  - Arrival: 07:00

#### Porto Vecchio > Livorno*
- **Weekly**
  - Arrival: 19:30

#### Salerno > Palermo
- **2xWeek**
  - Arrival: 05:00

#### Salerno > Tunis
- **2xWeek via Palermo**
  - Arrival: 07:00

#### Toulon > Civitavecchia
- **3xWeek**
  - Arrival: 09:00

#### Tunis > Civitavecchia
- **Weekly**
  - Arrival: 18:00

#### Tunis > Palermo
- **2xWeek**
  - Arrival: 06:30

#### Tunis > Salerno
- **2xWeek via Palermo**
  - Arrival: 09:30

#### Valencia > Palermo
- **2xWeek via Salerno**
  - Arrival: 14:00

#### Barcelona > Catania
- **2xWeek via Civitavecchia**
  - Arrival: 20:00

#### Catania > Barcelona
- **2xWeek via Civitavecchia**
  - Arrival: 20:00

#### Catania > Civitavecchia
- **2xWeek**
  - Arrival: 21:00

#### Catania > Genoa
- **2xWeek**
  - Arrival: 20:00

#### Catania > Malta
- **2xWeek**
  - Arrival: 20:00

#### Catania > Toulon
- **2xWeek via Civitavecchia**
  - Arrival: 20:00

#### Genoa > Catania
- **2xWeek**
  - Arrival: 17:00

#### Genoa > Malta
- **2xWeek**
  - Arrival: 17:00

#### Genoa > Tripoli Weekly via Malta
- **2xWeek**
  - Arrival: 20:00

#### Livorno > Valencia
- **Weekly via Malta**
  - Arrival: 20:00

#### Livorno > Tripoli Weekly via Malta
- **Weekly**
  - Arrival: 20:00

#### Malta > Catania 4xWeek
- **Weekly via Malta**
  - Arrival: 15:00

#### Malta > Civitavecchia 2xWeek
- **Weekly via Malta**
  - Arrival: 15:00

#### Malta > Genoa 2xWeek
- **Weekly via Malta**
  - Arrival: 15:00

#### Malta > Salerno Weekly
- **Weekly via Malta**
  - Arrival: 00:00

#### Malta > Tripoli Weekly via Malta
- **Weekly via Malta**
  - Arrival: 22:00

#### Palermo > Tripoli Weekly via Salerno
- **Weekly via Malta**
  - Arrival: 01:00

#### Salerno > Catania Weekly via Malta
- **Weekly via Malta**
  - Arrival: 08:00

#### Salerno > Malta 2nd wk
- **Weekly via Malta**
  - Arrival: 02:00

#### Salerno > Valencia Weekly via Malta
- **Weekly via Malta**
  - Arrival: 02:00

#### Valenica > Palermo Weekly via Salerno
- **Weekly via Malta**
  - Arrival: 02:00

#### Tunis > Catania 2xWeek via Civitavecchia
- **Weekly via Malta**
  - Arrival: 00:00

#### Tunis > Civitavecchia 2xWeek via Palermo
- **2xWeek via Palermo**
  - Arrival: 21:00

#### Tunis > Palermo
- **2xWeek via Palermo**
  - Arrival: 21:00

#### Tunis > Salerno
- **2xWeek via Palermo**
  - Arrival: 21:00

#### Valencia > Palermo
- **2xWeek via Salerno**
  - Arrival: 21:00

#### Valencia > Salerno 3xWeek
- **Weekly via Malta**
  - Arrival: 14:00

#### Valencia > Tripoli Weekly via Salerno
- **Weekly via Malta**
  - Arrival: 22:00

*Summer Service*

---

**Highlighted Routes:**
- Barcelona > Civitavecchia
- Civitavecchia > Barcelona
- Civitavecchia > Porto Vecchio*
- Civitavecchia > Toulon
- Livorno > Barcelona
- Livorno > Porto Vecchio*
- Palermo > Salerno
- Palermo > Tunis
- Palermo > Valencia
- Porto Vecchio > Civitavecchia*
- Porto Vecchio > Livorno*
- Salerno > Palermo
- Salerno > Tunis
- Salerno > Tripoli
- Sicily > Tunis
- Tunis > Civitavecchia
- Tunis > Palermo
- Tunis > Salerno
- Valencia > Palermo
- Valencia > Salerno
- Valencia > Tripoli
- Malta > Catania
- Malta > Civitavecchia
- Malta > Genoa
- Malta > Salerno
- Malta > Tripoli
- Palermo > Tripoli
- Salerno > Malta

**Passengers & Freight:**
- Daily
- Weekly
- 2xWeek
- 3xWeek
- Weekly via Malta
- 2nd wk
- Weekly via Salerno
- Weekly via Malta
- Frequent

---

**Map:**
- Mediterranean Sea
- Major Cities (Barcelona, Civitavecchia, Catania, Palermo, Salerno, Livorno, Toulon, Malta, Tunis, Misratah, Valencia, Genoa)
- Freight Only Routes

---

**Notes:**
- Timetables subject to change
- Contact for full details
- Mediterranean Short Sea Network
Atlantic Network Quarterly Schedule

**North Europe / West Africa Central Express Service**

<table>
<thead>
<tr>
<th>VESSEL</th>
<th>PORTS OF CALL</th>
<th>DATES</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>AMSTERDAM</td>
<td>03/Oct 11/Oct 22/Oct 29/Oct 05/Nov</td>
</tr>
<tr>
<td></td>
<td>HAMBURG</td>
<td>06/Oct 12/Oct 24/Oct 31/Oct 07/Nov</td>
</tr>
<tr>
<td></td>
<td>TILBURY</td>
<td>02/Oct 15/Oct 26/Oct 02/Nov 09/Nov</td>
</tr>
<tr>
<td></td>
<td>DAKAR</td>
<td>18/Oct 24/Oct 04/Nov 11/Nov 18/Nov</td>
</tr>
<tr>
<td></td>
<td>LAGOS</td>
<td>22/Oct 29/Oct 08/Nov 16/Nov 23/Nov</td>
</tr>
<tr>
<td></td>
<td>COTONOU</td>
<td>25/Oct 31/Oct 11/Nov 19/Nov 26/Nov</td>
</tr>
<tr>
<td></td>
<td>TEMAN</td>
<td>28/Oct 02/Nov 13/Nov 21/Nov 29/Nov</td>
</tr>
<tr>
<td></td>
<td>TAKORADI</td>
<td>04/Nov</td>
</tr>
<tr>
<td></td>
<td>ABIDJAN</td>
<td>05/Nov</td>
</tr>
</tbody>
</table>

*By Transhipment*

**North Europe / West Africa Southern Express Service**

<table>
<thead>
<tr>
<th>VESSEL</th>
<th>PORTS OF CALL</th>
<th>DATES</th>
</tr>
</thead>
<tbody>
<tr>
<td>JOLLY</td>
<td>CORK</td>
<td>09/Oct TBC</td>
</tr>
<tr>
<td>SMERALDO</td>
<td>AMSTERDAM</td>
<td>03/Nov 21/Nov 01/Dec 10/Dec 22/Dec 02/Jan</td>
</tr>
<tr>
<td>EUROCAR</td>
<td>HAMBURG</td>
<td>15/Oct 05/Nov 24/Nov 03/Dec 15/Dec 25/Dec 05/Jan</td>
</tr>
<tr>
<td>REPUBBLICA DI ROMA</td>
<td>TILBURY</td>
<td>07/Oct(<em>) 12/Oct 01/Nov(</em>) 04/Nov(<em>) 14/Nov(</em>) 23/Nov(<em>) 12/Dec(</em>) 27/Dec(<em>) 04/Jan(</em>) 12/Jan(<em>) 19/Jan(</em>) 05/Feb(*)</td>
</tr>
<tr>
<td>EUROPA</td>
<td>ANTWERP</td>
<td>14/Oct 26/Oct 07/Nov 15/Nov 26/Nov 06/Dec 03/Dec 27/Dec 07/Jan 17/Jan 27/Jan 06/Feb</td>
</tr>
<tr>
<td>CARMANIA EXPRESS</td>
<td>LE HAVRE</td>
<td>17/Oct 09/Nov 08/Dec 23/Dec(*) 29/Dec 29/Jan</td>
</tr>
<tr>
<td>JOLLY</td>
<td>LISBON</td>
<td>20/Oct 30/Oct 12/Nov 19/Nov 01/Dec 12/Dec 08/Dec 01/Jan 11/Jan 22/Jan 01/Feb 10/Feb</td>
</tr>
<tr>
<td>SMERALDO</td>
<td>DAKAR</td>
<td>28/Oct 05/Nov 18/Nov 25/Nov 07/Dec 18/Dec 14/Dec 07/Jan 17/Jan 28/Jan 08/Feb 16/Feb</td>
</tr>
<tr>
<td>EUROCAR</td>
<td>MONROVIA</td>
<td>07/Nov 27/Nov 10/Dec 16/Dec 19/Jan 31/Jan 19/Feb</td>
</tr>
<tr>
<td>REPUBBLICA DI ROMA</td>
<td>LUANDA</td>
<td>05/Nov 14/Nov 26/Nov 04/Dec 16/Dec 26/Dec 22/Dec 15/Jan 25/Jan 06/Feb 16/Feb 25/Feb</td>
</tr>
<tr>
<td>EUROPA</td>
<td>POINTE NOIRE</td>
<td>21/Nov 30/Nov 30/Dec 20/Jan 21/Feb</td>
</tr>
<tr>
<td>JOLLY</td>
<td>BOMA</td>
<td>19/Nov 09/Dec 26/Dec 30/Jan 01/Mar</td>
</tr>
<tr>
<td>SMERALDO</td>
<td>DOUALA</td>
<td>11/Nov 24/Nov 03/Dec 13/Dec 23/Dec 03/Jan 31/Dec 24/Jan 05/Feb 14/Feb 24/Feb 06/Mar</td>
</tr>
<tr>
<td>EUROPA</td>
<td>TAKORADI</td>
<td>08/Dec 29/Dec 08/Jan 30/Jan 19/Feb 29/Feb</td>
</tr>
<tr>
<td>JOLLY</td>
<td>ABIDJAN</td>
<td>17/Nov 01/Dec 09/Dec 20/Dec 31/Dec 10/Jan 05/Jan 31/Jan 11/Feb 21/Feb 02/Mar 12/Mar</td>
</tr>
<tr>
<td>SMERALDO</td>
<td>SAN PEDRO</td>
<td>18/Nov 02/Dec 21/Dec 22/Jan 12/Feb 14/Mar</td>
</tr>
</tbody>
</table>

*By Transhipment*

**North Europe / West Africa Northern Express Service**

<table>
<thead>
<tr>
<th>VESSEL</th>
<th>PORTS OF CALL</th>
<th>DATES</th>
</tr>
</thead>
<tbody>
<tr>
<td>GRS0607</td>
<td>ANTWERP</td>
<td>02/Oct 09/Oct 20/Oct 26/Oct 05/Nov 15/Nov 27/Nov 04/Dec 14/Dec 23/Dec 02/Jan 11/Jan</td>
</tr>
<tr>
<td>GFR0607</td>
<td>BILBAO</td>
<td>02/Oct 09/Oct 19/Oct 09/Nov 19/Nov 01/Dec 08/Dec 18/Dec 27/Dec 06/Jan 15/Jan</td>
</tr>
<tr>
<td>GHA0607</td>
<td>DAKAR</td>
<td>15/Oct 20/Oct 01/Nov 06/Nov 16/Nov 26/Nov 08/Dec 15/Dec 25/Dec 03/Jan 13/Jan 22/Jan</td>
</tr>
<tr>
<td>GBR0607</td>
<td>BANJUL</td>
<td>16/Oct 21/Oct 04/Nov(*) 07/Nov 17/Nov 27/Nov 09/Dec 16/Dec 26/Dec 04/Jan 14/Jan</td>
</tr>
<tr>
<td>GFR0108</td>
<td>MONROVIA</td>
<td>19/Oct(<em>) 04/Nov(</em>) 04/Nov(<em>) 21/Nov(</em>) 21/Nov(<em>) 16/Dec(</em>) 16/Dec(<em>) 04/Jan(</em>) 04/Jan(<em>) 19/Jan(</em>) 19/Jan(<em>) 31/Jan(</em>)</td>
</tr>
<tr>
<td>GBA0108</td>
<td>SAN PEDRO</td>
<td>18/Nov 02/Dec 21/Dec 22/Jan 12/Feb 14/Mar</td>
</tr>
</tbody>
</table>

*By Transhipment*
### North Europe / South America Line

<table>
<thead>
<tr>
<th>PORTS OF CALL</th>
<th>VESSEL</th>
<th>ATLANTIC CARLIER</th>
<th>ATLANTIC CONVOY</th>
<th>ATLANTIC COMPASS</th>
<th>ATLANTIC CONCERT</th>
<th>ATLANTIC COMPASS</th>
<th>ATLANTIC CARLIER</th>
<th>ATLANTIC COMPASS</th>
<th>ATLANTIC CONCERT</th>
<th>ATLANTIC COMPASS</th>
<th>ATLANTIC CONCERT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>GH0057</td>
<td>7252/7352</td>
<td>7253/7353</td>
<td>7254/7354</td>
<td>7255/7355</td>
<td>7256/7356</td>
<td>7257/7357</td>
<td>7258/7358</td>
<td>7259/7359</td>
<td>7260/7360</td>
<td>8261/8361</td>
</tr>
<tr>
<td>HAMBURG</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>GBR0057</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>GRS0057</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>RAG0057</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>RAG0057</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>RAG0057</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>RAG0057</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>GBR0057</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>GHA0057</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>GHA0057</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>GBR0057</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>GBR0057</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>GBR0057</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>GBR0057</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>GBR0057</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### North America / Europe Service

<table>
<thead>
<tr>
<th>PORTS OF CALL</th>
<th>VESSEL</th>
<th>ATLANTIC CARLIER</th>
<th>ATLANTIC CONVOY</th>
<th>ATLANTIC COMPASS</th>
<th>ATLANTIC CONCERT</th>
<th>ATLANTIC COMPASS</th>
<th>ATLANTIC CARLIER</th>
<th>ATLANTIC COMPASS</th>
<th>ATLANTIC CONCERT</th>
<th>ATLANTIC COMPASS</th>
<th>ATLANTIC CONCERT</th>
</tr>
</thead>
<tbody>
<tr>
<td>BREMENHAVEN</td>
<td>Saturday</td>
<td>06/Nov</td>
<td>13/Nov</td>
<td>20/Nov</td>
<td>27/Nov</td>
<td>03/Nov</td>
<td>10/Nov</td>
<td>17/Nov</td>
<td>24/Nov</td>
<td>01/Dec</td>
<td>08/Dec</td>
</tr>
<tr>
<td>HAMBURG</td>
<td>Saturday</td>
<td>06/Nov</td>
<td>13/Nov</td>
<td>20/Nov</td>
<td>27/Nov</td>
<td>03/Nov</td>
<td>10/Nov</td>
<td>17/Nov</td>
<td>24/Nov</td>
<td>01/Dec</td>
<td>08/Dec</td>
</tr>
<tr>
<td>GOTHENBURG</td>
<td>Monday</td>
<td>08/Nov</td>
<td>15/Nov</td>
<td>22/Nov</td>
<td>29/Nov</td>
<td>05/Nov</td>
<td>12/Nov</td>
<td>19/Nov</td>
<td>26/Nov</td>
<td>03/Dec</td>
<td>10/Dec</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ANTRWERP</td>
<td>Wednesday</td>
<td>10/Nov</td>
<td>17/Nov</td>
<td>24/Nov</td>
<td>31/Nov</td>
<td>07/Nov</td>
<td>14/Nov</td>
<td>21/Nov</td>
<td>28/Nov</td>
<td>05/Nov</td>
<td>12/Nov</td>
</tr>
<tr>
<td>LIVERPOOL</td>
<td>Tuesday</td>
<td>15/Nov</td>
<td>22/Nov</td>
<td>29/Nov</td>
<td>36/Nov</td>
<td>09/Nov</td>
<td>16/Nov</td>
<td>23/Nov</td>
<td>30/Nov</td>
<td>06/Nov</td>
<td>13/Nov</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HALIFAX</td>
<td>Saturday</td>
<td>22/Nov</td>
<td>29/Nov</td>
<td>36/Nov</td>
<td>03/Dec</td>
<td>10/Dec</td>
<td>17/Dec</td>
<td>24/Dec</td>
<td>31/Dec</td>
<td>03/Jan</td>
<td>10/Jan</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BREMENHAVEN</td>
<td>Saturday</td>
<td>06/Nov</td>
<td>13/Nov</td>
<td>20/Nov</td>
<td>27/Nov</td>
<td>03/Nov</td>
<td>10/Nov</td>
<td>17/Nov</td>
<td>24/Nov</td>
<td>01/Dec</td>
<td>08/Dec</td>
</tr>
<tr>
<td>HAMBURG</td>
<td>Sunday</td>
<td>06/Nov</td>
<td>13/Nov</td>
<td>20/Nov</td>
<td>27/Nov</td>
<td>03/Nov</td>
<td>10/Nov</td>
<td>17/Nov</td>
<td>24/Nov</td>
<td>01/Dec</td>
<td>08/Dec</td>
</tr>
<tr>
<td>GOTHENBURG</td>
<td>Monday</td>
<td>12/Nov</td>
<td>19/Nov</td>
<td>26/Nov</td>
<td>03/Dec</td>
<td>10/Nov</td>
<td>17/Nov</td>
<td>24/Dec</td>
<td>31/Dec</td>
<td>03/Jan</td>
<td>10/Jan</td>
</tr>
</tbody>
</table>
Euro-Med Network  
Fixed-day Schedule

Euro-Med Service

GRANDE E UROPA ELLADE BRET.

Fixed Day


SALERNO (I)


SAVONA (I)


BRISTOL (PRBY) (GB)

CORK (IRL)


WALLHAMN (S)

ANTWERP (B)

Saturday 20/Oct 27/Oct 03/Nov 10/Nov 17/Nov 24/Nov 01/Dec 08/Dec 15/Dec 22/Dec 29/Dec 05/Jan 12/Jan 19/Jan 26/Jan 02/Feb

SOUTHAMPTON (GB)

Friday 26/Oct 02/Nov 09/Nov 16/Nov 23/Nov 30/Nov 07/Dec 14/Dec 21/Dec 28/Dec 04/Jan 11/Jan 18/Jan 25/Jan 01/Feb 08/Feb


PIRAEUS (GR)


IZMIR (TR)

Tuesday 30/Oct 06/Nov 13/Nov 20/Nov 27/Nov 04/Dec 11/Dec 18/Dec 25/Dec 01/Jan 08/Jan 15/Jan 22/Jan 29/Jan 05/Feb 12/Feb

ASHDOD (IL)

Friday 02/Nov 09/Nov 16/Nov 23/Nov 30/Nov 07/Dec 14/Dec 21/Dec 28/Dec 04/Jan 11/Jan 18/Jan 25/Jan 01/Feb 08/Feb

LIMASSOL (CY)

Saturday 04/Nov 11/Nov 18/Nov 25/Nov 02/Dec 09/Dec 16/Dec 23/Dec 30/Dec 06/Jan 13/Jan 20/Jan 27/Jan 03/Feb 10/Feb

ALEXANDRIA (ET)


VALENCIA (E)


GEMLIK (TK)


VALENCIA (E)

SOUTHAMPTON (GB)

Tuesday 30/Oct 01/Nov 06/Nov 08/Nov 13/Nov 15/Nov 20/Nov 22/Nov 27/Nov 29/Nov 04/Dec 06/Dec 11/Dec 13/Dec 18/Dec 20/Dec 25/Dec 27/Dec 01/Jan


ANTWERP (B)

NEW SERVICE PERFORMED BY RORO MULTIPURPOSE VESSEL LINKING RAVENNA - VENICE - KOPER - ALEXANDRIA (OLD PORT) - LIMASSOL - TARTOUS

Schedules subject to changes without notice