

Shipping calls for innovation and development



Evolving markets drive for new strategies



Staffan Herlin,
Commercial director

Shipping is extremely sensitive to geopolitical changes and global market trends. For a shipping company changes are instantly reflected in cargo volumes and passenger statistics. Resilience and adaptation are some of the necessary qualities to succeed in this business.

Finland and Finnlines used to be dependent on the forest industry and still are, but the cargo mix of exports and imports is very versatile nowadays. Finnlines operates mainly on established routes, but may suddenly be forced to suspend one line and make efforts to find compensating freight on another.

FINNLINES WAS FOUNDED IN 1947 by the Finnish forest industry giant Enso-Gutzeit and KELA (Finnish Social Insurance Institution) to create new maritime links as the Finnish merchant fleet had suffered massive losses during World War II. Enso was a strong owner, but decided to concentrate on its core business in the 1980s.

When the Grimaldi Group entered the scene in 2005, there were numerous shareholders, many private investors, small companies and institutions. Stora Enso's ownership was only 5.4 per cent, Grimaldi's over 13 per cent. In 2016, the Grimaldi Group then finally became the sole owner of Finnlines.

THE GRIMALDI GROUP HAS ALWAYS BEEN COMMITTED TO SHIPPING, it has experience and as a consequence profound knowledge of the business.

One strategic change was to operate an owned fleet instead of chartering vessels. Grimaldi noted that Finnlines operated an excess of tonnage, in 2005 as many as 42 vessels, which were small, obsolete and expensive units, depressing profitability. Chartered vessels were soon re-delivered to their owners.

In 2023, an average of 21 have been in traffic, all owned by Finnlines. The majority have over 3,000 lane metres for rolling cargo, the largest



Finnlines
a Grimaldi Group company

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Contents

Editorial	2
Changes in Finnlines' management	4
Shipping calls for innovation and development	5
High capacity transport	8
Green News	9
Events	10
Schedules	11

5,800 lane metres, which brings economies of scale.

Finnlines had operated under a myriad of names, like Finn carriers, Railship, FG-Shipping, and FinnLink. The group structure was simplified and the number of group companies greatly reduced. The organization was restructured, operations streamlined, a new management was appointed and passenger business became a separate business segment.

FINLAND HAS A SMALL DOMESTIC MARKET and companies must expand their operations outside the national borders to grow. Finnlines used to struggle with an unbalance between southbound and northbound cargo on the routes to the North Sea and the Bay of Biscay. Ships were fully loaded on southbound voyages, but they carried small volumes back to Finland.

Grimaldi's extensive network and the three new Eco-series ro-ro vessels helped to change the game. The Eco-vessels have carried cars and special cargo, also called project cargo, and done occasional spot shipments. The more cargo, the smaller is the carbon footprint per each unit transported, which benefits every party, customers in particular.

Finnlines has shown increased activity in entering new markets when volumes have declined in another area. A political decision, like the Brexit, provided an opportunity to open a direct line from Ireland to Continental Europe. From time to time new ports are added to the route network when freight flows change.

NORMALLY COMPANIES INVEST DURING AN ECONOMIC BOOM, but Grimaldi looks far into the

” *Finnlines is well prepared to meet the future with its renewed fleet and professional staff.*

horizon and makes long-term plans. In spite of uncertain times, caused either by economic recession, global pandemic or other crises, massive investments have been made during the last 15 years. Finnlines has taken delivery of ten new ships (one more soon to come), installed emission abatement technology on all its ships and lengthened six ships.

AT THE TIME OF WRITING THIS EDITORIAL, PROSPECTS ARE UNCERTAIN, recession is in the air. Yet Finnlines is well prepared to meet the future with its renewed fleet and professional staff.

In the past, a worker in a warehouse could forecast trends in the economic activity, today the ups and downs are more unpredictable. Changes can be frightening, but they may provide opportunities to learn, to innovate, to rethink, to build, and to rebuild. Keep your eyes open, seize the moment or the chance will not come again.

One can study navigation, economics, information technology and many other neutral disciplines, but to excel in shipping, it is necessary to have experience. Shipping is something to die for!

Keep well and enjoy this issue of Finnlines News.



Finnlines' new hybrid vessel, Finnsirius, showcases the next step in environmentally sustainable transportation. **Turn to page 9 to read more.**

Retirement celebration: Honouring Staffan Herlin's journey and contributions

In the search for the archetype of unwavering company loyalty, the "man of the company", there is no need to look further than **Staffan Herlin**.

40 years in varied positions at Effoa, Finn carriers, Frachtkontor Finland and Finnlines Plc has made Staffan a staple not only in Finnlines but also in the wider Finnish shipping community. Quite a few people know him in the European mainland and on the British Isles, too.

After years and decades in business, Staffan has not lost his ability to discuss, negotiate, persuade, speculate, and navigate both the small stuff and the big picture – or to enjoy a good meal while conversing. Never dictating, always aiming at win-win he has been in a few tight spots but never lost his good sense of humour or jovial disposition. There even might have been a few occasions when he was on time.

He may say "everything was better before" in several languages, but few people adapt to change



Staffan Herlin retires after a 40-year long shipping career.

as easily as he does. So, like the family man he is, he will go on polishing his old Mercedes and equally old boat, washing windows, tending the garden, and ordering his grandchildren around even after the turn of the year when he retires.

"I want to express our deepest gratitude for Staffan's outstanding contributions and unwavering dedication. Staffan's leadership

has been invaluable, and his impact will resonate within our organisation for years to come", says **Tom Pippingsköld**, CEO, Finnlines.

"Thank you for your years of service and commitment to excellence."

We wish all the happiness to him, Sarianna, and the family, Frasier the dog included.

Meet the new faces:

Recent appointments at Finnlines' management

Suvi Niemivuo was appointed as Head of Legal, Insurance and Claims and she was invited to join the Finnlines Executive Committee on 1 October 2023.



Suvi joined Finnlines as a Senior Legal Counsel in November 2022. She took over the challenging responsibilities as the Acting Head of Legal, Insurance and Claims in May 2023 and she was then also appointed to Finnlines' Board of Management.

Suvi has graduated as a Master of Laws from the University of Helsinki. Before joining Finnlines, she worked in shipping and insurance sector. She has a vast experience in maritime and transport law, marine insurance and claims management.

"We are delighted to have Suvi in our management team. Being an experienced professional, she settled quickly into our company. We wish Suvi all the success in her new position," says **Tom Pippingsköld**, CEO, Finnlines.



Responsible Summer Jobs

Finnlines ranked among the Top 10 companies in this year's Responsible Summer Job (Vastuullinen kesäduuni) competition in the category of 1000plus organisations.

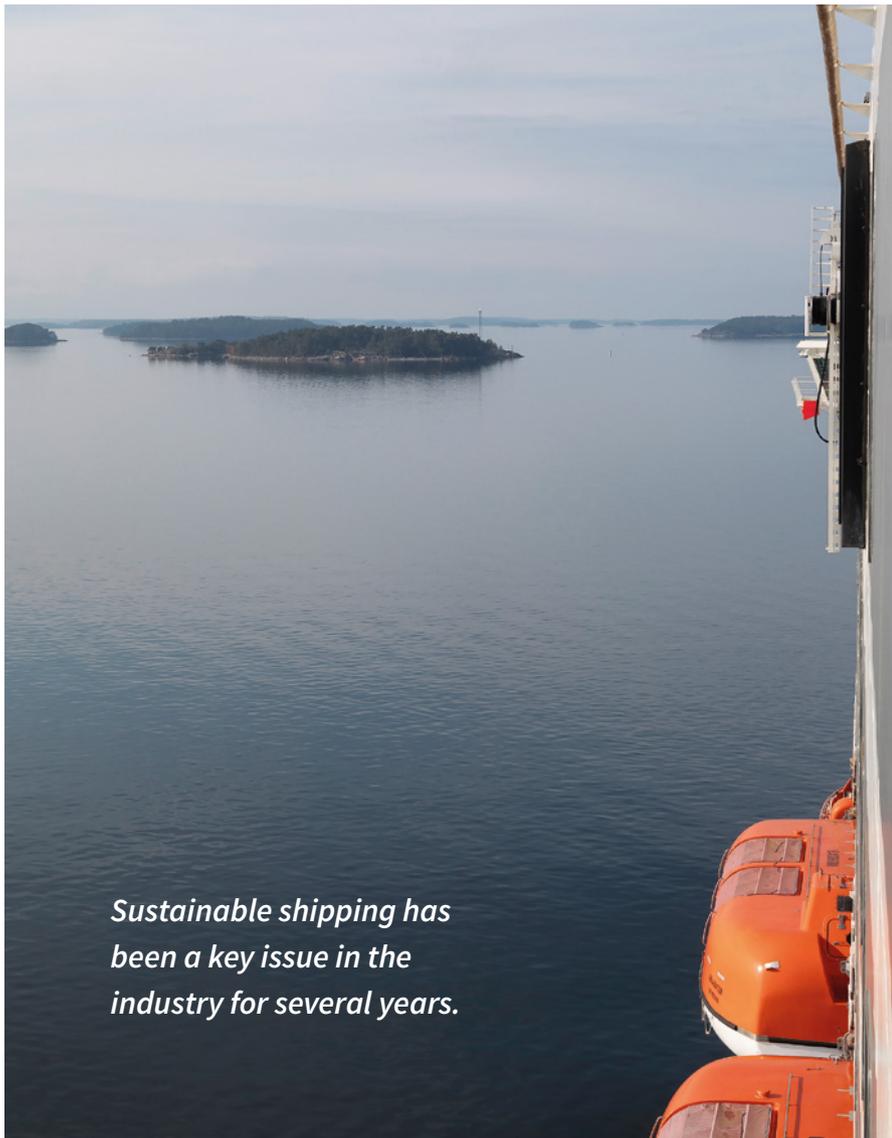
All full-time employees need a break from time to time but shipping is a 24/7 business 365 days a year. Summer is the high season for passenger traffic and export and import goods must also be carried all year round.

In Finnlines, summer trainees' tasks range from freight and passenger services to bookkeeping, purchasing and payroll management. Employees are needed to check in car-borne passengers and drive foot passenger aboard. Finnlines promises to offer meaningful work, not to hire coffee makers. Trainees would be team members, equal to the permanent employees.

Based on feedback from last summer, the trainees appreciated the businesslike and efficient application process. Permanent employees dedicated time to introduce new arrivals to their tasks, fostering a friendly and supportive work environment. It is evident that the trainees gained valuable work experience for the future. Exciting opportunities for summer 2024 will be announced in January. Stay tuned!

Shipping calls for innovation and development

Shipping is a complex industry. It is dependent on international trade and economic situation and its performance reflects the global economic outlook. Geopolitics, capacity on the market, international environmental regulations and increasing digitalisation impact shipping. >



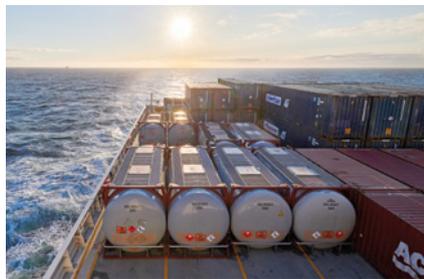
Sustainable shipping has been a key issue in the industry for several years.



Finnlines is the leading carrier of export and import goods in Finland. Finnlines' scheduled liner traffic, its own lines and access to the Grimaldi Group's extensive route network offer a reliable maritime connection to Europe. Finnlines was founded in 1947 to serve the Finnish export industry, forest industry in particular, which was reflected in the ownership distribution at the time. The number and size of vessels have varied over the years, but today Finnlines owns 24 vessels, 20 of which are registered to Finland, 4 to Sweden. The fleet has been constantly renewed and vessels have grown in size.

It all started with exports

Forest industry has been a fundamental part of the Finnish economy for many decades. Finland is one of the largest



The proportion of unitized cargo has grown constantly through the decades, being Finnlines' main cargo segment.

producers of pulp and wood products in the world. The need to export them has enhanced the transport business and services, creating an effective transport network.

"The Finnish forest industry had a major impact on Finnlines operations, especially during the early years and

Finnlines optimised routes and schedules in co-operation with its partners. Today, the forest industry plays a smaller role in the Finnish economy, which has also had an effect on Finnlines and driven for new strategies," says **Staffan Herlin**, Finnlines' Commercial Director.

In Finnlines' southbound traffic, forest industry products dominate, but ships also carry other cargo. "Nowadays we have a versatile cargo mix as we have found new products to transport, like cars and project cargo, i.e. special cargo. And the proportion of unitized cargo has grown constantly through the decades, being our main cargo segment" Herlin continues.

Finnlines operates mainly scheduled liner traffic, but on long routes vessels may deviate from the planned route and schedule for spot shipments. "Cargo and customers come first. When ships are fully loaded, the environmental impact per transported unit remains minimal and sustainable operations are ensured."

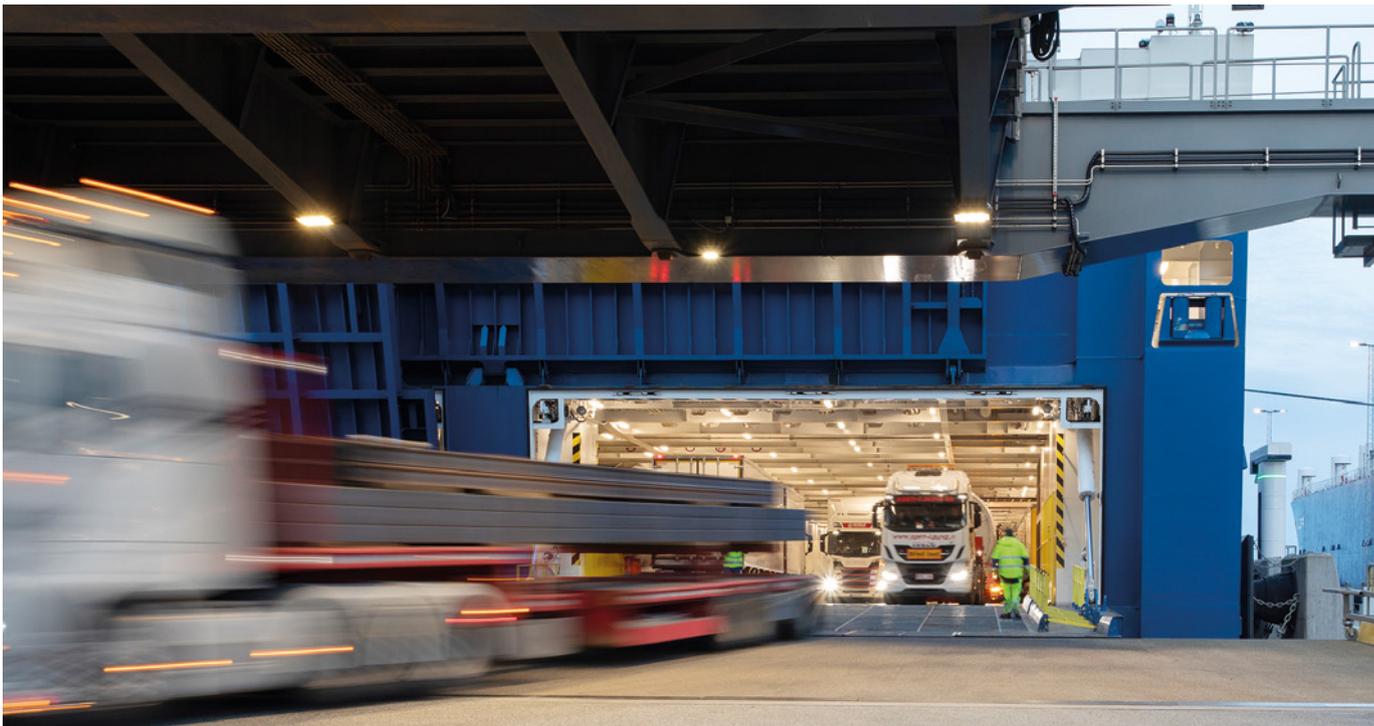
Ups and downs

Shipping is extremely sensitive to global market trends as economic ups and downs increase or decrease cargo volumes and the number of passengers instantly. In Finland, the economic situation has direct effects on shipping as around 98 per cent of exports and 94 per cent of imports are carried seaways.

"Economic fluctuations, which reflect swiftly in maritime transportation, used to be predictable and they could be forecasted through early changes in certain cargo groups. Today, the ups and downs are much more unpredictable although some signs can still be detected in advance", says Herlin.

The Finnish export industry consists of some few special categories, like forest and technology industries and engine manufacturing. This makes Finland sensitive to market fluctuations and a slowdown in the economic growth affects cargo volumes fast. The geopolitical situation may also change maritime links. "Finnlines has managed to find new routes and markets in challenging times. In March 2022, Finnlines suspended calls to Russian ports once the war had broken. Four vessels, a total of 16,000 lane metres, were rerouted," Herlin says.

Sustainable shipping has been a key issue in the industry for several years. During the last 10–15 years, Finnlines has invested as much as EUR 0.5 billion in new vessels and clean technology. "Finnlines



The need to export has enhanced the transport business and services, creating an effective transport network.

produces cost-efficient, frequent liner services. When planning schedules and routes, we target at full utilisation of vessels' cargo capacity, which reduces energy consumption and CO₂ emissions per each transported unit.

Knowledge and experience

Finnlines has a long and successful history in Finland, but at the same time the focus is

on development, improvement and ability to look forward. Finnlines develops its services to meet freight customers' needs. New routes are opened where needed. A connection between Rosslare in Ireland and Zeebrugge in Belgium was established in 2022 and it offers an important link to the Irish industry. By transshipment in Zeebrugge, Finnish, Estonian, German and

Although digitalisation or automation bring many advantages and opportunities, we will always need people to make decisions.

Spanish exports and imports also have access to the Irish connection.

"A wide know-how of various aspects of shipping is necessary to succeed in the countries by the North Sea. I refer to commercial know-how, knowledge of the market, legal and contractual issues, safety and environmental issues," Herlin says.

Digitalisation has moved ahead fast even in the most conventional shipping business. Digital services and systems improve efficiency and customer experience. "Although digitalisation or automation bring many advantages and opportunities, we will always need people to make decisions. In shipping, it is necessary to have experience and practice. Nothing can replace the 'learning by doing' method," Herlin says.

In Finland, Finnlines is a significant operator, being responsible for the two most important maritime bridges, which provide a core network for exports. However, Finnlines is also very flexible and the large fleet makes it possible to transfer tonnage where there is demand. The affiliation with the Grimaldi Group's global network ensures that Finnlines can deliver customers' freight to any destination in the world.

"Future prospects look good even if the economic growth has now slowed down. Shipping operations are planned on the long term and we look far to the horizon," Herlin concludes.

Søren Lund Hvidt





High capacity transport A milestone in logistics with longer HCT trucks

High capacity transport (HCT) is changing transportation, addressing the increasing demand for more efficient and sustainable logistics. Use of larger vehicles for transporting goods maximises efficiency and minimises the environmental impact per transported unit. Finnlines' new Superstar class has been deployed to further enhance the green footprint of our service.

The primary objective of an HCT is to maximise the payload capacity of each transport unit. On long distances, in particular, HCT units reduce the environmental impact and transport costs because three long trucks replace four conventional trucks.

Smooth and efficient loading

History was made when Finnlines successfully loaded Ahola Transport's first 32.5-metre long double-trailer HCT combination onto Finnswan in Naantali to Kapellskär at the end of November. "This is very exciting news and another important step towards more sustainable transport, aiding road freight transport to meet green emission targets," says **Åke Nyblom**, Managing Director at Ahola Transport.

"Loading was executed seamlessly and fast. After all, Finnswan has 4,200 metres for rolling freight and the crew is used to working at a fast pace on the Finland–

Sweden route with only a few hours in port. It is very important to emphasise the importance of collaboration like this with Ahola Transport. We work together with our customers to achieve climate goals," confirms **Antonio Raimo**, Line Manager at Finnlines.



Green aspects

Increasing the length of trucks is one of the most effective ways of reducing energy consumption and CO₂ emissions from freight transport on roads. After five years of tests, HCT trucks were allowed in public transport in Finland in 2019. PITKÄ (LONG) sign became a familiar sight for road users. On average, trucks are some 17 metres long. According to Traficom (Finnish Transport and Communications Agency) traffic safety has not declined although intersections may be challenging for long trucks.

Recent changes in Swedish legislation, effective from 1 December 2023, now allow longer combinations on some parts of the Swedish road network. "Thanks to our eTrailer-HCT pilot project, we have received a special permission for transporting in Sweden with this combination even before the roads officially opened up for HCT combinations. Moreover, the eTrailer-HCT pilot project opens additional permitted routes in Sweden for Ahola compared to conventional HCT combinations," Åke Nyblom explains.

Other European countries has expressed interest in adopting HCT to ease road congestion and reduce environmental emissions.

"We are ready and can handle cargo of all sizes," affirms Antonio Raimo, highlighting Finnlines preparedness for a more sustainable and efficient era in freight transport. "We can adjust our processes to meet customers' needs. Our team works smoothly and ensures everything is done safely, without compromising safety or quality."

Finnlines is the main maritime service provider between Finland and Sweden and the Naantali–Långnäs–Kapellskär route is one of the sea routes vital to Finland's security of supply. In addition to freight, the route offers the most convenient schedules for passenger traffic between Finland, Åland and Sweden.

GREEN NEWS

> Sustainability is a core element of our business. We have done a lot to ensure sustainability and worked hard to reduce our environmental effects. In the future, maritime decarbonisation will bring big changes into our operations and fleet. At the same time, we think small actions can make a big difference on climate change.



Next step in the green transition

As the shipping industry moves forward in the green transition, Finnlines' new hybrid vessel, Finnsirius, showcases the next step in environmentally sustainable transportation. Harnessing electricity from the grid and featuring cutting-edge hybrid technology, Finnsirius sets a new standard for energy efficiency, reducing greenhouse gas emissions and providing greener options for passengers and cargo alike.

As the shipping industry progresses through the green transition, still waiting for the widespread availability of green fuels and technologies in the market, the hybrid system marks a step forward. In this transition, electricity sourced from the grid is an alternative fuel.

Electricity as an alternative fuel

Finnlines' new hybrid vessel, Finnsirius started operating on the Naantali–Långnäs–Kapellskär route in September. Finnsirius is equipped with the most modern energy-saving technologies and after just few weeks in service she had already proven to be very energy-efficient compared to the older vessels in the Finnlines fleet. One of the key technologies is the hybrid system, which enables use of battery power as

an energy source onboard. The battery capacity of 5 MWh and on-shore power connection make the vessel partially electric, a hybrid.

You may think the hybrid system like a hybrid car. During port calls in Naantali and Kapellskär the ship connects to the on-shore power supply via a cable. In practice, there is no need to use auxiliary engines to produce electricity and to run the ship operations in port; all energy comes from the shore side. The batteries are also charged with shore power. At sea, the battery power may be utilised in many ways, such as for supplying electricity for hotel activities and electric power demand in general, running bow thrusters or even boosting the propulsion – wherever the need is the greatest. With battery power, it is also possible to shave off the peaks of high energy loads and thus avoid starting extra engines. Battery power reduces the ship's greenhouse gas emissions on every voyage.

The hybrid system and electricity from the grid is a step forward. This will have a direct impact on our customers' emissions. With Finnsirius and its sister vessel Finncanopus, which will soon start operating in the same line, Finnlines is able to provide much greener transportation for both passengers and cargo.

Finnsirius awarded as the Ro-Pax of the Year 2023



Finlines' new arrival M/S Finnsirius was awarded as the Ro-Pax of the Year 2023 by the Ferry Shipping Summit, which gathers a large number of professionals within shipping, including ferry, ro-ro and ro-pax operators, ports and suppliers.

Finlines President and CEO Tom Pippingsköld thanked for the Award, which is a recognition for the intensive work on innovative and sustainable shipping Finlines has invested in during the past decade.

Shipbuilding is a collaborative project and in addition to the China Merchants Jinling Shipyard in Weihai it has engaged many. The Superstar ro-pax concept plan design was implemented in close cooperation with the Grimaldi Group, Finlines and Nordic ship design company, Knud E. Hansen. The concept was further developed into a contract design by the Finnish naval architects and marine engineers Deltamarin, who were also responsible for basic engineering.

The Ferry Shipping Summit has been held annually since 2018, this year in Malmö in September. The summit participants discussed topical issues, such as crewing, future industry strategies, automation and alternative fuels.

Port of Hanko 150 years



When ships started to run on steam engines in the 1800s, navigation through ice became possible.

Situated at the southernmost point of Finland, Hanko was an obvious choice for the first year-round port. After a railway connection had been completed, the port was opened in the autumn of 1873. From the very beginning, Hanko has provided the fastest connection between Finland and Continental Europe.

One historical curiosity is that butter was an important export product in the early 1900s. Almost all, 96 per cent, of Finnish butter was shipped from Hanko. Smörmagasinet (Butter Storehouse) was later transformed into a passenger terminal and harbour office.

Today, the port is one of the largest commercial ports in Finland and has specialised in unitised cargo, i.e. trailers, semi-trailers and containers. Cars are the major imported products, exports consist mostly of paper, board, steel and timber.

Currently the Port of Hanko consists of the Western Harbour, Outer Harbour and Koverhar Harbour. Finlines' ships operate from the Western Harbour on the routes Hanko–Rostock and Hanko–Gdynia.



Finlines as a key collaborator in Horse Show

The Helsinki International Horse Show gathers worlds' best riders and most fantastic horses in Finland every year. Many of the horses arrive on Finlines' ships as Finlines is a Golden Partner and a HIHS' Official Carrier for the event.

Smooth travel is critical for transportation of horses as they are not only top competitors, but also worth enormous sums of money.

The ship's crew has the task of placing horse trailers and vans on the car deck so that there is an easy access to a water tap and good ventilation. The trailer shall not be exposed to any adverse weather as horses get stressed easily and may suffer from hypothermia or have heatstroke in unpleasant conditions.

As the crew is not trained to tend four-legged passengers, it is a requirement that horses are accompanied by grooms or attendants, who check the well-being of horses and feed them during the sea voyage.

In October 2023, the four-day event, which is the largest indoor sports event in Finland, attracted over 51,000 visitors.

SCHEDULES

More than 170 weekly freight departures and 80 passenger departures.



BalticEuroMed Service



INDICATIVE EUROMED SERVICE QUARTERLY SCHEDULE

2024	GRA EUR 01/24	GRA BRE 01/24	GRA MED 01/24	GRA ELL 01/24	GRA SCA 01/24	GRA EUR 02/24	GRA BRE 02/24	GRA MED 02/24	GRA ELL 02/24	GRA SCA 02/24	GRA EUR 03/24	GRA BRE 03/24	GRA MED 03/24	GRA ELL 03/24	GRA SCA 03/24	GRA EUR 04/24	GRA BRE 04/24
YENIKOI	24.12	31.12	7.1	14.1	21.1	28.1	4.2	11.2	18.2	25.2	3.3	10.3	17.3	24.3	31.3	7.4	14.4
SALERNO nb	27.12	3.1	10.1	17.1	24.1	31.1	7.2	14.2	21.2	28.2	6.3	13.3	20.3	27.3	3.4	10.4	17.4
VALENCIA nb	30.12	6.1	13.1	20.1	27.1	3.2	10.2	17.2	24.2	2.3	9.3	16.3	23.3	30.3	6.4	13.4	20.4
SOUTHAMPTON nb	5.1	12.1	19.1	26.1	2.2	9.2	16.2	23.2	2.3	9.3	16.3	23.3	30.3	6.4	13.4	20.4	27.4
ESBJERG	8.1	15.1	22.1	29.1	5.2	12.2	19.2	26.2	5.3	12.3	19.3	26.3	2.4	9.4	16.4	23.4	30.4
WALLHAMN	9.1	16.1	23.1	30.1	6.2	13.2	20.2	27.2	6.3	13.3	20.3	27.3	3.4	10.4	17.4	24.4	1.5
ANTWERP	11.1	18.1	25.1	1.2	8.2	15.2	22.2	1.3	8.3	15.3	22.3	29.3	5.4	12.4	19.4	26.4	3.5
VALENCIA sb	16.1	23.1	30.1	6.2	13.2	20.2	27.2	6.3	13.3	20.3	27.3	3.4	10.4	17.4	24.4	1.5	8.5
SALERNO sb	18.1	25.1	1.2	8.2	15.2	22.2	1.3	8.3	15.3	22.3	29.3	5.4	12.4	19.4	26.4	3.5	10.5
PIREO	20.1	27.1	3.2	10.2	17.2	24.2	3.3	10.3	17.3	24.3	31.3	7.4	14.4	21.4	28.4	5.5	12.5
IZMIR	21.1	28.1	4.2	11.2	18.2	25.2	4.3	11.3	18.3	25.3	1.4	8.4	15.4	22.4	29.4	6.5	13.5
ASHDOD	23.1	30.1	6.2	13.2	20.2	27.2	6.3	13.3	20.3	27.3	3.4	10.4	17.4	24.4	1.5	8.5	15.5
ALEXANDRIA	25.1	1.2	8.2	15.2	22.2	1.3	8.3	15.3	22.3	29.3	5.4	12.4	19.4	26.4	3.5	10.5	17.5

Subject to alterations without notice and standard summer maintenance to be deployed. Nominated vessels may vary subj. variation



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FINLAND > GERMANY			
DEPARTURE		ARRIVAL	
Helsinki		Travemünde	
Mon	15:00	Tue	21:00
Tue	15:00	Wed	21:00
Wed	15:00	Thu	21:00
Thu	15:00	Fri	21:00
Fri	15:00	Sat	21:00
Sat	15:00	Sun	21:00
Sun	15:00	Mon	21:00

GERMANY > FINLAND			
DEPARTURE		ARRIVAL	
Travemünde		Helsinki	
Mon	02:00	Tue	10:00
Tue	02:00	Wed	10:00
Wed	02:00	Thu	10:00
Thu	02:00	Fri	10:00
Fri	02:00	Sat	10:00
Sat	02:30	Sun	10:00
Sun	02:00	Mon	10:00

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Finland – Åland – Sweden

Passenger & freight services

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SWEDEN

Kapellskär

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FINLAND > ÅLAND > SWEDEN			
DEPARTURE		ARRIVAL	
Naantali		Långnäs	
		Långnäs	
		Kapellskär	
Mon	11:15	16:10	16:20
	22:45	03:45	03:55
Tue	11:15	16:10	16:20
	22:45	03:45	03:55
Wed	11:15	16:10	16:20
	22:45	03:45	03:55
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Sat	10:30	15:00	15:15
	23:00	03:45	03:55
Sun	10:30	15:00	15:15
	23:00	03:45	03:55

SWEDEN > ÅLAND > FINLAND			
DEPARTURE		ARRIVAL	
Kapellskär		Långnäs	
		Långnäs	
		Naantali	
Mon	10:15	14:40	14:50
	21:45	02:10	02:25
Tue	10:15	14:40	14:50
	21:45	02:10	02:25
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	21:45	02:10	02:25
Sat	10:45	15:30	15:45
	21:30	02:10	02:25
Sun	10:45	15:30	15:45
	21:30	02:10	02:25

Subject to alterations without notice

Germany – Sweden

Passenger & freight services

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SWEDEN

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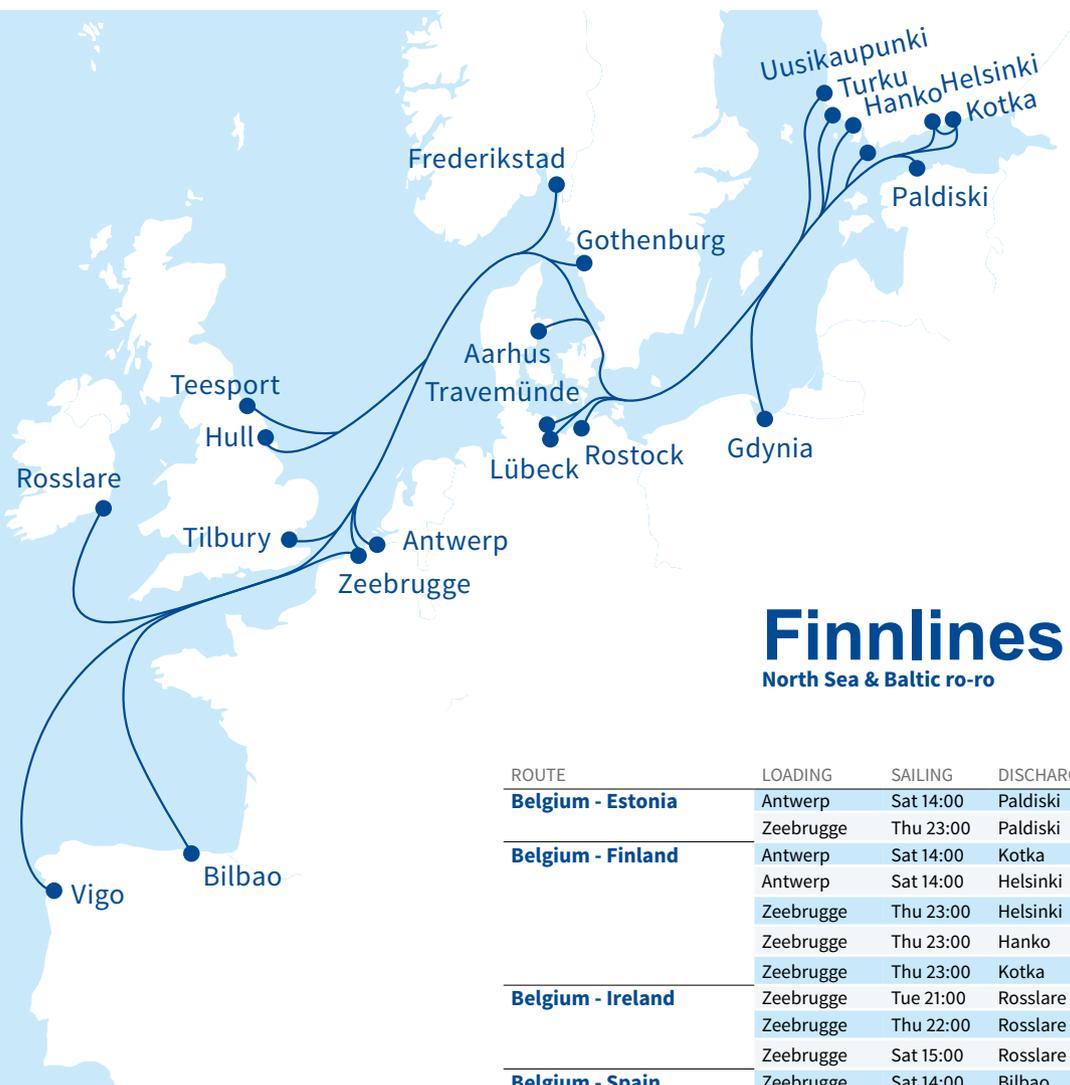
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GERMANY > SWEDEN			
DEPARTURE		ARRIVAL	
Travemünde		Malmö	
Mon	03:00	11:45	Mon
	22:00	07:15	Tue
Tue	02:30	11:15	Tue
	10:00	19:15	Tue
	21:45	07:15	Wed
Wed	02:30	11:15	Wed
	10:00	19:15	Wed
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	10:00	19:15	Fri
	22:00	07:15	Sat
Sat	03:00	12:00	Sat
	11:00	20:00	Sat
	22:00	07:30	Sun
Sun	01:00	10:30	Sun
	22:00	07:30	Mon

SWEDEN > GERMANY			
DEPARTURE		ARRIVAL	
Malmö		Travemünde	
Mon	16:00	00:45	Tue
	22:00	07:00	Tue
Tue	10:00	19:00	Tue
	16:00	00:45	Wed
	22:00	07:00	Wed
Wed	10:00	19:00	Wed
	16:00	00:45	Thu
	22:00	07:00	Thu
Thu	10:00	19:00	Thu
	16:00	00:45	Fri
	22:00	07:15	Fri
Fri	10:00	19:15	Fri
	16:00	00:45	Sat
	22:00	07:00	Sat
Sat	10:00	19:15	Sat
	13:30	23:00	Sat
	22:30	08:30	Sun
Sun	16:00	01:15	Mon
	22:00	07:15	Mon

Subject to alterations without notice



Finnlines

North Sea & Baltic ro-ro

ROUTE	LOADING	SAILING	DISCHARGING	ARRIVAL	Additional info
Belgium - Estonia	Antwerp	Sat 14:00	Paldiski	Wed 04:00	monthly service
	Zeebrugge	Thu 23:00	Paldiski	Wed 04:00	monthly service
Belgium - Finland	Antwerp	Sat 14:00	Kotka	Thu 06:00	
	Antwerp	Sat 14:00	Helsinki	Tue 15:30	
	Zeebrugge	Thu 23:00	Helsinki	Tue 15:30	
	Zeebrugge	Thu 23:00	Hanko	Tue 12:00	fortnightly service
Belgium - Ireland	Zeebrugge	Thu 23:00	Kotka	Thu 06:00	
	Zeebrugge	Tue 21:00	Rosslare	Thu 04:30	
	Zeebrugge	Thu 22:00	Rosslare	Sat 04:00	
Belgium - Spain	Zeebrugge	Sat 15:00	Rosslare	Sun 20:00	
	Zeebrugge	Sat 14:00	Bilbao	Mon 08:00	
	Zeebrugge	Sat 14:00	Vigo	Wed 08:00	fortnightly service
Denmark - Finland	Antwerp	Fri 22:00	Bilbao	Mon 08:00	
	Antwerp	Sat 14:00	Hanko	Tue 12:00	fortnightly service
	Aarhus	Tue 18:00	Helsinki	Fri 06:45	
Estonia - Belgium	Aarhus	Fri 19:00	Helsinki	Mon 06:45	
	Paldiski	Wed 06:00	Zeebrugge	Thu 06:00	monthly service
Estonia - Great Britain	Paldiski	Wed 06:00	Antwerp	Fri 06:00	monthly service
Estonia - Spain	Paldiski	Wed 06:00	Tilbury	Sat 07:00	monthly service
	Paldiski	Wed 06:00	Bilbao	Mon 08:00	monthly service
	Paldiski	Wed 06:00	Vigo	Wed 08:00	monthly service
Finland - Belgium	Kotka	Fri 22:00	Zeebrugge	Thu 06:00	
	Helsinki	Fri 20:00	Antwerp	Fri 06:00	
	Kotka	Fri 22:00	Antwerp	Fri 06:00	
	Helsinki	Fri 20:00	Zeebrugge	Thu 06:00	
	Turku	Fri 20:00	Zeebrugge	Thu 06:00	
	Turku	Fri 20:00	Antwerp	Fri 06:00	
	Helsinki	Fri 20:00	Antwerp	Fri 06:00	
Finland - Denmark	Helsinki	Tue 21:00	Aarhus	Fri 07:00	
	Helsinki	Fri 22:30	Aarhus	Mon 07:00	
Finland - Germany	Uusikaupunki	Tue 13:00	Travemünde	Wed 21:30	
	Helsinki	Tue 21:00	Travemünde	Wed 07:00	
	Helsinki	Fri 22:30	Travemünde	Thu 09:30	
	Hanko	Tue 17:00	Rostock	Wed 20:00	
	Kotka	Fri 22:00	Travemünde	Mon 05:00	
	Hanko	Rhu 14:00	Rostock	Fri 18:00	
	Turku	Fri 23:00	Travemünde	Sun 09:00	
	Hanko	Sat 15:00	Rostock	Sun 20:00	

ROUTE	LOADING	SAILING	DISCHARGING	ARRIVAL	Additional info
Finland - Great Britain	Helsinki	Thu 14:00	Hull	Sun 08:00	
	Kotka	Fri 22:00	Tilbury	Sat 07:00	transhipment in Zeebrugge
	Helsinki	Fri 20:00	Tilbury	Sat 07:00	transhipment in Zeebrugge
Finland-Ireland	Turku	Fri 20:00	Tilbury	Sat 07:00	
	Helsinki	Sat 15:00	Rosslare	Sat 04:00	
	Turku	Fri 20:00	Rosslare	Sat 04:00	
Finland - Poland	Kotka	Fri 22:00	Rosslare	Sat 04:00	
	Hanko	Tue 23:00	Gdynia	Wed 18:00	
	Hanko	Fri 13:00	Gdynia	Sat 08:00	
Finland - Spain	Hanko	Sun 18:00	Gdynia	Mon 13:00	
	Kotka	Fri 22:00	Bilbao	Mon 08:00	
	Helsinki	Fri 20:00	Bilbao	Mon 08:00	
Germany - Belgium	Turku	Fri 20:00	Bilbao	Mon 08:00	
	Helsinki	Fri 20:00	Vigo	Wed 08:00	fortnightly service
	Hanko	Thu 22:00	Vigo	Wed 08:00	fortnightly service
Germany - Finland	Travemünde	Mon 14:00	Antwerp	Fri 06:00	
	Travemünde	Mon 14:00	Zeebrugge	Thu 06:00	
	Rostock	Mon 23:00	Hanko	Wed 06:00	
Germany - Great Britain	Rostock	Wed 24:00	Hanko	Fri 06:00	
	Travemünde	Thu 07:00	Turku	Fri 15:30	
	Rostock	Sat 22:00	Hanko	Mon 06:00	
	Travemünde	Sun 19:00	Uusikaupunki	Tue 07:00	
	Travemünde	Sun 21:00	Kotka	Thu 06:00	
	Travemünde	Sat 20:00	Helsinki	Mon 06:45	
	Travemünde	Wed 16:00	Helsinki	Fri 06:45	
	Travemünde	Mon 14:00	Tilbury	Sat 07:00	transhipment in Zeebrugge
	Travemünde	Mon 14:00	Rosslare	Sun 19:00	
	Travemünde	Mon 14:00	Bilbao	Mon 08:00	
Germany - Ireland	Travemünde	Mon 14:00	Vigo	Wed 08:00	fortnightly service
	Hull	Sun 20:00	Helsinki	Wed 15:30	
	Tilbury	Thu 18:00	Bilbao	Mon 08:00	
Germany - Spain	Tilbury	Thu 18:00	Vigo	Wed 08:00	fortnightly service
	Teesport	Sat 14:00	Bilbao	Mon 08:00	transhipment in Zeebrugge
	Rosslare	Mon 03:00	Zeebrugge	Tue 13:00	
Ireland - Belgium	Rosslare	Thu 22:00	Zeebrugge	Sat 06:00	
	Rosslare	Sat 14:00	Zeebrugge	Sun 23:00	
	Rosslare	Mon 03:00	Helsinki	Tue 06:45	
Ireland - Finland	Rosslare	Mon 03:00	Kotka	Thu 06:00	
	Rosslare	Mon 03:00	Hanko	Tue 12:00	fortnightly service
	Rosslare	Thu 22:00	Bilbao	Mon 08:00	
Ireland - Spain	Gdynia	Sun 15:00	Zeebrugge	Thu 06:00	fortnightly service
	Gdynia	Sun 15:00	Antwerp	Fri 06:00	fortnightly service
	Gdynia	Mon 20:00	Hanko	Tue 17:00	
Poland - Belgium	Gdynia	Thu 07:00	Hanko	Fri 06:00	
	Gdynia	Sat 15:00	Hanko	Sun 12:00	
	Gdynia	Sun 15:00	Bilbao	Mon 08:00	fortnightly service
Poland - Finland	Gdynia	Sun 15:00	Vigo	Wed 08:00	fortnightly service
	Bilbao	Mon 23:00	Zeebrugge	Thu 14:00	
	Bilbao	Mon 23:00	Antwerp	Sat 06:00	
Spain - Belgium	Vigo	Wed 14:00	Antwerp	Sat 06:00	fortnightly service
	Bilbao	Mon 23:00	Paldiski	Wed 04:00	fortnightly service
	Vigo	Wed 14:00	Paldiski	Wed 04:00	fortnightly service
Spain - Estonia	Bilbao	Mon 23:00	Helsinki	Tue 15:30	
	Bilbao	Mon 23:00	Hanko	Tue 12:00	fortnightly service
	Bilbao	Mon 23:00	Tilbury	Sat 07:00	transhipment in Zeebrugge
Spain - Finland	Bilbao	Mon 23:00	Teesport	Sun 08:00	transhipment in Zeebrugge
	Vigo	Wed 14:00	Tilbury	Sat 07:00	fortnightly service
	Vigo	Wed 14:00	Teesport	Sun 08:00	fortnightly service
Spain - Great Britain	Bilbao	Mon 23:00	Rosslare	Sun 19:00	
	Vigo	Wed 14:00	Rosslare	Sun 19:00	fortnightly service
	Bilbao	Mon 23:00	Frederikstad	Mon 08:00	transhipment in Zeebrugge
Spain - Ireland	Vigo	Wed 14:00	Frederikstad	Mon 08:00	fortnightly service
	Bilbao	Mon 23:00	Gdynia	Thu 18:00	fortnightly service
	Vigo	Wed 14:00	Gdynia	Thu 18:00	fortnightly service
Spain - Norway	Bilbao	Mon 23:00	Gothenburg	Mon 08:00	transhipment in Zeebrugge
	Vigo	Wed 14:00	Gothenburg	Mon 08:00	fortnightly service
	Gothenburg	Sat 14:00	Bilbao	Mon 08:00	transhipment in Zeebrugge
Spain - Poland	Gothenburg	Sat 14:00	Vigo	Wed 08:00	fortnightly service
	Bilbao	Mon 23:00	Gothenburg	Mon 08:00	transhipment in Zeebrugge
	Vigo	Wed 14:00	Gothenburg	Mon 08:00	fortnightly service
Spain - Sweden	Gothenburg	Sat 14:00	Bilbao	Mon 08:00	transhipment in Zeebrugge
	Gothenburg	Sat 14:00	Vigo	Wed 08:00	fortnightly service
	Gothenburg	Sat 14:00	Vigo	Wed 08:00	fortnightly service

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