



# Eco class changes the game

Bringing hybrid vessels to our customers

A long voyage to home waters

# Bringing hybrid vessels to our customers



Tom Pippingsköld  
President and CEO

Finnlines' EUR 500-million newbuilding project reached a historical milestone when all the three Eco class hybrid ro-ro vessels were delivered during the spring and early summer 2022. The first vessel in the series, Finneco I, entered the Biscay–Baltic line in mid-June and at the time this issue goes to press, the two sister vessels will have joined her.

**BUILDING A SHIP IS A LONG, TIME-CONSUMING AND EXTREMELY CHALLENGING PROJECT**, which starts with preliminary studies, sketches and concept design. Steel cutting, keel-laying and launching are celebrated as mid-term events. The project comes to an end when the ship finally leaves the shipyard and starts to operate commercially. Many parties are involved at different stages, including naval architects, on-site supervisors, equipment and other goods suppliers, financiers, employees at the shipyard, and last but not least crew members who must be well familiar with the ship to sail it safely to home waters.

**FINNLINES' ECO CLASS VESSELS ARE NOT ONLY THE LARGEST** in the Company fleet so far, but they transport cargo in a more sustainable manner. Solar panels, an air lubrication sys-

tem, a high-powered battery bank, and efficient main engines with hybrid emission abatement technology are expected to reduce the carbon footprint and other harmful emissions and particles from the vessels considerably more than in the older vessels.

**ALTHOUGH THE FIRST STAGE OF OUR AMBITIOUS NEWBUILDING PROGRAMME HAS NOW BEEN COMPLETED**, there is no time to rest as two Superstar ro-pax vessels are currently being built in China. To face the coming challenges, Finnlines' shore-based organisation has been strengthened with intensive on-site supervision and design, with inhouse IT, marketing and technical expertise in order to lay a good start for the Superstar vessels, Finnsirius and Finncanopus, when they arrive.

The service concept is being finetuned to



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satisfy our loyal customers and to attract new customer segments. The Superstars will carry cargo and passengers across one of the most beautiful sea routes in the world, which is our Naantali–Långnäs–Kapellskär route, sailing through the magnificent Finnish and Swedish archipelago. All three ports are well connected, but they are not located in congested city centres, which also contributes positively to sustainable development.

We have opted for nearly the same advanced and efficient hybrid concept for the Superstars as we did for the Eco class. For example, on-shore power supply installations are in place in the vessels, which was also warmly welcomed by the ports of Kapellskär and Naantali.

**AT THE BEGINNING OF 2022**, the outlook for the year was quite bright. The travel business was recovering after several rounds of Covid-19 vaccination. Having been confined to their homes for some two years, people were itching to take off to new destinations. Trailer volumes were increasing, the growth of steel, paper and car shipments forecast a promising future.

However, in February the war in Ukraine changed the geopolitical situation overnight. Consumer and business confidence has been hit to some extent by uncertainty and a surge in inflation, which is mainly due to rocketing energy prices as the EU decided to become independent of Russian energy.

One of Finnlines' strengths is the wide Grimaldi Group network and an ability to switch vessels between the Baltic and Mediterranean. Finnlines can adapt its service levels according to demand. Our hugely flexible fleet can carry a mix of cargoes, we offer regular-as-

**”** *We are very proud that we can bring our customers to hybrid era.*

clockwork services and can squeeze in extra port calls if necessary.

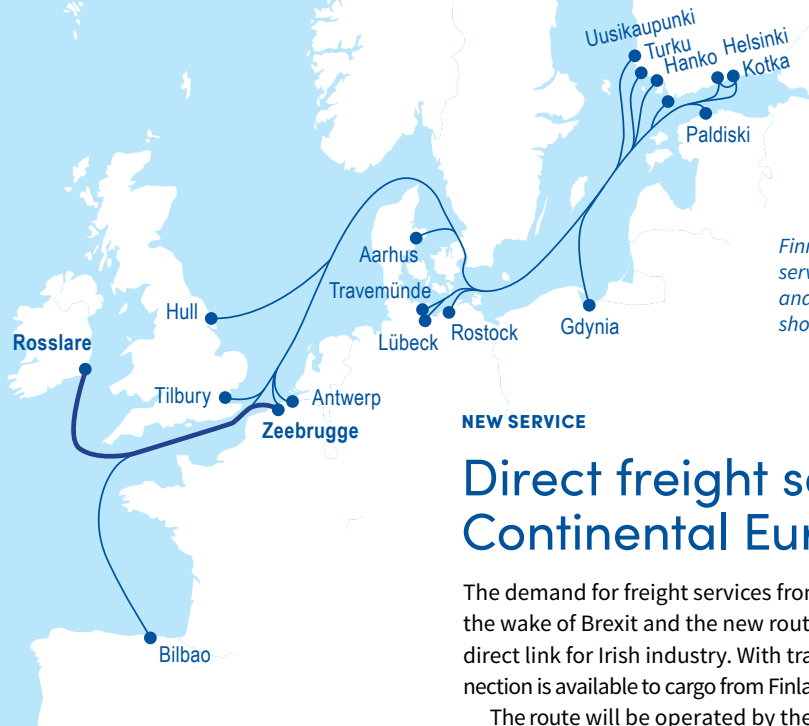
This edition of Finnlines News focuses on the new Eco hybrid ro-ro vessels, but you can also read how introduction of new tonnage has given an opportunity to improve and expand our services on all ro-ro routes. A new service between Ireland and Belgium will be launched. We have not only renewed our fleet, but our top management has also been reinforced when several nominations were announced. As a proof of our adaptable logistics solutions, we report on special cargo, which can hardly be transported by any other means overseas.

**WE ARE VERY PROUD THAT WE CAN BRING OUR CUSTOMERS TO HYBRID ERA** and our utmost thrive to continuously improve both our operational and economic efficiency ensures that we can continue to grow and invest in our fleet. The profitability of Finnlines Group is going to exceed last year's level due to several years' investments in improving energy efficiency and investing heavily in the fleet, which now allows us to bring benefits of our economies of scale to our customers and lower our environmental footprint.



Cargo handling expertise  
to meet the most  
demanding transport  
challenges

**Turn to page 8** to read  
about our high and  
heavy cargo services.



*Finnlines has established a twice weekly freight service each way between the Irish port Rosslare and the Belgian port Zeebrugge. The map shows all Finnlines ro-ro lines.*

#### NEW SERVICE

## Direct freight service between Continental Europe and Ireland

The demand for freight services from Ireland to Continental Europe has grown in the wake of Brexit and the new route Zeebrugge–Rosslare will provide a crucial direct link for Irish industry. With transshipment in Zeebrugge, the Irish connection is available to cargo from Finland, Estonia, Germany, and Spain.

The route will be operated by the ro-ro vessel, Finnulp, which has the capacity to carry 3,259 lane metres of cargo, equivalent to around 220 trailers.

The route will be operated by a large ro-ro vessel. The vessel can also accommodate 12 drivers.

### Emanuele Grimaldi appointed Chairman of the Finnlines Board and ICS



In May 2022, Mr **Emanuele Grimaldi** stepped down as Finnlines CEO, but he took over the position as Chairman of the Board of Directors succeeding Mr **Jon-Aksel Torgersen**, who had been chairing the Board for 15 years. Mr Torgersen continues to act as a member of the Board.

In June 2022, the International Chamber of Shipping (ICS) appointed Mr Emanuele Grimaldi, a longtime board member as chairman. Mr Grimaldi's mandate will include confronting many challenges in shipping, such as decarbonisation, digitisation, diversity, and crew change.

### Change at the helm of Finnlines

Finnlines' Board of Directors has appointed Tom Pippingsköld as the new President and CEO and Thomas Doepel as the new Vice President and Deputy CEO of Finnlines.



**Tom Pippingsköld** took up his new position on 5 May 2022. Before the appointment Pippingsköld served as Vice President & Deputy CEO and as CFO at Finnlines, being

responsible for the financial strategy and operations of the Company. He has been a member of the Executive Committee since 2013 and department heads of Finance, Legal, IT, HR and Communication have reported to him. Pippingsköld has been working in Finnlines since October 2013.

Tom Pippingsköld has an extensive experience in financial management, risk management, treasury operations, strategy implementation and business development and he has previously been employed in energy sector, in project finance and in investment banking in Finland and abroad.

Furthermore, **Thomas Doepel**, who has been a member of Finnlines' top management since 2010, has taken over the position of Vice President and Deputy CEO.



He has acted as the company COO, Head of Ship Management and Head of Purchasing, Port Cost Control & Equipment. Thomas Doepel has been a member of the

Executive Committee since 2013.

New members were elected to the Finnlines Executive Committee with effect from 5 May, including **Merja Kallio-Mannila**, Deputy Head of Group Marketing, Sales and Customer Service; **Marco Palmu**, Head of Passenger Services; **Mervi Pyökäri**, Head of Legal, Insurance and Claims, and **Torkel Saarnio**, Line Manager Hansalink, Rostock and Aarhus traffics and Head of Truck and Trailer Segment.

**Staffan Herlin**, Head of Group Marketing, Sales and Customer Service, and **Antonio Raimo**, Line Manager NordöLink and FinnLink, also continue as members of the Executive Committee.



# *Eco class* changes the game

More capacity, improved services,  
expanding network >



Finnlines strengthens the connection between Finland, Continental Europe and Spain with the deployment of the Eco class hybrid ro-ro vessels. Customers benefit from extra capacity.

” Customers can better plan their operations, which reflects in time and cost savings, Merja Kallio-Mannila says.



Many stakeholders had expressed great interest in Finnlines’ newbuilding project and the wait was rewarded when the three hybrid Eco series ro-ro vessels were delivered during April–June 2022. The first vessel, Finneco I, entered Finnlines traffic in mid-June, the other two joined her on the Spain–Belgium–Baltic route later during the summer.

Finnlines can now fully satisfy customers’ demand for more capacity. “Our customers also benefit from enhanced economies of scale and they will have an opportunity to expand their areas of business,” says **Merja Kallio-Mannila**, Deputy Head of Group Marketing, Sales and Customer Service. The additional capacity

allows customers to better plan and optimise their logistics as well as to overcome production peaks and volumes fluctuation. “We can offer our customers confirmed bookings without waiting lists. Customers can better plan their operations, which reflects in time and cost savings,” adds Kallio-Mannila.

#### Growing with customers

The new Eco series can be considered to be a “game changer” for Finnlines, increasing capacity and improving operational efficiency while the environmental impact is reduced with new technology.

According to **Blasco Majorana**, Finnlines’ Line Manager, customers’ main expectations concern capacity flexibility, schedule accuracy and low environmental impact. “The Eco series are de-

signed to meet all targets and enhance customers' growth opportunities," Majorana says.

Majorana underlines that current shortage of drivers, shortage of containers and rocketing fuel prices have boosted the request for intermodal transport solutions. Since years, Finnlines has been the segment leader, producing liner services to and from the main European harbours and has worked closely with all actors of the supply chain to establish sea corridors for transportation of large volumes. The introduction of the Eco series in the scene will further support the development of integrated logistic solutions.

#### **Adaptable to any type of cargo**

The Eco vessels are designed and built in accordance with the commercial requirements and they offer maximum cargo flexibility with 5,800 lane metres, which is equivalent to some 400 trailers. Compared with the largest vessels in the previous Finnlines fleet, the cargo carrying capacity of the hybrid newbuilds is nearly 40% larger while the environmental features installed onboard will allow reduction of the carbon footprint by 50%.

Efficient cargo operations are ensured by arrangement of stern ramps, internal ramps, and hoistable car decks. Merja Kallio-Mannila points out that it is possible to load any type of rolling freight up to 7 metres, which is an asset on the Spain-Belgium-Baltic route where a large mix of cargo, such as forest products, containers, mobile units, cars,

trucks, breakbulk and special equipment, often called high & heavy, is carried.

"We have also upgraded services for drivers, who will be accommodated in single cabins and have access to a dining room, gym, sauna and laundry," Kallio-Mannila says.

#### **Expanding the Finnlines network**

The vessels released from the Baltic-Biscay route will be used to strengthen the Finnlines network in the Baltic. Extra capacity is added on the Hanko-Rostock and Hanko-Gdynia lines and the service between Helsinki, Travemünde and Aarhus will see the overall tonnage growing.

"Travemünde is one of our most important ports and the connection from there to Spain and Belgium will greatly improve with the vessel rotation. Our service is cost-efficient with the lowest CO<sub>2</sub> emissions per transported cargo unit," Kallio-Mannila adds. She also says that customers have expressed great interest in the new connection between Belgium and Ireland as cargo can be transhipped in Zeebrugge.

#### **Top benefits to the customer**

- capacity increase of 40%
- capacity flexibility
- schedule accuracy
- lower environmental impact

**”** Current situation has boosted the request for intermodal transport solutions, Blasco Majorana says.





< *Captain Juhana Nuru was more than honoured to raise the Finnish flag after delivery.*

Breeze class, where I have previously worked. A truck can turn without any problem on deck,” Nuru says.

The other Captain, **Mikko Lindqvist**, describes the ship as ‘massive’. “When meeting headwinds, the Finneco behaves better than the Breeze class. However, the size can be felt during harbour manoeuvres as the margins are smaller. The ship also has new features to get used to. The bridge is located amidships and bow thrusters are of a different type.”

The ship is equipped with new automatics that are not fully automatic but must be checked and maintained. Nuru gives some examples: “The air lubrication system uses six compressors and a total of 60 sniffers monitor the air quality in the cargo spaces. All equipment must be tested regularly.”

### Experiencing oceans and ordeals

The ship was built during the Covid-19 pandemic, which made travel difficult and caused many changes in the schedule. Corona tests and restrictions were quite an ordeal as the crew was tested numerous times before and after arrival in China. In the port of Yantai the crew was not allowed to leave the ship at all and had to wear protective clothing on cargo decks. “It was a relief to start the engines and sail out,” Nuru says.

If the wind is right, the Indian Ocean, the Suez Canal and the Baltic are only sea water under the keel, but Lindqvist points out that the crew is on its own in ocean traffic. “In heavy weather you cannot find any shelter and there is no assistance nearby.”

The experienced crew did not find the long voyage rough, but the heat (weather +40° C, sea water 32°) and humidity in the tropics made the air conditioning and, consequently, the engine crew, suffer. Potable water was “bunkered” in Singapore and Lindqvist praises the crew for their positive attitude and dedication during the ocean crossing.

## Finneco I enters Finnlines’ traffic

# A long voyage to home waters

Yizheng (China)–Busan (Korea)–Yeosu (Korea)–Yantai (China)–Singapore–Suez Canal–Zeebrugge (Belgium).

**A**fter the delivery at the China Merchants Jinling Shipyard on 28 April 2022, MS Finneco I arrived in its homeport, Vuosaari in Helsinki, on 20 June. The hybrid ro-ro new-building project, which had started with concept design in 2018, had come to an end as the two sister vessels had also left the shipyard.

### It’s HUGE!

The first impression of the hybrid ro-ro was that it is huge. Captain **Juhana Nuru** had been working on ship documentation for about a year and was well familiar with arrangements. He had also attended the second sea trial and prepared the ship for the maiden voyage in China for two months. “The crew accommodation and the bridge are very spacious, but the cargo decks are gigantic. After all, the Eco ships are 20 metres longer than the



*Suvi-Tuuli Lappalainen, Development Manager, and Tapani Pasanen, Operative Manager, from the Port of HaminaKotka welcomed MS Finneco I and handed over the official pennant flag to Captain Mikko Lindqvist.*



## 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.

Investments in environmental technology continue

# Combatting the climate change

Extensive measures are necessary to decrease greenhouse gas emissions in the combat against climate change. Finnlines is active in doing its share and co-operation with researchers is one way to be involved.

In May 2022, emissions were measured on the ro-pax vessel Finnmaid at sea. Finnlines is a partner in a research project where different air emission reduction techniques, their efficiency, costs and benefits are compared in the actual environment. The project is funded by the European Regional Development Fund and measurements are carried out by the South-Eastern University of Applied Sciences.

To reduce carbon dioxide emissions, fuel consumption must decline. Today, the economic incentives to save fuel are strong when the European Union prepares to expand



the emissions trading scheme to cover the shipping sector and fuel prices have skyrocketed.

### Safe, reliable and maintenance proof

In shipping it is challenging to find a feasible technique. Whichever option is chosen, it must be safe, reliable, maintenance proof, in compliance with national and international regulations and economically viable for the shipowner. Ships have a lifecycle of 30–40 years and the technology chosen for a new vessel tends to be more or less permanent as retrofits can be demanding and expensive.

Fossil fuels continue to dominate for the time being. The engines on the newest vessels in the Finnlines fleet could run on biofuel but it is not available in sufficient volumes. Green methanol and green ammonium are other future options. The conclusion is that environmental investments will continue.

## Senior or junior – Navigare necesse est

During the winter and spring 2022 Finnlines supported junior sailors, members of the HSS Helsinki Sailing Club, by transporting their boats and equipment from Helsinki to Bilbao. The young sailors, aged 10–14, attended three training camps and regatta in Spain and one in Italy. The “optimist” programmes consisted of 4 days of training and 4 days of racing.





## A Rotary Cooker shipped from Bilbao to Antwerp

“I love it when a plan comes together!”\*

A thorough organization and planning is necessary to ship a 27-metre long and 159-tonne heavy Rotary Cooker on saddles.

Finnlines’ Belgium office was contacted as early as February this year for an offer to ship a cooker from Bilbao to Antwerp. Prior to accepting the booking, technical drawings were studied carefully. A stowage plan was drawn up and lashing arrangements made. Some modifications on the saddles had to be made to fit the strengthened

areas on deck on the ro-ro vessel Finntide.

Two cranes were used to lift the cooker. Belts were used as lifting gear to prevent traces of handling and paint scratches on the epoxy coating on the cooker.

The client was present in Antwerp during unloading, expressing his gratitude for the good job done by everyone.

\*A quote from the 80s television show, *The A-Team*



## Blades for a windmill shipped from Aarhus

With the transition to clean energy, wind power is playing an increasingly important part in the generation of energy. Windmills are shipped overseas on vessels and they are usually transported by lorry to the final destination.

On 26 April 2022, the ro-ro vessel Finnulp set a course from Aarhus to Helsinki, carrying three giant 54-metre windmill blades and the hub. Tower sections had been shipped earlier.

Large project cargo is shipped regularly. However, every special cargo transporta-



tion starts with a detailed plan, including a thorough examination of options and contingencies. Finnlines’ Denmark office

together with colleagues in Travemünde and Finnlines’ cargo handling team, organised the transport successfully.

# SCHEDULES

More than 170 weekly freight departures and 80 passenger departures.



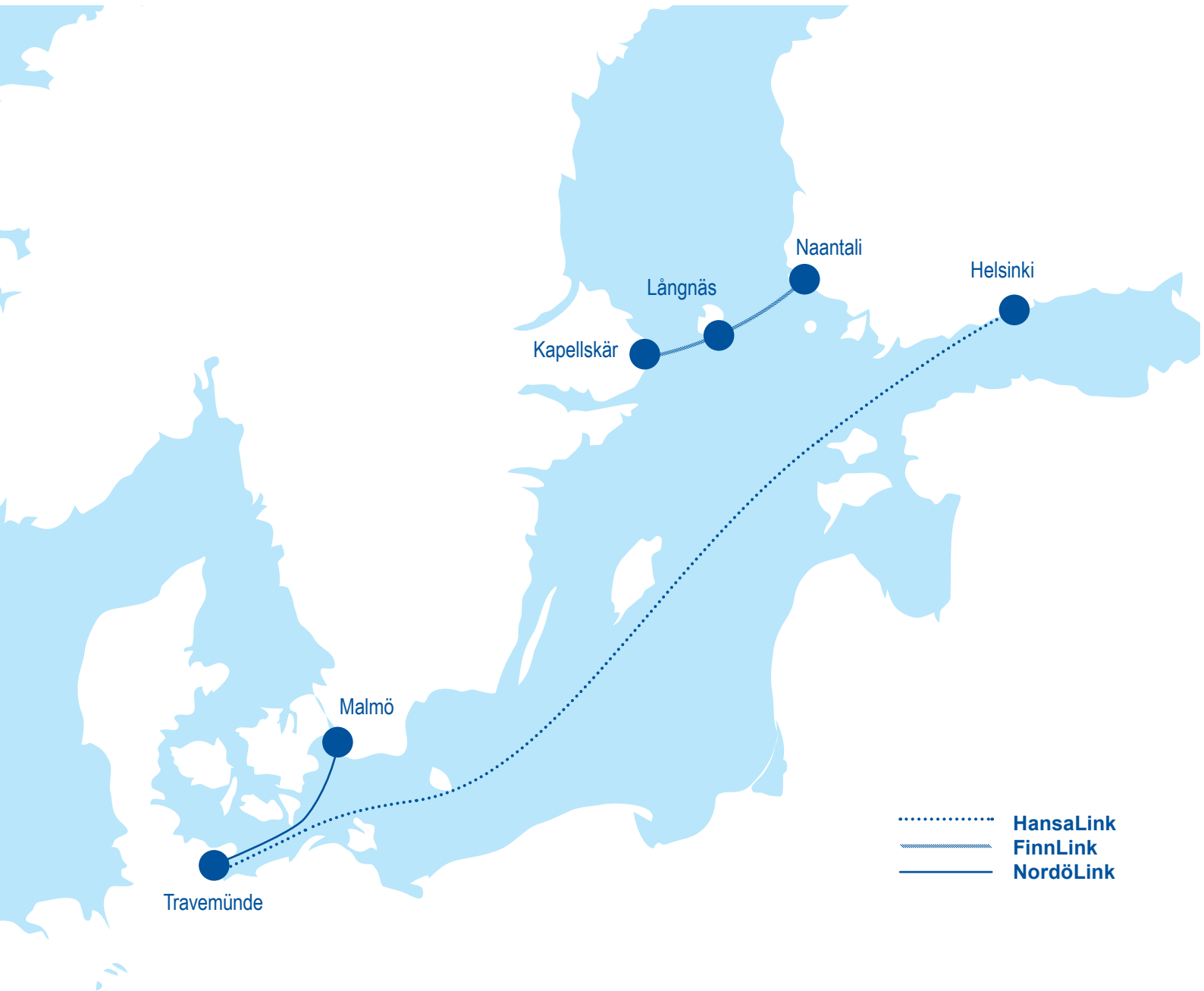
## BalticEuroMed Service



INDICATIVE EUROMED SERVICE QUARTERLY SCHEDULE

2022	GRA	GRA.	GRA	GRA	GRA	GRA	GRA.	GRA	GRA	GRA	GRA.	GRA	GRA	GRA	GRA	GRA	GRA.
	ELLA	NJ	SCA	HOU	BRE	ELLA	NJ	SCA	HOU	BRE	ELLA	NJ	SCA	HOU	BRE	ELLA	NJ
	0522	0622	0622	0622	0622	0622	0722	0722	0722	0722	0722	0822	0822	0822	0822	0822	0922
GEMLIK	28.7	4.8	11.8	18.8	25.8	1.9	8.9	15.9	22.9	29.9	6.10	13.10	20.10	27.10	3.11	10.11	17.11
YENIKOI	29.7	5.8	12.8	19.8	26.8	2.9	9.9	16.9	23.9	30.9	7.10	14.10	21.10	28.10	4.11	11.11	18.11
SALERNO nb	31.7	7.8	14.8	21.8	28.8	4.9	11.9	18.9	25.9	2.10	9.10	16.10	23.10	30.10	6.11	13.11	20.11
VALENCIA nb	2.8	9.8	16.8	23.8	30.8	6.9	13.9	20.9	27.9	4.10	11.10	18.10	25.10	1.11	8.11	15.11	22.11
SOUTHAMPTON nb	7.8	14.8	21.8	28.8	4.9	11.9	18.9	25.9	2.10	9.10	16.10	23.10	30.10	6.11	13.11	20.11	27.11
ESBJERG	9.8		23.8		6.9	13.9		27.9		11.10	18.10		1.11		15.11	22.11	
WALLHAMN	10.8	17.8	24.8	31.8	7.9	14.9	21.9	28.9	5.10	12.10	19.10	26.10	2.11	9.11	16.11	23.11	30.11
ANTWERP	12.8	19.8	26.8	2.9	9.9	16.9	23.9	30.9	7.10	14.10	21.10	28.10	4.11	11.11	18.11	25.11	2.12
SOUTHAMPTON sb	13.8	20.8	27.8	3.9	10.9	17.9	24.9	1.10	8.10	15.10	22.10	29.10	5.11	12.11	19.11	26.11	3.12
VALENCIA sb	18.8	25.8	1.9	8.9	15.9	22.9	29.9	6.10	13.10	20.10	27.10	3.11	10.11	17.11	24.11	1.12	8.12
SALERNO sb	20.8		3.9		17.9	24.9		8.10		22.10	29.10		12.11		26.11	3.12	
PIREO	22.8	29.8	5.9	12.9	19.9	26.9	3.10	10.10	17.10	24.10	31.10	7.11	14.11	21.11	28.11	5.12	12.12
IZMIR	23.8		6.9		20.9	27.9		11.10		25.10	1.11		15.11		29.11	6.12	
ASHDOD	25.8	1.9	8.9	15.9	22.9	29.9	6.10	13.10	20.10	27.10	3.11	10.11	17.11	24.11	1.12	8.12	15.12
ALEXANDRIA	27.8	3.9	10.9	17.9	24.9	1.10	8.10	15.10	22.10	29.10	5.11	12.11	19.11	26.11	3.12	10.12	17.12

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



..... HansaLink  
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Passengers & ro-ro service

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FINLAND > GERMANY			
DEPARTURE		ARRIVAL	
Helsinki		Travemünde	
Mon	16:15	Tue	21:45
Tue	16:15	Wed	21:45
Wed	16:15	Thu	21:45
Thu	16:15	Fri	21:45
Fri	16:15	Sat	21:45
Sat	16:15	Sun	21:45
Sun	15:00	Mon	21:45

GERMANY > FINLAND			
DEPARTURE		ARRIVAL	
Travemünde		Helsinki	
Mon	02:00	Tue	09:15
Tue	02:45	Wed	09:15
Wed	02:45	Thu	09:15
Thu	02:45	Fri	09:15
Fri	02:45	Sat	09:15
Sat	03:15	Sun	10:00
Sun	02:45	Mon	09:15

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Passengers & ro-ro service

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FINLAND > ÅLAND > SWEDEN			
DEPARTURE		ARRIVAL	
Naantali		Kapellskär	
Mon	11:45	16:35	16:45
	22:45	03:45	03:55
Tue	11:45	16:35	16:45
	22:45	03:45	03:55
Wed	11:45	16:35	16:45
	22:45	03:45	03:55
Thu	11:45	16:35	16:45
	22:45	03:45	03:55
Fri	11:45	16:35	16:45
	22:45	03:45	03:55
Sat	10:45	15:40	15:45
	22:30	03:45	03:55
Sun	10:45	15:40	15:45
	22:30	03:45	03:55

SWEDEN > ÅLAND > FINLAND			
DEPARTURE		ARRIVAL	
Kapellskär		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
Wed	10:15	14:40	14:50
	21:45	02:10	02:25
Thu	10:15	14:40	14:50
	21:45	02:10	02:25
Fri	10:15	14:40	14:50
	21:45	02:10	02:25
Sat	09:15	13:55	14:10
	21:30	02:10	02:25
Sun	9:15	13:55	14:10
	21:30	02:10	02:25

Subject to alterations without notice

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Passengers & ro-ro service

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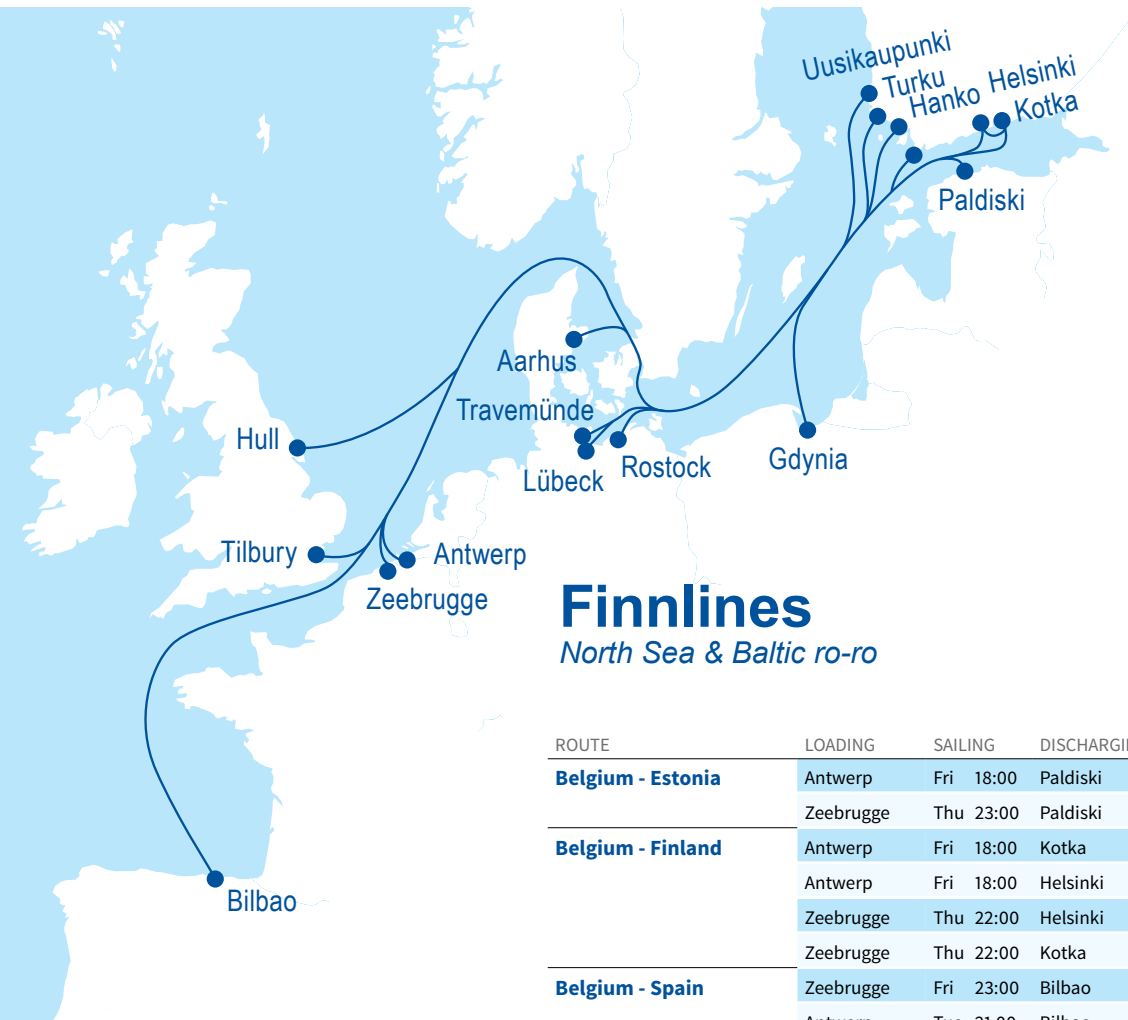
## SWEDEN

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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
	21:45	07:15	Thu
Thu	02:30	11:15	Thu
	10:00	19:15	Thu
	22:00	07:15	Fri
Fri	02:30	11:15	Fri
	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
<b>Belgium - Estonia</b>	Antwerp	Fri 18:00	Paldiski	Wed 04:00	
	Zeebrugge	Thu 23:00	Paldiski	Wed 04:00	
<b>Belgium - Finland</b>	Antwerp	Fri 18:00	Kotka	Wed 06:00	
	Antwerp	Fri 18:00	Helsinki	Tue 06:45	
	Zeebrugge	Thu 22:00	Helsinki	Tue 06:45	
	Zeebrugge	Thu 22:00	Kotka	Wed 06:00	
<b>Belgium - Spain</b>	Zeebrugge	Fri 23:00	Bilbao	Mon 08:00	
	Antwerp	Tue 21:00	Bilbao	Mon 08:00	
<b>Belgium - Great Britain</b>	Antwerp	Tue 21:00	Tilbury	Sat 07:00	transhipment in Zeebrugge
<b>Denmark - Finland</b>	Aarhus	Tue 18:00	Helsinki	Fri 06:45	
	Aarhus	Fri 19:00	Helsinki	Mon 06:45	
<b>Estonia - Great Britain</b>	Paldiski	Wed 06:00	Tilbury	Sat 07:00	transhipment in Zeebrugge
<b>Estonia - Belgium</b>	Paldiski	Wed 06:00	Zeebrugge	Thu 06:00	
	Paldiski	Wed 06:00	Antwerp	Fri 06:00	
<b>Estonia - Spain</b>	Paldiski	Wed 06:00	Bilbao	Mon 8:00	
<b>Finland - Belgium</b>	Kotka	Fri 22:00	Zeebrugge	Thu 06:00	
	Helsinki	Tue 22:00	Antwerp	Fri 06:00	
	Kotka	Fri 22:00	Antwerp	Fri 06:00	
	Helsinki	Tue 22:00	Zeebrugge	Thu 06:00	
<b>Finland - Estonia</b>	Helsinki	Tue 22:00	Paldiski	Wed 04:00	
<b>Finland - Denmark</b>	Helsinki	Tue 21:00	Aarhus	Fri 07:00	
	Helsinki	Fri 22:30	Aarhus	Mon 07:00	
<b>Finland - Germany</b>	Hanko	Mon 14:00	Rostock	Tue 17:00	
	Uusikaupunki	Mon 23:00	Travemünde	Wed 17:00	
	Helsinki	Tue 21:00	Travemünde	Wed 07:00	
	Helsinki	Fri 22:30	Travemünde	Thu 10:00	
	Hanko	Tue 17:00	Rostock	Wed 20:00	
	Kotka	Fri 22:00	Travemünde	Mon 05:00	
	Kotka	Fri 22:00	Travemünde	Mon 05:00	
	Uusikaupunki	Fri 13:00	Travemünde	Sun 09:00	

ROUTE	LOADING	SAILING	DISCHARGING	ARRIVAL	Additional info
<b>Finland - Germany</b>	Hanko	Thu 14:00	Rostock	Fri 17:00	
	Turku	Tue 10:00	Travemünde	Wed 17:00	
	Turku	Fri 22:30	Travemünde	Sun 09:00	
	Hanko	Sat 15:00	Rostock	Sun 19:00	
<b>Finland - Great Britain</b>	Helsinki	Thu 15:30	Hull	Sun 08:00	
	Kotka	Fri 22:00	Tilbury	Sat 07:00	transhipment in Zeebrugge
	Helsinki	Tue 22:00	Tilbury	Sat 07:00	transhipment in Zeebrugge
<b>Finland - Poland</b>	Hanko	Mon 18:00	Gdynia	Tue 13:00	
	Hanko	Tue 23:00	Gdynia	Wed 18:00	
	Hanko	Wed 23:00	Gdynia	Thu 18:00	
	Hanko	Fri 14:00	Gdynia	Sat 09:00	
	Hanko	Sat 13:00	Gdynia	Sun 08:00	
	Hanko	Sun 19:00	Gdynia	Mon 14:00	
<b>Finland - Spain</b>	Kotka	Fri 22:00	Bilbao	Mon 08:00	
	Helsinki	Tue 22:00	Bilbao	Mon 08:00	
<b>Germany - Finland</b>	Rostock	Mon 05:00	Hanko	Tue 10:00	
	Travemünde	Wed 08:00	Uusikaupunki	Thu 17:00	
	Rostock	Wed 01:00	Hanko	Thu 06:00	
	Travemünde	Sat 21:00	Turku	Mon 06:30	
	Travemünde	Wed 08:00	Turku	Fri 17:30	
	Rostock	Thu 02:00	Hanko	Fri 07:00	
	Rostock	Sat 22:00	Hanko	Mon 06:00	
	Travemünde	Sat 21:00	Uusikaupunki	Mon 15:30	
	Travemünde	Sun 21:00	Kotka	Wed 06:00	
	Travemünde	Wed 16:00	Helsinki	Fri 06:45	
	Travemünde	Sat 16:00	Helsinki	Mon 06:45	
	Travemünde	Mon 14:00	Bilbao	Mon 08:00	
<b>Germany - Spain</b>	Travemünde	Mon 14:00	Tilbury	Sat 07:00	transhipment in Zeebrugge
<b>Germany - Belgium</b>	Travemünde	Mon 14:00	Antwerp	Fri 06:00	
	Travemünde	Mon 14:00	Zeebrugge	Thu 06:00	
<b>Great Britain - Finland</b>	Hull	Sun 20:00	Helsinki	Wed 15:30	
<b>Great Britain - Spain</b>	Tilbury	Thu 18:00	Bilbao	Mon 08:00	
	Teesport	Sat 14:00	Bilbao	Mon 08:00	transhipment in Zeebrugge
<b>Poland - Finland</b>	Gdynia	Mon 20:00	Hanko	Tue 17:00	
	Gdynia	Tue 20:00	Hanko	Wed 17:00	
	Gdynia	Thu 04:00	Hanko	Fri 06:00	
	Gdynia	Fri 04:00	Hanko	Sat 07:00	
	Gdynia	Sat 16:00	Hanko	Sun 14:00	
	Gdynia	Sun 15:00	Hanko	Mon 12:00	
<b>Spain - Belgium</b>	Bilbao	Tue 18:00	Zeebrugge	Thu 14:00	
	Bilbao	Tue 18:00	Antwerp	Fri 06:00	
<b>Spain - Estonia</b>	Bilbao	Tue 18:00	Paldiski	Wed 04:00	
<b>Spain - Finland</b>	Bilbao	Tue 18:00	Helsinki	Tue 06:45	
<b>Spain - Great Britain</b>	Bilbao	Tue 18:00	Tilbury	Sat 07:00	transhipment in Zeebrugge
	Bilbao	Tue 18:00	Teesport	Sun 08:00	transhipment in Zeebrugge
<b>Spain - Norway</b>	Bilbao	Tue 18:00	Frederikstad	Mon 08:00	transhipment in Zeebrugge
<b>Spain - Sweden</b>	Bilbao	Tue 18:00	Gothenburg	Mon 08:00	transhipment in Zeebrugge
<b>Spain - Germany</b>	Bilbao	Tue 18:00	Travemünde	Sun 14:00	
<b>Sweden - Spain</b>	Gothenburg	Sat 14:00	Bilbao	Mon 08:00	transhipment in Zeebrugge

Subject to alterations without notice

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