

Finnlines
a Grimaldi Group company

news
3/2022



75 years
at your service

Navigating with determination

Unique customer experience at Superstar vessels

Efficient. Reliable. Sustainable.

Celebrating 75 years of shipping



Tom Pippingsköld
President and CEO

The arrival of three giant Eco class ro-ro vessels enables our customers to grow with us in a more sustainable way and lower the CO₂ footprint further. These hybrid green ro-ros are servicing our clients on our longest route, the Biscay route, and we therefore have been able to redeploy the vessels that used to sail on this route elsewhere and also rotate the existing fleet more efficiently.

IN JULY, FINNLINES LAUNCHED A NEW FREIGHT ROUTE between Rosslare, Ireland, and Zeebrugge, Belgium, providing an important link between Ireland and mainland Europe. This line was highly welcomed by the market and, therefore, a smaller ro-ro vessel was soon replaced by a larger vessel with a cargo capacity of nearly 4,200 lane metres.

WE ARE ANXIOUSLY WAITING FOR THE DELIVERY OF TWO NEW SUPERSTAR RO-PAX VESSELS which will start operating on our Naantali–Långnäs–Kapellskär route. All in all our EUR 500-million newbuilding programme has progressed well and two Superstar ro-pax

vessels, both larger than any vessels in our present ro-pax fleet, are expected to arrive in the autumn of 2023. The first vessel, Finnsirius, was launched in August 2022 and the keel laying of the second one, Finncanopus, was celebrated in September. We are confident that combining freight and passengers on this route contributes to the efficiency of our operations, not to mention the environmental benefits.

THE SHIPPING INDUSTRY CONTINUES TO STRIVE FOR ENERGY TRANSFORMATION and decarbonisation. Electrification has been one of the key words on the path towards a carbon-neutral future. More importantly, when



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oil and gas exports from Russia cease, it is of paramount importance to focus on and invest in technology which enables to reduce consumption now. Therefore, Finnlines EUR 500-million investment comprises of most advanced technological installations that are currently available so that we can have instant savings and improve our fuel economy.

DURING THE LAST FEW YEARS WE HAVE CONFRONTED UNFORESEEN EVENTS, such as the Covid-19 pandemic and the current crisis in Ukraine. Nevertheless, Finnlines has managed to adapt to challenges and rapid changes. As we have stated many times, Finnlines has a strong shareholder, the Grimaldi Group, which is Europe's largest ro-ro/ro-pax operator and therefore adds greatly our financial and operational leverage.

IN SPITE OF TURBULENT TIMES, Finnlines celebrated in September its 75-year anniversary. All three Hybrid Green ro-ro vessels were named officially in the presence of godmothers during September. Some 1,300 customers, partners, stakeholders and Finnlines personnel attended Finnlines' 75-year anniversary reception. Finneco II sailed to South Harbour in the middle of Helsinki city centre and we all were impressed by the massive Finneco vessel.

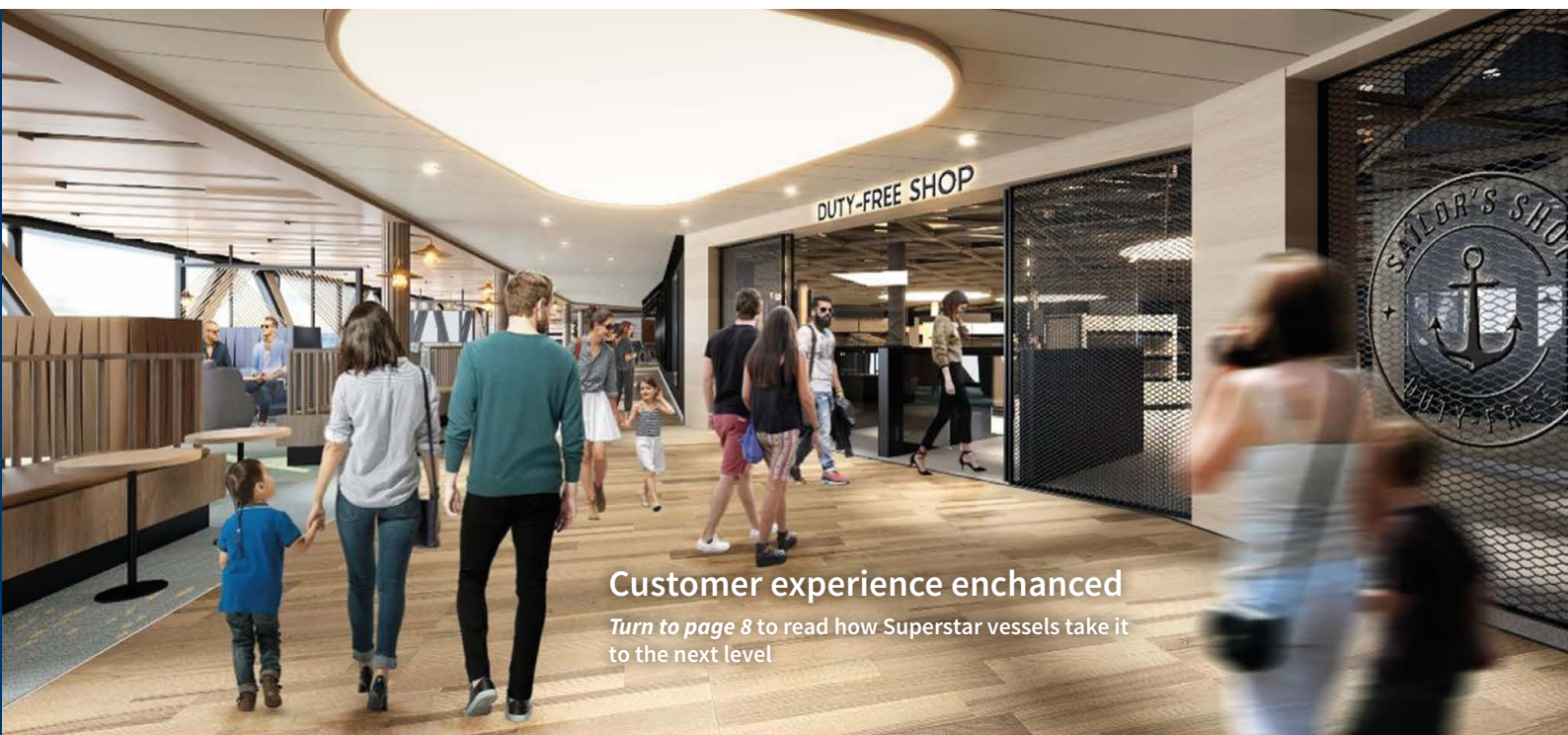
ALTHOUGH WE CELEBRATED A COMPANY WITH A LONG HISTORY, which has navigated in stormy waters and survived many crises, our emphasis is on the future. "Navigare necesse est" is a saying that holds

” *Finnlines together with its clients takes care of Finland's critical maritime bridges.*

over the centuries, since 90 per cent of goods are transported globally by the sea. Finland in particular, our economy and our national security of supply, is extremely dependent on cost-efficient cargo services and maintaining the critical maritime bridges, which Finnlines together with our clients take care of.

FINNLINES INVESTS IN THE FUTURE for the long-term, and operating with a renewed fleet with state-of-the-art technology we see opportunities to grow and serve our customers more efficiently, more eco-friendly and more reliably than ever.

THIS EDITION OF FINNLINES NEWS RECOUNTS THE 75-YEAR ANNIVERSARY, and reports how we are investing in passenger traffic with new Superstar ro-pax vessels and how our professional crew is "eco-trained" to cut fuel consumption further onboard the ship. Enjoy reading the 3rd edition of Finnlines News.



Customer experience enhanced

Turn to page 8 to read how Superstar vessels take it to the next level



The cabin installations of Finnsirius took place in autumn 2022.

NEWS FROM THE SHIPYARD

Cabin installations successfully completed

One of the major parts of ships interior is the cabin installations. Finnlines' Superstar ro-pax vessels have almost 400 cabins (incl. crew's cabins). Cabin types range from suites and deluxe cabins to standard passenger cabins. While suites and other special cabins are built onboard, all standard passenger cabins are prefabricated in the turnkey supplier cabin factory at the shipyard. In total, it took about two and a half months to load and install all prefabricated cabins.

CHANGES IN FINNLINES' SHIP MANAGEMENT

Finnlines strengthens Ship Management appointing two Technical Managers

Finnlines is looking ahead and has appointed two new managers to its Ship Management team.



Sampo Salmi was appointed as Technical Manager for Finnlines ro-ro fleet in February 2022. Sampo joined Finnlines in 2013, and he has an extensive work experience as a technical superintendent since 1999.



Roger Holländer joined Finnlines technical management team in August 2022. Roger has a long experience working as a Chief Engineer onboard various vessels for over ten years and working as a technical superintendent for another shipping company for the past six years. As from 1st January 2023, Roger will take over the responsibility as Technical Manager for Finnlines ro-pax fleet.

"We are thrilled to strengthen our team and I am extremely pleased to welcome Roger. Having both Sampo and Roger on board improves our ability to provide safe and compliant operations while we continue to develop Ship Management", says **Thomas Doepel**, Vice President & Deputy CEO at Finnlines.

Technical Manager, Aarno Pihala, retiring



After a long career in Finnlines, **Aarno Pihala** will step down at the end of 2022, but he will continue as an adviser to relieve his younger colleagues.

Aarno Pihala joined Finnlines' shore organisation in 1986. His experience ranges from service and repair work on ships to dockings and ship conversions. Aarno has supervised construction of ro-pax newbuildings in Spain, Poland and Italy.

Aarno Pihala has been acting as Technical Manager and Deputy Head of Ship Management for over 15 years.

"I wish good luck to Sampo and Roger, who will succeed Aarno. At the same time I would like to warmly thank Aarno for his valuable contribution", says Thomas Doepel.

*75 years
at your service*



New vessels and sights on the horizon

Finnlines has a long and successful history, but the focus is to continue to develop, do better and look full ahead. Finnlines is the major carrier of imports and exports in Finland and the series of three new Eco ships will ensure efficient and sustainable shipping operations. >



A time for celebration

Three ship christenings and an anniversary

In September there were many of reasons for celebration when the Eco ships were named and the company held a 75-year anniversary reception.

Some 1,300 customers, stakeholders, partners, crew and office staff attended the reception onboard MS Finneco II on 20 September 2022. The vessel had been named officially earlier in the morning in Vuosaari Harbour and she made an exceptional call in the South Harbour in Helsinki city centre, which caused confusion

in social media. "What is this, a giant vessel approaching the Olympia Terminal?"

The hybrid ro-ro vessel is 235 metres long, more than 30 metres longer than ferries normally navigating through the narrow Kustaanmiekka strait, but the crew did a good job and passed through with flying colours.

Finnlines' President and CEO **Tom Pippingsköld** welcomed all guests and thanked for a great year. He emphasised the importance of bringing new tonnage for sustainable shipping. "Finnlines continues to strengthen its services by increasing capacity and offering a more extensive

network to customers. We provide cost-efficient and high frequency liner services with the lowest CO₂ emissions per transported cargo unit. These hybrid ro-ro vessels enable us to grow together with our customers," says Pippingsköld.

"Sustainability" and "future" were the themes of the celebration, which was reflected in the buffet and decorations on the main deck. Although the Eco-series vessels are larger than any in the previous Finnlines fleet, they are smaller consumers of fuel and emit less CO₂ per transport work than old vessels.



From left to right: Finnlines' Commercial Director Staffan Herlin, President and CEO Tom Pippingsköld and Deputy General Director Antonio Errigo from Alis, a leading association that covers the interests of several transport and logistics companies in Italy and Europe.



Ville Haapasaari, CEO of the Port of Helsinki, handed the port's plaque to Captain Julius Jännäri.



Finneco I: Berit Hägerstrand-Åvall, Vice President Sea Services at Stora Enso



Finneco II: Elina Haapasaari represented the Port of Helsinki



Finneco III: Sirpa Ranki, representing Metsä Group

Naming a ship

The naming ceremonies of Finneco trio were celebrated together with customers and other stakeholders in Helsinki earlier in September 2022.

The tradition of naming a ship ceremonially dates back to thousands of years and is believed to bring good luck and safe travel. Beliefs, customs and superstitions have been considered in choosing the name. One tradition is to invite a godmother, who wishes the vessel, its crew and passengers good fortune and safety. The godmother has the important task of breaking a bottle of champagne on the bow of the vessel.

Finneco ceremonies

Finneco I, II and III were officially named in Vuosaari Harbour in September. Finneco I was named by **Berit Hägerstrand-Åvall**, Vice President Sea Services at Stora Enso. **Elina Haapasaari**, representing the Port of Helsinki,

wished Finneco II and its crew safe passages and good fortune. **Sirpa Ranki**, representing Metsä Group, had the honor of breaking a bottle of champagne against the bow of Finneco III.

These ceremonies mark the next chapter for Finnlines and the three hybrid vessels another move towards sustainable shipping.





Investing in passengers

Dedication to a unique customer experience

The arrival of Finnlines' two new Superstar ro-pax vessels is now closer than ever but what's it all about? The first vessel will enter Finnlines' traffic in autumn 2023, and it will bring benefits for both freight and passengers.

With the new Superstars, Finnlines is investing heavily in connections between Finland and Sweden. "Our service has been very popular. Increasing cargo and passenger capacity and improving passenger comfort on the route will strengthen our service and reinforce Finnlines as the main maritime service provider between the two countries," says **Antonio Raimo**, Line Manager at Finnlines.

The Superstar vessels, Finnsirius and Finncanopus, will enhance the passenger experience significantly. Each will have a capacity of 1,100 passengers, which is about twice as many as on the existing ro-pax vessels on the route. The cargo capacity will also increase, from just over 4,000 to 5,200 lane metres.

A destination in itself

The new service concept will raise the bar considerably compared to the existing



Target of the interior design was to turn the vessel into a destination in itself.

vessels on the route. "The Superstar vessels will combine modern travel comfort with premium freight services. The unique Baltic Sea archipelago is present throughout the travel experience and our passengers will be able to take in the maritime atmosphere with all their senses," says **Marco Palmu**, Head of Passenger Services at Finnlines.

The new vessels will feature high-quality restaurants, a sauna and spa section, business and lounge facilities, extensive shopping areas and a variety of other services. The scenic views of the archipelago have inspired the stylish interior design of the vessels. The target is to turn the vessel into a destination in itself.

Going green

The vessels are equipped with the latest technology, including the interior design where recycled and ecological material choices are considered throughout the design process. Intelligent LED lighting management and a smart air conditioning system in cabins save energy as functions are automatically adjusted. Low energy consumption is also taken into account in the equipment choices. Printed products will be replaced by digital self-service screens and smartphone apps, which will minimise paper waste. Local suppliers will be favoured in the retail and catering. Once again, energy is saved when delivery distances are short.

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.

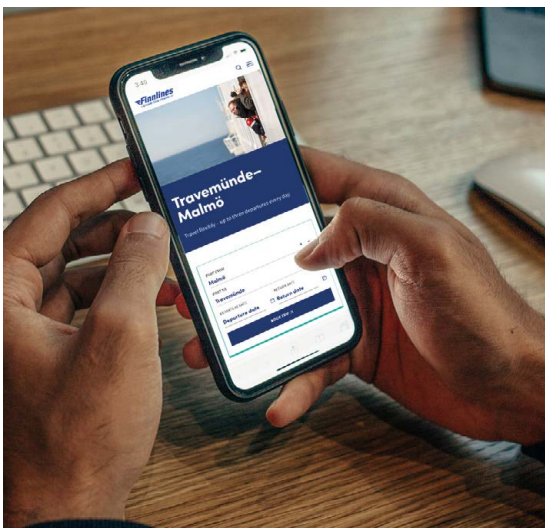


Energy efficiency through Ecotraining

Finnlines is constantly aiming at reducing vessels' carbon footprint. While schedules and characteristics of different lines have direct implications for fuel consumption, the energy-efficient operations of the ship itself are done onboard. Energy savings come from multiple measures, which the crews have integrated into their day-to-day work. For example, at sea, the navigational choices made by the officers on the bridge have a considerable effect on fuel consumption.

In October and November 2022, Finnlines masters

participated in two ECOTRAIN workshops in the Aboa Mare training facilities in Turku. The objective of the workshops was to provide enhanced information and instructions for navigating ships in a more energy efficient way. During the workshops the masters had an opportunity to use simulators to test different navigational parameters and to compare their effects on fuel consumption, which is something they do not normally have much time or possibilities to do onboard the ship.



New online booking inspires travel plans

In anticipation of the new Superstar class vessels, Finnlines' land organization has been working on a new website as well as a new B2C reservation system. The new booking system was introduced right before the start of the booking season for summer 2022, and the company's new website made its debut in June.

The new, modern website portrays passenger services as an inspiring and convenient way to travel between the Nordic countries and Continental Europe. The site also supplies effective and useful

information to freight customers and other stakeholders and enables the content creators to deliver the core messages clearly but flexibly.

The conversion rate of the new site has been almost 18 per cent higher in July–August 2022 compared to the same period in 2021. At the same time, the share of online passenger bookings out of all individual bookings has increased by four percentage points. Today, online bookings account for approximately 80 per cent of all individual bookings.



^ Donald Whitaker scores a brilliant win in Finlines International 150 cm. Tom Pippingsköld, President and CEO of Finlines, congratulates the winner. Photo: Satu Pirinen.

Successful 36th Horse Show in Helsinki

After two cancelled events during the Covid-19 pandemic, the Helsinki International Horse Show (HIHS) returned to Helsinki, probably more successfully than ever. In October, close to 52,000 visitors turned up over the 5-day event in the Helsinki Ice Stadium, right in the centre of the city. The famous sports arena, with its steep tribunes and compact infrastructure, provided a great atmosphere and ambience throughout the week.

The Helsinki International Horse Show offered world-class equestrian sport, also including official FEI Jumping World Cup Qualifier.

Supporting the event as a Golden Partner

Finlines was one of the main corporate partners of the Horse Show, a “Golden partner”. The partnership with the event organizer brought widespread visibility before, after and during the show.

As Finlines is “HIHS’ Official carrier”, several international horses arrived in Finland on Finlines’ passenger-cargo vessels from Germany and Sweden. Finlines had a stand at the event, which gave the audience and contestants a chance to explore Finlines’ services today as well as to have a first look at the future, to hear about the upcoming new Superstar vessels on the route Naantali–Långnäs–Kapellskär.



Sailing solo, non-stop around the world

Finlines has supported the “life-long sailor” **Tapio Lehtinen** for a number of years, transporting crew, boats and equipment. Lehtinen participates for the second time in the Golden Globe Race, sailing solo and non-stop around the world. The rules forbid outside assistance and shore visits during the race.

Entry to the Golden Globe Race is by invitation only and

< Being keenly in love with the oceans, Tapio Lehtinen also encourages younger generations to sail on the open sea.

entrants must be very experienced sailors. Another requirement is not to use any modern electronic instruments or autopilots as all equipment must date back to 1968.

When high-frequency radios allow, participants may talk to the outside world. Satellite phones may only be used in case of emergency. Only mariners on vessels at sea and other competitors may advise of weather routing. Finlines’ ships support Lehtinen by contacting him by radio when connections work. Lehtinen must have been pleased to talk to the Finlines ro-ro vessel, Finnulp, and discuss the course of the competition.

A challenging race

The race started in early September and by the time participants reach the finish line, they will have spent around 250 days at sea – which is a raw and challenging experience. Unfortunately the race for the Finnish sailor ended on 18 November in the Indian Ocean when Lehtinen was forced to abandon his boat Asteria. Asteria sunk within a few minutes, the cause of the sudden and heavy leakage still being undefined. The rescue operation was successful and Lehtinen is on his way back home.

SCHEDULES

More than 170 weekly freight departures and 80 passenger departures.



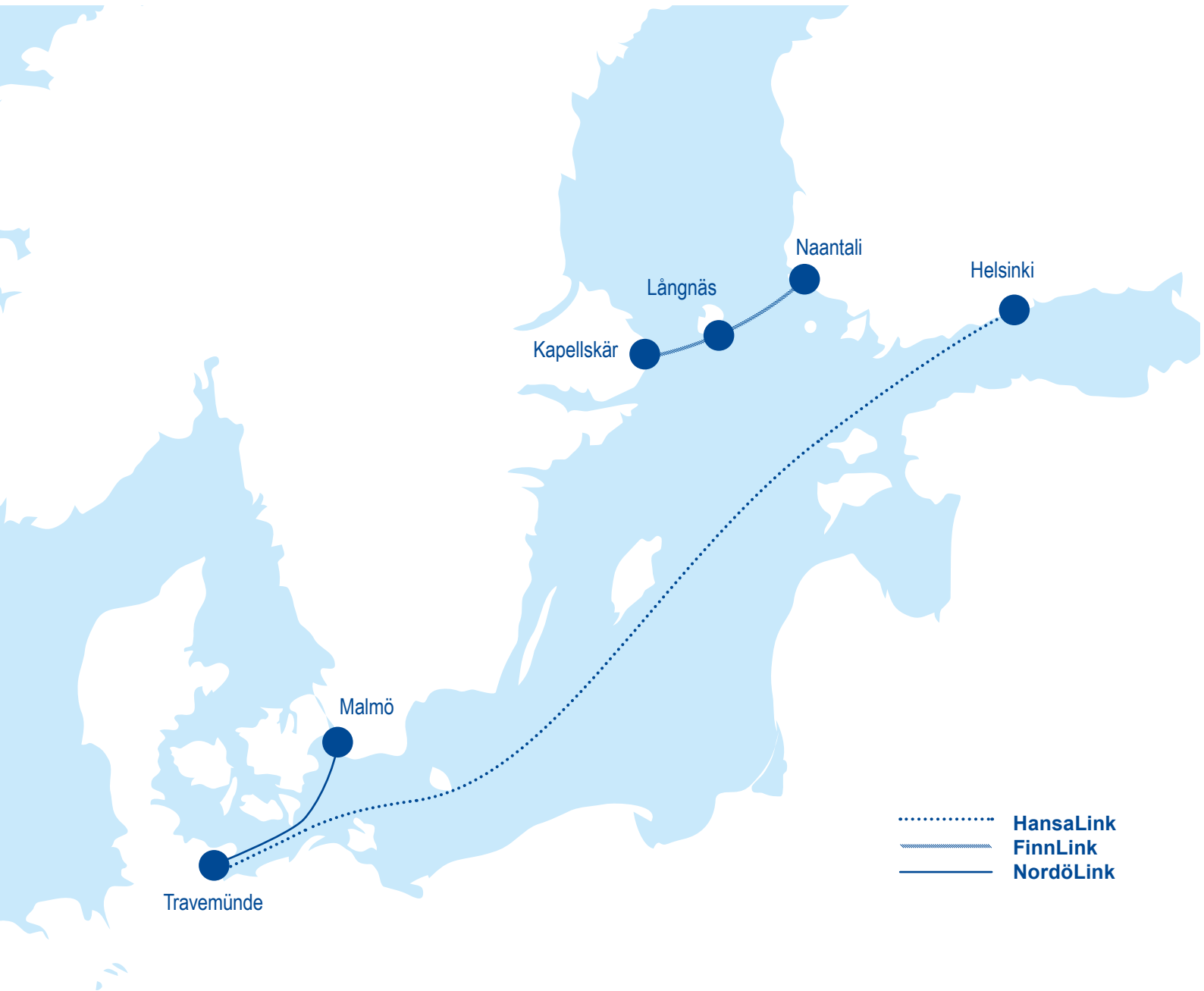
BalticEuroMed Service



INDICATIVE EUROMED SERVICE QUARTERLY SCHEDULE

2023	GRA	GRA	GRA	GRA	GRA	GRA	GRA	GRA	GRA	GRA	GRA	GRA	GRA	GRA	GRA	GRA	GRA
	ELLA	SCA	BRE	EUR	MED	ELLA	SCA	BRE	EUR	MED	ELLA	SCA	BRE	EUR	MED	ELLA	SCA
	01/23	01/23	01/23	01/23	01/23	02/23	02/23	02/23	02/23	02/23	03/23	03/23	03/23	03/23	03/23	04/23	04/23
YENIKOI	20.12	27.12	3.1	10.1	17.1	24.1	31.1	7.2	14.2	21.2	28.2	7.3	14.3	21.3	28.3	4.4	11.4
SALERNO nb	23.12	30.12	6.1	13.1	20.1	2.1	9.1	16.1	23.1	30.1	6.2	13.2	20.2	27.2	5.3	12.3	19.3
VALENCIA nb	26.12	2.1	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
SOUTHAMPTON nb	31.12	7.1	14.1	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
ESBJERG	2.1	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
WALLHAMN	3.1	10.1	17.1	24.1	31.1	7.2	14.2	21.2	28.2	7.3	14.3	21.3	28.3	4.4	11.4	18.4	25.4
ANTWERP	4.1	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
VALENCIA sb	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
SALERNO sb	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
PIREO	13.1	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
IZMIR	14.1	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
ASHDOD	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
ALEXANDRIA	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

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	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
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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	09:15	13:55	14:10
	21:30	02:10	02:25

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NordöLink

Passengers & ro-ro service

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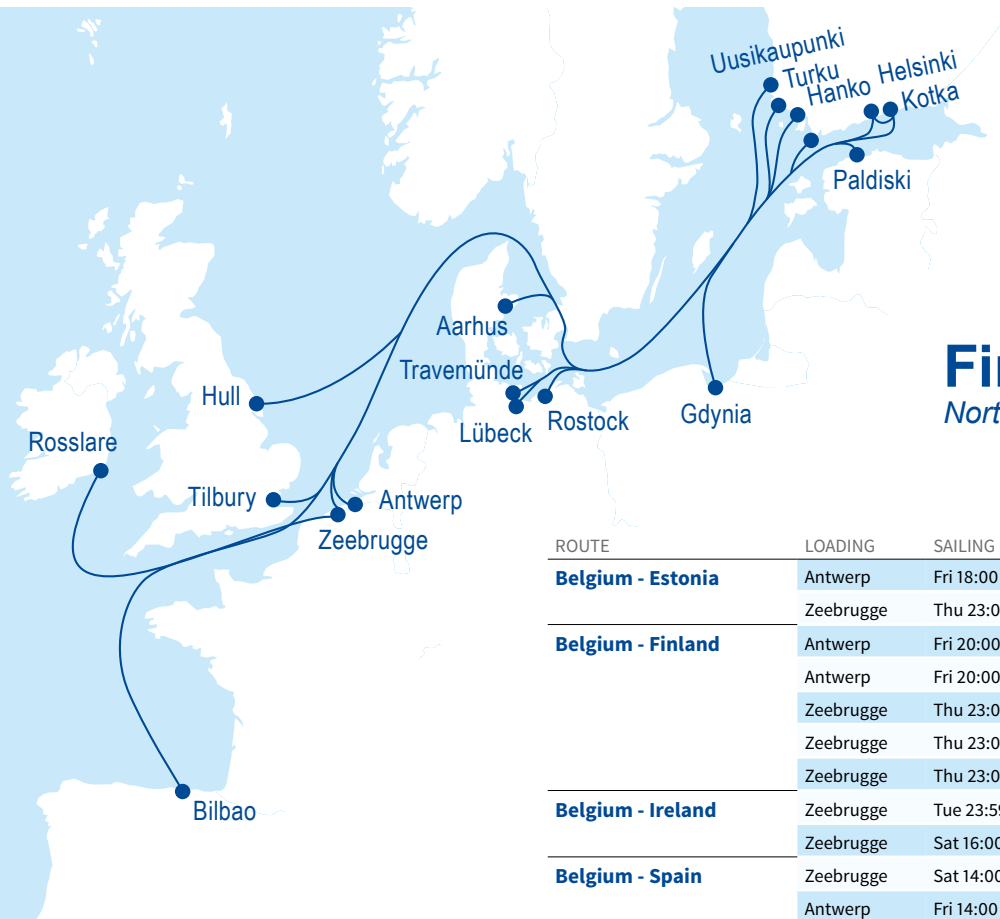
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GERMANY > SWEDEN			
DEPARTURE		ARRIVAL	
Travemünde		Malmö	
Mon	03:00	11:45	Mon
	22:00	07:15	Tue
Tue	02:30	11:15	Tue
	10:00	19:15	Tue
	21:45	07:15	Wed
Wed	02:30	11:15	Wed
	10:00	19:15	Wed
	21:45	07:15	Thu
Thu	02:30	11:15	Thu
	10:00	19:15	Thu
	22:00	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
Belgium - Estonia	Antwerp	Fri 18:00	Paldiski	Wed 04:00	fortnightly service
	Zeebrugge	Thu 23:00	Paldiski	Wed 04:00	fortnightly service
Belgium - Finland	Antwerp	Fri 20:00	Kotka	Wed 06:00	
	Antwerp	Fri 20:00	Helsinki	Tue 06:45	
	Zeebrugge	Thu 23:00	Helsinki	Tue 06:45	
	Zeebrugge	Thu 23:00	Hanko	Tue 12:00	fortnightly service
	Zeebrugge	Thu 23:00	Kotka	Wed 06:00	
Belgium - Ireland	Zeebrugge	Tue 23:59	Rosslare	Thu 06:00	
	Zeebrugge	Sat 16:00	Rosslare	Sun 19:00	
Belgium - Spain	Zeebrugge	Sat 14:00	Bilbao	Mon 08:00	
	Antwerp	Fri 14:00	Bilbao	Mon 08:00	
	Antwerp	Fri 20:00	Hanko	Tue 12:00	fortnightly service
Denmark - Finland	Aarhus	Tue 18:00	Helsinki	Fri 06:45	
	Aarhus	Fri 19:00	Helsinki	Mon 06:45	
Estonia - Great Britain	Paldiski	Wed 06:00	Tilbury	Sat 07:00	fortnightly service
Estonia - Belgium	Paldiski	Wed 06:00	Zeebrugge	Thu 06:00	fortnightly service
	Paldiski	Wed 06:00	Antwerp	Fri 06:00	fortnightly service
Estonia - Spain	Paldiski	Wed 06:00	Bilbao	Mon 8:00	fortnightly 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	
Finland - Denmark	Helsinki	Tue 21:00	Aarhus	Fri 07:00	
	Helsinki	Fri 22:30	Aarhus	Mon 07:00	
Finland - Estonia	Helsinki	Tue 22:00	Paldiski	Wed 04:00	
Finland - Germany	Hanko	Mon 14:00	Rostock	Tue 17:00	
	Uusikaupunki	Mon 14:00	Travemünde	Tue 20:00	
	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	
	Uusikaupunki	Thu 24:00	Travemünde	Sat 10:00	
	Hanko	Thu 14:00	Rostock	Fri 17:00	
	Turku	Fri 22:30	Travemünde	Sun 09:00	
	Hanko	Sat 15:00	Rostock	Sun 19:00	
	Helsinki	Thu 15:30	Hull	Sun 08:00	
	Kotka	Fri 22:00	Tilbury	Sat 07:00	transhipment in Zeebrugge

ROUTE	LOADING	SAILING	DISCHARGING	ARRIVAL	Additional info
Finland - Great Britain	Helsinki	Fri 20:00	Tilbury	Sat 07:00	transhipment in Zeebrugge
	Turku	Fri 20:00	Tilbury	Sat 07:00	
Finland - Ireland	Helsinki	Fri 20:00	Rosslare	Sun 19:00	
	Turku	Fri 20:00	Rosslare	Sun 19:00	
Finland - Poland	Kotka	Fri 22:00	Rosslare	Sun 19:00	
	Hanko	Mon 18:00	Gdynia	Tue 13:00	
	Hanko	Tue 22:00	Gdynia	Wed 19:00	
	Hanko	Wed 23:00	Gdynia	Thu 18:00	
	Hanko	Fri 19:00	Gdynia	Sat 15:00	
Finland - Spain	Hanko	Sat 13:00	Gdynia	Sun 08:00	
	Kotka	Fri 22:00	Bilbao	Mon 08:00	
	Helsinki	Fri 20:00	Bilbao	Mon 08:00	
	Turku	Fri 20:00	Bilbao	Mon 08:00	
Germany - Finland	Rostock	Mon 05:00	Hanko	Tue 10:00	
	Travemünde	Wed 08:00	Uusikaupunki	Thu 16:00	
	Rostock	Wed 01:00	Hanko	Thu 06:00	
	Travemünde	Wed 20:00	Turku	Fri 07:00	
	Rostock	Thu 02:00	Hanko	Fri 07:00	
	Rostock	Sat 22:00	Hanko	Mon 06:00	
	Travemünde	Sat 21:00	Uusikaupunki	Mon 07:00	
	Travemünde	Sun 21:00	Kotka	Wed 06:00	
	Travemünde	Wed 16:00	Helsinki	Fri 06:45	
Germany - Ireland	Travemünde	Mon 14:00	Rosslare	Sun 19:00	
Germany - Spain	Travemünde	Mon 14:00	Bilbao	Mon 08:00	
	Rostock	Mon 05:00	Bilbao	Mon 08:00	fortnightly service
Germany - Great Britain	Travemünde	Mon 14:00	Tilbury	Sat 07:00	transhipment in Zeebrugge
Germany - Belgium	Travemünde	Mon 14:00	Antwerp	Fri 06:00	
	Travemünde	Mon 14:00	Zeebrugge	Thu 06:00	
Great Britain - Finland	Hull	Sun 20:00	Helsinki	Wed 15:30	
Great Britain - Spain	Tilbury	Thu 18:00	Bilbao	Mon 08:00	
	Teesport	Sat 14:00	Bilbao	Mon 08:00	transhipment in Zeebrugge
Ireland - Belgium	Rosslare	Mon 03:00	Zeebrugge	Tue 09:00	
	Rosslare	Thu 22:00	Zeebrugge	Sat 06:00	
Ireland - Finland	Rosslare	Mon 03:00	Helsinki	Tue 06:45	
	Rosslare	Mon 03:00	Kotka	Wed 06:00	
Ireland - Spain	Rosslare	Thu 22:00	Bilbao	Mon 08:00	
Poland - Finland	Gdynia	Tue 20:00	Hanko	Wed 17:00	
	Gdynia	Thu 07:00	Hanko	Fri 06:00	
	Gdynia	Fri 04:00	Hanko	Sat 07:00	
	Gdynia	Sat 23:00	Hanko	Sun 20:00	
	Gdynia	Sun 15:00	Hanko	Mon 12:00	
Poland - Spain	Gdynia	Sun 15:00	Bilbao	Mon 08:00	fortnightly service
Spain - Belgium	Bilbao	Tue 18:00	Zeebrugge	Thu 14:00	
	Bilbao	Tue 18:00	Antwerp	Fri 06:00	
Spain - Estonia	Bilbao	Tue 18:00	Paldiski	Wed 04:00	fortnightly service
Spain - Finland	Bilbao	Tue 18:00	Helsinki	Tue 06:45	
	Bilbao	Tue 18:00	Hanko	Tue 12:00	fortnightly service
Spain - Great Britain	Bilbao	Tue 18:00	Tilbury	Sat 07:00	transhipment in Zeebrugge
	Bilbao	Tue 18:00	Teesport	Sun 08:00	transhipment in Zeebrugge
Spain - Norway	Bilbao	Tue 18:00	Frederikstad	Mon 08:00	transhipment in Zeebrugge
Spain - Ireland	Bilbao	Tue 18:00	Rosslare	Sun 19:00	
Spain - Poland	Bilbao	Thu 18:00	Gdynia	Thu 18:00	fortnightly service
Spain - Sweden	Bilbao	Tue 18:00	Gothenburg	Mon 08:00	transhipment in Zeebrugge
Spain - Germany	Bilbao	Tue 18:00	Rostock	Wed 20:00	fortnightly service
Sweden - Spain	Gothenburg	Sat 14:00	Bilbao	Mon 08:00	transhipment in Zeebrugge

Subject to alterations without notice

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