

2023 – Year of the Ro-pax
Connecting countries and continents



Year of the Ro-pax – more capacity, upgraded services, expanding network



Tom Pippingsköld
President and CEO

The economic instability and geopolitical uncertainty has continued for over a year. Yet the beginning of 2023 was quite good for Finnlines in spite of slowdown in economic growth, suspended operations in Russia since the beginning of March 2022 and strikes in ports and on railways in Finland during the winter.

New ports and routes

Finnlines has employed its fleet and even expanded its route network during the past year. The Ireland–Belgium ro-ro service was strengthened by adding a second ro-ro vessel, Finnulp, on the Rosslare–Zeebrugge route in February 2023. Teesport in Northern England, was added to our network when P&O Ferries chartered Finnulp for three days a week. On the Biscay Line Santander is again on the schedule after some years and Vigo, another Spanish port, is a new addition.

Furthermore, Finnlines is preparing to

open a new route between Malmö, Sweden, and Świnoujście, Poland. This expansion will benefit Polish and Swedish imports and exports and also expand Finnlines operations outside the domestic market. The spacious ro-pax vessel on the route will also welcome passengers. As the shore organisation must be strengthened, Finnlines Polska has recently opened an office in Świnoujście.

Superstars will be delivered this year – Our “Crown Jewels”

Year 2022 can be characterised as “Year of the Ro-ro” with three giant hybrid ro-ro newbuilds entering the traffic, whereas 2023 seems to be “Year of the Ro-pax”. In China, up to 1,000 employees work at the shipyard to have the two Finnlines ro-pax ships ready for delivery within schedule. Finnlines has a small, but experienced site team to test the vessels’ performance and follow the construction of the vessels. Moreover, Finnlines’ Newbuilding Team headed by Mr



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Juha Ahia will accompany the ships during sea trials.

A recruitment campaign was launched some time ago to crew the two Superstar newbuilds with skilled seafarers. As many as 200 permanent jobs were opened at the time and we will also require temporary crew during the high-season. We have received numerous applications and are pleased to note that Finnlines is widely regarded as an attractive employer and has been ranked as number 2. in “the most regularly reviewed company” in recruitment platforms.

Upgraded services on all lines

Finnlines has not only expanded its route network, but is also in the process of upgrading services on its current routes. When both two Superstars have entered traffic, the two Star-class vessels will move from the Finland–Sweden route to the Sweden–Germany route. Commercial and private passengers will then be provided with upgraded facilities and a wider range of services. The maximum number of passengers will rise to 550 from today’s 280 and there will be more capacity for freight, over 4,000 lane metres compared to current 3,000, on both vessels.

Green and clean

The whole shipping sector works together with IMO on transition to lower carbon and later to carbon neutral traffic. In addition, European Union has agreed that the maritime sector will be included in its Emissions Trading System from 2024 onwards. As Finland is further from its most important markets in Europe, logistics must be very

” *Together with our customers and partners, Finnlines continues its efforts to optimise the whole transport chain.*

efficient and produce less and less emissions in years to come.

Finnlines is part of the Grimaldi Group, which is today a global shipping company carrying goods to and from North and South America and also to and from such destinations as Middle East, China, South Korea, Japan and Australia. This means that we can now offer a global network for sea transport to our clients.

In pursuing sustainable maritime operations, Finnlines has invested close to EUR 1.5 billion in new vessels, in technology and in new environmental equipment during the past decade. Together with our customers and partners, Finnlines continues its efforts to optimise the whole transport chain, including its route network, schedules, vessels in order to save fuel and thereby reduce emissions further.

Enjoy reading our news!



The modern, eco-efficient Superstar freight-passenger vessels are expected to enter traffic during the 3rd and 4th quarter of 2023.





Both Superstar ro-pax vessels are scheduled to enter the Finland–Sweden route in autumn 2023.

Superstar Master appointments – Finnsirius and Finncanopus

The Finnlines Senior Officers' Nomination Group has appointed Masters to be in charge of the new Superstar vessels.

Finnsirius

Mathias Fröberg joined Finnlines in 2012 and he has shown excellent skills in working with the crew and many stakeholders. He has excelled in leadership, manoeuvring and navigation combined with a safety-oriented mindset and an understanding of customer satisfaction and environmental concerns. Mathias is currently working as a Master on the ro-pax vessel Finnswan.

Timo Dahlberg complements Mathias with his over 15 years of experience of working onboard various Finnlines ro-pax vessels. Furthermore, he has gained valuable experience as a newbuilding supervisor for the Star-class vessels in Italy in 2005–2007. He is currently sailing as a Master on the ro-pax vessel Europolink.

Johnny Forss was appointed as alternating Master/Linepilot for Finnsirius. Johnny's experience as a linepilot on the Naantali–Långnäs–Kapellskär line combined with sailing as a Master on the ro-ro vessel Finneco II, the largest in the Finnlines fleet in terms of tonnage and cargo capacity, will contribute to building

up a superior team, which will create the best experience for our customers during every voyage.

Finncanopus

Ilkka Maunula graduated as a Master Mariner from the Turku Navigation Institute in 1995 and has 20 years of work experience on passenger ships. Since 2013 Ilkka has sailed as a Master on Finnlines' ro-pax vessels. Ilkka is well respected by his colleagues onboard. He is currently working as a Master onboard Finnswan.

Stefan Karell comes from Viking Line where he has worked as a Senior Master onboard Isabella, Amorella, Gabriella and Mariella. Stefan has a deep understanding of the passenger ferry business and shares our common view of a Master's role and responsibility onboard as well as the importance of co-operation with other stakeholders. He emphasizes the importance of motivating the ship's crew to do their best to serve our clients, underlining that the deck and engine crew must also work having these thoughts in mind.

Niklas Lindroos was appointed as alternating Master/Linepilot for Finnsirius. Niklas joined Finnlines in 2018 and has shown excellent skills in working as a Chief Officer and Linepilot. He has proven to be a true team player and was highly recommended for this position. Niklas is currently working as a Linepilot on Finnswan.

Important nominations

"We are thrilled to strengthen our Superstar team with these important nominations, and I am extremely pleased to welcome Stefan Karell onboard Finnlines," says **Thomas Doepel**, Vice President & Deputy CEO at Finnlines.

"I wish good luck to Mathias, Timo, Johnny, Ilkka, Stefan and Niklas in their new roles. Expectations are high but I have no doubt that these masters have all the knowledge and skills that are required to build up a top crew team and deliver excellent services on our new ships," says **Jan Laurell**, Head of Group HR at Finnlines.

Deep sea – short sea

Connecting continents – connecting neighbouring countries

Maritime transportation of unitized goods can roughly be divided into deep sea container trade and short sea shipping.

Deep sea shipping refers to the transport of freight on intercontinental routes, crossing oceans over long distances, whereas short sea shipping refers to relatively short distances.

Volatile business but huge volumes



Finnlines' Commercial Director **Staffan Herlin** describes deep sea container shipping to be a closed system, being quite sensitive to crises and incidents as it is easily hit by supply chain disruptions.

The Covid-19 pandemic is a recent example as it triggered a serious and long lasting imbalance in the global container traffic with serious consequences both on the service level and freight rates. Another example is the Ever Given container ship which ran aground in the Suez Canal in 2021, blocking the canal for six days and stopping trade between Europe, Asia and the Middle East.

“During the Covid-19 pandemic, there was a shortage of employees in ports when stevedores and many others had caught the infection. Some countries, like China, declared a total lockdown. The Ever Given incident caused a shortage of components and other goods, necessary for industrial production, which were jammed on the other side of the globe and deliveries were far behind schedules. Freight rates, of containers in particular, surged. Shortage of containers was another news topic, but containers had not disappeared anywhere, they were simply not where needed.”

Container services are a volatile business but more or less the only option to ship goods over oceans. One of the advantages of container ships is that vast volumes can be transported. The largest ships are able to carry up to 23,000 TEU. (One 20-foot container equals one TEU)



Sustainable and seamless

The concept of short sea shipping includes both regular services and feeder services to and from so-called hub ports where freight is redistributed to or from deep sea shipping. All means of transport are carried, schedules are normally fixed and customers benefit from regular liner traffic.

Finland is one of the countries in Europe where short sea shipping dominates over deep sea shipping. “Short sea shipping is an open system. Operators have more ports to choose from, but Finnlines’ ships call regularly some 20 ports which serve our customers the best. Competition is severe but we aim for stable business on the long term,” Herlin adds.

With the exception of Finland and Iceland, rail and road transport are an alternative option to shipping in Europe, but concentration of freight flows on sea-based routes reduces road congestion and the number of accidents and decreases waiting time. Shifting transport from road to sea has been considered to be a means to decarbonise transport.

An efficient maritime logistics supply chain does not only include ships, but also

transport infrastructure such as roads, rails, tunnels, bridges, parking areas, and freight terminals.

“Seamless co-operation between operators, i.e. ports, shipping companies, forwarders and cargo owners, is crucial to create a sustainable, seamless, smart and safe transport system for goods and people. Now that the trade with Russia is suspended and the border is closed, Finland is more than ever dependent on maritime connections,” Herlin concludes.

Short sea shipping statistics 2021

The total gross weight of goods transported as part of EU short sea shipping was estimated at almost 1.8 billion tonnes in 2021. Italy was the main short sea shipping country in the EU, with a share of 15 per cent, followed by the Netherlands and Spain. Short sea shipping made up nearly 61 per cent of the total sea transport of goods to and from the main EU ports. Liquid bulk was the dominant type of cargo, accounting for 40 per cent of the goods transport. (Source: Eurostat)



Strengthening key sea trade links

With the addition of a second ro-ro vessel to service, Finnlines provides a significant increase of capacity on the direct connection between Ireland and Europe mainland. At the same time, the connection between Belgium and Britain was also strengthened.

In response to increased customer demand, Finnulp joined Finnwave on this landbridge bypass route for Ireland–Continent trade. On its return to Zeebrügge, Finnulp will be discharged and loaded for service between Zeebrügge, Belgium, and Teesport, Britain. Teesport sailings are operated by P&O Ferries.

Service expansion at Rosslare

Finnlines launched the service between Rosslare and Zeebrügge in July 2022. The service has been well received by Irish transport operators and provides an important link for Irish industry. Via transhipment in Zeebrügge, the Irish

connection is also available to the Finnish, German, Estonian and Spanish industries as well as the whole Grimaldi Group network.

Direct shipping to the Continent from Irish ports has traditionally been slower than crossing the so-called UK land bridge, but transport operators want to avoid post-Brexit checks. There have also been hold-ups at Britain's channel ports and uncertainty for truckers when routes are open.

“By adding a second vessel and expanding our service, we strengthen our product to better serve our Irish and



Finnlines' ships Finnwave and Finnulp operate between Belgium and Ireland. Furthermore, Finnulp is chartered by P&O Ferries three days a week and sails between Belgium and Britain.

European markets. There will now be three departures a week from each port instead of only two," says **Antonio Raimo**, Line Manager at Finnlines.

Glenn Carr, Director of Commercial Business Units with Iarnród Éireann's port authority at Rosslare Europort said the increase in services and the addition of a second vessel will create further frequency and capacity on the Rosslare to Zeebrugge route for the country's exporters and importers. "This demonstrates the confidence in Rosslare Europort as Ireland's number one port for ro-ro services to the EU," says Carr.

"We provide an excellent transport link for Irish trade to the Continent," says Raimo.

Joining forces boost the flow of trade

Finnlines and P&O Ferries have joined forces and introduced new sailings on the Zeebrugge–Teesport route. This cooperation gives customers more options on the key trading route between the Continent and Britain.

Finnlines' Finnulp will be discharged and loaded in Zeebrugge before a roundtrip on Zeebrugge–Teesport route.

"Our co-operation will support the UK and European economies by increasing freight capacity and strengthening resilience on the key Teesport–Zeebrugge route. This expansion of our services in response to what our customers are telling us they want demonstrates our commitment to providing vitally important

trade routes for UK exporters and trading partners," says **Peter Hebblethwaite**, Chief Executive of P&O Ferries.

According to **Tom Pippingsköld**, President and CEO of Finnlines, the company has been pleased with its partnership with P&O Ferries in Zeebrugge since September 2021 and is delighted to strengthen it further. "This will be a successful milestone for our cooperation in the North Sea."

"We are confident that our new service will provide freight customers with sufficient capacity even during peak sailings," Raimo says.

Finnulp has a capacity for 3,259 lane metres of cargo, equivalent to around 225 trailers. Finnwave has a capacity for 4,192 lane metres, equivalent to around 300 trailers. Both vessels can also accommodate 12 drivers.

Small or large – ports move goods and people



Teesport – UK's Northern gateway

Teesport is the only major port in England to handle more exports than imports. With around 26 vessel calls a week, Teesport is the UK's Northern gateway for global shippers. Frequent, direct connections are complemented by monthly arrivals from Japan.

The access to the North Sea is lock-free. Teesport works in direct partnership with all four major UK rail freight operations and to enhance its services, the port has established its own intermodal rail terminal.

The port handles 28 million tonnes per year, including potash and salt, steel products, bulk, project cargoes and forest imports. The port offers container and ro-ro facilities. Moreover, special services support the North Sea oil and gas industry.

The port supports 22,000 jobs.

Zeebrugge – Growth at a rapid pace

The Port of Zeebrugge, which used to be referred to as the Port of Bruges or Bruges Seaport, has a history dating back to the Middle Ages. In modern times, the breakthrough came in the 1960s along with the second maritime revolution: an increase in the scale of ships and the emergence of new techniques to handle unit loads, roll-on/roll-off traffic and containerisation.

A major extension was carried out during 1972–1985 and as a result several major transshipment companies opened terminals in Zeebrugge. The development of the port is facilitated by new connections, capacity expansion, modern terminals, good infrastructure and easy accessibility.

In the spring of 2022, the Port of Antwerp and Port of Zeebrugge merged and became Port of Antwerp-Bruges.

A wide range of freight is handled: trailers, containers, conventional general cargo, 'high & heavy' cargoes, dry and liquid bulk cargoes and natural gas. With an overall throughput of some 290 million tonnes, the Port of Antwerp-Bruges is a critical hub.

Rosslare – Direct ro-pax sailings to the Continent

Rosslare Europort is one of Ireland's leading ports and the gateway to Europe for the freight and tourist industries. It is strategically located on the south-east coast of Ireland within a 90-minute driving radius of major cities, such as Dublin, Cork and Limerick.

Rosslare Europort is a ro-ro, ro-pax, offshore and bulk port. Exports comprise mainly of fresh products, food, pharmaceuticals, steel, timber and building supplies, while imports consist of consumer goods, such as clothes, furniture, food, trade vehicles, and electronics.

Rosslare Europort also offers comprehensive services, including mooring, stevedoring and passenger-car check-in.

The port reports to have 56 roundtrip sailings to the UK and 30 roundtrip sailings per week to the Continent. Some 1,700 ships call the port every year. Around 810,000 passengers, 21,500 cars and 515,710 tonnes of freight pass through the port per annum.



Finneco I awarded by Shippax for its innovative technology and environmental sustainability

The annual Shippax Awards were launched in 1996 to stimulate innovative applications and to promote noteworthy design features on new ro-pax and ro-ro vessels. The 2023 Awards were handed over at the Shippax Ferry Conference on the Grimaldi-owned Cruise Barcelona in April.

Efficient and eco-friendly

Part of the Grimaldi Green 5th Generation Class (GG5G-Class), but optimised for Northern European cargo mix requirements and weather conditions, the Finneco I is one of the

most efficient and eco-friendly ro-ro vessels worldwide. Compared to previous ship generations, the cargo capacity increased by almost 40 percent while emissions remained constant.

Finneco's hybrid propulsion setup contributes to a 100 percent efficiency increase in terms of consumption per ton of freight transported. The lithium mega-batteries allow for 'zero emissions in port', reducing the environmental impact of shipping in often densely inhabited harbour cities. The solar panels, the air lubrication system and exhaust gas cleaning system make Finneco I a truly 'green' ro-ro ship, which was also confirmed by the classification society RINA with its "Green Plus" class notation.

The award was presented to the Grimaldi Group, to the ship design company Knud E. Hansen and to the Jinling Shipyard.

About Shippax

Shippax provides information about the ferry, cruise, ro-ro and hi-speed market and issues annual publications and a monthly magazine. The online database, which contains ship information, addresses and financial information, is updated continuously.

Finnlines awarded by AGCO

AGCO, a global manufacturer and distributor of agricultural machinery and precision agriculture technology, recognised Finnlines with an EME 2022 Logistics Service Provider Award for Europe and Middle East in January 2023.

Agco is committed to making farming successful and Finnlines is committed to transporting anything farmers need, like tractors and harvesting machines, safely and reliably. Finnlines was praised for a great achievement in the midst of past challenges.



From left to right: Michael Blow, Transportation, Logistics, Customs Compliance & Indirect Purchasing EME at AGCO; Blasco Majorana, Traffic Manager of Biscay and UK Services at Finnlines; Liivo Pyvi, Key Account Manager at Finnlines; Buelent Ileri, Global Supply Chain & Logistics at AGCO and Konstantin Meier-Kulenkampff, Global Fendt Valtra & EME Region at AGCO.

Face-to-face fairs are back!

After three virtual events, the ITB Berlin 2023 returned as a face-to-face event, which had over 90,000 visitors and 5,500 exhibitors from 161 countries. The ITB is the world's largest travel trade and tourism event.

Finnlines' Passenger Department shared the Visit Finland platform and teamed up with many tourism suppliers. During the event discussions concentrated on the new Superstar vessels, on the strengthening of the Germany–Sweden route with two Star-class vessels and on the opening of the Poland–Sweden line.

The B2B clients gave very positive feedback on Finnlines and its reliability as a carrier. The Passenger Department stood out with its service-orientation, professional customer service and fair partnerships.

The ITB gave a perfect opportunity to connect with colleagues from Grimaldi



Lines and to look deeper into synergies. Grimaldi and Finnlines are planning to push mutual offers to loyalty program members and to strengthen the visibility on the respective website.

Benoît Surin (left) and Marius Michaelis (right), Finnlines Passenger Department together with Simona De Stefano, Francesca Marino and Mario Cancellato (middle), Grimaldi Lines Passenger Department.

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.

Onshore power – Clean energy from the grid

The shipping industry focuses increasingly on energy conservation and emission reduction. One step ahead is to install an onshore power connection, also called cold ironing or shore-side electricity, which means that power is provided from a land-based source to a vessel at berth.

Finnlines is in the process of applying this clean energy solution, first on the three Star-class ro-pax vessels, later on the Superstar newbuilds. The installations have proceeded furthest on the Finnmaid, but the other two vessels will follow.

Testing, like the harbour acceptance test, will take place after the summer.

Once the project has been completed and drawings and tests have been approved, it should not take more than some 20 seconds to

connect the vessel to the grid. “When the system works as anticipated, all that must be done is to push the button,” says Petri Leino, technical superintendent for the three vessels. One of the deckhands will connect the cable and one of the engineers will operate the automation system onboard.

The ports of Travemünde and Helsinki have both promoted onshore power for many years and will complete their installations ashore. The FuelEU Maritime Initiative will require passenger and container ships to use onshore power supply at berth unless they can demonstrate the use of an alternative zero-emission technology. The EU member states should ensure availability of onshore power by 1 January 2030.

Onshore power reduces air emissions and noise. The running hours of auxiliary engines will also decline.

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
	MED	ELLA	SCA	BRE	EUR	MED	ELLA	SCA	BRE	EUR	MED	ELLA	SCA	BRE	EUR	MED	ELLA
	05/23	06/23	06/23	06/23	06/23	06/23	07/23	07/23	07/23	07/23	07/23	07/23	08/23	08/23	08/23	08/23	09/23
YENIKOI	31.5	7.6	14.6	21.6	28.6	5.7	12.7	19.7	26.7	2.8	9.8	16.8	23.8	30.8	6.9	13.9	20.9
SALERNO nb	3.6	10.6	17.6	24.6	1.7	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	6.6	13.6	20.6	27.6	4.7	11.7	18.7	25.7	1.8	8.8	15.8	22.8	29.8	5.9	12.9	19.9	26.9
SOUTHAMPTON nb	11.6	18.6	25.6	2.7	9.7	16.7	23.7	30.7	6.8	13.8	20.8	27.8	3.9	10.9	17.9	24.9	1.10
ESBJERG	12.6	19.6	26.6	3.7	10.7	17.7	24.7	31.7	7.8	14.8	21.8	28.8	4.9	11.9	18.9	25.9	2.10
WALLHAMN	13.6	20.6	27.6	4.7	11.7	18.7	25.7	1.8	8.8	15.8	22.8	29.8	5.9	12.9	19.9	26.9	3.10
ANTWERP	16.6	23.6	30.6	7.7	14.7	21.7	28.7	4.8	11.8	18.8	25.8	1.9	8.9	15.9	22.9	29.9	6.10
VALENCIA sb	21.6	28.6	5.7	12.7	19.7	26.7	2.8	9.8	16.8	23.8	30.8	6.9	13.9	20.9	27.9	4.10	11.10
SALERNO sb	23.6	30.6	7.7	14.7	21.7	28.7	4.8	11.8	18.8	25.8	1.9	8.9	15.9	22.9	29.9	6.10	13.10
PIREO	25.6	2.7	9.7	16.7	23.7	30.7	6.8	13.8	20.8	27.8	3.9	10.9	17.9	24.9	1.10	8.10	15.10
IZMIR	26.6	3.7	10.7	17.7	24.7	31.7	7.8	14.8	21.8	28.8	4.9	11.9	18.9	25.9	2.10	9.10	16.10
ASHDOD	28.6	5.7	12.7	19.7	26.7	2.8	9.8	16.8	23.8	30.8	6.9	13.9	20.9	27.9	4.10	11.10	18.10
ALEXANDRIA	29.6	6.7	13.7	20.7	27.7	3.8	10.8	17.8	24.8	31.8	7.9	14.9	21.9	28.9	5.10	12.10	19.10

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

Subject to alterations without notice

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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

NordöLink

Passengers & ro-ro service

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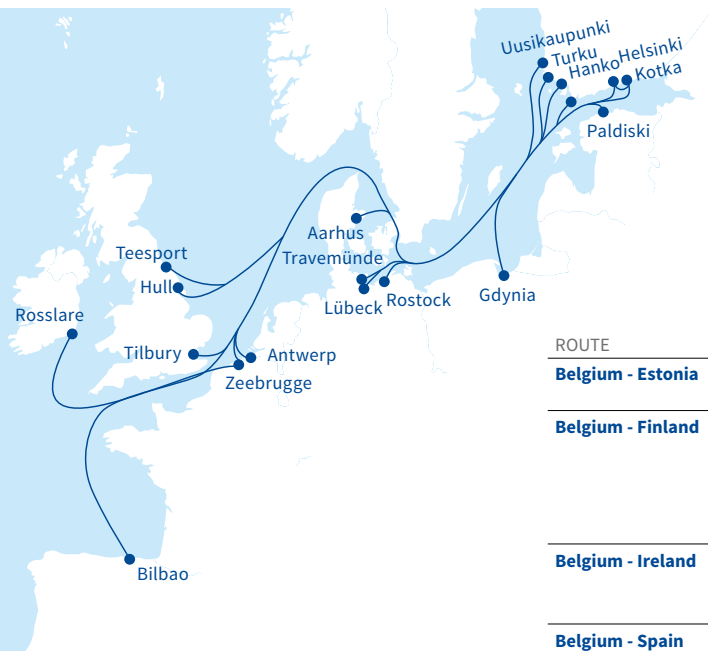
SWEDEN

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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
Belgium - Estonia	Antwerp	Sat 14:00	Paldiski	Wed 04:00	fortnightly service
	Zeebrugge	Thu 23:00	Paldiski	Wed 04:00	fortnightly service
Belgium - Finland	Antwerp	Sat 14:00	Kotka	Wed 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
	Zeebrugge	Thu 23:00	Kotka	Wed 06:00	
Belgium - Ireland	Zeebrugge	Tue 22:00	Rosslare	Thu 04:30	
	Zeebrugge	Thu 22:00	Rosslare	Sat 04:00	
	Zeebrugge	Sat 16:00	Rosslare	Sun 19:00	
Belgium - Spain	Zeebrugge	Sat 14:00	Bilbao	Mon 08:00	
	Zeebrugge	Sat 14:00	Santander	Tue 08:00	fortnightly service
	Zeebrugge	Sat 14:00	Vigo	Wed 08:00	fortnightly service
	Antwerp	Fri 22:00	Bilbao	Mon 08:00	
	Antwerp	Sat 14:00	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 - Belgium	Paldiski	Wed 06:00	Zeebrugge	Thu 06:00	fortnightly service
	Paldiski	Wed 06:00	Antwerp	Fri 06:00	fortnightly service
Estonia - Great Britain	Paldiski	Wed 06:00	Tilbury	Sat 07:00	fortnightly service
Estonia - Spain	Paldiski	Wed 06:00	Bilbao	Mon 8:00	fortnightly service
	Paldiski	Wed 06:00	Santander	Tue 08:00	fortnightly service
	Paldiski	Wed 06:00	Vigo	Wed 08:00	fortnightly service
	Paldiski	Wed 06:00	Vigo	Wed 08:00	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	
	Helsinki	Tue 21:00	Aarhus	Fri 07:00	
Finland - Denmark	Helsinki	Fri 22:30	Aarhus	Mon 07:00	
	Helsinki	Tue 22:00	Paldiski	Wed 04:00	
Finland - Estonia	Helsinki	Tue 22:00	Paldiski	Wed 04:00	
Finland - Germany	Hanko	Mon 14:00	Rostock	Tue 17:00	
	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	Thu 14:00	Rostock	Fri 17:00	
	Turku	Fri 23:00	Travemünde	Sun 09:00	
	Hanko	Sat 15:00	Rostock	Sun 19:00	
	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
	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	
	Kotka	Fri 22:00	Rosslare	Sun 19:00	
Finland - Poland	Hanko	Tue 23:00	Gdynia	Wed 18:00	
	Hanko	Fri 13:00	Gdynia	Sat 08:00	
	Hanko	Sun 18:00	Gdynia	Mon 13:00	
Finland - Spain	Kotka	Fri 22:00	Bilbao	Mon 08:00	
	Helsinki	Fri 20:00	Bilbao	Mon 08:00	
	Turku	Fri 20:00	Bilbao	Mon 08:00	
	Helsinki	Fri 20:00	Santander	Tue 08:00	fortnightly service
	Helsinki	Fri 20:00	Vigo	Wed 08:00	fortnightly service
	Hanko	Thu 22:00	Santander	Tue 08:00	fortnightly service

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

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