



Green and sustainable future

Green Investment Programme completed

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Tom Pippingsköld,
President and CEO

Finnlines EUR 500-million Green Investment Programme was fully completed when the second Superstar vessel, Finncanopus, entered service on the Naantali–Långnäs–Kapellskär route on 16 February 2025. The two vessels have not only impressed passengers, freight customers, media and other stakeholders, but the crew has also been excited. Although the vessels are 235 metres in length, they move remarkably smoothly and can be handled with precision.

Finnlines continues to focus on cargo, but Finncanopus and the sister vessel, Finnsirius, offer upgraded facilities and services for all travellers on the Finland–Åland–Sweden route. Expectations for the summer season are thus high.

Before entry into traffic, Finncanopus was officially named in Naantali and introduced to numerous guests in Stockholm the following day. You can catch a glimpse of the festivities in this issue of Finnlines News.

New beginnings

The past few years have definitely witnessed new vessels and route network expansions in Finnlines' traffic. In 2022 three giant hybrid Eco-class vessels entered our services and they all operate in the Bay of Biscay and in the North Sea. In 2022, the Zeebrugge–Rosslare (Ireland–Belgium) connection was launched and it has established itself well on the market. At the beginning of 2024, a new service was opened from Vigo (Spain) to Zeebrugge, which is an important hub for European industries.

Finnlines had been preparing the launch of a new line between Malmö (Sweden) and Świnoujście (Poland) for quite some time. The freight passenger vessel, Finn fellow, had been considered to be the best choice to carry freight and passengers. Staff had been recruited for the Świnoujście office and for the vessel. Finally, in April, the new line started on 10 April.

Finnlines looks forward to its increasing operations in Poland, where Gdynia has been



Finnlines
a Grimaldi Group company

Issue 1/2024 seq. no. 40
Editor in Chief: Finnlines
Corporate Communications
Printed by: K-Print
Cover: Finnlines Plc
Published by: Finnlines Plc
Komentosilta 1, FI 00980 Helsinki
www.finnlines.com
communications@finnlines.com
Address changes:
www.finnlines.com/finnlines-news
Printed in May 2024.
Circulation: 1,700 copies

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our only port for many years. Each maritime connection strengthens ties between countries and also enhances the security of supply. The Malmö–Świnoujście line has started exceptionally well and has quickly also attracted the passenger segment.

Growth in the most sustainable way

When one project ends, another one kicks off. During the last decade, the whole Grimaldi Group, including Finnlines, has made massive investments in new technology and new ships. Existing ships have been upgraded to meet stricter regulations and customers' requests for more capacity and improved efficiency. These investments have supported our customers in their transition towards sustainability, environmental responsibility and growth.

The International Maritime Organization has set the ambitious target to reach net zero carbon emissions 'by or around' 2050 while the European Union has included the maritime sector in its Emissions Trading System from 2024. The EU decision means that 40 per cent of CO₂ emissions need to be covered by the purchase of European Union Allowances in 2040.

The shipping industry is determined to move towards low- and zero-carbon fuels, but it will take time before they are commercially available in sufficient volumes. There are many options to choose from, including ammonia, methanol, batteries, solar energy, and biofuels. Today, Finnlines uses a mixture of some of them and the use of electricity is increasing. Finnlines

” Investments have supported our customers in their transition towards sustainability, environmental responsibility and growth.

wants to be a forerunner in the combat against climate change, but at the same time we also challenge other parties in the transport chain to act.

Sooner or later Finnlines will order new ships, which will be climate-friendly, technically efficient and equipped with the most advanced technology. In the meantime, we make efforts to modify the existing fleet and optimise our operations.

Brighter prospects

The beginning of 2024 was quite difficult due to several factors, but the economic outlook for the second half of the year is forecasted to be brighter. Inflation has fallen and hopefully central banks will start cutting interest rates, which would boost private consumption, manufacturing, construction sector investments and thereby increasing international trade. All those are needed because we need growth!

Enjoy reading Finnlines News and about the naming ceremony and home voyage of Finnscanopus and an unexpected encounter in the Indian Ocean.

In February before entry into traffic, M/S Finnscanopus was celebrated in Naantali and Stockholm.

Turn to page 6 to read more.



Appointments in Finnlines' Management



Merja Kallio-Mannila was appointed as Head of Group Sales, Customer Service and Marketing as of 1 January 2024.

Merja Kallio-Mannila also continues as the Head of Sales and Customer Service Finland.

Merja Kallio-Mannila has been a member of Finnlines' Executive Committee since January 2022. She joined Finnlines in 2001 and has since then held several key management positions, most recently as a Deputy Head of Group Sales, Customer Service and Marketing. Merja has graduated as a Master of Science (Econ.) from the University of Jyväskylä.



Lasse Wirenius, Internal Auditor and Group Quality Manager at Finnlines, was appointed to the Finnlines Extended

Board of Management as from 1 January 2024.

Lasse Wirenius joined Finnlines in January 2020 and he has been acting as an Internal Auditor and Group Quality Manager. Before joining Finnlines, he worked in Wärtsilä on Business Intelligence tasks in Marine Division. Prior to that, Lasse spent almost a decade with container shipping line Hapag-Lloyd, last positioned as a Senior Internal Auditor in Singapore. Lasse has graduated as a BBA from Haaga-Helia University of Applied Sciences.

"I am very pleased with these well deserved nominations. Merja and Lasse are both familiar with Finnlines' overall operations, they have also created an extensive contact network within and outside the company," says **Tom Pippingsköld**, President and CEO of Finnlines.

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.

Photo: Norlandblog



GreenConnect project is developing concrete carbon neutral solutions for three transportation modes: bulk cargo transportation, truck and trailer traffic, and container traffic.

Green transportation concept under development

As part of the constant efforts to enhance the green transition, Finnlines has joined a research project GreenConnect, which aims to develop a green transportation concept for maritime transport. The two-year project, planned to be completed in 2025, is led by the Turku School of Economics at the University of Turku. The other members of the project are Ahola Transport, CMA CGM, ESL Shipping, Gasum, P2X Solutions, SSAB, UPM-Kymmene, and Wärtsilä. The research project is funded by Business Finland, companies and the University of Turku and is part of the Zero Emission Marine program coordinated by Wärtsilä.

The project is developing concrete carbon neutral solutions for three transportation modes: bulk cargo transportation, truck and trailer traffic, and container traffic. It also studies possible emission reduction methods, aims to improve calculation models for CO₂ emissions and assesses competitive advantages of the green transportation for companies in the transportation sector.

To reach the ambitious climate targets, it is essential to start to increase the share of alternative fuels used onboard ships slowly while also continuing to advance other energy efficiency projects. Finnlines wants to be able to provide a green transportation option for its customers by allocating the use of carbon neutral fuels to some transports. Developing a standardized and transparent concept through the GreenConnect is an important step.



A new route launched Connecting Sweden and Poland

Finnlines has expanded its route network and started to operate with its freight-passenger ship *Finnfellow* on the route between Malmö and Świnoujście on 10 April 2024.

Finnfellow, which sails under the Swedish flag, has a capacity for 440 passengers and around 3,000 lane metres for vehicles and freight. The ship had previously operated on the Malmö–Travemünde line.

“The launch of this new route benefits both Swedish and Polish trade and expands Finnlines’ operations outside Finland,” says **Antonio Raimo**, Line Manager at Finnlines. “We have also strengthened the shore organization and



opened an office in Świnoujście.”

The new route and ro-pax services secure an important trade connection on the Southern Baltic Sea corridor and further strengthen Finnlines’ position on the Baltic Sea.

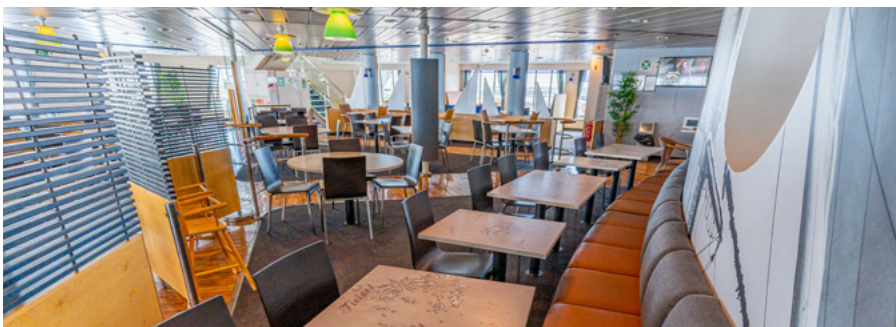
“We expect large growth in freight volumes as well as passenger travel,” continues Raimo.

Smooth sailing

Finnlines’ route to Poland provides Malmö with a new direct connection to Continental Europe. There is a daily departure in each direction. The ship has over 180 passenger cabins and passengers have access to a Finnish sauna, buffet restaurant, bar, children’s play area and a shop. Pets are also welcome onboard.

“Finnlines has prepared the launch of a new line thoroughly. We can offer spacious decks for cars and freight. Passengers and drivers have a quick and easy entrance to the accommodation. The sea voyage is comfortable,” says **Marco Palmu**, Head of Finnlines Passenger Services.

During the nine-hour voyage, passengers – whether travelling because of work or pleasure – can relax and feel well-rested and ready to continue their travel after arrival. The connection between Sweden and Poland opens up new routes between Continental Europe and Scandinavia.



Large growth is expected in both freight and passenger volumes.



Naming M/S Finncanopus, from left: Tom Pippingsköld from Finnlines; from Schenker DB Petteri Nurmi, Eeva Pajunen, Antti Sauramaa, Harri Siekkinen; from Finnlines Merja Kallio-Mannila and on her left hand side ships' Godmother, Katariina Nurmi. M/S Finncanopus was represented by two Captains, Stefan Karell and Jyrki Repo, and Chief Engineer Johnny Sandberg.

Finnlines' EUR 500-million Green Investment Programme completed

Finncanopus celebrated in Naantali and Stockholm

Finncanopus was officially named in the port of Naantali on 14 February 2024, marking the completion of Finnlines' EUR 500-million Green Investment Programme. This programme includes three hybrid cargo vessels and two combined cargo and passenger ferries. As a result, Finnlines now offers top-tier sustainable transport services to its freight customers, while passengers can enjoy a cruise-level travel experience.

The celebration symbolized Finnlines long-time commitment to provide a reliable and efficient logistics network, which provides a solid basis for the growth of its freight customers and allows Finnlines and its partners to grow stronger together. "**Katariina Nurmi**, the Godmother of M/S Finncanopus, broke the traditional bottle of champagne against the

hull. The ceremony was made even more special as snowflakes fell from the sky like confetti to celebrate this occasion," says the President and CEO **Tom Pippingsköld**, who would also like to express Finnlines' gratitude to Katariina Nurmi for naming the vessel.

The sister vessel, Finnsirius, was introduced to various stakeholders in Naantali whereas Finncanopus sailed to

Stockholm and moored at the Stadsgården terminal, a unique visit. Swedish Star Club members, media, politicians, customers, tour operators, the Finnish ambassador and other stakeholders, over 300 guests, got an opportunity to tour the vessel, mingle freely and taste delicacies in ship's restaurants.

Many of the guests were impressed by the combined freight-passenger vessel, which seems like a cruise vessel.

"After the entry of Finncanopus, passengers have access to the same first-class facilities and services on morning and evening departures on the route between Finland and Sweden. Day cruises, "picnic cruises", are also offered," says **Marco Palmu**, Head of Finnlines Passenger Services.



Hannu Kallio, Pasi Haarala and Yrjö Vainiala from the Port of Naantali discussed with Finnlines' representatives Juha Ahia and Staffan Herlin.



After 108 days on duty, Captain Jyrki Repo could go on holiday, a well-deserved one!



Captain Stefan Karell praised the vessel, its stability, beauty and size ("enormous") but also said that familiarisation will take time. "One week is not enough, the learning process will last several months."



Finncanopus was officially named by Katriina Nurmi. >



Sailing home again, across the sea

M/S Finncanopus departed from the shipyard in Weihai, China, on 18 December 2023. Like the sister vessel, Finnsirius, Finncanopus was accompanied by fireworks.

The first stop was in Yantai, where 600 lorries were loaded. Christmas was celebrated in the Yellow Sea and the crew followed Finnish dining traditions, which consist of rice pudding, gingerbread, casseroles, ham and other delicacies. Even Santa Claus boarded the ship and delivered gifts, but it has not been reported if he came down the funnel or landed on the helicopter deck or used the pilot door.

It had been snowing in Yantai, but by the time Finncanopus approached Singapore before New Year, tropical heat was on. The vessel stopped to refuel, refill food stores and fresh water supplies.

Court of King Neptune

The line-crossing ceremony is a must when seafarers cross the Equator for the first time. The ceremony has a history of brutal rituals and embarrassing ordeals, but on the Finncanopus crew members were welcomed to join the court of King Neptune without physical hardship. Once the ceremony was over, the Captain issued certificates to those initiated into a new and higher status.

Travel on the upturn

Finnlines operates combined freight and passenger vessels on four routes, which are Helsinki–Travemünde, Naantali–Långnäs–Kapellskär, Malmö–Travemünde, and Malmö–Swinoujście.

In 2023, Finnlines transported a total of 695,000 passengers, the figure includes professional drivers and private travellers. Leisure travel increased by over 17 per cent compared with 2022. The strongest growth took place between Finland and Sweden, 49 per cent, and it could be noted that the number of Swedish travellers increased substantially.

Operation pancake in the Indian Ocean

The original plan was to sail through the Suez Channel, but the Red Sea had been unsafe for merchant vessels for some time and it was decided to divert around the Cape of Good Hope.

If Finncanopus had taken the original route, it could not have helped a Finnish solo-sailor, **Ari Käsäkoski**, who was participating in the Global Solo Challenge with the aim to sail around the world in 130–150 days. However, the mast on his Fuji sailing boat had broken in rough weather and he had been struggling on his own for twenty days in the Indian Ocean, far from any shoreline or other boats. Ari was

running out of food supplies and he also needed clean diesel.

Having read news of Finncanopus' route, Ari contacted Finnlines' Senior Cargo Superintendent, **Timo Vanhala**, who had been involved in arranging transportation of Ari's boat from Kotka to Bilbao.

Finncanopus was heading to Durban in South Africa, but could assist. The galley crew prepared sandwiches and pancake, which were transferred to the solo sailor through the pilot door. Clean diesel was also delivered.

Once in a lifetime voyage

After Durban, the following ports were Las Palmas and Djen Djen in Algeria, where the lorries were unloaded. After a quick stop outside Vlissingen for bunkering (refuelling), the vessel headed for the Baltic and icy waters after Bornholm.

Having sailed 17,362 nautical miles, equivalent to 32,154 km, the vessel arrived in Naantali on 11 February 2024. For many crew members the homeward voyage was something to experience once in a lifetime.

"The crew was so fantastic that the long voyage felt like a boating trip. Days passed by fast as there was much to do to prepare the vessel for traffic", says Captain **Jyrki Repo**. "Luckily no pirates were encountered, only Chinese fishermen were seen off West Africa."

The maiden voyage set off from Kapellskär on 16 February.



As Finncanopus had to deviate from its original route, the crew could help an unfortunate solo sailor in the Indian Ocean.

MEET OUR CUSTOMERS

Finnlines aims to grow with its customers and this series of articles introduces some of them.

Photo: DB Schenker



DB Schenker – Low-emission logistics solutions

Routes and modes:

We utilise various Finnlines' routes in the Baltic and North Seas, mainly Naantali-Kapellskär, Helsinki/Turku-Travemünde, Hanko-Rostock, and Helsinki-Aarhus. Furthermore, we use the departures between Finland and Poland, as well as Finland and the UK.

Sea vs. land/air:

Finland relies heavily on maritime connections for exports and imports. This underscores the significant role Finnlines plays within DB Schenker's international land transport operations. When ensuring reliable and high-quality transports for our customers, Finnlines serves as an important partner for us.

Customer needs and changes:

Global supply chains are constantly evolving when customers' requirements vary from increased to reduced capacity. To manage these constant changes, it's important that DB Schenker can collaborate seamlessly with its shipping partners.

Our customers expect moderate transit times and synchronize their production or other schedules with the regular vessel departures. To avoid disruptions in their supply chain, we must adhere to the delivery times we promise – and this can't be ensured without long-term, close partnerships.

“ *When ensuring reliable and high-quality transports for our customers, Finnlines serves as an important partner for us.* ”



Petteri Nurmi, CEO, Head of Cluster Nordics, DB Schenker

Green transition and sustainability:

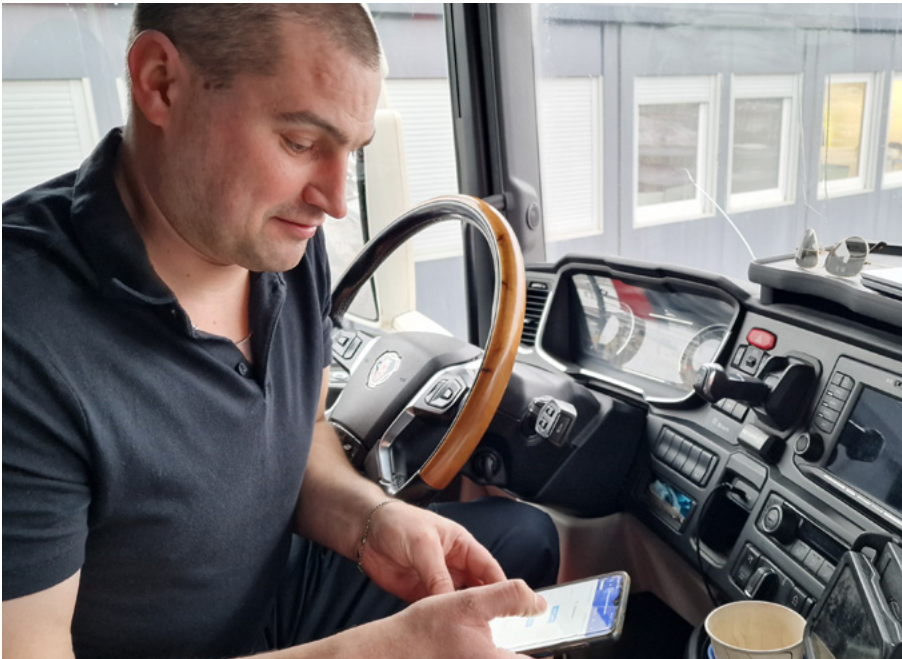
For many of our customers, their carbon footprints are significantly influenced by logistics. Customers want to know how we at DB Schenker can provide a low-emission logistics solution.

More sustainable sea transportation in the Baltic and North Seas – covering fuel types, routes, vessel types, and other technologies – plays a significant role in this regard. Therefore, we aim to collaborate with partners who have well-defined strategies for reducing, reporting, and maintaining transparency regarding their emission levels.

DB Schenker Nordics:

The new Nordic organization provides great harmonisation opportunities for DB Schenker. Our strong domestic networks across all Nordic countries create a comprehensive system through which our customers can access scheduled and better transportation to Finland, Sweden, Norway, Denmark, and Iceland.

DB Schenker With around 76,600 employees at more than 1,850 locations in over 130 countries, DB Schenker is one of the world's leading logistics service providers. The company operates land, air, and ocean transportation services, and it also offers comprehensive logistics and global supply chain management solutions from a single source. Aiming for a sustainable future of the logistics industry, DB Schenker continuously invests in innovative transport solutions, renewable energies, and low-emission products for its customers.



SELF-SERVICE CHECK-IN

Efficiency meets comfort and sustainability

In the fast-paced world of shipping, where time is money and efficiency is king, Finnlines stands at the forefront of innovation. With the introduction of a driver self-service check-in application on the route between mainland Finland, Åland and Sweden, drivers are experiencing a fundamental change in how they navigate the port arrivals. This application does not only streamline services but also raises environmental consciousness.

Flexibility at your fingertips

Gone are the days of rigid schedules and long waiting hours at port terminals. Thanks to self-service check-in application, drivers now enjoy unprecedented flexibility in planning their arrivals. Five hours before the scheduled departure, drivers can conveniently check in using their mobile phones, minimising idle time and boosting work efficiency.

Through drivers' self-service check-in, trucks can be identified as they approach the port terminal, eliminating the need for manual checks and queues.

Patrick Andersson, a seasoned trucking professional, was eager to test the new service. "The system saves time and even fuel when an extra stop at the check-in counter is avoided," Andersson says. "When I enter the port, I can proceed to the loading area with no delays. The gates identify the status of the unit and freight clearance

staff and ship's deck officers can ascertain which units have arrived and are there to be loaded."

By minimising unnecessary stops and optimising route planning, drivers can reduce fuel consumption and carbon emissions. Additionally, streamlined operations and reduced idle time contribute to overall



"There is no queuing onboard either. I can print the cabin card at the self-service kiosk or directly by the QR code," Andersson says.

energy conservation, paving the way for a greener and more sustainable future.

Customer feedback drives innovation

The self-service check-in is addressed to drivers of registered customers who have an Extranet agreement with Finnlines. To start using the check-in system, drivers must first register to the Driver's Card programme to apply for membership. A digital membership card will then be sent by email and the check-in application will run on mobile phones.

"We communicate all the time with our customers and collect feedback to improve our services. The recently implemented check-in system will bring many benefits, such as more flexible check-in hours for drivers and Finnlines as an operator can maintain just-in-time schedules," says **Merja Kallio-Mannila**, Finnlines' Commercial Director.

Booking details, such as driver's name, cargo description, length and weight of the vehicle and request for an electrical connection, can be found in the application. Users can edit preferences, such as language, email address for travel documents, shipper identifiers and the truck ID.

"There is no queuing onboard either as I get a QR code and can print the cabin card at the self-service kiosk or directly by the QR code." Andersson says that he can use the extra time to relax and take it easy. "The new Finnsirius and Finncanopus have great facilities and offer many services. I may cross the Archipelago up to four times a week and I therefore appreciate the peace and quiet onboard Finnlines' ships."

- Check in when convenient, flexibility through a mobile check-in application
- Drivers can edit their booking preferences from language to travel document delivery
- Minimised stops and optimised route planning reduce the carbon footprint in the transport chain
- No queues onboard – more time to relax!
- Customers' feedback matters, Finnlines is dedicated to continuous improvement and innovation

SCHEDULES

More than 170 weekly freight departures and 80 passenger departures.



BalticEuroMed Service



INDICATIVE EUROMED SERVICE QUARTERLY SCHEDULE

2024	GRA ELLA 04/24	GRA BRET 04/24	GRA MED 04/24	GRA SCA 04/24	GRA EUR 04/24	GRA ELLA 05/24	GRA BRET 05/24	GRA MED 05/24	GRA SCA 05/24	GRA EUR 05/24	GRA ELLA 06/24	GRA BRET 06/24	GRA MED 06/24	GRA SCA 06/24	GRA EUR 06/24	GRA ELLA 07/24	GRA BRET 07/24
YENIKOI	14.4	21.4	28.4	5.5	12.5	19.5	26.5	2.6	9.6	16.6	23.6	30.6	7.7	14.7	21.7	28.7	4.8
SALERNO nb	17.4	24.4	1.5	8.5	15.5	22.5	29.5	5.6	12.6	19.6	26.6	3.7	10.7	17.7	24.7	31.7	7.8
VALENCIA nb	20.4	27.4	4.5	11.5	18.5	25.5	1.6	8.6	15.6	22.6	29.6	6.7	13.7	20.7	27.7	3.8	10.8
SOUTHAMPTON nb	27.4	4.5	11.5	18.5	25.5	1.6	8.6	15.6	22.6	29.6	6.7	13.7	20.7	27.7	3.8	10.8	17.8
ESBJERG	30.4	7.5	14.5	21.5	28.5	4.6	11.6	18.6	25.6	2.7	9.7	16.7	23.7	30.7	6.8	13.8	20.8
WALLHAMN	1.5	8.5	15.5	22.5	29.5	5.6	12.6	19.6	26.6	3.7	10.7	17.7	24.7	31.7	7.8	14.8	21.8
ANTWERP	3.5	10.5	17.5	24.5	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
VALENCIA sb	8.5	15.5	22.5	29.5	5.6	12.6	19.6	26.6	3.7	10.7	17.7	24.7	31.7	7.8	14.8	21.8	28.8
SALERNO sb	10.5	17.5	24.5	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
PIREO	12.5	19.5	26.5	2.6	9.6	16.6	23.6	30.6	7.7	14.7	21.7	28.7	4.8	11.8	18.8	25.8	1.9
IZMIR	13.5	20.5	27.5	3.6	10.6	17.6	24.6	1.7	8.7	15.7	22.7	29.7	5.8	12.8	19.8	26.8	2.9
ASHDOD	15.5	22.5	29.5	5.6	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
ALEXANDRIA	17.5	24.5	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

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



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

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

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Finland – Åland – Sweden

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FINLAND > ÅLAND > SWEDEN				
DEPARTURE	ARRIVAL	DEPARTURE	ARRIVAL	
Naantali	Långnäs	Långnäs	Kapellskär	
Mon	11:15	16:10	16:20	18:35
	22:45	03:45	03:55	06:15 Tue
Tue	11:15	16:10	16:20	18:35
	22:45	03:45	03:55	06:15 Wed
Wed	10:15	14:45	15:00	17:45
	23:00	03:45	03:55	06:15 Thu
Thu	10:15	14:45	15:00	17:45
	23:00	03:45	03:55	06:15 Fri
Fri	10:15	14:45	15:00	17:45
	23:00	03:45	03:55	06:15 Sat
Sat	10:15	14:45	15:00	17:45
	23:00	03:45	03:55	06:15 Sun
Sun	10:15	14:45	15:00	17:45
	23:00	03:45	03:55	06:15 Mon

SWEDEN > ÅLAND > FINLAND				
DEPARTURE	ARRIVAL	DEPARTURE	ARRIVAL	
Kapellskär	Långnäs	Långnäs	Naantali	
Mon	10:15	14:40	14:50	19:40
	21:45	02:00	02:10	07:15 Tue
Tue	10:15	14:40	14:50	19:40
	21:45	02:00	02:10	07:15 Wed
Wed	10:45	15:15	15:30	20:10
	21:45	02:00	02:10	07:15 Thu
Thu	10:45	15:15	15:30	20:10
	21:45	02:00	02:10	07:15 Fri
Fri	10:45	15:15	15:30	20:10
	21:45	02:00	02:10	07:15 Sat
Sat	10:45	15:15	15:30	20:10
	21:45	02:00	02:10	07:15 Sun
Sun	10:45	15:15	15:30	20:10
	21:45	02:00	02:10	07:15 Mon

Subject to alterations without notice

Germany – Sweden

Passenger & freight services

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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	

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Sweden – Poland

Passenger & freight services

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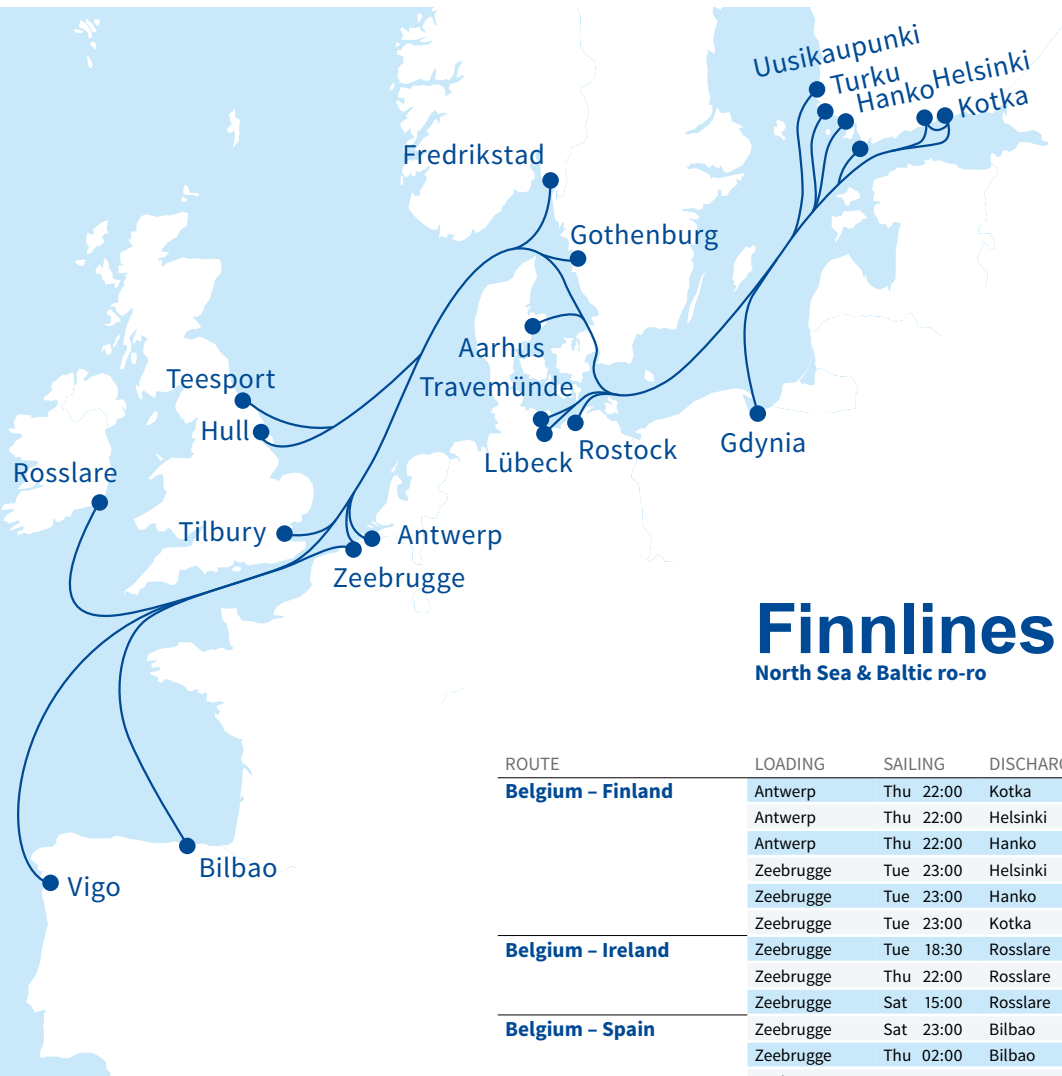
POLAND

Świnoujście
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SWEDEN > POLAND		
Daily schedule		
DEPARTURE		ARRIVAL
Malmö		Świnoujście
10:15		19:00

POLAND > SWEDEN		
Daily schedule		
DEPARTURE		ARRIVAL
Świnoujście		Malmö
21:30		6:30

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Finnlines

North Sea & Baltic ro-ro

ROUTE	LOADING	SAILING	DISCHARGING	ARRIVAL	Additional info
Belgium - Finland	Antwerp	Thu 22:00	Kotka	Wed 06:00	
	Antwerp	Thu 22:00	Helsinki	Mon 06:45	
	Antwerp	Thu 22:00	Hanko	Sun 12:00	
	Zeebrugge	Tue 23:00	Helsinki	Mon 06:45	
	Zeebrugge	Tue 23:00	Hanko	Sun 12:00	
	Zeebrugge	Tue 23:00	Kotka	Wed 06:00	
Belgium - Ireland	Zeebrugge	Tue 18:30	Rosslare	Thu 04:00	
	Zeebrugge	Thu 22:00	Rosslare	Sat 04:00	
	Zeebrugge	Sat 15:00	Rosslare	Sun 20:00	
Belgium - Spain	Zeebrugge	Sat 23:00	Bilbao	Tue 08:00	
	Zeebrugge	Thu 02:00	Bilbao	Fri 14:00	
	Zeebrugge	Sat 23:00	Vigo	Wed 20:00	
	Zeebrugge	Thu 02:00	Vigo	Sun 08:00	
Denmark - Finland	Aarhus	Tue 18:00	Helsinki	Fri 06:45	
	Aarhus	Fri 19:00	Helsinki	Mon 06:45	
Denmark - Germany	Aarhus	Tue 18:00	Rostock	Wed 09:00	
	Aarhus	Fri 19:00	Rostock	Sat 08:00	
Finland - Belgium	Kotka	Thu 22:00	Zeebrugge	Thu 06:00	
	Helsinki	Tue 08:00	Antwerp	Tue 10:00	
	Helsinki	Thu 17:00	Antwerp	Tue 10:00	only for trailers
	Kotka	Thu 22:00	Antwerp	Tue 10:00	
	Helsinki	Tue 08:00	Zeebrugge	Tue 22:00	
	Helsinki	Thu 17:00	Zeebrugge	Tue 22:00	only for trailers
Finland - Denmark	Helsinki	Tue 21:00	Aarhus	Fri 07:00	
	Helsinki	Fri 22:00	Aarhus	Mon 07:00	
Finland - Germany	Uusikaupunki	Mon 13:30	Travemünde	Fri 07:00	
	Helsinki	Tue 22:00	Rostock	Thu 12:00	
	Helsinki	Fri 22:30	Rostock	Sun 12:00	
	Hanko	Mon 21:00	Rostock	Wed 01:00	
	Hanko	Thu 23:00	Rostock	Sat 05:00	
Finland - Great Britain	Helsinki	Thu 14:00	Hull	Sun 08:00	
	Kotka	Fri 22:00	Tilbury	Sat 07:00	transhipment in Zeebrugge
	Helsinki	Tue 08:00	Tilbury	Sat 07:00	transhipment in Zeebrugge

ROUTE	LOADING	SAILING	DISCHARGING	ARRIVAL	Additional info
Finland – Ireland	Helsinki	Thu 15:00	Rosslare	Sat 04:00	
	Turku	Fri 20:00	Rosslare	Sat 04:00	
	Kotka	Thu 22:00	Rosslare	Sat 04:00	
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	Thu 22:00	Bilbao	Fri 14:00	
	Helsinki	Tue 08:00	Bilbao	Fri 14:00	
	Helsinki	Tue 08:00	Vigo	Sun 08:00	
	Hanko	Sun 22:00	Vigo	Sun 08:00	
Germany – Belgium	Travemünde	Sat 16:00	Antwerp	Tue 10:00	
	Travemünde	Sat 16:00	Zeebrugge	Tue 11:00	
Germany – Finland	Rostock	Wed 09:00	Hanko	Thu 15:00	
	Rostock	Sat 22:00	Hanko	Mon 06:00	
	Travemünde	Sat 20:00	Turku	Mon 18:00	
	Travemünde	Sat 20:00	Uusikaupunki	Mon 06:30	
	Rostock	Sat 15:00	Helsinki	Mon 06:45	
	Rostock	Wed 16:00	Helsinki	Fri 06:45	
Germany – Great Britain	Travemünde	Sat 16:00	Tilbury	Sat 07:00	transhipment in Zeebrugge
Germany – Ireland	Travemünde	Sat 16:00	Rosslare	Sun 19:00	
Germany – Spain	Travemünde	Sat 16:00	Bilbao	Fri 14:00	
	Travemünde	Sat 16:00	Vigo	Sun 08:00	
Great Britain – Finland	Hull	Sun 20:00	Helsinki	Wed 15:30	
Great Britain – Spain	Tilbury	Thu 18:00	Bilbao	Tue 08:00	
	Tilbury	Thu 18:00	Vigo	Wed 20:00	
	Teesport	Sat 14:00	Bilbao	Tue 08:00	transhipment in Zeebrugge
	Rosslare	Mon 03:00	Zeebrugge	Tue 13:00	
Ireland – Belgium	Rosslare	Thu 22:00	Zeebrugge	Sat 06:00	
	Rosslare	Mon 03:00	Helsinki	Mon 06:45	
Ireland – Finland	Rosslare	Mon 03:00	Kotka	Wed 06:00	
	Rosslare	Mon 03:00	Hanko	Sun 12:00	
	Rosslare	Thu 22:00	Bilbao	Tue 08:00	
	Rosslare	Thu 22:00	Vigo	Wed 20:00	
Ireland – Spain	Rosslare	Thu 22:00	Bilbao	Tue 08:00	
	Rosslare	Thu 22:00	Vigo	Wed 20:00	
Poland – Belgium	Gdynia	Sun 15:00	Zeebrugge	Tue 22:00	week +1
	Gdynia	Sun 15:00	Antwerp	Tue 10:00	week +1
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	
	Gdynia	Sun 15:00	Bilbao	Fri 14:00	week +1
Poland – Spain	Gdynia	Sun 15:00	Vigo	Sun 08:00	week +1
	Gdynia	Sun 15:00	Vigo	Sun 08:00	week +1
Spain – Belgium	Bilbao	Tue 23:00	Zeebrugge	Sat 08:00	
	Bilbao	Sat 08:00	Antwerp	Tue 08:00	
	Bilbao	Sat 08:00	Antwerp	Thu 06:00	
	Vigo	Thu 02:00	Zeebrugge	Sat 08:00	
	Vigo	Sun 14:00	Zeebrugge	Tue 08:00	
	Vigo	Sun 14:00	Antwerp	Thu 06:00	
Spain – Finland	Bilbao	Sat 08:00	Helsinki	Mon 06:45	
	Bilbao	Sat 08:00	Hanko	Sun 12:00	
	Bilbao	Sat 08:00	Kotka	Wed 06:00	
	Vigo	Sun 14:00	Helsinki	Mon 06:45	
	Vigo	Sun 14:00	Kotka	Wed 06:00	
	Vigo	Sun 14:00	Tilbury	Mon 07:00	transhipment in Zeebrugge
Spain – Great Britain	Bilbao	Tue 20:00	Tilbury	Mon 07:00	transhipment in Zeebrugge
	Bilbao	Tue 20:00	Teesport	Mon 07:00	transhipment in Zeebrugge
	Vigo	Thu 02:00	Tilbury	Mon 07:00	transhipment in Zeebrugge
Spain – Ireland	Vigo	Thu 02:00	Teesport	Mon 07:00	transhipment in Zeebrugge
	Bilbao	Tue 20:00	Rosslare	Sun 19:00	
Spain – Norway	Vigo	Thu 02:00	Rosslare	Sun 19:00	
	Bilbao	Tue 20:00	Fredrikstad	Mon 08:00	transhipment in Zeebrugge
Spain – Poland	Vigo	Thu 02:00	Fredrikstad	Mon 08:00	fortnightly service
	Bilbao	Sat 08:00	Gdynia	Thu 18:00	
Spain – Sweden	Vigo	Sun 14:00	Gdynia	Mon 18:00	
	Bilbao	Tue 20:00	Gothenburg	Mon 08:00	transhipment in Zeebrugge
Sweden – Spain	Vigo	Thu 02:00	Gothenburg	Mon 08:00	fortnightly service
	Gothenburg	Sat 14:00	Bilbao	Tue 08:00	transhipment in Zeebrugge
	Gothenburg	Sat 14:00	Vigo	Wed 20:00	

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