

# Expanding our network and adapting to green regulations

New freight service to Sheerness

FuelEU Maritime brings alternative fuels onboard ships

# Expanding our network and adapting to green regulations



Tom Pippingsköld,  
President and CEO

In recent years, Finnlines has navigated through unexpected events that have posed challenges not to mention the current economic development and geopolitical situation. Nevertheless, we have improved our services and renewed our fleet substantially, as a result, we have become stronger – commercially, operationally and financially.

With a population of around 5.6 million, Finland has a small domestic market, but a decline in one geographical area can be compensated by entering new markets. Therefore, Finnlines grows via opening new routes outside Finland. At the same time, the countdown to year 2050 and zero emissions has started. Green transition is no longer a question of ‘if’ but of ‘how’.

## Finnlines grows – New routes and ports

During the past few years Finnlines has mostly developed its operations outside Finland as cost-efficient and high frequency liner services and low CO<sub>2</sub> emissions give a competitive edge. Today, Finnlines connects over 20 ports across

Europe and many of the company’s ships are familiar sights in ports outside the Baltic Sea.

In 2022, Finnlines launched a freight service between Rosslare, Ireland, and Zeebrugge, Belgium. Demand for direct, scheduled freight services from Ireland to Continental Europe grew in the wake of Brexit when truckers got frustrated with delays in UK Channel ports and checks on the traditional landbridge via Britain.

In April 2023, a freight and passenger line was opened between Malmö, Sweden, and Świnoujście, Poland. The Port of Świnoujście has good highway connections to Southern Poland, Czech Republic, Slovakia, and to Southeast Europe. Malmö is the gateway to Scandinavia and via the Öresund Bridge to Denmark and other destinations in the European continent.

In September 2024 Finnlines moved its freight services to and from Britain to the Port of London Medway, which has an ideal location in Sheerness in Kent where connections to the London Metropolitan area and to the rest of the UK are easily available.

>

**Finnlines**  
a Grimaldi Group company

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### **Finnlines provides global network to its customers**

‘Connectivity’ characterises the new routes and ports as customers are not only offered transport from A to B, but also many further connections. Transit times to reach the Grimaldi Group network in Belgium are short and transshipment in Zeebrügge or Antwerp provides expanded, even global, business opportunities.

Finnlines’ modern, eco-friendly fleet has a large capacity and can carry any type of cargo. Giant-sized vessels bring economies of scale when transports are optimised to achieve the highest possible capacity utilisation, which minimises the environmental footprint per cargo unit.

To comply with stricter environmental standards, Finnlines has sold older vessels, which are not as energy-efficient and competitive as the previous generations. At the same time Finnlines looks ahead and makes plans for the next generation of vessels.

### **The path towards zero emissions**

The shipping sector must decarbonize and is determined to do it. The ultimate target, shared by EU and IMO, is to become carbon neutral by 2050.

In order to reduce fuel consumption and to cut emissions, shipowners and operators have taken many operational measures over the years, including optimisation of routes, speed, load, and engine mode. Finnlines has, in addition, introduced new series of ships, but the existing fleet has also been upgraded to improve energy efficiency.

When operational measures are used up, technical investments are necessary. Finnlines has

**” Larger vessels bring economies of scale, minimising the environmental footprint per cargo unit.**

invested over EUR 0.5 billion in its fleet and has adopted a hybrid model for its newbuilds, that is a mix of applications, like solar panels, air lubrication systems, high-powered battery banks and onshore power.

The green transition is not an overnight change, and what is not discussed in public at all is that we will have one of the biggest re-allocation of capital taking place in coming years. The investments which are needed to achieve the green targets are enormous, bigger than we have understood. Therefore, we will most likely have a long transition period ahead of us. Investments on adaptation of new technology and use of new fuels is huge, highly uncertain and capital intensive. Renewable fuels should be clean, reasonably priced and available.

Finnlines will invest in three new ro-pax vessels which will most likely have a dual-fuel solution i.e. use of diesel and an alternative green fuel, like methanol, which would give flexibility. Yet fuels must be available in sufficient volumes in several locations and they must be commercially feasible.

I would like to thank all our customers for their support again during this year and with continued huge investments in green vessels Finnlines will continue to grow together with its customers in a most sustainable way.

Pleasant reading and Happy Holidays!



Heard from Customers:  
the first year was a  
success.

**Turn to page 9 to read  
more.**

# Continued growth for Finnlines during January–September 2024

During the nine-month period, the company's revenues increased by 7 per cent to EUR 547.2 million. Earnings before interest, taxes, depreciation and amortization, EBITDA, amounted to EUR 140.8 million, up from EUR 131.7 million for the same period last year.

"We see signs of an upturn although the beginning of 2024 was difficult with high interest rates, inflation, and a slowdown in economic growth. Many of the key figures showed an upturn when the Q3 report was completed," says **Tom Pippingsköld**, President and CEO of Finnlines.

The cargo volumes transported during January–September totalled approximately 595,000 cargo units, 63,000 cars and 962,000 tons of freight not possible to measure in units. "As anticipated, passenger travel increased considerably. All the four ro-pax lines performed well and the number of

## Total turnover

EUR million

**547.2**

513.2 in Q3 2023

## EBITDA

EUR million

**140.8**

131.7 in Q3 2023

## Net profit

EUR million

**52.1**

56.9 in Q3 2023

private passengers more than doubled on the route between mainland Finland, Åland and Sweden."

The company aims to sign an order for three new ro-pax vessels running on green fuels by the end of 2024 or early 2025. The vessels will enter the Helsinki–Travemünde route. "We are financially strong and we have an operationally and environmentally sound fleet, which will be improved by new green-fuelled vessels. The newbuilds will benefit Finnlines and also our customers when we all can reduce our emissions further," says Pippingsköld.

***"We see signs of an upturn."***

*Tom Pippingsköld*

## New Extranet version 2.0 launched

The next generation of Finnlines' freight booking service, the Extranet 2.0 application, was released and introduced for Finnlines' Helsinki–Travemünde traffic on 30 September 2024. Both desktop and mobile interfaces of the application were upgraded to provide first class user experience.

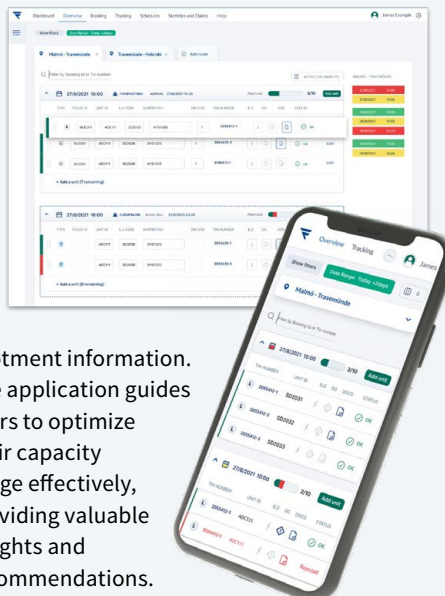
Since Finnlines' strategy is to keep up with the latest developments of digital services, Finnlines Freight Services decided to update the user interface of the Extranet.

The new Extranet application offers multilingual support in English, German, and Swedish, which ensures a seamless experience for users from diverse language backgrounds.

Fast response and clear communication enable efficient interactions and information exchange. The easy-to-use interface has been designed with a responsive design, which makes navigation and interaction intuitive across various devices and screen sizes.

The application offers real-time capacity calculation and up-to-date booking and

allotment information. The application guides users to optimize their capacity usage effectively, providing valuable insights and recommendations.



### Key features

- Booking and managing units directly from the dashboard
- Mass edit unit information
- Tracking of units

### Benefits for users

The main objective of the upgrade is to improve customer satisfaction and the new features make the application easy to use and give access to up-to-date freight situation on each departure. The feedback has been very positive and customers have been involved in developing the features even further.

### Gradually implemented

Other Finnlines' lines will enter the new environment in November 2024, and Finnlines aims to have all lines in the system by spring 2025.



Three new hybrid Eco-class ro-ro vessels have a vast capacity for cargo and they are equipped with advanced energy-saving technology, such as air lubrication, high-powered batteries and solar panels.

## A new freight service launched from Finland to the United Kingdom

As part of its strategy to expand the route network and offer a sustainable option to customers, Finnlines launched a new freight service from Finland to Sheerness Terminal at London Medway, which is located on the Isle of Sheppey in Kent. Further connections are available to Belgium, Spain and Ireland.

The infrastructure in the port is well-developed with a rail network and a direct access to the motorway connecting Kent with London and the rest of the UK. The location makes London Medway an ideal gateway for companies, which aim to expand their business on established and emerging markets.

European exporters and importers benefit from the reliable, consistent weekly schedule and from shorter transit times. Ships benefit from the convenient location as there are no locks or lengthy rivers to navigate.

### Full-service logistics available

Already handling over 15 million tonnes of cargo annually and supporting more than 200,000 vehicle movements, London Medway provides a dynamic logistics hub. Beyond traditional port activities, London



Juhana Nurro

Medway offers comprehensive added value services including storage facilities, customs clearance, cargo inspections and more.

The port's multi-purpose terminals handle diverse cargo types including ro-ro, forest products, steel, aggregates

and project cargo with specialised equipment and expertise.

### Sustainable alternative

The service is operated with three giant Eco-class hybrid ro-ro vessels with 5,800 lane metres for cargo, which means there is space for some 400 trailers.

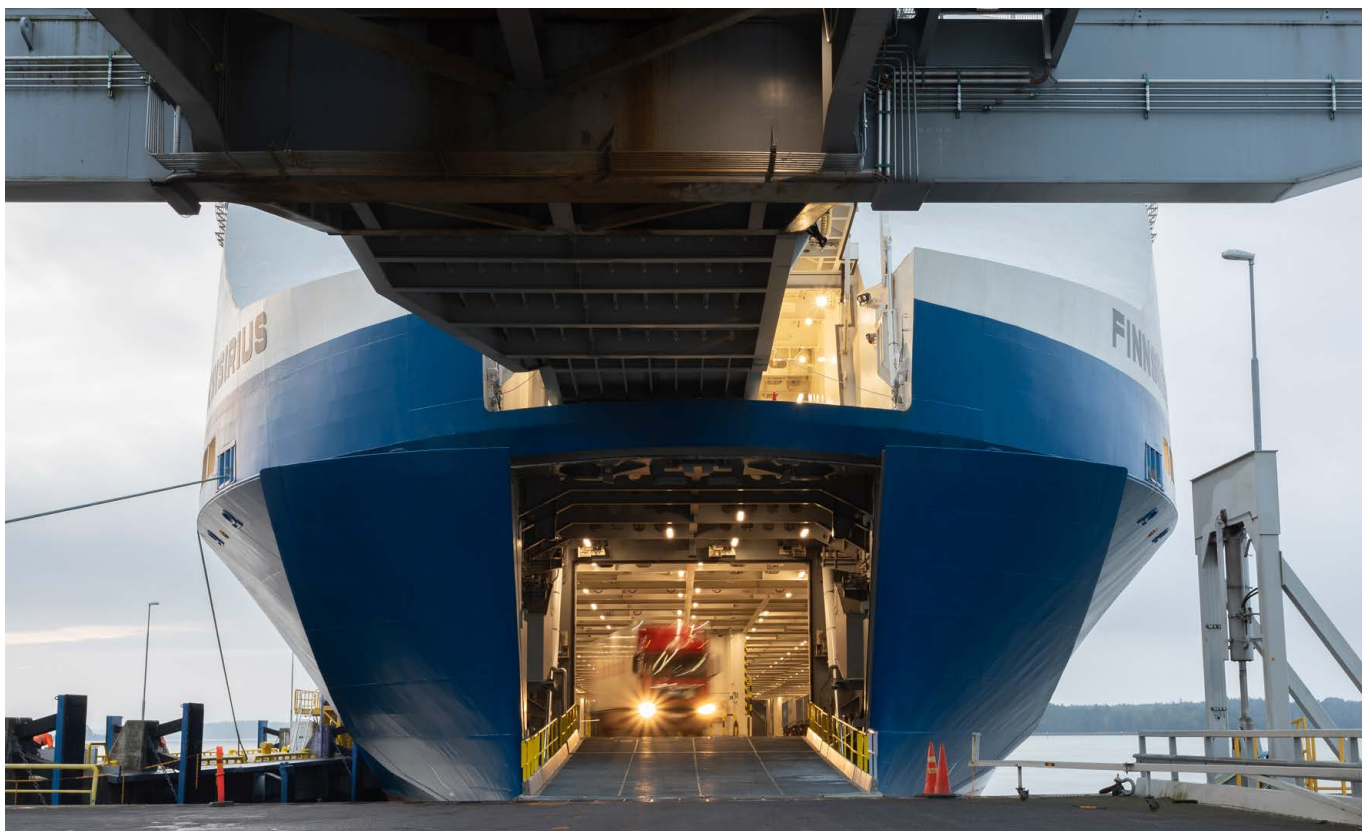
The vessels are outfitted with air lubrication under the keel, battery banks, and solar panels for low-emissions at sea and zero emissions while in port.

### Debut on 23 September

The Finneco III was the first to call London Medway on 23 September when it discharged forest industry products and some machinery. Ship's Captain **Ardo Truumees** praised the co-operation with pilots, who are polite and helpful. "Furthermore, the location of the port makes it possible for the crew to walk to the local town nearby." A brief change of scene is welcomed after long sea voyages.

With the introduction of the new connection, Finnlines consolidates its position as the main maritime service provider between Finland, the UK and Continental Europe.





# Trends in shipping

The shipping industry is known for its innovation and adaptability, particularly in areas such as fuel efficiency, response to geopolitical changes, and compliance with environmental regulations. A proactive approach will help all stakeholders remain competitive in this dynamic environment.

Finnlines' Commercial Director, **Merja Kallio-Mannila** shares her insights into recent developments.

## Market analysis:

In recent years, the geopolitical situation and sanctions against Russia have increased average transport costs. The weak economic climate has stirred uncertainty, and tighter environmental legislation has raised costs. It will be necessary to make massive investments in newbuildings and existing vessels to achieve the net-zero target by 2050.

## Operational review:

In Finland, Finnlines is a major operator, responsible for maintaining the two most important maritime bridges, Finland–Germany and Finland–Sweden, and providing important connections for export industries. During the past

few years Finnlines has also expanded its freight operations to connect Ireland and Continental Europe, and freight and passenger services between Sweden and Poland.

By cargo type, carriage of lorries has declined on some routes, but the number of cargo units between Finland and Sweden picked up greatly.

## Sustainability:

Tighter environmental legislation requires both operational measures in day-to-day operations and investments in new ships. Finnlines operates one of the youngest fleets in the Baltic Sea. For the time being, Finnlines uses onshore power and batteries on ro-pax ships to replace fossil fuels and batteries and solar energy on some of the freight vessels.

A new generation of ro-pax ships is being designed for the Finland–Germany route.

The focus will be on overall sustainability and clean fuels.

We are in the midst of a revolutionary change to replace fossil fuels by renewable energy. International, robust legislation will have to be in place and the transport industry will have to work together as there will be costs we all bear.

## Future:

Finnlines considers the current situation to be an opportunity, which means that we will develop more flexible transport services and make better use of digital services, such as business intelligence, extranet, and self-service tools.

With a strong, business-minded owner, the Grimaldi Group, focusing on sustainability, Finnlines is well-positioned to make investments that drive growth.

# LKW WALTER – 100 years of innovative paths

## Routes operated:

LKW WALTER operates on all Finnlines routes, but the most frequently used routes are between Rostock and Hanko/Helsinki; Gdynia and Hanko; Travemünde and Malmö, as well as between Świnoujście and Malmö.

Since the 1980s, we have been building a dense network of road, rail, and short sea connections. We consider that the ferry business is a highly sophisticated and tremendously competitive industry. It constantly invests substantial resources to improve its efficiency and market position.

## Recent challenges:

The past years have been extremely volatile, especially in the Nordic countries. We continue to follow our strategy of focusing on full truck loads with a clear emphasis on intermodal solutions. Together with our key stakeholders – customers, ferry operators, railway undertakings and trucking companies – we have managed to handle the fluctuations quite well.



*Karl Schauer, Senior Management  
Director LKW WALTER*

## Sustainability:

The green transition affects the supply chain to a great extent, but this trend is progressing very slowly. The main factors remain cost and lead times.

With more than 330,000 tonnes of CO<sub>2</sub> reduction each year LKW WALTER makes a significant contribution to climate protection. We plan to further reduce

our carbon footprint, but this can only be achieved if we maintain a close and constant contact with all our stakeholders, understand their needs and challenges, and work together on suitable solutions.

## Future prospects:

Today, LKW WALTER stands as the leading provider of combined transport solutions in Europe, with more than 15,000 crenable units at its disposal. As part of our intermodal activities, we consistently develop new products, establish new routes and enhance transport frequency.

## Greetings to Finnlines:

For many years, Finnlines has been a crucial player as the largest ro-ro ferry company supporting the Finnish economy. We wish you continued success in understanding and meeting your customers' needs, as well as making the right investments in your fleet, so that you can keep serving the Finnish society and the economy effectively in the future.

LKW WALTER is a renowned Austrian private company that has earned the trust of international groups as well as small and medium-sized enterprises in all sectors since 1924. The company operates throughout Europe, to and from Central Asia, the Middle East, and North Africa.

In 2024, LKW WALTER proudly celebrates its 100th anniversary. This milestone not only marks a century of success but also the beginning of a new era. Looking ahead, the company continues to explore innovative paths for the industry. Working closely together with partners and customers, LKW WALTER is playing a key role in shaping the future of efficient and sustainable transport.





## Industry leaders united at XXVI Euromed Convention to tackle net zero goals

Athens hosted one of the shipping industry's most significant gatherings when over 800 top stakeholders convened to discuss environmental challenges in October 2024. In line with the European Climate Law, the Convention focused on the path to reach zero emissions by 2050.

The event featured numerous panels and presentations, all centered on advancing technology, operational efficiency and sustainable practices. An opening speech from Grimaldi Group Managing Director **Emanuele Grimaldi** captured the gravity of the situation. He emphasized the complexity of the current environment, stating: "We are at a crucial juncture for the future of shipping and logistics. We are engaging with a number of global issues such as geopolitical tensions, the increased cost of money, inflation and a new form of protectionism, with the proliferation of unilateral trade barriers." Emanuele Grimaldi explained that the Grimaldi Group has pursued a deliberate strategy that allows the company to be an active protagonist of our times, interpreting the economic megatrends, growing globally, and defending environmental sustainability.

With collaboration and innovation at the forefront, the Athens summit reinforced the industry's collective commitment to green transformation, pushing towards a more sustainable future.

## 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.

### FuelEU Maritime will bring alternative fuels onboard ships

As part of the 2050 climate strategy, EU aims to promote usage of alternative fuels at sea with a new regulation, FuelEU Maritime, which will enter into force in January 2025. The regulation applies to all larger ships operating in the EU area and sets a requirement to reduce the greenhouse gas (GHG) intensity of ships' fuel. For the first five years the required reduction is only 2 per cent but it will increase every five years. In addition, from 2030 onwards passenger vessels and container vessels will have to use onshore power at berth. Non-compliance will result in significant penalties.

Fuel's GHG intensity includes the total lifecycle emissions caused during the fuel production, distribution and usage. Fossil fuels have the highest GHG intensity and, therefore, to be in compliance, ships must start to use certain amounts of alternative fuels as part of their fuel

portfolio. Today, the alternative fuels available on a larger scale are biofuels and shoreside electricity. Pooling ships is possible, so that only some of the ships use the required amount of greener fuels instead of all the ships in the pool.

#### Going Green and Clean

Shoreside electricity is already used onboard five Finnliness ro-pax vessels at port. In addition, two of the ships, Finnsirius and Finnscanopus, are equipped with shore power chargeable batteries the energy of which can be used at sea. Additionally we are also studying and planning usage of biofuels on some of our ships. FuelEU Maritime will cause some extra expenses as biofuels are much more expensive than the traditional fuels. However, use of greener fuels will certainly help us to reduce our emissions and enhance our sustainability.





# The Year of the Superstar – Heard from Customers

The Superstar era began on the Naantali–Långnäs–Kapellskär route on 15 September 2023 when M/S Finnsirius set off for its maiden voyage. The sister vessel, Finncanopus, entered the route on 16 February 2024. During the first year, two surveys have been made, one was addressed to cargo customers, another to private passengers. All in all, the feedback was overwhelmingly positive.

**T**he majority of the 65 respondents, representing road carriers, work on bookings and traffic planning and their foremost concern is to ship goods safely and on schedule. The number of crossings varies, but 20 per cent reported on booking over 5,000 sea voyages annually on the route.

## **“Our drivers never complain”**

Customers were very satisfied or fairly satisfied with practically everything, including the schedules, arrangements and facilities in the ports, loading and unloading times. “The service is super, I always receive the

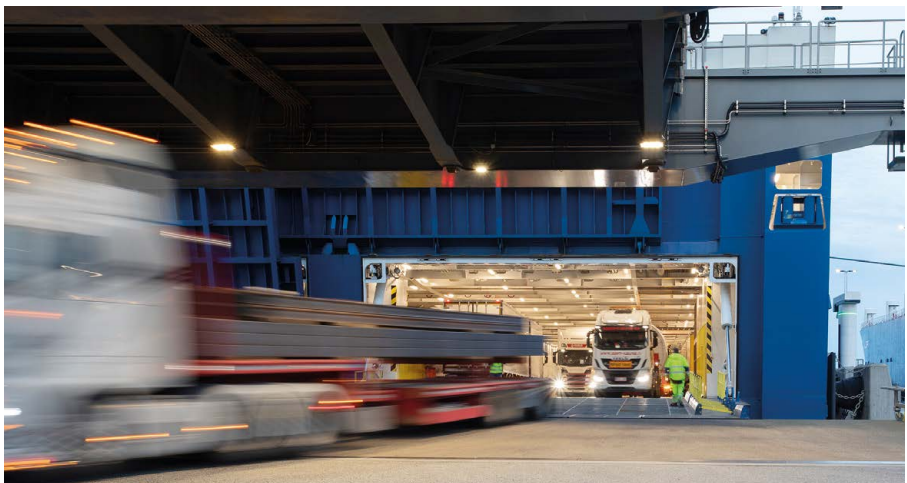


booking confirmation very quickly.” “As our drivers never complain, everything must run smoothly”

Yet, customers’ preferences vary. Some think the closing time is too early, others would prefer later departures, 30 minutes or so. There are restrictions

*The crew received standing ovations for being exceptionally friendly, welcoming, helpful, and professional. Liisa Nousiainen, one of the 200 people recruited for our Superstars, now works at the Info desk onboard Finnsirius.*





*Customers were very satisfied or fairly satisfied with practically everything, including the schedules, arrangements and facilities in the ports.*



on the carriage of IMDG cargo (dangerous goods) on a passenger ship and some freight customers would like to have more “maxpax” departures.

Customers also commented that night departures can be quite “packed”. **Sari Vilen**, Head of Finnlines’ Naantali Office, Customer Service and Port Operations, says that the summer season was indeed very busy. “Although the freight capacity had increased by 40 per cent and passenger capacity doubled, both cargo decks and cabins were sold out on some departures!”

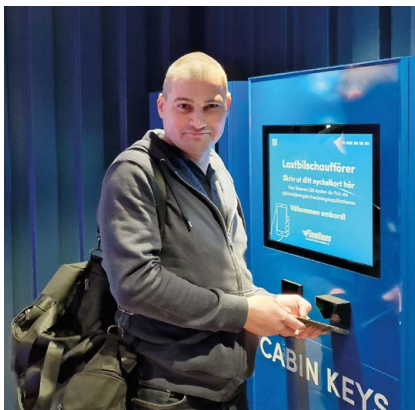
“We have all learned a lot during the first year. The two vessels have performed well and nearly 100 per cent of departures and arrivals have been on schedule. The auto-mooring system has also made port operations more efficient.”

#### **“We will come back” – applause for the crew**

Finnlines did not only increase cargo capacity on the route, but the company also launched a new cruise experience.

The crew was given standing ovations for being super-friendly, welcoming,

*The Barrel Bay bar is the perfect place to toast and discuss travel plans.*



*With the self-service check-in app, drivers can use their phones to check in, reducing idle time. “The system saves time – I can head straight to the loading area without delays,” says Patrick Andersson.*



helpful and professional. Some passengers even remembered the names of the crew whom they met in the spa, in the tax-free shop and in the bars and restaurants. A group of senior citizens were watered at their tables in one of the buffet (self-service) restaurants. “Doors were opened for us and we were assisted in the tax-free shop.” The extra service was very much appreciated.

Finnlines recruited around 200 new crew members before the Superstars arrived. “One of the criteria for working in the hotel and restaurant department was service-orientation. We want to provide all guests exceptional service,” says **Kristiina Uppala**, who was responsible for the Onboard Concept Development and Management during the newbuilding project.

#### **Culinary delights from fish&chips to fine dining**

The Superstar vessels have multiple dining venues, both casual eateries, including a bistro and buffet, and an easy-going à la carte restaurant. The target has been to serve food for every taste and that is why the selection ranges from hamburgers to seafood platters and entrecote. Food has been described as “mouthwatering, delicious and highly recommendable”.

#### **Luxurious but cozy**

Passengers were also impressed by the thoughtfully-designed interior, which is stylish, but cozy and has plenty of space for each guest. There were no crowds in the public areas although the feedback was collected during the high season. Kristiina Uppala, who spent long periods





*The pride of the Superstar vessels is the extensive Archipelago Buffet.*



*Bistro or buffet? Explore the onboard restaurants and find your favorite.*

at the shipyard in China, was involved in the design to the finest details. "The vision was to have the sea and breathtaking Archipelago present through large windows in all public spaces with lots of small details hidden all around the vessels. The archipelago plays a key role both in the interior design and the food concepts." Passengers have approved: "The spa area was also enjoyable. The best part was just to look out at the sea and enjoy the view."

Most passengers valued the calm atmosphere, only very few expected to have entertainment, such as bingo, karaoke or disco music. "We have entertainers onboard occasionally and arrange themed cruises, live music and



*"The best part was just to look out at the sea and enjoy the view." Spa area.*



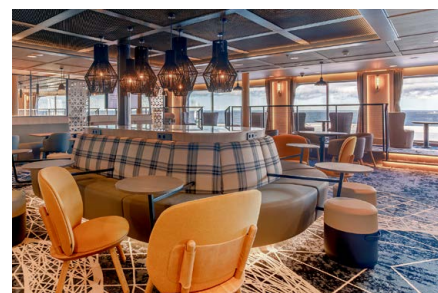
*Enjoy an unhurried à la carte meal made from the season's best ingredients.*

activities for children, but our concept does not contain nightclubs or casinos," Kristiina Uppala explains.

#### **The smartest travel option**

New customer segments, like families, hobby groups, and conference guests, have discovered Finnlines' route between Finland and Sweden. A business traveller commented that "the route from Naantali to Långnäs is the smartest travel option as there are very few flights to Åland. The Stellar Lounge offered great facilities to work during the crossing."

Let's allow pet owners to say the final words as their four-legged family members hardly said more than "wuff, wuff" on their way in and out from the Wuff bistro, where also dogs are welcome. "Certainly the dog-friendliest ferry we have ever seen."



*Cozy with Archipelago views, the ship's versatile restaurant features a café, grill, and bar.*





## Experience an asset in transportation of horses

Hundreds of racehorses travel on Finnlines' passenger routes every year. Smooth, no-stress travel is critical for transportation as horses are valuable top competitors.

Although racehorses are used to travelling, transportation by sea must be planned carefully to ensure that they will keep fit during the crossing. Horses can be said to be guests of honour on Finnlines' ships.

The ship's crew is well familiar with the best transportation practises. Horse trailers and vans are parked on the car deck so that there is an easy access to a water tap and good ventilation. The trailer shall not be exposed to any adverse weather conditions as horses get stressed easily and they may suffer from hypothermia or have heatstroke in

Satu Pirinen



*Mel Thijssen, a young Dutch talent, riding on Florida Balia, won Finnlines International 150 cm. Tom Pippingsköld, President and CEO of Finnlines, congratulates the winner.*

unpleasant conditions.

It is a requirement that horses are accompanied by grooms, or handlers, or attendants. They check the well-being of horses and feed them during the voyage. Some come to visit horses once every four

hours, others more seldom. If necessary, the accompanying groom may spend the whole night with the horse.

At its best, the sea voyage can provide horses and their caretakers an opportunity to rest and relax before and after the competition.

### Official Carrier for Helsinki International Horse Show

Finnlines has been a Golden Partner and Official Carrier for the Helsinki International Horse Show for many years. In October 2024, Finnlines was also one of the more than 60 exhibitors.

The Horse Show attracts amateurs, future stars, and champion riders every year. The show offers both top sport and entertainment for all age groups. Finnlines was visible in the indoor arena and hosted the Saturday Night Fever programme in International Finnlines 150 cm, Longines ranking -class.

# Finnlines honoured with Sustainable Tourism Award



Finnlines was honoured with the 2024 Skål Sustainable Tourism Award in the ‘Touristic Mobility’ category for its commitment to sustainable maritime travel. The trophy was presented during the Opening Ceremony of the 83rd Skål World Congress in Izmir, Turkey, in late October.

Finnlines’ application emphasised the new Superstar vessels where sustainability was considered throughout the design process, ranging from technical construction to the selection of individual suppliers. Finnlines also received the “Skål Biosphere Sustainable Special Award”, which was awarded by Biosphere Tourism and the Responsible Tourism Institute.

**Johanna Luoma**, Finnlines’ Environment and Sustainability Manager, accepted the award on behalf of the company, saying that “it is truly rewarding

to be recognised for our long-term and daily efforts.”

The fact is that Finnlines reduced the carbon intensity of its vessels by nearly 8 per cent in 2023 compared to 2022. Fleet renewal on the route between mainland Finland, Åland and Sweden greatly contributed to the reduction. The two Superstars are outfitted with modern energy-saving technologies and a shore power connection, which decreased the carbon footprint per transport unit.

**Skål International** is an Affiliated Member of the UN World Tourism Organisation (UNWTO), whose mission is to promote responsible, sustainable, and universally accessible tourism. Skål International has organised the Sustainable Tourism Awards since 2002.



*Johanna Luoma, Finnlines’ Environment and Sustainability Manager, receives a Sustainable Tourism Award, from Jose Luis Quintero, Director of Sustainable Tourism & Skål Sustainable Awards Committee. Photo: Finnlines Plc.*

## Training to save lives at sea

Finland is known to be the country of thousands of lakes, but the seacoast is also long, around 46,200 km. No-one should perish in maritime conditions, however harsh. Numerous rescue volunteers dedicate time to help people in distress in deep, stormy, cold waters and in case of technical malfunction.

Finnlines was the main supporter when as many as 13 adult teams and 3 junior teams, 3 members in each category, entered the Maritime Sea Rescue Competition in Naantali in September. The Maritime Sea Rescue Competition was launched in 1986 and the location alternates each year between the Finnish lake districts and the Baltic Sea.

Beautiful weather and the event attracted an audience of hundreds who witnessed how the competitors were challenged by various tasks, such as first aid, communications, navigation, water rescue and seamanship.

Finnlines praised and thanked all volunteer lifeguards who are always fully prepared when the alarm goes off.

## Transport company of the year

Finnlines received the prestigious award of Transport Company of the Year at the Finnish Travel Gala 2024 in November. Nearly 13,500 consumers and travel industry professionals voted for winners in each of the 12 categories.

**Marco Palmu**, Head of Finnlines Passenger Services, attended the Gala and thanked his team members and partners for their skills, hard work and collective efforts.

Finnlines was also one of the top three nominees for the Marketing Campaign of the Year for its fully serious “Let’s Get Sirius!” campaign.

An increasing number of passengers have responded to the invitation, “we



*Marco Palmu, Head of Finnlines Passenger Services, Satu Hirvenoja, Sales Manager, and Mira Alhonen, Marketing Manager, both representing Finnlines Passenger Services, accepted the award for the Transport Company of the Year. Photo: Finnlines Plc.*

take your comfort seriously”, and tested how Finnlines fulfils its promise. In January–September 2024, the number of passengers on Finnlines’ route between Finland and Sweden went up by over 120 per cent compared with the same period in 2023.

The Finnish Travel Gala is organized by SMAL (the Association of Finnish Travel Industry), which is a consortium of about 160 travel agencies, tours operators and incoming agencies.



# Our net works



[finnlines.com](http://finnlines.com)

**Finnlines**  
a Grimaldi Group company



# SCHEDULES

More than 170 weekly freight departures and  
80 passenger departures.



## BalticEuroMed Service



INDICATIVE EUROMED SERVICE QUARTERLY SCHEDULE

2024 / 2025	GRA ELLA 09/24	GRA SCA 08/24	GRA EUR 10/24	GRA BRE 09/24	GRA MED 11/24	GRA ELLA 01/25	GRA SCA 01/25	GRA EUR 01/25	GRA BRE 01/25	GRA MED 01/25	GRA ELLA 02/25	GRA SCA 02/25	GRA EUR 02/25	GRA BRE 02/25	GRA MED 02/25	GRA ELLA 03/25	GRA SCA 03/25
YENIKOI	17.11	24.11	1.12	8.12	15.12	22.12	29.12	5.1	12.1	19.1	26.1	2.2	9.2	16.2	23.2	2.3	9.3
SALERNO nb	20.11	27.11	4.12	11.12	18.12	25.12	1.1	8.1	15.1	22.1	29.1	5.2	12.2	19.2	26.2	5.3	12.3
VALENCIA nb	23.11	30.11	7.12	14.12	21.12	28.12	4.1	11.1	18.1	25.1	1.2	8.2	15.2	22.2	1.3	8.3	15.3
SOUTHAMPTON nb	30.11	7.12	14.12	21.12	28.12	4.1	11.1	18.1	25.1	1.2	8.2	15.2	22.2	29.2	7.3	14.3	21.3
ESBJERG	3.12	10.12	17.12	24.12	31.12	7.1	14.1	21.1	28.1	4.2	11.2	18.2	25.2	3.3	10.3	17.3	24.3
WALLHAMN	4.12	11.12	18.12	25.12	1.1	8.1	15.1	22.1	29.1	5.2	12.2	19.2	26.2	4.3	11.3	18.3	25.3
ANTWERP	6.12	13.12	20.12	27.12	3.1	10.1	17.1	24.1	31.1	7.2	14.2	21.2	28.2	6.3	13.3	20.3	27.3
VALENCIA sb	11.12	18.12	25.12	1.1	8.1	15.1	22.1	29.1	5.2	12.2	19.2	26.2	4.3	11.3	18.3	25.3	1.4
SALERNO sb	13.12	20.12	27.12	3.1	10.1	17.1	24.1	31.1	7.2	14.2	21.2	28.2	6.3	13.3	20.3	27.3	3.4
PIREO	15.12	22.12	29.12	5.1	12.1	19.1	26.1	2.2	9.2	16.2	23.2	1.3	8.3	15.3	22.3	29.3	5.4
IZMIR	16.12	23.12	30.12	6.1	13.1	20.1	27.1	3.2	10.2	17.2	24.2	2.3	9.3	16.3	23.3	30.3	6.4
ASHDOD	18.12	25.12	1.1	8.1	15.1	22.1	29.1	5.2	12.2	19.2	26.2	4.3	11.3	18.3	25.3	1.4	8.4
ALEXANDRIA	20.12	27.12	3.1	10.1	17.1	24.1	31.1	7.2	14.2	21.2	28.2	6.3	13.3	20.3	27.3	3.4	10.4

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Nominated vessels may vary sequence and schedule 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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Kapellskär

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FINLAND > ÅLAND > SWEDEN			
DEPARTURE	ARRIVAL	DEPARTURE	ARRIVAL
Naantali	Långnäs	Långnäs	Kapellskär
Mon 10:45	15:45	16:00	18:30
22:45	03:45	03:55	06:15 Tue
Tue 10:45	15:45	16:00	18:30
22:45	03:45	03:55	06:15 Wed
Wed 10:00	14:45	15:00	17:45
23:00	03:45	03:55	06:15 Thu
Thu 10:00	14:45	15:00	17:45
23:00	3:45	3:55	6:15 Fri
Fri 10:00	14:45	15:00	17:45
23:00	03:45	03:55	6:15 Sat
Sat 10:00	14:45	15:00	17:45
23:00	03:45	03:55	6:15 Sun
Sun 10:00	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 10:30	15:00	15:15	19:55
21:45	02:00	02:10	07:15 Tue
Tue 10:30	15:00	15:15	19:55
21:45	02:00	02:10	7:15 Wed
Wed 10:45	15:15	15:30	20:10
21:45	02:00	02:10	7:15 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

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## Germany – Sweden

### Passenger & freight services

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#### SWEDEN

Malmö

booking@nordoe-link.com

Phone +46 40 176 800

GERMANY > SWEDEN			
DEPARTURE	ARRIVAL	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	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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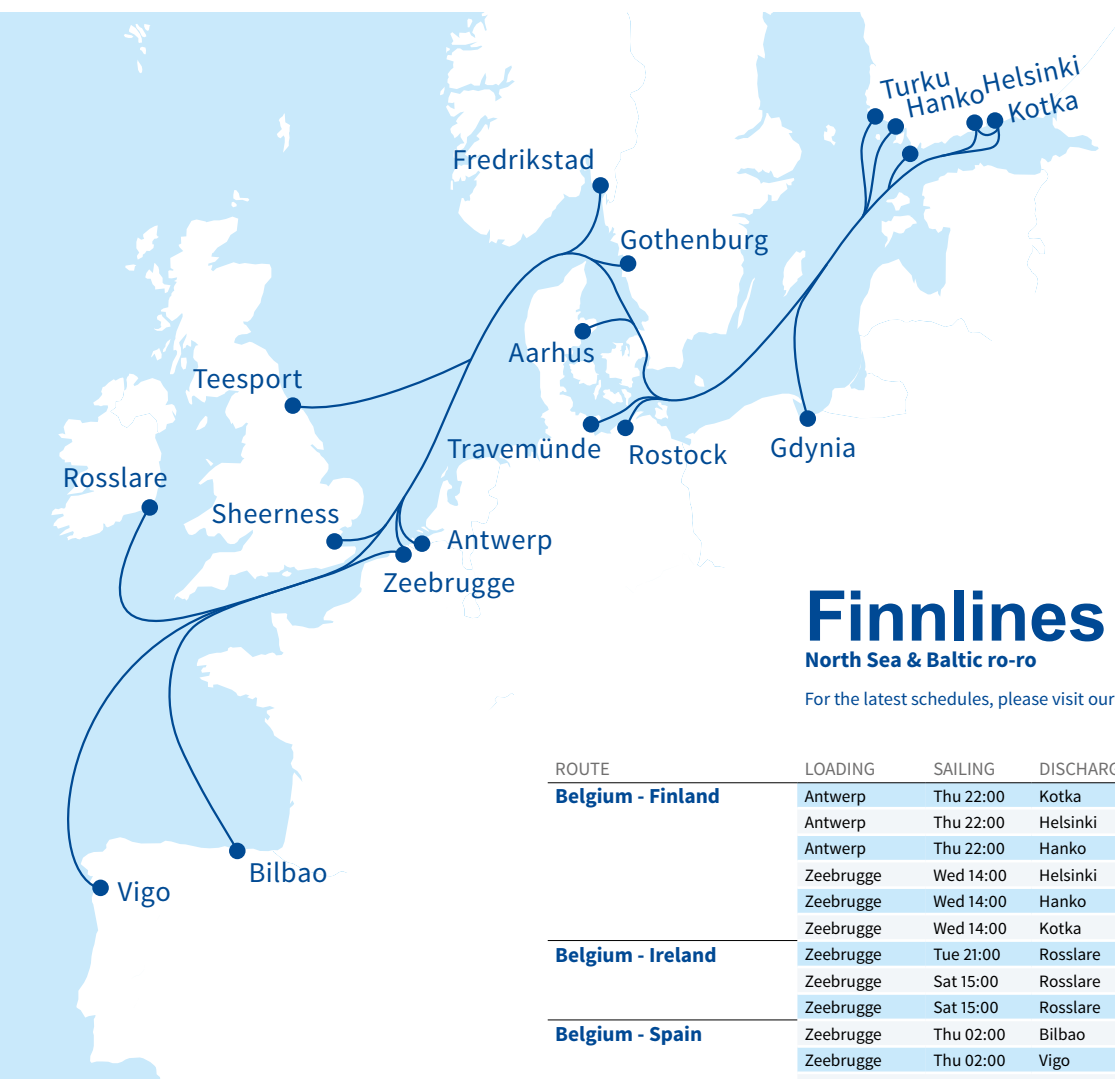
Phone +48 58 535 9146

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

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

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## Finnlines

North Sea & Baltic ro-ro

For the latest schedules, please visit our online schedule at [finnlines.com/online](http://finnlines.com/online)

ROUTE	LOADING	SAILING	DISCHARGING	ARRIVAL	Additional info
<b>Belgium - Finland</b>	Antwerp	Thu 22:00	Kotka	Tue 06:00	
	Antwerp	Thu 22:00	Helsinki	Mon 06:45	
	Antwerp	Thu 22:00	Hanko	Sun 12:00	
	Zeebrugge	Wed 14:00	Helsinki	Mon 06:45	
	Zeebrugge	Wed 14:00	Hanko	Sun 12:00	
	Zeebrugge	Wed 14:00	Kotka	Tue 06:00	
<b>Belgium - Ireland</b>	Zeebrugge	Tue 21:00	Rosslare	Thu 04:30	
	Zeebrugge	Sat 15:00	Rosslare	Sun 20:00	
	Zeebrugge	Sat 15:00	Rosslare	Sun 20:00	
<b>Belgium - Spain</b>	Zeebrugge	Thu 02:00	Bilbao	Fri 14:00	
	Zeebrugge	Thu 02:00	Vigo	Mon 08:00	
	Antwerp	Tue 14:00	Bilbao	Fri 14:00	
	Antwerp	Tue 14:00	Vigo	Mon 08:00	
<b>Denmark - Finland</b>	Aarhus	Tue 18:00	Helsinki	Fri 06:45	
	Aarhus	Fri 19:00	Helsinki	Mon 06:45	
	Aarhus	Tue 18:00	Turku	Sat 07:00	
<b>Denmark - Germany</b>	Aarhus	Tue 18:00	Travemünde	Wed 12:00	
	Aarhus	Fri 19:00	Travemünde	Sat 07:00	
<b>Finland - Belgium</b>	Kotka	Wed 22:00	Zeebrugge	Wed 06:00	
	Helsinki	Mon 22:00	Antwerp	Tue 12:00	
	Hanko	Sun 22:00	Antwerp	Tue 12:00	
	Hanko	Sun 22:00	Zeebrugge	Wed 06:00	
	Kotka	Wed 22:00	Antwerp	Tue 12:00	
	Helsinki	Mon 22:00	Zeebrugge	Wed 06:00	
<b>Finland - Denmark</b>	Helsinki	Tue 21:00	Aarhus	Fri 07:00	
	Helsinki	Fri 20:00	Aarhus	Mon 10:00	
	Turku	Sat 11:00	Aarhus	Mon 10:00	
	Travemünde	Thu 16:00	Aarhus	Fri 07:00	
<b>Germany - Denmark</b>	Travemünde	Sun 21:00	Aarhus	Mon 10:00	
	Turku	Fri 11:00	Travemünde	Sun 17:00	
<b>Finland - Germany</b>	Hanko	Mon 13:00	Rostock	Tue 17:00	
	Hanko	Tue 13:00	Rostock	Wed 17:00	
	Hanko	Thu 14:00	Rostock	Fri 18:00	
	Hanko	Sat 12:00	Rostock	Sun 16:00	

ROUTE	LOADING	SAILING	DISCHARGING	ARRIVAL	Additional info
<b>Finland - Germany</b>	Helsinki	Tue 21:00	Travemünde	Thu 08:00	
	Helsinki	Fri 20:00	Travemünde	Sun 17:00	
<b>Finland - Great Britain</b>	Helsinki	Mon 22:00	Sheerness	Mon 06:00	
	Kotka	Wed 22:00	Sheerness	Mon 06:00	
<b>Finland-Ireland</b>	Helsinki	Fri 20:00	Rosslare	Sun 20:00	only for trailers / 9 days
	Turku	Sat 11:00	Rosslare	Sun 20:00	only for trailers / 8 days
	Helsinki	Mon 22:00	Rosslare	Sun 20:00	13 days
	Kotka	Wed 22:00	Rosslare	Sun 20:00	11 days
<b>Finland - Poland</b>	Hanko	Tue 23:00	Gdynia	Wed 18:00	
	Hanko	Fri 13:00	Gdynia	Sat 08:00	
	Hanko	Sun 18:00	Gdynia	Mon 13:00	
<b>Finland - Spain</b>	Kotka	Wed 22:00	Bilbao	Fri 14:00	
	Kotka	Wed 22:00	Vigo	Mon 08:00	
	Helsinki	Mon 22:00	Bilbao	Fri 14:00	
	Helsinki	Mon 22:00	Vigo	Mon 08:00	
	Hanko	Sun 22:00	Bilbao	Fri 14:00	
	Hanko	Sun 22:00	Vigo	Mon 08:00	
<b>Germany - Finland</b>	Travemünde	We 17:00	Turku	Sat 07:00	
	Rostock	Tue 24:00	Hanko	Tue 06:00	
	Rostock	Thu 01:00	Hanko	Fri 07:00	
	Rostock	Sat 22:00	Hanko	Mon 06:00	
	Rostock	Sun 24:00	Hanko	Tue 06:00	
	Travemünde	We 17:00	Helsinki	Fri 06:45	
	Travemünde	Sat 16:00	Helsinki	Mon 06:45	
	Sheerness	Mon 14:00	Helsinki	Mon 06:45	week +1
<b>Great Britain - Finland</b>	Sheerness	Mon 14:00	Kotka	Tue 06:00	week +1
	Sheerness	Mon 14:00	Gdynia	Mon 13:00	week +1
<b>Great Britain - Poland</b>	Sheerness	Mon 14:00	Bilbao	Fri 14:00	
<b>Great Britain - Spain</b>	Sheerness	Mon 14:00	Vigo	Mon 08:00	
<b>Ireland - Belgium</b>	Rosslare	Mon 03:00	Zeebrugge	Tue 13:00	
	Rosslare	Thu 22:00	Zeebrugge	Sat 06:00	
<b>Ireland - Finland</b>	Rosslare	Mon 03:00	Helsinki	Mon 06:45	
	Rosslare	Mon 03:00	Kotka	Tue 06:00	
	Rosslare	Mon 03:00	Hanko	Sun 12:00	
	Rosslare	Mon 03:00	Bilbao	Fri 14:00	
<b>Ireland - Spain</b>	Rosslare	Mon 03:00	Vigo	Mon 08:00	
	Gdynia	Sat 15:00	Zeebrugge	Tue 22:00	week +1
	Gdynia	Sat 15:00	Antwerp	Tue 10:00	week +1
<b>Poland - Belgium</b>	Gdynia	Sat 15:00	Sheerness	Mon 06:00	week +1
<b>Poland - Great Britain</b>	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	Sat 15:00	Bilbao	Fri 14:00	week +1
<b>Poland - Finland</b>	Gdynia	Sat 15:00	Vigo	Mon 08:00	week +1
	Gdynia	Sat 15:00	Vigo	Mon 08:00	week +1
<b>Poland - Spain</b>	Bilbao	Sat 14:00	Zeebrugge	Wed 14:00	
	Bilbao	Sat 14:00	Antwerp	Thu 06:00	
	Vigo	Mon 14:00	Zeebrugge	Wed 14:00	
	Vigo	Mon 14:00	Antwerp	Thu 06:00	
<b>Spain - Belgium</b>	Bilbao	Sat 14:00	Helsinki	Mon 06:45	
	Bilbao	Sat 14:00	Hanko	Sun 12:00	
	Bilbao	Sat 14:00	Kotka	Tue 06:00	
	Vigo	Mon 14:00	Helsinki	Mon 06:45	
	Vigo	Mon 14:00	Kotka	Thu 06:00	
	Vigo	Mon 14:00	Hanko	Sun 12:00	
	Vigo	Mon 14:00	Hanko	Sun 12:00	
<b>Spain - Finland</b>	Bilbao	Sat 14:00	Tilbury	Fri 08:00	transhipment in Zeebrugge
	Vigo	Mon 14:00	Tilbury	Fri 08:00	transhipment in Zeebrugge
<b>Spain - Great Britain</b>	Bilbao	Sat 14:00	Rosslare	Sun 20:00	
	Vigo	Mon 14:00	Rosslare	Sun 20:00	
<b>Spain - Ireland</b>	Bilbao	Sat 14:00	Gdynia	Mon 13:00	
	Vigo	Mon 14:00	Gdynia	Mon 13:00	
<b>Spain - Poland</b>	Bilbao	Sat 14:00	Gothenburg	Fri 08:00	transhipment in Zeebrugge
	Vigo	Mon 14:00	Gothenburg	Fri 08:00	transhipment in Zeebrugge
<b>Spain - Sweden</b>	Gothenburg	Mon 14:00	Bilbao	Fri 14:00	transhipment in Zeebrugge
	Gothenburg	Mon 14:00	Vigo	Mon 08:00	transhipment in Zeebrugge

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