

Building sustainable growth together – commitment to security of supply

Low-emission shipments available for customers looking
to achieve their decarbonization targets



Building sustainable growth together



Thomas Doepel,
President and CEO

Sea transport is vital for Finland, with up to 96% of the country's foreign trade transported by sea. A significant portion of this trade is transported on Finnlines vessels. In the first half of the year alone, Finnlines transported more than 399,000 cargo units and 439,000 passengers.

We maintain two key maritime corridors from Finland to Sweden and Germany. Our presence in Sweden is also strong: more than 90% of the country's foreign trade is handled by sea, and Finnlines operates six vessels offering six daily departures from Sweden to Finland, Germany and Poland.

Our commitment to Poland has also been long-standing. For over 30 years, we have connected Finland with the growing Polish market. Last year, we launched a new route from Poland to Sweden, and this summer we expanded our network in the North Sea & Biscay Line by adding a weekly departure from Poland.

The importance of reliable logistics continues to grow. Finnlines is not only part of the supply chain, but also a provider of critical infrastructure. We enable the smooth running of everyday life, safeguard the security of

supply, and help ensure that society functions seamlessly.

The power of flag

For us, security of supply is not an abstract concept, but part of our daily work. It requires continuous preparedness, planning, and action, where technology, expertise, and the commitment to serving society come together. Building resilience demands long-term commitment, sustained investment, and close collaboration with authorities and other stakeholders.

Security of supply is about more than just routes or ships. It's about ensuring that a nation stays connected, resilient and operational under all circumstances. That's why the flag flown on a vessel matters deeply.

Today, 14 Finnlines vessels sail under the Finnish flag and four under Swedish flag. Each year, essential goods, from food to medical supplies, are carried on these vessels, ensuring Finland's and Sweden's readiness in all conditions.

When a ship carries the Finnish flag, it signals more than nationality. It represents a national commitment: manned by Finnish crews, governed >

Finnlines
a Grimaldi Group company

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Komentosilta 1, FI 00980 Helsinki

www.finnlines.com

communications@finnlines.com

Address changes:

communications@finnlines.com

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GRIMALDI GROUP

under Finnish legislation and contributing the country's readiness and autonomy. It's a visible pledge to safeguard national interest.

The same principle holds true in Sweden. Swedish-flagged vessels are crewed, operated, and regulated in a way that strengthens Sweden's security of supply and ensures continuity in all conditions.

Our work may not always make the headlines—but it is visible wherever logistics run smoothly. That is why it matters.

Working together

Success is built on strong collaboration with various stakeholders. Finnlines works closely with authorities, participates actively in major industry associations in Finland and Europe, and raises awareness of the importance of the sector through the media. Our goal is to promote sustainable maritime transport and highlight its value in public debate.

Equally important is fostering collaboration within the company. This means strengthening internal communication, reinforcing collegial connections, and supporting cooperation between teams. These are long-term commitments based on our values and the feedback we have received.

Over the past few months, we have seen promising progress and will continue to move forward with determination. We remain fully committed to these priorities, as genuine collaboration, mutual respect, and learning from one another will take us to the next level.

20 vessels in 20 years

For decades, Finnlines has been committed to providing economically and environmentally sustainable services. We

” *Security of supply is about more than just routes or ships. It's about ensuring that a nation stays connected, resilient and operational under all circumstances. That's why the flag flown on a vessel matters deeply.*

have made significant investments in energy efficiency and fleet renewal: over the past 20 years, we have built or acquired a total of 20 vessels. A total investment of two billion euros. Maintaining a competitive fleet has meant, on average, one new ship every year.

Each new vessel represents an investment of around EUR 100 million. Thanks to energy-saving technologies and hybrid function with shore power connection, for example, our newest ro-pax vessels Finnsirius and Finnscanopus achieve 22% lower CO₂ emissions per nautical mile compared previous vessels deployed on the same service, already then emitting much less than competitors' vessels.

These investments have strengthened Finnlines' competitiveness by enabling economies of scale, reducing costs, and lowering the carbon footprint of freight transport.

We are constantly developing new methods to achieve significant emission reductions. One concrete example is our Green Lane service, which provides freight customers with practical solutions to reduce their CO₂ emissions and meet climate targets. Later in this issue, our feature story highlights the benefits of Green Lane, underlining our commitment to shape the future of shipping.



North Sea & Biscay line expansion

Turn to page 10 to read more.

Finnlines strengthens its representation in the global shipping community

Finnlines' President and CEO, Thomas Doepel, was elected as a board member of the International Chamber of Shipping (ICS) in July 2025.

The International Chamber of Shipping represents shipowners and operators of all sectors and trades, as the principal international trade association for the shipping industry.

In an industry that keeps the world moving, strong leadership and advocacy are vital. Thomas' election shows the ICS's commitment to helping shape the future of maritime transport and highlights Finnlines' ongoing focus on sustainable and responsible shipping.



Mr **Emanuele Grimaldi**, Chairman and the Owner of Finnlines, has been a long-time board member of the ICS and has served as Chair since 2022. He is currently in his second consecutive

two-year term, which runs through summer 2026. This appointment demonstrates trust in his leadership from the global shipping community.

It is essential for industry leaders to play an active role in shaping the global policies and priorities that affect people, the environment, and the economic future. Recent appointments represent an important step forward in advancing this mission.

Finnlines holds a pivotal position in driving the future of maritime transport. This is achieved by through leadership in its operations, active representation in key industry organisations, and meaningful contributions to public awareness through media engagement. Finnlines continues to influence the direction of resilient maritime transport.

Changes in Finnlines' Ship Management New Sea Personnel Manager Finland appointed

Niclas Seligson, former Master of M/S Finnstar, took the overall responsibility for leading and managing the Sea Personnel Finland department on the 1st of July 2025.



Niclas Seligson continues his long career at Finnlines. He has worked for the company for almost 20 years, the last seven of which he spent as captain of the M/S Finnstar on Finnlines' Helsinki-Travemünde route. Niclas has spent the majority of his career at sea and made the transition ashore in July, marking a new chapter in his career. He will strengthen the renewed personnel organization with his solid experience and motivation to improve the operations and well-being of Finnlines'

personnel in the best possible way.

In his new role, Niclas will be responsible for the entire maritime personnel working under the Finnish flag, which currently consists of 848 people, as well as a team of 10 people on land.

"My job is to raise Finnlines' profile as an employer and make us an attractive shipping company for future and current seafarers.

We want to ensure that our ships have skilled and professional personnel who enjoy their work," Niclas says.

Lessons from the sea guide his new role

Niclas' strong background as a captain on Finnlines ships has given him a wide range of strengths for his new role.

Niclas has spent a total of 31 years at sea, including 27 years in officer positions and 17 years as a captain. During these years, the importance of personnel management has been emphasized and practices have evolved.

"Managers must have the desire and ability to work with people. In my current role, I see it as a great asset that I know how ships work, I am familiar with the organizational structure, and I also know the people who work on our ships quite well," Niclas explains.

As the manager of Finnlines' maritime personnel, he finds it motivating to develop cooperation between the ships and the office. Working together with Finnlines' professionals, from captains and chief engineers to engine room crew and stewards, is special, and the work of the shore-based organization on behalf of the maritime personnel is extremely important.



Green Lane – A bold step toward low-emission sea transport

Finnlines is taking the green transition in sea transportation to the next level with its Green Lane service. Officially introduced on 22 May 2025, this low-emission transport service gives both freight customers and passengers a concrete way to reduce their carbon footprint and support the global green transition.



Over the past two decades, Finnlines has ordered or acquired a total of twenty vessels and made investments worth nearly two billion euros. The company has been providing economically and environmentally sustainable services for decades.

“With its investments, the company has aimed to continuously improve the environmental and economic sustainability of its services,” says **Merja Kallio-Mannila**, Commercial Director at Finnlines.

By using electric energy and certified biofuels, Green Lane can lower customer’s transport-related emissions – 100% with electric energy (TTW) and by up to 90% with biofuels (WTW).

“With the introduction of our new vessels, we have entered the hybrid era,” says **Antonio Raimo**, Line Manager at Finnlines. “Even with increased cargo capacity on the Naantali–Kapellskär route, we have cut absolute CO₂ emissions per nautical mile by 22%. The Green Lane marks the next step forward, and we

“ Even with increased cargo capacity on the Naantali–Kapellskär route, we have cut absolute CO₂ emissions per nautical mile by 22%.

believe demand for services like this will continue to grow.”

Two pathways to lower emissions: electricity and biofuels

The Green Lane service introduces two alternative fuel options tailored to meet the diverse needs of both freight customers and private travellers.

The electric option is currently available on the busy Naantali–Kapellskär line, which is operated by Finnlines’ newest hybrid

ro-pax vessels, Finnsirius and Finncanopus. These vessels are equipped with 5 MWh batteries, which are charged using onshore electricity while the ships are at berth. Once at sea, the battery power replaces fossil fuels, enabling green transportation for some freight units.

For other routes, Finnlines offers the biofuel-based Green Lane option. The company commits to replacing the fossil fuels needed for the shipment with FAME or HVO biofuels, both produced from waste-based fats such as used cooking oil. Certified according to EU sustainability standards, these fuels can reduce lifecycle emissions by up to 90%. Fossil fuels are being replaced with sustainable alternatives across the Group’s fleet within the same calendar year.

What the Green Lane service means for customers

For companies, the Green Lane offers a strategic solution to meet Scope 3 emission targets, an increasingly important part of corporate sustainability strategies. By switching to lower-emission freight, companies can strengthen their environmental performance and bring greener products to market.

“We want to offer our customers concrete solutions to help them achieve their decarbonisation targets. For example, using biofuel on the Hanko–Gdynia line can cut WTW CO₂eq emissions by up to 816 kg per trailer,” Merja highlights.

Private passengers also benefit

Selecting Green Lane during booking allows passengers to support greener shipping and reduce their personal carbon footprint.

The next chapter in progress – methanol-powered vessels

Green Lane provides a practical approach to reducing emissions with current technologies onboard. But Finnlines continues to push boundaries. As part of its fleet renewal programme, the company has announced plans to deploy three methanol-powered ro-pax vessels on the Helsinki–Travemünde line by 2028–2029. The new vessels have the potential to enable fossil-free transport in the future.

Through substantial investments in new vessels, Finnlines is contributing to the broader development of more sustainable sea transportation.

“Reducing emissions is our top priority, and we are making real progress,” Antonio concludes.

Comparing estimated emission reductions from fossil fuels and biofuels

	Fossil fuel WTW emissions kg CO ₂ eq/Cargo ton	Biofuel WTW emissions kg CO ₂ eq/Cargo ton
Helsinki–Travemünde, Ro-pax	87	9
Malmö–Travemünde, Ro-pax	25	2
Malmö–Świnoujście, Ro-pax	30	3
Naantali–Kapellskär, Ro-pax	18	2
Hanko–Gdynia, Ro-ro	38	4

TTW = Tank-to-Wake emissions, ship’s exhaust only

WTW = Well-to-Wake emissions, full fuel life cycle and ship’s exhaust

DSV



DSV and Schenker joined forces

Effects in practise:

From a customer's perspective, we are combining two large logistics companies that each had their own strengths. In the future, customers will have access to a wider range of services and products under one roof. DSV has been particularly strong in international part- and full-load transport, and Schenker will contribute its expertise in general cargo.

For our partners, we will be an even bigger partner. Both companies have had a similar mindset when it comes to partnerships: partnerships have been long-term and developed over time. The merger will give us a broader range of expertise in this area while ensuring continuity.

Customer needs and expectations:

Customers expect efficiency. Schedules must be comprehensive, with enough frequency to meet customer needs. The higher the volume, the greater the ability to maintain frequency and reduce transit



Petteri Nurmi is the Managing Director of DSV Road Finland Oy, having previously served as the CEO of DB Schenker Cluster Nordics and DB Schenker Finland. He holds multiple board and committee positions in national logistics and industry organizations, contributing to the development of Finland's transport sector.

times. The expanding domestic network is already enabling faster transport schedules for imports and exports.

DSV, founded 1976 in Denmark, is a leading global logistics company, providing road, air, and sea transport, contract logistics, and supply chain solutions. With approximately 160,000 employees in over 90 countries, DSV ensures efficient and reliable connections for businesses worldwide.

As of April 2025, DSV and Schenker joined forces, strengthening DSV's global network and providing access to new markets and talents.

We have been having many discussions with large customers, in particular, about emissions and how we can reduce our carbon footprint. Emissions trading and mandatory legislation have already accelerated this debate.

Sustainability and environmental actions:

Our key sustainability measures in Finland include low- and zero-emission vehicles, solar energy, and other renewable energy sources for our premises, as well as renewable energy for various forms of transportation.

We do a lot of work with testing and adopting new technologies, collaborating with customers and across our industry to take active part in developing more sustainable supply chains. We believe collaboration will be at the core of succeeding with this challenge we're all collectively facing.

Routes used:

The most important Finnlines' routes are Naantali–Kapellskär, Hanko–Rostock, Helsinki–Travemünde, Helsinki–Århus and Helsinki–Gdynia.

Feedback to Finnlines:

Due to Finland's location, sea transport plays a key role in almost all Finnish export and import traffic. Finnlines therefore plays an important role in our own processes. To serve our customers as well as possible, it is important that all processes are developed in terms of efficiency and smooth operations, for example with regard to shipment statuses, through digitalisation and automation.



Collaboration celebrated on the Superstars

Mr Emanuele Grimaldi, Chairman and the Owner of Finnlines, recently visited Finnsirius and Finncanopus together with China Merchants Industry-CMI's representatives, taking part in a one day picnic cruise departing from Naantali.

The visit brought together key stakeholders: representatives from the shipyard, the Port of Naantali and the Långnäs Hamn, as well as Finnlines' management team.

During the cruise, the distinguished group was given a tour showcasing the impressive public areas of the new ships, along with their technical and operational features. This was Mr Grimaldi's first opportunity to see the vessel in all its glory. On the most popular departure of the summer! Previously, he had visited Finnsirius at the shipyard in China.

The entire group was impressed by the new ships, and Mr Grimaldi expressed his gratitude to everyone involved. He emphasised that these vessels play an important role in Finnlines' growth and in the company's commitment to more efficient and environmentally responsible sea transport services.

The visit was a strong indication of the close collaboration between the shipowner, the shipping company, the shipyard, and the ports.



Miaou Jianmin, Chairman, China Merchants Group, Emanuele Grimaldi, President & Managing Director, Grimaldi Group, and Johnny Forss, Captain, M/S Finnsirius



In the center, Marco Palmu, Head of Passenger Services, Finnlines



*Emanuele Grimaldi
and Hannu Kallio,
CEO, Port of Naantali*

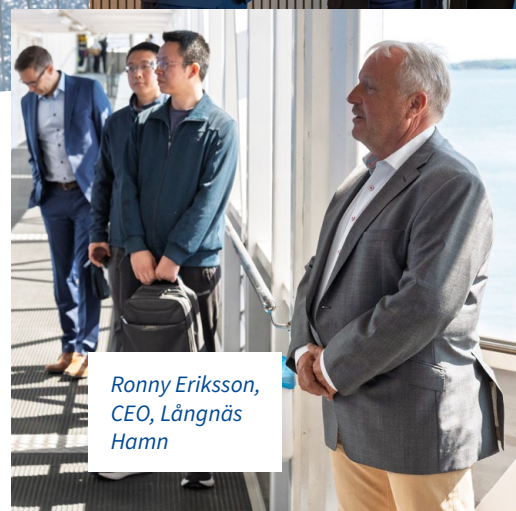
*Thomas Doepel, President & CEO,
Finnlines and Dario Bocchetti
R&D, Energy and Decarbonization
Director, Grimaldi Group*



*Miaou Jianmin and Kristiina
Uppala, Head of Customer
Services and NB Concept
Developments, Finnlines*



*In the left, Niklas Lindroos,
Captain, M/S Finnscanopus.*



*Ronny Eriksson,
CEO, Långnäs
Hamn*

Finnlines strengthens North Sea & Biscay line with new Gdynia link

To enhance its connections across Northern and Western Europe, Finnlines has added Gdynia, Poland to its weekly North Sea and Biscay line rotation.

This addition offers customers a cost-effective and practical alternative to road transport for goods moving between Poland, Belgium, France, the UK, Spain, and Finland. Furthermore, it enables direct access from Poland to the global Grimaldi Group network, with connections to the Far East, the Middle East, Mediterranean, West Africa, South America, and the East Coast of the United States.

“Right from the start, the new Gdynia link has attracted strong interest from the market, with with several container, ro-ro, breakbulk, and project cargo shipments already underway,” says **Blasco Majorana**, Line Manager at Finnlines. The versatile and flexible infrastructure supports the transport of all types of cargo, including oversized and specialized equipment.



Guests – including freight customers, logistics professionals, and industry stakeholders toured the port facilities and Finneco-class hybrid ro-ro vessel. Photo: Peel Ports Group.

Furthermore, Finnlines offers a wide range of equipment, including 80' mafi trailers suitable for transporting trains and wind turbine components. Locally, operations are managed by our Finnlines Poland agency, which provides customer support and ensures vessels are dispatched on time.

“With our infrastructure built around modern hybrid ro-ro vessels, an extensive route network, and reliable schedules, we offer our customers dependable, environmentally friendly, and highly flexible sea transport solutions,” says Blasco.

Earlier last year, Finnlines launched a connection to London Medway in Sheerness. A prime location near Greater London offers improved efficiency and added value for customers. The weekly service was officially inaugurated in June 2025.

“It was a pleasure to celebrate this milestone and to see the growing demand for our services. Our state-of-the-art Finneco-class vessels, combined with our streamlined connection from Finland and Poland to Sheerness, and onward to Belgium, Spain, and Ireland, provide both importers and exporters with an efficient transport solution,” Blasco concludes.

Finnlines colours Malmö in blue

Malmö is a city where cycling is a visible part of everyday life for its residents.

An average of 10,000 bicycles and cyclists are on the move every day in the central parts of the city. 5,000 of them received a blue surprise from Finnlines when the new cycling campaign was launched in Malmö in August.

Finnlines unveiled its new campaign at the same time as welcoming foot passengers and cyclists on the Malmö–Swinoujście route. Awareness of this opportunity and of the Finnlines brand in general was promoted by distributing saddle covers to 5,000 bicycles during the Malmö Festival and an important European League match played by the Malmö FF football team. These events attracted a total of 1.5 million visitors to the centre of Malmö.

“It was a pleasure to see Malmö covered in Finnlines blue. We want to remind Malmö’s citizens that we are present and that we depart daily from Malmö Port to Europe. The bicycle is an important means of transport and a sustainable way of travelling. We received a very good response to the campaign, and the campaign went viral on social channels. Friends of Finnlines employees who had received a cover on their bicycle, shared the joy by sending pictures,” says **Kujtime Osmanovski**, Sales, Marketing & Customer Service Manager Sweden, Passenger Services, 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.



Finnlines introduces biodiesel to its fuel portfolio

Tightening environmental regulation drives utilisation of alternative fuels onboard ships.

Finnlines has taken a significant step in implementing its green transition strategy by introducing biodiesel into its fuel portfolio. This initiative comes in response to tightening environmental regulations from the European Union and the International Maritime Organization, which aim to bring shipping emissions close to zero by 2050.

In 2025, Finnlines has begun using FAME (Fatty Acid Methyl Ester) biodiesel on selected vessels. Produced via a transesterification process from animal fats, or waste cooking oils, FAME biodiesel is blended with traditional fossil fuel and can be used in existing ship engines without modifications. Biodiesel production is well regulated to ensure that raw materials come from

” *Biodiesel production is well regulated to ensure that raw materials come from sustainable sources.*

sustainable sources and that the fuel overall meets the EU sustainability criteria. Each batch of biodiesel supplied onboard is accompanied by a Proof of Sustainability document, detailing its lifecycle emissions. The biodiesel deployed by Finnlines achieves around 90% lower lifecycle emissions compared to conventional fossil diesel.

By integrating biodiesel into its operations, Finnlines is not only complying with EU environmental legislation but also actively reducing its carbon footprint. This move supports the company's broader green transition strategy, which aims to deliver cleaner shipping and contribute to the maritime industry's decarbonization goals. It also enables offering Green Lane low emission transports to our customers.

Experienced traveller Ella Kanninen travels with Finnlines for the first time

Journalist and presenter Ella Kanninen is a frequent traveller for both professional and personal reasons, regularly commuting between her two home countries, Finland and Italy.

This summer, Ella experienced the Finnlines' freight-passenger concept on the Helsinki-Travemünde route for the first time, when she travelled with her son and mother to her family's home in Tuscany, Italy. After departing from Travemünde, the family drove an electric car through Germany towards southern Europe.

Ella is no stranger to traveling in Europe, but her other home country, Italy, is an exceptionally significant

source of inspiration in many ways. In addition to her work as a journalist and presenter, she has written three books about Italy, focusing on Italian food and culture. Ella is also well known for her travel documentary series *Ellan matkassa* (Travel With Ella) on YLE (Finnish Broadcasting Company), in which she first followed in the footsteps of the Normans in southern Italy and then in the footsteps of the Romans in Italy, Germany, and France. Currently, she hosts the program *Puoli seitsemän* (Half Past Six) on YLE.



Sailing with Finnlines towards the Italian summer

We met Ella at Vuosaari Harbour, after she returned from her family's home in Italy in early August. Ella told us about her experiences on the journey and how she ended up choosing the Finnlines' German route.

"I've heard a lot of good things about Finnlines' ships and the Helsinki-Travemünde route from friends and acquaintances. I wanted to experience for myself what it's like to travel for many hours at sea and then drive home to Tuscany through Germany. The ferry trip takes about 30 hours, during which time you can enjoy the peace and quiet of the sea, but also spend time enjoying the ship's services," Ella says.

This time, three generations of the family went on the trip together. According to Ella, the experience was positive in every way:

"Our whole group enjoyed the smooth journey across the Baltic Sea and had a



“ *Slow travel is also suitable for fast-paced people like me. It is possible to work on the ferry, and you can make use of all your time.* ”



ferry was easier than I had imagined, both in Helsinki and Travemünde. Getting on board was well organised in both ports, with precise and clear guidance. The check-in process is designed so that there is no unnecessary waiting or queuing. We received friendly, attentive and professional service throughout the entire ferry journey.”

Accommodations were easily found even at short notice

When asked about their driving experience through Continental Europe in the summer and how they planned the trip in advance, Ella sums up: “We hadn’t booked any accommodation in advance, but we found rooms for three people quite easily. Not

all of the cities we stayed in had hotels with charging stations, but we were able to charge the car in nearby parking lots or parking garages. I had looked up charging stations in advance, but I followed the route planned by the car. We also made stops off the route, so the number of charges increased due to the extra kilometres.”

Finally, we asked Ella who she would recommend Finnlines’ German route to. Her conclusion was clear: “I would recommend the route to everyone. I don’t know why I waited so long to try the route and the ferry trip! Slow travel is also suitable for fast-paced people like me. It is possible to work on the ferry, and you can make use of all your time.”

great time on the ship. My 14-year-old son enjoyed the sauna and jacuzzi and also worked out in the ship’s gym. We enjoyed the diverse food selection, and everything was fresh and delicious. Our cabin was spacious enough and we slept well.”

Making responsible choices when living between two countries

The discussion also touched on responsible travel and consumption habits in general. This is an important topic for Ella as well: “Our family travels a lot between our two homes, which is why we try to be mindful of our consumption habits. Three years ago, we switched to electric cars, and one of the reasons for this was specifically responsibility.”

First time on a ferry with a car

As an experienced traveller, Ella has been on countless trips, but this time was the first time driving her own car onto a ferry. The experience was a completely new and positive experience. “Driving onto the

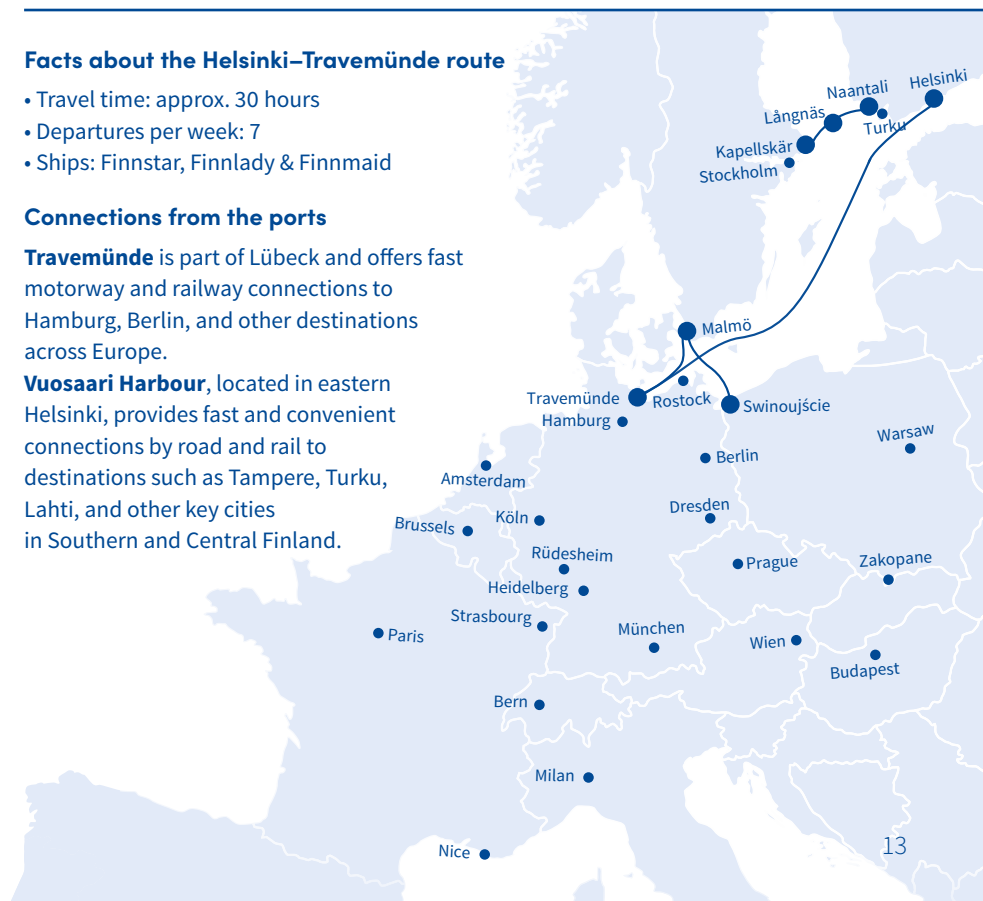
Facts about the Helsinki–Travemünde route

- Travel time: approx. 30 hours
- Departures per week: 7
- Ships: Finnstar, Finnlady & Finnmaid

Connections from the ports

Travemünde is part of Lübeck and offers fast motorway and railway connections to Hamburg, Berlin, and other destinations across Europe.

Vuosaari Harbour, located in eastern Helsinki, provides fast and convenient connections by road and rail to destinations such as Tampere, Turku, Lahti, and other key cities in Southern and Central Finland.





In 2025 Team Finland consists of 230 cyclists and 48 maintenance and support persons.

Team Rynkeby's Charity Ride sets sail onboard Finnlines

Team Rynkeby, a long-standing charity initiative dedicated to supporting children with serious illnesses, began its annual charity bike ride onboard Finnlines' Finnstar. This year's journey from Helsinki to Travemünde marked the start of another meaningful charity ride to Paris.

Established in 2002, Team Rynkeby has grown into a significant international project with the mission of raising funds to support children and their families battling cancer. Finnlines is proud to continue its partnership in this initiative.

There are many ways to participate in the project: as a cyclist, a member of the support team, or by sponsoring the project

or through other forms of cooperation. All help is needed to support children and their families battling with cancer.

"The community participating in the project shares common values of helping sick children while promoting the message of exercise, caring for others, and having fun. Team Rynkeby's values are the foundation on which the team's seamless

cooperation, commitment, and success are built. This is evident in the cheerful group that tirelessly trains in all weather conditions, always keeping in mind the main goal of the project: helping children," says **Lea Koivisto**, Team Rynkeby Finland Country Manager.

The journey from Helsinki to Travemünde was relaxed and cheerful

The cyclists ate and rested on the ship in preparation for the upcoming Tour de Paris. Cyclists made the most of the crossing by resting, enjoying nutritious meals, and preparing for the road ahead. Meetings were held in the most exotic locations, from the children's ball pit to the tiny dance floor at the bar, while some participants also managed to train in the ship's gym and relax in the sauna and the hot tub at the spa.

Finnlines in partnership with Keep the Archipelago Tidy Association

Finnlines has been collaborating with Keep the Archipelago Tidy Association for years, but this year the partnership is deepening even further.

Keep the Archipelago Tidy Association's litter collection boat, Roska-Roope, traveled to Åland with Finnlines at the end of July. Roska-Roope collects surface litter from waterways and raises awareness of the problem of littering in the Baltic Sea.

The aim of the collaboration is to promote cleaner waterways and sustainable maritime transportation. The partnership not only raises awareness of the state of our waterways and archipelago, but also provides an opportunity to promote the well-being of the archipelago together in concrete ways.

"It is important that responsibility is not just words, but is also reflected in our actions," says **Merja Kallio-Mannila**, Commercial Director at Finnlines.



A solar-powered litter collection boat set sail for new waters aboard the Finnsirius.

SCHEDULES

More than 170 weekly freight departures and
80 passenger departures.



BalticEuroMed Service



INDICATIVE EUROMED SERVICE QUARTERLY SCHEDULE

2025	GRA ELLA 07/25	GRA BRE 08/25	GRA EUR 09/25	GRA MED 08/25	GRA SCA 08/25	GRA ELLA 08/25	GRA BRE 09/25	GRA EUR 10/25	GRA MED 09/25	GRA SCA 09/25	GRA ELLA 09/25	GRA BRE 10/25	GRA EUR 11/25	GRA MED 01/26	GRA SCA 01/26	GRA ELLA 01/26	GRA BRE 01/26
AUTOPORT	23.9	30.9	7.10	14.10	21.10	28.10	4.11	11.11	18.11	25.11	2.12	9.12	16.12	23.12	30.12	6.1	13.1
SALERNO nb	26.9	3.10	10.10	17.10	24.10	31.10	7.11	14.11	21.11	28.11	5.12	12.12	19.12	26.12	2.1	9.1	16.1
VALENCIA nb	29.9	6.10	13.10	20.10	27.10	3.11	10.11	17.11	24.11	1.12	8.12	15.12	22.12	29.12	5.1	12.1	19.1
SOUTHAMPTON nb	4.10	11.10	18.10	25.10	1.11	8.11	15.11	22.11	29.11	6.12	13.12	20.12	27.12	3.1	10.1	17.1	24.1
ESBJERG	7.10	14.10	21.10	28.10	4.11	11.11	18.11	25.11	2.12	9.12	16.12	23.12	30.12	6.1	13.1	20.1	27.1
WALLHAMN	8.10	15.10	22.10	29.10	5.11	12.11	19.11	26.11	3.12	10.12	17.12	24.12	31.12	7.1	14.1	21.1	28.1
ANTWERP	10.10	17.10	24.10	31.10	7.11	14.11	21.11	28.11	5.12	12.12	19.12	26.12	2.1	9.1	16.1	23.1	30.1
VALENCIA sb	15.10	22.10	29.10	5.11	12.11	19.11	26.11	3.12	10.12	17.12	24.12	31.12	7.1	14.1	21.1	28.1	4.2
SALERNO sb	17.10	24.10	31.10	7.11	14.11	21.11	28.11	5.12	12.12	19.12	26.12	2.1	9.1	16.1	23.1	30.1	6.2
PIREO	18.10	25.10	1.11	8.11	15.11	22.11	29.11	6.12	13.12	20.12	27.12	3.1	10.1	17.1	24.1	31.1	7.2
IZMIR	19.10	26.10	2.11	9.11	16.11	23.11	30.11	7.12	14.12	21.12	28.12	4.1	11.1	18.1	25.1	1.2	8.2
ASHDOD	21.10	28.10	4.11	11.11	18.11	25.11	2.12	9.12	16.12	23.12	30.12	6.1	13.1	20.1	27.1	3.2	10.2
ALEXANDRIA	22.10	29.10	5.11	12.11	19.11	26.11	3.12	10.12	17.12	24.12	31.12	7.1	14.1	21.1	28.1	4.2	11.2

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Nominated vessels may vary sequence and schedule subj. variation



PASSENGER BOOKING
finnlines.com
passenger@finnlines.com

FINLAND
 +358 9 231 43100
passenger@finnlines.com

SWEDEN
 +46 771 340 900
passenger@finnlines.com

GERMANY
 +49 451 1507 443
passagierdienst@finnlines.com

POLAND
 +48 58 53 59 149
passenger@finnlines.com

Finland – Germany Passenger & freight services

FINNLINE'S BRANCH OFFICES

FINLAND
 Helsinki
sales.fi@finnlines.com
 Phone +358 10 343 50

GERMANY
 Lübeck
sales.de@finnlines.com
 Phone +49 451 1507 500

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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Passenger & freight services

FINNLINES BRANCH OFFICES

FINLAND

Naantali

finnlink.sales.finland@finnlines.com

Phone +358 10 343 50

SWEDEN

Kapellskär

finnlink.sales.sweden@finnlines.com

Phone +46 176 207 612

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
22:45	03:45	03:55	06:15 Thu
Thu 10:00	14:45	15:00	17:45
22:45	03:45	03:55	06:15 Fri
Fri 10:00	14:45	15:00	17:45
22:45	03:45	03:55	06:15 Sat
Sat 10:00	14:45	15:00	17:45
22:45	03:45	03:55	06:15 Sun
Sun 10:00	14:45	15:00	17:45
22:45	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	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

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Germany – Sweden

Passenger & freight services

FINNLINES BRANCH OFFICES

GERMANY

Travemünde

nordoe@finnlines.com

Phone +49 4502 805 20

SWEDEN

Malmö

booking@nordoe-link.com

Phone +46 40 176 800

GERMANY > SWEDEN

DEPARTURE	ARRIVAL
Travemünde	Malmö
Mon 03:00	11:45 Mon
22:00	07:15 Tue
Tue 02:30	11:45 Tue
10:00	19:15 Tue
21:45	07:15 Wed
Wed 03:00	11:45 Wed
10:00	19:15 Wed
21:45	07:15 Thu
Thu 03:00	11:45 Thu
10:00	19:15 Thu
22:00	07:15 Fri
Fri 03:00	11:45 Fri
10:00	19:15 Fri
22:00	07:15 Sat
Sat 03:00	12:00 Sat
10:00	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	07:15 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	07:15 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

FINNLINES BRANCH OFFICES

SWEDEN

Malmö

booking.swepol@finnlines.com

Phone +46 40 176 800

POLAND

Świnoujście

booking.polswe@finnlines.com

Phone +48 58 535 9146

SWEDEN > POLAND

Daily schedule

DEPARTURE	ARRIVAL
Malmö	Świnoujście
10:15	19:15

POLAND > SWEDEN

Daily schedule

DEPARTURE	ARRIVAL
Świnoujście	Malmö
21:30	06:45

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North Sea & Baltic ro-ro

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ROUTE	LOADING	SAILING	DISCHARGING	ARRIVAL	Additional info
Belgium - Finland	Antwerp	Thu 22:00	Kotka	Tue 06:00	
	Antwerp	Thu 22:00	Helsinki	Mon 10:00	
	Antwerp	Thu 22:00	Hanko	Mon 06:00	
	Zeebrugge	Wed 10:00	Helsinki	Mon 10:00	
	Zeebrugge	Wed 10:00	Hanko	Mon 06:00	
	Zeebrugge	Wed 10:00	Kotka	Tue 06:00	
Belgium - Ireland	Zeebrugge	Tue 23:30	Rosslare	Thu 04:30	
	Zeebrugge	Sat 15:00	Rosslare	Sun 20:00	
Belgium - Spain	Zeebrugge	Thu 02:00	Bilbao	Fri 14:00	
	Zeebrugge	Thu 02:00	Vigo	Sun 14:00	service on inducement base only
	Antwerp	Mon 22:00	Bilbao	Fri 14:00	
	Antwerp	Mon 22:00	Vigo	Sun 14:00	service on inducement base only
Belgium - Poland	Zeebrugge	Wed 10:00	Gdynia	Sun 07:00	
	Antwerp	Thu 22:00	Gdynia	Sun 07:00	
Denmark - Finland	Aarhus	Tue 18:00	Helsinki	Fri 06:45	
	Aarhus	Fri 19:00	Helsinki	Mon 06:45	
Denmark - Germany	Aarhus	Tue 18:00	Travemünde	Wed 09:00	
	Aarhus	Fri 19:00	Travemünde	Sat 07:00	
Finland - Belgium	Kotka	Wed 14:00	Zeebrugge	Wed 06:00	
	Helsinki	Mon 22:00	Antwerp	Mon 12:00	
	Hanko	Mon 14:00	Antwerp	Mon 12:00	
	Hanko	Mon 14:00	Zeebrugge	Wed 06:00	
	Kotka	Wed 14:00	Antwerp	Mon 12:00	
	Helsinki	Mon 22:00	Zeebrugge	Wed 06:00	
Finland - Denmark	Helsinki	Tue 21:00	Aarhus	Fri 07:00	
	Helsinki	Fri 21:00	Aarhus	Mon 07:00	
Germany - Denmark	Travemünde	Thu 16:00	Aarhus	Fri 07:00	
	Travemünde	Sun 16:00	Aarhus	Mon 07:00	
Germany - Spain	Travemünde	Mon 15:00	Bilbao	Fri 14:00	
Germany - Great Britain	Travemünde	Mon 15:00	Sheerness	Tue 06:00	
Finland - Germany	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
Finland - Germany	Helsinki	Tue 21:00	Travemünde	Thu 08:00	
	Helsinki	Fri 21:00	Travemünde	Sun 10:00	
Finland - Great Britain	Helsinki	Mon 22:00	Sheerness	Tue 09:00	
	Kotka	Thu 14:00	Sheerness	Tue 09:00	
Finland - Ireland	Helsinki	Fri 20:00	Rosslare	Sun 20:00	only for trailers / 9 days
	Helsinki	Mon 22:00	Rosslare	Sun 20:00	13 days
	Kotka	Thu 22:00	Rosslare	Sun 20:00	11 days
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	
	Helsinki	Mon 22:00	Gdynia	Fri 15:00	
	Kotka	Thu 14:00	Gdynia	Fri 15:00	
Finland - Spain	Kotka	Thu 14:00	Bilbao	Fri 14:00	
	Kotka	Thu 14:00	Vigo	Sun 14:00	service on inducement base only
	Helsinki	Mon 22:00	Bilbao	Fri 14:00	
	Helsinki	Mon 22:00	Vigo	Sun 14:00	service on inducement base only
	Hanko	Mon 14:00	Bilbao	Fri 14:00	
	Hanko	Mon 14:00	Vigo	Sun 14:00	service on inducement base only
Germany - Finland	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	Wed 17:00	Helsinki	Fri 06:45	
	Travemünde	Sat 16:00	Helsinki	Mon 06:45	
Great Britain - Finland	Sheerness	Tue 18:00	Helsinki	Mon 10:00	week +1
	Sheerness	Tue 18:00	Kotka	Tue 06:00	week +1
Great Britain - Germany	Sheerness	Tue 14:00	Travemünde	Sun 07:00	
Great Britain - Poland	Sheerness	Tue 18:00	Gdynia	Sun 07:00	week +1
Great Britain - Spain	Sheerness	Tue 18:00	Bilbao	Fri 14:00	
	Sheerness	Tue 18:00	Vigo	Sun 14:00	service on inducement base only
Ireland - Belgium	Rosslare	Mon 03:00	Zeebrugge	Tue 11:30	
	Rosslare	Thu 22:00	Zeebrugge	Sat 06:00	
Ireland - Finland	Rosslare	Mon 03:00	Helsinki	Mon 06:45	
	Rosslare	Mon 03:00	Kotka	Tue 06:00	
	Rosslare	Mon 03:00	Hanko	Sun 12:00	
Ireland - Spain	Rosslare	Mon 03:00	Bilbao	Fri 14:00	
Ireland - Poland	Rosslare	Mon 03:00	Gdynia	Sun 07:00	
Poland - Belgium	Gdynia	Fri 18:00	Zeebrugge	Wed 06:00	week +1
	Gdynia	Fri 18:00	Antwerp	Mon 12:00	week +1
Poland - Great Britain	Gdynia	Fri 18:00	Sheerness	Tue 09:00	week +1
Poland - Ireland	Gdynia	Fri 18:00	Rosslare	Sun 20:00	
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 12:00	Helsinki	Mon 10:00	
	Gdynia	Sun 12:00	Kotka	Tue 06:00	
	Gdynia	Fri 18:00	Bilbao	Fri 14:00	week +1
Poland - Spain	Gdynia	Fri 18:00	Bilbao	Fri 14:00	week +1
Spain - Belgium	Bilbao	Sat 14:00	Zeebrugge	Mon 14:00	
	Bilbao	Sat 14:00	Antwerp	Thu 06:00	
	Vigo	Sun 20:00	Zeebrugge	Tue 14:00	service on inducement base only
	Vigo	Sun 20:00	Antwerp	Thu 06:00	service on inducement base only
	Bilbao	Sat 14:00	Helsinki	Mon 10:00	
	Bilbao	Sat 14:00	Hanko	Mon 06:00	
Spain - Finland	Bilbao	Sat 14:00	Kotka	Tue 06:00	
	Vigo	Sun 20:00	Helsinki	Mon 10:00	service on inducement base only
	Vigo	Sun 20:00	Kotka	Thu 06:00	service on inducement base only
	Vigo	Sun 20:00	Hanko	Mon 06:00	service on inducement base only
Spain - Germany	Bilbao	Sat 14:00	Travemünde	Sun 07:00	
Spain - Great Britain	Bilbao	Sat 14:00	Tilbury	Fri 08:00	transhipment in Zeebrugge
	Bilbao	Sat 14:00	Sheerness	Tue 09:00	week +1
Spain - Ireland	Bilbao	Sat 14:00	Rosslare	Sun 20:00	
Spain - Poland	Bilbao	Sat 14:00	Gdynia	Sun 07:00	
Spain - Sweden	Bilbao	Sat 14:00	Gothenburg	Fri 08:00	transhipment in Zeebrugge
Sweden - Spain	Gothenburg	Mon 14:00	Bilbao	Fri 14:00	transhipment in Zeebrugge

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FINNLINES BRANCH OFFICES

BELGIUM

Antwerp

sales.be@finnlines.com

Phone +32 3 570 9530

DENMARK

Aarhus

sales.dk@finnlines.com

Phone +45 86 206 650

FINLAND

Helsinki

sales.fi@finnlines.com

Phone +358 10 343 50

GERMANY

Lübeck

sales.de@finnlines.com

Phone +49 451 1507 0

GREAT BRITAIN

Hull

sales.uk@finnlines.com

Phone +44 1482 377 655

POLAND

Gdynia

sales.pl@finnlines.com

Phone +48 58 627 4239

SPAIN

Madrid

sales.es@finnlines.com

Phone +34 91 750 0707

SWEDEN

Malmö

booking@nordoe-link.com

Phone +46 40 176 800

AGENTS

THE NETHERLANDS

Amsterdam

Verenigd Cargadoorskantoor B.V.

info@vcklogistics.nl

Phone +31 20 587 7877

SPAIN

Bilbao

Consignaciones Toro y

Betolaza S.A.

consignaciones@torobe.com

Phone +34 94 425 2600

Madrid

Grimaldi Logistica Espana SL

sales.es@finnlines.com

Phone: +34 63 710 9054

SWEDEN

Gothenburg

Grimaldi Maritime Agencies

Sweden AB

info@grimaldisweden.se

Phone +46 31 607280

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