



news
3/2025



Driving Finnlines forward
Innovations power our digital customer
experience

Efficient. Reliable. Sustainable.

A year at the helm: Driving Finnlines forward



Thomas Doepel,
President and CEO

We are soon closing the books for 2025, and this provides a good opportunity for me to look back and summarise my first year as President and CEO.

After a somewhat slow start to the year, optimism finally began to return to the company. The ro-ro fleet rationalisation and the investments made in our passenger traffic formed a very stable and solid platform for the entire Finnlines Group.

In this editorial, I would like to share some key takeaways from my first year leading our company together with my Executive Committee colleagues and our shared views on the nearby future.

A new chapter of growth, resilience and mindset shift

I have had the privilege to work with Finnlines for past 15 years which gives me quite a good understanding of our business, service offering, company culture and operating environment.

Following two distinct five-year periods, one of stability (2015–2019) and one of transformation amid global volatility (2020–2024), Finnlines entered a new phase under my leadership.

As we look ahead, Finnlines must combine its historic strengths – fleet and operational

excellence – with new competencies in service, customer experience, and digital transformation. The 2025–2029 period is not only about recovering profitability but also about preparing the company for a more customer-centric, software-driven future.

Driving our smart fleet renewal

Over the past two decades, Finnlines has ordered or purchased twenty vessels. The total investment has been nearly two billion euros. During the past decade, more than two hundred million euros has been invested in upgrading our existing fleet.

In April 2025, Finnlines announced a new investment programme, which consists of three new methanol-powered ro-pax vessels to enter the route between Finland and Germany in 2028–2029. These vessels will play a vital role in meeting our goal of reducing our environmental footprint.

Optimising the fleet is not only about investing in new tonnage but also about developing our current service offering. During 2025, we introduced low-carbon transportation solutions, electrified ship operations, introduced the use of bio-fuels, improved tonnage utilisation and developed our route network.

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Finnlines
a Grimaldi Group company

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GRIMALDI GROUP

Building a customer oriented future

While historically, the smart fleet renewal has been our main driver of success, future value creation will increasingly come from service excellence, work quality and digital experience.

To succeed, we must all embrace this shift. Only by providing the right training for our people, investing in good leadership and maintaining a focus on service excellence, we can shape the future together.

Throughout 2025, we invested in creating a more inspiring work environment, strengthening cooperation across the whole Finnlines Group and introducing several improvements in the way we communicate internally.

To build engaged teams, all employees must be respected and have access to the information they need.

Future-ready through agility and resilience

Following the vote at the IMO in mid-October to postpone the discussions regarding the potential adoption of the IMO Net-Zero Framework, it is evident that national interests continue to shape the outcomes, adding further uncertainty to the green shipping transition. Despite this, we need to prepare ourselves for more stringent environmental regulations entering into force. Already next year, the ETS compliance for all emissions will reach 100% and FuelEU will continue pushing us towards new heights.

By 2030, the share of alternative fuels must increase significantly, adding even more complexity to our future. However, thanks to our newbuildings arriving in just a couple of years, we could not be in a better position to manage the regulatory challenges ahead.

I see also reasons for remaining positive in seizing new market opportunities. We are already investing heavily in taking part of the Polish market growth, a market presence

that may bode well for playing a strategic role in Ukraine's reconstruction when it begins.

Due to the unstable geopolitical situation, new opportunities are emerging in new industrial cargo logistics across the Baltic Sea. With our modern and well equipped ro-ro fleet, we could well become their preferred carrier in our region.

Delivering today, investing in tomorrow

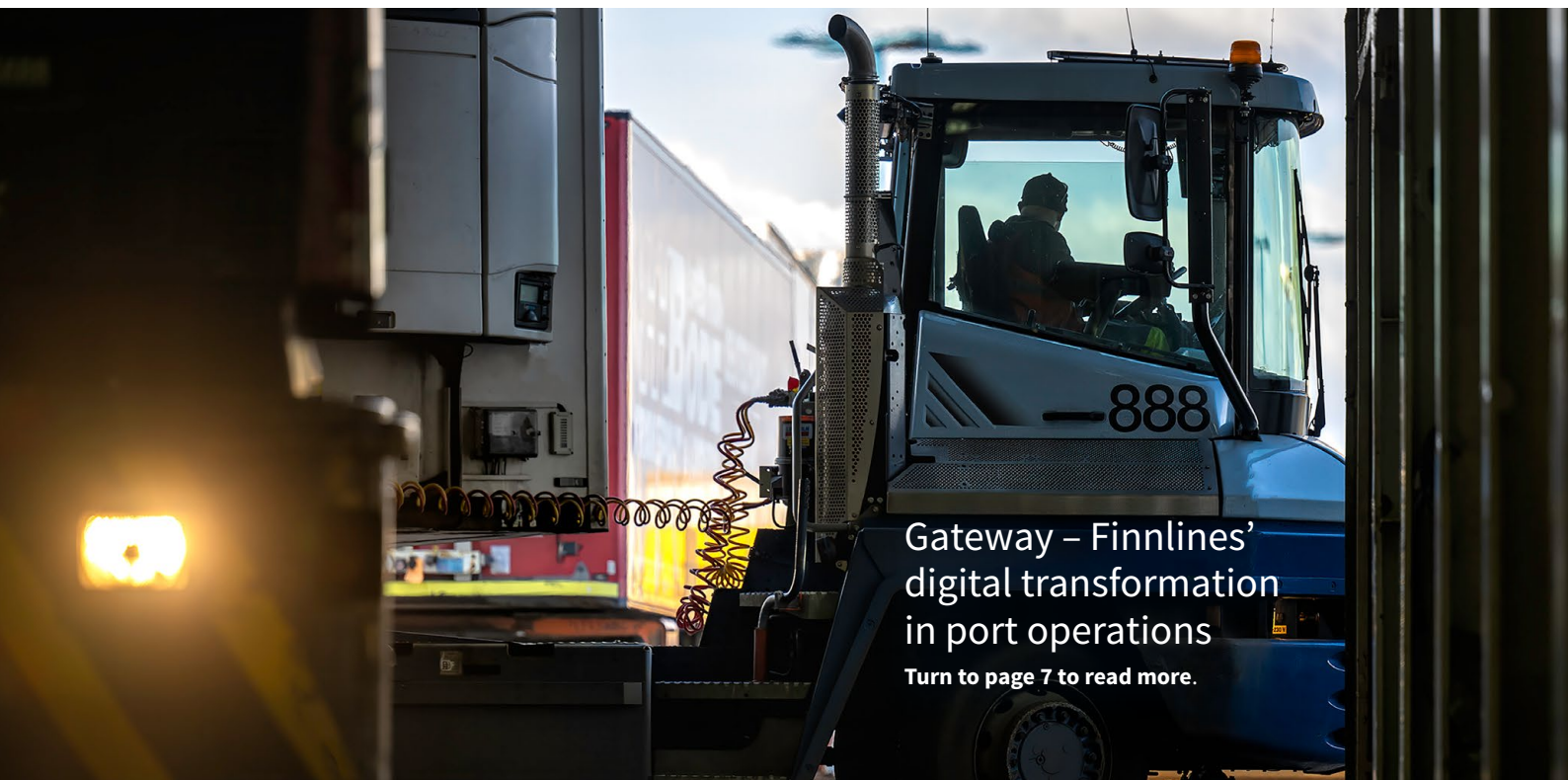
Financially, we can already see that 2025 is shaping up to be a strong year for Finnlines. After a few years of margin pressure, our fleet investments are once again delivering acceptable results. Despite market uncertainty, Finnlines has maintained exceptionally stable, high-level performance, something that our customers clearly value.

We have shown that we cannot succeed by only maintaining our current position but we need to continue investing decisively in the future. Finnlines' strategy is not just a plan; it is a promise of continuous development. We believe the future of maritime freight transport and passenger travel will be built on customer trust, a modern fleet, smart services and skilled personnel.

This direction guides our work every single day. Only by fostering trust and loyalty can we reach the new heights required to offer superior service that meets transport needs and enhances the passenger experience, today and tomorrow.

I am extremely honoured and proud to serve as your President and CEO, and of the results we have been able to deliver to our owner, the Grimaldi Group this year.

I wish you all a Merry Christmas and a Happy and Successful Year 2026!



Gateway – Finnlines' digital transformation in port operations

Turn to page 7 to read more.

Luc Hens honoured for strengthening Finland–Belgium ties



Managing Director of Finnlines Belgium N.V., Luc Hens, officially received a Finnish decoration on 22 October 2025 at the Embassy of Finland to Belgium and Luxembourg.

The Embassy hosted a ceremony, where Luc Hens, Honorary Consul General of over 20 years, received a Finnish decoration, the Commander of the Order of the Lion of Finland, because of his contributions to strengthening the ties between Finland and Belgium.

“Representing Finland is a true privilege. I’ve experienced how much we can achieve when we build bridges – not just between countries and businesses, but between people, values, and cultures. I want to sincerely thank the President of the Republic of Finland for this honour, and all those who supported this nomination,” Luc Hens concluded at the event.

Managing Director of Finnlines Belgium Luc Hens and Jouko Leinonen, Ambassador at the Embassy of Finland to Belgium and Luxembourg.

Exploring the future of shipping

President and CEO, Thomas Doepel represented Finnlines at the Ferry Shipping Summit in November 2025. He attended a panel discussion together with several colleagues from leading shipping companies, on the topic of “Cutting edge RoPax/RoRo Ferries”.

The discussion addressed key topics such as electrification, eFuels, and other transitional solutions, which are essential for achieving sustainable shipping. However, as Thomas Doepel highlighted, another equally important aspect deserves more attention – the human and crew dimension.

With the expected shortage of skilled maritime professionals and the growing need to train crews in digital and electric technologies, the security and nationality aspects of manning also taking on new significance.

These are important considerations for the future

resilience and security of maritime logistics, yet they remain relatively underexplored.

At Finnlines, we believe that sustainability must go hand in hand with human expertise and preparedness. The maritime transition is not only about technology and fuels, it’s also about people.



Photo: Mike Louaglio



The digital customer experience travels with freight trucks and trailers

It is important that businesses maintain their capacity and prerequisites for digital development. Digital innovation capabilities enable us to ensure fast development cycles, value creation, and efficiency as we manage our operations in a data-driven and agile manner.





In the past, the most important and memorable part of the customer experience took place on board the ship and at the port. The most important factors were how the loading went, how the service at the gate was, and how communication worked.

Now, a significant part of the customer experience is created in the transport company's own systems.

When the shipping company's systems and the transport company's systems communicate with each other, the customer's daily life becomes easier, errors are reduced, and business runs smoothly. This sums up the essence of the digital customer experience on the freight side as well.

"Our operations are built on understanding and meeting our customers' needs and expectations. We develop our services, both our core sea transport services and our digital applications, with the customer view at the forefront," says **Merja Kallio-Mannila**, Commercial Director at Finnlines.

Digital development is important for maintaining competitiveness and cost-effectiveness. All stakeholders are developing their own services, and it is essential to keep up with this development. "We want our customers to continue choosing Finnlines in the future as well," Merja continues.

Several operators in the industry have made impressive progress in advancing the digital customer experience. Finnlines and Finnsteve have also built a strong



"We develop our services, both our core sea transport services and our digital applications, on the knowledge of our customers' needs," says Merja Kallio-Mannila, Commercial Director at Finnlines.

technological foundation and made strategic technology choices to support digital development. On this basis, the work to further enhance the Finnlines customer experience continues.

Customer chains and developing needs

When we talk about customers, we are actually referring to several different roles and functions within transport companies. In addition, the end customers of those companies are also part of our service value chain and customer base.

Customers have diverse expectations of digital services. "Expectations have changed over the past few years. Today's customers expect, and even require, seamless digital services. That's why we have taken all different user groups and their needs into account in our design

process," says **Vesa Vähämaa**, Head of Group IT Software at Finnlines.

For example, it is important for traffic coordinators who handle daily bookings that the booking and confirmation processes run quickly and without errors, and that available departures are visible in real time. Dispatchers, on the other hand, need to see schedules and any changes to them automatically and use the interface to connect the data to their own planning software. Drivers, in turn, benefit from easy gate access, mobile instructions, and smooth check-in. Finally, the end customers of transport companies are transparently involved throughout the process and can track the progress of shipments in real time.

Evolution of the freight customer experience

The most important changes from the traditional freight customer experience to the digital one relate to time optimisation and error minimisation.

Digital tools such as QR or NFC gate control, which automatically identify drivers, have sped up port visits, improved safety, and streamlined operations. Cooperation is smoother thanks to digital feedback systems, NPS measurement, shared dashboards, and real-time reports on volumes, which together create a digital environment for continuous development and dialogue.

Finnlines' top-tier solution is its API, a digital fairway that allows different companies' systems to communicate with each other. "It's like an automated email exchange that doesn't require a person in between. Information moves instantly and accurately. And perhaps in the future even



"Today's customers expect seamless digital services," says Vesa Vähämaa, Head of Group IT Software at Finnlines.

Latest digital development projects implemented

- **Freight Extranet 2.0:** Real-time capacity calculation and up-to-date booking and allotment information, with multilingual support in app.
- **Gateway:** Smoother 24/7 port visits in Vuosaari, with a self-service lane and mobile apps for trailer drivers. Launching in early 2026.
- **SSCI:** Self-service check-in for drivers in Finland–Sweden traffic
- **Automatic gates onboard and at terminals:** Based on unique and encrypted QR access codes.
- **Cargo Loader:** Loading application used in Finland–Sweden and Sweden–Germany traffic.
- **Finnsteve's eTerminal:** Self-service terminal for customers who do not have Gate–Gate agreements.
- **Smart locks for cabins:** Already installed on six ships. Will enable mobile keys in the future. Based on NFC/RFID technology.
- **VESSELERP Crew FrontEnd:** Developed to support crew during port calls.
- **Medius:** Purchase invoice automation system.



Gateway project drives Finnlines' digital transformation in port operations

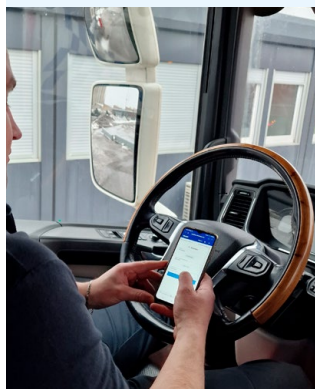
Finnlines is taking the next step in its digital transformation. The Gateway Project, launched in 2024 as a design initiative together with Finnsteve, aims to revolutionise the trailer gate process through automation, data integration, and user-friendly technology.

Developed in close cooperation with customer companies and their drivers and terminal personnel, Gateway represents a shared vision for smoother, faster, and safer logistics.

"From the beginning, our goal was to create a solution that truly supports the people who use it every day. By involving customers and our own teams in the design, we have ensured that Finnlines Gateway will serve real operational needs while offering the highest level of technical reliability," says **Mikko Juuti**, Project Manager at Finnsteve.

A seamless experience for drivers and customers

Gateway combines Finnlines' booking system, the terminal operator's system, and a new Customer Mobile App into one integrated environment.



Through the app, drivers can perform trailer self-service check-ins directly from their smartphone, check their bookings along with import discharge statuses, receive gate instructions, and many more valuable tasks. At the same time, real-time data sharing improves coordination between shipping, stevedoring, and customers – cutting waiting times and reducing unnecessary idling both at the gate and onboard.

The result is a system that enhances efficiency, safety, and sustainability, while delivering a more predictable and transparent service for customers.

From design to implementation

After the design phase in 2024, the project moved into implementation during spring 2025. Gateway has now entered its beta-testing stage at the Vuosaari Terminal in Helsinki, where it will be piloted for trailer traffic.

The full launch is expected in January 2026, when the automated gate service will be available 24/7 for trailer customers. Later phases will expand the system to other ports within the Finnlines network.

Driving innovation at the terminals

Gateway represents more than a new technology – it manifests Finnlines' long-term commitment to continuous improvement and sustainable logistics.

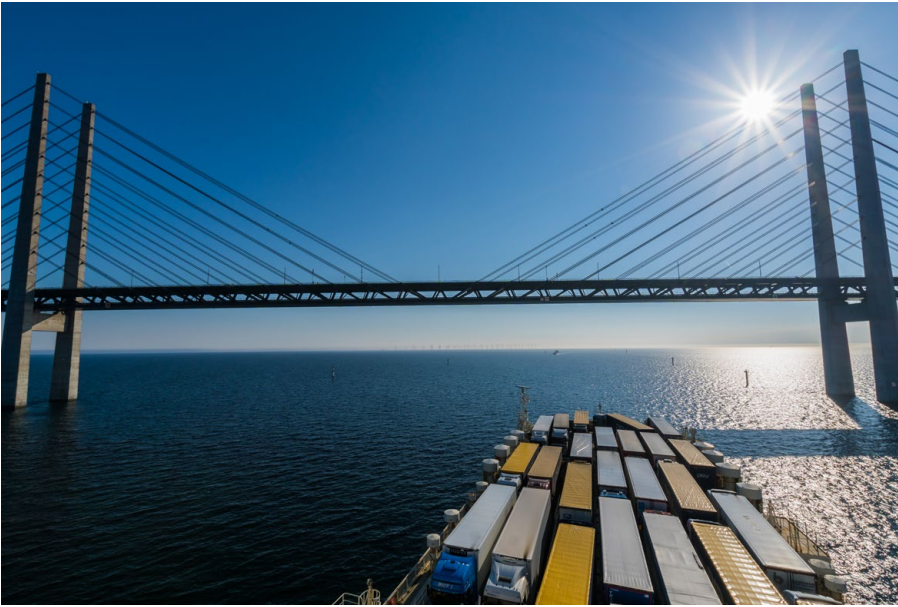
"Automation helps us serve our customers faster, more safely, and with consistent quality," Mikko adds. "Gateway is not only about smarter processes; it's about building the digital foundation for the next generation of our terminal operations," he concludes.

enhanced by AI," says Vesa.

In practice, the API works so that when a transport company's system makes a booking, the API automatically forwards it to Finnlines' booking system. As soon as the vessel departs, the departure information and estimated arrival time are sent back to the transport company's own system. The transport company's end customers can also track their shipment in real time, making Finnlines' digital service a seamless part of their overall customer experience.

"Our digitalisation projects have significantly improved and streamlined our operations. Just over a year and a half ago, we had around one million API calls per month, and now we have nearly four million. This growth is not only the result of changes in volumes, but also of the extensive development of new digital solutions," says Vesa.

A digital customer experience does not mean that the service is cold or faceless. It makes our everyday lives smoother and makes up time for comprehensive services: problem solving, dialogue, data analyses and developing cooperation. "When we succeed digitally, our customers can deliver even better services, and we can help enhance their competitive advantage," Merja concludes.



Market dynamics in the Baltic Sea

The economic downturn has softened transport volumes since 2022 in the Baltic Sea. This year has been a long and impatient wait for positive signs in the European economy. While volumes have remained decent, they haven't reached the levels hoped for. Nevertheless, maritime routes between Finland, Germany, Sweden and Poland remain busy and vital.

In addition to demand, geopolitical changes are shaping these routes. Sanctions on Russian cargo and the restructuring of energy markets have significantly altered traffic flows. Short-sea operators continue to adapt, modernise their operations and keep regional supply chains moving.

Poland has emerged as a major growth hub in the Baltic Sea region. Its developing rail connections support this growth and, together with maritime transport, offer a sustainable alternative to road traffic.

Ports are continuously investing to ensure smooth operations. Automation and digitalisation initiatives improve efficiency and support evolving customer needs.

Finnlines' strengths include the ability to respond quickly to change, an agile organisation, an extensive route network and a modern fleet. Together, these enable us to meet our customers' evolving requirements.

” For Baltic Sea operators, sustainability is an integral part of brand positioning.

Sustainability as a competitive advantage

Environmental regulation is transforming short-sea shipping more rapidly than any other trend. The EU Emissions Trading System will cover maritime transport at 100% next year, and fuel requirements are tightening year by year. This creates both pressure and new opportunities for operators. Bio diesel, LNG, bio-LNG, methanol-ready solutions, as well as hybrid and battery vessels, are moving from trials into broader deployment.

Ports are expanding shore-power systems and preparing for the introduction

of e-fuels. The Baltic Sea is increasingly becoming a testbed for so-called “green corridors”: routes on which ports, shipping companies and cargo owners pilot new methods to reduce emissions. This strengthens the region's role as a frontrunner in sustainable shipping.

For Finnlines' customers, this development is visible through the low-emission Green Lane transport option. Green Lane helps to achieve customers' ambitious energy-saving targets. For Baltic Sea operators, sustainability is no longer merely about compliance but a clear competitive advantage and an integral part of brand positioning.

Looking ahead

We have entered a decisive decade. Shipping companies that can invest in low-emission vessels and digital tools and services will strengthen their market position. Smaller operators may seek partnerships, and the sector may experience consolidation due to rising regulatory costs.

Finnlines' strengths lie in its solid financial position, its owned and modern fleet and its comprehensive route network, all supported by the broad capabilities of its owner, the Grimaldi Group.

Geopolitical realities continue to influence the region. Security considerations are part of everyday operations. GPS disruptions have been observed, and the risks posed by the “shadow fleet” are tangible. These disruptions are mitigated by navigation equipment that uses signals from multiple satellite systems. Situational awareness is enhanced through close cooperation with authorities, supporting proactive preparedness and comprehensive security.

Finnlines' modern fleet uses the latest technology – partly from the same manufacturers supplying equipment to national defence forces – ensuring continuous technological development and reliable support.

One thing remains unchanged: the need for reliable maritime connections. As climate policy encourages a shift from road to sea and rail, and as ports continue to modernise, the interdependence between Finland, Germany, Sweden and Poland will inevitably deepen.

The future will be built through determined steps: cleaner fuels, smarter ports, stronger connections and the practical Nordic mindset that has long been the Baltic Sea region's hallmark.

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 is maintaining a steady trajectory toward lower emissions and a more sustainable fleet in the years ahead.*

Shipping's net-zero ambition delayed: IMO pushes framework decision to 2026

In April 2025, the Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO) approved in principle the IMO Net-Zero Framework (NZF) as a major step toward implementing the IMO's 2023 Strategy on the reduction of greenhouse gas emissions from ships.

The framework was designed to include a global fuel standard that measures fuel GHG intensity, as well as a pricing and crediting mechanism to reward ships that perform well in terms of the fuel standard.

At the MEPC session in October 2025, Member States were unable to reach the required consensus for formal adoption and decided to postpone the decision by one year. In the meantime, technical work continues to refine the guidelines and rules for the framework. As a result of the postponement, the earliest possible entry into force is now expected on 1 March 2028.

Many companies, including Finnlines, would have welcomed the adoption of the NZF to ensure a globally even playing field for emission regulation and to provide greater clarity about the future regulatory environment on which to base greenhouse gas strategies. The delay in decision-making brings increased regulatory uncertainty for shipping companies, fuel producers, and ports. It also maintains current regulatory fragmentation, as existing regional schemes such as the FuelEU Maritime regulation and the EU Emissions Trading System create uneven compliance burdens across regions.

Despite the delay in the IMO's decision-making, Finnlines remains firmly committed to reducing emissions, which continues to be one of our main strategic priorities. Through continuous investment in new, energy efficient vessels, retrofitting existing ships, adopting alternative fuels, and improving operational efficiency, Finnlines is maintaining a steady trajectory toward lower emissions and a more sustainable fleet in the years ahead.



Training for the unexpected

A well-trained crew and a shore-based organisation together with clearly defined contingency plans are at the core of Finnlines' safety work.

Safety is one of the most critical aspects of shipping. Regulatory compliance requires regular emergency drills and exercises that test operational efficiency, onboard safety and emergency response capabilities.

The ship's captain holds overall responsibility for safety on board, while all crew member has assigned duties within the ship's emergency organisation, such as firefighting, passenger evacuation and first aid.

To further enhance skills, drills simulate real-life incidents and include practical elements as dressing the proper outfit, checking equipment, testing alarm systems and communication and launching and manoeuvring lifeboats.

The crew also practises special scenarios together with authorities including rescue services and border guard.

Compliance, drills and continuous improvement

Maritime authorities regularly inspect and audit the ships, their equipment and crew. The shore-based organisation is prepared to support vessels in accordance with established contingency plans. Regular emergency drills are also conducted at Finnlines' onshore offices, providing opportunities to test and improve emergency response procedures.

Throughout the year, numerous drills are carried out in cooperations with various authorities. The scope and execution of these drills are agreed upon in joint coordination meetings.

In addition to safety drills, regular inspections and forward planning help ensure continuous safety improvements. Finnlines is constantly developing its operations with Ship Management and the Safety Department playing an active role. New tools for the vessels are under continuous development – and this year has been no exception.

A joint drill with the German MIRG brought firefighters and a medical response group on board with volunteers. In total, there were around 25 external participants in addition to the ship's crew in the drill this autumn.





Cruises for those who don't like cruises

Ask almost any Finn, and they'll have a story about a cruise. Maybe it's a childhood memory of a buffet piled high with shrimp, or a night spent on a dance floor that never seemed to close. For many, those memories come to mind with a hint of exhaustion – crowds, noise, sticky floors and off-key karaoke.

From that simple observation, a bold brand campaign was born: "Cruises for those who don't like cruises"

"We realised that people's ideas about cruises don't quite match Finnlines," says **Mira Alhonen**, Marketing Manager at Finnlines Passenger Services. "Our new ships on the Naantali–Långnäs–Kapellskär route offer something entirely different, a calm and unhurried getaway at sea," she continues.

Healing cruise wounds with humour

The campaign's marketing films take place in a therapist's office, where patients share their less-than-pleasant cruise memories. Through humour and empathy, the films reveal how Finnlines offers a refreshing alternative for those who thought cruises weren't for them.

Spanning television, online video, radio, print, social media, and outdoor advertising, the integrated campaign

” As a challenger brand, you need to be brave.

combines cinematic storytelling with a warm, witty tone – one that feels unmistakably Finnlines.

A challenger with a distinct voice

While most Finns can instantly name two or three cruise operators, only one in ten mentions Finnlines. As a challenger brand, standing out takes both courage and creativity. This campaign embraces both, celebrating what makes Finnlines different instead of blending in.

"As a challenger brand, you need to be brave. We decided to highlight the things we don't have; no nightclubs, no karaoke, no elbow tactics on crowded decks. It's what makes us different," Mira adds.

Inspired by real customer stories

The campaign draws on genuine passenger feedback praising Finnlines' peaceful atmosphere and friendly service. Many travellers describe their voyages as surprisingly relaxing compared to traditional party cruises. Customers have recognised themselves in our brand stories, and the feedback received has shown that there's a real need for the kind of travel experience that Finnlines offers.

A fresh take on Finnish cruise culture

Ultimately, "Cruises for those who don't like cruises" does more than promote a product, it reimagines what a cruise can be. It offers travellers an alternative to the traditional cruise experience: a chance to rediscover the sea on their own terms.





Bridging seas and minds: Swiss students set sail with Finnlines

What happens, when maritime passion meets academic curiosity? Finnlines welcomed a group of 60 students from Switzerland's BZLU College of Higher Education in Tourism Management and Business Administration aboard the Finnlady.

Their visit formed part of the StudyTrip@Sea, a unique learning journey curated by maritime expert **Thomas P. Illes**, which for the third time in a row blended classroom insights with real-world experience at sea.

From the shore to the ship

The programme set sail in the elegant setting of the Maritim Strandhotel Travemünde, where the students were first introduced to the multifaceted world of shipping and maritime business. A panel discussion kicked off the trip, moderated by Thomas P. Illes and joined by **Thomas Liedl**, General Manager of the Strandhotel Travemünde, **Stefan Krüllmann**, Chair of The Nautical Institute Germany, and **Benoît Surin**, Sales, Marketing & Customer Service Manager at Finnlines Germany.

The conversation delved into leadership, intercultural collaboration and the evolving

expectations of Generation Z, emphasising that professional fulfilment today often stems from purpose, flexibility and teamwork. For many of the students, it was their first encounter with the world of ro-pax and maritime operations.

Turning a ship into a classroom

After the insightful discussion, the group boarded the Star class vessel Finnlady operating between Travemünde and Helsinki. On board, they were welcomed by Master **Pekka Stenvik** and Purser **Markus Jussila**, who opened a behind-the-scenes view of daily life and leadership at sea. Through interactive sessions on Bridge and Crew Resource Management (BRM/CRM), safety and sustainability, the students gained a tangible understanding of what it takes to keep a ship (and its crew) running smoothly.

These experiences demonstrated how teamwork, communication and shared responsibility translate seamlessly between

” According to Generation Z, professional satisfaction today often stems from purpose, flexibility, and teamwork.



From left: Patrick Rüedi, owner of BZLU; Thomas Liedl, hotel director; Thomas P. Illes; Benoît Surin; Sarah Rüedi, owner of BZLU.



the bridge and the boardroom. The maritime environment provided an ideal stage to reflect on decision-making under pressure, structured communication and trust.

Education meets experience

The study trip also offered Finnlines the opportunity to showcase its forward-looking vision. **Frauke Werner**, Capacity & Yield Manager at Finnlines Germany accompanied the group on their way to Helsinki. She presented our ambitious investment programme, introducing the new Hansa Superstar class vessels, which will enter service from 2028. These next-generation ro-pax ships embody our commitment to sustainability, efficiency and passenger comfort, setting new standards for Baltic Sea transport.

By engaging directly with young professionals, Finnlines not only opened its decks to learning but also built bridges between industry and academia.

A journey of inspiration

Within just six days, they explored four cities around the Baltic: from Travemünde to Helsinki, Stockholm and Tallinn. Traveling with some other ferry operators in the Northern Baltics, they were able to compare three distinct maritime concepts: ro-pax ferry, cruise ferry and high-speed shuttle.

For Finnlines, the collaboration exemplified how maritime transport extends far beyond moving passengers or cargo. It is about connecting generations, fostering learning and inspiring the next wave of professionals, who will carry the industry forward.

TEAM BUILDING AND GREAT TIMES



Photo: Maike Lange

Finnlines Icebreakers raced through the waves of the Trave River

For the second year in a row, Team Finnlines Icebreakers from Finnlines Germany took part in the annual Lübeck Dragon Boat Race on the Trave River. The Dragon Boat Race is an event that brings together local companies for a day of competition and team spirit. A dragon boat is a long, narrow canoe-like vessel, measuring about 12.5 metres in length. Team Finnlines consisted of 16 paddlers and one drummer, who kept everyone in sync.

In this year's race 26 teams competed. Finnlines Icebreakers proudly placed 11th, winning 2 out of 3 races against two different opposing teams in each run – and reaching their best time of 01:02.58 minutes in the first race.

Most importantly, the focus was on having fun together, and the training sessions and the race itself brought



colleagues from different departments closer together. The atmosphere on and off the water was all about enjoyment, strengthening team spirit, and fostering cross-departmental connections.

So, it was not only a sporting success but also a true boost for collegiality and team building.

Looking ahead, the next Lübeck Dragon Boat Race is scheduled for 22 August 2026, and the Finnlines Icebreakers are already holding their paddles ready!

Children's Day at Work

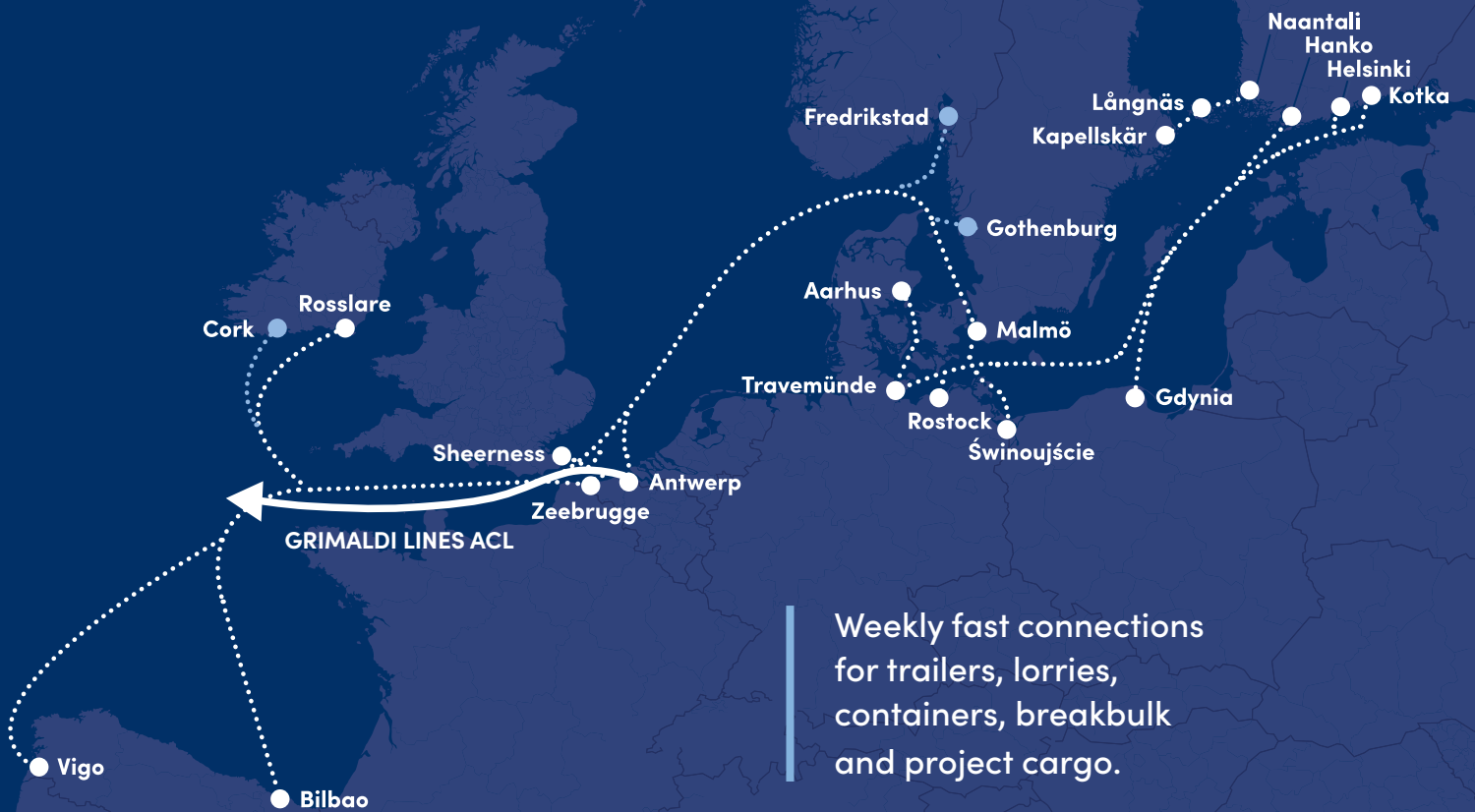
Finnlines once again took part in the nationwide Children's Day at Work in Finland on 21 November 2025. We welcomed our employees' children, grandchildren, and godchildren to explore our offices, ports and vessels, giving them a chance to learn what the adults in their lives do at work.

More than 50 children participated the event in total. The event was organised

both at Vuosaari and Naantali, where children had the opportunity to visit the ships, Finnsirius in Naantali and Finnmaid in Vuosaari, enjoy a tasty lunch, and discover the equipment used in the harbour.

The atmosphere was joyful and the day offered memorable moments for all.

Our net works



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

2026	GRA ELLA 09/25	GRA BRE 10/25	GRA EUR 10/25	GRA MED 09/25	GRA SCA 01/26	GRA ELLA 01/26	GRA BRE 01/26	GRA EUR 01/26	GRA MED 01/26	GRA SCA 02/26	GRA ELLA 02/26	GRA BRE 02/26	GRA EUR 02/26	GRA MED 02/26	GRA SCA 03/26	GRA ELLA 03/26	GRA BRE 03/26
AUTOPORT	2.12	9.12	16.12	23.12	30.12	6.1	13.1	20.1	27.1	3.2	10.2	17.2	24.2	3.3	10.3	17.3	24.3
SALERNO nb	5.12	12.12	19.12	26.12	2.1	9.1	16.1	23.1	30.1	6.2	13.2	20.2	27.2	6.3	13.3	20.3	27.3
VALENCIA nb	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	16.3	23.3	30.3
SOUTHAMPTON nb	13.12	20.12	27.12	3.1	10.1	17.1	24.1	31.1	7.2	14.2	21.2	28.2	7.3	14.3	21.3	28.3	4.4
ESBJERG	16.12	23.12	30.12	6.1	13.1	20.1	27.1	3.2	10.2	17.2	24.2	3.3	10.3	17.3	24.3	31.3	7.4
WALLHAMN	17.12	24.12	31.12	7.1	14.1	21.1	28.1	4.2	11.2	18.2	25.2	4.3	11.3	18.3	25.3	1.4	8.4
ANTWERP	19.12	26.12	2.1	9.1	16.1	23.1	30.1	6.2	13.2	20.2	27.2	6.3	13.3	20.3	27.3	3.4	10.4
VALENCIA sb	24.12	31.12	7.1	14.1	21.1	28.1	4.2	11.2	18.2	25.2	4.3	11.3	18.3	25.3	1.4	8.4	15.4
SALERNO sb	26.12	2.1	9.1	16.1	23.1	30.1	6.2	13.2	20.2	27.2	6.3	13.3	20.3	27.3	3.4	10.4	17.4
PIREO	27.12	3.1	10.1	17.1	24.1	31.1	7.2	14.2	21.2	28.2	7.3	14.3	21.3	28.3	4.4	11.4	18.4
IZMIR	28.12	4.1	11.1	18.1	25.1	1.2	8.2	15.2	22.2	1.3	8.3	15.3	22.3	29.3	5.4	12.4	19.4
ASHDOD	30.12	6.1	13.1	20.1	27.1	3.2	10.2	17.2	24.2	3.3	10.3	17.3	24.3	31.3	7.4	14.4	21.4
ALEXANDRIA	31.12	7.1	14.1	21.1	28.1	4.2	11.2	18.2	25.2	4.3	11.3	18.3	25.3	1.4	8.4	15.4	22.4

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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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SWEDEN

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
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	7:15 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	7:15 Fri
Fri 10:45	15:15	15:30	20:10
21:45	02:00	02:10	7:15 Sat
Sat 10:45	15:15	15:30	20:10
21:45	02:00	02:10	7:15 Sun
Sun 10:45	15:15	15:30	20:10
21:45	02:00	02:10	7:15 Mon

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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	11:45 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

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POLAND

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SWEDEN > POLAND

Daily schedule

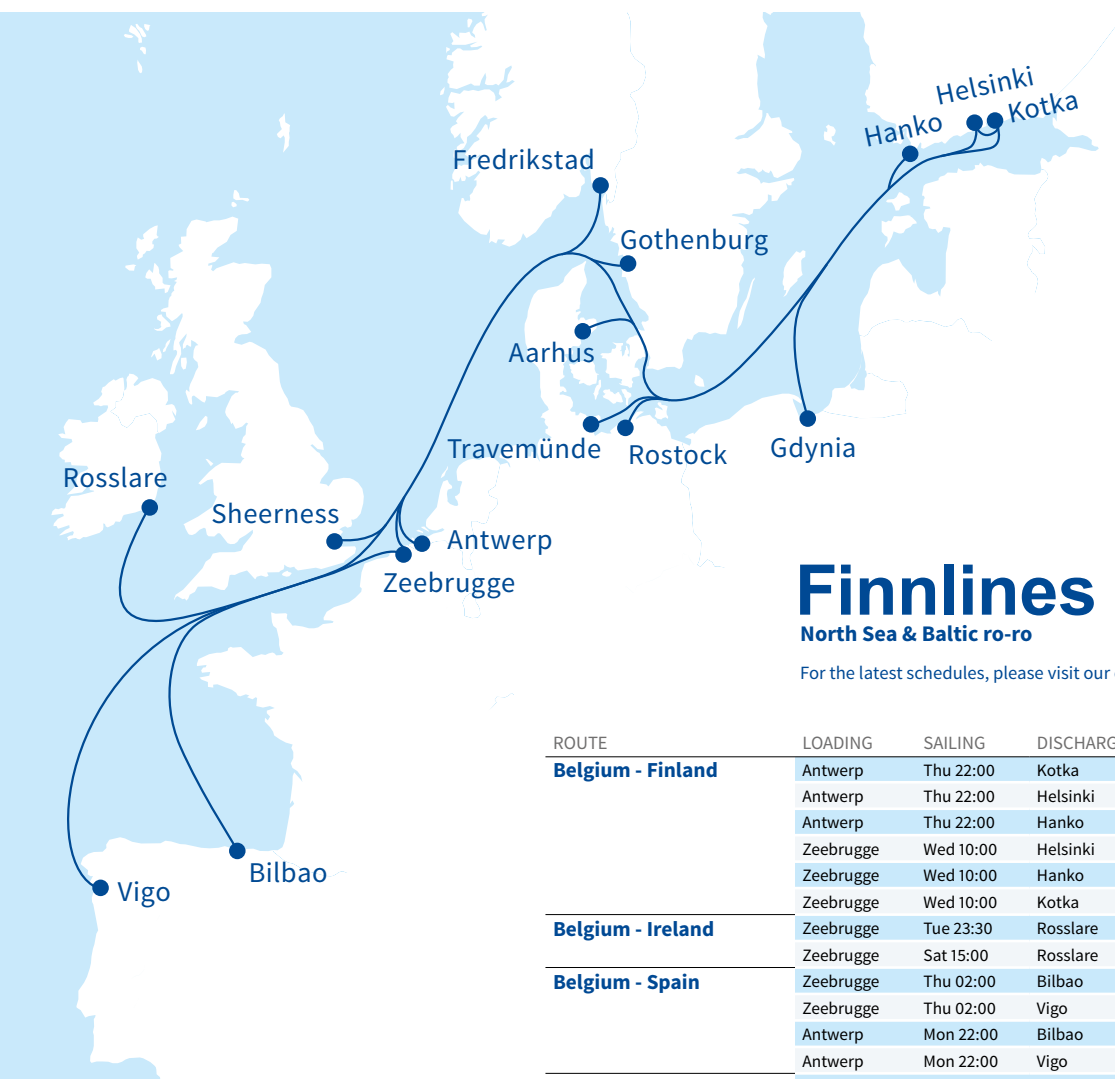
DEPARTURE	ARRIVAL
Malmö	Świnoujście
11:00	19:15

POLAND > SWEDEN

Daily schedule

DEPARTURE	ARRIVAL
Świnoujście	Malmö
21:30	06:45

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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	Thu 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	Thu 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	Hanko	Mon 13:00	Rostock	Tue 17:00	
Germany - Great Britain	Hanko	Tue 13:00	Rostock	Wed 17:00	
Finland - Germany	Hanko	Tue 11:00	Rostock	Wed 16:00	
	Hanko	Thu 12:00	Rostock	Fri 18:00	
	Hanko	Sat 11:00	Rostock	Sun 17:00	
	Helsinki	Tue 21:00	Travemünde	Thu 16:00	
	Helsinki	Fri 21:00	Travemünde	Sun 10:00	

ROUTE	LOADING	SAILING	DISCHARGING	ARRIVAL	Additional info
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 14:00	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
	Hanko	Mon 14:00	Vigo	Sun 14:00	service on inducement base only
Germany - Finland	Rostock	Wed 24:00	Hanko	Fri 07:00	
	Rostock	Sat 22:00	Hanko	Mon 06:00	
	Rostock	Mon 22:00	Hanko	Wed 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	
	Sheerness	Tue 18:00	Kotka	Tue 06:00	
Great Britain - Germany	Sheerness	Tue 18:00	Travemünde	Sun 07:00	
Great Britain - Poland	Sheerness	Tue 18:00	Gdynia	Sun 07:00	
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	
Ireland - Finland	Rosslare	Thu 22:00	Zeebrugge	Sat 06:00	
	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	
Ireland - Spain	Rosslare	Mon 03:00	Gdynia	Sun 07:00	
Ireland - Poland	Gdynia	Fri 18:00	Zeebrugge	Wed 06:00	
	Gdynia	Fri 18:00	Antwerp	Mon 12:00	
Poland - Belgium	Gdynia	Fri 18:00	Sheerness	Tue 09:00	
Poland - Great Britain	Gdynia	Fri 18:00	Rosslare	Sun 20:00	
Poland - Ireland	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	
Poland - Finland	Gdynia	Fri 18:00	Bilbao	Fri 14:00	
Poland - Spain	Gdynia	Fri 18:00	Bilbao	Fri 14:00	
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
	Vigo	Sun 20:00	Hanko	Mon 06:00	service on inducement base only
Spain - Finland	Bilbao	Sat 14:00	Helsinki	Mon 10:00	
	Bilbao	Sat 14:00	Hanko	Mon 06:00	
	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
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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