

# Ensuring maritime transport in all circumstances



Investing  
in people

Strengthening the  
Finland–Germany  
route with new vessels

Award-winning  
marketing  
efforts

# Connecting markets, people and possibilities



Thomas Doepel,  
President and CEO

Shipping plays a vital role in global trade and the functioning of the world economy. More than 90 per cent of global trade is carried by sea. The prosperity of European countries depends on maritime transport and there is no real alternative to sea transport.

We connect markets and people, ensuring smooth and reliable links under all circumstances. Every shipment, every departure and every arrival is part of a larger whole where reliability, resilience and flexibility are key.

## A changing operating environment

Our operating environment is evolving rapidly. Customer expectations are increasing, sustainability is becoming more important, and competition is intensifying. At the same time, what was once a relatively predictable environment has become increasingly uncertain due to geopolitical tensions.

Our mission is to ensure the continuity and reliability of sea transport services for trade and industry in all circumstances. This is why

we continue to invest with determination and a long-term perspective: 20 vessels over 20 years, amounting to nearly EUR 2 billion invested in the future.

At the same time, opportunities are greater than ever. We are growing where demand and potential exist. A good example is our route between Ireland and Belgium, where demand has increased significantly. We are pleased to meet our customers' needs by adding a third weekly departure from both ports, providing greater capacity and flexibility.

Continuous investments in our fleet, the development of our services, and close cooperation with customers and partners drive us forward. Through these efforts, we ensure that vital connections remain reliable well into the future. More importantly, we aim not only to maintain these connections but to provide first-class service to our customers.

Our goal is to continuously improve our services, strengthen dependable transport links, enhance the customer experience, and advance more sustainable maritime transport.



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GRIMALDI GROUP

## Recognition

In passenger services, we have received valuable recognition this spring.

Finnlines ranked among the top performers in customer satisfaction on routes between Finland and Sweden in the EPSI Rating Maritime Transport 2026 survey. At the same time, customers rated Finnlines as the most sustainable operator in its sector.

Grand Travel Award Finland named Finnlines the Best Ferry Operator of the Year for the second consecutive year. The company stood out for its reliability, its continuously developing passenger experience, and its important role in connecting Finland with the rest of Europe.

These recognitions reflect our long-term commitment to developing the customer experience. They also demonstrate that our success is not based on novelty alone, but on our genuine ability to deliver high-quality travel services to our customers.

## New vessels

Our newbuilding project has reached a tangible milestone, as construction of the first vessel in our latest investment programme has begun.

The next-generation passenger-freight vessels entering service in 2028–2029 will set a new standard in the Baltic Sea. While transporting significant volumes of essential goods, they will also offer passengers the opportunity to enjoy a high-quality travel experience with peace of mind.

The use of fossil-free methanol, shore power connectivity, and other clean technologies will significantly reduce carbon dioxide emissions compared with the vessels currently operating on the route.

**Our customers remain at the heart of everything we do, and our people are the key to delivering the reliability, quality and service they expect.**

## Skilled and committed personnel as the foundation of future success

While ships, technology and innovation are essential, Finnlines' most important asset is its people. A dedicated workforce is a prerequisite for customer satisfaction and the company's long-term success.

During the last year, we have focused on enhancing leadership, collaboration among offices and departments as well as embracing new opportunities that AI and other technologies brings along. Through unleashing in-house knowledge and by accelerating important development projects, we will ensure that the company can meet our customers' evolving needs and strengthen our value proposition also in the future. Our customers, ranging from industry and logistics to individual passengers, remain at the heart of everything we do.

In this magazine, we share examples of how our work and development projects are taking shape in practice, from new vessels and digital solutions to smoother services and investments in our people and their expertise.

Together, we are building a sustainable future for both maritime transport and passenger travel.



**New terminal  
launched in Åland**

Turn to page 14 to read more.

## Celebrating our people: seafarers honoured with gold medals



Johanna Nummi, Petri Laitinen and Niclas Seligson from the Sea Personnel department together with our gold medalists Kaisa Kekäle and Timo Nerman on this well-deserved achievement.

Two Finnlines seafarers have been awarded gold medals by Finnish Shipowners' Association in recognition of their long and distinguished careers.

Chief Cook **Kaisa Kekäle** (M/S Finnstar) has worked at Finnlines since 1995, having started her career on the Railship 1 as a kitchen assistant. Kaisa is known as a charming, well-liked, and positive person whose smile brings joy to the entire ship's crew. She is an excellent chef for whom cooking is not just a job but a passion. Kaisa is open to trying new flavours and cooking methods, and her food leaves a lasting impression. She gets along with everyone and is a true professional.

Deck Repairman **Timo Nerman** has been part of the Finnlines staff since 1990, when he started as an ordinary seaman. He is described as an extremely hardworking and skilled employee with a strong work ethic who can be trusted 100 percent. Timo is skilled at his job, treats everyone with respect, and welcomes both new and more experienced coworkers with respect. Colleagues who have worked with him are grateful for the opportunity to learn from his expertise.

## Finnlines boosts capacity on Ireland–Belgium route

Finnlines is strengthening its freight service between Rosslare, Ireland, and Zeebrugge, Belgium, by introducing a second ro-ro vessel on the route, offering customers more capacity and greater flexibility.

From the end of May 2026, the vessel M/S Lismore will join M/S Finnwave, increasing frequency and providing more options for customers transporting goods between Ireland and mainland Europe.

The enhanced service responds to



steadily growing demand. With additional capacity and more frequent departures, customers benefit from improved flexibility and reliability.

“We have seen steadily increasing demand on our service and are pleased to offer our customers greater capacity and flexibility,” says **Umberto Raimo**, Deputy Line Manager at Finnlines.

The Rosslare–Zeebrugge route has become an important gateway for Irish trade, offering direct access to continental Europe. Through transshipment in Zeebrugge, customers can also reach a wide range of destinations, including Finland, Poland, the UK and Spain, as well as the wider Grimaldi Group network.

By expanding the service, Finnlines continues to support its customers with efficient freight solutions and strong links to key European markets.

## Finnlines' digital self-service concept, Gateway, is now available

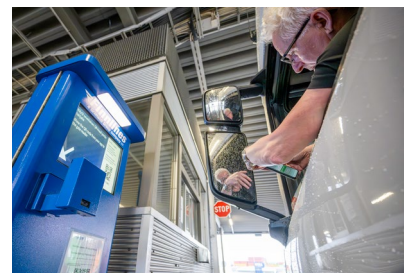
A new digital self-service trailer concept, Finnlines Gateway, is now available in Vuosaari terminal.

The service has attracted four-figure number of visits since its launch in March, and 24/7 availability has been one of the customers' top requests.

Finnlines Gateway was developed to streamline the drop-off and pickup of trailers, and it improves transparency and information flow throughout the entire transport chain. Transport companies and drivers can manage port visits digitally, track the status of units in real time, and use the self-service portal to gain access to port.

The goal was to streamline operations and empower drivers to manage their tasks more efficiently, while ensuring the user experience remains as reliable and simple as possible.

“A successful project is the result of close collaboration between customers and the experienced experts at Finnlines and Finnsteve. We are committed to shaping the future of the maritime



industry,” says **Mikko Juuti**, Project Owner at Finnlines.

The development of the service will continue with new features enhancing customer experience. The next major feature enables customer drivers to create and submit damage reports, including photos, within the terminal area if they have a claim to present. This will streamline both the customer's and the driver's processes and improve the overall handling of claims.

Finnlines continues to develop the service in close collaboration with customers, with the ambition of enabling smoother and more efficient port visits throughout its network.



# Finnlines ensures maritime transport in all circumstances

Finnlines' operating environment is changing rapidly as geopolitical tensions and fluctuations in energy prices shake global markets. Finnlines invests in flexibility and energy efficiency to ensure reliable maritime transport for its customers under all conditions.





**M**ore than 90 per cent of the world's goods are transported by sea, and disruptions in maritime traffic are quickly reflected in industry, trade and consumers. For example, in 2021 hundreds of vessels were stranded in the Suez Canal when a 400-meter container ship blocked one of the world's busiest trade routes. Currently, a similar situation is unfolding in the Strait of Hormuz, where the war involving Iran has effectively closed the passage. Around one fifth of the world's oil passes through the strait. Disruptions are rapidly visible in the energy markets through rising fuel prices and, consequently, throughout the entire transport chain.

**The operating environment requires constant adaptation**

The current situation is not an exception but part of a longer development. Disruptions and exceptional circumstances have become the new normal.

For Finlines, the Covid-19 pandemic was above all an operational challenge. Demand changed shape, passenger traffic came to a halt, and regulatory

**When energy costs rise, the key factors are energy-efficient vessels, economies of scale, large capacity and high utilisation rates.**

Merja Kallio-Mannila,  
Commercial Director at Finlines



guidelines were constantly evolving. The importance of freight traffic was emphasised for the functioning of society, and security of supply became a familiar concept to everyone. According to Finlines' Commercial Director **Merja Kallio-Mannila**, ro-pax traffic proved to be extremely reliable:

"We operated regularly throughout the pandemic, ensuring that maritime transport maintained uninterrupted cargo flows."

The geopolitical situation changed when Russia invaded Ukraine in 2022. Finlines suspended its Russia operations virtually overnight and redeployed its vessels to other routes.

"This required rapid decision-making and finding new cargo flows to support service regularity and grant our customers access to markets," **Blasco Majorana**, Finlines' Line Manager states.

The situation led to an energy crisis. Accelerating inflation, a rapid rise in interest rates, and increased energy costs weakened the general economic outlook.

"The situation created cost pressures across the industry, but we nevertheless continued to develop our services as a condition for staying competitive. We increased freight capacity and expanded our route network. The introduction of three new hybrid ro-ro vessels improved energy efficiency while adding capacity and enhancing economy of scale; at the same time, we also opened an

important connection between Ireland and mainland Europe to strengthen our value proposition to the market. Through transshipment in Zeebrügge, this Ireland connection became available to cargo flows from Finland, Poland, UK and Spain," **Blasco** adds.

**Rapid decision-making and finding new cargo flows is needed, and our increased freight capacity and expanded route network is a great example of this.**

Blasco Majorana, Finlines' Line Manager states





### Adaptability ensures reliability

Exceptional situations are always different, but what they have in common is the need to react quickly. For customers, this is reflected above all in operational reliability and continuity of service.

### A changing operating environment, as well as the needs of our customers and partners, require continuous adaptation and the strengthening of resilience on our part.

Thomas Doepel, Finnlines' CEO



### In the new operating environment, Finnlines' key role in safeguarding security of supply in the Baltic Sea region is becoming even more pronounced.

“Our goal is to serve our customers in the best possible way, regardless of the circumstances. This is also demonstrated by several new routes we have launched in recent years, including Rosslare–Zeebrügge, Malmö–Świnoujście, as well as a connection to Sheerness in England,” says **Thomas Doepel**, Finnlines CEO.

Resilience has become a strategic necessity.

“A changing operating environment, as well as the needs of our customers and partners, require continuous adaptation and the strengthening of resilience on our part,” Thomas continues.

In the new operating environment, Finnlines' key role in safeguarding security of supply in the Baltic Sea region

is becoming even more pronounced. This is also supported by the company's ownership structure and extensive network. Finnlines' owner, the Grimaldi Group, brings additional strength to the operation, and a global route network increases flexibility and room to manoeuvre in changing situations.

### Energy efficiency helps control costs

Energy shocks come and go, but long-term solutions lie in energy efficiency and high utilisation rates.

“When energy costs rise, the key factors are energy-efficient vessels, economies of scale, large capacity and high utilisation rates. This enables us to significantly reduce emissions and meet the growing demand for low-emission transport,” says Merja.

Energy efficiency and the ability to renew are key drivers of competitiveness. Over the past two decades, Finnlines has ordered or acquired a total of twenty vessels. By investing in state-of-the-art vessels, advanced technologies, and sustainable fuels, the company responds both to regulatory requirements and to customers' growing demand for low-emission transport solutions.

Development will continue strongly in the future. Finnlines has ordered three new methanol-powered vessels, which will enter service in 2028–2029.

“We expect them to deliver significant improvements in energy efficiency and help contain costs. They will also support our customers' growing need for low-carbon transport solutions,” says Merja.

In addition to investments, operational development plays a key role. Routes and schedules are optimised, unnecessary sailing is avoided, and onboard operations are increasingly electrified. At the same time, fleet utilisation rates are improved, reducing energy consumption, and in turn, emissions.

The importance of maritime transport extends throughout society. Well-functioning sea connections are a crucial part of security of supply in Finland and Europe, and their importance is especially emphasised in exceptional situations.

“We connect markets and people and ensure smooth and reliable maritime connections in all circumstances. We make sure that transport for trade and industry runs reliably,” Thomas concludes.

# New vessels: building resilience on the Finland–Germany route

Finnlines has taken a major step forward in the renewal of its Finland–Germany service as construction of the new Hansa Superstar vessels has begun in China. The new ro-pax ships will bring more cargo capacity, greater passenger comfort and lower emissions to one of Finland’s most important sea links.



**C**onstruction of Finnlines’ new Hansa Superstar vessels began at the CMI Weihai shipyard in China on 15 May. The steel cutting ceremony marks the start of the building process and at the same time represent a step towards even more reliable and sustainable connection between Finland and Germany. Alongside the ceremony, the first tour of the full-scale mock-up cabins was also organised.

For customers, this means increased cargo capacity, smoother logistics and a stronger service offering on one of Finland’s most important sea routes.

## Piece by piece, block by block

The steel cutting ceremony is one of the key milestones in shipbuilding. It marks the moment when construction begins and the first steel plates are cut.

The vessel is built from multiple steel blocks, which are assembled and welded together at the shipyard, gradually forming a unified hull piece by piece.

This milestone reflects several years of preparation. The vessels’ technical solutions, layout and other details are carefully finalised before construction begins.

## Designed with strong expertise

The Hansa Superstar vessels are designed by Finnlines’ newbuilding team in close cooperation with experts from the Grimaldi Group.

The Finnish engineering company Deltamarin is responsible for the vessels’ basic design. Other Finnish companies are also involved:

**The project brings together Finnish companies such as Deltamarin, Auramarine and Wärtsilä, along with a broad network of Scandinavian and European suppliers.**

Wärtsilä will supply methanol-fuelled engines and electrical solutions, Auramarine the low pressure methanol system, while Valmet will deliver the automation system. In addition, the project involves a wide range of Scandinavian and European suppliers.

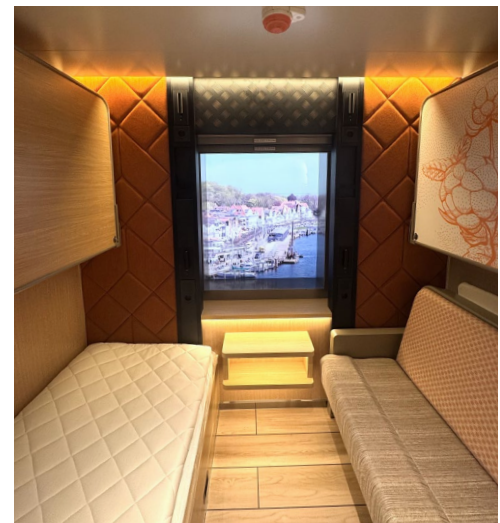
The vessels were ordered in spring 2025, and the first of the three vessels is scheduled to enter service in summer 2028.

## More capacity, more flexibility

The Hansa Superstar class ro-pax vessels combine high cargo capacity, innovative design and a comfortable travel experience. Each vessel is about 245 metres long and offers 5,100 lane metres of cargo space, around 1,000

## From design to reality

Alongside the ceremony, the first tour of the full-scale mock-up cabins was organised. These mock-ups play a vital role in validating layout, functionality, ergonomics, and installation requirements, helping identify improvements before production begins.



lane metres more than the vessels currently operating on the route.

Passenger capacity is 1,000, with a total of 321 passenger cabins and 72 crew cabins, almost doubling passenger capacity compared to the current vessels.

For customers the increased capacity provides greater flexibility and reliability in their logistics. At the same time, it ensures efficient cargo flows of essential goods between Finland and Europe, from forest industry products and machinery to food, medicines and other everyday necessities.

### Methanol and energy efficiency reduce emissions

The new vessels are specifically designed for the long Finland–Germany route and will sail under the Finnish flag. Sustainability has been a key focus throughout the design process.

Innovations such as fossil-free methanol, an optimised hull form and propulsion, air lubrication, waste heat recovery, heat pumps, battery banks and shore power will significantly reduce carbon dioxide emissions compared to current vessels on the route.

### Supporting vital sea connections

Efficient and reliable sea transport plays a crucial role in the competitiveness, growth and security of supply in the Baltic Sea region. In Finland in particular, where around 95 per cent of imports and exports are transported by sea, dependable connections are essential.

Regular and frequent connections across Europe are vital for the smooth functioning of supply chains. Finnlines' extensive route network ensures efficient cargo flows, and the new vessels will further strengthen these connections while also helping to address increasing cost pressures from environmental regulation and the evolving geopolitical landscape.

### Technical specifications of the vessel

- Length / breadth: 243.6 m / 33.8 m
- Gross tonnage: approx. 69,000
- Lanemetres: 5,100 m
- Passengers: 1,000
- Passenger cabins: 321, 72 crew cabins
- Speed: 22.1 knots
- Ice class: 1A Super
- Delivery: spring 2028, entry into service in summer 2028

### Technology and environmental solutions

- Methanol-fuelled dual-fuel engines
- Optimised hullform and propulsion
- Air lubrication
- Waste heat recovery
- Heat pumps
- Shore power (5 MW)
- 2 MWh battery system



Representatives from Finnlines, CMI Weihai Shipyard management and project leaders, together with members of the RINA China team, gathered to mark the steel cutting ceremony for the first Hansa Superstar class vessel.

## The ceremonial start at the shipyard

The construction of Finnlines' new Hansa Superstar class vessels officially began with a traditional steel cutting ceremony at the CMI Weihai Shipyard in China on 15 May 2026. The ceremony marked an important milestone in the company's EUR 500 million investment programme.

The ceremony brought together representatives from Finnlines, the shipyard and key project partners to celebrate the start of construction of the first vessel in the series. It was also a moment to recognise the close cooperation between the shipowner, the shipping company, the shipyard, and the international experts involved in the project.

During the event, Captain **Juhana Nuru** and Technical Superintendent **Petri Leino** initiated the automated panel line, symbolically marking the start of construction work.

Construction of the first vessel in the series of three Hansa Superstar class vessels is now under way. The construction of the second sister vessel is scheduled to commence in late 2026, followed by the third in summer 2027.

The first vessel is expected to be delivered in spring 2028 and enter into service in summer 2028. The second vessel delivery is scheduled in late 2028 and the third one during the first half of 2029, marking another important step in Finnlines' fleet development and long-term commitment to sustainable maritime transport and passenger travel.



Finnlines' Newbuilding & Projects Manager, Juha Ahia, signs the ceremonial illustration during the steel cutting ceremony.

# FREJA Transport & Logistics: Driving sustainable and resilient supply chains

FREJA's CEO Matti Urmas shares views on the business environment, highlighting how the current geopolitical situation is affecting international transport operations both directly and indirectly, particularly through rising production costs and supply chain disruptions.



**We greatly value our cooperation with Finnlines and look forward to continuing our successful collaboration.**

Matti Urmas, Managing Director Finland, FREJA

FREJA Transport & Logistics offers professional transport, logistics and warehousing solutions in Europe and across global markets.

FREJA is one of the leading transport and logistics companies in the Nordic countries, founded in 1985 with branches in Denmark, Sweden, Norway, Finland, Poland and China. FREJA's 1,400 professionals ensure optimal solutions and that cargo arrives on time, safely and within budget.

FREJA's solutions include road transport, sea freight, air freight, project transport, warehouse logistics and pharma logistics, as well as value-added services such as customs and track & trace.

This situation is unlikely to stabilise until lasting solutions are found to the conflicts in Ukraine and the Middle East, as well as to broader global trade policy challenges that continue to create uncertainty for businesses operating in foreign trade.

## Technological development and the green transition

New technologies such as robotics, artificial intelligence and large-scale automation are also having a visible effect on the development of our industry. These technologies will further the green transition and contribute to our goal of reducing transportation emissions by 50 per cent by 2030, compared to the baseline year 2005, and to achieving fossil-free transportation by 2045.

There are only a limited number of measures within our field that can directly impact the green transition. That said, we are actively testing different energy solutions with our fleet, currently with gas and electricity.

Actions that we have already implemented include biofuels whenever possible and route optimization combined with increased payload capacity.

## Managing uncertainty in a changing supply chain environment

Customer needs have evolved especially regarding scheduling requirements, representing a significant change with implications for the supply chain as a whole. This development requires all parties in the supply chain to provide real-time data in order to keep the business flowing.

The uncertainty created by the geopolitical environment is visible in the market in various ways, with one of the most significant impacts being unpredictability in both demand and costs.





**Finnlines' long-term investments in energy efficiency and the green transition are proving particularly valuable during periods of high fuel prices.**

## Efficiency and collaboration are in focus as fuel prices rise

Maritime fuel prices began rising sharply in March following the escalation of the US–Iran conflict and the closure of the Strait of Hormuz, a key route for global oil supply. The situation led to a rapid increase in bunker fuel costs, driven by higher crude oil prices and growing uncertainty in energy markets. Finnlines has also been affected, with fuel supply costs for its vessels rising significantly.

Despite the challenging market conditions, previously implemented measures have helped to soften the impact. Over recent years, Finnlines has continuously optimised its routes and schedules. For example, reducing the port call duration of vessels operating on the Helsinki–Travemünde route from eight to five hours has delivered significant reductions in fuel consumption. Although port operations are already highly optimised, further improvements and smaller adjustments continue to offer opportunities for additional savings.

Our key stakeholders play an important role in

improving efficiency. One of the most effective ways to reduce fuel consumption is to lower vessels' speed at sea, as fuel usage increases disproportionately at higher speeds. Fuel savings can be achieved by improving port operations and enabling vessels to depart earlier than scheduled whenever possible. Even an additional 15–30 minutes at sea can result in substantial reductions in fuel consumption and emissions. This requires first and foremost smooth and timely cargo handling. Customers can further support these efforts by ensuring that cargo units arrive at the port well in advance, helping to avoid delays on departure.

Finnlines' long-term investments in energy efficiency and the green transition are proving particularly valuable during periods of high fuel prices. The company's newer vessels are significantly more energy efficient, resulting in lower fuel consumption. In addition, the use of alternative fuels, shore power in ports and onboard battery systems reduces dependence on fossil fuels and helps buffer the impact of fuel market volatility.

# Finnlines invests in people through advanced maritime training

We continue to strengthen both our workplace and our expertise. As part of this development process, we offer our employees a wide range of training opportunities.

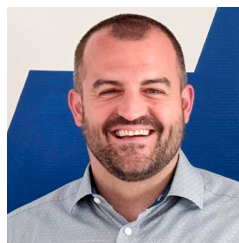


Colleagues from across Finnlines participating in the training course. From left: Alex Backman, Blasco Majorana, Ruben Lagaet, Sanna Simpanen-Mäenpää, Juha Anjala, Niclas Seligson and Kristian Fleck.

A group of our employees are currently participating in a new executive-level maritime training programme, Executive Diploma in Shipping and Maritime Business, organized by Åbo Akademi University and Novia University of Applied Sciences.

The Executive Diploma in Shipping and Maritime Business is a specialized training programme for executives, designed to address the current challenges and future opportunities in the maritime industry. The programme equips participants with a broader, practical perspective on the maritime industry, with emphasis placed on perspectives related to Finland and the Baltic Sea.

**Alongside theory, the course emphasizes practical skills such as problem-solving, communication, and teamwork.**



Kristian Fleck, Sales & Marketing Manager at Finnlines Deutschland



Ruben Lagaet, General Manager at Finnlines Belgium

The goal of the course is to deepen participants' comprehensive understanding of the maritime sector, alongside peers who view issues from different perspectives. Alongside theory, the course emphasizes practical skills such as problem-solving, communication, and teamwork. Participants will develop a new toolkit for their own work and for leading their teams, while strengthening their professional versatility.

The programme combines in-person and online learning, with a strong focus on interactive group work. Topics covered include ship management and operations, global trade and shipping markets, shipping in supply chains, maritime regulation and legislation, and sustainability and future development.

## Continuous learning requires time and commitment

Participants are enthusiastic about the opportunity to expand their skills through training. They particularly appreciate the chance to exchange ideas with fellow students and the new learning environment, which differs from their usual work setting. The experience has highlighted the people-centered nature of the maritime industry, and studying together is seen as strengthening cross-disciplinary collaboration. Finnlines' Sales & Marketing Manager **Kristian Fleck** and General Manager **Ruben Lagaet** have been pleased with the start of the course and are looking forward to completing the course.

"I approach the course and my studies with an open and practical mindset and try to bring new insights into my daily work wherever possible. One of the most valuable aspects so far has been the opportunity to learn from academics while also exchanging experiences with other professionals from the industry. This combination of perspectives brings a lot of depth to the learning experience and makes it very insightful," Ruben Lagaet reflects.

"In my view, this practical course offers so much hands-on experience that you'll ideally integrate the material intuitively into your daily work. The best part so far has been personal exchange and learning together with Finnlines colleagues and fellow students," Kristian Fleck concludes.



**As a challenger brand, you need to be brave. “Cruises for those who don’t like cruises” won the People’s Favourite award in the Voitto commercial competition.**

## Finlines earns marketing awards in Finland and Germany

Finlines received recognition for its strong marketing efforts in both Finland and Germany.

**F**inlines’ commercial series, built around the company’s distinctive concept and bold strategy, has received nominations in several renowned advertising and marketing competitions in Finland.

“Cruises for those who don’t like cruises” won the “Audience’s Best Seconds” award in the Voitto commercial

competition, with the public voting it the best commercial campaign of 2025.

Approximately 140 entries were submitted to the competition, of which the jury selected 28 for the finals, Finlines being the only finalist in the general category whose design was executed under the advertiser’s leadership without the involvement of a major advertising agency. The “Audience’s Best Seconds” award was decided by a public vote, in which Finlines’ campaign emerged as the viewers’ favourite among all the

commercials selected for the finals. Finlines’ campaign also stood out in the competition for its design.

In Germany, Finlines was honoured with the Platzhirsch Award in the “Local Media” category for its MICE campaign carried out in Northern Germany. The campaign aimed to position the company’s vessels not only as a holiday travel option, but also as “floating conference venues” for events, team buildings, workshops, exhibitions and corporate gatherings. The work behind the award has strengthened Finlines’ local brand presence and product communication in its target markets.

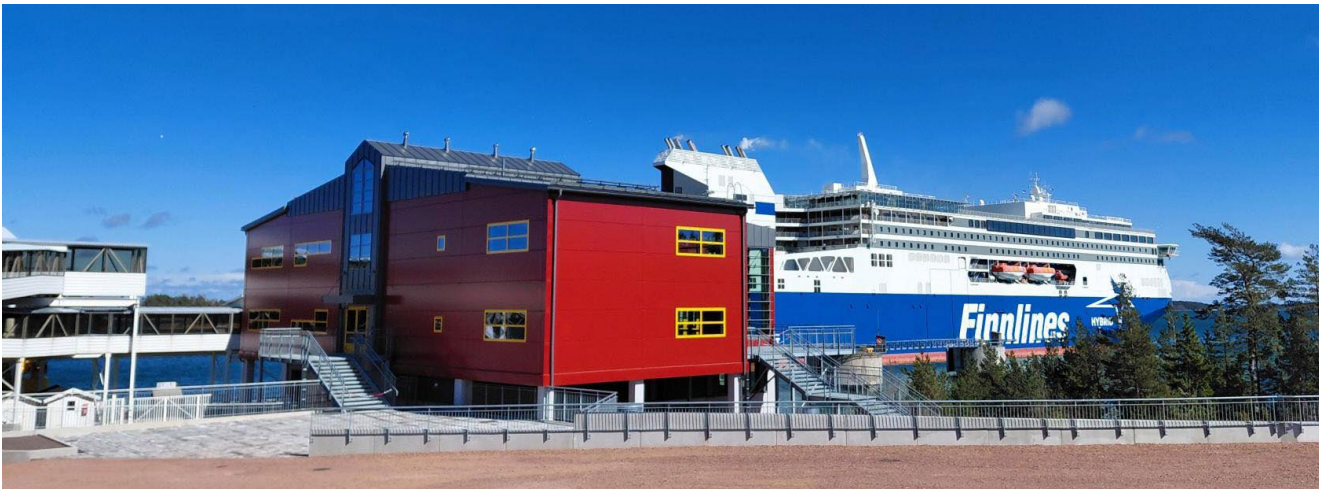
The awarded service meets the needs of customers seeking to combine efficient work, memorable experiences and seamless travel into one solution, where customers leave inspired and fulfilled with new business objectives and special moments spent at sea.



From left Beda Anteroinen, Ville Salminen, Krista Orvomaa, Helinä Willing, Mira Alhonen and Topi Leikas.



From left Laura Kruck, Natalie Mucenieks, Christian Joachim Schult, Kim Katharina Runge and Benoît Surin.



The terminal located in Långnäs, Lumparland covering an area of 500 square meters, was completed in spring 2026 as a EUR 3 million investment, and serves as a modern, two-storey facility designed to enhance the passenger experience and support the development of the port and connection between Finland and Sweden.

## New terminal opened in Långnäs

The inauguration of the new cruise terminal in Långnäs was celebrated on 8 May 2026 in Åland.

The new terminal was opened as a result of a collaboration between Finnlines and the Port of Långnäs, with the aim of streamlining the travel experience and improving customer satisfaction. Designed specifically for picnic passengers on Finnlines’ Finnsirius and Finncanopus vessels, the terminal and its services now welcome customers just a few steps from the ships.

The project is a significant milestone driven by rapidly

growing passenger numbers, particularly the increase in cruise passengers following the introduction of Finnlines’ new ships.

In addition to a shorter walk to the ship, the new terminal offers barrier-free access, streamlines passenger flows, and provides comfortable waiting areas.

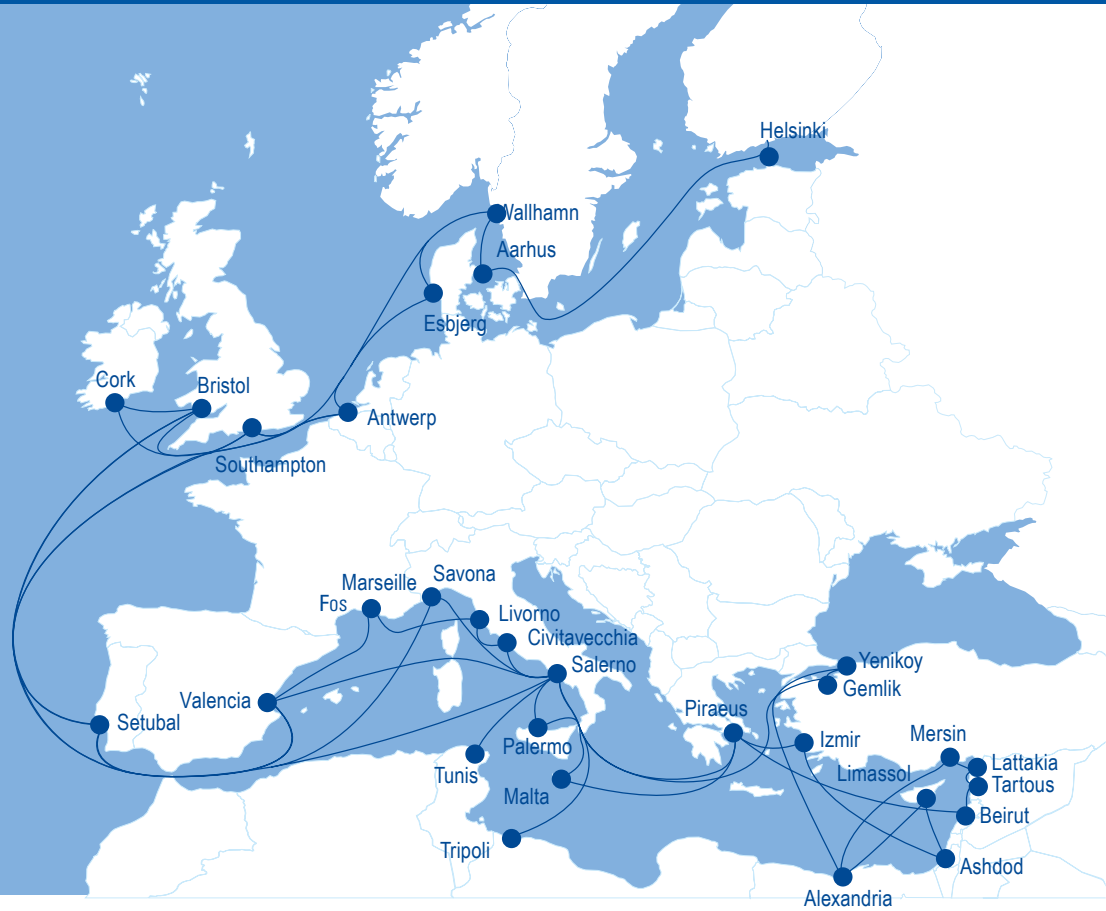
The new cruise terminal serves Finnlines’ Superstar-class vessels operating on the Naantali–Långnäs–Kapellskär route. Passenger numbers on the route have grown significantly with the introduction of the Superstar vessels and together with the new terminal, contribute to the long-term development of tourism in the region.



*Thomas Doepel, Ronny Eriksson and Marco Palmu officially opening the new terminal with a ceremonial ribbon cutting.*

*Guests and the first passengers gave the new terminal a warm welcome at the opening ceremony.*

More than 170 weekly freight departures and 80 passenger departures.



## BalticEuroMed Service



INDICATIVE EUROMED SERVICE QUARTERLY SCHEDULE

2026	GRA SVE 04/26	GRA MICH 03/26	GRA MED 04/26	GRA SCA 04/26	GRA ELLA 04/26	GRA SVE 05/26	GRA MICH 04/26	GRA MED 05/26	GRA SCA 05/26	GRA ELLA 05/26	GRA SVE 06/26	GRA MICH 05/26	GRA MED 06/26	GRA SCA 06/26	GRA ELLA 06/26	GRA SVE 07/26	GRA MICH 06/26
AUTOPORT	5.5	12.5	19.5	26.5	2.6	9.6	16.6	23.6	30.6	7.7	14.7	21.7	28.7	4.8	11.8	18.8	25.8
SALERNO nb	8.5	15.5	22.5	29.5	5.6	12.6	19.6	26.6	3.7	10.7	17.7	24.7	31.7	7.8	14.8	21.8	28.8
VALENCIA nb	10.5	17.5	24.5	31.5	7.6	14.6	21.6	28.6	5.7	12.7	19.7	26.7	2.8	9.8	16.8	23.8	30.8
SOUTHAMPTON nb	15.5	22.5	29.5	5.6	12.6	19.6	26.6	3.7	10.7	17.7	24.7	31.7	7.8	14.8	21.8	28.8	4.9
ESBJERG	17.5	24.5	31.5	7.6	14.6	21.6	28.6	5.7	12.7	19.7	26.7	2.8	9.8	16.8	23.8	30.8	6.9
WALLHAMN	18.5	25.5	1.6	8.6	15.6	22.6	29.6	6.7	13.7	20.7	27.7	3.8	10.8	17.8	24.8	31.8	7.9
ANTWERP	20.5	27.5	3.6	10.6	17.6	24.6	1.7	8.7	15.7	22.7	29.7	5.8	12.8	19.8	26.8	2.9	9.9
VALENCIA sb	25.5	1.6	8.6	15.6	22.6	29.6	6.7	13.7	20.7	27.7	3.8	10.8	17.8	24.8	31.8	7.9	14.9
SALERNO sb	27.5	3.6	10.6	17.6	24.6	1.7	8.7	15.7	22.7	29.7	5.8	12.8	19.8	26.8	2.9	9.9	16.9
PIREO	29.5	5.6	12.6	19.6	26.6	3.7	10.7	17.7	24.7	31.7	7.8	14.8	21.8	28.8	4.9	11.9	18.9
IZMIR	30.5	6.6	13.6	20.6	27.6	4.7	11.7	18.7	25.7	1.8	8.8	15.8	22.8	29.8	5.9	12.9	19.9
ASHDOD	1.6	8.6	15.6	22.6	29.6	6.7	13.7	20.7	27.7	3.8	10.8	17.8	24.8	31.8	7.9	14.9	21.9
ALEXANDRIA	3.6	10.6	17.6	24.6	1.7	8.7	15.7	22.7	29.7	5.8	12.8	19.8	26.8	2.9	9.9	16.9	23.9

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*Passenger & freight services*

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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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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 06:30 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 06:30 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

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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

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### SWEDEN

Malmö

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### POLAND

Świnoujście

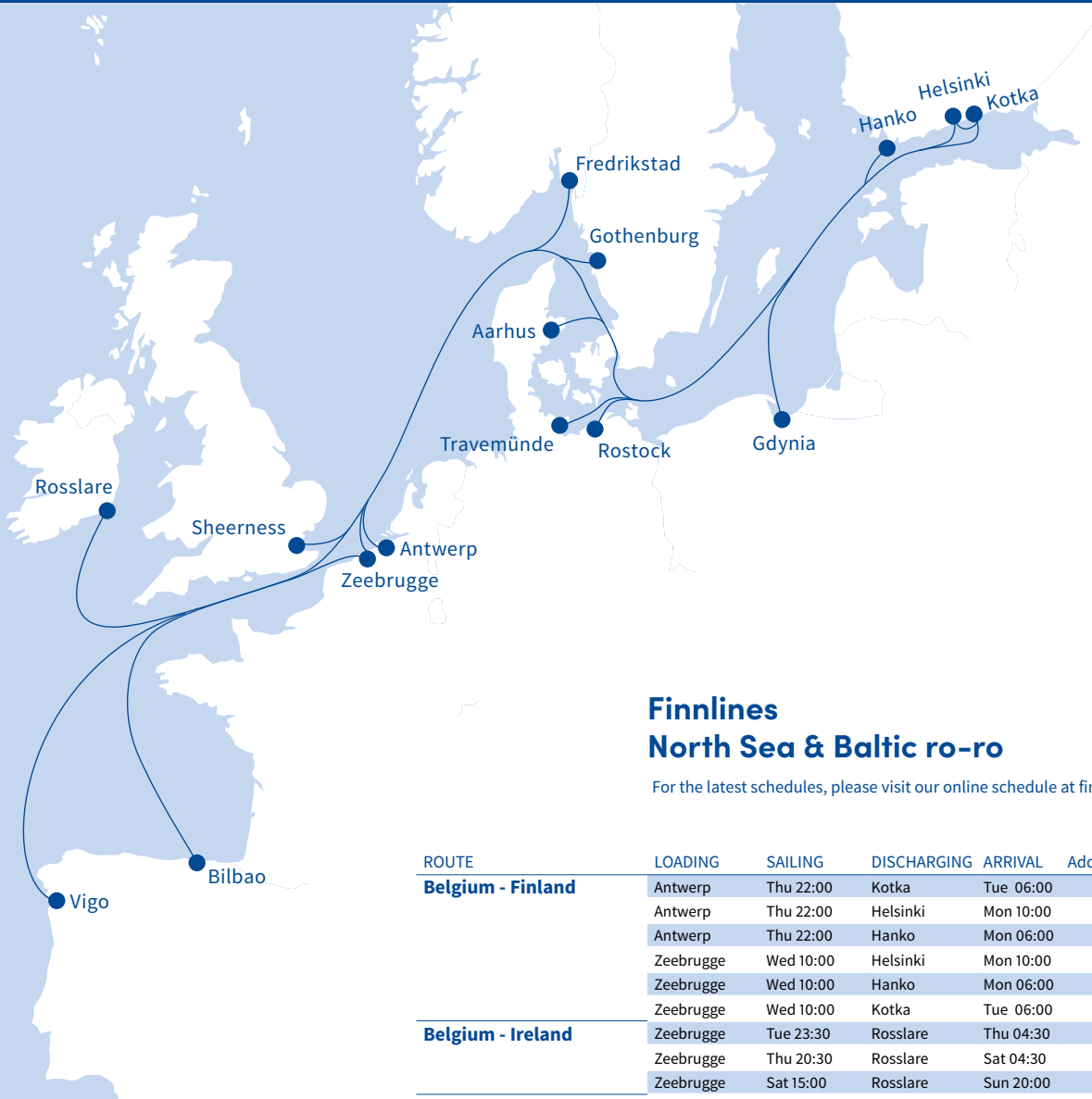
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SWEDEN > POLAND	
Daily schedule	
DEPARTURE	ARRIVAL
Malmö	Świnoujście
11:00	19:15

POLAND > SWEDEN	
Daily schedule	
DEPARTURE	ARRIVAL
Świnoujście	Malmö
21:30	06:45

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## 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 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	
<b>Belgium - Ireland</b>	Zeebrugge	Tue 23:30	Rosslare	Thu 04:30	
	Zeebrugge	Thu 20:30	Rosslare	Sat 04:30	
	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	Sun 14:00	service on inducement base only
	Antwerp	Mon 22:00	Bilbao	Fri 14:00	
<b>Belgium - Poland</b>	Antwerp	Mon 22:00	Vigo	Sun 14:00	service on inducement base only
	Zeebrugge	Wed 10:00	Gdynia	Sun 07:00	
<b>Denmark - Finland</b>	Aarhus	Thu 22:00	Gdynia	Sun 07:00	
	Aarhus	Tue 18:00	Helsinki	Fri 06:45	
<b>Denmark - Germany</b>	Aarhus	Fri 19:00	Helsinki	Mon 06:45	
	Aarhus	Tue 18:00	Travemünde	Wed 09:00	
<b>Finland - Belgium</b>	Aarhus	Fri 19:00	Travemünde	Sat 07:00	
	Kotka	Thu 14:00	Zeebrugge	Wed 06:00	
<b>Finland - Denmark</b>	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	
	Helsinki	Tue 21:00	Aarhus	Fri 07:00	
<b>Germany - Denmark</b>	Helsinki	Fri 21:00	Aarhus	Mon 07:00	
	Travemünde	Thu 16:00	Aarhus	Fri 07:00	
<b>Germany - Spain</b>	Travemünde	Sun 16:00	Aarhus	Mon 07:00	
	Travemünde	Mon 15:00	Bilbao	Fri 14:00	
<b>Germany - Great Britain</b>	Travemünde	Mon 15:00	Sheerness	Tue 06:00	
<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 11:00	Rostock	Sun 16:00	
	Helsinki	Tue 21:00	Travemünde	Thu 16:00	
	Helsinki	Fri 21:00	Travemünde	Sun 10:00	

ROUTE	LOADING	SAILING	DISCHARGING	ARRIVAL	Additional info
<b>Finland - Great Britain</b>	Helsinki	Mon 22:00	Sheerness	Tue 09:00	
	Kotka	Thu 14:00	Sheerness	Tue 09:00	
<b>Finland - Ireland</b>	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
<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	
	Helsinki	Mon 22:00	Gdynia	Fri 15:00	
	Kotka	Thu 14:00	Gdynia	Fri 15:00	
<b>Finland - Spain</b>	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
<b>Germany - Finland</b>	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	
<b>Great Britain - Finland</b>	Sheerness	Tue 18:00	Helsinki	Mon 10:00	
	Sheerness	Tue 18:00	Kotka	Tue 06:00	
<b>Great Britain - Germany</b>	Sheerness	Tue 18:00	Travemünde	Sun 07:00	
<b>Great Britain - Poland</b>	Sheerness	Tue 18:00	Gdynia	Sun 07:00	
<b>Great Britain - Spain</b>	Sheerness	Tue 18:00	Bilbao	Fri 14:00	
	Sheerness	Tue 18:00	Vigo	Sun 14:00	service on inducement base only
<b>Ireland - Belgium</b>	Rosslare	Mon 03:00	Zeebrugge	Tue 11:30	
	Rosslare	Thu 22:00	Zeebrugge	Sat 06:00	
	Rosslare	Sat 14:00	Zeebrugge	Sun 23:59	
<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 - Poland</b>	Rosslare	Mon 03:00	Gdynia	Sun 07:00	
<b>Poland - Belgium</b>	Gdynia	Fri 18:00	Zeebrugge	Wed 06:00	
	Gdynia	Fri 18:00	Antwerp	Mon 12:00	
<b>Poland - Great Britain</b>	Gdynia	Fri 18:00	Sheerness	Tue 09:00	
<b>Poland - Ireland</b>	Gdynia	Fri 18:00	Rosslare	Sun 20:00	
<b>Poland - Finland</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	Sun 12:00	Helsinki	Mon 10:00	
	Gdynia	Sun 12:00	Kotka	Tue 06:00	
	Gdynia	Fri 18:00	Bilbao	Fri 14:00	
	Gdynia	Sat 14:00	Zeebrugge	Mon 14:00	
<b>Poland - Spain</b>	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
<b>Spain - Finland</b>	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
	Vigo	Sun 20:00	Hanko	Mon 06:00	service on inducement base only
<b>Spain - Germany</b>	Bilbao	Sat 14:00	Travemünde	Sun 07:00	
	Bilbao	Sat 14:00	Tilbury	Fri 08:00	transhipment in Zeebrugge
<b>Spain - Great Britain</b>	Bilbao	Sat 14:00	Sheerness	Tue 09:00	week +1
<b>Spain - Ireland</b>	Bilbao	Sat 14:00	Rosslare	Sun 20:00	
<b>Spain - Poland</b>	Bilbao	Sat 14:00	Gdynia	Sun 07:00	
<b>Spain - Sweden</b>	Bilbao	Sat 14:00	Gothenburg	Fri 08:00	transhipment in Zeebrugge
<b>Sweden - Spain</b>	Gothenburg	Mon 14:00	Bilbao	Fri 14:00	transhipment in Zeebrugge

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