



Sweden and Poland connected

Hard foul release hull coating to reduce fuel
consumption and emissions

Strategic Growth in the Southern Baltic Sea



Antonio Raimo
Managing Director,
Rederi Ab Nordö-Link
Line Manager,
Finnlines PLC

During the past few years Finnlines has built large and environmentally friendly vessels, but also expanded its route network with new ports in the Bay of Biscay and by the North Sea. The latest addition is Świnoujście, which is located in the central part of the southern Baltic Sea coast. Since 10 April 2024, a freight-passenger vessel operates there daily from Sweden's third largest city, Malmö, or to be more exact, from the Copenhagen Malmö Port (CMP) located at the crossroad, which links Scandinavia and the Continent.

YEARS 2022–2023 HAVE BEEN ECONOMICALLY CHALLENGING with a war in Ukraine, which caused rocketing energy prices when all trade with Russia was suspended. Hence, logistics flows have changed when oil and other raw materials have been imported from distant overseas directions instead of Russia. Economies have suffered from high inflation and high interest rates. Consumption patterns have also changed, first during the Covid

pandemic, then as a consequence of economic downturn.

HOWEVER, EVEN DURING TIMES OF UNCERTAINTY, PORTS OFFER CRITICAL INFRASTRUCTURE when indispensable goods flow in and out and create stability and reliability. The success of working supply chains and intraregional trade is reflected in the ports' statistics. In 2023, the seaports in Gdansk, Gdynia and Szczecin-Świnoujście handled more than 145 million tonnes of cargo, an increase of nearly 10 per cent compared to 2022. CMP experienced a record turnover, an increase of 11 per cent in 2023.

The ports in Poland and Sweden are working on many ambitious projects. The Port of Gdynia, which Finnlines vessels also call, has been working on an Outer Port project where the target is to have deep-water quays to welcome the largest vessels that can enter the Baltic Sea. Szczecin-Świnoujście Seaports have adopted expansion plans with the aim to make

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Issue 2/2024 seq. no. 41

Editor in Chief: Finnlines Group Communications

Printed by: K-Print

Cover: Finnlines Plc

Published by: Finnlines Plc

Komentosilta 1, FI 00980 Helsinki

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Address changes:

www.finnlines.com/finnlines-news

Printed in August 2024.

Circulation: 1,700 copies

Contents

Editorial	2
Finnsirius receives award from Shippax	4
Sweden–Poland connection	5
Training with the Navy	8
Green news	9
Finnlines crew members awarded	10
Themed cruises	10
Schedules	11–15



them key hubs in the global supply chains in Central and Eastern Europe.

CMP HAS FULL SERVICE CAPACITY and can handle everything from consumer goods, oil products, and chemicals to scrap metal, building materials, wood pellets, and industrial inputs. The surrounding infrastructure for road and rail traffic is very well developed. CMP also focuses on sustainability and is confident that the goal of zero carbon emissions will be reached by 2050.

Additionally, CMP has developed a collaborative hub near the ISPS area of the Norra Hamnen terminal. The Malmö Industrial Park offers an ideal location for companies in manufacturing, storage, and logistics, which will boost the development of the infrastructure in the area. This is especially beneficial for international companies.

THE NEW LINE BETWEEN SWEDEN AND POLAND HAS BEEN WARMLY WELCOMED BY CUSTOMERS, who have been very satisfied with the high quality of services. The travel environment is comfortable and the timetable is convenient as drivers can have their rest hours. Lorries can easily drive from the port in Malmö to the Öresund Bridge and continue to Denmark or anywhere in Europe. The Ports of Szczecin and Świnoujście have good highway connections with the south of Poland, Czech Republic and Slovakia, and then with Southern Europe. Both ports also have good rail connections.

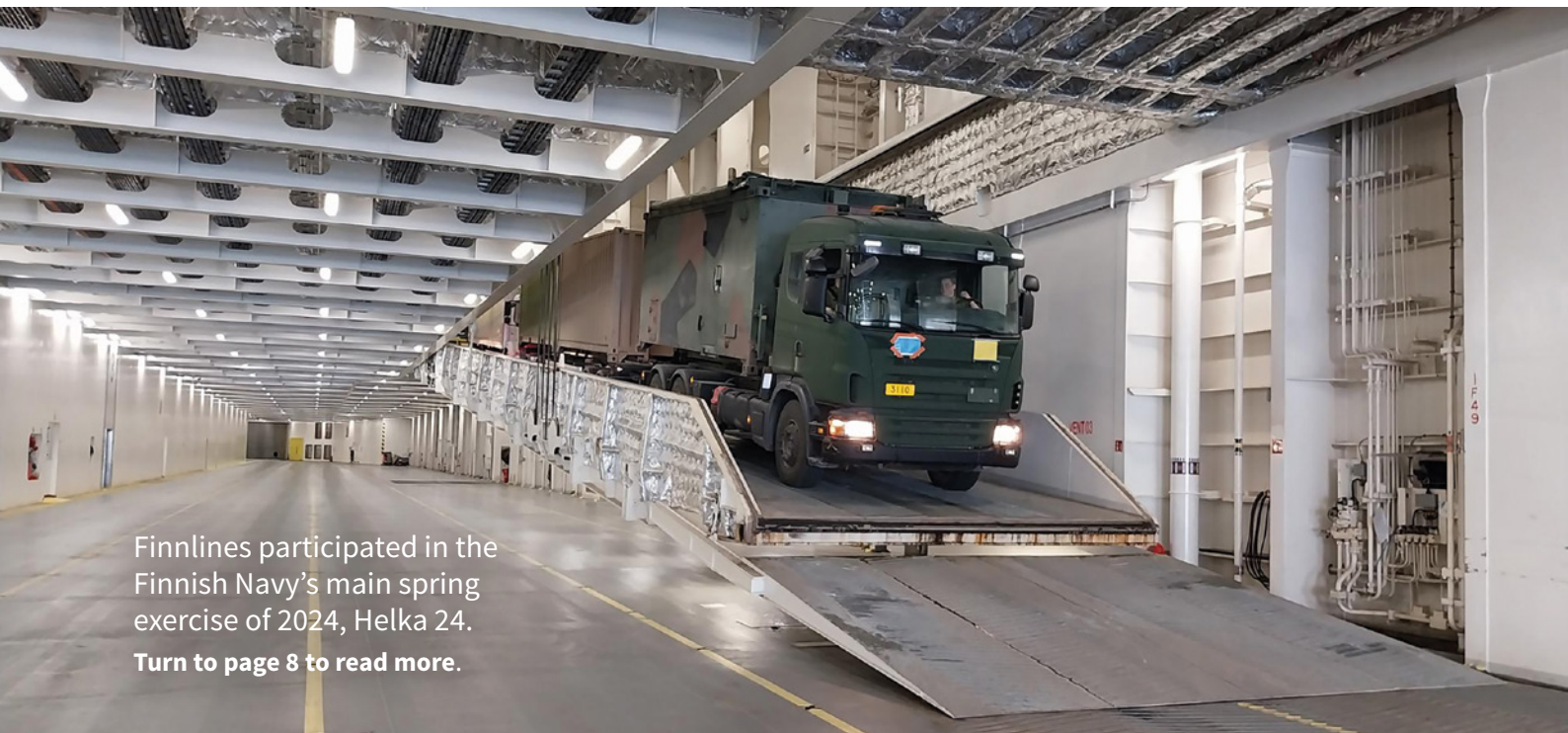
Finnlines targets at increasing intermodal

” Finnlines continues its investments in new eco-friendly vessels and works hard to support its customers to grow.

volumes on its route to and from Malmö and expand intermodality on the Eastern corridor, Poland. Intermodal transport has many advantages. Extra handling of cargo can be eliminated when cargo is maintained in the same load unit throughout the transport chain. When large volumes are shipped, the transport cost per single unit and ton is reduced. The impact on the environment also reduces.

ACCORDING TO HELSINKI COMMISSION, an intergovernmental body, around 2,000 ships pass through the narrow straits in the Baltic at any given time. The Southern Baltic is a highly competitive environment but Finnlines is a forerunner for the tonnage deployed and services offered as the company has invested hugely in fleet renewal and upgrades.

Today there are clear signs of recovery, but also challenges. Intra-European trade is forecasted to be growing over next years but the “Fit for 55” and “Fuel EU Maritime” regulation may suppress these prospects when the shipping industry is being heavily taxed. Yet Finnlines will continue its investments in new eco-friendly vessels and work hard to support its customers to grow.

A green truck is positioned on a ramp inside a large, modern industrial facility. The facility has a high ceiling with exposed pipes and lighting. The truck is facing towards the camera, and its headlights are on. The ramp is made of metal and concrete. The background shows a long, brightly lit corridor with a yellow line on the floor.

Finnlines participated in the Finnish Navy's main spring exercise of 2024, Helka 24.

Turn to page 8 to read more.



Shippax award winners: from left Zheng Hehui, China Merchants Jinling Shipyard; Tom Pippingsköld, Finnlines; Johan Hellman, Deltamarin; Samuli Hintikka, dSign Vertti Kivi and Finn Wollesen, Knud E. Hansen.

Finnsirius receives prestigious award from Shippax

Finnlines' newly built freight-passenger vessel Finnsirius, which entered services between mainland Finland, Åland and Sweden in mid-September 2023, was awarded at the Shippax Conference.

Finnsirius was honoured with a prestigious award from Shippax, recognising the vessel's exceptional innovations. The Shippax jury praised the Superstar-class Finnsirius for combining size, innovation, and environmental responsibility.

The Shippax Awards are one of the most respected honours in the shipping industry. It was launched in 1996 to stimulate innovations in the design and construction of new vessels. The jury is well-familiar with particulars of all ships and trends in the industry. Before deciding

who will be awarded, the jury collects research material, like ship drawings, and travels with the ships anonymously.

Setting new standards

Finnsirius is equipped with fuel-saving technology and it is "one of the greenest existing ro-pax vessels." Furthermore, Finnsirius is an efficient carrier of cargo while she also provides comfortable facilities for passengers. The Superstar-class represents a completely new standard in the Baltic Sea's freight and passenger traffic.

The Finnsirius and her sister ship Finncanopus are the largest ro-pax vessels in the Finnlines' fleet. Compared with their predecessors on the Naantali-Långnäs-Kapellskär route, cargo capacity increased by nearly 24 per cent, while passenger capacity doubled from 554 to 1,100.

The vessels feature numerous technical innovations that enhance energy efficiency and minimise environmental impact.

Passenger services were upgraded with several themed restaurants, a wide range of cabin categories, meeting rooms, lounges, a large duty-free shop and a spa.

The award ceremony

The award was presented at the Shippax Conference, held on Tallink Grupp's ro-pax vessel Baltic Queen on 13 May 2024. Numerous equipment and system suppliers were involved in the design and construction of the vessel, which is why the prize was awarded not only to Finnlines but also to the China Merchants Jinling Shipyard, concept developers Deltamarin and Knud E. Hansen, and to the design studio dSign Vertti Kivi.

"I want to thank Shippax for this prominent award, which Finnlines is honoured to receive as the decision has been made by professionals who know all ins-and-outs of the shipping industry," said **Tom Pippingsköld**, President and CEO of Finnlines.

Looking ahead, Finnsirius continues its commitment to innovation and sustainability. This recognition sets a high bar for future achievements.



Celebrating the four months of success:
**Sweden–Poland connection
opens with promising prospects**



Finnlines is constantly striving to expand its reliable sea connections, and the latest addition strengthens Finnlines' position, especially in the Southern Baltic Sea.



A new connection was opened in April of 2024, when Finnlines' Finnfellow entered service between Malmö, Sweden and Świnoujście, Poland.

The freight-passenger ship and its operations were introduced in the previous issue of the Finnlines News Magazine and now, that the vessel has been operating for four months, it is time to take a look at how the new connections' journey has begun.

Celebrating the launch

The vessel was officially inaugurated on 28 May in Malmö, where the new line was welcomed with a traditional celebration on board the ship. The inauguration ribbon, detailed with Swedish and Polish colours, was cut by Finnlines' **Jesper Axelsson**, Captain of M/S Finnfellow, **Katrin Stjernfeldt Jammeh**, Mayor of Malmö Municipality, and Finnlines' President and CEO **Tom Pippingsköld**. Managing Director of Rederi Ab Nordö-Link and Finnlines' Line Manager **Antonio Raimo** and Head of Passenger Services **Marco Palmu** were also present. The celebration for the new connection for Finnlines and Malmö was attended by around 50 guests, and the atmosphere was filled with excitement and great expectations for the future.

The new route was described, among other things, as a response to a market demand and an important factor in transport optimisation. Furthermore, each new route enhances the security of supply for countries and connects them with other vibrant regions of Europe, both economically and in terms of supply security.

"Our new connection is the third major sea bridge that Finnlines maintains for Swedish trade, further bolstering

Sweden's security of supply. Similar to Finland, over 90 per cent of Sweden's exports and imports area carried by sea transportation," says Finnlines' President and CEO Tom Pippingsköld.

Both **Katarzyna Bulawa**, CEO of Euro Terminal in Świnoujście, and **Barbara Scheel Agersnap**, CEO of Copenhagen Malmö Port, noted that the growing cooperation provides added benefits for the business and visitors of both ports. Świnoujście's position as a main gateway connecting Poland and Sweden is strengthened and the cooperation creates opportunities for other operations in the Malmö port area and for the development of intermodal transport in the port.



From left: Jesper Axelsson, Captain M/S Finnfellow, Katrin Stjernfeldt Jammeh, Mayor of Malmö Municipality, Tom Pippingsköld, Finnlines' President and CEO.

Joint growth through competition

The traffic between Sweden and Poland has been growing throughout the recent years both in terms of routes and transport volumes. This progress has been in line with Poland's economic growth, which is one of the strongest in Europe. Swedish companies also have a strong position in Poland, which is visible also in the heavily trafficked sea route between Sweden and Poland. Instead of the challenges posed by competition, Finnlines sees a lot of potential on the busy route.

Finnlines' main advantage is the location of the ports along good road connections. Heavy vehicles don't need to unnecessarily drive through congested city centres.

"The Southern Baltic is a highly competitive environment and Finnlines is becoming a forerunner for the tonnage deployed and services offered. The market has suffered from the geopolitical situation and the related complete stoppage of trading to Russia, as well as the transitional era in the automotive industry, but there are clear signs of recovery," Finnlines' Line Manager Antonio Raimo says.

Intra-European trade is forecasted to be growing over next years but the "Fit for 55" and "FuelEU Maritime" regulation might withhold that potential off the shipping industry as it is over-taxing a very environmental mode of transport compared to road transport, for example. Nevertheless the huge investments made by Finnlines in the fleet deployed in the southern Baltic will help overcome such challenge and retain a leading position on the market.

After the first few months, the volumes on Finnfellow have been satisfying and growth is expected for the future. Antonio



From left: Marco Palmu, Finnlines' Head of Passenger Services, Luciano Astudillo, Chief of Staff at the Mayor's Office in Malmö, Katrin Stjernfeldt Jammeh, Mayor of Malmö Municipality, Tom Pippingsköld, Finnlines' President and CEO, Jesper Axelsson, Captain M/S Finnfellow, Pia Södergren, Purser M/S Finnfellow, Barbara Scheel Agersnap, Copenhagen Malmö Port's CEO, Antonio Raimo, Managing Director of Rederi Ab Nordö-Link and Finnlines' Line Manager.



Raimo believes, that the demand will continue to grow and the operations continue to develop positively.

“Our new route between Sweden and Poland has been warmly welcomed by customers. Freight customers have discovered our new route, and the prospects for passenger growth are bright. If the market develops as we hope, we will certainly deploy additional tonnage when the time is right,” Raimo says.

Ports make development possible

The port in Malmö, the third largest city in Sweden, is a hub for import and handling of new cars in the Baltic Sea region, with its central location in the Oresund region. The Copenhagen Malmö Port, CMP, handles everything from consumer goods, oil products, chemicals and cereals to scrap metal, building materials, wood pellets, salt, sugar and industrial inputs at their

Finnlines’ ports on the Sweden–Poland route

Copenhagen Malmö Port is the doorway to Denmark and Sweden and the gateway to the Baltic Sea. In 2023, car imports and ro-ro operations contributed to the positive development. The number of calls to the port was around 4,600.

The Polish Świnoujście Port is located in the Baltic Sea, close to the mouth of the River Odra. The location of the Świnoujście Port enables multimodal operations to and from Central and Eastern Europe by road, rail, sea and inland waterway transport. In 2023, there were approximately 3,600 ferry calls.

dry and liquid bulk terminals. The port offers ro-ro traffic from Malmö with ferries that connect CMP’s logistics flows to the European continent via Travemünde and Świnoujście.

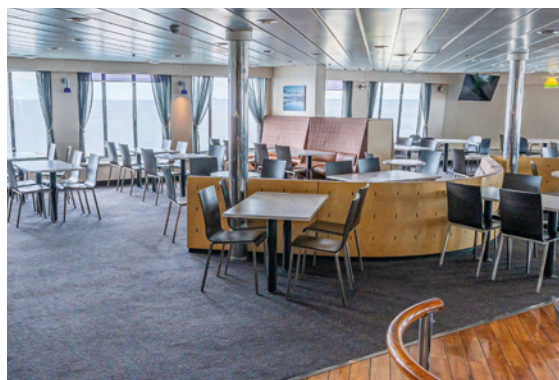
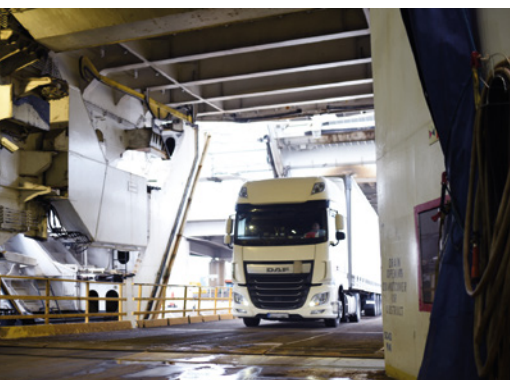
The ro-ro services in Norra Hamnen in Malmö comprise import and export of freight between Sweden and the continent along with an expanding passenger traffic. The Port has three ro-ro berths with both fixed and automatic ramps and a linkspan to upper deck.

The Euro Terminal Świnoujście is located near the mouth of the River Odra, which is a main artery for inland waterway traffic in Poland. The terminal is located also near the industrial heartland of Poland and eastern Germany. Quick access to national and transit roads is provided from the terminal and an access to railway lines provides the use of rail transport as well. Euro Terminal is situated away from the city centers, which makes cargo operations with no hold-ups or congestion possible 24 hours a day.

The Euro Terminal provides handling and storage facilities for a wide range of cargo, such as frozen products, woodpulp and forest products, breakbulk and steel cargo, containers, oversized and project cargo for example. Additionally the terminal offers lay-up of vessels at the piers and lease or rent of land, workshop, production, warehouse and office space. The Free Trade Zone of the port covers 46 ha of land and entirely is located within borders of port in Świnoujście.

Source: www.cmport.com & www.euro-terminal.com

Finnfellow has over 180 cabins and a capacity for 440 passengers and over 3,000 lane meters. On board there is a buffet restaurant, a pirate-themed children’s play area, a duty-free shop and a Finnish sauna.





Training with the Navy

In today’s dynamic world, the ability to effectively collaborate with various authorities, such as the border guard, navy, and emergency authorities, has never been more crucial. Conducting joint exercises with these stakeholders will not only improve operational readiness but also strengthen the overall security and safety infrastructure.

At the end of May, Finnlines participated in the Finnish Defence Forces’ main spring exercise of 2024, Helka 24. “Participating in joint exercises with different stakeholders improves our preparedness. These important drills are very instructive and strengthen our cooperation,” says Finnlines’ Vice President and Deputy CEO, COO **Thomas Doepel**, who agreed on a stakeholder exercise with the Finnish Defence Forces.

The Navy practiced the execution of sea operations, including troop movements and combat missions in the Archipelago Sea and on the coast. Finnlines’ Superstar vessel Finnsirius was involved in transporting troops and a large number of vehicles in the Southernmost end of Airisto.



Thomas Doepel, Vice President and Deputy CEO, COO



Juuso Kinnunen, Safety and Security Superintendent, co-ordinated the exercise at Finnlines. “I drew up the stowage plan together with the Chief Officer as there was also some IMO cargo (dangerous goods) to be loaded, but the drivers of off-road vehicles were well trained. The number of “passengers” certainly exceeded the previous record on Finnsirius, but the galley crew managed to cater everybody although time and space were limited.”

The crew learnt about army procedures and crowd management. “It is important to know which troops shall disembark the vessel first, which shall be the last,” Kinnunen adds.

These exercises are highly instructive when they test the crew’s response skills and strengthen Finnlines’ ability to cooperate with authorities.



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.

Greetings from the Environment and Sustainability Manager

The most prominent sustainability related themes in Finnlines' field of operations at the moment?

A lot is happening in the environmental and sustainability field at the moment. A big part of it concerns regulatory changes both in national, EU and IMO level and their implementation. Currently one of the most challenging tasks in the field is the preparation for the FuelEU Maritime regulation which will enter into force on 1 January 2025 and which requires ships to reduce their GHG

intensity by using alternative fuels. Implementation of the regulation brings along changes in reporting, certification and operational planning.

Any other projects related to reporting on Finnlines' sustainability operations?

We are also working on a new sustainability report



Johanna Luoma, Finnlines' Environment and Sustainability Manager

in accordance with the requirements of the Corporate Sustainability Reporting Directive set by the EU. It is an extensive project involving all functions of Finnlines Plc, but we see it as a very useful exercise, not only because of the transparency it brings to sustainability matters towards our stakeholders, but also because it helps us internally to develop our business further. The first report will be published in 2026 based on the data from 2025.

Finnlines' concrete sustainability solutions?

Finnlines is working on improvements in many social, environmental and governance aspects. As a logistics company we see that

one of our biggest challenges is to improve our vessels' energy efficiency, where we have already succeeded over the past years, thanks to the new vessels, investments in energy efficiency technologies and changes in our operational practices. Energy efficiency is one of the key elements of the green transition in shipping.

Reducing hull friction – boosting fuel savings

One of the most recent projects, which started in 2022, involves the application of the low-friction hull coating XGIT-FUEL, which helps to reduce fuel consumption and emissions by reducing vessel drag. XGIT-FUEL is a biocide-free, hard foul release coating, an environmentally friendly alternative to conventional hull coatings. It also enhances resistance to mechanical damage, very suitable for vessels sailing in icy conditions.

Finnlines has already applied this high-performance hull coating to four vessels as part of an agreement with GIT Coatings. The company plans to extend

the use of XGIT-FUEL to additional vessels, which aligns with the strategy to enhance the operational efficiency and sustainability under tightening regulatory conditions.

With its ultra-low friction surface, XGIT-FUEL prevents attachment of marine growths on underwater shell plating of vessels. Seaweed, barnacles and other growths increase underwater resistance and decrease the speed, which is often compensated by increasing the engine power to stay on schedule.

Finnlines crew members awarded by the Finnish Shipowners

The Maritime Day attracted nearly 700 shipping professionals to Mariehamn on 23 May. Over 120 exhibitors introduced their businesses and products. Seminar topics ranged from market forecasts to financing and carbon regulations. One of the highlights of the day was mingling in the exhibition area, followed by the reception and dinner.

During the event, two distinguished Finnlines crew members were awarded golden medals by the Board of Directors of the Finnish Shipowners' Association. Chief Engineer **Martin Ubei-Kon** and bosun **Herdis Jöpiselg** received these prestigious awards in recognition of their outstanding contributions.

Ubei-Kon, who joined Finnlines in 2019, currently sails on the Finneco I. Jöpiselg, who



From the left: CEO Tom Pippingsköld and Chief Engineer Martin Ubei-Kon.

boarded his first Finnlines vessel in 2015, now works on Finneco III. Both professionals are known for their can-do attitude and high-quality solutions to problems and challenges onboard their ships.

About the award

Normally the Finnish Shipowners present the golden medals once a year. Medal candidates are expected to have sailed on a merchant vessel in international traffic for at least twenty years. Candidates must have demonstrated excellent skills at work and their behaviour must have been impeccable also after working hours.

A new travel concept introduced to boost off-season sales

Finnlines has launched an innovative series of themed cruises on the Travemünde–Helsinki route, designed to strengthen the off-season and attract new demographics to ferry travel in order to ensure consistent occupancy and maximize operational efficiency.

The strategy follows a thorough analysis by **Benoît Surin**, Finnlines' Sales, Marketing & Customer Service Manager, and his team in Germany. Many efforts have been put in the last years to develop sales in months like November and January, but the market demand still remains in a limited scope.

Therefore, the team devised an out-of-the-box solution, showcasing Finnlines' commitment to innovation in enhancing travel options for the customers.



Themed cruises on the Star-class vessels span a wide range of interests

The upcoming cruises are aimed at the German-speaking market. The "Happiness Cruise" in October 2024 will focus on Finnish culture and well-being, offering lectures, workshops, and a traditional sauna experience. In January 2025, board game enthusiasts can embark on the "BoardGame Cruise," uniting people from all over Germany who enjoy rolling dice, moving figures and playing the best decks.

Also in January 2025, the innovative "EntrepreneurShip" cruise will set sail for the third time. This business-oriented voyage is designed for entrepreneurs and startups, featuring networking events and workshops that provide an excellent opportunity for big thinkers and doers to collaborate and shape a modern future. A selection of eight themed cruises is available, with many more exciting ideas on the horizon.

SCHEDULES

More than 170 weekly freight departures and 80 passenger departures.



BalticEuroMed Service



INDICATIVE EUROMED SERVICE QUARTERLY SCHEDULE

2024	GRA SCA 06/24	GRA EUR 06/24	GRA ELLA 07/24	GRA BRE 07/24	GRA MED 07/24	GRA SCA 07/24	GRA EUR 07/24	GRA ELLA 08/24	GRA BRE 08/24	GRA MED 08/24	GRA SCA 08/24	GRA EUR 08/24	GRA ELLA 09/24	GRA BRE 09/24	GRA MED 09/24	GRA SCA 09/24	GRA EUR 09/24
YENIKOI	14.7	21.7	28.7	4.8	11.8	18.8	25.8	1.9	8.9	15.9	22.9	29.9	6.10	13.10	20.10	27.10	3.11
SALERNO nb	17.7	24.7	31.7	7.8	14.8	21.8	28.8	4.9	11.9	18.9	25.9	2.10	9.10	16.10	23.10	30.10	6.11
VALENCIA nb	20.7	27.7	3.8	10.8	17.8	24.8	31.8	7.9	14.9	21.9	28.9	5.10	12.10	19.10	26.10	2.11	9.11
SOUTHAMPTON nb	27.7	3.8	10.8	17.8	24.8	31.8	7.9	14.9	21.9	28.9	5.10	12.10	19.10	26.10	2.11	9.11	16.11
ESBJERG	30.7	6.8	13.8	20.8	27.8	3.9	10.9	17.9	24.9	1.10	8.10	15.10	22.10	29.10	5.11	12.11	19.11
WALLHAMN	31.7	7.8	14.8	21.8	28.8	4.9	11.9	18.9	25.9	2.10	9.10	16.10	23.10	30.10	6.11	13.11	20.11
ANTWERP	2.8	9.8	16.8	23.8	30.8	6.9	13.9	20.9	27.9	4.10	11.10	18.10	25.10	1.11	8.11	15.11	22.11
VALENCIA sb	7.8	14.8	21.8	28.8	4.9	11.9	18.9	25.9	2.10	9.10	16.10	23.10	30.10	6.11	13.11	20.11	27.11
SALERNO sb	9.8	16.8	23.8	30.8	6.9	13.9	20.9	27.9	4.10	11.10	18.10	25.10	1.11	8.11	15.11	22.11	29.11
PIREO	11.8	18.8	25.8	1.9	8.9	15.9	22.9	29.9	6.10	13.10	20.10	27.10	3.11	10.11	17.11	24.11	1.12
IZMIR	12.8	19.8	26.8	2.9	9.9	16.9	23.9	30.9	7.10	14.10	21.10	28.10	4.11	11.11	18.11	25.11	2.12
ASHDOD	14.8	21.8	28.8	4.9	11.9	18.9	25.9	2.10	9.10	16.10	23.10	30.10	6.11	13.11	20.11	27.11	4.12
ALEXANDRIA	16.8	23.8	30.8	6.9	13.9	20.9	27.9	4.10	11.10	18.10	25.10	1.11	8.11	15.11	22.11	29.11	6.12

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



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

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

Subject to alterations without notice

Finland – Åland – Sweden

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FINLAND > ÅLAND > SWEDEN				
DEPARTURE	ARRIVAL	DEPARTURE	ARRIVAL	
Naantali	Långnäs	Långnäs	Kapellskär	
Mon 11:15	16:10	16:20	18:35	
	22:45	03:45	03:55	06:15 Tue
Tue 10:45	15:45/16:00	18:30	18:35	
	22:45	03:45	03:55	06:15 Wed
Wed 10:15	14:45	15:00	17:45	
	23:00	03:45	03:55	06:15 Thu
Thu 10:15	14:45	15:00	17:45	
	23:00	03:45	03:55	06:15 Fri
Fri 10:15	14:45	15:00	17:45	
	23:00	03:45	03:55	06:15 Sat
Sat 10:15	14:45	15:00	17:45	
	23:00	03:45	03:55	06:15 Sun
Sun 10:15	14:45	15:00	17:45	
	23:00	03:45	03:55	06:15 Mon

SWEDEN > ÅLAND > FINLAND				
DEPARTURE	ARRIVAL	DEPARTURE	ARRIVAL	
Kapellskär	Långnäs	Långnäs	Naantali	
Mon 10:15	14:40	14:50	19:40	
	21:45	02:00	02:10	07:15 Tue
Tue 10:30	15:00/15:15	19:55	19:40	
	21:45	02:00	02:10	07:15 Wed
Wed 10:45	15:15	15:30	20:10	
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Fri 10:45	15:15	15:30	20:10	
	21:45	02:00	02:10	07:15 Sat
Sat 10:45	15:15	15:30	20:10	
	21:45	02:00	02:10	07:15 Sun
Sun 10:45	15:15	15:30	20:10	
	21:45	02:00	02:10	07:15 Mon

Subject to alterations without notice

Germany – Sweden

Passenger & freight services

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		11:15	Tue	
	10:00	19:15	Tue	
	21:45	07:15	Wed	
Wed 02:30		11:15	Wed	
	10:00	19:15	Wed	
	21:45	07:15	Thu	
Thu 02:30		11:15	Thu	
	10:00	19:15	Thu	
	22:00	07:15	Fri	
Fri 02:30		11:15	Fri	
	10:00	19:15	Fri	
	22:00	07:15	Sat	
Sat 03:00		12:00	Sat	
	11:00	20:00	Sat	
	22:00	07:30	Sun	
Sun 01:00		10:30	Sun	
	22:00	07:30	Mon	

SWEDEN > GERMANY				
DEPARTURE		ARRIVAL		
Malmö		Travemünde		
Mon 16:00		00:45	Tue	
	22:00	07:00	Tue	
Tue 10:00		19:00	Tue	
	16:00	00:45	Wed	
	22:00	07:00	Wed	
Wed 10:00		19:00	Wed	
	16:00	00:45	Thu	
	22:00	07:00	Thu	
Thu 10:00		19:00	Thu	
	16:00	00:45	Fri	
	22:00	07:15	Fri	
Fri 10:00		19:15	Fri	
	16:00	00:45	Sat	
	22:00	07:00	Sat	
Sat 10:00		19:15	Sat	
	13:30	23:00	Sat	
	22:30	08:30	Sun	
Sun 16:00		01:15	Mon	
	22:00	07:15	Mon	

Subject to alterations without notice

Sweden – Poland

Passenger & freight services

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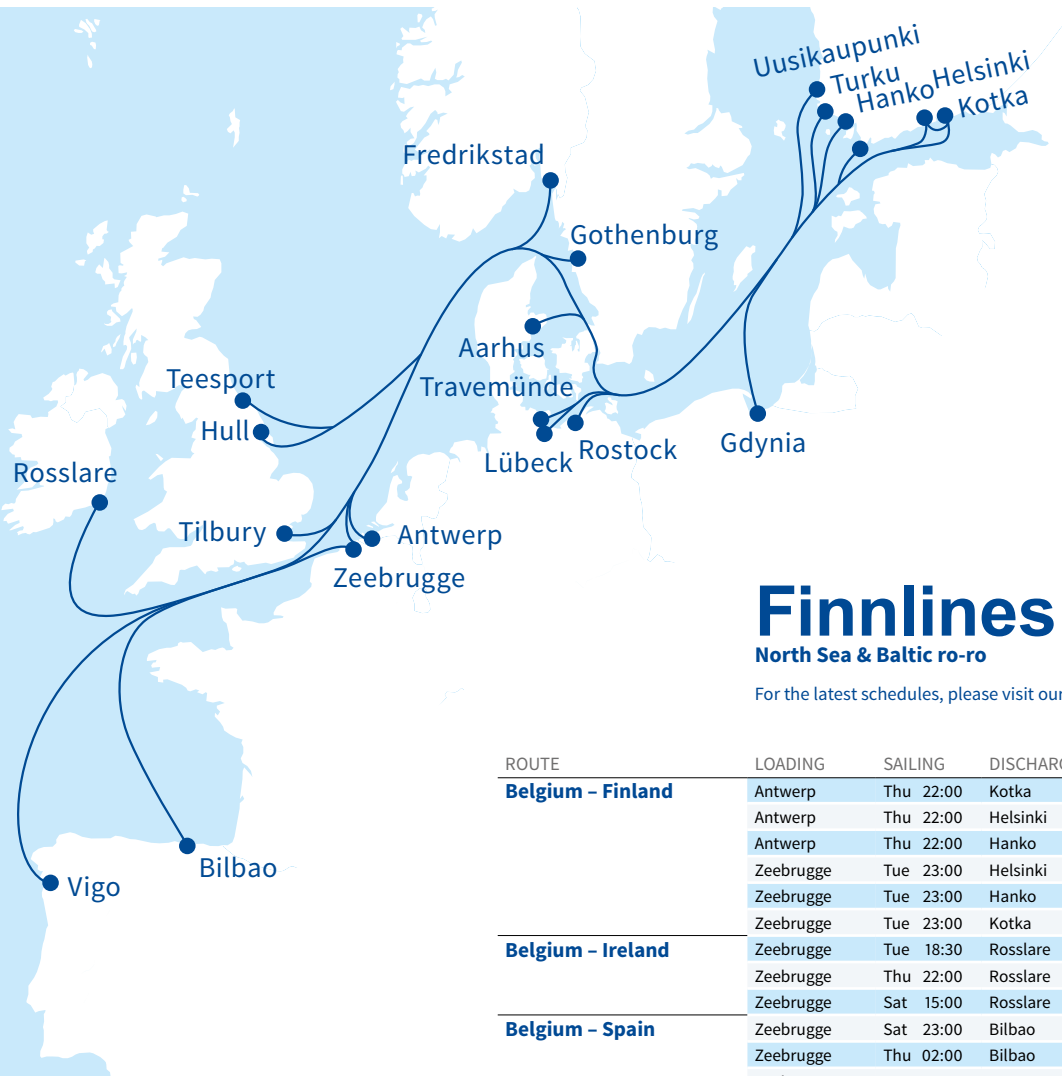
POLAND

Świnoujście
booking.polswe@finnlines.com
Phone +48 58 535 9146

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

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

Subject to alterations without notice



Finnlines

North Sea & Baltic ro-ro

For the latest schedules, please visit our online schedule at finnlines.com/online

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

ROUTE	LOADING	SAILING	DISCHARGING	ARRIVAL	Additional info
Finland – Ireland	Helsinki	Thu 15:00	Rosslare	Sat 04:00	
	Turku	Fri 20:00	Rosslare	Sat 04:00	
	Kotka	Thu 22:00	Rosslare	Sat 04:00	
Finland – Poland	Hanko	Tue 23:00	Gdynia	Wed 18:00	
	Hanko	Fri 13:00	Gdynia	Sat 08:00	
	Hanko	Sun 18:00	Gdynia	Mon 13:00	
Finland – Spain	Kotka	Thu 22:00	Bilbao	Fri 14:00	
	Helsinki	Tue 08:00	Bilbao	Fri 14:00	
	Helsinki	Tue 08:00	Vigo	Sun 08:00	
	Hanko	Sun 22:00	Vigo	Sun 08:00	
Germany – Belgium	Travemünde	Sat 16:00	Antwerp	Tue 10:00	
	Travemünde	Sat 16:00	Zeebrugge	Tue 11:00	
Germany – Finland	Rostock	Wed 09:00	Hanko	Thu 15:00	
	Rostock	Sat 22:00	Hanko	Mon 06:00	
	Travemünde	Sat 20:00	Turku	Mon 18:00	
	Travemünde	Sat 20:00	Uusikaupunki	Mon 06:30	
	Rostock	Sat 15:00	Helsinki	Mon 06:45	
	Rostock	Wed 16:00	Helsinki	Fri 06:45	
Germany – Great Britain	Travemünde	Sat 16:00	Tilbury	Sat 07:00	transhipment in Zeebrugge
Germany – Ireland	Travemünde	Sat 16:00	Rosslare	Sun 19:00	
Germany – Spain	Travemünde	Sat 16:00	Bilbao	Fri 14:00	
	Travemünde	Sat 16:00	Vigo	Sun 08:00	
Great Britain – Finland	Hull	Sun 20:00	Helsinki	Wed 15:30	
Great Britain – Spain	Tilbury	Thu 18:00	Bilbao	Tue 08:00	
	Tilbury	Thu 18:00	Vigo	Wed 20:00	
	Teesport	Sat 14:00	Bilbao	Tue 08:00	transhipment in Zeebrugge
	Rosslare	Mon 03:00	Zeebrugge	Tue 13:00	
Ireland – Belgium	Rosslare	Thu 22:00	Zeebrugge	Sat 06:00	
	Rosslare	Mon 03:00	Helsinki	Mon 06:45	
Ireland – Finland	Rosslare	Mon 03:00	Kotka	Wed 06:00	
	Rosslare	Mon 03:00	Hanko	Sun 12:00	
	Rosslare	Thu 22:00	Bilbao	Tue 08:00	
	Rosslare	Thu 22:00	Vigo	Wed 20:00	
Ireland – Spain	Rosslare	Thu 22:00	Bilbao	Tue 08:00	
	Rosslare	Thu 22:00	Vigo	Wed 20:00	
Poland – Belgium	Gdynia	Sun 15:00	Zeebrugge	Tue 22:00	week +1
	Gdynia	Sun 15:00	Antwerp	Tue 10:00	week +1
Poland – Finland	Gdynia	Mon 20:00	Hanko	Tue 17:00	
	Gdynia	Thu 07:00	Hanko	Fri 06:00	
	Gdynia	Sat 15:00	Hanko	Sun 12:00	
	Gdynia	Sun 15:00	Bilbao	Fri 14:00	week +1
Poland – Spain	Gdynia	Sun 15:00	Vigo	Sun 08:00	week +1
	Gdynia	Sun 15:00	Vigo	Sun 08:00	week +1
Spain – Belgium	Bilbao	Tue 23:00	Zeebrugge	Sat 08:00	
	Bilbao	Sat 08:00	Antwerp	Tue 08:00	
	Bilbao	Sat 08:00	Antwerp	Thu 06:00	
	Vigo	Thu 02:00	Zeebrugge	Sat 08:00	
	Vigo	Sun 14:00	Zeebrugge	Tue 08:00	
	Vigo	Sun 14:00	Antwerp	Thu 06:00	
Spain – Finland	Bilbao	Sat 08:00	Helsinki	Mon 06:45	
	Bilbao	Sat 08:00	Hanko	Sun 12:00	
	Bilbao	Sat 08:00	Kotka	Wed 06:00	
	Vigo	Sun 14:00	Helsinki	Mon 06:45	
	Vigo	Sun 14:00	Kotka	Wed 06:00	
	Vigo	Sun 14:00	Tilbury	Mon 07:00	transhipment in Zeebrugge
Spain – Great Britain	Bilbao	Tue 20:00	Teesport	Mon 07:00	transhipment in Zeebrugge
	Bilbao	Tue 20:00	Teesport	Mon 07:00	transhipment in Zeebrugge
	Vigo	Thu 02:00	Tilbury	Mon 07:00	transhipment in Zeebrugge
Spain – Ireland	Vigo	Thu 02:00	Teesport	Mon 07:00	transhipment in Zeebrugge
	Bilbao	Tue 20:00	Rosslare	Sun 19:00	
Spain – Norway	Vigo	Thu 02:00	Rosslare	Sun 19:00	
	Bilbao	Tue 20:00	Fredrikstad	Mon 08:00	transhipment in Zeebrugge
Spain – Poland	Vigo	Thu 02:00	Fredrikstad	Mon 08:00	fortnightly service
	Bilbao	Sat 08:00	Gdynia	Thu 18:00	
Spain – Sweden	Vigo	Sun 14:00	Gdynia	Mon 18:00	
	Bilbao	Tue 20:00	Gothenburg	Mon 08:00	transhipment in Zeebrugge
Sweden – Spain	Vigo	Thu 02:00	Gothenburg	Mon 08:00	fortnightly service
	Gothenburg	Sat 14:00	Bilbao	Tue 08:00	transhipment in Zeebrugge
	Gothenburg	Sat 14:00	Vigo	Wed 20:00	

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