

Sustainable voyage

Finland's seaway
to the world

The eco-efficient
service concept



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Finnlines news

a Grimaldi Group company

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Finnlines at the in race towards

IF YOU DON'T MEASURE YOUR OWN PERFORMANCE, how can you improve? Sportsmen, businessmen, and all mankind in all activities have to improve day after day, and must be able to measure its results to go further.

THE LATEST WAVES OF ENVIRONMENTAL REGULATION, led by the European Union and the International Maritime Organization (IMO), will help standardise such benchmarking as part of the fight against climate change via a data collection scheme, which will for the first time track key indicators of ship performance in order to calculate emissions.

FOR FINNLINES, THIS IS NOTHING NEW. When it comes to fighting climate change, we are a step ahead of our competitors. Our longstanding focus on fuel consumption fits hand in glove with IMO's goals, namely a 50% reduction in CO₂ emissions by 2050 when compared to the 2008 baseline.



head of the pack sustainability

WE ARE IN FACT PROUD TO SAY that, as the data collection scheme is rolled out, we are already more than halfway toward meeting these ambitious goals. By reducing fuel consumption, we have since 2008 already cut our fleet's carbon dioxide emissions by 30%, according to figures certified by classification society RINA.

SIZE MATTERS and this success story has only been possible because since 2007 Finnlines is part of the well-capitalised Grimaldi Group, one of the world's largest ro-ro operators.

THE MERGER WITH THE GRIMALDI GROUP allowed Finnlines to both survive the 2009 crisis and emerge in better shape, consuming less fuel while moving more freight and passengers. The new supportive shareholders heavily invested in the company: in new technologically advanced tonnage, in R&D that supports



Emanuele Grimaldi

Emanuele Grimaldi
CEO

”

We will continue to improve – we are on the right path.

emission-reduction equipment as well as in highly skilled personnel.

THE GROUP'S FINANCIAL SOLIDITY allowed for three waves of ro-ro and ro-pax newbuilds as well as for a EUR 200 million green retrofit programme. Thanks to these actions, economies of scale and environmental footprint of the fleet have been dramatically improving, as well as the average age of the Finnlines fleet is of course dropping as new assets are being delivered. Also ship data monitoring investments and smarter data collection have led to substantial improvements in hydrodynamic performance, allowing for instance to set appropriate trim for differing weather conditions.

WITH REGULATORS STIMULATING the debate on low-carbon fuels, we pledge not to lose our focus on sustainability: we will continue to improve and are on the right path. We recently ordered three newbuildings, built to produce zero emission in ports and aimed at pushing beyond the green scores of ro-ro in the Baltic. We are also about to order further two ro-pax, the “Superstar”, which will be best and most environmentally friendly units in their category.

WE ARE NOW LOOKING BEYOND THE IMO REQUIREMENTS. Thanks to an about EUR 37 million investment, most part of our port business in Finland is run with electrical machineries (cranes, straddle carriers, forklifts), and we are studying to further improve our shore-based activities by experimenting with hydrogen-powered machinery in terminals. We also continue to invest in information technology to allow, for example, more efficient bookings and tracking of cargo units.

FOR THE TRANSPORT SECTOR and Europe's economy in general, it is at the same time important to keep putting emphasis on shipping's green credentials. Classification society D'Apollonia has recently calculated that over a typical Finnlines route such as the one between Travemünde and Helsinki, and after including external costs such as pollution and congestion, the cost of transporting a trailer is EUR 3,275 by road, EUR 2,622 by train and EUR 1,719 by ferry.

WHILE SHIPPING IS ALREADY THE MOST ENVIRONMENTALLY FRIENDLY MODE OF TRANSPORT, the drive towards sustainability will ensure it keeps its green title.



Environmental responsibility – the Finnlines way

Finnlines is committed to long-term efforts for the environment. Environmental responsibility is part of the daily operations of the Company and includes everyday actions – like timetable and route planning or running on optimal speed, load and trim.

In the last decade, Finnlines has steered its investments towards advancing sustainable development. Finnlines began installing emission abatement systems years ago and has installed propeller blades that increase energy efficiency. Over the years, passenger capacity has also been increased on various routes and during 2017–2018, the Company lengthened six ro-ro vessels. In addition, Finnlines is now investing over EUR 500 million more on three new ro-ro vessels and two new Superstar series ro-pax vessels.

“For decades now, we have acted according to the principles of sustainable development. This spring we have pondered what environmental responsibility means to us. We have calculated route-specific carbon dioxide emissions and we will continue the specification by establishing metrics and new environmental goals. We are also planning concrete tools for the customers in regard to the environment,” **Tom Pippingsköld**, CFO of Finnlines says.

“The emissions of the Finnlines fleet have decreased while capacities have increased. Finnlines has placed bigger and bigger vessels in both ro-pax and ro-ro traffics resulting in economies of scale. All this as well as optimising our daily operations has enhanced the use of our fleet and operations all the while considering various environmental views.”

SUSTAINABLE DEVELOPMENT

Finnlines complies with the principles of sustainable development and considers its social responsibility as well as economic and environmental views in all operations. In order

to strengthen and clarify its environmentally responsible work, Finnlines has introduced the UN principles of sustainable development to its operations and is committed to supporting these goals in the Company's operations.

From Finnlines' point of view there are five essential goals. These goals have been derived from Finnlines' values and strategy, where the three key elements are growing together with customers, increasing efficiency of capital employed on its fleet, and continuing investing in sustainable development.

“It is important to Finnlines to continuously develop our operations and these defined goals will take our actions to a new level. We will specify these goals this year,” Pippingsköld says.

CLEAR EMISSION GOALS

The International Maritime Organization (IMO) set an ambitious goal in April 2018 to reduce CO₂ emissions and stop global warming. The goal is to reduce the emissions in seafaring by at least 50% by 2050 compared to the level of 2008. “Finnlines supports the IMO's decision to reduce the emissions of greenhouse gases from vessels. This goal will be important in providing the frame for developing our own processes. Various actions are needed in technology, operations and green energy,” Pippingsköld says.

EFFICIENT REDUCTIONS IN EMISSIONS

Finnlines has invested in the energy efficiency of its fleet in several ways over the last few years. In 2018, six ro-ro



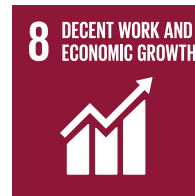
The emissions of the Finnlines fleet have decreased while capacities have increased.

vessels were lengthened and additionally various actions have been taken to reduce energy consumption. "From an environmental point of view, the lengthening of vessels has been an excellent way of increasing energy efficiency. In comparison to the original vessel, the 30% increase in capacity decreases energy consumption per transport unit. Other efforts to reduce energy consumption include changing of propeller blades, timetable planning, route optimisations and optimising speed, load and trim. In open water season the base of the vessel is cleaned every three weeks which reduces friction and thus improves energy efficiency," Pippingsköld recounts.

"In addition to the actions already taken, we have ordered three green ro-ro vessels. Different innovations in environmental technology improve the energy efficiency of the vessels and reduce emissions. We are also in the process of ordering two new passenger-cargo vessels and the goal is of course to develop an even more energy efficient vessel."

Finnlines has reduced its CO₂ emissions by 30% compared to 2008. "We are determined to continue fulfilling our strategy. We have a deep understanding of our operations and we can assure that environmental aspects will continue to have a strong impact on all our actions," Pippingsköld says.

UN goals and Finnlines



PROFITABILITY enables sustainability – We aim for stable profitability. By optimising our operations, routes and use of vessels and by focusing on cost control, we are able to further improve our efficiency. Economic well-being is linked with social responsibility and the environment. At Finnlines we consider our social responsibility important. 17 of our vessels sail under the Finnish flag and three under the Swedish flag. Environmental responsibility is part of the Company's daily operations.



SEA TRANSPORT is the most environmentally friendly form of transport, particularly in transporting large amounts of cargo. The Finnlines ro-pax concept combines cargo and passenger traffic in a unique way. In addition, we have invested in the energy-efficiency of our vessels in many ways over the last few years and these investments continue with the newbuilding projects.



SUSTAINABLE CONSUMPTION AND PRODUCTION aim to do more and better with less energy and investment. Thanks to our long-term, environment-considerate actions, investments on energy-efficiency and eco-efficient service, where we combine cargo and passenger traffic, we are able to advance sustainable development.



AT FINNLINES, we consider it important to continuously develop our operations. The Company aims to reduce the environmental effects in both cargo and passenger operations.



ECOLOGICALLY AND SOCIALLY RESPONSIBLE BUSINESS is becoming more and more important each year. Operating on ecologically sensitive sea areas, our safety and environment policy aims to produce safe and high-quality services in a way that considers the environmental effects during the whole transport chain. By continuously investigating and testing energy saving innovations and planning better processes, we at Finnlines do our part in supporting the well-being of the Baltic Sea.

Sustainable voyage


How to fight air pollution

- ✓ Reducing fuel consumption
- ✓ Investing in green technology, for example in emission abatement technology
- ✓ Speed reduction, optimisation of schedules and running on optimal speed, load and trim

Investments in sustainable development

19 

vessels equipped with emission abatement systems

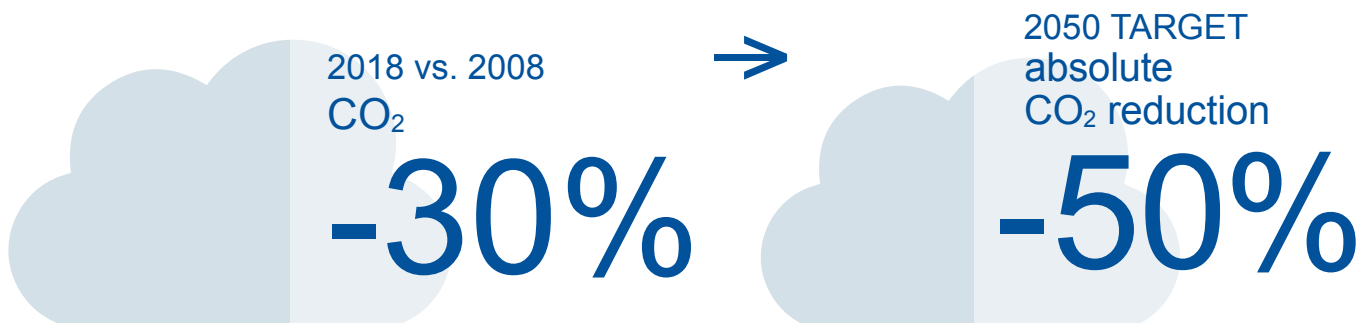
6 

ro-ro vessels lengthened

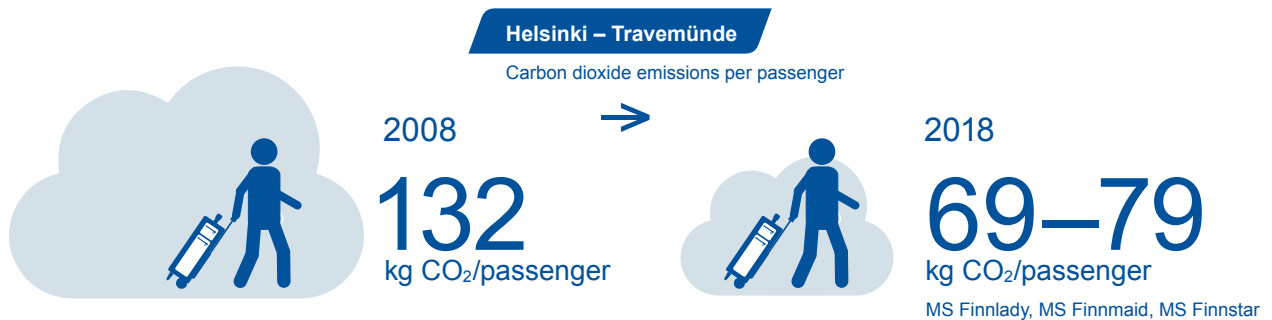
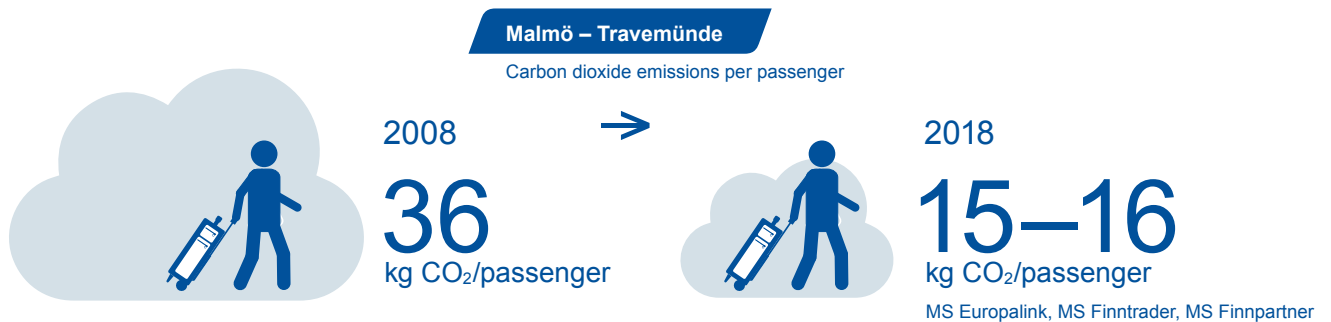
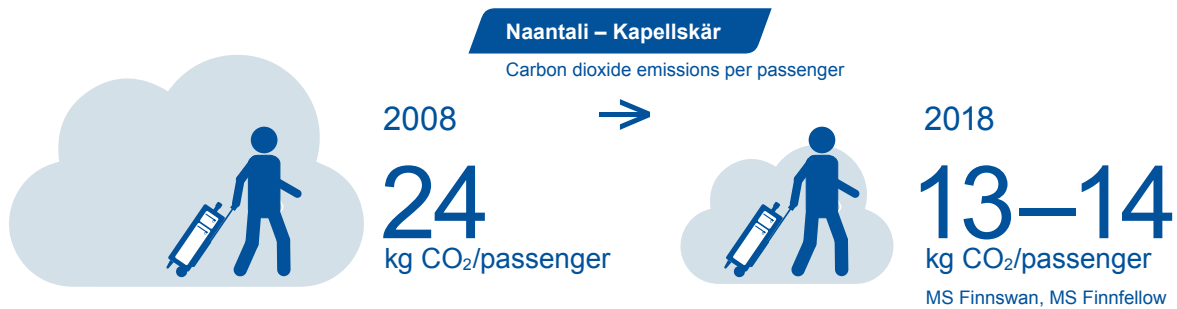
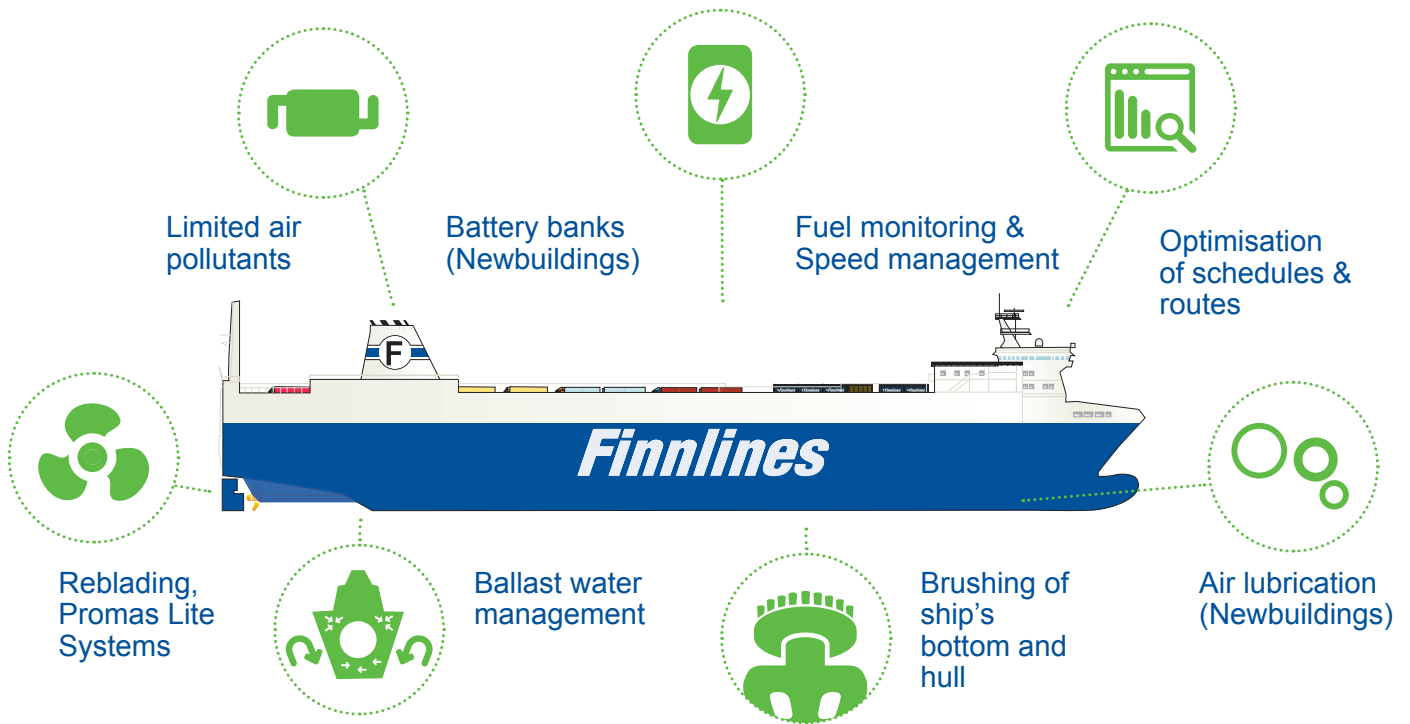
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new vessels to enter traffic from 2021 onwards

Finnlines vessels' carbon dioxide emissions



Energy efficiency and emission reduction in Finnlines



Finland's seaway to the world

– the most environmentally friendly transport form

For more than 70 years Finnlines has been Finland's bridge to Central Europe. The Company transports over one million tons of cargo and hundreds of thousands of passengers every year. The environmentally friendly and modern fleet transports both cargo and passengers safely, efficiently, and responsibly to their destination.

Approximately 90% of Finland's export and import is transported via seaways and particularly for processed goods frequent liner traffic is important. Finnlines' ro-pax service combines cargo and passenger traffic in an eco-efficient way and the high utilisation rate in routes and vessels guarantees the possibility to travel in a sustainable and responsible way.

The ro-pax vessels on Finnlines' Helsinki–Travemünde route (MS Finnstar, MS Finn lady, and MS Finnmaid) started in traffic in 2006–2007. These vessels were designed to provide a fast connection from Continental Europe to Finland so that, for instance, various fresh products could be brought to the consumers as quickly and as fresh as possible.

The new vessels and the timetable tailor-made for fresh product transports have among other things enabled many customers to move from driving via Sweden and to change from lorry traffic to trailer traffic (meaning transporting a semi-trailer without the tractor). "This change has reduced the number of drivers onboard and consequently we have gotten additional capacity for leisure passengers," **Kielo Vesikko**, Head of Passenger Services and Line Manager HansaLink at Finnlines, says.

Approximately 40% of lorries and trailers in German traffic in and out of Finland travel on this Helsinki–Travemünde route, so the route is in key position in the trailer traffic between Finland and Germany. "The use of capacity varies during the year, but the strength in Finnlines' ro-pax concept lies in the fact that when during the summer the cargo amounts decrease slightly, the number of passengers increases," Vesikko says.

SENSITIVE BALTIC SEA

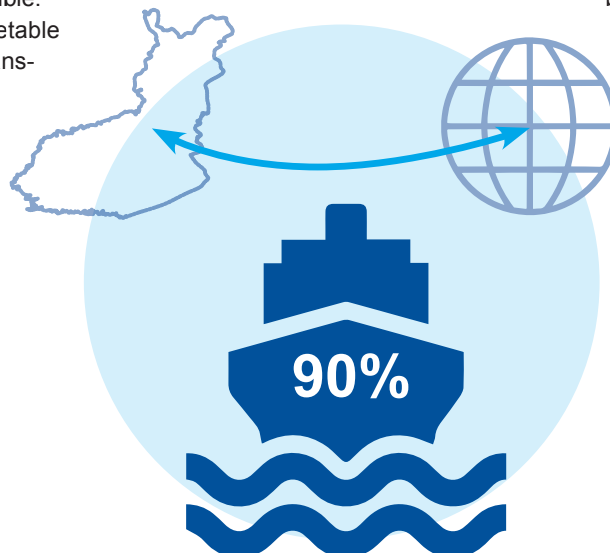
Finnlines operates on ecologically sensitive sea areas. By continuously investigating and testing energy saving innovations and planning better process-

es, Finnlines does its part in supporting the well-being of the Baltic Sea. "We are in the midst of two new construction projects; in the next few years we are adding three new ro-ro vessels and two new ro-pax vessels in our traffic. We are utilising the latest technology in the construction and, for instance, in passenger services environmental values will be included in the customer experience," Vesikko says.

CALCULATOR FOR ASSESSING EMISSIONS

The passengers and customers will see concrete examples of Finnlines' work for the environment. The Company wants to improve the transparency and comparability of emissions on the voyages and is developing an advanced calculator based on actual cargo, passenger and fuel data (MRV, 2018).

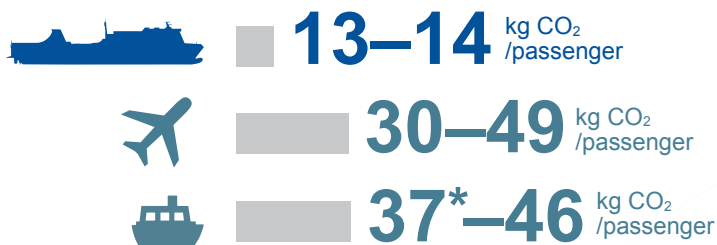
In addition to this, Finnlines is also thinking of ways how environmentally conscious passengers could compensate or reduce the emissions resulting from their journey. The goal is to design a system where the fee is automatically transferred to environmental actions and to supporting sustainable development like carbon sinks or advancing the planning for sustainable energy.



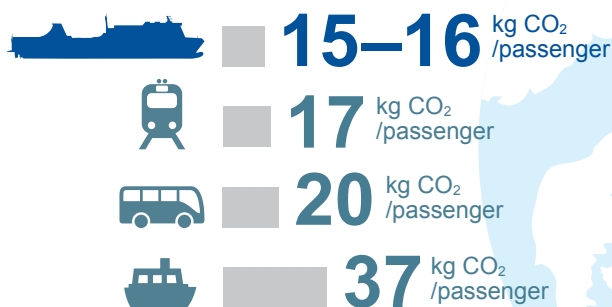
Eco-friendly choice for passengers

Carbon dioxide emissions per passenger on our routes

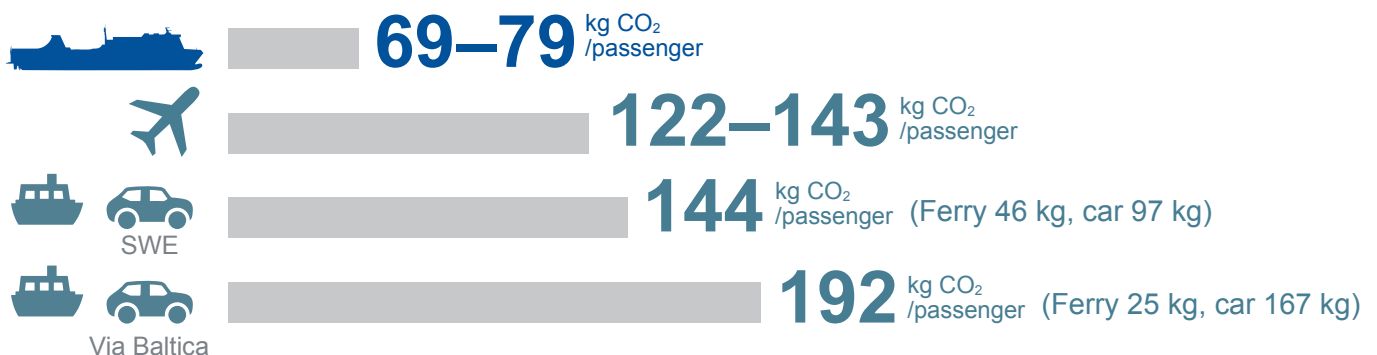
Naantali – Kapellskär



Malmö – Travemünde



Helsinki – Travemünde



Convenient and sustainable!!

CO₂
50%



Data sources:

Finnlines/MRV 2018 LIPASTO/VTT LIPASTO/VTT Atmosfair.de, ICAO, Finnair, SAS LIPASTO/VTT LIPASTO/VTT, *FSA



Welcome on board!

The eco-efficient service concept

The renewed Finnlines ro-pax vessels combine the best of both cargo and passenger vessels. You can travel leisurely and enjoy the atmosphere, scenery, and fresh sea air. All the while honouring environmental values.

There are concrete examples of how the environmental theme is visible for passengers on Finnlines' passenger ships. The carefully defined purchase processes take into account the ecological aspect of the products.

"We provide responsible products and food and take care of recycling. We aim to reduce our carbon footprint with

these small decisions. For instance, we use detergents marked with the Nordic Ecolabel, we have a wider range of eco-friendly products in the bar and the buffet as well as in the shop. In addition, we offer more vegetable and vegan options," says **Kristiina Uppala**, Head of Customer Service, Passenger Services, Finnlines.

DIGITAL DIMENSION AND NEW CUSTOMER EXPERIENCE

Finnlines' new Superstar concept considers today's environmental requirements already in planning and construction. Once the vessels are finished the

environmental theme is revealed to customers as a new service concept. In its entirety, the customer experience will be on a whole new level and, for instance in the future, smart phones will provide a "Mobile Travel Experience".

In the vessels' common areas and sales stands plastic cards, posters and price tags will be replaced with digital screens. Green values will also be considered in material choices, recycling, shops, product selections, detergents, laundry services, restaurants menus – everything you can think of.

"Our future vessels will be pioneers in honouring green values – which reflect the Grimaldi Group's dedication and commitment. We want to provide our passengers with new experiences and our new digital services bring the travel experience to a whole new level," says Uppala.

Waste management



Life goes on for ship-generated waste.

- Glass 69 tons
- Scrap metal 94 tons
- Cardboard 62 tons
- Food waste 99 tons

(figures from 2018)

Nearly all waste can be reused, recycled or recovered as material or energy. As an example, the food waste from the ships operating on the Malmö–Travemünde route is recovered as natural gas through the process of putrefaction (process of the decay in organic matter).

SCHEDULES

More than 170 weekly freight departures and
80 passenger departures.



BalticEuroMed Service



EUOMED SERVICE QUARTERLY SCHEDULE

2019	GRA. ELLADE 06/19	GRA MED 06/19	GRA. SCA 06/19	GRA. BRET 06/19	GRA. ELLADE 07/19	GRA MED 07/19	GRA EUR 05/19	GRA. SCA 07/19	GRA. BRET 07/19	GRA MED 08/19	GRA. ELLADE 06/19	GRA. ELLADE 08/19	GRA. SCA 08/19	GRA. BRET 08/19	GRA MED 09/19	GRA. EUR 07/19	GRA. ELLADE 09/19	GRA. SCA 09/19	GRA. BRET 09/19	GRA MED 10/19
GEMLIK	27/6	4/7	11/7	22/7	1/8	8/8	29/8	5/9	12/9	19/9	26/9	3/10	10/10	17/10	24/10	31/10	7/11	14/11	21/11	28/11
YENIKOI	28/6	5/7	12/7	23/7	2/8	9/8	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
SALERNO nb	2/7	9/7	16/7	26/7	6/8	13/8	3/9	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
VALENCIA nb	4/7	11/7	18/7	29/7	8/8	15/8	5/9	12/9	19/9	26/9	3/10	10/10	17/10	24/10	31/10	7/11	14/11	21/11	28/11	5/12
SOUTHAMPTON nb	9/7	16/7	23/7	3/8	13/8	20/8	10/9	17/9	24/9	1/10	8/10	15/10	22/10	29/10	5/11	12/11	19/11	26/11	3/12	10/12
ESBJERG	11/7	18/7	25/7	5/8	15/8	22/8	12/9	19/9	26/9	3/10	10/10	17/10	24/10	31/10	7/11	14/11	21/11	28/11	5/12	12/12
WALLHAMN	12/7	19/7	26/7	6/8	16/8	23/8	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	13/12
ANTWERP	15/7	22/7	29/7	8/8	19/8	26/8	16/9	23/9	30/9	7/10	14/10	21/10	28/10	4/11	11/11	18/11	25/11	2/12	9/12	16/12
SOUTHAMPTON sb	16/7	23/7	30/7	9/8	20/8	27/8	17/9	24/9	1/10	8/10	15/10	22/10	29/10	5/11	12/11	19/11	26/11	3/12	10/12	17/12
VALENCIA sb	21/7	28/7	4/8	14/8	25/8	1/9	22/9	29/9	6/10	13/10	20/10	27/10	3/11	10/11	17/11	24/11	1/12	8/12	15/12	22/12
SALERNO sb	23/7	30/7	6/8	16/8	27/8	3/9	24/9	1/10	8/10	15/10	22/10	29/10	5/11	12/11	19/11	26/11	3/12	10/12	17/12	24/12
PIREO	25/7	1/8	8/8	18/8	29/8	5/9	26/9	3/10	10/10	17/10	24/10	31/10	7/11	14/11	21/11	28/11	5/12	12/12	19/12	26/12
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ALEXANDRIA	30/7	6/8	13/8	23/8	3/9	10/9	1/10	8/10	15/10	22/10	29/10	5/11	12/11	19/11	26/11	3/12	10/12	17/12	24/12	31/12

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FINLAND > GERMANY			
DEPARTURE		ARRIVAL	
Helsinki		Travemünde	
Mon	17:00	Tue	21:30
Tue	17:00	Wed	21:30
Wed	17:00	Thu	21:30
Thu	17:00	Fri	21:30
Fri	17:00	Sat	21:30
Sat	17:00	Sun	21:30
Sun	17:00	Mon	21:30

GERMANY > FINLAND			
DEPARTURE		ARRIVAL	
Travemünde		Helsinki	
Mon	3:00	Tue	9:00
Tue	3:00	Wed	9:00
Wed	3:00	Thu	9:00
Thu	3:00	Fri	9:00
Fri	3:00	Sat	9:00
Sat	3:30	Sun	9:30
Sun	3:00	Mon	9:00

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FinnLink

Passengers & ro-ro service

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FINLAND > SWEDEN			
DEP.	ARR.	DEP.	ARR.
Naantali	Långnäs	Långnäs	Kapellskär
Mon 10:45	15:40	15:45	18:15
22:30	03:45	03:55	06:15 Tue
Tue 10:45	15:40	15:45	18:15
22:30	03:45	03:55	06:15 Wed
Wed 10:45	15:40	15:45	18:15
22:30	03:45	03:55	06:15 Thu
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22:30	03:45	03:55	06:15 Fri
Fri 10:45	15:40	15:45	18:15
22:30	03:45	03:55	06:15 Sat
Sat 10:45	15:40	15:45	18:15
22:30	03:45	03:55	06:15 Sun
Sun 10:45	15:40	15:45	18:15
22:30	03:45	03:55	06:15 Mon

SWEDEN > FINLAND			
DEP.	ARR.	DEP.	ARR.
Kapellskär	Långnäs	Långnäs	Naantali
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Sat 09:15	13:55	14:10	19:10
21:30	02:10	02:25	07:15 Sun
Sun 10:30	15:10	15:15	20:00
21:30	02:10	02:25	07:15 Mon

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SWEDEN

Malmö

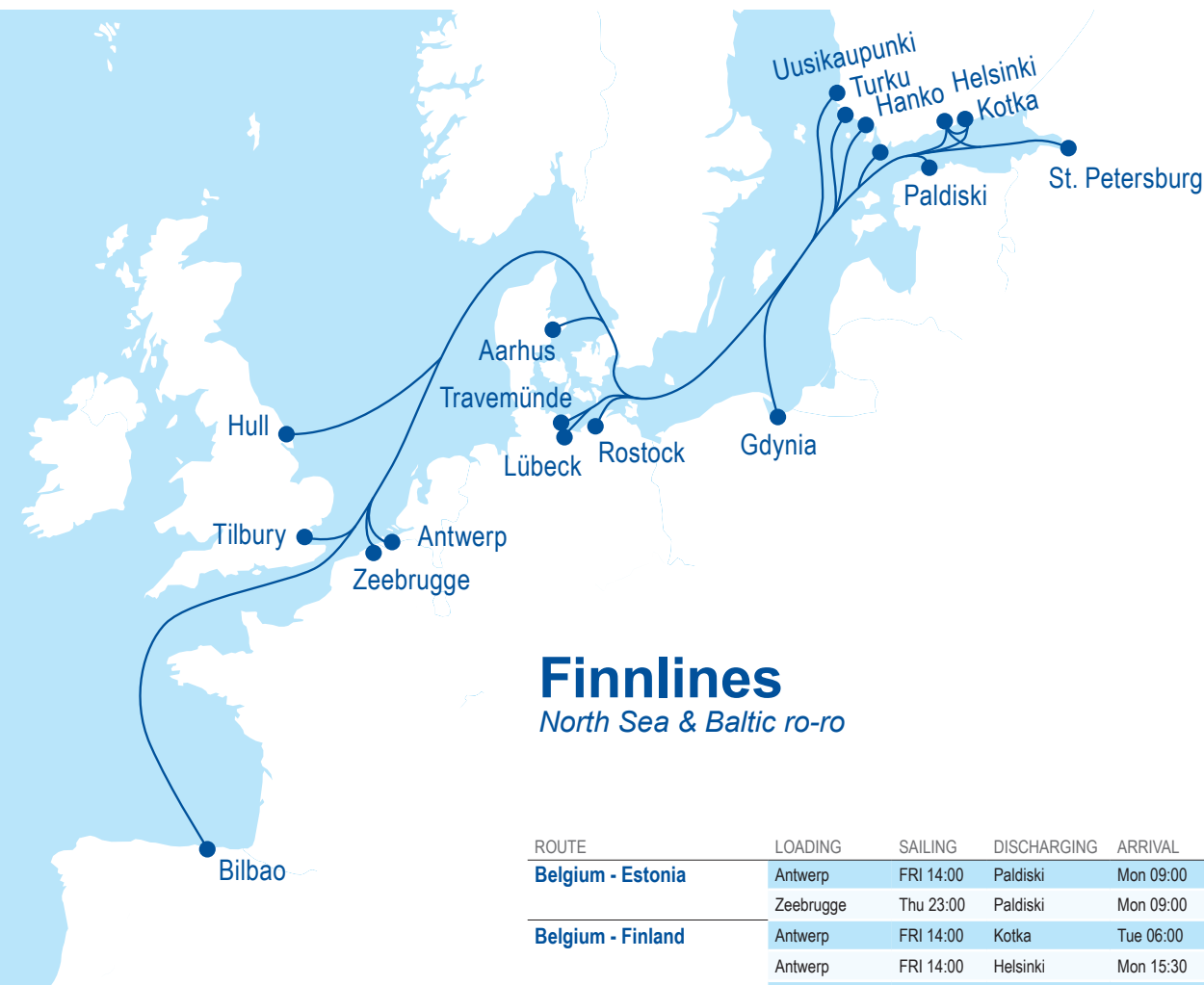
booking@nordoe-link.com

Phone +46 40 176 800

GERMANY > SWEDEN			
DEPARTURE		ARRIVAL	
Travemünde		Malmö	
Mon	2:30	11:45	Mon
	22:00	7:15	Tue
Tue	2:30	11:15	Tue
	10:00	19:15	Tue
	21:45	7:15	Wed
Wed	2:30	11:15	Wed
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	22:00	07:30	Sun
Sun	1:00	10:30	Sun
	22:00	7:30	Mon

SWEDEN > GERMANY			
DEPARTURE		ARRIVAL	
Malmö		Travemünde	
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Tue	10:00	19:00	Tue
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	16:00	0:45	Sat
	22:00	7:00	Sat
Sat	10:00	19:15	Sat
	13:30	23:00	Sat
	22:30	8:30	Sun
Sun	16:00	1:15	Mon
	22:00	7:15	Mon

Subject to alterations without notice



Finnlines

North Sea & Baltic ro-ro

ROUTE	LOADING	SAILING	DISCHARGING	ARRIVAL	Additional info
Belgium - Estonia	Antwerp	FRI 14:00	Paldiski	Mon 09:00	
	Zeebrugge	Thu 23:00	Paldiski	Mon 09:00	
Belgium - Finland	Antwerp	FRI 14:00	Kotka	Tue 06:00	
	Antwerp	FRI 14:00	Helsinki	Mon 15:30	
	Zeebrugge	Thu 22:00	Helsinki	Mon 15:30	
	Zeebrugge	Thu 22:00	Kotka	Tue 06:00	
Belgium - Russia	Antwerp	FRI 14:00	St.Petersburg	Tue 07:00	
	Zeebrugge	Thu 22:00	St.Petersburg	Tue 07:00	
Belgium - Spain	Zeebrugge	Sat 18:00	Bilbao	Tue 8:00	
Denmark - Finland	Aarhus	Tue 18:00	Helsinki	Thu 6:45	
	Aarhus	Fri 19:00	Helsinki	Mon 6:45	
Denmark - Russia	Aarhus		St.Petersburg		by request, transshipment via Helsinki
Estonia - Belgium	Paldiski	Mon 12:00	Zeebrugge	Sat 07:00	
	Paldiski	Mon 12:00	Antwerp	Fri 06:00	
Estonia - Great Britain	Paldiski	Mon 12:00	Tilbury	Sun 07:00	
Estonia - Spain	Paldiski	Mon 12:00	Bilbao	Tue 08:00	
Finland - Belgium	Kotka	Tue 22:00	Zeebrugge	Sat 08:00	
	Helsinki	Wed 15:30	Antwerp	Fri 6:00	10 days
	Kotka	Tue 22:00	Antwerp	Fri 6:00	10 days
	Helsinki	Wed 15:30	Zeebrugge	Sat 08:00	
Finland - Denmark	Helsinki	Tue 19:00	Aarhus	Thu 7:00	
	Helsinki	Sun 17:00	Aarhus	Tue 07:00	
Finland - Germany	Uusikaupunki	Mon 4:00	Travemünde	Tue 10:00	
	Hanko	Mon 11:00	Rostock	Tue 13:00	
	Uusikaupunki	Tue 14:00	Travemünde	Wed 20:00	
	Helsinki	Thu 20:00	Rostock	Sat 7:00	
	Hanko	Tue 17:00	Rostock	Wed 19:00	
	Kotka	Wed 22:00	Lübeck	Fri 14:00	
	Uusikaupunki	Thu 14:00	Travemünde	Fri 20:00	
	Hanko	Thu 12:00	Rostock	Fri 14:00	

ROUTE	LOADING	SAILING	DISCHARGING	ARRIVAL	Additional info
Finland - Germany	Uusikaupunki	Sat 01:00	Travemünde	Sun 14:00	
	Turku	Sat 9:30	Travemünde	Sun 14:00	
	Hanko	Sat 15:00	Rostock	Sun 23:00	
	Turku	Sun 17:30	Travemünde	Tue 10:00	
Finland - Great Britain	Helsinki	Thu 15:30	Hull	Sun 8:00	
	Kotka	Wed 22:00	Travemünde	Sat 15:00	
	Kotka	Tue 22:00	Tilbury	Sun 7:00	
	Helsinki	Wed 15:30	Tilbury	Sun 7:00	
Finland - Poland	Hanko	Mon 18:30	Gdynia	Tue 14:00	
	Hanko	Wed 22:00	Gdynia	Thu 18:00	
	Hanko	Sat 13:00	Gdynia	Sun 8:00	
Finland - Spain	Kotka	Tue 22:00	Bilbao	Tue 8:00	7 days
	Helsinki	Wed 15:30	Bilbao	Tue 8:00	
Germany - Finland	Rostock	Mon 7:00	Hanko	Tue 11:00	
	Travemünde	Tue 20:00	Uusikaupunki	Thu 5:00	
	Rostock	Wed 0:00	Hanko	Thu 6:00	
	Travemünde	Thu 11:00	Uusikaupunki	Fri 19:00	
	Travemünde	Thu 11:00	Turku	Sat 5:30	
	Rostock	Thu 2:00	Hanko	Fri 6:00	
	Travemünde	Sat 7:00	Turku	Sun 13:30	
	Travemünde	Sat 7:00	Uusikaupunki	Sun 22:00	
	Travemünde	Sat 21:00	Helsinki	Mon 6:45	
	Rostock	Sat 22:00	Hanko	Mon 6:00	
	Travemünde	Sun 23:00	Uusikaupunki	Tue 7:00	
	Lübeck	Fri 23:00	Kotka	Wed 06:00	
	Lübeck	Sat 14:00	St.Petersburg	Tue 07:00	
	Lübeck	Sat 14:00	Bilbao	Tue 08:00	transhipment via Helsinki
	Travemünde	Sat 21:00	Bilbao	Tue 08:00	transhipment via Helsinki
Great Britain - Finland	Hull	Sun 20:00	Helsinki	Wed 15:30	
Great Britain - Russia	Hull	Sun 20:00	St.Petersburg	Tue 07:00	transshipment via Helsinki // +9 days
Great Britain - Spain	Tilbury	Sun 18:00	Bilbao	Tue 8:00	
	Hull	Sat 14:00	Bilbao	Tue 08:00	transhipment in Zeebrugge
	Teesport	Sat 14:00	Bilbao	Tue 08:00	transhipment in Zeebrugge
Poland - Finland	Gdynia	Tue 20:00	Hanko	Wed 17:00	
	Gdynia	Fri 4:00	Hanko	Sat 7:00	
	Gdynia	Sun 14:00	Hanko	Mon 12:00	
Russia - Belgium	St.Petersburg	Tue 22:00	Zeebrugge	Sat 08:00	11 days / transshipment via Helsinki
	St.Petersburg	Tue 22:00	Antwerp	Fri 06:00	16 days / transshipment via Helsinki
Russia - Denmark	St.Petersburg		Aarhus		by request, transshipment
Russia - Finland	St.Petersburg	Tue 22:00	Kotka	Wed 06:00	
Russia - Germany	St.Petersburg	Tue 22:00	Lübeck	Sat 06:00	eta Lehmannkai (TRE) Sat 05:00
	St.Petersburg	Tue 22:00	Travemünde	Sat 15:00	
Russia - Great Britain	St.Petersburg	Tue 22:00	Hull	Sun 08:00	4 days, transshipment via Helsinki
	St.Petersburg	Tue 22:00	Tilbury	Sun 08:00	10 days, transshipment via Helsinki
Russia - Spain	St.Petersburg	Tue 22:00	Bilbao	Tue 08:00	13 days
Spain - Belgium	Bilbao	Tue 20:00	Zeebrugge	Thu 14:00	
	Bilbao	Tue 20:00	Antwerp	Fri 6:00	
Spain - Estonia	Bilbao	Tue 20:00	Paldiski	Mon 09:00	9 days
Spain - Finland	Bilbao	Tue 20:00	Helsinki	Mon 15:30	
Spain - Germany	Bilbao	Tue 20:00	Lübeck	Fri 14:00	transhipment in Helsinki
	Bilbao	Tue 20:00	Travemünde	Sat 15:00	
Spain - Great Britain	Bilbao	Tue 20:00	Tilbury	Sun 07:00	transhipment in Zeebrugge
	Bilbao	Tue 20:00	Hull	Sun 08:00	transhipment in Zeebrugge
	Bilbao	Tue 20:00	Teesport	Sun 08:00	transhipment in Zeebrugge
Spain - Russia	Bilbao	Tue 20:00	St.Petersburg	Tue 07:00	7 days
Spain - Sweden	Bilbao	Tue 20:00	Gothenburg	Mon 08:00	transhipment in Zeebrugge
Sweden - Spain	Gothenburg	Sat 14:00	Bilbao	Tue 08:00	transhipment in Zeebrugge

Subject to alterations without notice

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