

# Sjöfartens Dag



# MARITIME DAY

Torsdag 1 juni 2023

Eva Mikkola-Karlström & Jörgen Pettersson

Ålands Sjöfart

**ålands sjöfart**



## Roro-Ropax seminarium - marknads- och framtidsutsikter

- Beatrice Erikson, Senior Manager Transhipment West, Wallenius Wilhelmsen
- Ragnar Johansson, VD, Wallenius SOL
- Charlotta Åkre, Commercial Manager, SCA Logistics
- Matti-Mikael Koskinen, VD, ESL Shipping
- Christopher Rasmussen, Partner, BRS Shipbrokers
- Tom Pippingsköld, VD, Finnlines
- Utdelning av förtjänstecken, Rederierna i Finland
- Avslutning, Roger Höglund, finansminister, Ålands landskapsregering

Beatrice Erikson  
Senior Manager Transshipment West  
Wallenius Wilhelmsen

# The Maritime Day 2023

Åland, 1st June 2023

Beatrice Erikson







but also culture and ideas.



# The world is always going to surprise us

## Covid disruptions



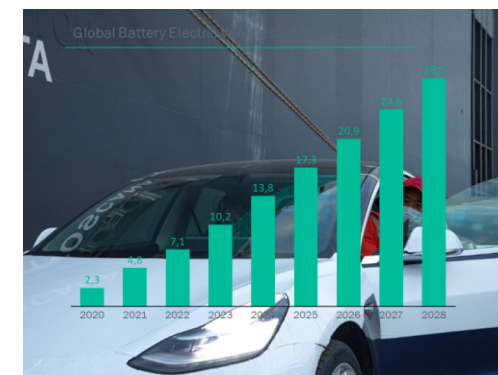
## Energy crisis



## Geopolitical instability



## Massive growth in EV's



# Current market situation and future prospects

Optimistic for 2023

Customers' demand good  
Macro situation and geopolitical  
development uncertainties

BEV sales and China export

High & Heavy export still solid

Fleet portfolio and chartering

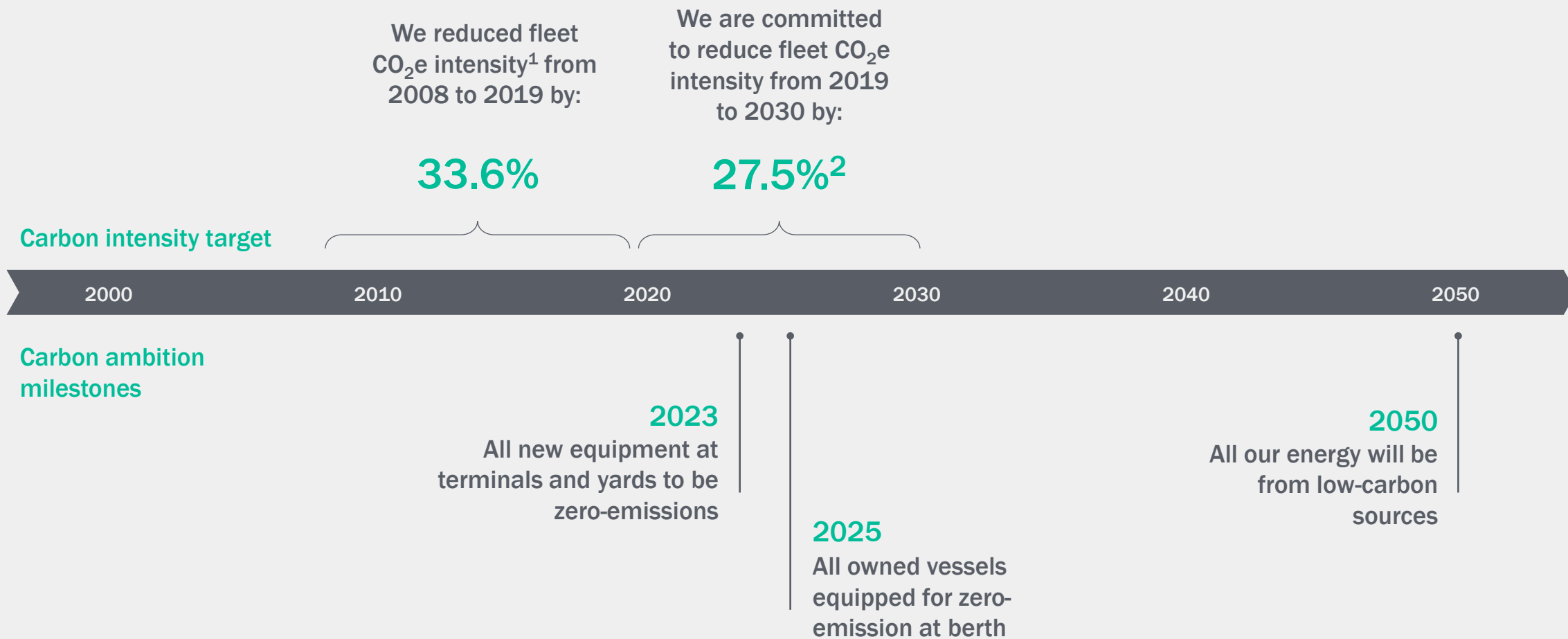


# NB order book (26% of global fleet)

Owner	2023		2024		2025		2026		2027		Total	
	No	Capa	No	Capa	No	Capa	No	Capa	No	Capa	No	Capa
NYK	2	14,000	2	14,000							4	28,000
K-Line			6	42,000							6	42,000
MOL			3	21,000	5	35,000					8	56,000
Hoegh (LNG DF, Ammonia ready)			2	18,200	4	36,400	2	18,200			8	72,800
Grimaldi (Conventional, Ammonia ready)					4	36,000	7	63,000	4	36,000	15	135,000
Toyofuji					2	6,000					2	6,000
Sallaum					2	15,000					2	15,000
SAIC Anji (7 Conventional, Methanol ready)			4	30,800	1 / 4	7,800 / 35,600	3	26,700			12	100,900
COSCO (incl. 6 from Santoku, 3 by GOCC)			6	43,500	13	98,800	5	36,500			24	178,800
H-Line (Glovis 7)			3	22,600	4	31,200					7	53,800
HMM (Glovis 3)					1	8,600	2	17,200			3	25,800
Wallenius Line (VW 2)	1	6,500	1	6,500							2	13,000
Atlas			1	7,000	1	7,000	1	7,000			3	21,000
EPS (CMA 4, MOL 2, Uncommit 8)	1	7,050	9	63,250	4	28,100					14	98,400
SFL Corp. Ltd. (VW 2, K-Line 2)	2	14,000	2	14,000							4	28,000
Zodiac (Anji 2, BYD 2, Ford 1, Uncommit 5)	2	14,000	5	35,000	3	21,000					10	70,000
RCC (Glovis 2, Uncommit 2)			2	15,000	2	15,000					4	30,000
GCC					1	7,000	3	21,000			4	28,000
Chery			3	21,000							3	21,000
BYD					2	14,000					2	14,000
CMES (Methanol DF)							2	18,600			2	18,600
Total	8	55,550	49	353,850	53	402,500	25	208,200	4	36,000	139	1,056,100

LNG DF : 107  
 Methanol DF : 2  
 Methanol Ready : 7  
 Ammonia Ready : 23

# We target to reduce carbon intensity by more than 50 % from 2008 to 2030



1) CO<sub>2</sub>e intensity = grams CO<sub>2</sub>/tonne-km. Reduction compared to baseline in 2019  
2) Carbon intensity target approved by the Board of Directors in 2021





Lead the Journey to zero emission  
Our commitment to change







# More than a concept; nearly a solution

Offer a possibility to **reduce emission** with **up to 90%** vs how we operate today

Our Decarbonization Strategy – **we are shapers, not followers**

We must **work together** to make this possible

**Loading Capacity**  
Approx. 7,000 Cars

**Optimal Sailing Speed**  
10-13 kts

**Air Draft**  
70m

**LoA**

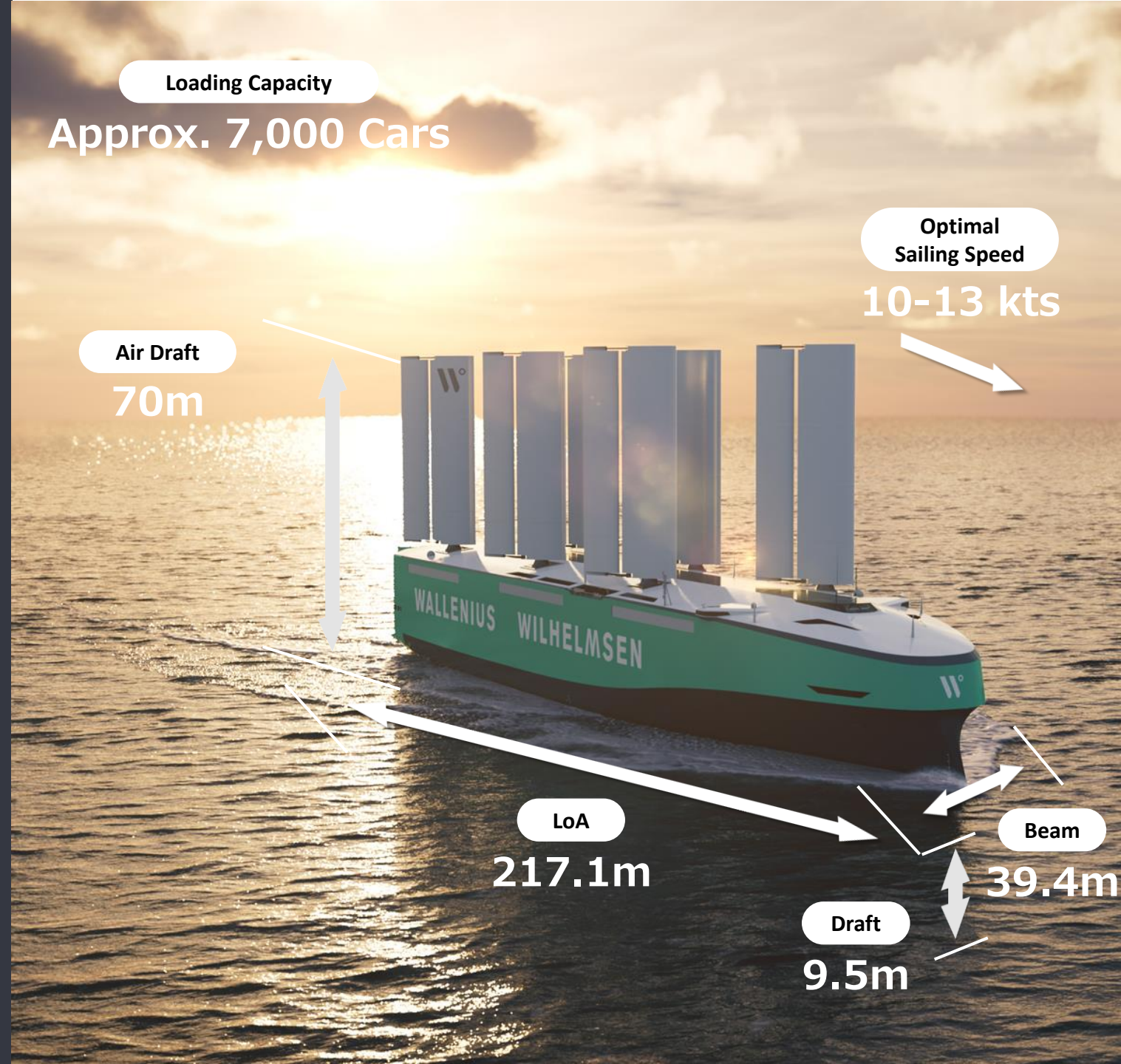
217.1m

**Beam**

39.4m

**Draft**

9.5m



Ragnar Johansson  
VD  
Wallenius SOL



# WALLENIOUS SOL<sup>®</sup>

WITH SIGHT SET ON A  
SUSTAINABLE FUTURE

Mariehamn 1/6 2023

Ragnar Johansson





**En hållbar infrastruktur till  
sjöss och sjöfartens roll i en  
grön värdekedja**





**Svensk flagg**

**ConRo-fartyg**

**Isklass 1A SUPER**

**RoRo vessel of the Year 2022**

**Maxfart: 20 knop**

**Bredd: 35,2 m**

**Längd: 242 m**

**Dödvikt: 28 000 ton**

**Motorer: Multi-fuel (kompatibel med  
LNG, LBG, diesel och syntetisk diesel)**



## Unik miljöprestanda

Jämfört med de fartyg de ersätter i vår flotta

57%

mer  
energieffektiv

63%

minskning av  
växthusgaser

99%

minskning av  
SOx

96%

minskning av  
NOx

99%

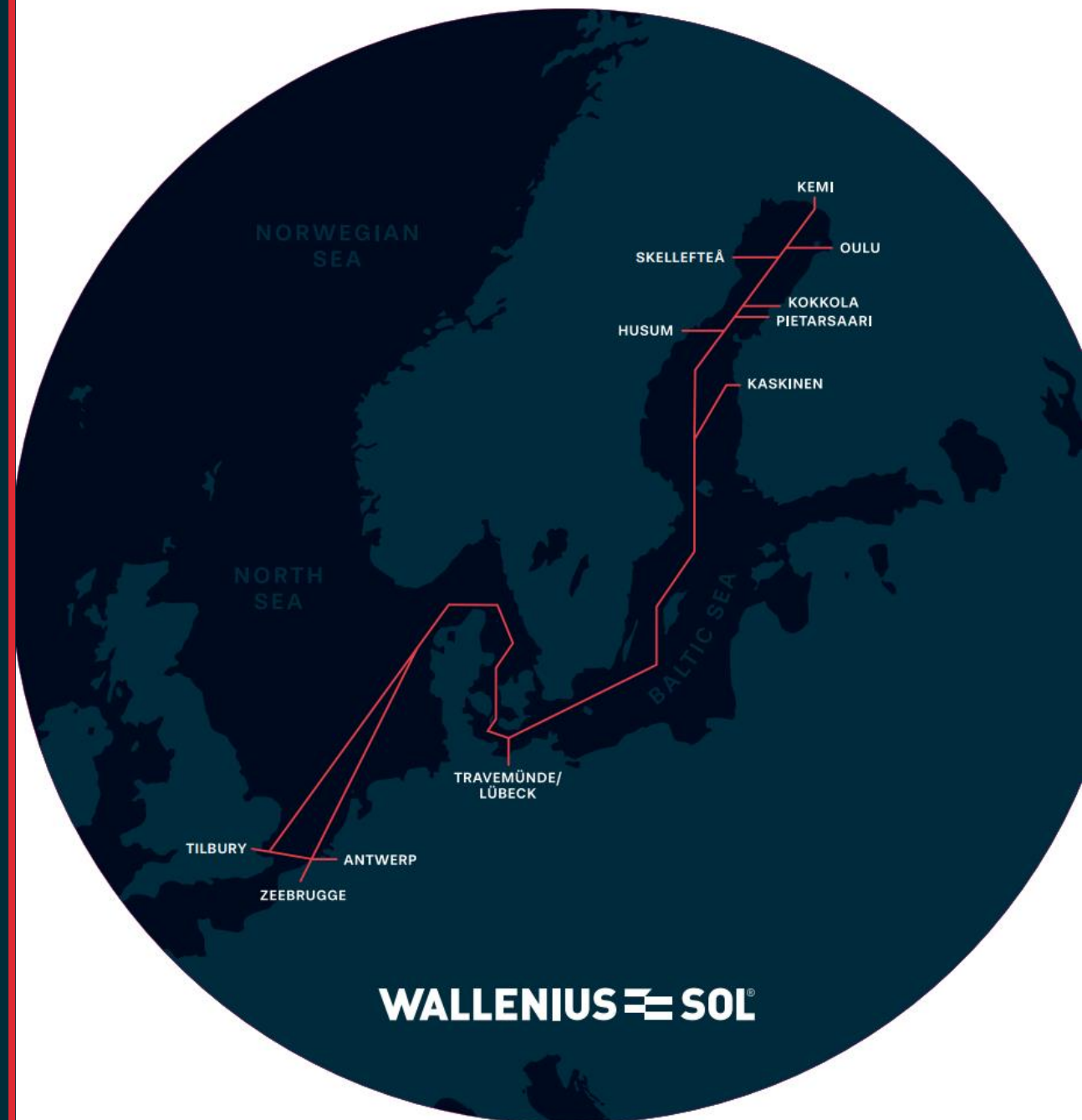
minskning av  
PM2,5

## WALLENIUS SOL®

WALLENIUS SOL:s linjetrafik omfattar elva hamnar, varav sju i Bottniska viken.

Idag betjänar många av hamnarna svensk och finsk skogsindustri och ligger i anslutning till de stora bruken.

WALLENIUS SOLs flotta har kapacitet för RoRo och LoLo. När fler kunder ansluter till infrastrukturen kommer kapaciteten att justeras därefter



WALLENIUS  SOL®



## Prisbelönt verksamhet

- Employer of the year – Brilliant Awards 2021
- Årets RoRo 2022 – Ferry Shipping Award
- Shippax Technology & environment award 2023
- Stora Ensos Supplier Award - 2022
- Årets Rederi – Svensk Sjöfart 2023





“When, in the future,  
the vessels are operated  
on LBG or synthetic fuels  
they could completely  
become climate neutral.”



Enabling a sustainable future



**WALLENIUS  SOL®**



Sjöfarten är  
nyckeln till  
norra Sverige



**WALLENIOUS SOL®**

En hållbar infrastruktur till havs  
Genom ett nära samarbete med  
industrin har WALLENIOUS SOL byggt  
en ny hållbar infrastruktur av  
gemensamma transportlösningar.





# EN FLOTTA UTAN SKADLIGA MILJÖPÅVERKAN



WALLENIUS SOL har tydliga mål för de kommande nio till 24 åren.

Vi är medvetna om att vägen framåt kommer att innehålla innovationer och lösningar som ännu inte är kända.

I takt med att ny teknik utvecklas kommer vår strategi att förbättras och anpassas därefter.



# WITH SIGHT SET ON A SUSTAINABLE FUTURE

## THE WAY FORWARD

**2030**

We will reduce our emission to 98% of nitrogen oxides, sulfur oxides and particular matters compared to 2021 levels from WALLENIOUS SOLs owned vessels.

**2035**

All vessels in our fleet will use 100% renewable fuels and have zero fossil emissions.

**2045**

The impact from our operation is not harmful for our planet.





**WALLENIUS SOL<sup>®</sup>**

2023-05-30

Charlotta Åkre  
Commercial Manager  
SCA



# SCA

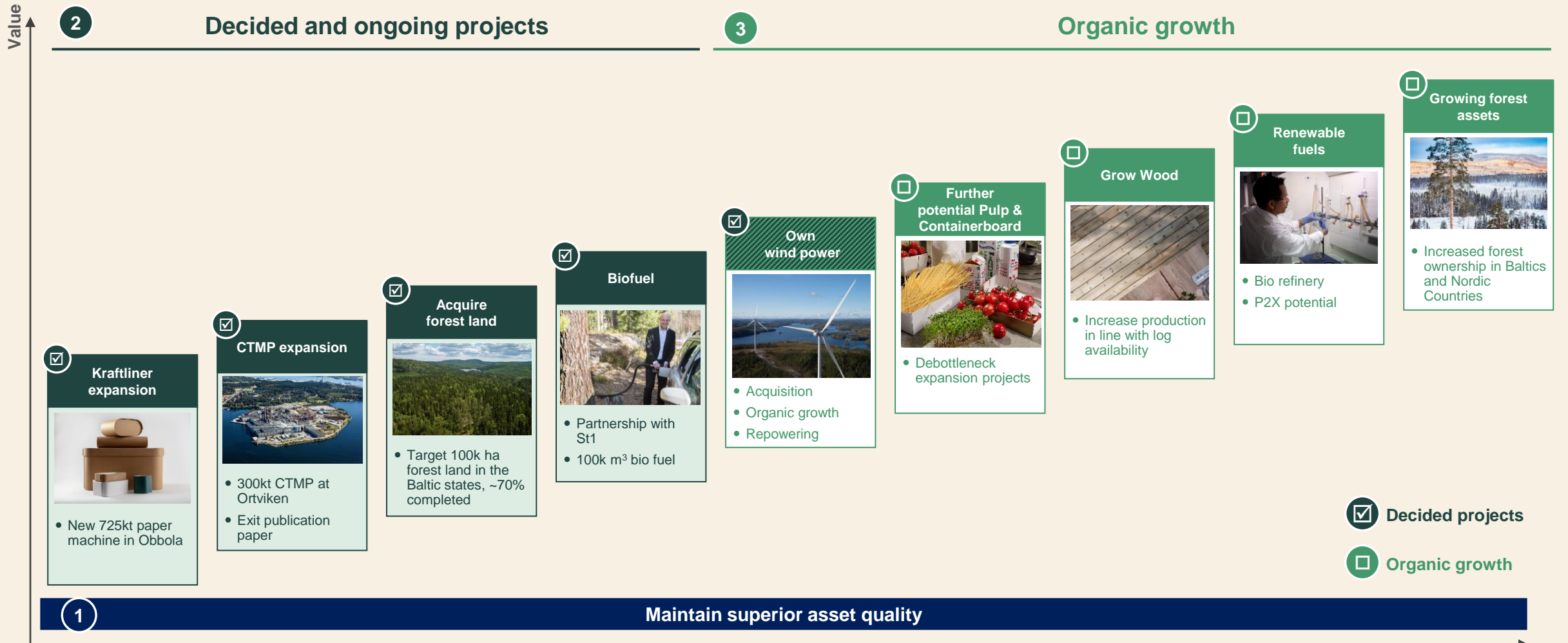
Europe's largest private forest owner

Creates the highest possible value in and from forests





# Long term investments for growth



# Our base is Northern Sweden

Forestland

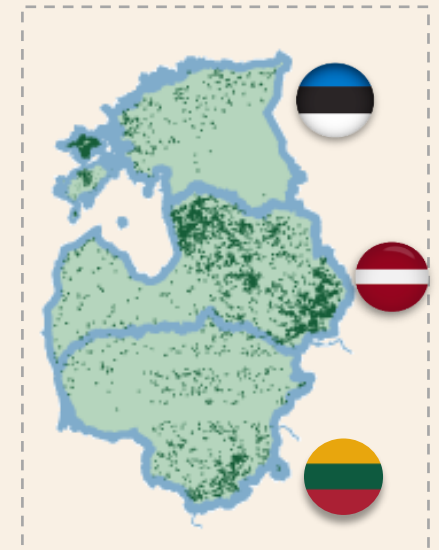
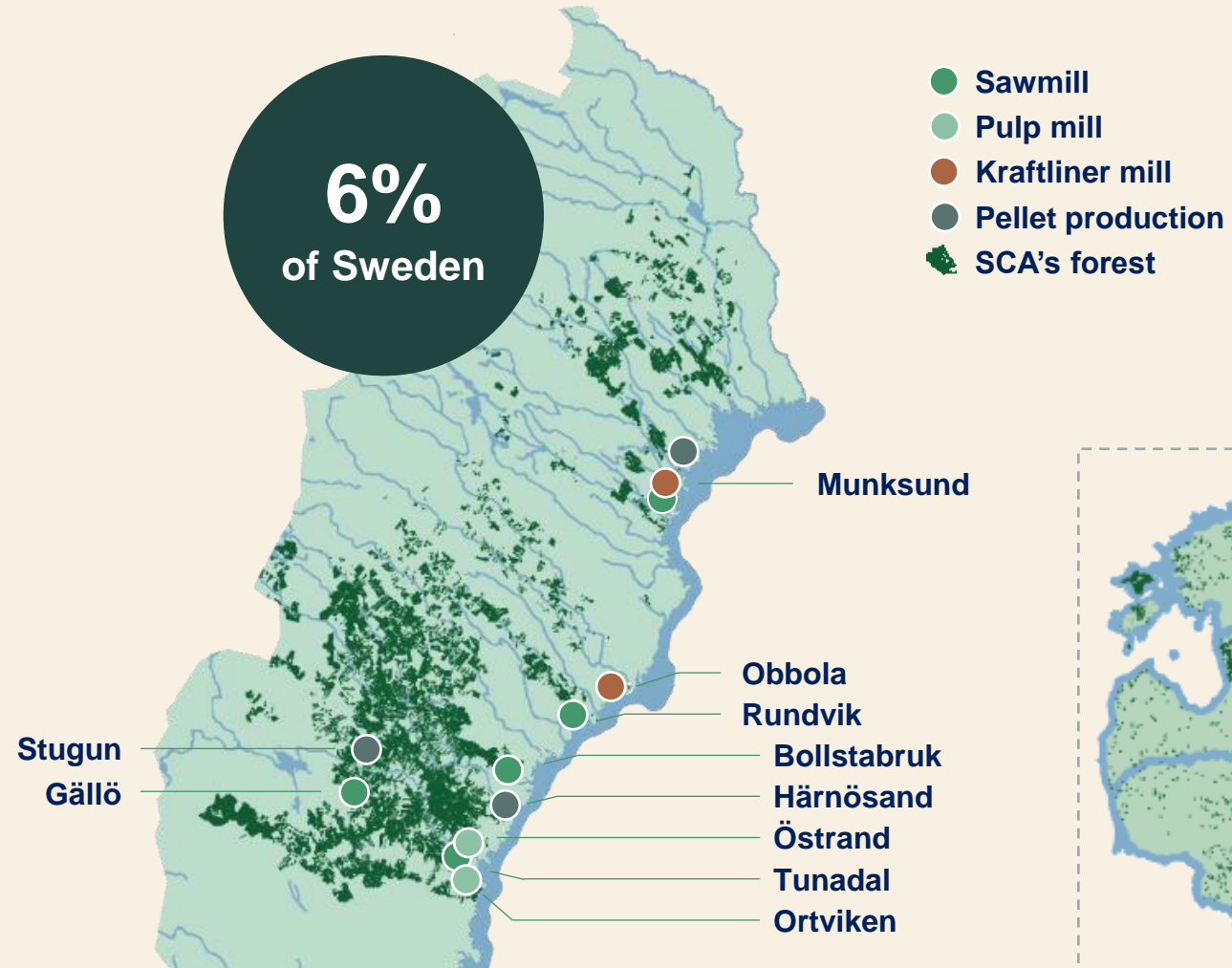
**2.7** *m ha*

Productive forestland

**2.1** *m ha*

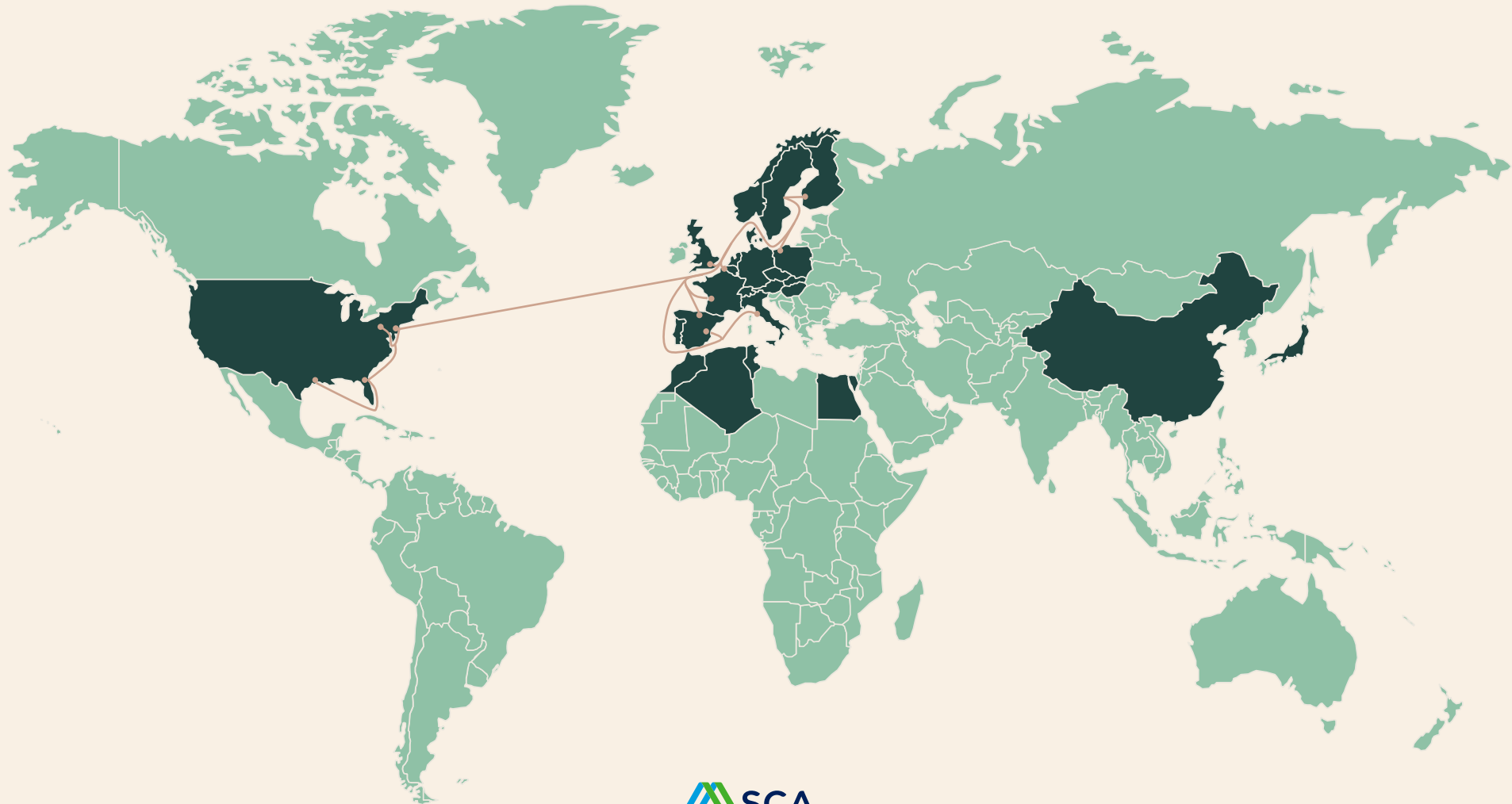
Standing volume <sup>1</sup>

**267** *m m<sup>3</sup>fo*



1. 2021, Including forest holdings in the Baltics.

# Our main markets





# Efficient logistics

## Ro-Ro traffic and railroad

### Terminals

Umeå

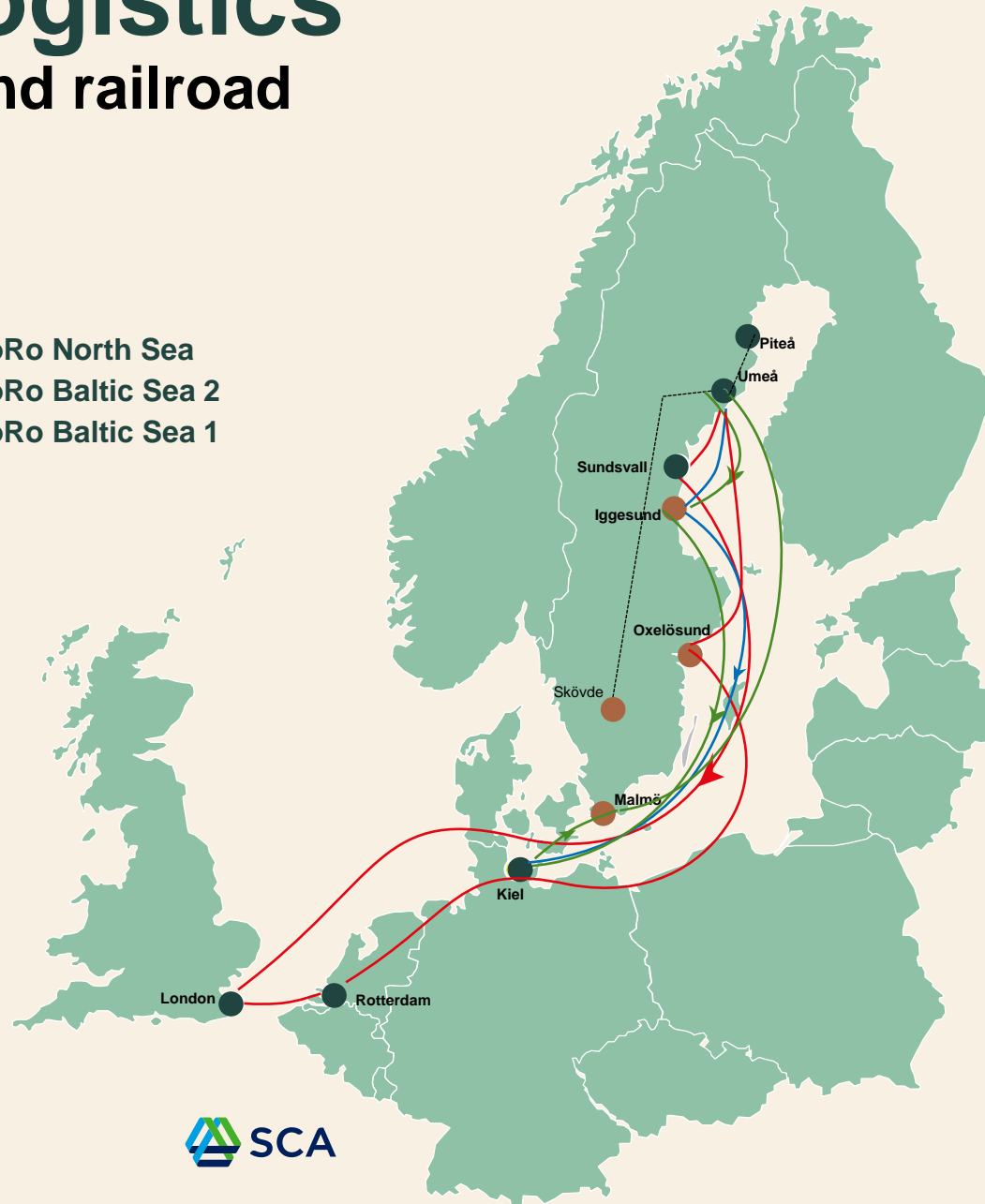
Sundsvall

Kiel

London

Rotterdam

- RoRo North Sea
- RoRo Baltic Sea 2
- RoRo Baltic Sea 1



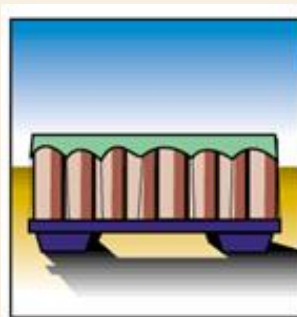
### Roll-on-roll-off traffic

MON	UMEÅ
TUE	SUNDSVALL
SAT	LONDON
SUN	ROTTERDAM
WED	OXELÖSUND
THU	UMEÅ
FRI	IGGESUND
SUN	KIEL
TUE	UMEÅ
WED	IGGESUND
FRI	KIEL
SAT	MALMÖ
MON	UMEÅ

# The RoRo system



Load secured on cassette



Cassettes are self-secured



SCA TRANSFOREST

m/v Obbola  
m/v Ortviken  
m/v Östrand

Length, m	170.4
Draught, m	6.7
Deadweight, ton	11,600
No of cassettes	165
Cargo capacity, ton	8,200

# Framtidsutsikter

Nya miljökrav

Ökade avgifter och skatter

Ökade kostnader för bränsle

Ökade produktionsvolymer

Nya marknader för ökande volymer

Teknikutveckling/Bränslen

Containerisering

Nya fartyg

Investeringar i terminaler och hamnar





# Port of Sundsvall

## Ongoing development

Ortviken Industrial site

- SCA Pulp
- Renewcell
- PQ Glas

E4

Sundsvall Municipality (rail terminal):  
SCA (container terminal)

>0,7 billion SEK  
0,5 billion SEK

SCA industrial  
expansion area

Intermodal rail terminal  
Ready 2024

Industrial  
expansion area  
Ready 2024

Sundsvall Energi

SCA Logistics  
expansion area

New area (landfill)  
Gradually built

Container & Bulk terminal  
Ready 2024

Imerys

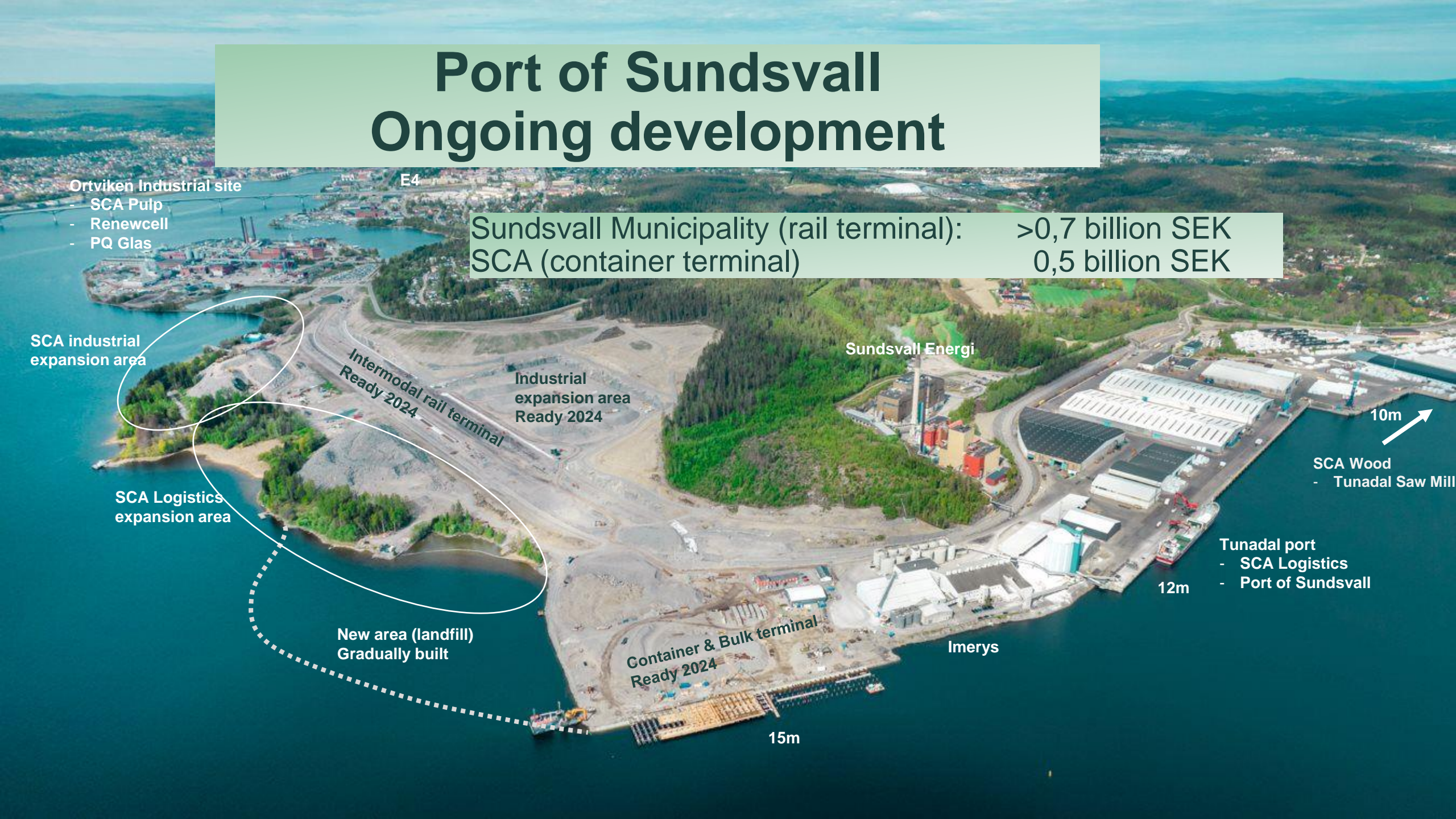
10m

SCA Wood  
- Tunadal Saw Mill

Tunadal port  
- SCA Logistics  
- Port of Sundsvall

12m

15m





# Thank you!



Matti-Mikael Koskinen  
VD  
ESL Shipping





# Environmental and finance solutions for accelerated future growth

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Maritime Day Åland 1<sup>st</sup> June 2023

Mikki Koskinen  
Managing Director  
ESL Shipping

# The most sustainable marine logistics partner for selected industries in Northern Europe

## 2022 figures

Net sales: 245.4 MEUR  
(191.4 MEUR)

Comparable EBIT: 37.4 MEUR  
( 26.8 MEUR)

EBIT-%: 15.2 (14.0)

Cargo volume: 14.7 MT (14.9)

41 vessels, 425.000 DWT  
DWCC 3.900-56.000

## Main clients:

Forest industry, metals  
& mining, chemicals,  
food chain and energy

Investments made in  
most environmental  
friendly technologies  
available

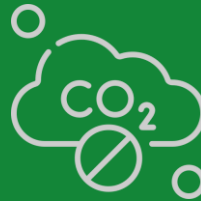
Offices in Helsinki, Raahë, Ystad & Luleå



# Strategic growth drivers – Sustainability and new technologies



Fossil free society



Carbon free steelmaking



Wood based products



Circular economy



Biofuels



Fossil free energy  
production



# Green Coaster investment program

## New environmentally friendly vessels to be delivered in 2023–2026 with pooling partnership providing innovative financing solution

- 12 new-generation electric hybrid coaster vessels to be delivered during 2023–2026
- Every other vessel (6 in total) will be sold to a company formed by pooling investors meaning that six vessels are built into own balance sheet
  - The first five vessels are already under construction
  - Delivery of the first vessel is scheduled for autumn 2023
- ESL Shipping's own investment approximately EUR 70 million of the approx. EUR 150m in total
- Planned delivery of the last vessel is scheduled for the second quarter of 2026



**5,350**  
DWT

**1A**  
Ice class

The electric-hybrid powertrain can run on renewable fuels and shore power with an option for wind propulsion

**7,650 m<sup>3</sup>**  
Cubic capacity

**90 meters**  
Length

Fully enclosed bridge and covered mooring stations at the box and stern, tailored to the Nordic winter conditions

**16 meters**  
Beam

**6 meters**  
Draft

The battery pack can be used for main engine peak shaving, to power the propulsion and emission-free operation in port



Market leaders in cargo capacity, technology and innovation



CO2 emissions will decrease by nearly 50% compared to current comparable vessel (5,000 DWT)



Battery technology enables emission-free and noise-free port visits

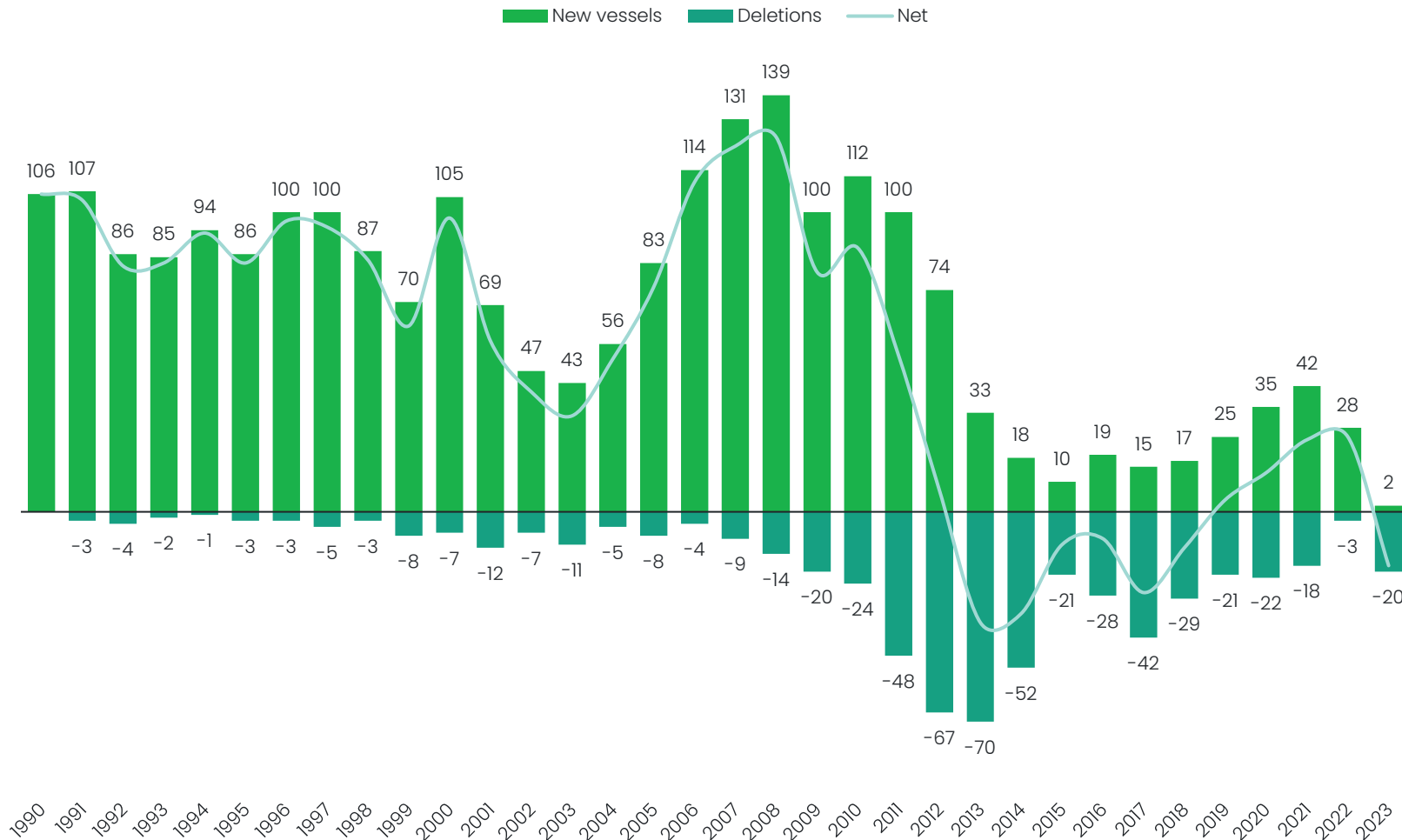


Special attention in the arrangements of cargo spaces, resulting to approx. 20% more cubic capacity

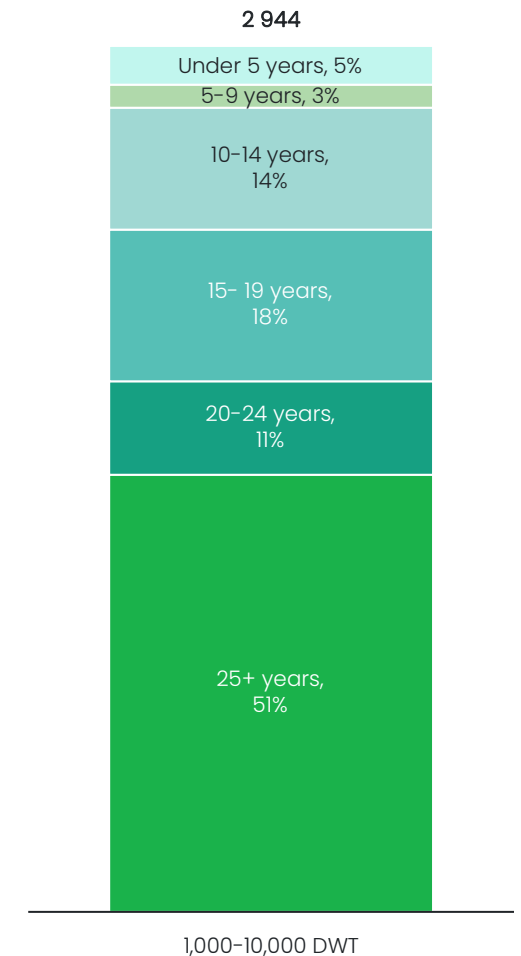
# European Coaster fleet is aging as investments have been limited

Substantial share of European Coaster fleet is aged 25 years or above

Development of shortsea vessels in Europe (1-10k dwt)



# of vessels by age group<sup>1)</sup>



ESL Shipping

<sup>1)</sup> Current  
Source: Toepfer (February 2023)

The  **ASPO** Company

# Green Coaster project financing

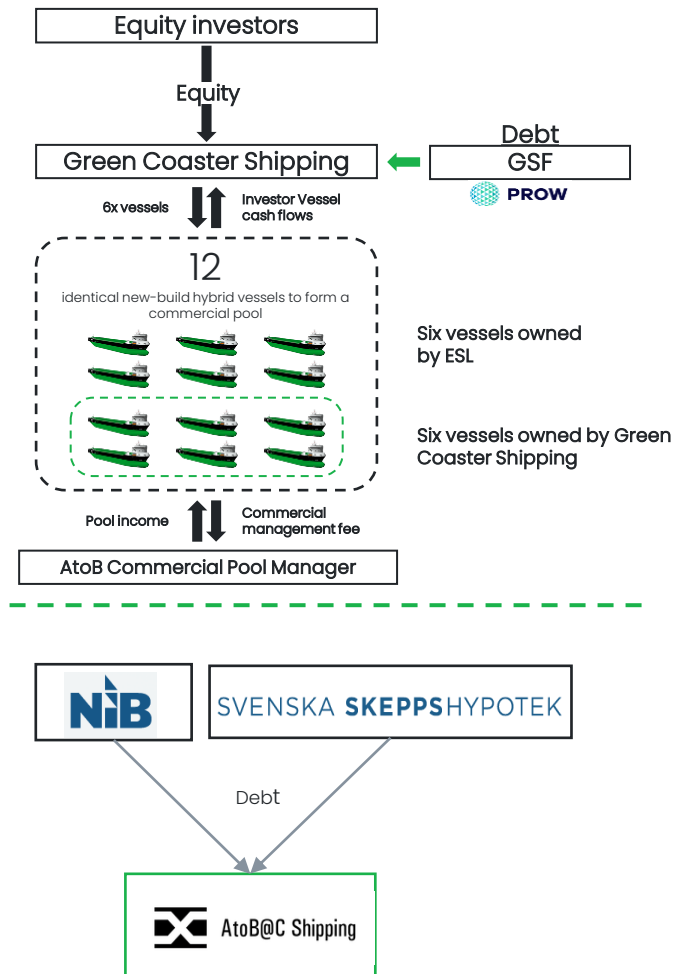
## Financing Structure

### Key benefits

- Accelerated growth with improved return on capital
- Improved market position through increased fleet size, larger total fleet size enabling economics of scale
- Important reference for the success of similar future projects
- Competitive advantage with the greenest fleet
- Enables ESL to reach one step closer to its ESG targets

- The Green Coaster Pool comprises twelve Green Coaster vessels of which six will be owned by AtoBatC Shipping and six by Green Coaster Shipping.
- The total 6 external vessel investment amounts to ~€75 million, which will be financed with debt and equity
  - ~€50 million Debt will be provided by Green Shipping Fund (GSF), a Dutch fund focused emission reductions within shipping
  - ~€25 million Equity commitments from

- Six Green Coaster vessels were ordered for AtoB@C Shipping, from Chowgule shipyard in September 2021
- The total investment amounts to ~€70 million
  - ~€20 million loan agreement with Nordic Investment Bank (June 2022). Maturity 10 years
  - ~€32 million loan agreement with Svenska Skeppshypotek (September 2022). Maturity 15 years.





# Target to reduce CO<sub>2</sub>-emissions 50% per ton-mile by 2030 from 2008 base

Growing the business while lowering pressure on the environment a key focus in the coming decades

## Key ESG targets of ESL Shipping

### Growing our business while lowering the pressure to the environment



-50% of CO<sub>2</sub> by 2030  
Net zero operations by 2050

We work with the ports to minimize the amount of grey water and hold washing water to the sea

We commit to Science Based Targets Initiative by the end of 2023

### Improving the experience for people in our value chain



We provide a safe and healthy place to work

We provide first-class service to our customers

We treat everyone equally

### Driving sound governance practices at all levels



We conduct ethically in line with applicable law and standards and expect the same from our counterparties

Goals

KPIs & targets

**Scope 1 CO<sub>2</sub>-emissions in total**  
2050: Net zero CO<sub>2</sub> emission operations

**Scope 1 CO<sub>2</sub>-emissions per ton-mile**  
2030: 50% lower carbon intensity per ton-mile compared to 2008 and respective vessel class

**Percentage of grey water pumped to shore reception facility**  
2025: 50%  
2030: 100%

**Total Recordable Injury Frequency**  
Target: Zero

**Net Promoter Score**  
Target: Retain over 50 NPS (currently 57)<sup>1)</sup>

**People Power Index**  
Target: AA+ (currently AAA)<sup>2)</sup>

**Percentage of employees who have completed Compliance and Code of Conduct training**  
Target: 100%



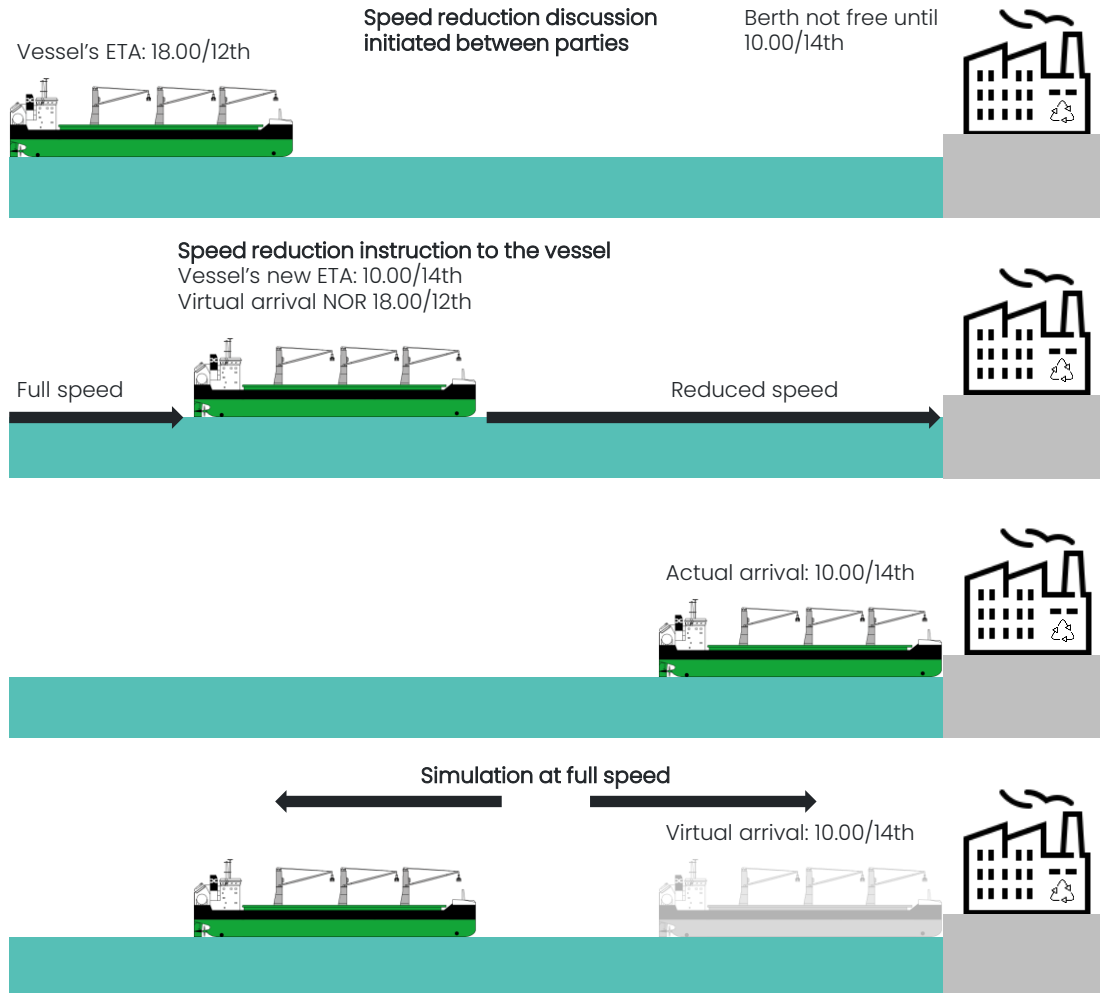
ESL Shipping

<sup>1)</sup> NPS of 57 in Client Satisfaction Survey conducted in October–November 2022; <sup>2)</sup> People Power Index. AAA for all personnel against Finnish external benchmark group, for shore personnel against global benchmark group and sea personnel against Finnish benchmark group. AA for sea personnel against global benchmark group;







The  **ASPO** Company


# Virtual Arrival – reduced emissions by optimizing the arrival time

## Illustration and benefits of Virtual Arrival



## Virtual Arrival offers both environmental and financial benefits

-  Reduced fuel consumption
-  Reduced emissions
-  Less congestion in the port and anchorage area
-  More reliable scheduling and line-up of vessels in port
-  More efficient resource planning for port operators
-  Savings shared between owners and charterer

 **-25%** average reduction of CO<sub>2</sub> emissions

# Tack!

ESL Shipping **Shapes and Modernizes** Shipping Industry In Its Operating Area



ESL Shipping



AtoB@C Shipping

The  **ASPO** Company



Christopher Rasmussen  
Partner  
BRS Shipbroker



# BRS Shipbrokers Maritime Day 2023

June 2023



About BRS

This is us



500

Employees



20

Offices



150

Years of experience



13

Business Lines



02

Environmental Services

Compliance and  
Carbon Solutions





# History of BRS

## 1856 - 1930

### Origins

France's role as a colonial power was at its apex – sailing ships were becoming motor vessels.

## 1947 - 1987

### Group consolidation

«Training» phase, since almost all the shares were distributed free of charge.

## 2020 - 2012

### Global marine group

The modern day period sees BRS transformed to a global firm with an international network. It expands by offering a range of innovative shipping services in addition to core shipbroking business, and grows the partnership substantially.

## 2020 – 2023...

### Going foward

BRS will continue to put service to clients as its priority. We will invest further in information technology and continue to lead the transformation of broking, by helping clients comprehend maritime influences and data to seize opportunities and take advantage of unfolding trends.

## 1931 - 1946

### Join forces

Wars are ravaging Europe in the run-up to World War 2 – BRS moves to Paris.

## 1988 - 1999

### Expansion

France's cargo base and shipbuilding expertise enable it to stay a world shipping centre.

## 2013 - 2019

### Growing

Four new offices are opened in Bogota, Ho Chi Minh, Athens and Stamford. Creation of BRS Project & Corporate Finance Advisory (PCFA) activities.



# Assets Department

# Our Expertise

20

Years

1000+

Vessels contracted

## A combination of skills, experience and network

- Strong technical & contractual knowledge and experience
- Knowledge of shipyards' strengths & weaknesses in design, production and quality management
- Long-established relationships with privileged access to shipyards' top management
- Cooperation with designers

## What type of vessels?

- **Standard ships:** Bulkers, tankers and container carriers
- **Specialized ships:** Passenger ships, RoRo, RoPax, cruise ships, stainless steel chemical tankers, LNG and LPG carriers
- **Dedicated ships:** orange juice carriers, high heat bitumen carriers, self-unloaders, methanol carriers, ocean research vessels, ice-breaking ships , hospital ships





# BRS Clients

Our clients' development and success have allowed BRS to be considered one of the most important intermediaries in the maritime sector.

These are some of our allies.



**Godby Shipping Ab**



# Our Projects





## Some Key References

- > Exclusive shipbroker for the newbuilding project of **two high-speed dual-fuel ferries** for the life-line service between Sweden's mainland and the Island of Gotland under government concession
- > Engaged by the New Zealand government-owned KIWIRAIL for the procurement of **two new train passenger ferries** for the life-line service between the North and South Island
- > Shipbroker for Danish company DFDS for **two new 4500 lane meter ferries** and **six 6700 lane meter ro-ro's**
- > Appointed by a US-based charity, Mercy Ships, for the procurement of a new **hospital ship**
- > Broker and consultant for the Finnish state-owned oil company NESTE for their **fleet renewal program**
- > Appointed as a consultant by AIRBUS INDUSTRIES to broker the build of **specialized ships designed to carry Airbus A380 fuselages**





## Key References of Sustainable Alternative Propulsion – Dual Fuel

- > [World first Dual-Fuel Ropax](#): 2 x 1,600 pax Ropax **DF LNG** (low pressure) for Gotland (**Sweden**) at GSI (**China**)
- > [World first DF Bulk](#)ers: 2 x 25,600 dwt General Cargo ICE **DF LNG** (high pressure) for ESL (**Finland**) at Jinling (**China**)
- > [World first DF Bitumen carrier](#): 1 x 15,000 dwt **DF LNG** (low pressure) for Desgagnés (**Canada**) at Besiktas (**Turkey**)
- > [World first DF MR tanker](#): 1 x 50,000 dwt **DF LNG** (High pressure) for LDC (**Switzerland**) /Bocomm (**China**) at K-S (**Korea**)
- > [World first DF Methanol MR tankers](#) : 6 x 50,000 dwt MR tankers **DF Methanol** for Proman Stena (**Switzerland**) at GSI (**China**)
- > 6 x 115,000 dwt [LR2 tankers](#) **DF LNG** (high pressure) for Hafnia (**Denmark**)/Viken (Norway) at GSI (**China**)
- > 3x 15,000 dwt [Product tankers](#) **DF LNG** (Low pressure) for Desgagnés (**Canada**) at Besiktas (**Turkey**)
- > 2 x PCTC 7000 ceu [Car/Truck Carrier](#) **DF LNG** for SFL Norway (**NYSE listed**) at GSI (**China**)



# Shipbuilding Activity

With focus on Roro & Ferry/Ropax





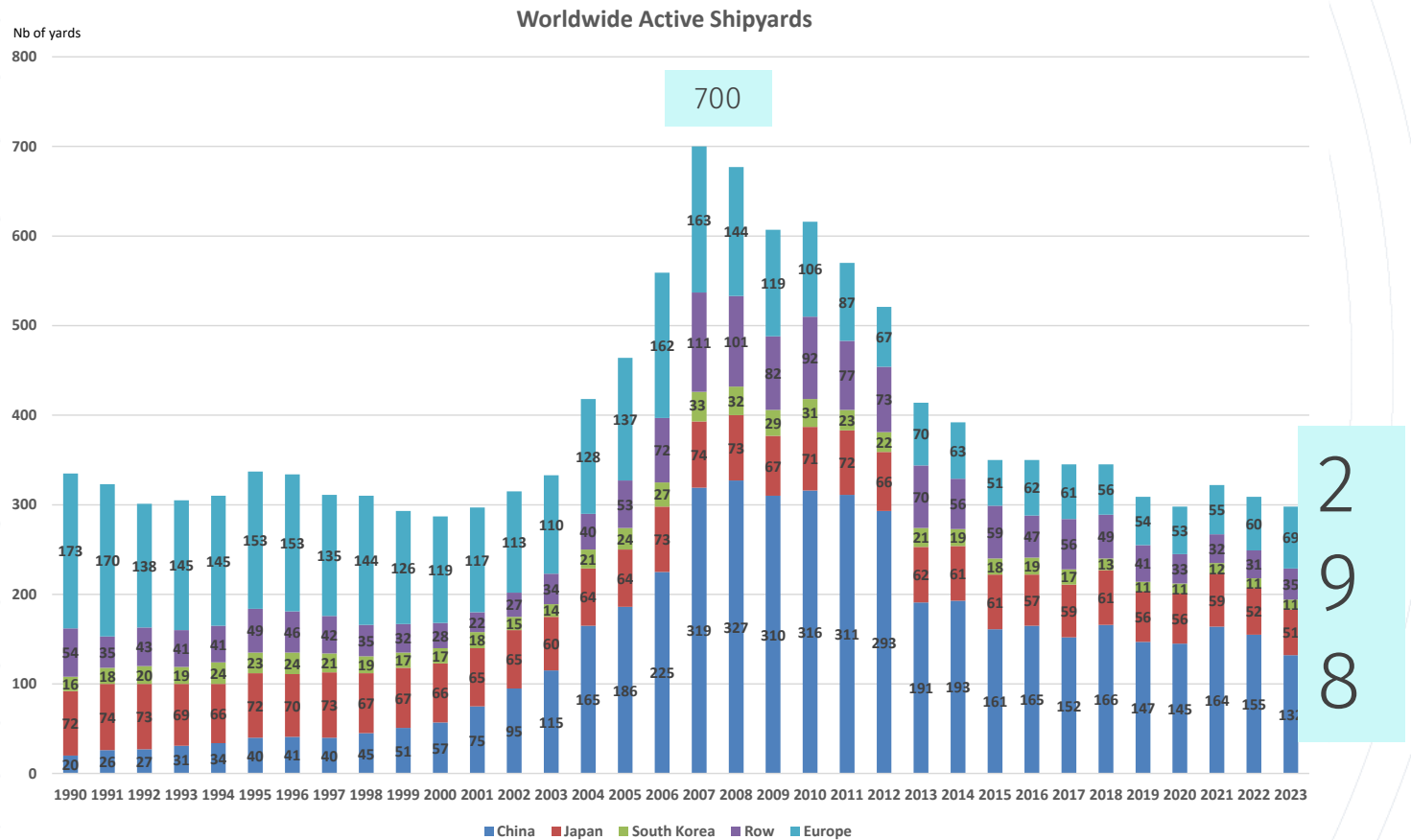
## Global Active Yards

Total number of active shipyards in May 2023 - **298**

> Various strategies in yards to counter low prices:

Reducing global shipbuilding capacity with:

- Yard closures and consolidation since 2008
- => 75% of the shipbuilding production in hands of a limited number of groups in China, S. Korea, Japan
- Current capacity ordering: around 1,200 / 1,300 ships can be built and delivered per year compared to 2,000 between 2005 and 2010





# Quarterly Evolution of World Orderbook by Shipbuilding Area

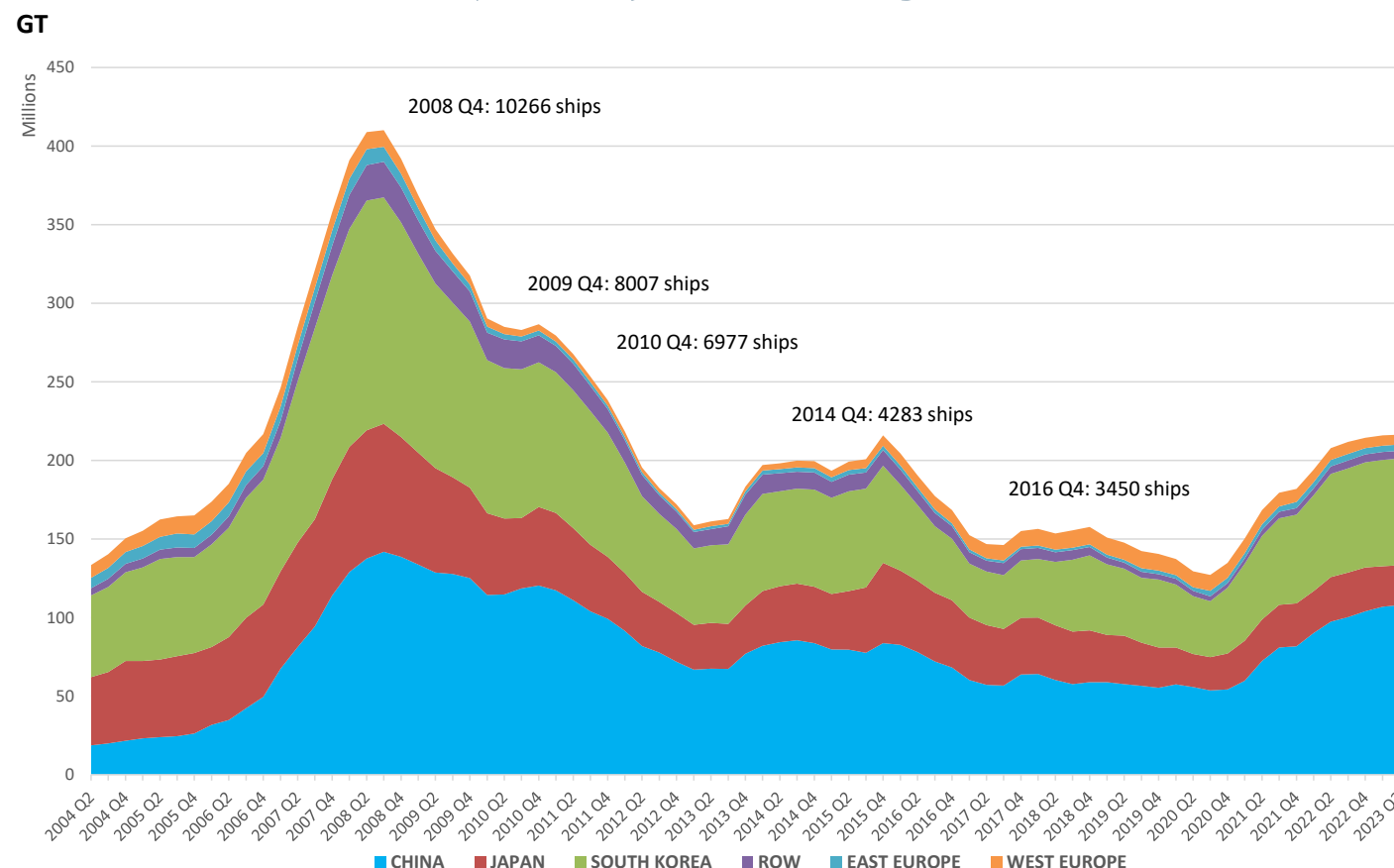
Current orderbook  
**216.4 million Gt**

## Shipbuilding capacity recovering:

- With inexorable rise of Chinese shipyards in building segments previously dominated by S. Korea or Japan (specialized tankers, LNG carriers)
- But capacity remaining significantly below peak levels of 2007/2008

## Current yard challenges are:

- Chronic manpower shortage in yards, which arose with Covid-19 => massive layoffs
- Shipping industry obligation to deal with new types of propulsion / technologies

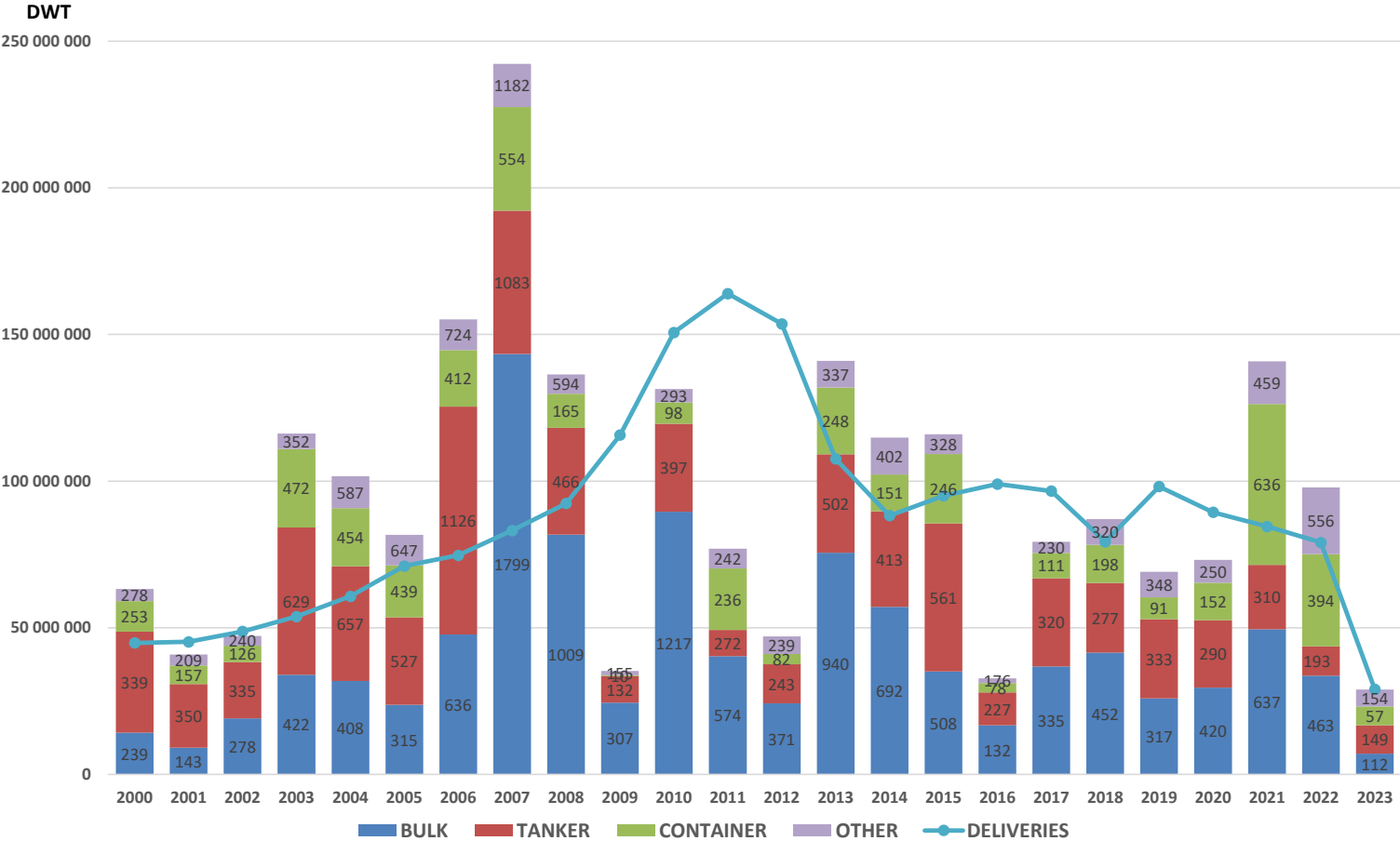


China = 52.5%    ROW = 3.2%

Japan = 14.4%    E. Europe = 1.7%

S. Korea = 27.8%    W. Europe = 0.4%

# New Orders per year vs. Deliveries since 2000



## New orders per May 2023

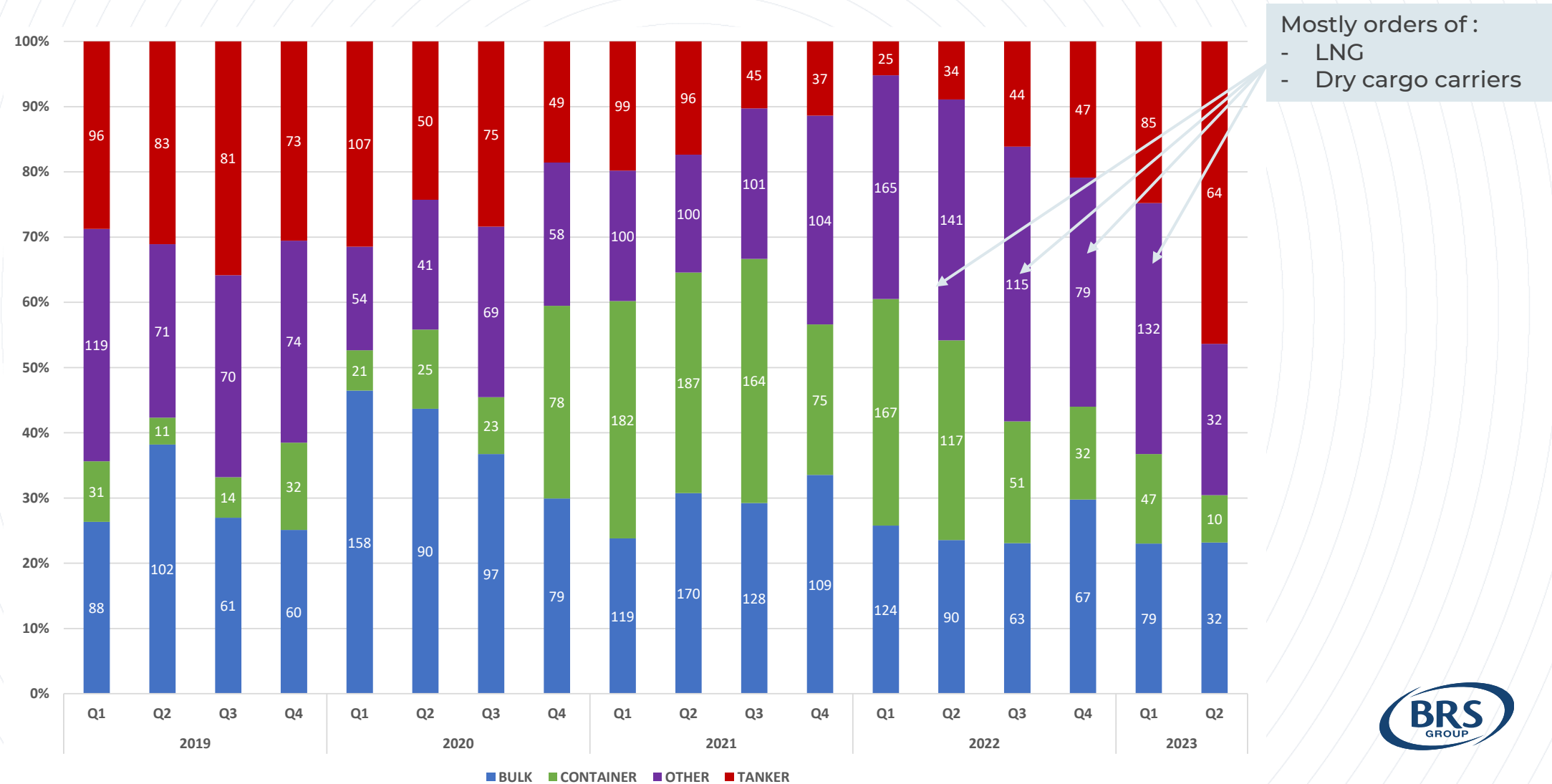
Bulk - **112**

Tanker - **149**

Container - **57**

Other - **154** (out of Roro - 5 ; Ferry - 3)

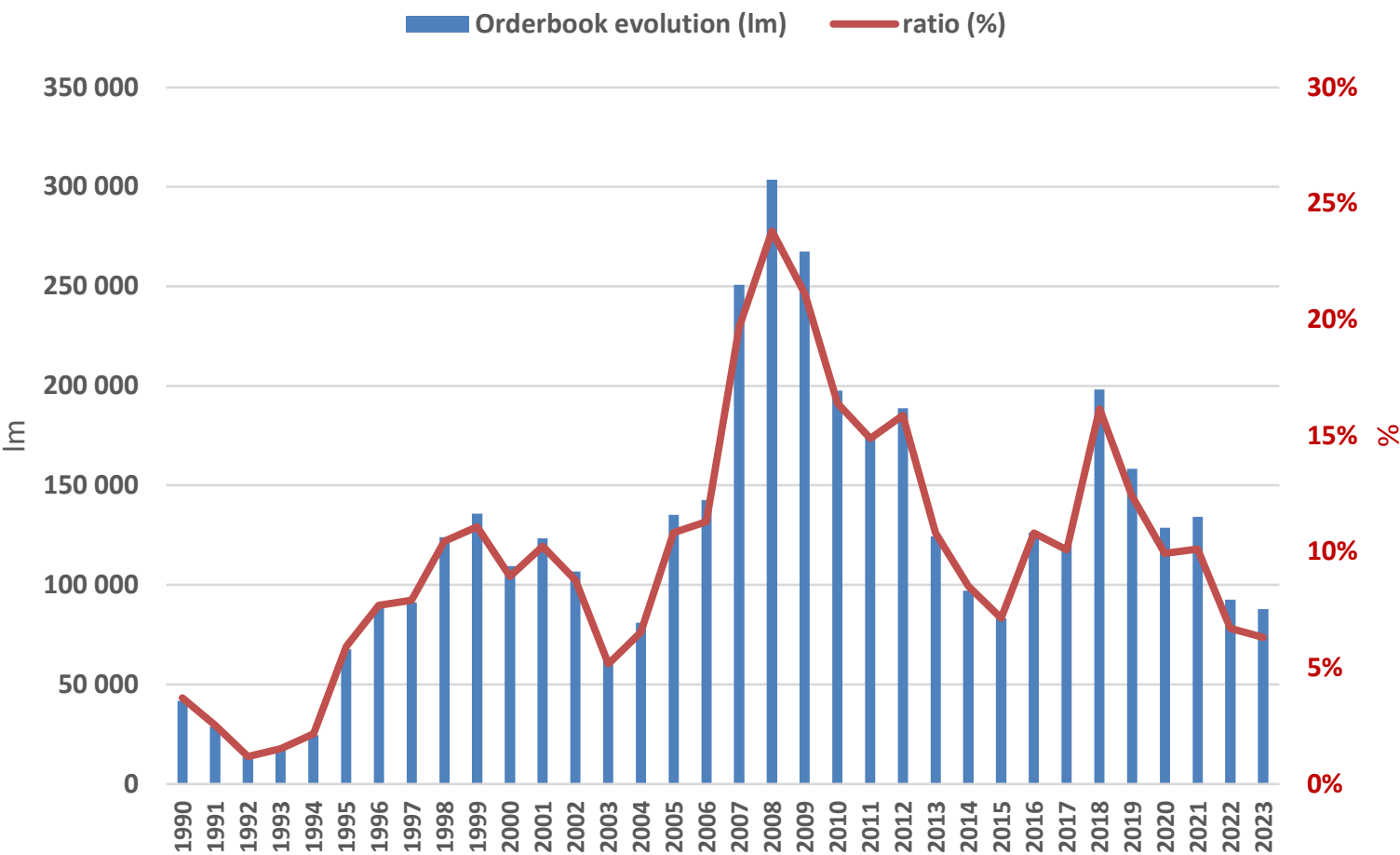
# New Orders Market Share per Quarter since 2019 (in nb of ships)





# Evolution of Roro Orderbook and ratio of Orders/Existing Fleet

Current Roro Orderbook - 87,890 Lm capacity ; 24 ships

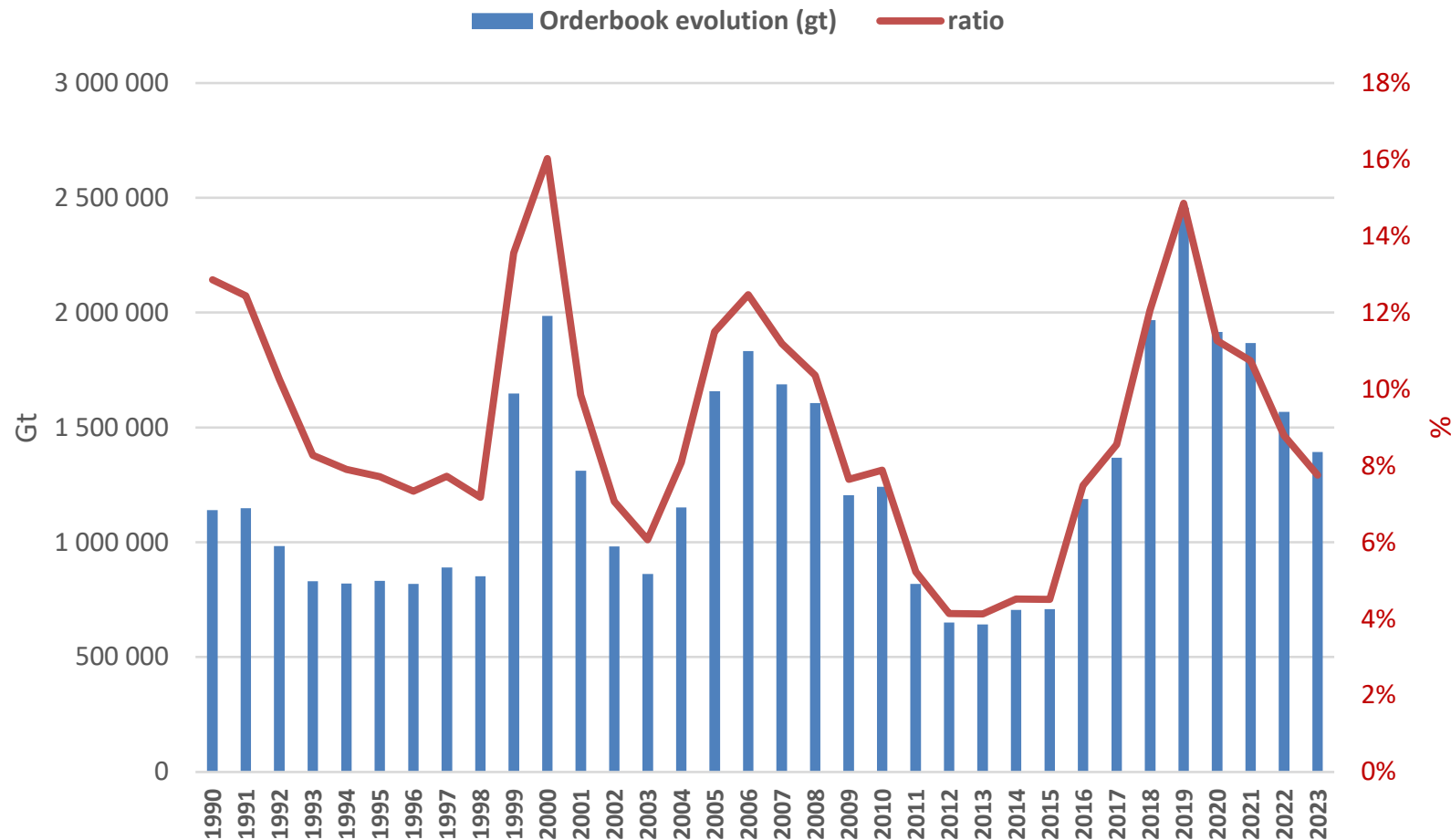


The whole orderbook remains modest:

- The Roro orderbook-to-existing fleet ratio fell to 7% in 2022 (in lm) and even 6% in 2023 YTD
- Slowing level compared to the 2008 peak of 23%
- The orderbook would need to be twice as big as today in lane meters to exceed the past 10-year average 2012-2022 at 11%

## Evolution of Ferry/Ropax Orderbook and ratio of Orders/Existing Fleet

Current Ferry/Ropax Orderbook - 1.3 million dwt capacity ; 58 ships

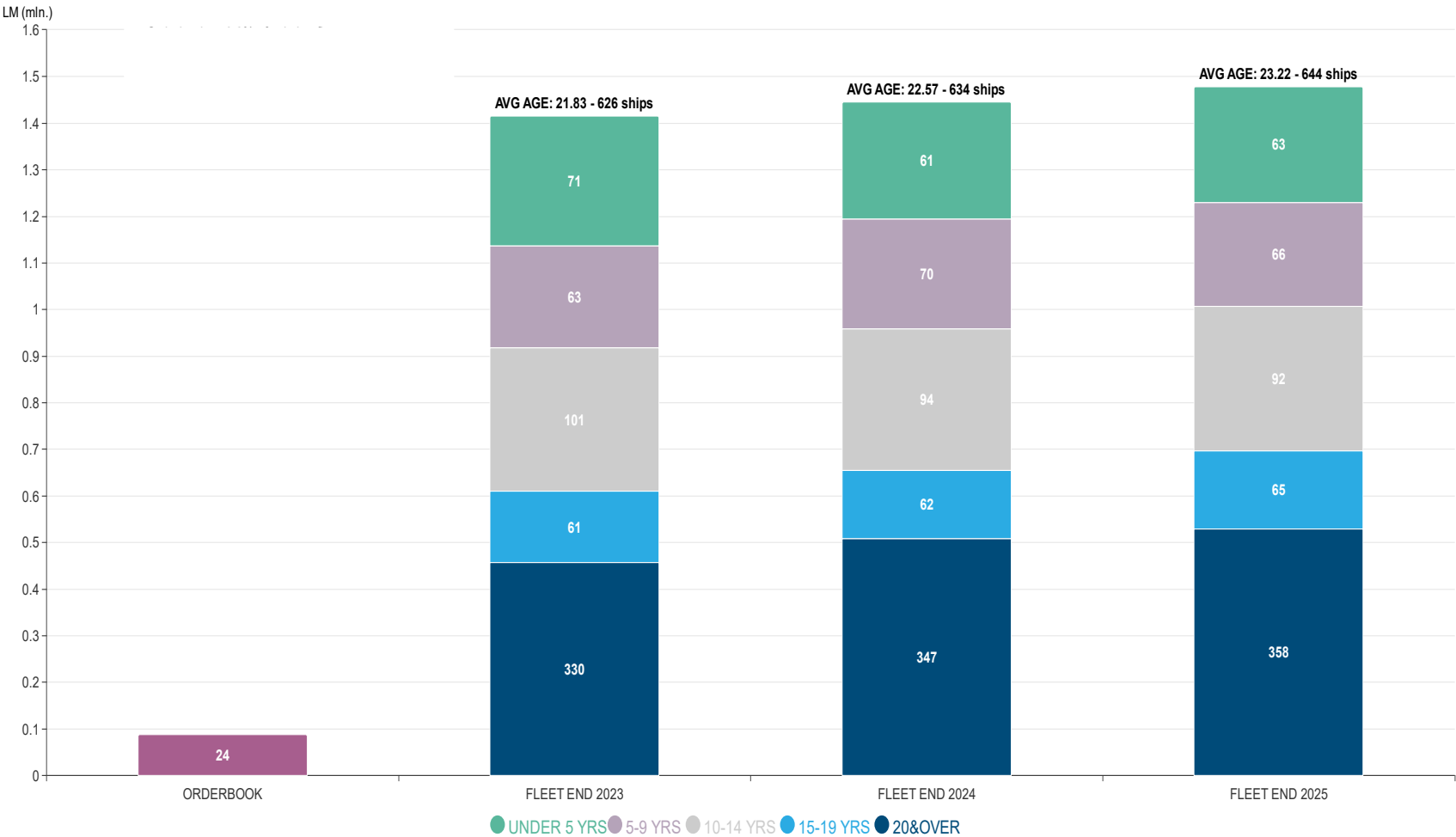


The whole orderbook considerably increased between 2015 and 2019 then decelerated quickly since Covid-19:

- The Ferry/Ropax orderbook-to-existing fleet ratio fell to 9% in 2022 (in Gt) and even to 8% in 2023 YTD compared to a 15% peak in 2019
- The current ratio of 8% corresponds to the past 10-year average of fleet renewal

# Roro End of Year Projections

Taking into account current orderbook + current fleet



## Orderbook

3.8% of the existing fleet

## Ships of 15 years and more

End 2023: **62.6%** of the existing fleet

End 2024: **64.6%**

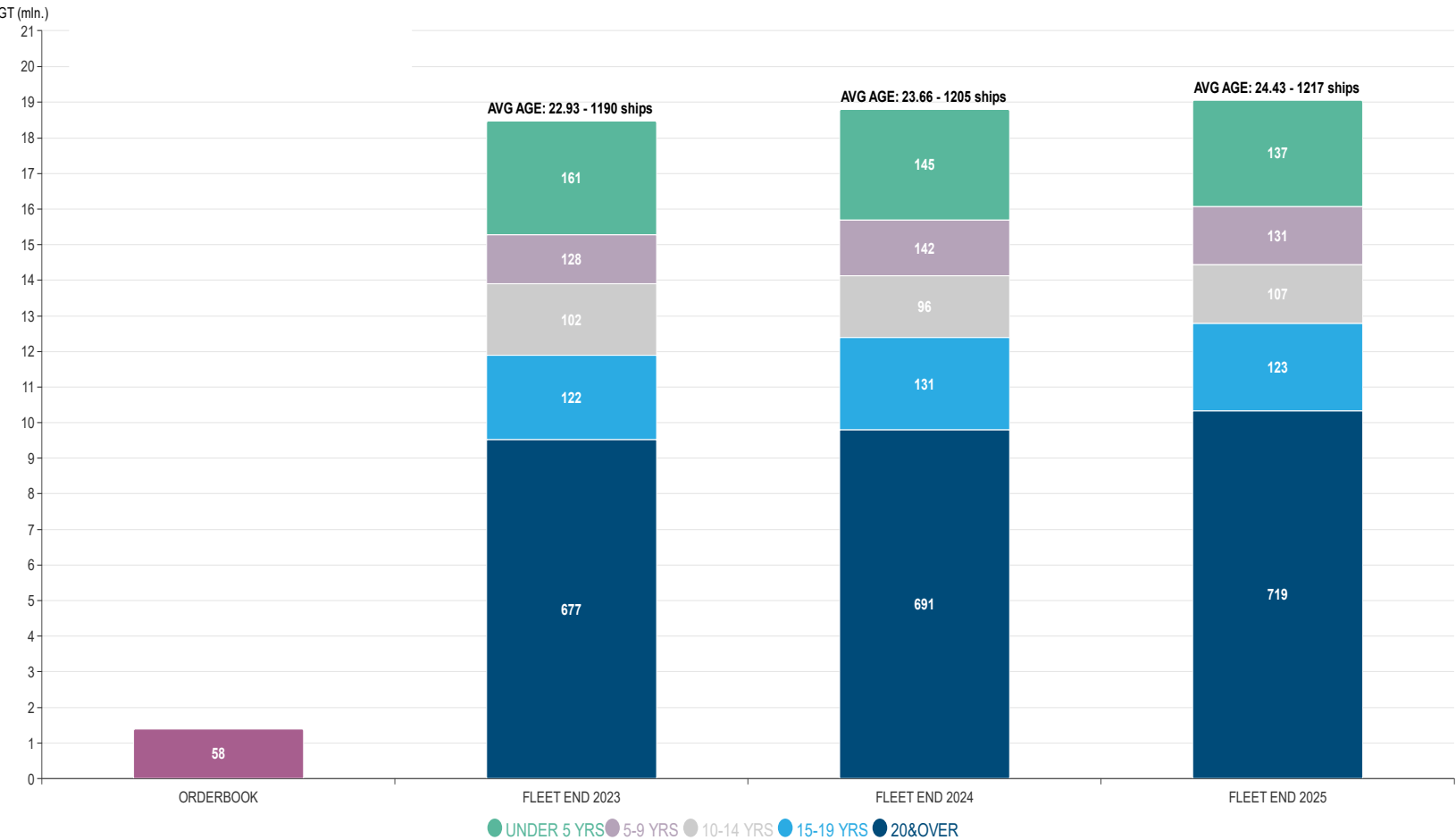
End 2025: **65.8%**





# Ferry/Ropax End of Year Projections

Taking into account current orderbook + current fleet



## Orderbook

4.9% of the existing fleet

## Ships of 15 years and more

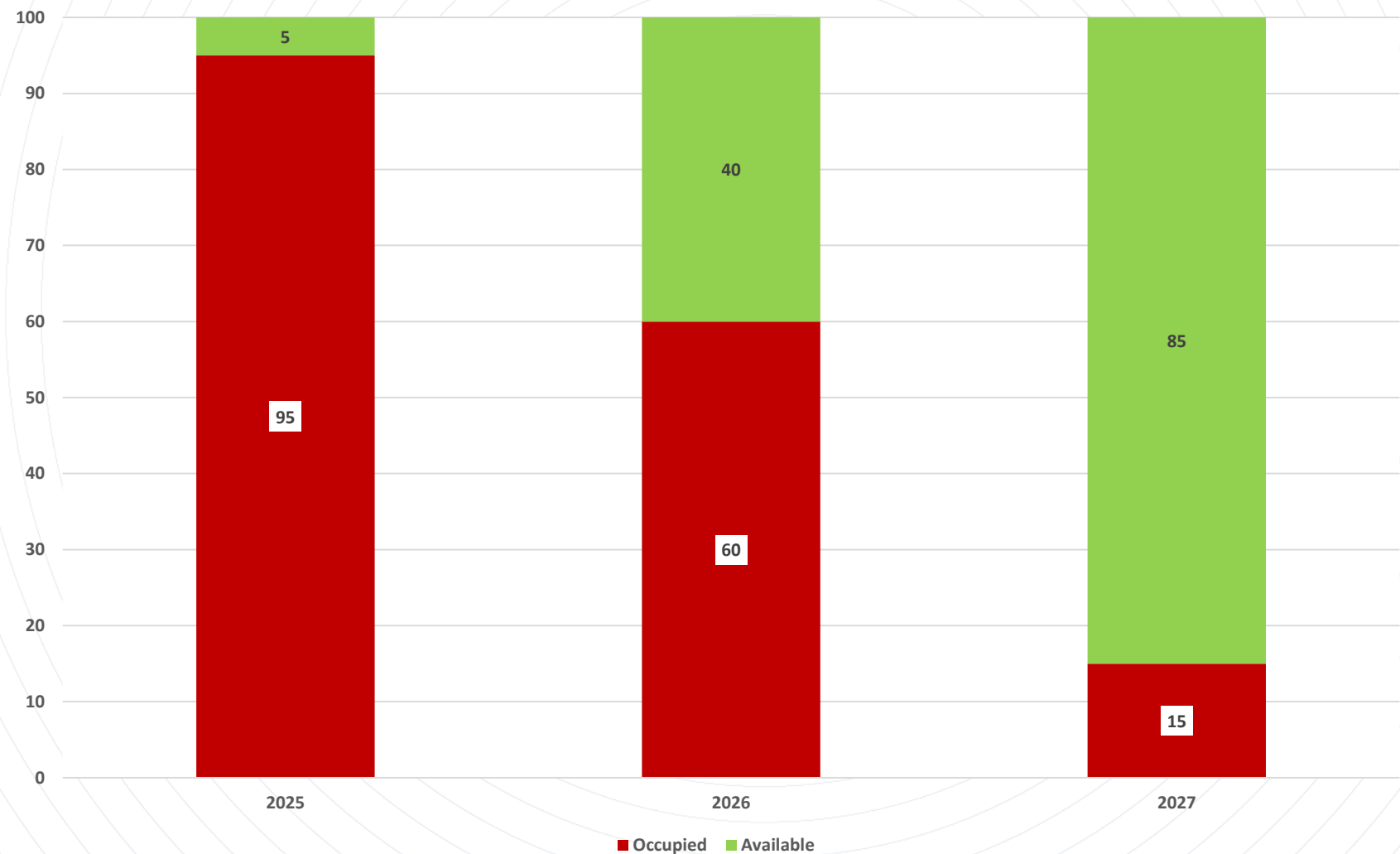
End 2023: **67%** of the existing fleet

End 2024: **68%**

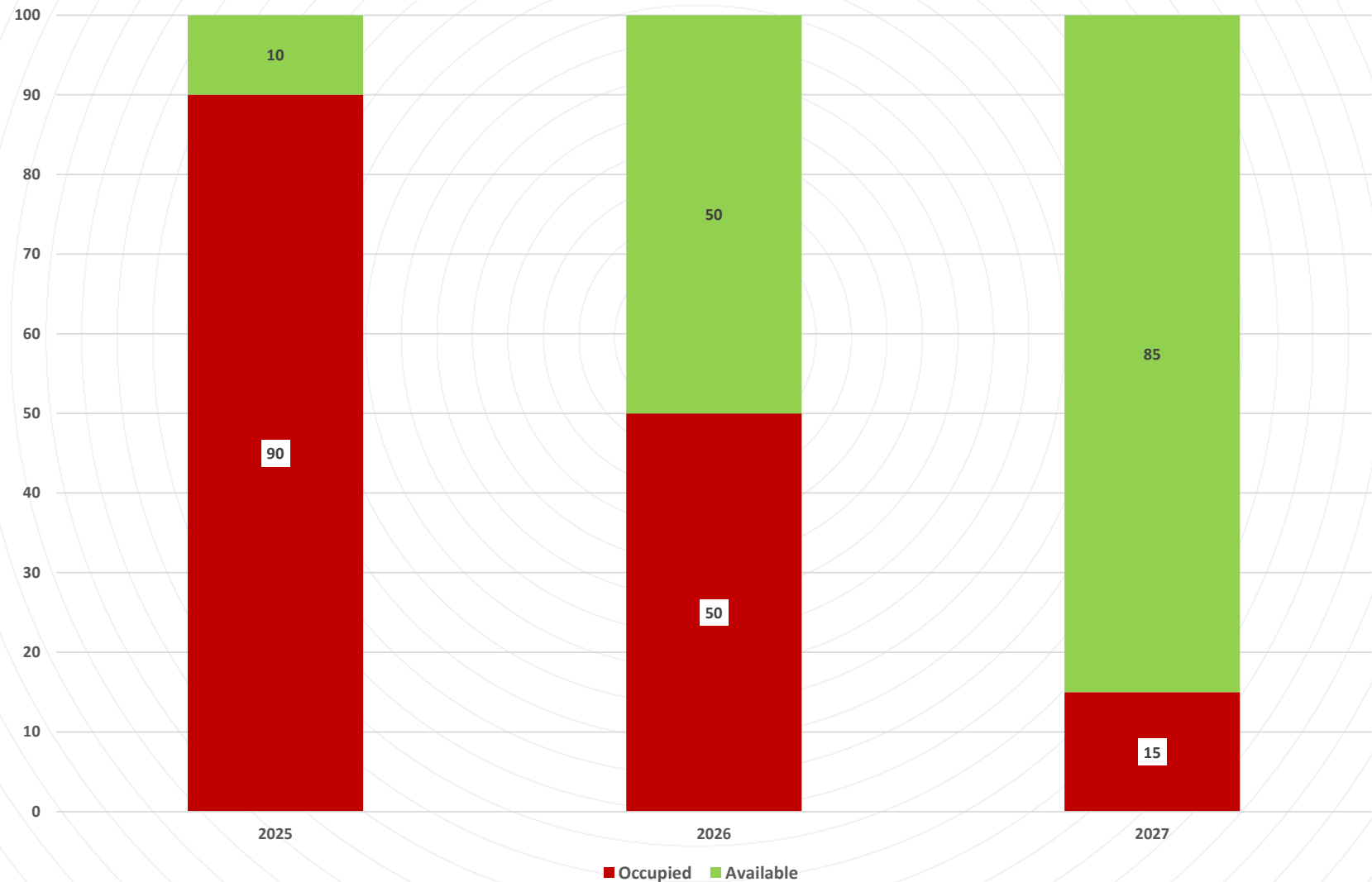
End 2025: **69%**



# Shipyard Available Capacity in China (in %)



# Shipyard Available Capacity in South Korea (in %)





## Newbuilding Prices

Newbuilding prices correlate with steel prices and currency exchange rates



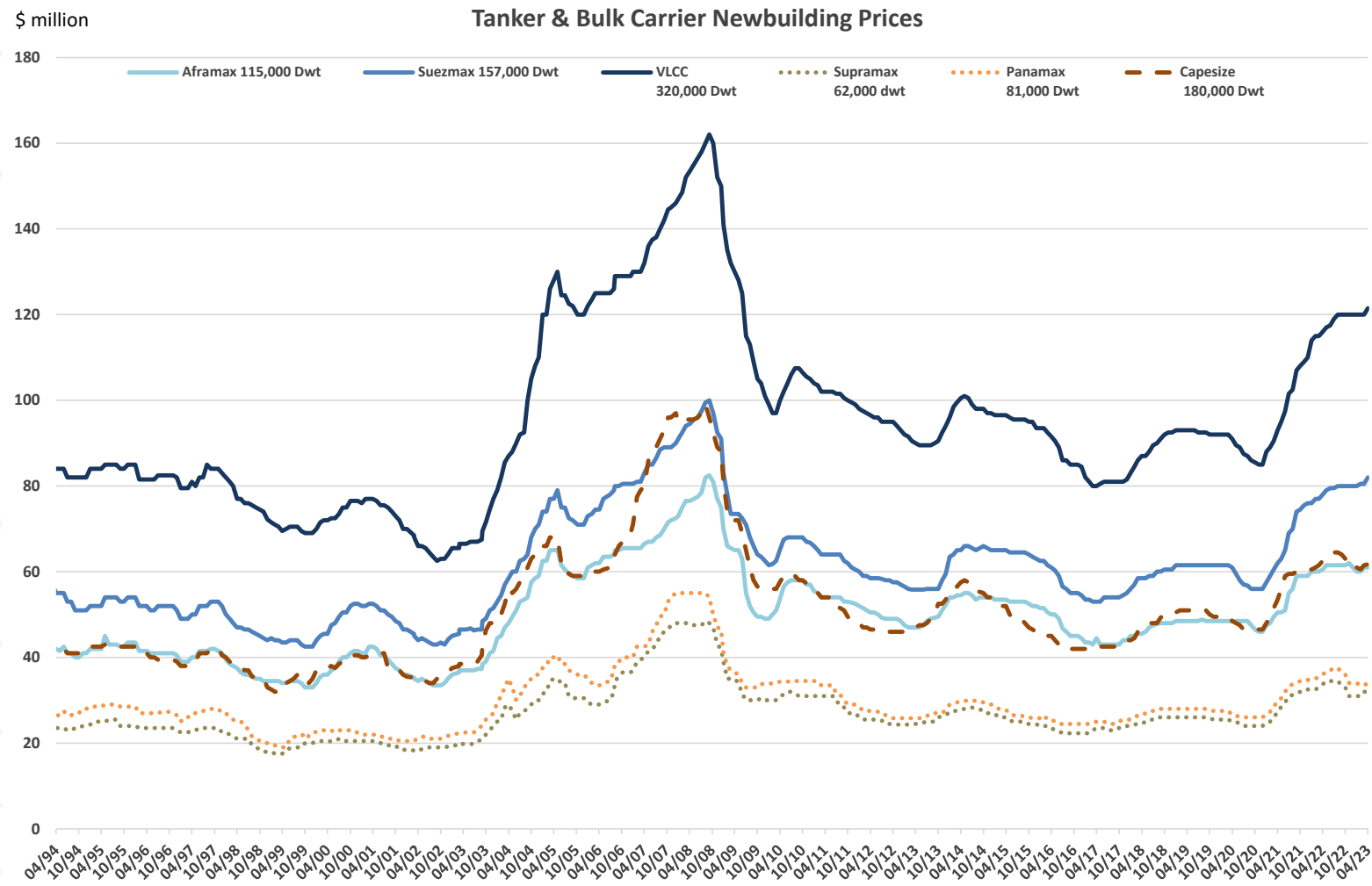
### Expected price increase due to:

- Consolidated market
- Shipyards have already implemented cost-reduction programs
- New regulations
- Higher material cost
- Lower USD?
- Higher labour costs
- Inflation

## Dry Bulk and Tanker Newbuilding Prices as benchmark

NB Value	1999	2008	2012	2016	2020	2021	Apr. 2023
MR Tanker	\$24 million	\$52 million	\$31 million	\$32 million	\$33 million	\$37 million	\$44 million
LR2 Tanker	\$35 million	\$75 million	\$47 million	\$45 million	\$48 million	\$48 million	\$61 million
NB Value	1999	2008	2012	2016	2020	2021	Apr. 2023
Dry Bulk Panamax	\$18 million	\$55 million	\$25 million	\$23 million	\$25 million	\$30.5 million	\$34 million

# Newbuilding Prices





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# Thank you!

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Tom Pippingsköld  
VD  
Finnlines



Tom Pippingsköld  
President and CEO  
30 May 2023

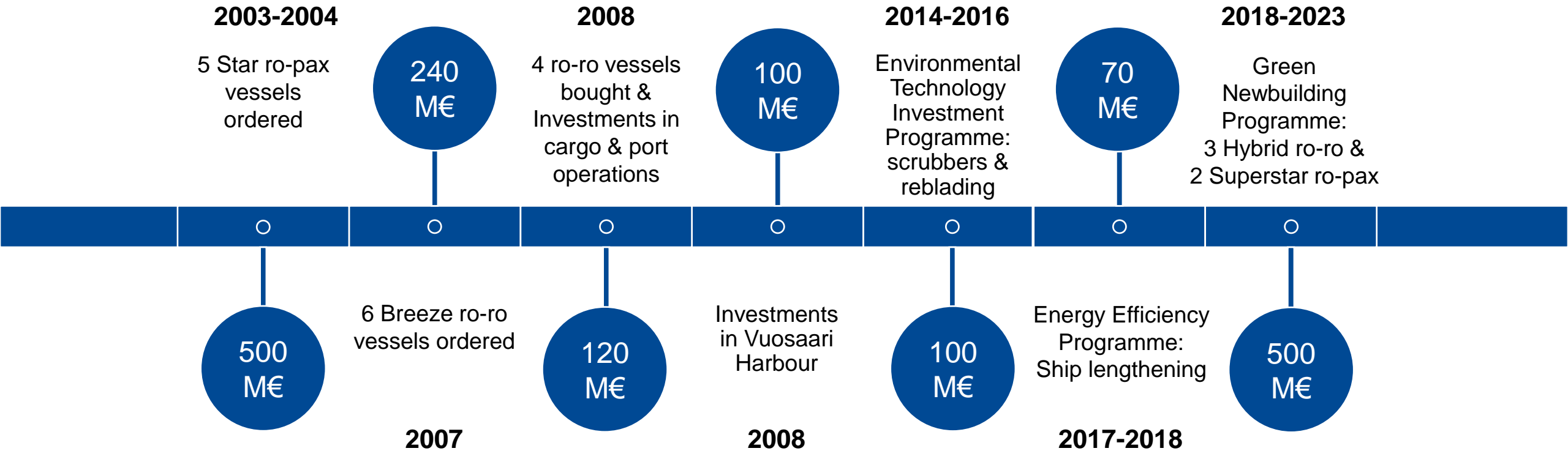
# **Finnlines Group**

A Shipping Company and  
An Infrastructure Company



**ZERO EMISSION IN PORT**

# EUR 1.5 Billion Capex Programmes 2003-2023



## Finnlines' **Green results** at a glance: our environmental investment Programmes

Environmental Technology Investment  
Programme 2014–2018

€ **100** million

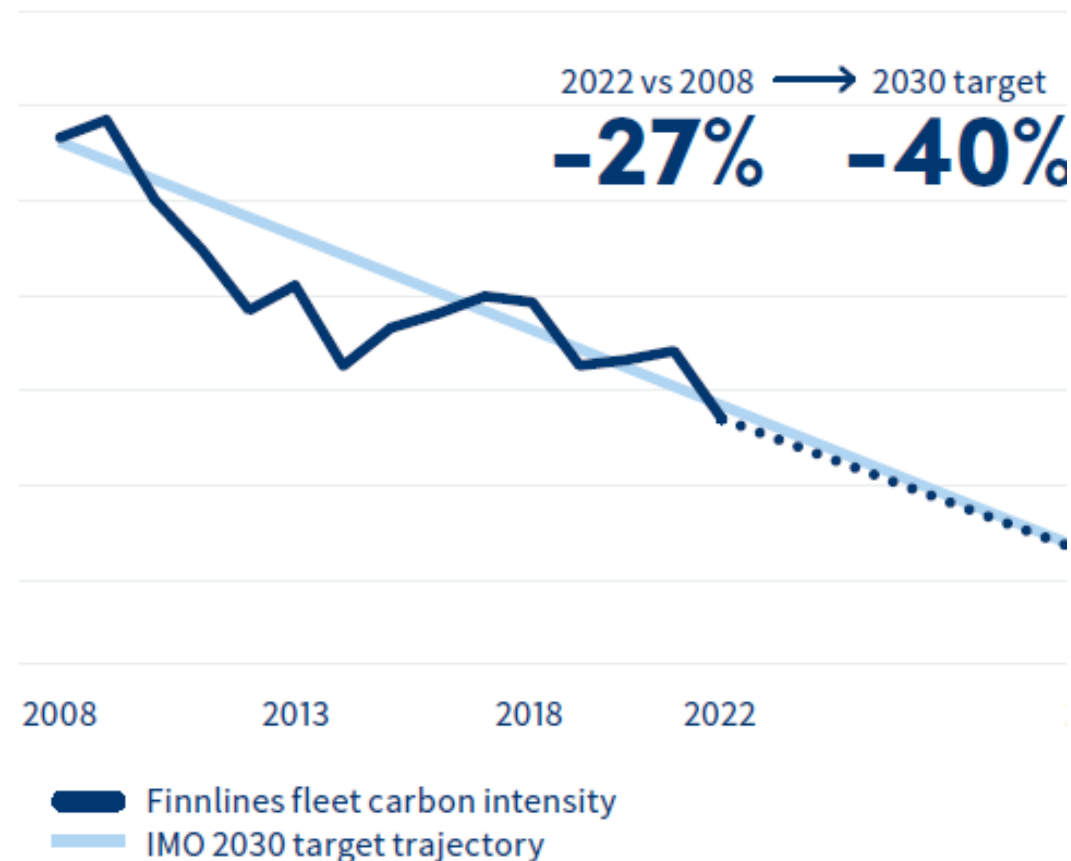
Ship Lengthening Programme 2017–2018

€ **70** million

Green Newbuilding Programme 2018–2023

€ **500** million

### CARBON INTENSITY Finnlines fleet vs. IMO target (based on g CO<sub>2</sub>/GT\*nm figures)





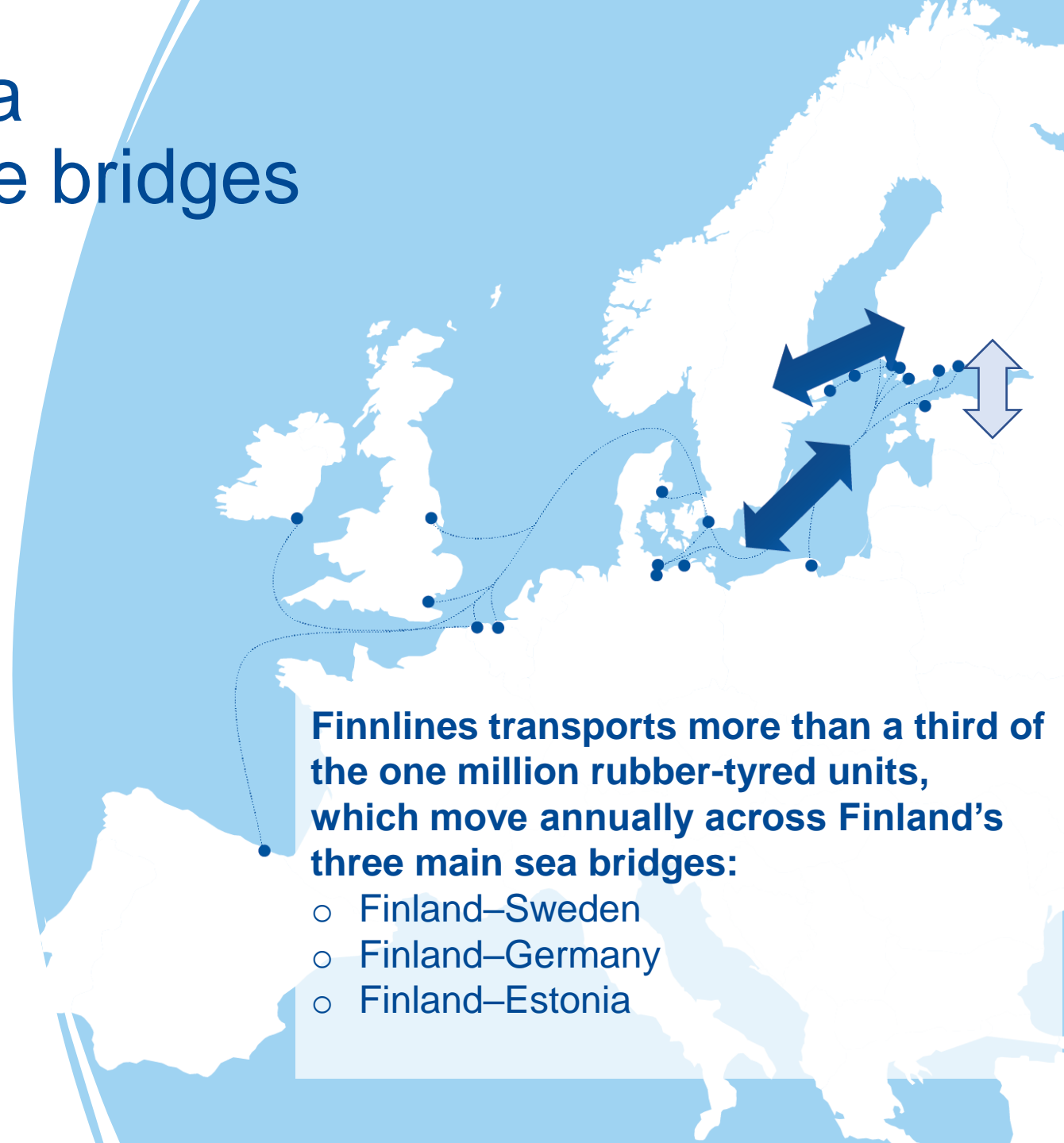
# Securing Finland's vital sea transports through maritime bridges

## **Finnlines safeguards the security of supply of Finland**

- Finnlines' vessels and routes ensure there is enough cargo capacity and no disruptions in cargo deliveries.

## **Schedules are planned to serve trade and industry**

- It is important that the medicines and fresh products reach the Finnish market quickly.
- Finnlines has an important role in transporting industrial cargo such as forest products, steel and machinery.
- Finnlines is a major operator in the transport of industrial products, spare parts, electric equipment and other industrial components.



**Finnlines transports more than a third of the one million rubber-tyred units, which move annually across Finland's three main sea bridges:**

- Finland–Sweden
- Finland–Germany
- Finland–Estonia

# Maritime bridges: Finland and Sweden

- With close to 30 departures each week, Finnlines is the leading freight carrier on this maritime bridge.
- Schedules are tailored to the needs of freight customers: high frequency, cargo capacity and fast voyage.

- 28 departures per week
- Daily capacity over 650 cargo units

Optimal port location  
for freight traffic

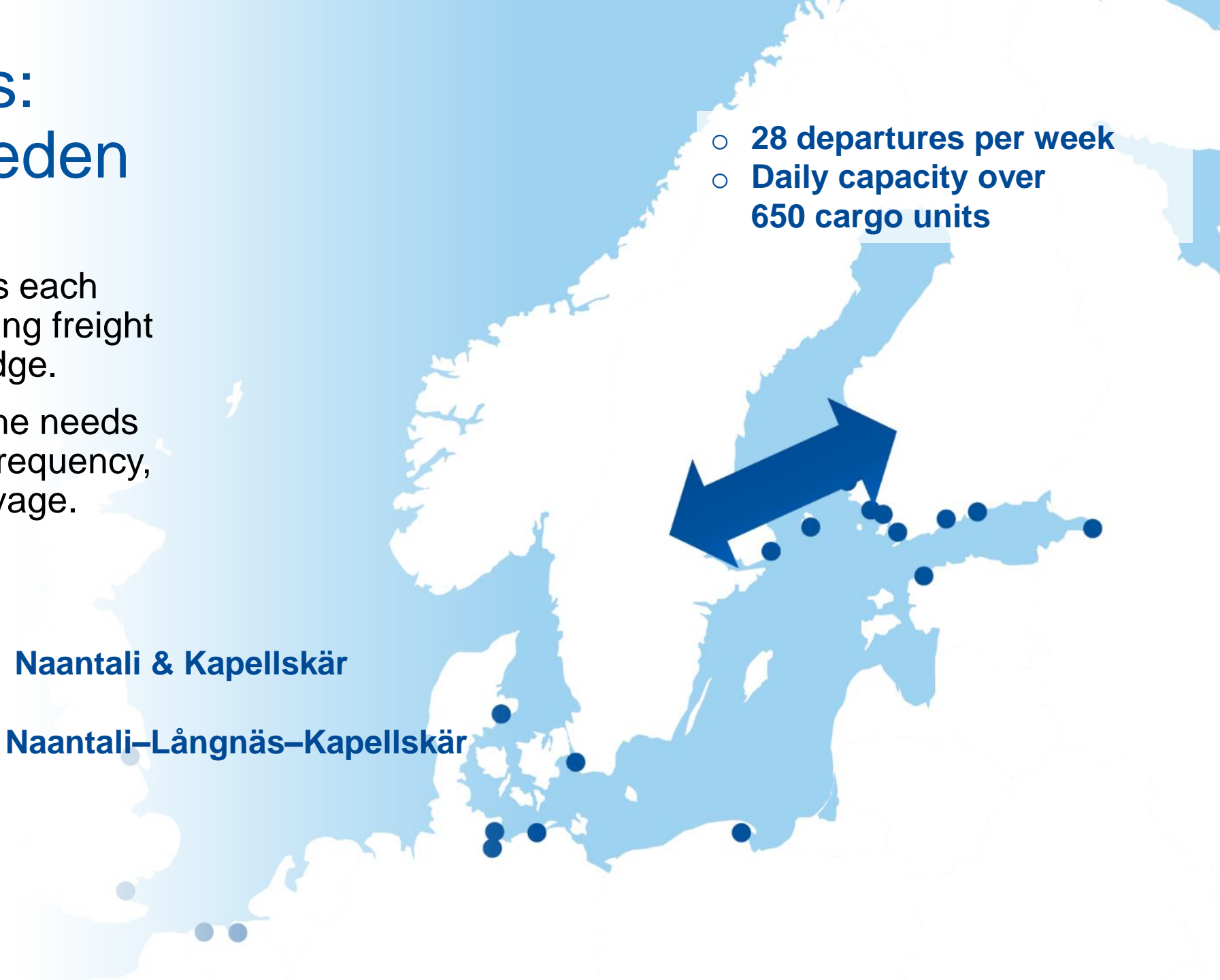


**Naantali & Kapellskär**

Optimal route



**Naantali–Långnäs–Kapellskär**



# Åland Islands – Sea connections

- Åland's strategic location between Finland and Sweden
- Åland is dependent on sea transportation
- Ro-pax connections important for both people and freight





A large green ship hull section is being lifted by a crane at a shipyard. The hull is supported by yellow jacks and is being moved into position. The background shows a blue building with Chinese text and a clear sky.

# Green EUR 0.5 billion Newbuilding Programme

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# Energy & Emission reduction toolbox

## Propulsion

- ☐ Two speed reduction gears - higher propulsion efficiency
- ☐ VFD shaft generators – improved fuel economy with combinator
- ☐ Air Lubrication – reduced required propulsion power
- ☐ Improved hull design and special paint applications (silicon, XGRIT)

## Auxiliary

- ☐ Battery bank – clean auxiliary power at sea
- ☐ Shore Power – zero emission in port, lower noise

## Lower power consumption onboard

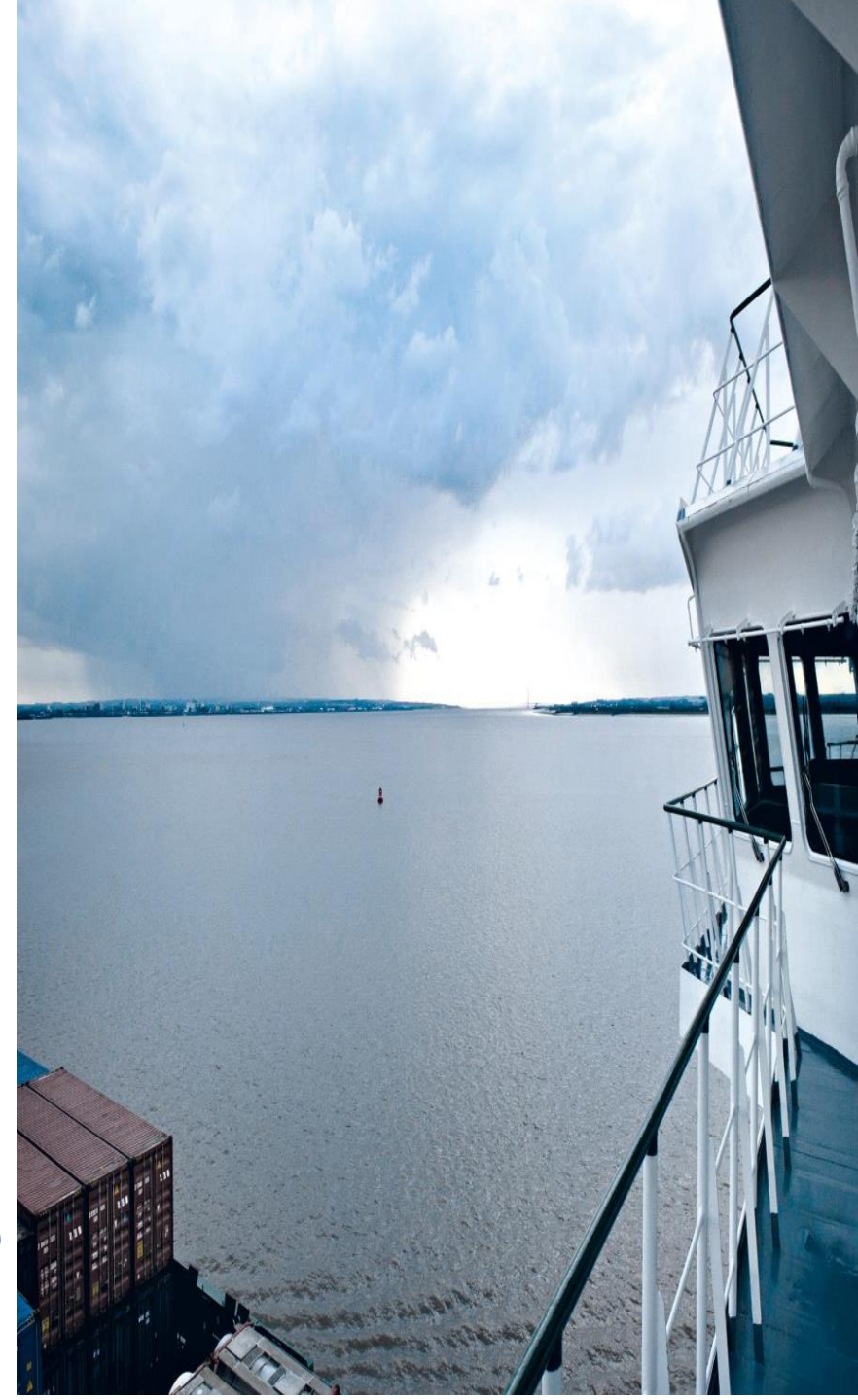
- ☐ Air quality driven cargo hold ventilation - lower power consumption
- ☐ VFD in pumps and fans - lower power consumption
- ☐ Waste heat recovery - lower energy consumption in heating and AC
- ☐ Alaska cooler – utilization of low sea water temp for AC

## Operational measures

- ☐ Economies of scale – reduced emissions per transported unit
- ☐ Continuous optimisation of vessel capacity utilization
- ☐ Optimal utilization of speed / consumption curves
- ☐ Eco-training for crew and raised awareness onboard

## Future zero carbon fuels and engines *(not yet commercially available at scale needed)*

- ☐ Zero carbon fuels: hydrogen/fuel cells/green ammonia/green methanol
- ☐ Engines: Diesel (DM,DE,DF), LNG, Gas Turbine, Nuclear, Electric





Hybrid ro-ro vessels Finneco I, II and III started operating in summer 2022



# Eco-sustainable Superstar ro-pax vessels: Finnsirius and Finncanopus

Superstar ro-pax vessel in comparison to present MS Finnswan

SUPERSTAR RO-PAX VESSEL



235.00 m

MS FINNSWAN



218.80 m

Length  
**235.00 m**  
(218.8 m)

Breadth  
**33.30 m**  
(30.5 m)

GT  
**~68,460**  
(~46,119)

Speed  
**20.5 knots**  
(25)

Lane metres  
**5,100 m**  
(4,200 m)

Increase in  
cargo capacity  
**+20%**

Passengers  
**1,100**  
(554)

Increase in  
passenger capacity  
**+100%**



**Battery banks:** lithium-ion battery systems to enable clean energy to be used onboard



**Promas Lite systems** to increase energy efficiency



**An innovative air lubrication system** to create bubble layers which will reduce friction and hydrodynamic resistance



**Optimised hull lines** to optimise efficiency



**Main engines** type and size carefully selected to achieve the lowest possible fuel oil consumption



**Use of shore-side electricity** in port to reduce fuel consumption, emissions and noise



**Automooring** to ensure faster mooring and efficient port operations



## Building Superstar ro-pax vessel

The largest Wintergarden terrace (300m<sup>2</sup>) in the Baltic Sea is part of the well-being area on deck 12. Covered with a glass ceiling and wind screens, it provides a nice space to enjoy the sea atmosphere even on windy and rainy summer days, and extends its use well into early spring and late autumn.





FINNSIRIUS

ZERO EMISSION IN PORT

**Finnlines**

HYBRID

FINNSIRIUS



# Rederierna i Finland

## Utdelning av förtjänsttecken

Roger Höglund  
Finansminister  
Ålands landskapsregering

# Welcome back



*Race*

**Godby  
Shipping**

Wednesday 22 May 2024

# Sjöfartens Dag



# MARITIME DAY

Thursday 23 May 2024

**ålands sjöfart**

