

Sustainability 2025



VIKING LINE

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This is Viking Line



Core values

During 2025, Viking Line conducted services using the vessels Gabriella, Viking Cinderella, Viking Glory, Viking Grace and Viking XPRS. Additionally, Birka Gotland began its cruise services from Stockholm. The ship is jointly owned with Gotlandsbolaget.

Our vessels depart from Åland, Stockholm, Turku, Tallinn and Helsinki. Shares of the parent company, Viking Line Abp, are traded on NASDAQ Helsinki. The company is domiciled in Mariehamn. The wholly-owned subsidiaries Viking Line Skandinavien AB, Viking Rederi AB, OÜ Viking Line Eesti, Viking Line Finnlandverkehr GmbH and Viking Line Buss Ab belong to the Viking Line Group. Additionally, the group includes the joint venture company Gotland Alandia Cruises AB (50% ownership), the associate company Alandia Försäkring Abp (24.5% direct and indirect ownership), and the investment interest in Eckerö (20%).

Mission

We link together the countries around the northern Baltic Sea by providing sustainable and regular ferry service for everyone. Our three basic services are cruises, and passenger and cargo transport. Our unique expertise in combining these services generates customer and business benefits.

Vision

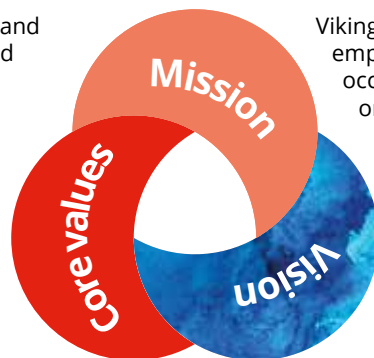
We are the leading brand in our service area and the preferred choice of all those seeking transport services and experiences. We shall preserve and enhance our position as a profitable company.

Service area

Viking Line provides services on the northern Baltic Sea, with Finland, Sweden and the Baltic countries as its main markets. We have sales offices in Finland, Sweden, Estonia and Germany. In addition, the subsidiary Viking Line Buss Ab provides bus transport based in the Åland Islands.

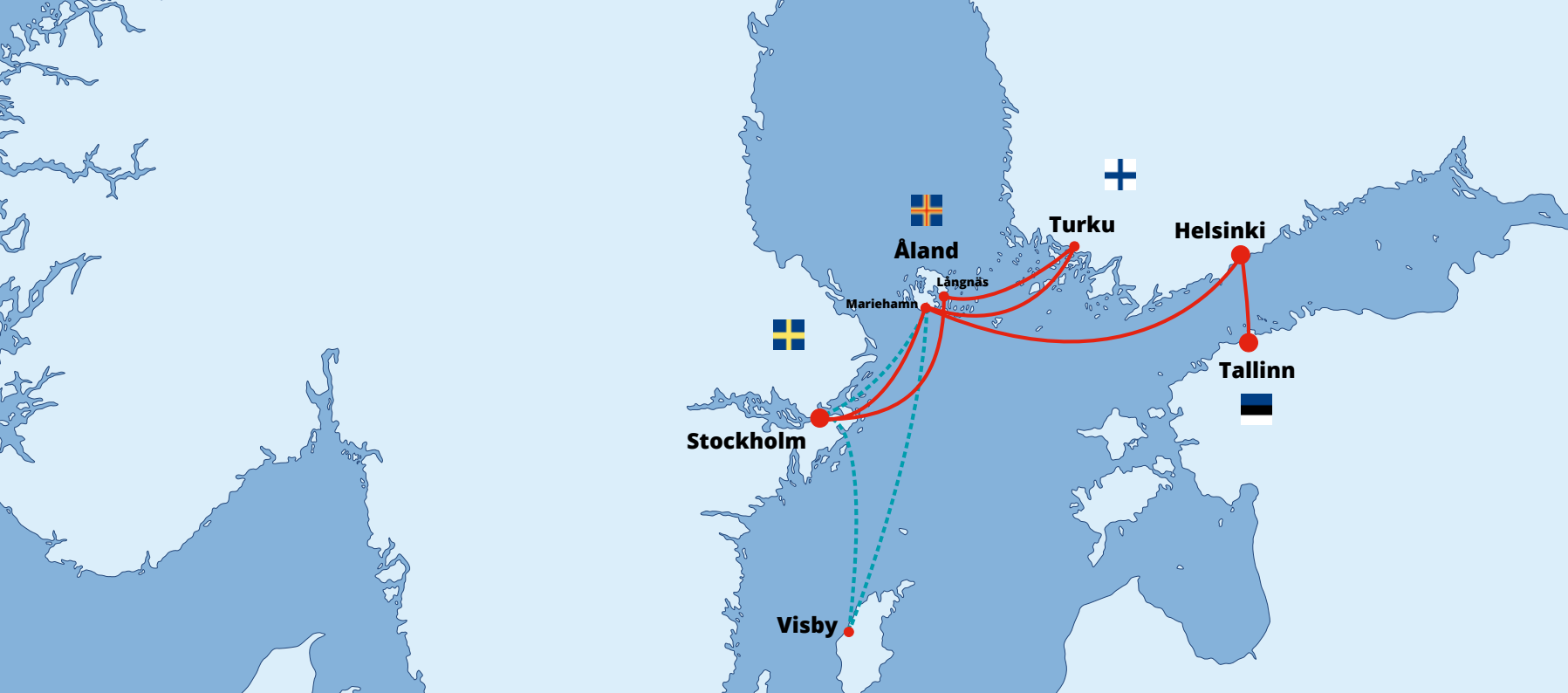
Finland's largest maritime employer

Viking Line is Finland's largest maritime employer. More than 45 different occupational categories are employed on a vessel, including areas such as operation, maintenance, shops, kitchens, hotels, entertainment, conference facilities, security and healthcare.



Viking Line is for everyone. Our customers are our top priority, and we aim to exceed their expectations, especially when it comes to good service.

- We respect our co-workers and value initiative, innovation, teamwork, openness, honesty, loyalty and acceptance of responsibility.
- We stand for humility and cost-consciousness.
- We take advantage of all good business opportunities.
- Our vessels are safe and well maintained.
- We conduct our operations in compliance with applicable environmental standards and legislation.
- We strive to continuously improve our environmental and sustainability work.



Our vessels



M/S Gabriella

Helsinki-Mariehamn-Stockholm

Built in 1992, delivered in 1997
 35,492 GT
 Length 171.2 m
 2,400 passengers
 400 cars
 900 lane metres
 2,382 berths



M/S Viking Cinderella

Helsinki-Mariehamn-Stockholm

Delivered in 1989
 46,398 GT
 Length 191.0 m
 2,560 passengers
 306 cars
 760 lane metres
 2,500 berths



M/S Viking Glory

Turku-Åland-Stockholm

Delivered in 2021
 63,000 GT
 Length 222.5 m
 2,800 passengers
 584 cars
 1,500 lane metres
 3,105 berths



M/S Viking Grace

Turku-Åland-Stockholm

Delivered in 2013
 57,565 GT
 Length 218.0 m
 2,800 passengers
 556 cars
 1,275 lane metres
 2,950 berths



M/S Viking XPRS

Helsinki-Tallinn

Delivered in 2008
 35,918 GT
 Length 185.0 m
 2,500 passengers
 220 cars
 995 lane metres
 736 berths



M/S Birka Gotland

Stockholm-Mariehamn

Built in 2004, delivered in 2024
 34,924 GT
 Length 177 m
 1 800 passengers
 No car deck
 1 987 berths



Towards Climate-Neutral Shipping

IMO's Net-Zero Framework, EU ETS and FuelEU Maritime



Shipping is facing a historic transformation. Keeping up with the various regulatory frameworks that have been developed is not easy. Below, we attempt to describe what is currently relevant.

With both global and European regulations in place, the future maritime landscape is being shaped by climate targets, emission restrictions, and technological innovation. Three key initiatives are driving this change: the **IMO's Net-Zero Framework**, the **EU ETS**, and **FuelEU Maritime**.

Global – IMO's Net-Zero Framework

The IMO's Net-Zero Framework is a global regulatory system aimed at reducing greenhouse gas emissions from shipping, with the goal of achieving net-zero emissions by 2050. The framework includes:

- Global fuel standards and binding emission targets for ships over 5,000 GT.
- A carbon pricing system and a Net-Zero fund to support the transition.
- Two levels of emission targets: a baseline and a stricter direct level, with financial incentives for ships that do not meet the targets.

The IMO's Marine Environment Protection Committee (MEPC) met in April 2025 and again in October 2025. The framework that was preliminarily approved at the April

meeting was scheduled for formal adoption at the extraordinary MEPC meeting in October. However, at this meeting, the IMO decided to postpone the formal adoption of the Net-Zero Framework by one year, until October 2026, following strong opposition from, among others, the United States, Saudi Arabia, and several other countries. While most member states supported the framework, this division led to the postponement of the decision. The next formal decision on adoption is expected at the MEPC meeting in October 2026. If the framework is adopted then, it could enter into force as early as March 2028. In the meantime, regional regulations are driving progress toward climate-neutral shipping, but uncertainty regarding global rules is affecting investments and strategies within the maritime industry.

Europe – EU Regulations EU ETS

Since 2024, shipping has been included in the EU Emissions Trading System (EU ETS), which means that ships must purchase emission allowances for their CO₂ emissions within the EU. The system covers 100% of emissions within the EU and 50% of emissions from voyages to and from the EU, and will include all greenhouse gases, such as methane and nitrous oxide, from 2026. The EU



ETS is a tool for putting a price on emissions and driving investments towards greener technology and fuels.

FuelEU Maritime – Gradual reduction of the climate impact of fuel

From January 2025, FuelEU Maritime, an EU regulation, requires ships to reduce their annual greenhouse gas intensity by:

- 2% in 2025, rising to 80% by 2050 compared to 2020 levels.
- The regulation covers emissions throughout the fuel's entire lifecycle – from production to combustion.
- From 2030, passenger and container ships must use shore power when at berth.
- There is an option for pooling and banking of emission credits between vessels.
- FuelEU Maritime is designed to promote the use of alternative fuels and to reduce emissions both at sea and in port.

Challenge: Double Regulation

Since the IMO's framework is global and FuelEU is regional, ships operating in the EU risk being subject to double regulation from 2028. However, the EU has included a review mechanism in FuelEU that could mean the EU adapts or replaces its regulation if the IMO framework is deemed sufficiently ambitious and effective. Ongoing discussions are taking place regarding this.

It is worth noting that the requirement level in the proposed global fuel standard is more ambitious compared to the regional FuelEU Maritime Regulation. The regional regulation will need to be adjusted as global systems come into force.

How these regulations are ultimately shaped will have a decisive impact on the future profitability of shipping. In practical terms, industry must within 25 years shift from dependence on fossil fuels to operating solely with renewable or alternative fuels. A time span of 25 years is short for an entire industry to move from one extreme to the other, especially as alternative fuels or technologies to utilise them are scarcely available today.

The steps we at Viking Line are taking today, such as increasingly using renewable fuels and developing concepts for electrified ship operations, are cornerstones of our sustainability work. Our ambition is to act rather than react and to lead the way for the entire industry, just as we did when we built Viking Grace. Through determined investments, curiosity, and courage, we can transform challenges into opportunities. Our journey towards climate-neutral shipping is long, but together we can prove that it is possible and that we are already making a difference today.

Johanna Boijer-Svahnström

Director, External Communications,
Sustainability, Land HR

Driving the transition in the Baltic Sea through new fuels and green corridors

Viking Line's objective is to achieve completely emission free operations before 2050. By significantly increasing the use of renewable biogas, enabling fossil free travel and developing green shipping corridors, we are taking decisive steps towards emission free maritime transport.

The role of biogas in the transition

The most important factors in reducing emissions from shipping are energy efficiency and fuel choices. Over the past decade, Viking Line has invested nearly EUR 9 million in technology that reduces energy consumption and optimises onboard operations across all five vessels.

At the same time, our newest vessels, Viking Glory and Viking Grace, have been operating since summer 2025 on a 50/50

combination of biogas and natural gas. The objective is to maintain this level going forward.

The high share of biogas represents a major breakthrough with measurable effects: in 2025, our greenhouse gas emissions were reduced by 50,000 tonnes. The circular raw material base is also a key part of the climate benefit. Most of the food waste from our restaurant operations is directed straight into biogas production.

Customers contributing to emission reductions

In recent years, we have also developed an offering for fossil free travel. The emissions from an individual journey are offset by adding an equivalent amount of biofuel to be used as propulsion. In this way, customers can contribute to further emission reductions in the Baltic Sea.

Thanks to our early technology investments, we are now able to purchase large volumes of biogas despite it being more expensive than liquefied natural gas. By offering fossil free travel, we further increase the use of renewable fuel. All travellers, including freight customers, can choose a fossil free journey through a simple add on.

Green corridors in the Baltic Sea are taking shape

The transition effort does not stop at vessel propulsion. In parallel, we are developing green shipping corridors together with the ports of Stockholm, Turku, Helsinki and Tallinn. The aim is to create climate neutral transport routes, while ensuring that infrastructure supports the transition away from fossil fuels.

A green shipping corridor is not only about fuel, but about the whole system and



shared responsibility. Other key initiatives include shore power in ports and investments in future technologies in cooperation with ports and other stakeholders.

The large scale transition to emission free shipping requires contributions from all parties. However, it is fully achievable – and at Viking Line, together with our customers and passengers, we are already well on our way.

Dani Lindberg
Head of Sustainability

Our commitment to the UN's Sustainable Development Goals

Our ambition is for sustainability to one day be integrated throughout our value chain and for it to always be a basis for decisions with economic or ecological consequences. We want to treat our customers and employees with respect and protect their health, safety and well-being. We have chosen to prioritize four areas where we believe we can make a difference:



Sustainable energy for everyone

We continue to be a pioneer in applying new climate-smart technology. We test new as well as alternative technological solutions to achieve lower emissions. We continue to support and collaborate with innovative companies and researchers in energy technology.



The sea and marine resources

Our vessels do not discharge any wastewater into the sea. Nor do we use environmentally hazardous paint on the bottoms of our vessels. We vow to continue to find ways to reduce the use of water and chemicals in our operations.



Health and well-being

Well-being at work and a healthy lifestyle are the basis of success on the job. Through good leadership, an open, stimulating, secure and pleasant atmosphere is created in which employees' efforts are appreciated and recognized and where everyone is treated equally.

We promote good health, wellness activities and employee well-being by encouraging and promoting meaningful leisure activities.



Responsible consumption and production

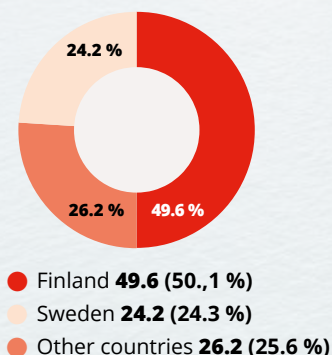
We vow to sort by-products generated from our operations. We want to maximize recycling and, where possible, reuse materials. We strive to reduce waste quantities and create increasingly circular material flows.

The year in brief

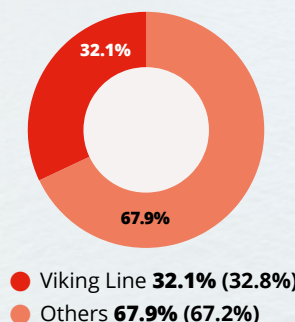


Sales:	480.9 Meur
Income before taxes:	18.9 Meur
Investments:	16.8 Meur
Equity/assets ratio:	55.8%
Passengers:	4,608,573
Freight units:	139,484
Passenger cars:	509,634
Birka Gotland:	570,513

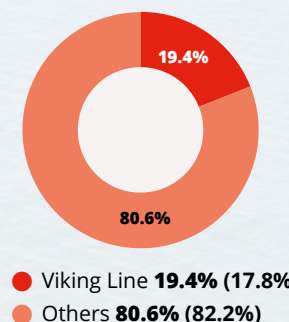
Passengers
2025



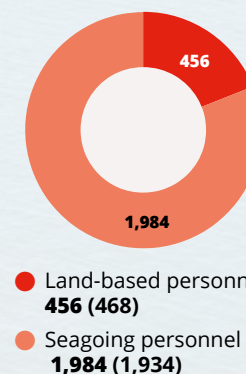
Market share,
passengers



Market share,
cargo



Average number
of employees



Year 2025 was characterised by stable operations in a continuously challenging global environment. Economic uncertainty in the transport sector, rising costs, and new regulatory requirements demanded high levels of efficiency and adaptability. At the same time, Viking Line demonstrated its strength through stable volumes, strong freight performance, and continued progress in sustainability efforts.

During the year, a total of **4,608,573 passengers** travelled on Viking Line's wholly-owned vessels. Passenger volumes remained largely at the previous year's level, despite scheduled dockings at the beginning of the year. The number of passengers on the jointly owned Birka Gotland amounted to 570,513.

Shipping is crucial for connecting the infrastructure of the Nordic and Baltic regions with the rest of Europe. The freight business developed very positively and reached

a new record with **139,484 transported freight** units, further strengthening the importance of freight for both profitability and supply security.

Sustainability work intensified as shipping became 70 per cent covered by the **EU's Emissions Trading System (ETS)**, and **FuelEU Maritime** came into force. Viking Line managed the regulations by increasing energy efficiency and the use of biofuels, while work continued towards long-term solutions for climate-neutral shipping. The

transition to fossil-free fuels is not driven by the cost of emission allowances, but rather by the availability of alternative fossil-free fuels.

Regarding the future, we are closely monitoring the development of economic trends and are adapting to meet the challenges ahead, especially concerning new environmental standards.

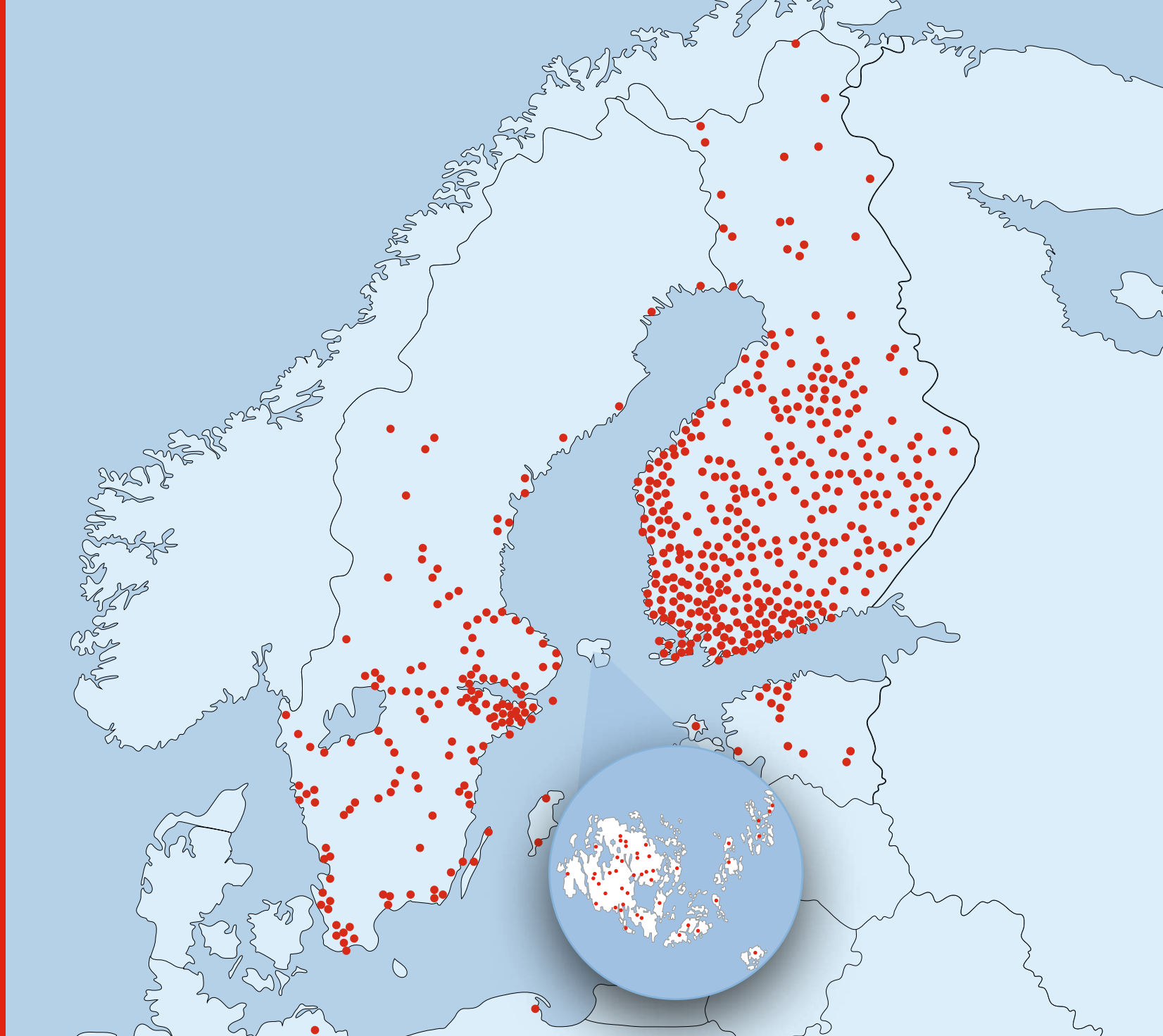
Our employees

The average number of employees in the Group during 2025 amounted to 2,441 (2,403), of whom 2,000 (1,938) were employed by the parent company. The number of shore-based employees was 456 (468) and the number of seagoing employees 1,984 (1,935).

During the year, **305 employees** (257) employed by a subsidiary of Viking Line Abp were seconded to the associated company Gotland Alandia Cruises AB, which operates cruise services with the vessel **Birka Gotland**. The seconded personnel consisted mainly of service staff.

At the end of 2025, the Group had a total of **2,730 employees** (2,583). Of these, **2,227 were resident in Finland** (2,056), **373 in Sweden** (401), **129 in Estonia** (120) and **1 person in other countries** (6).

The proportion of men was **56.8 per cent** (57.9) and the proportion of women **43.2 per cent** (42.1). The share of women in supervisory positions increased to **28.9 per cent** (25.7). The average age of employees was **44.5 years** (44.0).



Economic value



Revenue and other income 483 MEUR



Viking Line's operations create economic added value for the Group's stakeholders in the countries and market areas where we operate.

The most important cash flow consists of revenue from our customers, purchases from goods

and service suppliers, salaries for staff, payments to and from the public sector, dividends to shareholders, and financing costs to financiers.

The Group's turnover and other income amounted to EUR 483.2 million in 2025. The Group's purchases from suppliers totalled

EUR 283.9 million, and investments amounted to EUR 19.8 million, of which EUR 11.9 million mainly concern investments in vessels and EUR 7.7 million relate to investments in tangible and intangible assets.

Viking Line employed an average of 2,441 people. A total of EUR

123.7 million was paid to staff in net wages and pension costs. Viking Line paid a total of EUR 46.0 million to the public sector in the form of public port charges and vessel fees, emission allowances, taxes on wages, social charges, and income taxes. The Group received state restitution totalling

EUR 36 million. During the financial year, a total of EUR 17.3 million was paid out to shareholders as dividends. The Group's income statement, balance sheet, and cash flow analysis are presented in full in Viking Line's annual accounts.

VIKING LINE

Viking Line – Finland's largest maritime employer

With its five own vessels under the Finnish flag, Viking Line is Finland's largest maritime employer.

Throughout 2025, we have continued to highlight the importance of a strong domestic shipping sector, both from an employment and preparedness perspective. When Viking Cinderella returned to the Helsinki–Stockholm route and was simultaneously registered in the Finnish ship registry, Finnish-flagged traffic on the Baltic Sea was further strengthened. All our own scheduled services are thus operated with vessels under the Finnish flag and mainly Finnish crews.

The reimbursement system secures the competitiveness of shipping

For European shipping to compete on equal terms globally, reimbursement systems for taxes and social charges are applied in several EU countries, including Finland,

Sweden and Denmark. The system follows the EU's guidelines for state aid to shipping and is a fundamental prerequisite for maintaining services under a national flag with own crews. Finland, unlike other European countries, has chosen a model where shipping companies pay employer contributions and then apply for reimbursement. As Finland's largest maritime employer, Viking Line accounts for a significant share of the taxes and charges levied for seafarers. The reimbursement covers about **2,400 Finnish and 350 Swedish seamen**, including substitutes.

The reimbursement system, sometimes also called company support, is not a state aid of the same kind as other direct support forms, but rather a reimbursement system. If the system for reimbursing crew costs is reduced, there will be no savings in the state budget. Shipping companies would no longer reimburse anything to the state, as vessels would likely change flag for

competitive reasons. At the same time, the consequence could be extensive unemployment. Municipalities – especially in sparsely populated areas – would lose tax revenues. In other countries, such as Sweden, a net system is applied where the funds do not pass through the state budget.

Shipping creates vitality in rural and archipelago areas

Viking Line's land organisation is mainly located adjacent to our market units and terminals, while sea personnel are geographically dispersed across large parts of Finland, Åland, Sweden, Estonia and even rural areas in our neighbouring regions. During 2025, we have continued to emphasise how shipping enables work and residence even outside growth centres.

Work onboard takes place in shifts, with longer consecutive periods of leave, which allows many to remain living in archipelago and rural municipalities. In this way,

shipping helps maintain population levels, local tax revenues and community services in regions where alternative employment opportunities are often limited. For smaller and remote localities, the shipping industry can be crucial to local vitality.

A global industry with European rules

Shipping operates in a global market where competition is fierce and actors from low-cost countries often operate under completely different conditions than European shipping companies. Throughout 2025, Viking Line has clearly emphasised the importance of Finland continuing to apply the same regulations and support systems as other European shipping nations.

Of Finland's exports and imports, 96 per cent are transported by sea. We are entirely dependent on sea transport functioning continuously for supply security as well as trade.



Maritime safety is top priority in Viking Line's operations



Viking Line works daily with various safety and maritime security matters. An important part of this is the regular and proactive training of the vessels' crews.

ISMC, Safety (International Safety Management Code)

This is the code that the company and its vessels must comply with regarding safety. Traficom and the classification societies act as supervisory authorities for the vessels and the company, issuing the DoC (Document of Compliance) for the company as well as various safety and security certificates for the vessels.

To ensure that the vessels operate safely and in accordance with the requirements of the ISM Code, there is a shore-based func-

tion known as the **DPA (Designated Person Ashore)**. The DPA audits the vessels, develops the Safety Management System, and handles other tasks related to safety on board with the aim of preventing accidents and incidents. The DPA has direct contact with the company's top management.

ISPS, Security (International Ship and Port Facility Code)

This is the code that the company and the vessels must comply with regarding maritime security. In general, this means that vessels in international traffic have established plans and procedures for handling situations where security levels might be raised due to various threat scenarios. There are three different security levels in

security work. The level at which the vessel operates is determined by the authorities. At the lowest level, a certain proportion of passengers, luggage, cargo, and vehicles are regularly screened through random checks or targeted inspections when necessary. At the second level, all passengers, luggage, cargo, and vehicles are screened. The elevated level involves even more precise measures and takes significantly longer than, for example, the current level one. Security level 3 refers to the level at which additional specific security measures are maintained for a limited period when a security incident is expected or imminent.

Safety & Security Onboard and in the Ports

The primary task of the crew is to ensure

the safety and well-being of passengers. Viking Line continuously invests in training personnel to handle and prevent all types of situations. Every crew member must be able to act decisively even in potentially hazardous situations.

The crew performs preventive monitoring duties daily. All crew members on the vessels have basic maritime security training, and those with greater responsibilities receive more extensive training. Each vessel has an **SSO (Ship Security Officer)**, who is the ship's master. The SSO has the authority to take immediate action if there is an increased threat level. The company has a trained **CSO (Company Security Officer)** who cooperates and coordinates with various authorities and with the vessels. The company also has a shore-based crisis organization ready to act when crises arise.

Maritime Transport:

The cornerstone of security of supply

Freight carriage has been a central part of Viking Line's business from the very beginning. Our three regular routes connecting Finland, Sweden and Estonia form an essential part of the trans-European transport network.

Maritime shipping plays a vital role in linking the infrastructure of the Nordic and Baltic regions with Central Europe and, through global connections, even onward to Asia.

Finland is logistically an island, with around 95% of foreign trade goods transported by sea. National security of supply is therefore quite literally built on maritime transport. Ensuring the smooth running of everyday life depends on reliable sea connections. As part of this logistics backbone, Viking Line contributes to secure maritime transport in all economic conditions. For this reason,



A total of 1,892,113 tonnes of cargo was loaded on board our ships in 2025.

it remains critical that Finland maintains its own fleet also in the future.

Capacity planning

One of our key challenges is to use the capacity on our vessels as efficiently as possible on every single departure. By maintaining high utilisation degree on our car decks and optimising capacity across different customer segments, we enable increasingly energy-efficient and environmentally responsible sea transport.

Towards fossil-free logistics chains

Since September 2025, we have offered our cargo customers the opportunity to choose totally fossil-free sea transport on all our routes. Customers may purchase liquefied biogas (LBG/bio-LNG) corresponding to the fuel consumption of their own transport for an additional fee. The certified European biofuel is supplied by Gasum.

By offering fossil-free crossings for freight units, we support our customers in reducing their climate footprint. In some cases, even road-transport leg is also fossil-free, creating what is known as a green freight corridor.

Stakeholder relations based on trust

Long-term cooperation with customers and industry stakeholders forms a solid foundation for sustainable, mutually beneficial partnerships. These relationships enable both sides to grow and thrive.

A long-term mindset guides all our operations, supported by the company's stable financial position. With regular and reliable schedules, we have earned the trust of our customers. Our committed and motivated personnel, both within Viking Line Cargo and across the company, continue to develop our services in close collaboration with our customers.



Birka Gotland

The ship Birka Gotland is co-owned by Viking Line together with Gotlandsbolaget and operated through the company Gotland Alandia Cruises.

The Swedish-flagged Birka Gotland offers cruises and regular trips primarily between

Stockholm, Mariehamn, and Visby since March 2024.

Sustainability must permeate all aspects of Birka Gotland's and Gotland Alandia Cruises' operations. The objective is to gradually reduce Birka Gotland's environmental impact, from its operation and activities on

board to daily work in ports and offices.

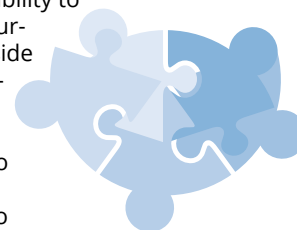
Birka Gotland is powered by low-sulfur diesel, all black and grey water is disposed of on land, and the ship's hull is treated with silicone paint which, together with the use of so-called eco-driving, limits fuel consumption and thereby emissions.

Approximately 70 percent of the food served in the ship's restaurants is prepared from ingredients sourced from the local area, that is, Sweden, Åland, Gotland, and the Finnish mainland.

Collaboration for the Baltic Sea's Best

For us, it's just as important as it is necessary to promote climate-smart travel with the Baltic Sea's best interests in mind, and we are proud to lead the way when it comes to new solutions to reduce environmental impact.

However, our ability to influence the surroundings outside our own operations is limited. Therefore, we have decided to incorporate organizations into our value chain that have concrete means and opportunities to promote the development of a thriving Baltic Sea. We believe in effective and measurable actions and are convinced of the importance of research and the dissemination of information and knowledge. In 2025, we have chosen to support five main partners who are working to improve the condition of the Baltic Sea.



Our partners



John Nurminen Foundation

The goal of the John Nurminen Foundation, founded in 1992, is to safeguard the Baltic Sea and its cultural heritage for future generations. The foundation has been awarded for its imparting of knowledge and production of sea-related cultural information. Through the foundation's projects, the condition of the Baltic Sea is improved with concrete measures that reduce both the burden on the sea and the environmental risks. The work is guided with the help of measurable results and impact. The foundation has launched 40 environmental projects, of which 34 have been finalized. The projects aim to reduce the nutrient load and environmental risks faced by the sea.

Read more at:
www.johnnurmisensaatio.fi



BSAG

Baltic Sea Action Group, or BSAG, is a non-profit foundation that takes effective actions to save the Baltic Sea. Our goal is to restore the good ecological balance of the Baltic Sea in changing climate conditions. We protect the Baltic Sea, prevent biodiversity loss, and curb climate change through cooperation with researchers, companies, decision-makers, authorities, and farmers.

Read more at:
www.bsag.fi/en



University of Helsinki – Tvärminne Zoological Station

Tvärminne Zoological Station (TZS) is a marine station located at the entrance to the Gulf of Finland in the northern Baltic Sea, where coastal research has been conducted for over 120 years. TZS is one of three biological research stations belonging to the Faculty of Biological and Environmental Sciences at the University of Helsinki. The stations serve as centres for a variety of top-class biological research and provide facilities for field courses and seminars. Research conducted at TZS includes examining the climate effects of the coastal environments of the Baltic Sea.

Read more at:
www.helsinki.fi/en/research-stations/tvarminne-zoological-station



The Baltic Sea Fund

Stiftelsen Ålandsfonden för Östersjöns framtid, also called The Baltic Sea Fund, was founded in 1989 by a private donation by the businessman Anders Wiklöf.

The purpose of the foundation is to promote and support research and other activities related to the protection of the Baltic Sea environment.

Read more at:
www.ostersjofonden.org/



Maskrosbarn

In the field of social sustainability, Viking Line has been collaborating with the Swedish children's rights organisation Maskrosbarn since 2024. The collaboration is based on the conviction that together we can make a difference. Maskrosbarn focuses on children aged 13 to 19 with parents who have an addiction, a mental illness, or who subject them to violence. The collaboration includes activities for the young, training for Viking Line employees, and increased awareness of how we can jointly help vulnerable children and teenagers.

Read more at:
www.maskrosbarn.org/summary-in-english

Green Sea Conference

– now available on all Viking Line ships



In spring 2025, Viking Line's green conference at sea became available on all Viking Line ships on the Turku route and Helsinki routes.

From late spring 2025, all conference trips can be carried out fossil-free, as the green sea conferences on the Finnish

market were expanded from the Turku route to all routes. Emission reductions are achieved by Viking Line purchasing renewable biofuel equivalent to the fuel consumption of groups that choose Green Sea Conference and using it on their climate-smart vessels Viking Glory and Viking Grace.

Stricter Sustainability Goals

Corporate sustainability goals are tightening year by year, and it is increasingly important for employees that their own employer's operations are sustainable. By choosing a Green Sea Conference, the organiser is among the trailblazers and can be confident that the conference's emissions have been minimised.

Green Sea Conference in Brief

- Green Sea Conference is Viking Line's low-emission product for conference groups. Green conference makes the conference trip fossil-free and minimises climate impact.
- Sustainability permeates the entire conference journey. For example, the coffee and tea served in the conference package are EU-certified and organic. Eighty percent of the ingredients for the food served on board are locally produced. Instead of printed material, information on board the ships is mostly digital.





Recycling



Increased recycling reduces our climate impact.

It requires much less energy to recycle materials than to extract new ones from nature. Eco-cycles benefit the climate.

Coffee Grounds

Starting in the spring of 2024, Viking Line will collect coffee grounds as raw material for garden soil in collaboration with VG Eco-Fuel. Recycling coffee grounds reduces the need for virgin peat in soil production.

Food waste

The food waste collected on Viking XPRS, Viking Grace and Viking Glory continues its eco-cycle as raw material for biogas production. During the year, we collected **1,201 tonnes of food waste**; this produces around **90,000 cubic metres of biogas**, which corresponds to **102,000 litres of petrol**.

Glass

During the year, **244 tonnes of glass** packaging were collected on board. When recycled glass is melted down to make new glass, the process consumes **20 percent less energy** than starting from sand, soda ash and limestone as raw materials. Glass packaging can be recycled any number of times without deteriorating in quality.

Scrap metal

Recycling of steel, for example from food tins, consumes **75% less energy** than production from iron ore. The company has collected **77 tonnes of scrap metal** during the year.

Paper

Recycling paper and cardboard means we do not need to cut down as many trees. A tonne of recycled paper is equivalent to about 14 trees. Paper can be recycled approximately seven times. During the year, **445 tonnes of paper/cardboard** were sent from the vessels for recycling.

Mixed Waste

99.9% of our mixed waste is used for energy recovery in waste incineration plants. All waste generated on board is recycled, reused, incinerated, disposed of in landfills, or otherwise managed on land.

Packaging Plastic

During the year, **4 tonnes of packaging plastic** were collected.

Sustainable choices in the onboard shops



Our green sustainability signs and the knowledgeable staff in the onboard shops help you make sustainable choices.

The green sustainability signs in the onboard shops indicate which products have been produced sustainably. On the shelves of selected producers, you will also find Sustainable Choice labels with QR codes. By scanning the QR code with your mobile, you can read more about the producer's sustainability efforts.

Drinks

Several players in the drinks industry have committed to making sustainability a part of their daily operations. Examples of measures taken in beverage production include



We want to make it easy to make sustainable choices, so we use our own symbol, which indicates that the wine is sustainable.

local biogas facilities, sustainable water use, solar energy, efficient waste management, and regenerative agriculture.

Cosmetics

In Viking Line's cosmetics range, you will find many sustainable options, and within this product segment, several brands have B Corp certification. This international certification is awarded to companies that meet high standards of social and environmental sustainability. The certification covers the entire company's operations and requires ongoing transparency, sustainability, and regular evaluation.

Confectionery

Within the confectionery segment, sustainability aspects can be considered both in

the sourcing of raw materials and in reducing the environmental impact of production processes. Cocoa from sustainably managed sources, sustainability bonuses, fair wages, and sustainable cultivation methods are a few examples. Even in the savoury snacks segment, environmentally smart production processes are used.

Fashion

Clothing, shoes, and accessories of good quality and that are used for a long time are a great choice. On board, you will find a wide range for the whole family—products that will become your favourites for many years. The range includes several brands that work with sustainability.



Viking Line and the Finnish Key Flag Symbol

Viking Line has been a Finnish Key Flag company since 2023, and the Key Flag values continue to be the focus in all our operations.

The most important criterion for being awarded use of the symbol is that the company's service is produced in Finland. Finnish Key Flag companies must also have significant domestic ownership and management that operates in Finland. The company's head office furthermore has to be located in Finland. Finally, the domestic

content of service must be at least 50 per cent of break-even cost. The Association for Finnish Work has granted businesses use of the Finnish Key Flag Symbol since 1975, and as many as 90 per cent of Finns are familiar with the symbol. In the tourism industry, some thirty companies have been awarded use of the symbol.



- Viking Line is Finland's biggest employer in maritime transport. About 2,227 of the Group's 2,730 employees reside in Finland.
- The company has its main office in Mariehamn and also has places of business in Helsinki and Turku.
- Four of Viking Line's five vessels sail under the Finnish flag: Viking Glory, Viking Grace, Viking Cinderella, Gabriella and Viking XPRS.
- Three of Viking Line's five vessels were built in Finnish shipyards: Viking Grace and Viking Cinderella in Turku and Viking XPRS in Helsinki.
- The design and technology for the company's newest vessel, Viking Glory, are mostly the result of Finnish work and engineering know-how. Among the companies that supplied technology for the vessel are Wärtsilä, Kone and ABB.
- Viking Line is one of Finland's biggest employers in the entertainment industry. Thousands of gigs are performed on the company's vessels each year.
- Cleaning of the vessels in Finnish ports employs 400–500 people.
- Large volumes of products for the restaurants on board, are from Finnish producers and farmers. Domestically sourced food from small producers is also promoted in menus.
- Viking Line plays an active role in the work to protect the Baltic Sea and nature in the archipelago as well as in research in this field. The company supports a number of Finnish environmental organizations, such as the John Nurminen Foundation and the Tvärminne Zoological Station.

Active choices to reduce electricity consumption

In previous years, Viking Line carried out an LED conversion, during which solar panels were installed at the company's headquarters on Norragatan in Mariehamn. In addition, the LED conversion of the entire office was completed. In 2025, new logging equipment was installed.

Efforts to reduce energy consumption at the headquarters and Sviby warehouse continue.

Continued focus on energy consumption

In 2025, energy consumption logging equipment was installed, making it easier to monitor the energy profile of our properties and to identify energy wasters that we can deal with.

In 2025, Viking Line's solar panels produced 73,000 kWh of solar energy.

Viking Line's Commitment to Ukraine 2025



During 2025, Viking Line has continued to demonstrate strong commitment to supporting Ukraine and its people through several concrete initiatives and collaborations.

This year's support has included, among other things, Mariehamn Rotary Club's project "Fold a Crane for Peace". The project involved folding and selling 1,000 origami cranes, with each crane sold generating a contribution to Ukraine. Viking Line provided financial support for every crane sold.

Additionally, support was granted for several volunteer aid trips and various relief efforts, including vehicle transport. Viking Line employees have also shown personal commitment in their free time, including coordinating trips and serving as drivers for aid transport.

Viking Line's engagement was recognised at the highest level when representatives from Viking Line were invited to a meeting with Ukraine's First Lady, **Olena Zelenska**, during her visit to Åland.

During the summer, cars, foam steel pipes, and foam were donated, and in December, a mobile operating room built



into a lorry was transported. The shipment also included aid for two nurseries.

In the autumn, a charity gala was organised in Mariehamn in support of Ukraine. Viking Line purchased several tickets, which were raffled among the staff, increasing both participation and contributions to the fundraising. Ticket proceeds went to Ukraine. Viking Line also sponsored the return trip to Ukraine for the former Ukrainian ambassador's secretary and her children, as well as a driver and a minibus.



Beans from Viking Line's own coffee forest, grounds turned into soil

The company's new coffee does good in many ways

Each year Viking Line's passengers drink 8.5 million cups of coffee. Now each cup entails even better living conditions for growers and lower climate emissions.

All coffee served on Viking Line's vessels is now sustainably produced Slow Forest coffee, grown at the company's 75-hectare farm in the high plateaus of Laos and roasted in Denmark.

Coffee shrubs are not grown in

traditionally razed open fields but instead on restored agroforestry land shaded by trees. The cultivation, processing and roasting of coffee is managed by Slow Forest Coffee. It is important for the company that the production chain is fair and transparent. Along with its environmental benefits, Slow Forest coffee provides guaranteed jobs with a better than average income for coffee farmers as well as sickness benefits for farmers in the village.

"Traditional coffee production has a large carbon footprint, and most of the income generated goes to Europe instead of the countries producing the coffee. We wanted to do things differently", says **Janne Lindholm**, Manager, Viking Line Restaurants.

Beans for Slow Forest coffee mature slowly in the shade of trees, without chemical fertilizers. They are often picked by hand, which improves the quality and flavour of the coffee considerably.

Viking Line's new coffee is 100% arabica, with balanced acidity and notes of nuts and chocolate. The roasting profile was created by the world-famous Danish coffee roaster **Michael de Renouard**.

Viking Line's sustainability goals apply not just to the production chain. Coffee grounds from the company's vessels are recycled as raw material for garden soil. That results in a significant reduction in virgin turf used to manufacture soil.



slow
OUT OF THE FOREST

Slow Forest Coffee

– 5 Facts:

- Slow Forest Coffee is a coffee company operating in Laos, Vietnam, and Indonesia in collaboration with over 500 local coffee farmers.
- The company was founded in 2019 by Pinja Puustjärvi, driven by a desire to protect the forests of Laos and support local farmers. As a child, Puustjärvi lived in Laos due to her father's work.
- The coffee is grown in restored coffee forests, which sequester significant amounts of carbon and enhance biodiversity.
- It is important to the company that the production chain is responsible and transparent, ensuring that its operations benefit both the environment and local communities.
- Slow Forest Coffee pays farmers higher compensation than the average in Laos and offers benefits that improve their quality of life: advance payments, training, and access to an emergency fund for loans.

Viking XPRS has undergone complete refurbishment

- 2,500 passengers, 736 cabins, 220 cars
- Built in 2008 at the Aker Yards shipyard in Helsinki for the Helsinki-Tallinn route
- Length 185 metres, width 27.7 metres, depth 6.55 metres
- Reflagged in the Finnish Register of Ships in March 2023



With a renovated on-board shop, a new restaurant, bright, fresh interiors and technological updates that reduce fuel consumption Viking XPRS returned from the shipyard to service on the Helsinki-Tallinn route on February 7, 2025.

Viking XPRS will resume service on the Helsinki-Tallinn route on February 7 after three weeks at the shipyard and will now offer passengers what is in many ways a new cruise experience. The vessel has sailed under the Finnish flag for almost two years and has increased its popularity on this highly competitive route.

"We rebuilt the original shop from floor to ceiling. Now more space and visibility are given to cosmetics and fragrances, among other things. As for beverages, we've made sure that the most sought-after products don't sell out," says Viking XPRS's intendant, **Ronny Hagelberg**.

The restaurant world on board Viking XPRS also has something brand-new on offer. Bistro Coffee serves quality coffee products,



specialty coffees and hot dishes. Adjacent to the buffet restaurant, a private dining room has been built for large groups of up to 34 people.

At the shipyard, the vessel's interiors were updated in a bright, modern, fresh style. The entrance was completely overhauled, carpets were replaced, and cabin interiors were updated, with reupholstered sofas and new curtains.



Technological updates reduce fuel consumption

Viking XPRS was dry-docked this time at Oresund Dry Docks in Landskrona, in southern Sweden. The most significant technological update is the installation of flow-control mechanisms, which reduces the vessel's resistance. This flow-control technology, supplied by the Finnish engineering company **Elomatic**, reduces



fuel consumption and improves travel comfort through reduced vibration. The vertical sections of the vessel's bottom were also sand-blasted and painted. With these updates, Viking Line aims to reduce fuel consumption on the vessel's service to Tallinn by about five per cent. Technology upgrades and maintenance over the vessel's entire life cycle are crucial factors in reducing total emissions.

One year of cooperation to establish a green shipping corridor



Viking Line, Port of Turku and Ports of Stockholm have been working together for a year on a project which aims to establish a green, fossil-free shipping corridor between Stockholm and Turku. The parties have now laid a solid foundation for the project and developed a clear plan for a common way forward.

On the anniversary on 6 February, the parties and a large number of invited stakeholders gather for an open seminar in Turku, Finland. Results, experiences, challenges and opportunities were discussed based on the common goal of establishing a green maritime corridor between Stockholm and Turku by 2035.

During the first year, the parties have identified and prioritised the most important goals and measures to reduce carbon dioxide emissions in shipping. A clear project plan with activities has been developed, including:

Viking Line

- Pre-study of battery installation on Viking Grace and Viking Glory
- Installing Elogrids* on the vessels
- Increase sales of biogas supplements for transport between Stockholm and Turku

**Elogrids is a grid system installed on the ship's hull to reduce resistance and improve fuel efficiency. It optimizes water flow and reduces turbulence, resulting in lower energy consumption.*

Port of Turku

- Study and pilot project for on-shore power supply at the quay
- Zero emissions from Viking Line vessels at berth
- Guidelines and incentives for port operators for zero emissions
- In collaboration with external actors, develop concepts that link the green shipping corridor with sustainable transport from and to the port on land
- Opportunity for shipping companies to bunker sustainable fuels

Ports of Stockholm

- Zero emissions from Viking Line vessels at the quayside
- In collaboration with external actors, develop concepts that link the green shipping corridor with sustainable transport from and to the port on land
- Opportunity for shipping companies to bunker fossil-free fuels

Viking Line has switched to responsibly raised chicken in its buffet restaurants



Viking Line's buffet restaurants serves responsibly raised chicken from the family-owned company Bjärefågel, based in southern Sweden.

Breeding is governed by ethical principles with a focus on the animals' wellbeing, and birds have twice the amount of space compared to the Swedish industry standard. They are given plant-based feed without any genetically modified ingredients, antibiotics or antibiotic-like compounds. Bjärefågel's production is also climate certified. The company has managed to reduce

its climate impact by 20–25 per cent and has started installing solar panels to enable its own generation of clean energy.

"Viking Line is known for its quality restaurants, and we want to offer our passengers the best food on the Baltic Sea. We believe that good food tastes even better when our customers know that we invest in responsibly produced quality ingredients," says **Janne Lindholm**, Manager, Viking Line Restaurants.

Viking Line's buffet restaurants serve over one million passengers annually. In recent

years, the company has developed its restaurant operations in many ways to be even more responsible, for example, by choosing locally sourced ingredients and working with great determination to reduce food waste. Chicken is served in the buffet in several different forms.

Viking Line has decided to switch to solely ECC-certified chicken by 2028. ECC (European Chicken Commitment) is an international standard that sets stringent requirements for the wellbeing of animals and for responsible production.

Responsibly produced food in Viking Line's restaurants

- Over 80% of the ingredients in the vessels' restaurants come from the Baltic Sea region (Finland, Sweden and Estonia).
- Many of the high-volume ingredients used in the restaurants, such as cream, butter, yoghurt and traditional fermented milk, are purchased from Finnish producers and farmers.
- In February, the vessels switched to sustainably produced Slow Forest coffee from Laos, which reduces climate emissions and improves living conditions for local coffee farmers. Coffee grounds are collected and recycled as raw material for garden soil.
- From April 2025, Bjärefågel will become the main supplier of chicken to our buffet restaurants.
- By 2028, all chicken served in our restaurants will be ECC-certified.
- All eggs served on board the vessels have come from free-range chickens since 2022.
- Viking Line works with great focus to reduce food waste on board the vessels.

Viking Line's Spring Break named Best Personnel Event



Viking Line's Spring Break 2024 was named Best Personnel Event of the Year at the Finnish Event Awards gala 2025. The entire company travelled to Turku in May 2025, where they experienced a combination of strategy launch, training and celebrations – as well as a surprise performance by Käärijä.

The Spring Break event, arranged by the shipping company in partnership with Woltgroup, was named Best Personnel Event of the Year at the Event Awards gala in Helsinki on April 10, 2025. Event Awards is a competition in the events industry where the best event productions, venues, speakers, creators and companies in Finland receive awards in 13 different categories.

The jury explained its choice of winner: "This event brought the entire organization

together and provided a unique opportunity to strengthen team spirit. The event was skilfully executed, utilizing both artificial intelligence and creativity. Its program successfully combined strategy implementation, business development, and relaxed togetherness. The event demonstrated how informal gatherings can be significant for corporate culture and job satisfaction."

Viking Line's Spring Break, held at the World Trade Centre Turku in May 2024, brought the entire staff of Finland's largest shipping company under one roof, with participants from four countries attending and speaking three different languages. A total of 1,700 Viking Line employees took part, along with 200 suppliers in tax-free and restaurant operations at the three-day event.

"Spring Break was not just a staff gathering but an experience that engaged, inspired and brought us together. We managed to

combine strategy launch, training and party in a unique way. One of the challenges for the event was that the entire staff took part while our vessels were in service as usual," says Viking Line's Development Manager, **Lotta Lindroos**, who was in charge of the event.

Viking Line's management and Board members attended all three days of the Spring Break event. Lunch and dinner were handled by Viking Line's own cooks, and entertainment for the three evenings reached a climax with Käärijä's surprise performance.

"We wanted to arrange a relaxed event where the formal programme was spiced up with humour, good entertainment and food made by our own cooks. We also had an opportunity to deal with our strategy in a brand-new way. Moreover, the Spring Break event was significant in order to further

strengthen our team and the Viking spirit that is so important to us all – it was also important for management to meet our fantastic, engaged staff," says Viking Line's Senior Vice President of Corporate Communications, **Johanna Boijer-Svahnström**.

"We reused carpets and other materials from our previous events, recycled on site everything that could be and kept printed materials to a minimum. The trips to Turku, for those employees who live in Finland, were arranged using mass transport. Our Swedish and Åland-based staff sailed home on Viking Grace, which runs on biogas, reducing greenhouse gas emissions from their journeys by 90 per cent. Our suppliers also committed to acting in a way that kept their carbon footprint as small as possible," notes Lotta Lindroos.



More than 100 students intern
at Viking Line each year

**"These days at sea
give people a lot of
self-confidence"**

Along with these sought-after summer jobs, Finland's largest maritime employer provides supervised vocational training on its vessels every year for more than 100 young people doing studies in the industry. These internships are an important part of Finnish maritime training and a key pathway to employment.

Each year, up to 120 students from different schools undergo supervised vocational training in both maritime shipping opera-

tions and service on board Viking Line's five vessels. Interns work with a broad range of tasks in both operations and service. The internships are an important part of training in the industry and must be completed before jobseekers can obtain a certificate of competence that attests to their professional qualifications.

Most interns come to Viking Line via the industry's internship organization, Praktik-Kvarn, which arranges these positions. The association allocates internships in Finland's commercial fleet equally to students at the

country's eight seats of learning involved in maritime education.

"We are Finland's largest maritime employer. We absolutely want to be involved in training new professionals and building a future for the Finnish maritime shipping industry. The internships are also a key recruitment channel for us. Many interns return to us later to work – either as summer hires, replacement workers or permanent employees. We get a lot of positive feedback from the interns.," says **Jenny Linnanlehto**, HR Specialist at Viking Line.

Viking Line is Finland's largest maritime employer

- All five Viking Line vessels sail under a Finnish flag. The company is Finland's largest maritime employer.
- Viking Line has 1,900 employees in Finland. Vessel cleaning in Finnish ports provides jobs for 400–500 people. The company is also one of Finland's largest employers in the entertainment industry.
- More than 45 different professions work on board a vessel.
- Viking Line offers more than 100 internships for students in maritime educational programmes each year.
- Each year the company offers 600 summer jobs as well as thousands of short-term jobs and temporary positions.





Valio's products are transported fossil-free across the Baltic Sea

The green shipping corridor between Turku and Stockholm took another important step forward when Valio's dairy products started to be transported across Baltic Sea on Viking Glory and Viking Grace, which run on biofuel, in early May 2025. The green shipping corridor will help Valio to achieve a fully carbon-neutral milk chain by 2035.

Since early May, the Finnish dairy products company Valio has had its products transported from Finland to Sweden fossil-free on board Viking Line's vessels. The maritime leg of the transport chain from Turku to Stockholm is served by Viking Line's climate-smart vessels, Viking Glory and Viking

Grace, which use biofuel made from waste (liquefied biogas or LBG) to transport Valio's products.

"Fossil-free maritime transport is still rare – globally, it accounts for only about 0.1 per cent of maritime traffic. However, maritime transport's green transition is possible here and now, which is demonstrated by Valio choosing fossil-free maritime transport on our vessels. We hope more and more of our cargo customers will choose biogas for their transport," says Viking Line's Freight Director, **Harri Tamminen**.

The transport chain for shipping Valio's products to Sweden begins at the company's operational sites across Finland.

"We have worked with great focus to reduce our emissions throughout the value chain.

We can now proudly announce that our goods transports – both by lorry and by ship – are completely fossil-free. This is one step towards our goal of achieving a



totally carbon-neutral milk chain by 2035," says Valio Sweden's Sustainability Manager, **Anette Björnlund**.

A green shipping corridor is being developed between Turku and Stockholm, which will be in place by 2035. An important part of this work is increasing the share of biofuel used on Viking Line's vessels. The project involves, among others, the Ports of Turku and Stockholm. About 90 per cent of all cargo from Finland to Sverige is transported by sea.

Along with Valio, the Norwegian conglomerate Orkla ASA has chosen Viking Line's green maritime cargo transport option, shipping Felix ketchup from Sweden to Finland on vessels fuelled by biogas.



Maritime route between Helsinki and Tallinn celebrated 60 years *"A link between two homes"*

The scheduled passenger ferry service that links Finland and Estonia celebrated its 60th anniversary on July 7, 2025.

The route between Helsinki and Tallinn has become one of the busiest in the world, and that growth is expected to continue in the future. Viking Line has sailed to Estonia since 1989 and is now planning the world's biggest electric car ferry for the route.

There were already scheduled ferry links between Finland and Estonia during the inter-war period, but due to Soviet occupation it was only possible for scheduled passenger service between Helsinki and Tallinn to begin in 1965.

Today, about 7.5 million passengers sail between the two countries each year, and the route is one of the most heavily used maritime links for passengers in the whole world. The Baltic Sea link has also become one of the most important maritime shipping routes for Finland's imports and exports.

"Sixty years ago, Finland was Estonia's window to the world. Even today, in an era of global mobility, it is the first destination abroad for many Estonians. For tens of thousands of people, the Tallinn-Helsinki route is more than a journey – it is a vital link between two homes," says the Ambassador of Estonia to Finland, **Sven Sakkov**.

"Both Estonia and Finland are export-driven economies that are highly dependent on sea links for their flows of goods and services as well as their supply chains. The Tallinn-Helsinki route is a strong symbol of our countries' close friendship, our shared ambitions and the freedom of mobility that connects us."

Catamaran summers opened up a new market

Viking Line joined the Helsinki-Tallinn route in 1989, when Viking Cinderella began sailing to Estonia. The vessel did not dock quayside; instead, customs clearance took place when it was moored in Tallinn. That way, it was possible to have duty-free sales on board. One year later, Isabella

also began to serve the Estonia route.

During the summer season of 1994, Viking Line launched daily passenger service between Helsinki and Tallinn with the catamaran Viking Express. The high-speed ferry, with space for 450 passengers, crossed the Gulf of Finland quickly.

"Even the first summer was a great success for us, and we transported more passengers than any other high-speed ferry on the route. We gained invaluable experience from a brand-new market," says Viking Line's Senior Vice President of Corporate Communications, **Johanna Boijer-Svahnström**.

After three summers of catamaran service, Viking Line decided to give up high-speed ferries, and planning began for a new, high-speed vessel that would be suitable for the Estonia route.

Viking XPRS was an immediate success

In 2004, Estonia joined the European Union, and conditions for ferry traffic across the Gulf of Finland changed completely. When duty-free sales on vessels were discon-

tinued, Finns were keen to start making shopping trips to Tallinn, and many people travelled there for work as well. Viking Line added Rosella on the route, with the vessel making two daily return trips.

A new vessel was ordered from Aker Yards shipyard in Helsinki in 2005. The vessel combined the good qualities of high-speed catamarans and car ferries. Viking XPRS, which was the name of the new vessel, launched service in the spring of 2008. Capacity on each sailing was 2,500 passengers and 230 passenger cars.

"Viking XPRS was really popular with passengers right away, and already the first year we took one quarter of the passenger market for the Estonia route even though we only had one vessel in service," Johanna Boijer-Svahnström recalls.

In 2023, Viking XPRS was reflagged under the Finnish flag, which strengthened Viking Line's position as the largest employer in Finnish maritime transport. The vessel's interiors underwent an extensive refurbishment in early 2025.

Concept ferry Viking Helios

Viking Line is developing a larger electrified vessel concept.

Viking Line is preparing to launch entirely emission-free service between Helsinki and Tallinn.

The shipping company's groundbreaking vessel concept is proof that a green maritime corridor across the Gulf of Finland could be realized as early as the beginning of the 2030s. Upon realization, the concept has been named Helios.

The Helios vessel concept

The Helios vessel concept developed by Viking Line demonstrates what a large-scale electrified vessel concept could look like. Helios can transport 2,000 passengers across the Gulf of Finland in just over two hours. The length of the concept vessel is 195 metres, the width 30 metres and the speed approximately 23 knots. The freight capacity on board is approximately 2 kilometres. Compared to the silhouette of traditional vessels, Helios mainly stands out due to its lack of a funnel.

Helios is based on research collaboration

Helios is based on a research collaboration between Viking Line and Rauma

shipyard as well as other partners. The concept is specifically designed for the Helsinki-Tallinn route, as the 80 kilometre, or 43 nautical mile, route is ideally suited for electric vessel traffic. The electric vessel is always charged when the ship is in port. The vessel requires a charging capacity of over 30 megawatt.

A new era in maritime transport

Helios heralds a new era in maritime transport, just like the first sail, steam, and motor ships did in their time. The concept proves that large-scale emission-free maritime transport is no longer a utopia. The large electrified vessel could be in operation as early as the beginning of the next decade. We are strongly committed to realizing the ambitious vision that Helios represents," says Viking Line's CEO Jan Hanses.

A basis for continued planning

The newly announced electric passenger-car ferry concept serves as a basis for continued planning and for the invitation to tender to shipyards.

Viking Helios concept ferry

- Length: Approx. 195 m
- Width: Approx. 30 m
- Power source: Electricity (100%)
- Battery capacity: 85-100 MWh (charging power requirement >30MW)
- Speed: Approx. 23 knots
- Passengers: Approx. 2,000
- Private cars: Approx. 650
- Cargo capacity: Approx. 2,000 freight metres



FIN-EST Green Corridor

Emission-free shipping in the Gulf of Finland is being promoted through the FIN-EST Green Corridor project of the City of Helsinki and the City of Tallinn. The project's founders and members also include the Ports of Helsinki and Tallinn, Estonia's Ministry of Climate, as well as Viking Line, Rederi AB Eckerö and Tallink Grupp.

"It is great that both cities and their ports have committed to creating a green maritime corridor. Electric shipping is not created solely by ship investments. It also requires efficient, reliable charging infrastructure in ports. The home port for the new electric vessels would be Jätkäsaari, where the Port of Helsinki has a development and expansion programme underway until 2032. The progress of this project is extremely important for our own plans," states Jan Hanses.

Even now, most passenger and freight traffic from the Port of Helsinki is destined for Estonia. According to the Port of Helsinki's forecasts, passenger traffic between the city's West Harbour and Tallinn will increase from 5.5 million passengers in 2024 to 11.6 million by 2040. Also cargo volumes are expected to grow significantly.

"The Helsinki-Tallinn route performed particularly well last year, and we believe volume will continue to increase – there is strong demand, based on need, for connections between Finland and the Baltics. EU emissions trading fees and tightening regulations place an ever-larger burden on fossil fuel-based maritime traffic every year, but emission-free technology would enable us to increase capacity on the route. Our goal is to order two electric ships for the route, which would double our current capacity year-round," says Jan Hanses.

Survey:

Viking Line is tops in customer satisfaction on all its routes

**For its 2025 Maritime Shipping survey, EPSI Data Collection Services interviewed about 1,100 private customers over the age of 18 who travelled by boat to or from Finland over the past 12 months. The index is scored on a scale from 0 to 100, with 0–60 being dissatisfied, 60–75 satisfied and over 75 very satisfied.*



Viking Line has the best customer satisfaction and loyalty among passenger shipping companies, according to EPSI Rating's 2025 Maritime Transport survey. Viking Line's customers also feel that they get the most value for their money.

Viking Line once again has the highest customer satisfaction score among passenger shipping companies on all of its routes, with passengers on its Helsinki–Tallinn route also giving the company the best scores in EPSI Rating's 2025 Maritime Transport survey. Viking Line's customer satisfaction on its routes between Finland and Sweden rose to 77.6 while the industry average is 75.9. On its Estonia route, the company's score is 76.4. Ferry passengers also have the highest expectations for Viking Line. "These top results show that we have done

the right things. Everyone, from our employees to top management, is engaged in the customer experience. Our own customer satisfaction surveys, for example NPS (net promoter score), have also shown in the last year that our passengers are more satisfied than ever," says **Mikael Paulinow**, Manager, Customer Insight & CRM.

Viking Line gives the most value for the money

According to EPSI Rating's 2025 Maritime Transport survey, customers feel they get the most value for their money with Viking Line: the company has a score of 80.0 while the industry average is 78.3. Viking Line increased its customer loyalty both on its route between Finland and Sweden and on its route between Finland and Estonia, at the same time taking first place in the customer loyalty index.

Viking Line's app has grown in popularity

Digital services as part of the travel experience continue to increase in importance. According to the 2025 Maritime Shipping survey, 78 per cent of passengers have used Viking Line's app – a figure that increased 9 percentage points in one year. In two years, the number of users has grown considerably, and up to eight out of ten passengers are very satisfied with the app.

"In many industries, the rapid digitisation of services has led to lower customer satisfaction, but our passengers have been good at accepting digital services. Our app is also used to a greater extent than similar services offered by our competitors. We offer digital services that, among other things, make service easier both before and during the journey. For example, check-in can now be done conveniently via the app," says Mikael Paulinow.

Passengers take part in the company's development work

Viking Line asks for feedback from its passengers after every journey, and the views of thousands of customers are collected every month. Customer response is handled on every vessel under the leadership of the intendants and captain: goals are set and monitored to ensure they are met. "We consider the high response rate to be very positive, since customer feedback constitutes an important basis for identifying and prioritising areas for continued development. For example, we largely update and develop our entertainment, food and assortment in the shops on board every vessel based on the response we get. In the future, we will also involve our customers in new ways of developing our products and services," notes Mikael Paulinow.

Viking Line to boost biogas use



For the first time, Viking Line's passengers and cargo customers will all have the opportunity to travel completely fossil-free since the company is significantly increasing its use of biofuel. Viking Line has been working in collaboration with the energy company Gasum for a number of years to develop the market for biofuel.

This autumn, Viking Line will increase its purchases of renewable biofuel (bio liquefied natural gas or bio-LNG) sixfold, which means purchasing European biogas equivalent to Viking Glory's total fuel con-

sumption. The biofuel will be consumed on the Turku–Stockholm route by Viking Glory and Viking Grace. Liquefied natural gas (LNG) will also be used as a complement. These fuels generate virtually no sulphur or particulate matter emissions, which are harmful to human health. Using biogas also contributes to a circular economy since the raw materials consist of waste streams from food and agricultural waste.

Viking Line helps the entire maritime sector reduce emissions

"By running on biogas, Viking Line contributes to emission reductions for Gasum's

FuelEU Maritime pooling service, which is used by ships that themselves cannot use biofuels. Viking Line is therefore helping the entire maritime sector to achieve its targets for reduced emissions. From the beginning of 2025, ships must cut their emissions by two percent, but the required reductions will increase up to 80 percent by 2050. We therefore need trailblazers like Viking Line, who can pave the way for others," says **Jacob Granqvist**, Vice President Maritime at Gasum.

Viking Line has cooperated with Gasum for several years. In 2023, the shipping company bunkered 10 tonnes of biogas and

last year about 600 tonnes. In 2025, biogas usage increased sixfold to nearly 7,000 tonnes. At the same time, Viking Line's greenhouse gas emissions are reduced by 50,000 tonnes, which corresponds to the annual carbon footprint of almost 6,600 average Finns.

"We have helped create the market for biogas. Now supply has increased to a level that enables the significant use of renewable fuel," says Viking Line's Sustainability Manager **Dani Lindberg**.

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Viking Line to boost
biogas use

Will provide option of fossil-free maritime transport on all routes

Passengers can affect emissions

With the significant rise in the use of biofuel, Viking Line is providing fossil-free maritime transport on all routes for the first time. For an additional fee, passengers, conference guests and cargo customers can opt to make their journey completely fossil-free, which means their trip does not produce any fossil emissions at all.

"In the 2025 survey for Finnish maritime transport, carried out by EPSI Rating, 45 per cent of respondents indicated that they will make more sustainable choices in the future when they travel. These alternatives will become a reality only through long-term development work, bold investments and good collaboration. For example, the increased use of biofuel and the resulting

decrease in total emissions have been made possible thanks to the company's EUR 450 million investment in Viking Glory and Viking Grace", says Dani Lindberg.

Contributing to the development of the Baltic Sea's green corridors

Viking Line has been involved in developing a green maritime corridor between Turku

and Stockholm as well as between Helsinki and Tallinn. Green corridors are transit routes by which goods and passengers are transported in a way that is climate neutral. In early June, the company presented a concept for a 100% electric passenger car ferry on the Helsinki-Tallinn route, which should be placed in service as early as the 2030s.



Finland's Chef of the Year creates Viking Line's new à la carte menu



This autumn, guests at Viking Line's à la carte restaurants will be able to enjoy Nordic ingredients such as Finnish pikeperch, reindeer and – for the first time – goose. The autumn menu has been compiled by Simo Harrivaara, Finland's 2024 Chef of the Year. Wine recommendations have been provided by Finland's Waiter of the Year, Janika Tiensuu.

Simo Harrivaara is the first Chef of the Year to have the honour of selecting Viking Line's entire à la carte menu since the company launched its collaboration with Finland's Chef of the Year competition in 2018.

"In my food philosophy, it has always been important to think seasonally, minimize food waste and use locally sourced ingredients. Based on these principles, I have also developed the Pure Nordic Tastes menu together with Viking Glory's executive chef, **Oula Hänninen**. In this unique collaboration, I want to spotlight the best local

ingredients. The menu also includes flavours that people don't often get a chance to try, such as goose, goat's milk and grilled butter. It's fantastic for me to be able to put together the whole menu – in that way, I could create a total experience, where the dishes complement one another," says Simo Harrivaara.

For example, the starters include roasted Jerusalem artichoke, grilled potato flatbread and beef tartare in a crispy fried bao bun. The main courses include Finnish goose confit, pikeperch, braised reindeer and tarte tatin with caramelized onion and mushroom stock.

For the desserts, Harrivaara uses the autumn's harvest of berries and other fruit combined with new flavours. Included on the menu is whipped porridge made with locally sourced apples served with cinnamon-apple sorbet, spruce shoot caramel and apple meringue.

The wine recommendations on the *Pure Nordic Tastes menu* were provided by Finland's Waiter of the Year, **Janika Tiensuu**,



who was previously awarded the honour of Finland's Sommelier of the Year.

"We wanted to create an autumn menu for our à la carte restaurants that is a seamless whole, where each dish complements the others – that's why, for the first time ever, we gave the entire job of creating a menu to Finland's Chef of the Year. When we then had the chance to taste Simo's and Janika's work, we were really pleased with our decision. Now all the flavours work together perfectly," says Viking Line's Restaurant Manager, **Janne Lindholm**.

Viking Line has partnered with the organization that runs the Finnish Chef of the Year and Waiter of the Year competitions since 2018.

"By supporting the Finnish Chef of the Year competition, we help to develop the country's entire food culture. We're proud that we can spotlight talented professionals in the restaurant industry – and at the same time, of course, pamper our customers with exclusive food experiences," adds Janne Lindholm.

Food waste has been cut in half on Turku vessels:

“Making sustainable choices must be made easy enough”

Some 58 per cent of Finns think it is important that restaurants act in a sustainable way. That is one finding from a survey recently carried out by Viking Line. On the company's vessels serving the Turku route, food waste was nearly cut in half with the help of data, staff engagement and passengers' willingness to make sustainable choices.

The restaurants on Viking Glory and Viking Grace launched a major food waste campaign in the autumn of 2024. In almost one year, food waste per passenger has been halved on the company's vessels sailing between Turku and Stockholm. At the end of 2024, food waste was 137 grams per passenger, but now that figure has fallen to 77 grams.

“The outcome of the project surprised us since our goal was to reduce food waste per passenger to under 100 grams. When less

food is wasted, we can invest even more in the quality of our ingredients – for instance, from an environmental perspective, products that are sustainable and locally sourced,” says Viking Line's Restaurant Manager, **Janne Lindholm**.

The nearly 50 per cent reduction in waste is mostly due to changes made in the kitchen. When menus are planned, all the different ingredients and dishes are prepared in suitable quantities relative to the number of guests eating in the vessels' restaurants.

“It's been fantastic to see how our staff have actively started to come up with ideas to use ingredients even more efficiently. For example, we can use every part of root vegetables, even the last bits, by making stock out of them. We can use the stalks from tomatoes when we make pizza sauces. With the croissants left over from breakfast, we create delicious desserts,” Lindholm adds.

Viking Line's partner in this project has

been the Swedish company **Generation Waste**, which provided the technology needed to monitor food waste as well as trained and inspired the staff on board. To determine the baseline figure, staff started to weigh and analyze food waste in all the restaurants and in the canteens on Viking Glory and Viking Grace.

Restaurant survey: 58 per cent of Finns value cutting food waste

According to a survey commissioned* by Viking Line, sustainably produced food is an important aspect for 41 per cent of Finns when they make decisions about restaurant visits. Some 58 per cent of Finns think it is important for restaurants to take a sustainable approach, for example by cutting their waste and carbon footprint, and a full 64 per cent think that it is important for dishes to be prepared with locally sourced or Nordic ingredients.

** Viking Line commissioned a survey of Finns' attitudes to eating in restaurants. In the survey, which was conducted by Kuulas Helsinki early this summer, a total of 2,000 Finns were interviewed, with the respondents, ages 18–74, making up a representative sample of the country's population.*

“We see in our restaurants every day how a sustainable approach is increasingly important. People are much more interested in where their food and ingredients are sourced from than before, and we often get questions about that. People make sustainable choices when we make it easy enough for them and provide information – the results from our food waste project show this in practical terms,” says Lindholm.

It is not possible to eliminate all food waste in restaurant operations. Food waste from Viking Grace, Viking Glory and Viking XPRS on the Helsinki–Tallinn route is used as material to produce biogas.

“From an environmental perspective, it's best that the remaining food waste is converted into a carbon-neutral fuel that replaces fossil fuels. This biogas can also be used as fuel on our vessels that serve the Turku route,” says Viking Line's Sustainability Manager, **Dani Lindberg**.



Unique Åland

With people and nature in harmony, Åland offers experiences that protect the unique archipelago environment. Sustainability efforts on the Islands of Peace have been recognised internationally.

Viking Line's roots are on Åland, and caring for the environment is in our DNA. Choosing local trips with environmentally adapted

passenger ships benefits both the traveller and the environment.

Åland has an ambitious agenda for sustainable development called "Bärkraft". Bärkraft's vision is that everyone can thrive in a sustainable society on the Islands of Peace. Åland's work through Bärkraft has previously received the EU's **European Sustainability Award** for outstanding sustainability efforts in small communities – where

several unique aspects of Åland's sustainability work still define the destination.

Many tourism companies, accommodations, and restaurants are eco-certified, and instead of mass tourism, small-scale and personal experiences are offered where visitors can immerse themselves in local culture and history in a way that respects the place. In Åland, nature-based experiences with a low environmental impact

are a high priority. Cycling, paddling, and hiking are examples of popular activities. Green Key-certified accommodation and restaurants also contribute to a sustainable holiday.

Viking Line cooperates with local actors in Åland, benefiting the local economy and contributing to social sustainability.

Change of CEO in the company

Marcus Risberg succeeded Jan Hanses as Chief Executive Officer of Viking Line Abp on 3 November 2025.

After a long and successful career with Viking Line, Jan Hanses stepped down from the role of CEO during 2025, subsequently working as Senior Advisor until his retirement in April 2026. His career in Åland and in the maritime industry began in 1988, when SF Line was looking for a company lawyer. Jan Hanses served as Chief Executive Officer from 2024 to 2025. According to Hanses, future vessels will look much the same as they do now, but the future will



be about electric-powered ships or similar technologies. Fossil fuels will gradually be phased out.

Marcus Risberg has held several previous roles in the maritime industry: including CEO of Destination Gotland and CEO of Tallink Silja AB in Sweden. His first job in shipping was in the early 1990s at Silja Line in the terminal in Mariehamn.

Sustainability is a central issue

According to Risberg, the issue of sustainability is central from several perspectives: in terms of costs, market demands and expectations, as well as how the world perceives

Viking Line as a player in society. Everything also suggests that in the not-too-distant future, it will become extremely difficult to operate profitably with older vessels using conventional propulsion and fossil fuels. Therefore, it is also important for a company like Viking Line to ensure a level of profitability that enables new investments. In the short term, according to Risberg, it is necessary to identify, address and manage the obstacles that may exist to achieve development; in the longer term, growth with the same focus on profitability is necessary to enable continued investments and innovation.

Viking Line's environmental journey

Viking Line offers **biofuel** to passengers and freight customers. Biofuel reduces greenhouse gas emissions from journeys by up to 100 % compared with fossil fuels.

Viking Line develops a concept for **the world's largest electric passenger car ferry**, the "Helios" project.



Coffee served on Viking Line vessels is sustainably produced. Slow Forest **coffee**, grown on re-forested land in Laos, and buffet restaurants serve responsibly reared (ECC) **chicken** from Sweden.

Viking Line further **reduces food waste**. Projects on Viking Grace and Viking Glory reduce food waste per passenger by 40 %.

Viking Line **collects coffee grounds** as a raw material for garden soil and used frying fats to produce renewable diesel.

The use of **renewable liquefied biogas** (LBG) accounts for half of the fuel consumption on Viking Grace and Viking Glory.

Viking Line becomes a partner in **green corridors**, aiming to develop carbon neutral transport routes between Turku and Stockholm, and Helsinki and Tallinn.

Viking Glory, the company's second LNG powered vessel, is delivered to Viking Line.

The shipping company's first **shore side electricity connection** in Tallinn.

The 2020s

Reduction of food waste. The company's first project to reduce food waste per passenger is launched.



All vessels receive **ballast water certificates** as proof of compliance with the requirements of the Ballast Water Convention.

The Ocean Marine energy recovery system is installed on Viking Grace. Through a unique vacuum process, heat is recovered and converted into electricity.

Viking Grace enters service in 2013. The vessel is the first passenger ship in its class to operate on **completely sulphur free liquefied natural gas** (LNG). Nitrogen oxide and particulate emissions are reduced by 85 %, and greenhouse gas emissions by 15 %.



Further reuse of bio waste. Organic waste collected from the company's vessels is used as a raw material to produce renewable biogas.

At the end of 2014, all Viking Line vessels switch to **diesel oil** with a sulphur content of less than 0.1 %.

Circular Economy Used wall to wall carpets are returned to the manufacturer for reuse.

Environmental performance is verified under the **Clean Shipping Index** on four of the company's vessels.

The shipping company's **first shore side electricity connection** in Helsinki.

The 2010s

The reuse of bio waste begins. Bio waste is transported ashore and converted into biogas.

Treated bilge water is **pumped ashore** to municipal wastewater treatment plants.



Catalytic converters (SCR) are installed on Viking Cinderella to reduce nitrogen oxide emissions.

Humid Air Motor emission reduction technology is installed, reducing nitrogen oxide emissions.

The 2000s

Exhaust gas boilers are installed, using **recovered energy from exhaust gases** to heat the vessels' ventilation air.

The 1980s

The use of toxic antifouling paints is discontinued. **Hull cleaning** using divers is introduced.



Recycling of waste on board the vessels begins.

The shipping company's first **shore side electricity connection** is introduced in Stockholm.

The 1990s

A transition to **low sulphur fuel** (less than 0.5 % sulphur by weight) on all vessels to reduce sulphur oxide emissions.

Grey and black water is **pumped ashore** to municipal wastewater treatment plants.

Cold seawater begins to be used to cool the vessels' ventilation air.



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Vikingline.fi

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