# Wasaline

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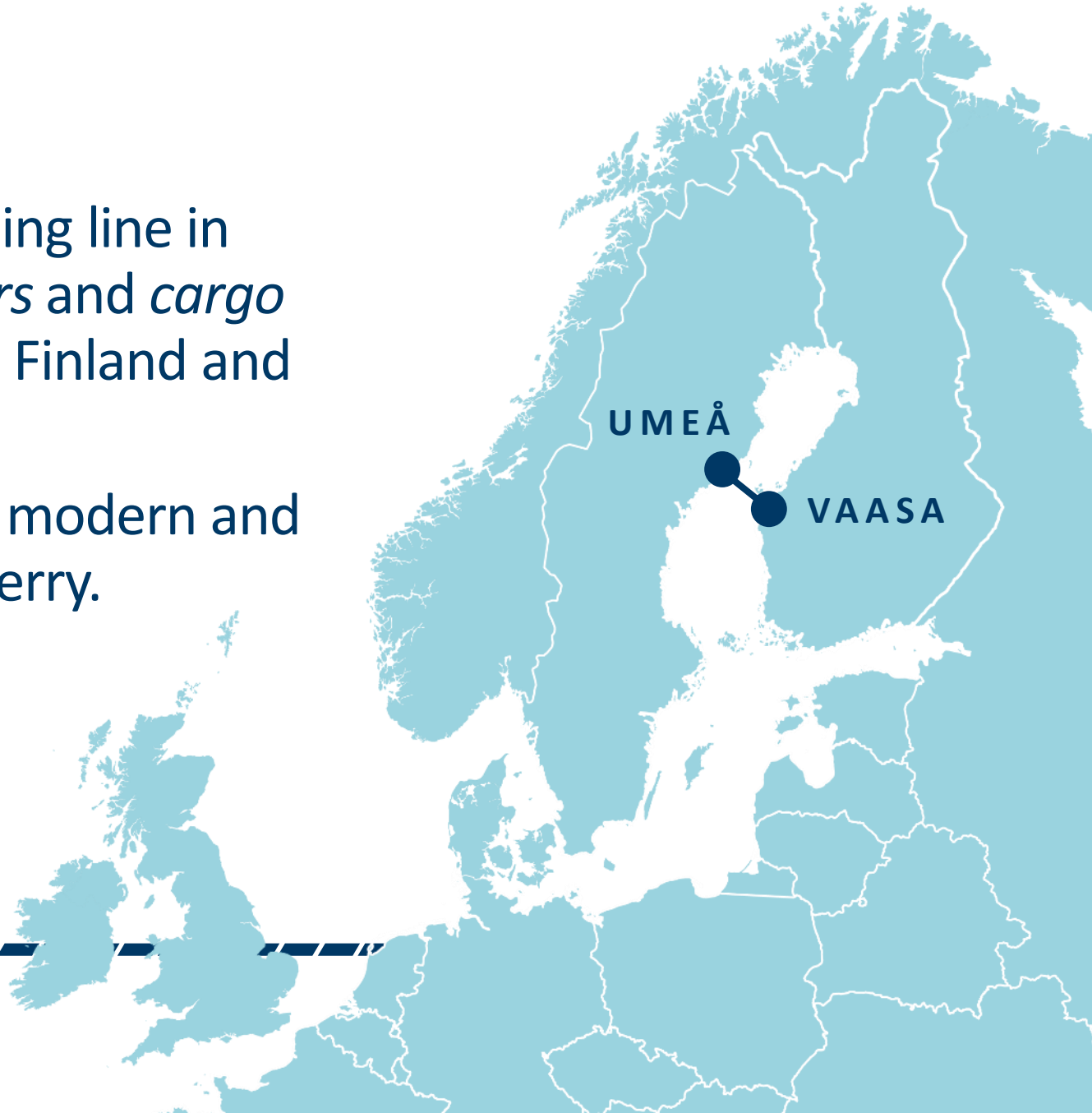
# WASALINE IN BRIEF

- Wasaline is the northernmost shipping line in the world that transports *passengers* and *cargo* daily. We operate between Vaasa in Finland and Umeå in Sweden.
- Our hybrid ferry, Aurora Botnia, is a modern and an environmentally friendly RoPax ferry.
- Wasaline invests in sustainability in all its processes.



# Aurora Botnia

# M/S AURORA BOTNIA

Aurora Botnia is a modern and environmentally friendly RoPax ferry that meets the requirements of Kvarken traffic perfectly.

| SPECIFICATIONS | |
|---|---|
| Length x width | 150 x 26 m |
| Draught | 6.1 m |
| Gross tonnage | 24,300 t |
| Speed | 20 kn |
| Passengers | 935 |
| Lane metres | 1,500 m |
| Cabins | 68 |
| Maiden voyage | August 2021 |

# Sustainability

# SUSTAINABILITY AT WASALINE

The sustainability policy of Wasaline entails the entire organization and our way of working. We develop sustainability continuously and review our sustainability policy every year to make sure we are achieving our goals.

A few examples of sustainable procedures:

- Hybrid vessel with dual fuel engines and batteries
- Shore power for emission-free port stops
- Intelligent ventilation and lightning in passenger areas
- Smart harbors and automatic registering of cars and trucks
- Environmentally friendly materials
- Sorting of waste and nothing dumped to the sea
- Local food

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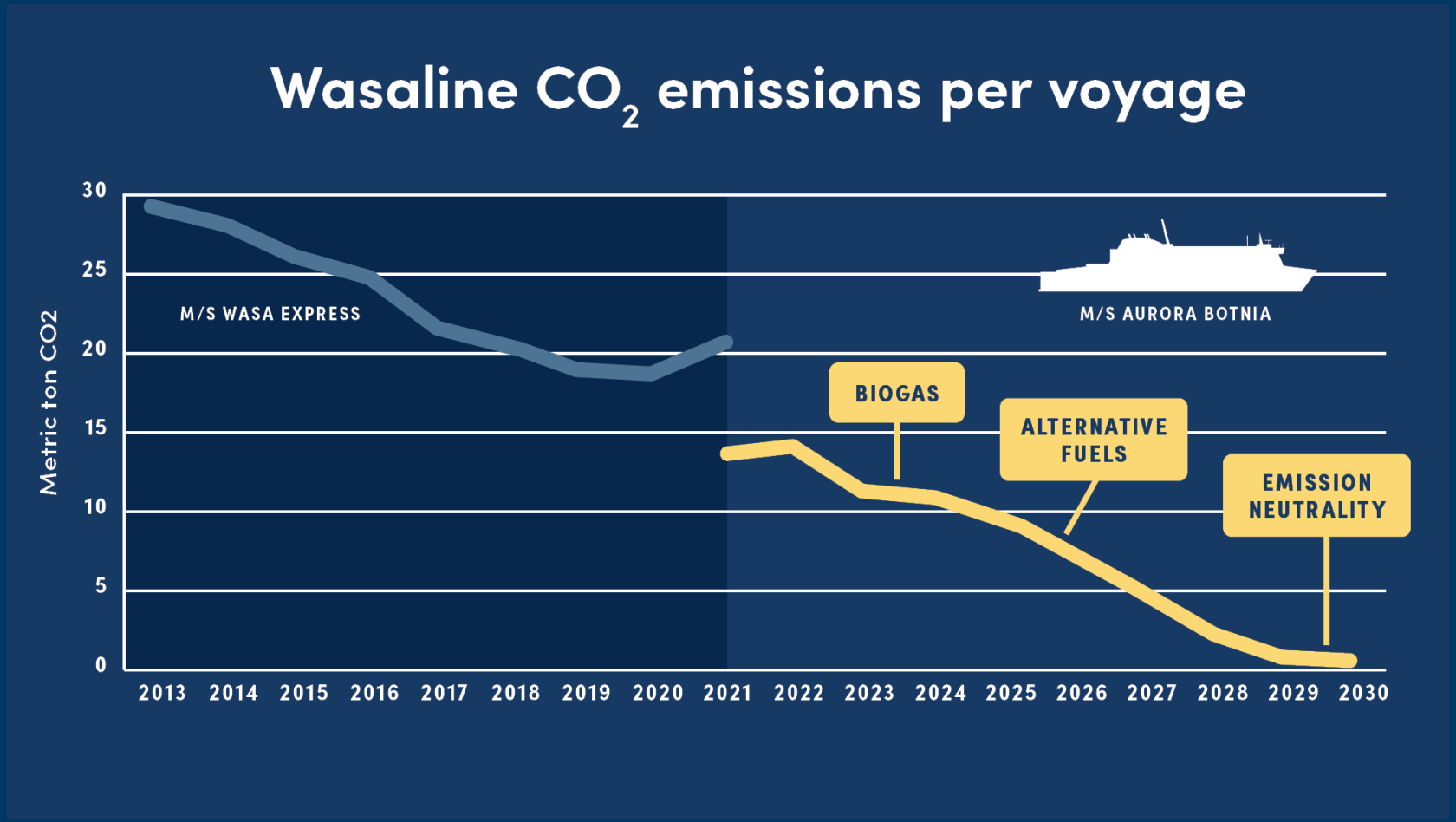
# PATH TOWARDS CO2 EMISSION NEUTRALITY



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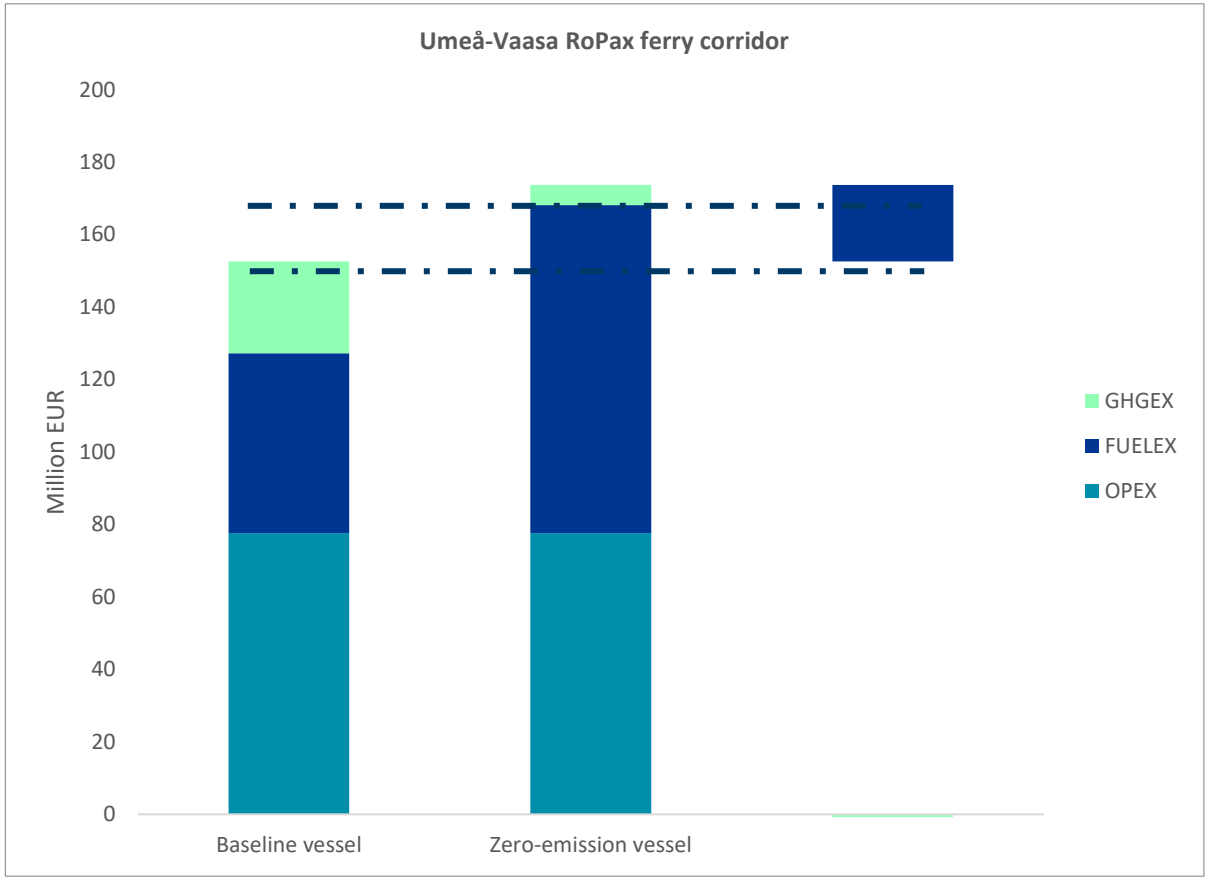
# CO2 NEUTRAL INTERMODAL TRANSPORTATION

Train and road networks connect us to the global logistics hubs of Southern Sweden and the deep-water harbors of Norway. Our route is very important for national security of supply.

# CASE AURORA BOTNIA BY DNV

- The intention is to estimate the additional cost over the period 2025 to 2040 of shifting from LNG to bio-LNG.
- 1160 roundtrips per year, with an average transit speed of around 17 knots.
- The annual fuel consumption and electricity consumption of operating the vessel daily on the Umeå-Vaasa route has been provided by Wasaline. All other cost data has been provided by DNV.
- The vessel's FuelEU Maritime compliance strategy is to increasingly blend bio-LNG into the fuel mix to remain compliant over the modelling period.
- Aurora Botnia runs on a combination of LNG, LBG and batteries and utilises shore power in ports.

# ESTIMATED VESSEL-SPECIFIC COST GAP BY DNV




- Total cost for the modelling period (2025-2040) for the baseline vessel is estimated to around 153 MEUR
  The zero-emission vessel is estimated to be around 174 MEUR.
- The OPEX is estimated to be the same for both vessels (78 MEUR). The zero-emission vessel will have higher FUELEX but lower GHGEX than the baseline vessel.
- The total cost difference over the modelling period is estimated to be **21 MEUR**, mainly due to the higher FUELEX of zero-emission fuels. Transitioning to bio-LNG operation is assumed to not include any CAPEX for the zero-emission vessel.



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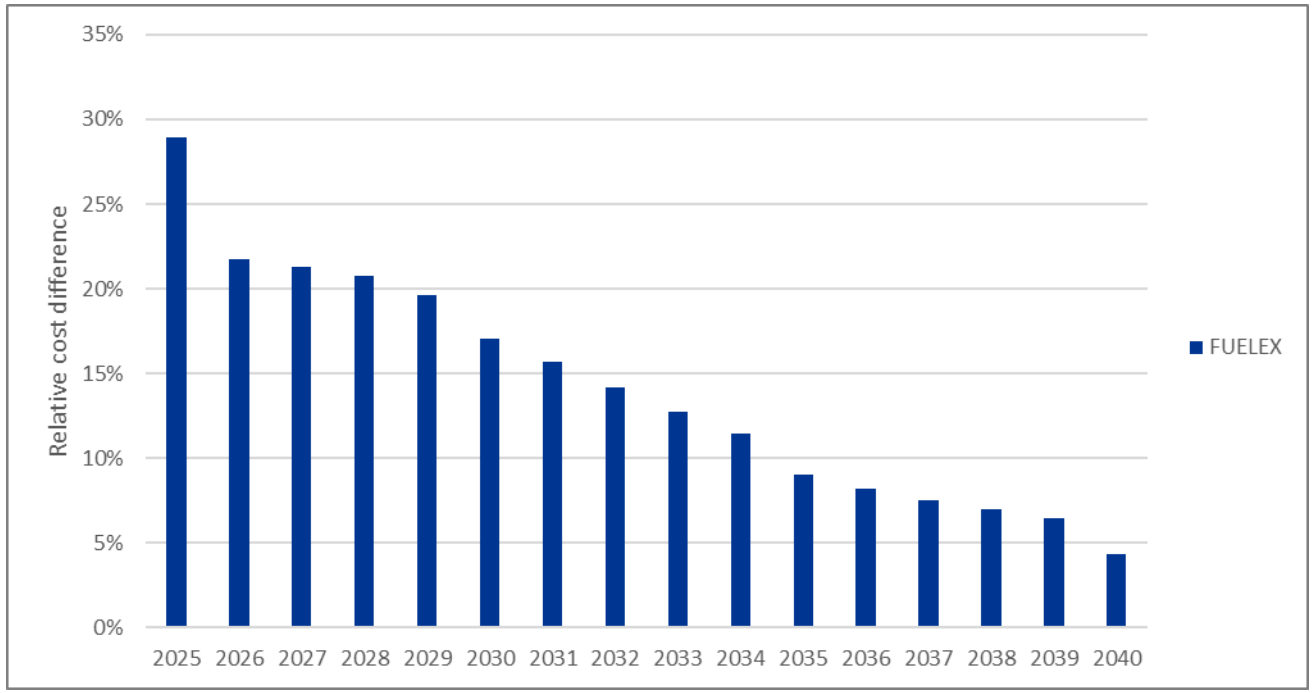
# RELATIVE COST DIFFERENCE FOR THE ZERO-EMISSION VESSEL COMPARED TO THE BASELINE VESSEL.




- The zero-emission vessel will not be economically competitive with the baseline vessel over the modelling period, as a significant cost difference appears in all years.
- The annual cost difference is **30%** in 2025, gradually decreasing to 4% in 2040 according to this study. The modelled cost difference decreases over time mainly due to increasing GHGEX and FUELEX for the baseline vessel, as more and more bio-LNG is blended in to comply with the FuelEU Maritime regulation



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# WHAT HAS BEEN DONE SO FAR TO BECOME A GREEN CORRIDOR

- Green Corridor Fridays tested
- Compensation possibility for passengers
- Emission neutral cargo transportation possibilities
- Emission neutral meetings onboard
- Shore connection in both harbours
- The hybrid vessel uses the batteries as much as possible
- The ports are working on being part of the green corridor

# Thank you!



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