

WALLENIUS  SOL[®]



INTRODUCTION



Stronger Together Since 2019



Sustainable Infrastructure



Forest Product Companies



RoRo + LoLo = ConRo



Complementary Freight



All Year Round

MARKET SEGMENTS



Paper & Board

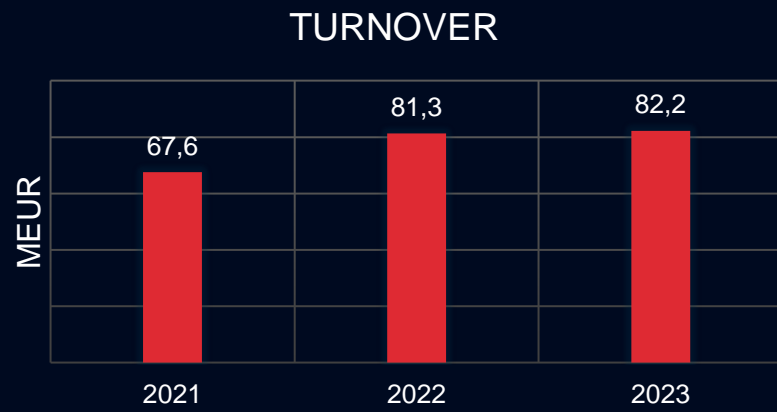
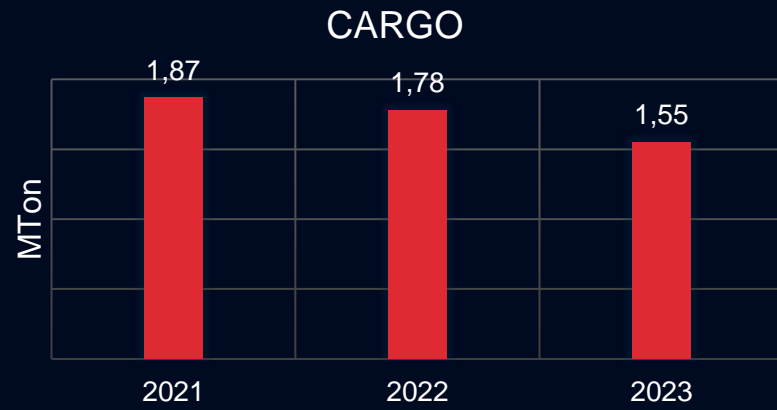


Short Sea &
Project Cargo



Feeder

NUMBERS & LOCATIONS



OUR VESSELS

**Tavastland
Thuleland
Tundraland**



Built 2005

Ice Class 1A Super

2 800 lane meters

350 TEU

**Baltic Enabler
Botnia Enabler**



Built 2022

Ice Class 1A Super

6 400 lane meters

960 TEU

ENABLER AND T-VESSEL



CONRO CONCEPT



RoRo

Weather protected
below deck

Easy handling of
oversized cargo

Heavy payloads



LoLo

Easy stowage of
standardized units

Easy access for both
mobile cranes and
container cranes

High utilization of cargo
space (stacking up to 4
layers)



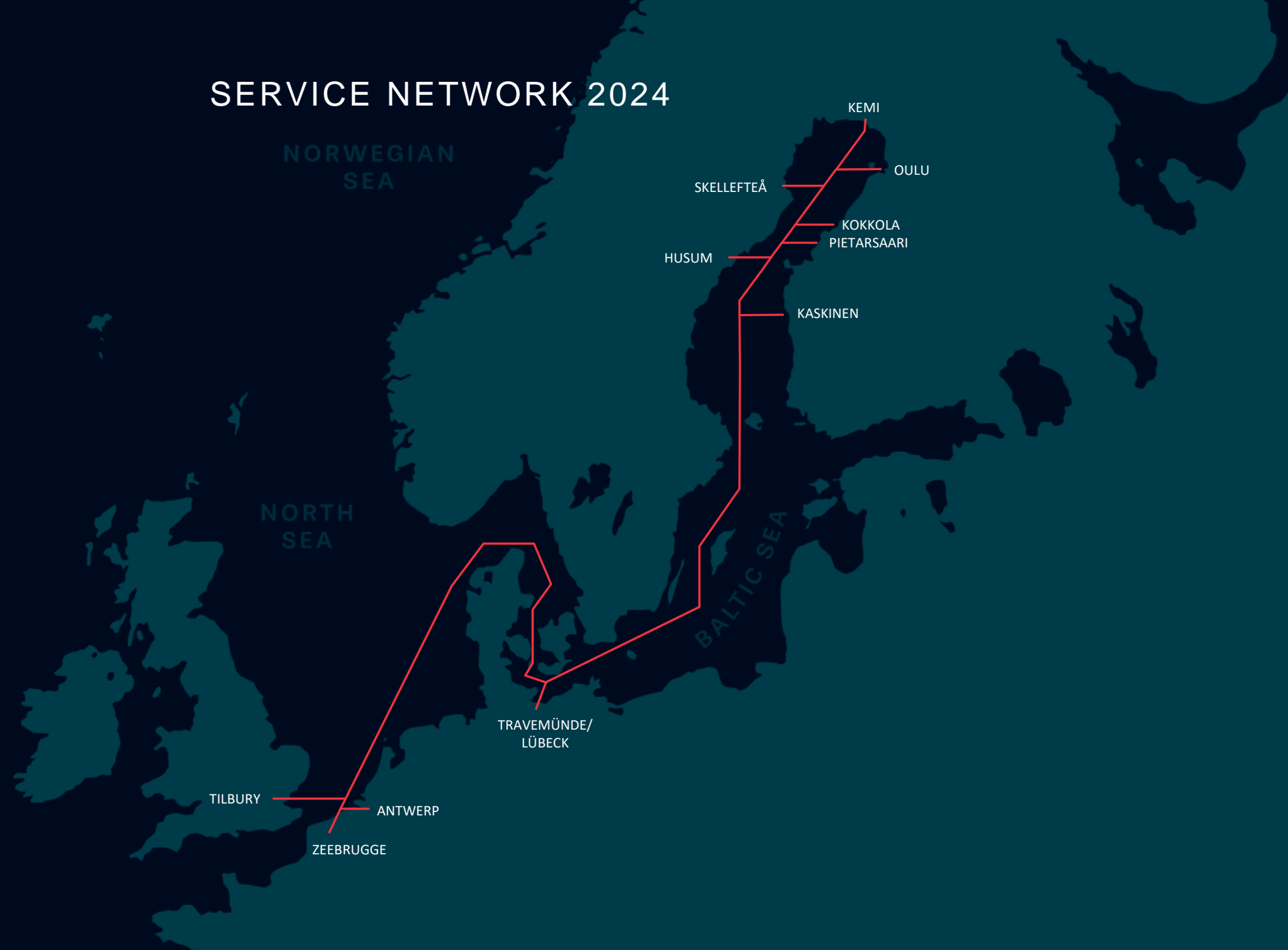
Project Cargoes

Flexibility of the vessels allow the
shipments of non standard units

Static cargo are loaded either
directly on deck by crane or pre-
loaded onto our liner equipment

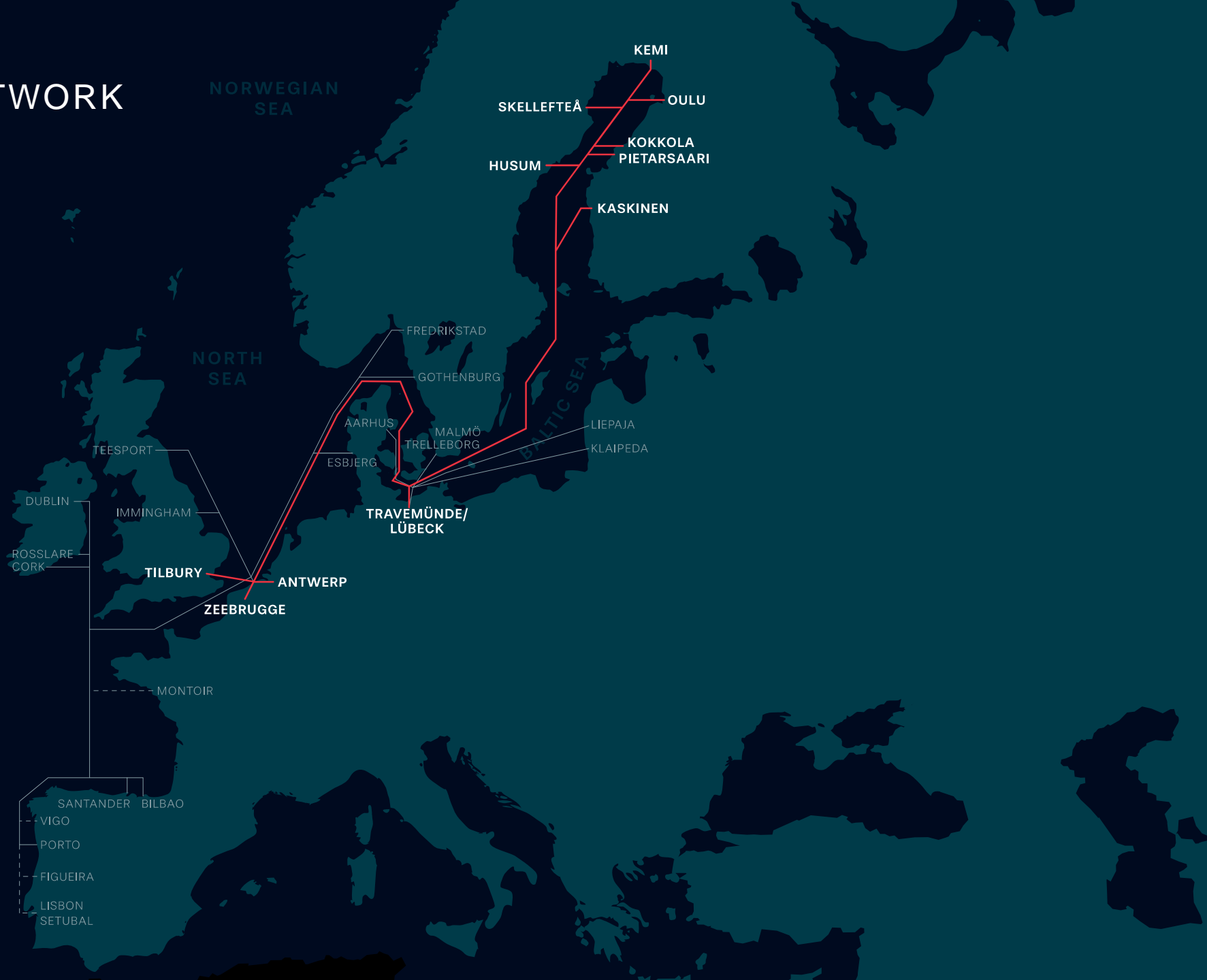
The ports we serve are well
experienced in handling all kinds
of projects

SERVICE NETWORK 2024



EXTENDED NETWORK

- WALLENIUS SOL
- Partnership Connection (RoRo)
- - - Partnership Connection (LoLo)



LINE EQUIPMENT – RORO



Cassette with floor

40' and 45'

Used for paper export
or static cargo

Payload 90 tons



SECU

Stora Enso Cargo Unit

45'

Used for paper export

Weather protected

Payload 79 tons



Cassette (skeleton)

45'

Used for containers

Payload 80 tons

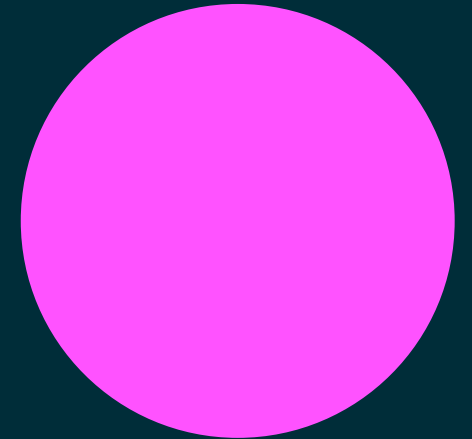


Rolltrailers

40' or 62'

Used for static cargo

Payload 100 tons



45' Containers

High Cube Pallet Wide (HCPW)

Available for Door-Door requests



SUMMARY

Truly sustainable

By building a large open system that is adopted for any type of cargo, be it containers, ro-ro or project cargoes, we consolidate the volumes and reduces the environmental impact. Helping the industry reach the tier 3 targets in SBT.

Flexibility and redundancy

With a large fleet we secure a reliable service.

Experienced Team

We have served the North of Finland and Sweden since 2005 and have hence vast experience in how to operate a service under the conditions given.

How to start liner traffic from Vaasa?

- Port infra
- Regular cargo flows
- Port cost
- T-vessels to start with

THANK YOU FOR YOUR ATTENTION!

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