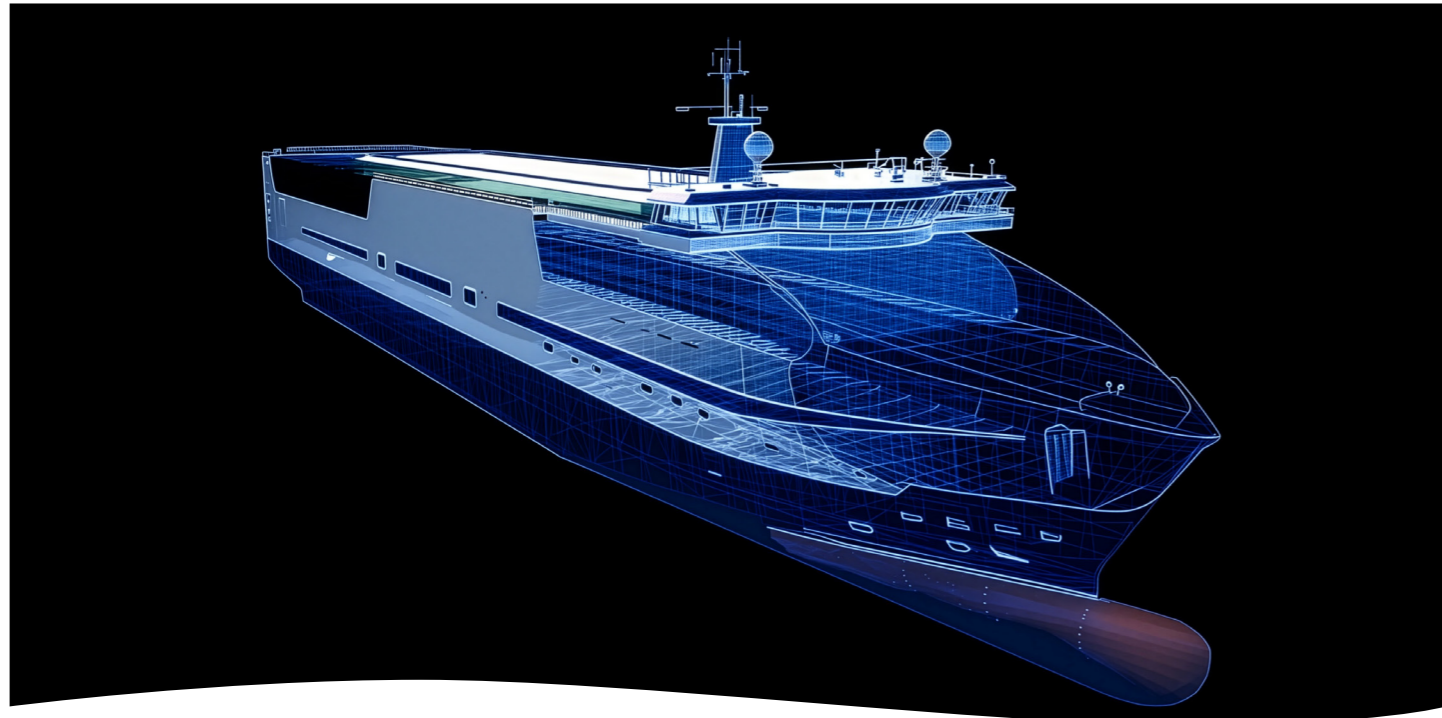


Sea. That's Why.

Car and Passenger Ferries | Navigating the Green Transition at Sea



Pioneering the Electric Future of Ferry Transportation

At Rauma Marine Constructions, we combine Finnish maritime heritage with advanced sustainable solutions. As creators of the world's first Clean Design class car and passenger ferry, we partner with operators worldwide to develop zero-emission vessels that meet tomorrow's environmental standards today.

The successful completion of the FUSE research project represents a significant milestone in ferry evolution. This comprehensive study has yielded a fully electric passenger ship concept, ready for immediate implementation, which offers operators a proven pathway to carbon-neutral operations.

Through collaborative partnerships in green corridor development, we've gained valuable insights into sustainable maritime operations. The Decatrip project, which took place between Turku and Stockholm, demonstrated how electric and hybrid solutions can be integrated into existing ferry networks while maintaining operational efficiency. These real-world applications have refined our understanding of charging infrastructure requirements and energy management systems.

Our approach centers on close collaboration with clients throughout the entire construction process. Technical teams and future operators work closely with our engineers from the initial design through to final commissioning, ensuring each vessel is optimized for its specific route and operational requirements.

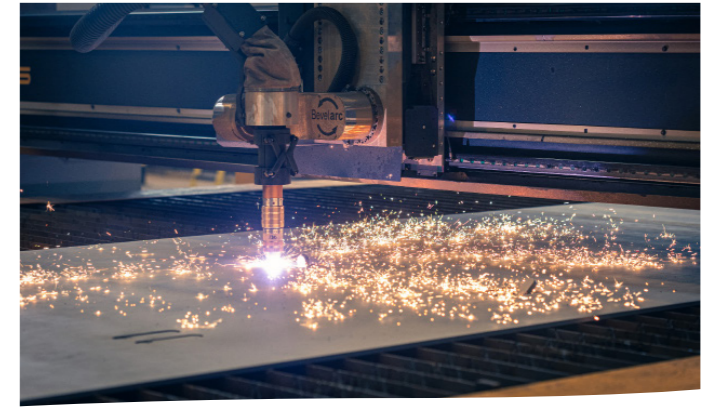
From Concept to Reality: Your Partner in Electric Ferry Innovation

RMC's established network of technology partners enables efficient project execution from concept to delivery. With proven expertise in complex vessel projects and a track record of on-time deliveries, we help operators navigate the transition to sustainable operations.

Our Rauma shipyard offers comprehensive capabilities specifically adapted for electric ferry construction. The controlled indoor environment ensures consistent quality for sensitive electrical systems, while our advanced steel processing capabilities handle the structural requirements of battery installations.

FROM STEEL TO SEA

Advanced plasma cutting technology enables precise fabrication of complex hull components with 15,000-ton annual steel processing capacity. Our three plasma cutting machines handle 4-80 mm steel with beveling function, ensuring accurate preparation for even ice-strengthened hull construction.



Weather-independent hull construction in our enclosed facilities enables year-round productivity regardless of Nordic conditions. Multiple indoor halls with lifting capacity up to 460t allow simultaneous construction of two (2) vessels while maintaining precise quality control for complex systems integration.



Our semi-submersible barge operation demonstrates industrial-scale launching capability. The 30m wide heavy-duty ramp with 10t/m2 capacity seamlessly transfers completed hulls or floating ship sections from the construction hall to our 11,000t capacity barge, ensuring reliable transport and launch regardless of weather or sea conditions.

Hull completion and installation of large modular units such as propulsors or masts is done at our large dry dock. Final outfitting and commissioning at dedicated quays includes all necessary energy connections and load banks for generator commissioning. This controlled approach from hull construction through final delivery minimizes risk while ensuring the highest standards for advanced vessels.



Since the 1990s, we have partnered with local maritime schools, including Rauma Maritime School and SAMK, to ensure that vessel crews are fully trained on our technologically advanced ships. These collaborations include ship-specific simulators and research projects, helping crews operate the vessels efficiently from day one and enhancing safety and innovation throughout the ship's lifecycle.



Comprehensive shipyard capability

Rauma Marine Constructions (RMC) is a fully Finnish-owned shipyard utilizing Rauma sea-side park facilities. Deep cooperation with the city of Rauma guarantees substantial shipyard capacity and investment capability to fulfill challenging demands.

We have a complete in-house manufacturing process starting from fabrication and steel cutting to block building, two indoor facilities for building vessels, and docking for two vessels as well. The recently completed heavy-duty ramp enables safe and efficient launching of ships built inside our weather-protected halls.

Our comprehensive approach means every phase of construction - from initial steel plate processing through final systems integration - happens within our secured facilities. This in-

tegrated model ensures quality control at every stage, minimizes logistics complexity, and protects sensitive technologies throughout the build process. The indoor construction halls provide year-round productivity regardless of Nordic weather conditions, while our deep-water quays enable efficient outfitting and sea trials.

Surrounding our core facilities is an established ecosystem of Finnish maritime suppliers and technology partners. This network, developed over decades of shipbuilding in Rauma, provides specialized expertise in everything from advanced automation systems to sustainable propulsion solutions. Together, we deliver complete vessels that meet the most demanding operational and environmental requirements.

1. Steel production facilities

- 23,600m²
- Various plasma and gas-cutting equipment
- Panel/profile cutting, heavy bending, and pressing
- Semi-automated t-beam welding, profile welding
- Heavy-duty multi-wheeler for transportation

2. Hull building facility

- Building area: 4,420 m²
- Lifting capacity: 270 t

3. Surface treatment

- Three painting halls, 2500 m²
- Maximum block size 30 m x 29 m x 12 m
- Surface treatment halls can be heated up to 30 °C and climate controlled year round

4. Multi-purpose hall

- Building area: 7,430 m²
- Lifting capacity 460 t

5. Dry-dock

- Dimensions: 260 m x 85 m x 16 m
- Lifting capacity: 270 t

6. Heavy-duty ramp for launching.

- Facts: 39 m wide, load capacity > 5,000 ton
- It can be operated with a semi-submersible barge

7. Outfitting quays

- Length 220m, 240m



OUR REFERENCES



Hammerhus, Molslinjen

Serving the vital link between Køge and Bornholm, Hammershus accommodates 720 passengers and 1,500 lane meters while achieving exceptional fuel economy through Wärtsilä main engines and optimized hull design. Operating on sulphur-free fuel at 17.7 knots, the ferry exceeds all environmental regulations with significantly reduced consumption compared to previous generation vessels. This successful project established RMC's reputation for delivering environmentally advanced ferries tailored to specific regional routes and seasonal operational flexibility.



MyStar, Tallink

This LNG-powered shuttle, delivered in December 2022, operates on the Helsinki-Tallinn route with 3,000 passenger capacity and 3,190 lane meters. MyStar features an optimized power configuration for minimal fuel consumption and advanced data systems enabling the most energy-efficient operations. The vessel exemplifies our expertise in combining high capacity with environmental responsibility for Europe's busiest ferry routes.



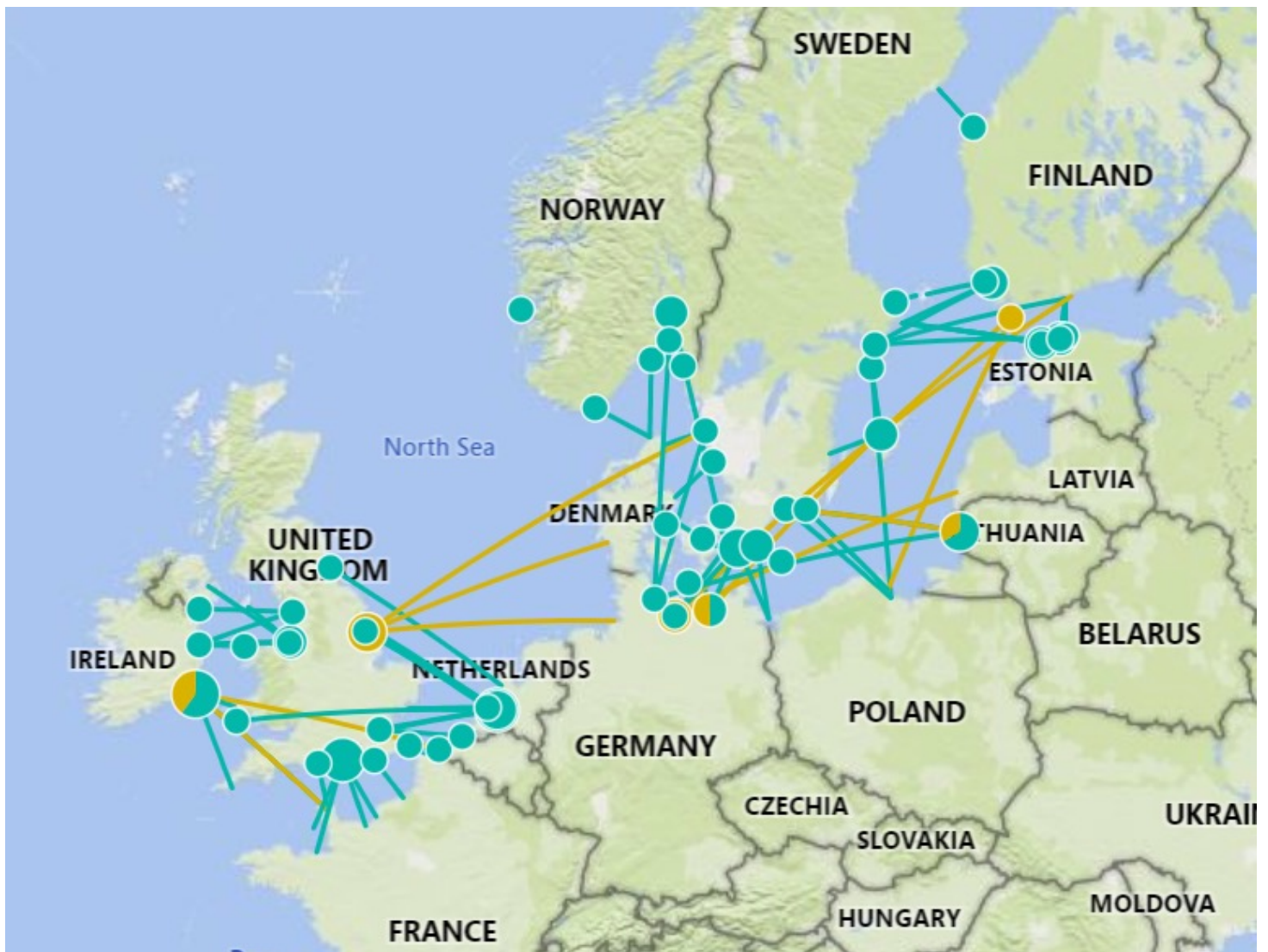
Aurora Botnia, Wasaline

Awarded "RoPax of the Year" and the Clean Design class notation—the world's first for a car-passenger ferry—Aurora Botnia sets new environmental standards. This 800-passenger vessel operates between Vaasa and Umeå with emissions halved compared to its predecessor through battery technology and bio-based fuels. With over 80% domestic content earning the Finnish Key Flag Symbol, Aurora Botnia demonstrates our ability to exceed environmental requirements while maintaining operational excellence in ice-prone waters.



Spirit of Tasmania, TT-Line

Two 48,000 GT vessels designed for the challenging Bass Strait represent one of the largest bilateral export deals between Finland and Australia. Each ferry accommodates 1,800 passengers and 3,700 lane meters, operating as the world's southernmost LNG-powered passenger ferries. Built for 26-knot speeds in demanding open-ocean conditions, these dual-fuel vessels are future-ready for bio-based alternatives.



Electrifying Europe's Ferry Routes

The transformation to electric ferry operations is gaining momentum across Northern Europe. The routes highlighted on this map show key ferry connections across the Baltic Sea, North Sea, and surrounding waters where electric and hybrid-electric solutions can make a significant impact.

These established ferry corridors - from busy Baltic crossings to essential island connections - represent opportunities for operators to reduce emissions while maintaining reliable service. The successful FUSE research project has demonstrated that electric ferry technology is ready for implementation on various route profiles.

Through projects like the Decatrip green corridor between Turku and Stockholm, the industry has proven that sustainable ferry operations deliver both environmental benefits and operational efficiency. As battery technology advances and charging infrastructure develops, more routes become viable for electrification.

RMC stands ready to partner with operators across Europe, bringing proven expertise in building vessels for demanding conditions combined with the latest sustainable propulsion technologies. Together, we can transform ferry routes into green corridors, creating a cleaner maritime future.



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