

Stena Line Policy for Securing Cargo

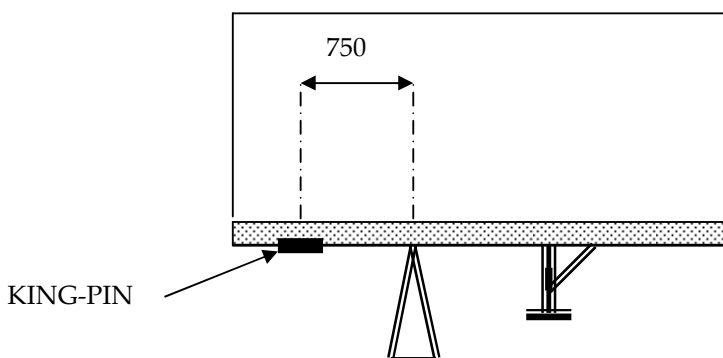
Stena Line is committed to the proper securing of movable cargo units onboard Ro/Ro ships in accordance with the Maritime Administrations' rules and regulations.

Every vessel has a cargo lashing manual. This manual has been verified by the authorities and describes cargo securing procedures as well as materials used for lashing.

The purpose of this document is to have set lashing procedures to ensure safe transport of freight units onboard our ships. **To accomplish this, the freight units loaded onboard must have the correct number of approved lashing brackets.** We request, therefore, that our customers meet the following requirements:

- A freight unit must be equipped with approved lashing brackets (according to the requirements in IMO "Code of Safe Practice for Cargo Stowage and Securing"). **This means that every freight unit must be equipped with at least four (4) approved lashings brackets on each side to ensure loading and lashing in a manner safe for sea transport.**
- Semi-trailers by the nature of their design should not be supported on their landing legs during sea transport unless the landing legs are specially designed for that purpose and so marked. An uncoupled semi-trailer should be supported by a trestle or similar device placed in the immediate area of the drawplate so that the connection of the fifth wheel to the kingpin is not restricted. A clearly visible marking on the outer sidewall of the semi-trailer, or on some other clearly visible place, shall indicate the location of the trestle.
- The trestle should be located, if possible, within the range of the horizontal plane of the gooseneck contour as shown in figure 1. If the semi-trailer has more than one fifth wheel coupling pin, the trestle location should be measured from the rearmost fifth wheel coupling pin position.

Figure 1



- Cargo in a transport container must be lashed for sea transport. At a minimum, this lashing must be in compliance with IMO regulations. IMO regulations can be found in "Code of Safe Practice for Cargo Stowage and Securing".

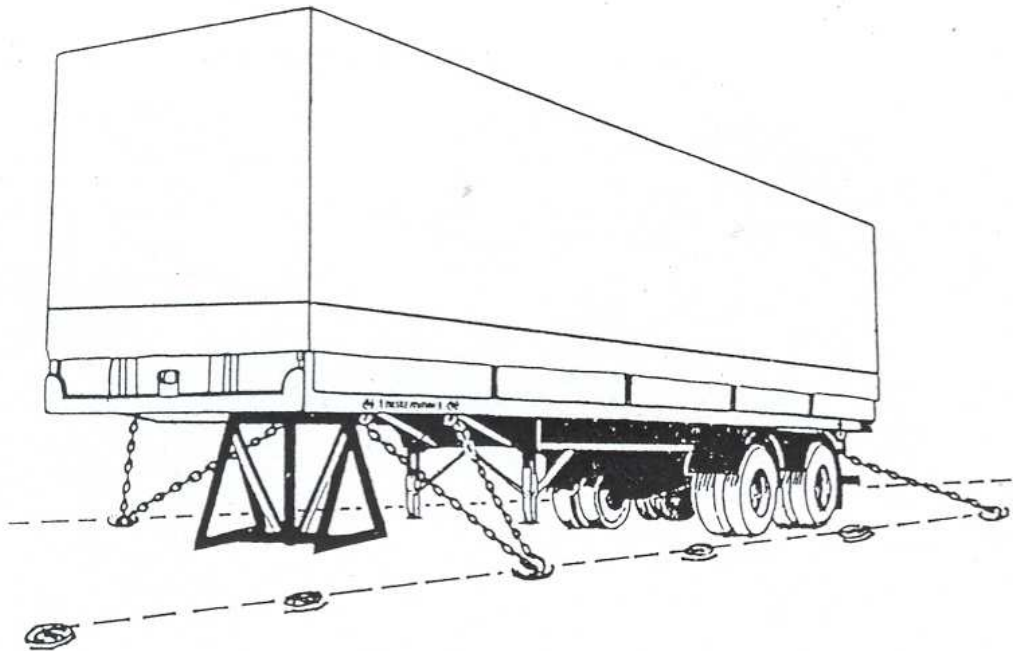
- **The master of the vessel has the right and the obligation to refuse shipment of freight units intended for sea transport that do not comply with these requirements.** For the same reason, the Maritime Administrations in our areas of operation may forbid Stena Line to take such units on board. In these situations, Stena Line reserves the right to leave such freight units on the wharf.

Patrick Critti
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Stena Line Scandinavia AB

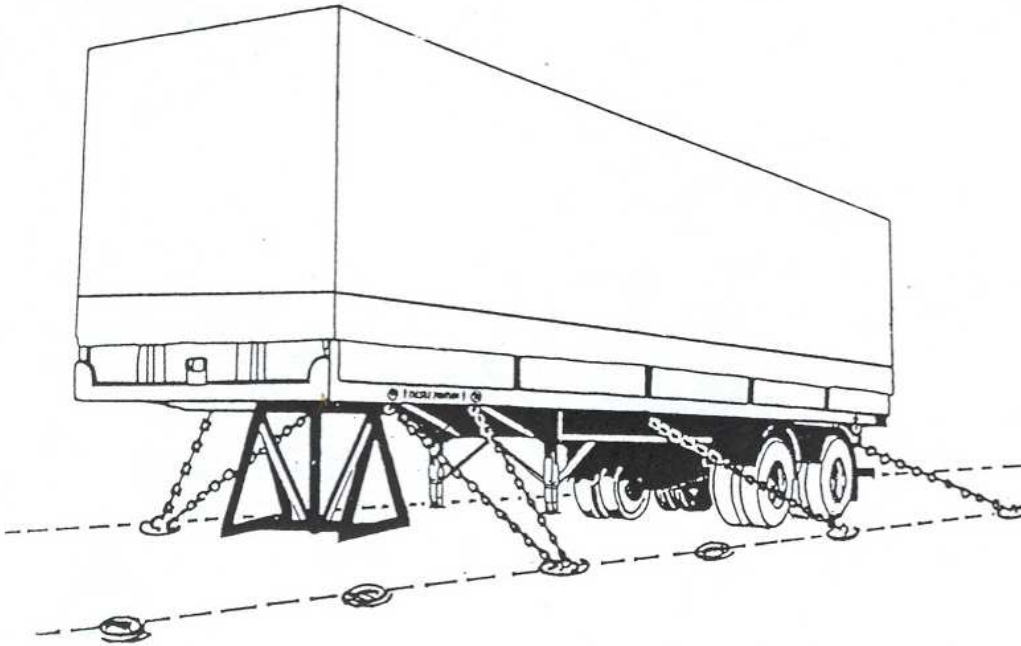
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Drawing of properly secured trailer during weather condition:

- up to 7° on Beaufort scale.



- 7° and over on Beaufort scale.



Lashing points on semi-trailer (front part).

