

Stena Line Policy for Securing Cargo.

Stena Line is committed to the proper securing of movable cargo units on board 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 on board our ships. To accomplish this, the freight units loaded on board 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.

- 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".

- 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 plate should be located between the fifth-wheel plate and the landing legs. If the semi-trailer has more than one fifth wheel coupling pin, the trestle plate location should be measured from the rearmost fifth wheel coupling pin position.

- Trailers designed to transport loads likely to have an adverse effect on their stability (i.e. hanging meat or liquids) must have a means of neutralizing the suspension system in order to avoid a build-up of momentum.

"It should never be assumed that the weather will be calm and the sea smooth or that securing methods used for land transport will always be adequate at sea". Packing and securing of cargo into/on to a trailer should be carried out with this in mind therefore it is essential to make the cargo in a trailer secure to prevent cargo movement inside the unit. It should not be assumed that because cargo is heavy it will not move during transport. Trailers presented for shipment without trestle plates fitted and/or suitable marking may result in the shipment being refused on safety grounds or be subject to delay.

- 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 the Carrier to take such units on board. In these situations, the Carrier reserves the right to leave such freight units on the wharf.

For further information on safe shipment of cargo and securing, please refer to the Freight Transport Information Manual.

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