

Freight Facts 2020





This 2020 edition of Freight Facts includes all the information you need about our route network, range of services and our contact information.



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Welcome to
Freight Facts
2020!



Front cover image
New tonnage, the Stena Estrid starts service early in 2020 on the Holyhead-Dublin route.



Working to
make business
easier for you!

The right place, at the right time!

Cargoes move ships and not the other way round. This is why the Stena Line network continues to evolve and develop ensuring we have the right capacity, in the right place, at the right time.

2020 is an exciting year for us, as we welcome the first of our new generation state-of-the art E f exer vessels. The

introduction of new tonnage releases existing ships which will be redeployed to further enhance more routes across the network and connecting Europe for a sustainable future.

In addition to our investment in ships we can increasingly provide help with your end to end transport solutions. This involves collaboration with European rail networks and onward logistical solutions. Read more about how we can provide you with efficient, reliable and cost-effective services in this brochure.

We have recently launched our new website and developed a new user-friendly online booking tool. During the course of this year we will roll out new options for you to book and pay. Look out for mobile check-in coming soon, enabling drivers smooth and efficient drop-off and collection at ports.

From the dedicated sales team and port staff through to the crew onboard, we are all working to make business easier for you.

Thank you for your continued support!

Freight Commercial Forum

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The Stena Sphere

Care - in everything we do

Taking care of things that nobody wants anymore and making sure they will be of use to someone else is a seemingly simple idea. But that was the basic concept behind the trading company Sten A Olsson founded in 1939, the Sten A Olsson Metallprodukter. The trade in scrap and metal developed into Stena Metall and created a starting point for Stena's expansion into other business areas.

Today our business activities are spread all over the world and cover several areas such as ferry operations, shipping,

offshore drilling, property, finance as well as recycling, environmental services and trading.

The Stena Sphere is currently one of the largest family-owned groups of companies in Sweden. Our success over the years has been achieved by continuously caring about our customers, by providing innovative solutions and by perfect performance.

We deliver quality by always keeping the promises we make, and our goal is always to be the best at what we do.

When we contribute to our customers' success as well as to the development of society, we deserve to be our customers' first choice. To run a profitable organisation enables us to continue our operation and invest in our own future as well as in the future of our customers and society. This is sustainable business, provided it is done by leaving a small footprint. Luckily, shipping and recycling are both environmentally friendly. Hopefully, our approach is visible in everything we do, and benefits not just ourselves, but also future generations.



GLOBAL
Activities



15,500
People



115
Wind Turbines
in operation



34,730
Revenue MSEK



164
Vessels including
new buildings



28,300
Residential and
Commercial Units (Owned
and managed)



*Punctual,
safe & highly
reliable!*

Intermodal Solutions

Our vision 'Connecting Europe for a Sustainable Future' goes hand in hand with the large focus there is on environmentally friendly solutions in the transport industry.

Intermodal freight transport plays a significant role in the overall supply and distribution chain and more customers prefer smart, fast and sustainable transport solutions.

We work closely with our partners in the logistics industry to find these solutions and to connect road, sea and rail in a fast, optimised and seamless shipping process.

With access to one of the most extensive short sea networks and frequent departures, we link the intermodal networks across Europe with our services. These services have been designed to work in line with our sustainable shipping goals.

Our dedicated and flexible departures are adapted to match connecting trains, ensuring a punctual, safe and highly reliable delivery service. Throughout the journey our experienced support team are ready to assist and inform about the various transport options available. They also advise the best way for customers to transport their goods to their destinations in a quick and cost-effective way and with a lower level of CO2 emissions.

"It makes sense switching to environmentally friendly, smooth transition and reliable intermodal solutions"

Services developed and designed to deliver value to customers

We are continuously working on developing new combined rail and ferry solutions.

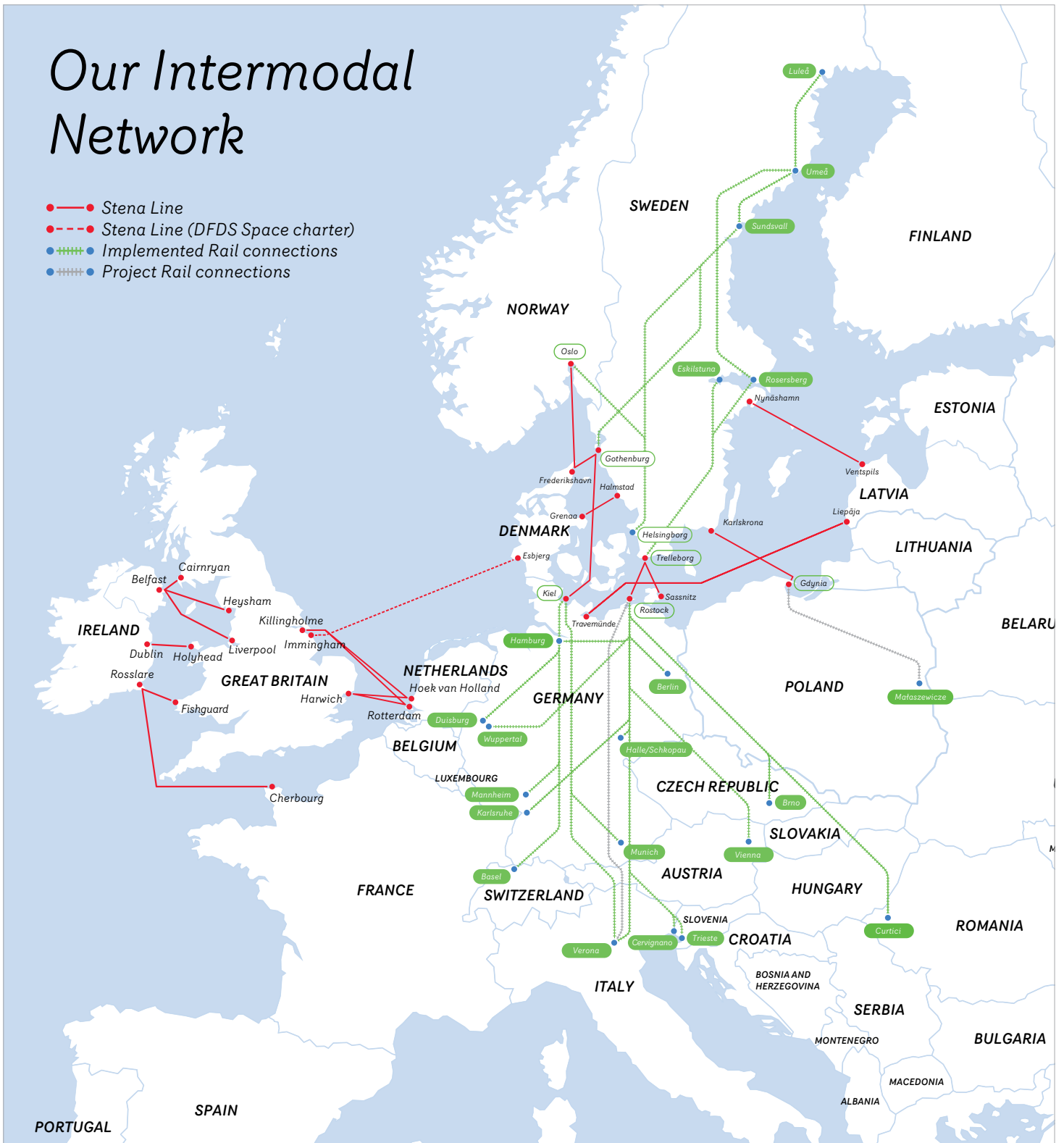
Duisburg - Kiel - Gothenburg and Verona - Kiel - Gothenburg are just two of the combined rail and ferry solutions that we offer with:

- Service up to five days per week
- Lorry and driver render superfluous
- High payload up to 28 ton Shunting service of trailer from
- Gothenburg (Majnabbe) in cooperation with partners Trailer or container up to 44 ton (P/C 70/400)

Check out the map for more solutions. Our dedicated team has professional experiences in their area of business and can leverage this strength to figure out solutions to the most complex of challenges and deliver practical and impactful solutions to our customers.

Our Intermodal Network

- Stena Line
- - -● Stena Line (DFDS Space charter)
- + + + +● Implemented Rail connections
- + + + +● Project Rail connections



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Routes and regions

Irish Sea

Stena Line offers a choice of six strategically placed routes across the Irish Sea, covering all the key traffic 'corridors'. With a total of 230 weekly sailings, catering for accompanied, unaccompanied and project cargo, we will have a crossing to meet your shipping requirements.

Commencing with the first delivery at the very beginning of 2020, we are delighted to be the recipients of three out of the first four 'E-Flexer' vessels; a whole new class of state of the art Ro-Pax vessels developed by Stena Line. The first – Stena Estrid – is joining our Dublin – Holyhead service, giving a capacity increase on this route of 25%, followed shortly afterwards by Stena Edda and (in 2021), Stena Embla, on the Belfast – Liverpool (Birkenhead) crossing. You can read more about these innovative vessels on our website.

To support our new vessels' increased capacity and to get the maximum benefit from their easier loading capabilities, we have invested heavily in shore infrastructure and layout in Dublin and Holyhead and in Belfast and Birkenhead, to smooth your journeys from port to port.

On our Rosslare-Fishguard service we have also invested in enhancements to our vessel Stena Europe; aside from the updating of her onboard facilities, a full deck of 4.65m high space has now been opened up to facilitate the increased numbers of trailers at the maximum running height in the Republic of Ireland. Coupled with an attractive sailing schedule this route offers a highly effective alternative to services from and to Dublin.

With the requirement from 2020 for all operators on the Irish Sea to follow the changes made in 2015 elsewhere in Northern European waters, to switch to more expensive low sulphur fuel, we will implement a new Bunker Adjustment Factor (BAF) in conjunction with our customers.

With the strength of our route network, on the Irish Sea and beyond, and with our belief in building lasting partnerships with our customers, Stena Line are well placed to guide you through. We look forward to working with you.

“Whether you are shipping across the Irish Sea or linking to the Continent in conjunction with our North Sea routes or direct Rosslare-Cherbourg service, we can support you in the rapidly changing market outlook for 2020.”



For sales, marketing & reservations contacts see page 24-26.

Check-in & Operations contacts

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Cairnryan

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Cherbourg

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Quai de Normandie, 5011
Cherbourg, France
Fax: +33 (0) 233 543221

Dublin

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Alexandra Road, Dublin Port,
Dublin 1, Republic of Ireland
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Heysham

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Holyhead

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Fishguard

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Liverpool

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Rosslare

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The Ferry Terminal,
Rosslare Harbour, County Wexford,
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Fax: +353 (0) 53 916 1599

North Sea

2020 will be a challenging year for everybody in the world of transport, logistics and ferries. Economic trading indicators are not favorable, and we must deal with the consequences of the decisions that will be made about Brexit.

Stena Line on the North Sea have made detailed preparations to cope with the challenges of both the economy and Brexit. We have published guidelines on our website for our customers to help them be prepared with the correct documentation to avoid congestion at our ports. We will continue to update customers through our website and newsletters. Our account managers are also available to assist with further information.

In autumn 2019 our second train track on the quayside in Europort was completed. This initiative will enable us to expand our rail-ferry concept. Our North Sea routes offer both driver-accompanied and unaccompanied services into the most important industrial areas within the United Kingdom. Market fluctuations influence our customer demands and we believe there is a requirement for both accompanied and unaccompanied traffic especially just-in-time cargo and temperature-controlled business.

The North Sea route network provides flexible opportunities for customers to transport units from both Europort and Hoek van Holland to Killingholme and Harwich in the UK. (v.v.)



For sales, marketing & reservations contacts see page 24-26.

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Killingholme

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CRO Ports Clough Lane
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North Lincolnshire, DN40 3JP
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Germany

Efficiency and flexibility at hubs and networks are what we provide in the core market of our business in Central Europe. From Kiel, Rostock and Sassnitz, we connect Europe's powerhouse to the dynamic economies in Scandinavia, while having the whole Stena Line network in close reach. With direct access to well-built road and rail infrastructure and combined with a network of strong partners, customers can expect a full range of logistics services in Germany.

Kiel benefits from being close to the Central German motorway system, opening the corridor to Western Germany, Benelux, South Eastern Europe and beyond. The upgraded shunting station and additional track at our quay allows for an even more efficient transshipment and further round-trips on the intermodal connections to e.g. Verona, Bettembourg and Duisburg.

In Rostock, there are motorways and railway grids that connect to Central Germany and Eastern Europe. The versatile intermodal terminal in Rostock links Italy, Czech Republic, Mid and Southern Germany with 68 shuttle trains per week. Our schedule on the Rostock-Trelleborg route with 3-4 departures per day ensures a fast and reliable service. In addition, the railway ferries MS Skåne, FS Mecklenburg-Vorpommern and FS Sassnitz on the Rostock and Sassnitz-Trelleborg routes enable a seamless direct train journey to Sweden and Norway.

All three German ports provide efficient services and equipment. Our logistics experts are therefore able to offer tailor made services to meet customer needs. Our on-board staff shine at what they do best, providing smooth and reliable ferry services.



For sales, marketing & reservations contacts see page 24-26.

Check-in & Operations contacts

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Scandinavia

The routes on Gothenburg-Frederikshavn, Halmstad-Grenaa and Oslo-Frederikshavn are - together with a Baltic Sea connection - strategically located covering and bridging the Scandinavian markets with continental Europe. As on all our routes we offer reliability, frequency, capacity and service combined with efficient ships for transportation of all kind of Ro/Ro Cargo. Drivers are our most frequent customers on board our vessels and have access to a range of facilities including good food, a comfortable cabin and a dedicated drivers' lounge to ensure a restful stay.

Our fleet is flexible and we adjust capacity to optimise the routes based on the demand. The latest change is the Stena Vinga, which has added more capacity for both freight and travel customers.

We will operate our new route Halmstad-Grenaa from January 2020 which supports our freight customers to reach markets in a more efficient way. Additionally, the Halmstad area can offer a wide range of value-added services related to cargo handling.

With our locally based sales organisation in Sweden, Denmark and Norway we are always close to the markets and in touch with local trends. Our web-based freight booking system gives our freight customers 24/7 options to make reservations throughout our entire route network. We also offer a Freight Planner App for the handling of bookings through portable devices and of course personal contacts via our customer service teams standing by to serve. For transportations to or from Norway our Customs Clearance department is in place to ensure a speedy and streamlined process for our customers.

The new Combi Terminal in the Port of Gothenburg is adding new very interesting opportunities in Intermodal solutions in general and connecting sea and rail in particular. This will enable new openings for cargo flows to and from the northern parts of Sweden on the Kattegat for onward transportations.



For sales, marketing & reservations contacts see page 24-26.

Check-in & Operations contacts

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Grenaa

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Esbjerg

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Zodiakvej 5-9
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NO-0150 Oslo

“Our fleet is flexible and we adjust capacity to optimise the routes based on the demand. The latest change is the Stena Vinga, which has added more capacity for both freight and travel customers.”

Baltic Sea South

For over 20 years, we have been developing our ferry connections between Sweden and Poland to provide the highest quality service to our freight customers.

During this time, we have expanded our service served by one vessel, to an entire service package, where in addition to the transport of lorries and drivers, we offer transport of trailers, containers, special cargo, and other services like handling, warehousing, intermodal transport and customs services. With the vessels operating on the route we offer up to three departures daily from each port and a convenient schedule, enabling flexible deliveries and effective use of drivers' working time.

To develop and improve our service, we will invest in our port equipment and the extension of our ferry terminals. Both ports in Gdynia and Karlskrona have access to intermodal terminals, where container and trailer handling is possible. The rail network enables cargo deliveries to Gdynia from the main industrial areas in Poland, Czech Republic, Slovakia, Hungary, Romania, Bulgaria or Turkey, and its further transport to Sweden and Norway.

Express roads S5 & S7, and A1 motorway connect the port in Gdynia with the main industrial and logistics centers in Poland and Central Europe. In the port of Gdynia, the construction of a completely new ferry terminal has started, which includes a longer berth, a new terminal building and a new intermodal terminal. This significant investment represents our overall strategy to strengthen the role of the Gdynia – Karlskrona route as a vital link between Central Europe and Scandinavia.



For sales, marketing & reservations contacts see page 24-26.

Check-in & Operations contacts

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Karlskrona

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Verkövägen 101
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Baltic Sea North

Over the last year we have worked intensively to explore and sustain existing market connections and build up new ones.

We will continue to be customer oriented as a professional service support provider for existing customers and in the search for new prospects and partners. We will strive to strengthen and broaden our service offerings for our customers' benefit. Our target is to be a reliable business partner and to be the first choice in the shipping industry for our customers. We have maintained a stable growth on our routes connecting the Baltics, Russia and CIS countries with Scandinavia and Germany/West Central Europe.

In 2020 we are aiming to extend our development and cooperation with the industry. We can provide multimodal deliveries via railway, mafi-roll trailers and trailers, or just outsourcing this to our subcontractors with their trucks fleet to meet customer requirements and accommodate different commodity types. Our reach is not only limited to the Baltic States, we are shipping goods from as far as Ural Mountains via our Travemünde-Liepāja route. Stena Line is an integral part of logistics chains for such commodities as steel, OSB, plywood, finished vehicles, concrete materials etc.

We believe that intermodal solutions between very important logistical hubs in Russia, Moscow and Germany, Lübeck will provide high quality services to Freight companies from Russia and Europe in accordance with all necessary requirements of railroad and ferry operators. Several businesses in different countries join forces to establish transnational business cooperation to develop contrailer links between Russia and Central Europe. Our goal is to grow this development further as we believe it is the future of our business in the region.



For sales, marketing & reservations contacts see page 24-26.

Check-in & Operations contacts

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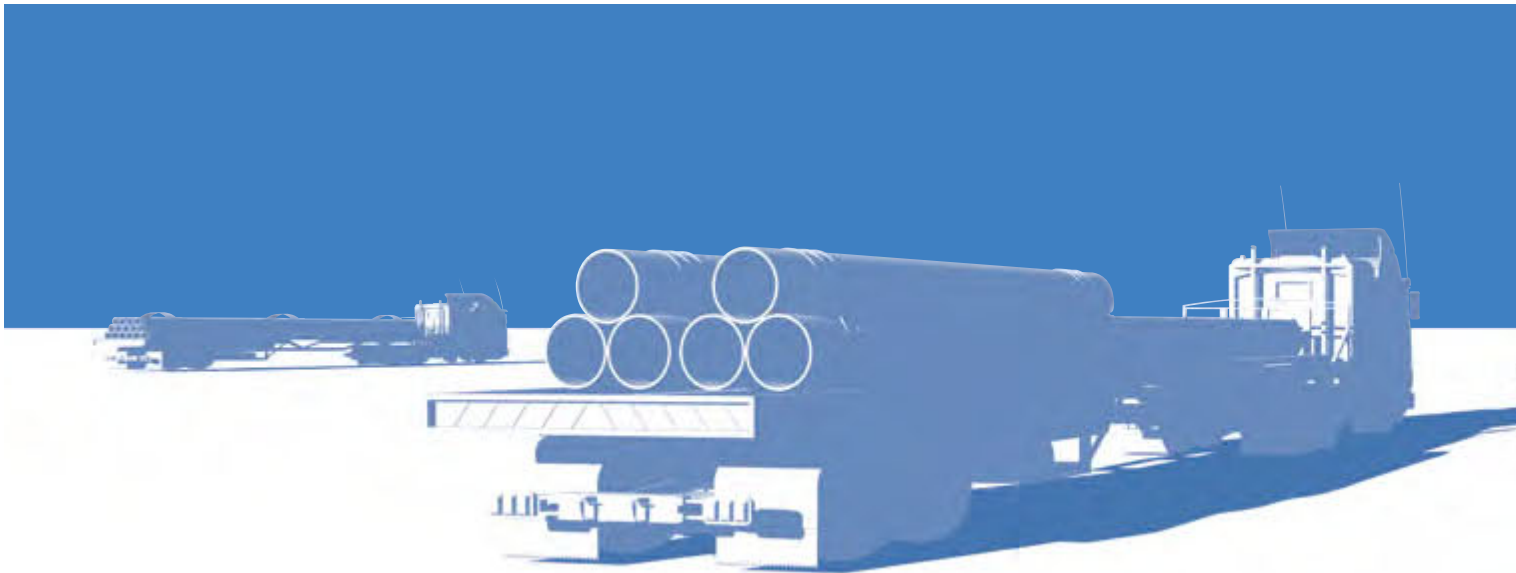
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Liepāja

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Liepāja LV-3405



Shipping Logistics

Our Shipping Logistics team is focused on meeting all of our customers' different needs.

The team works very closely with the industry to identify different transport requirements to provide specific customised and value-added solutions.

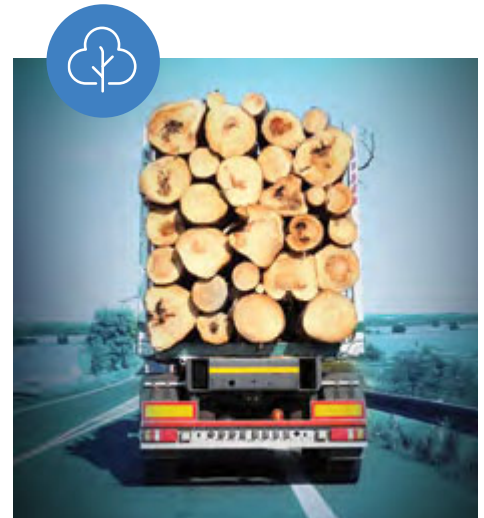
Our specialist project team consists of highly dedicated industry experts within: **Automotive, metal products, forest products, chemistry, construction material** and **project cargo**. We provide our customers with cost-effective solutions by rail and/or road using our extensive route network.

We have strategically located ports offering large capacity and high frequency sailings leading to shorter lead times for cargo movements. Our customers can benefit from tailor-made sea freight solutions on dedicated industrial sailings. Our efficient fleet allows us to transport all types of ro/ro cargo in our route network. We strive to represent quality, transparency and reliability and efficiency. We welcome you to join our network.



Project Cargo

Industrial project cargo solutions require attention, planning and efficient project management. Our knowledge and experience make sure we can meet your requirements and deliver cost-effective solutions.



Paper and Forest Products

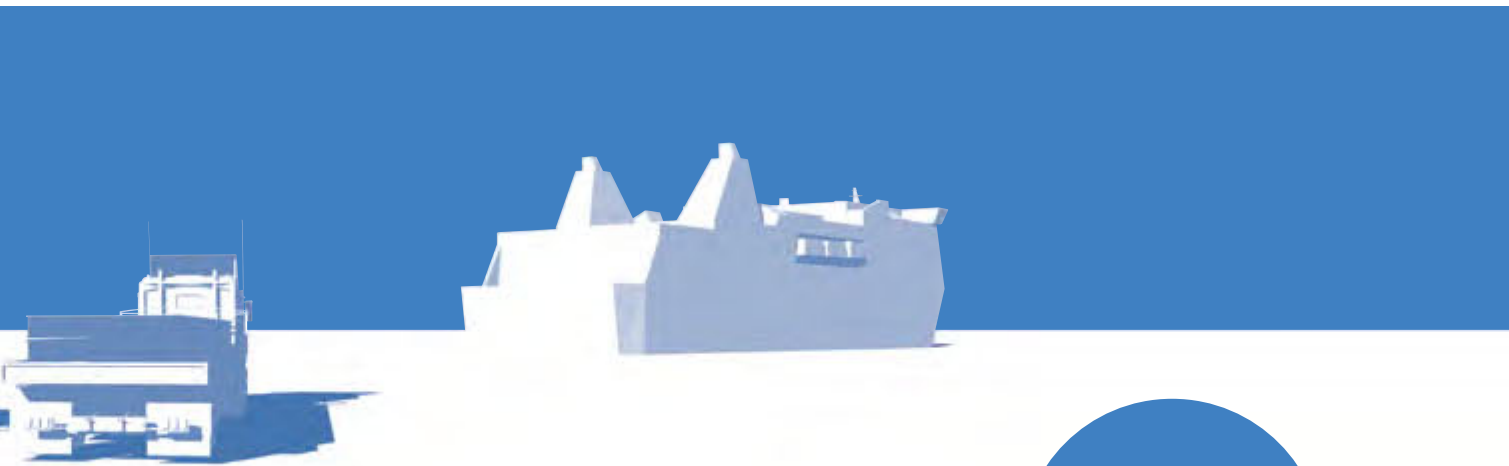
Our extensive route network, linked with a well-developed infrastructure, rail connections and inland waterways, enables agile and effective hauling of paper and other forest products.

Shipping Logistics contacts

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Delivering cost effective solutions!



Automotive

We know exactly what an automotive company expects from a shipping service. Deliveries must be fast, flexible and readily available. That is why we specialise in matching your particular needs with conveniently located ports, customised solutions and optimised efficiency.



Construction Materials

Industrial knowhow, dedicated frequent departures and specialised equipment are key success factors when handling complicated building material deliveries.



Metal Products

Together with logistics partners we serve the steel and metal industry and together we offer customised and competitive solutions.

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Icons representing initiatives from the Green List

Together we have a responsibility for the sustainable development of our world

At Stena Line we believe that sustainable growth is the only acceptable business model and our journey, with the aim of becoming a leader in sustainable shipping, continues. The benefits of sustainable business are many: Gained trust and engagement as well as a better working environment and lowered risk.

Our main contribution to sustainability is to connect Europe and thereby connect our 29,000 sailings between 10 countries enable trade, transport and travel across Europe.

Shipping is a safe, reliable and with endless capacity on the World's oceans. It is also the most energy efficient mode of transport in relation to cargo volume. However, there are major advantages, both environmental and economical, to be gained from further improving the efficiency of our operations. That is why Stena Line have initiated several pioneering projects in digitalisation, automation, electrification and alternative fuels.

Our commitment to sustainability centres around five focus areas that support the

United Nations' Global Goals. Together we work to protect life below water, ensure a responsible consumption, increase the use of clean energy and ensure safety, good health and wellbeing for our guests and employees - and we embrace equality and inclusion in all aspects of our business.

The foundation of our company culture is care – care for our customers, for resources and care for each other.

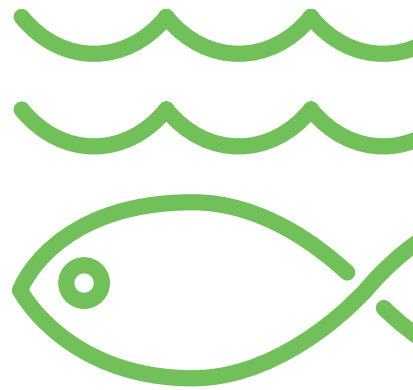
We also care about your opinion.

Please get in touch and tell us how we are doing and to help us improve at:
sustainability@stenaline.com

Read more on:
www.stenaline.com/sustainability



Our sustainability focus areas



Good health and wellbeing

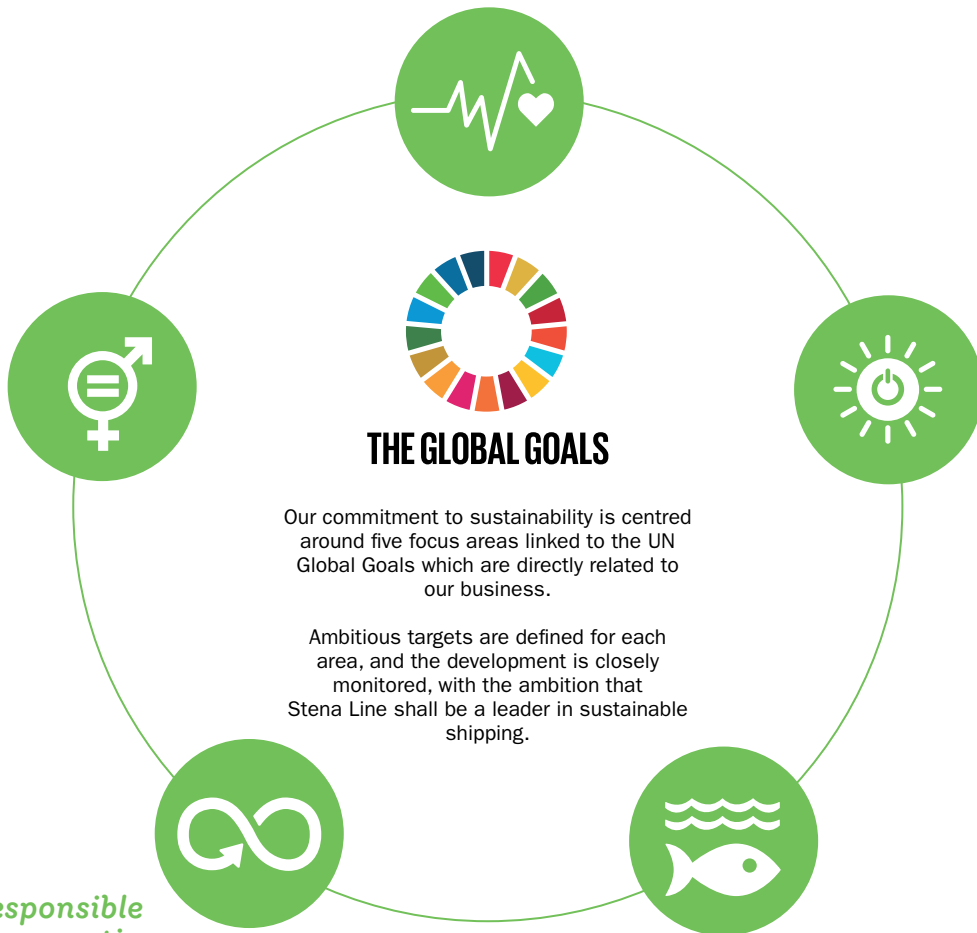
Through care for each other and an absolute commitment to safety, Stena Line shall actively promote the wellbeing of both guests and employees.

Equality and inclusion

We embrace equality, diversity and inclusion. Everyone at Stena Line is a valued member of our crew.

Clean energy

Stena Line shall relentlessly strive to improve energy efficiency on shore and at sea and actively stimulate the usage of clean energy sources.



THE GLOBAL GOALS

Our commitment to sustainability is centred around five focus areas linked to the UN Global Goals which are directly related to our business.

Ambitious targets are defined for each area, and the development is closely monitored, with the ambition that Stena Line shall be a leader in sustainable shipping.

Responsible consumption

Care for resources is achieved by responsible purchasing and by continuously reducing waste and increasing recycling.

Life below water

Stena Line relies on the oceans for its existence and all operations shall have minimal impact on marine life.

Stena Line Route Network

- Stena Line
- - -● Stena Line (DFDS Space charter)
- 🚆 Rail connections

One of Europe's Largest



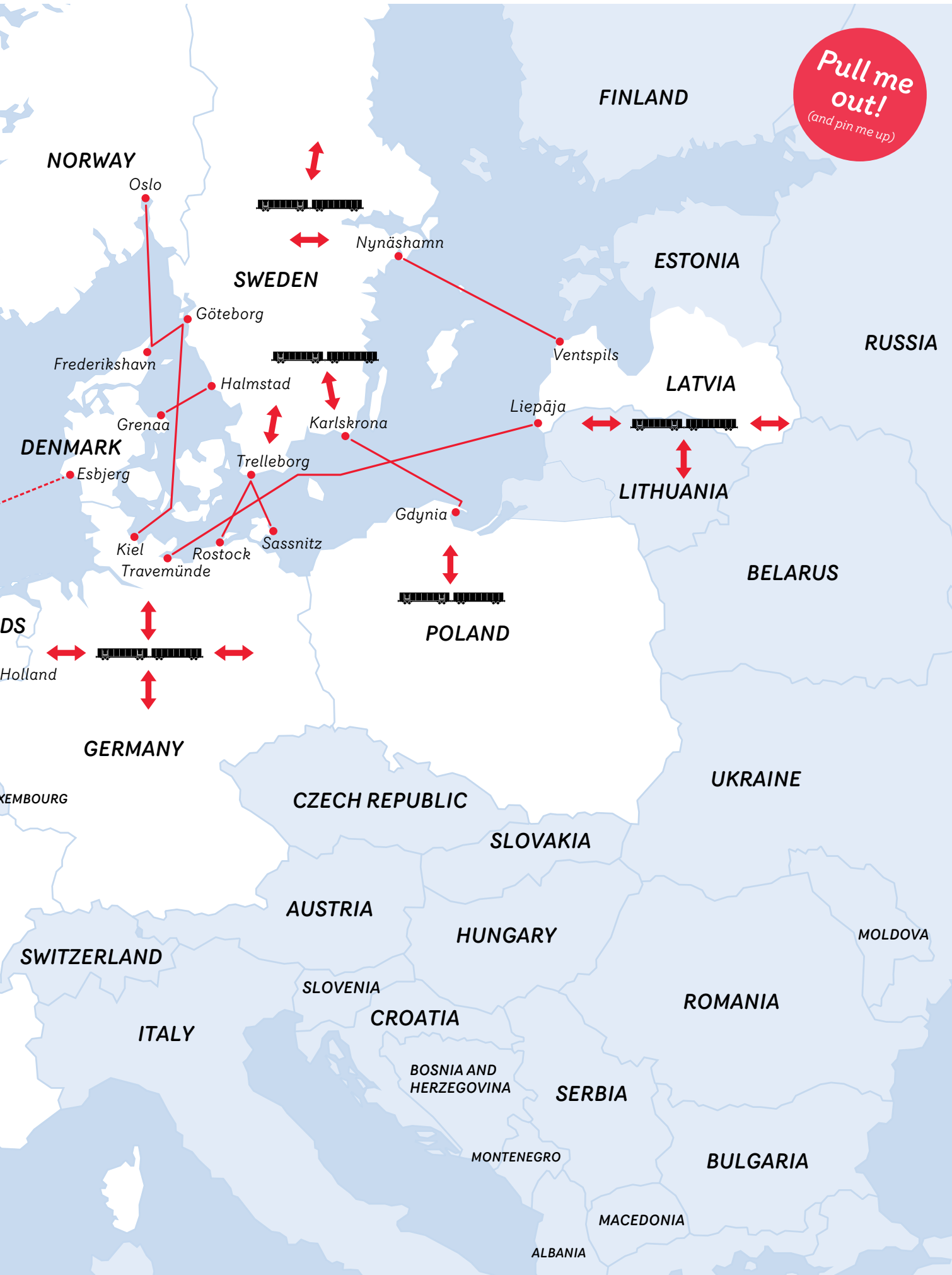
Links key ports and road connections across Europe and Russia

The route network is also a complete, one stop freight transportation tool. The range of routes and vessels lets you choose crossings that best suit you and your customers' needs. Some routes are served by Ro-Pax vessels and some are dedicated freight services designed specifically for accompanied and unaccompanied units.

The network is easy to access - wherever you are!

You can choose from a range of user-friendly, secure booking options and also our Customer Support Teams will be happy to take your calls and support you with your reservations on any Stena Line route.

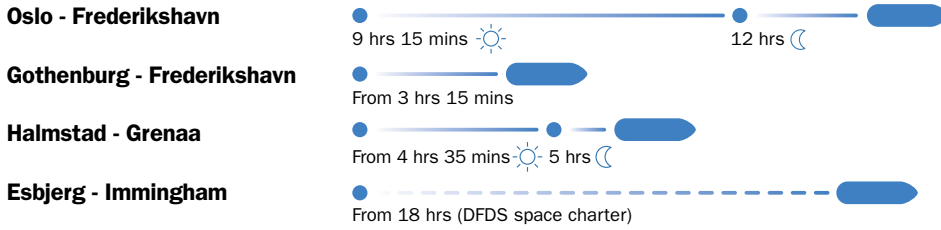
Pull me out!
(and pin me up)



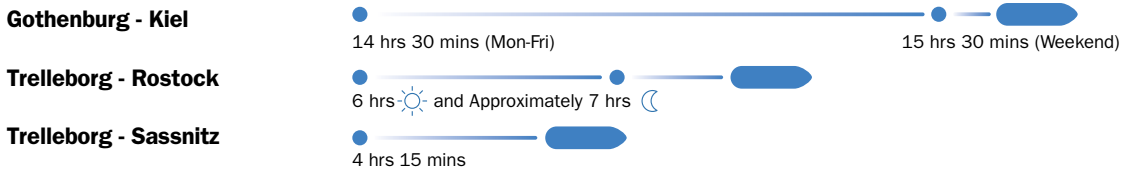
Crossing times

20
Routes!

Scandinavia



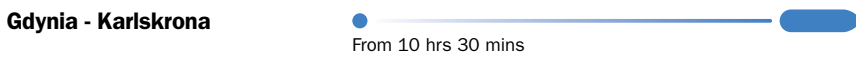
Germany



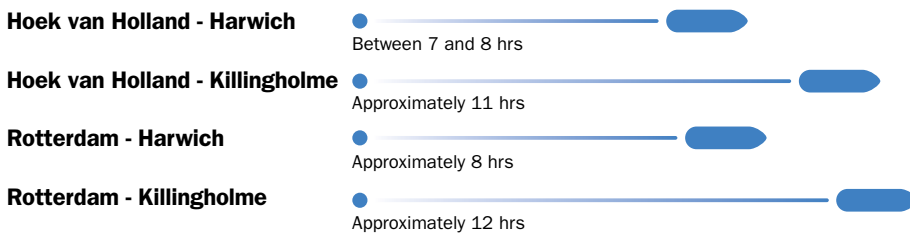
Baltic Sea North



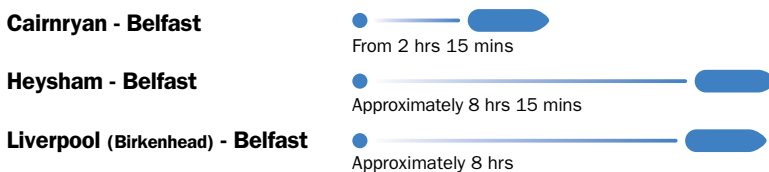
Baltic Sea South



North Sea



Irish Sea North





Stena Line Freight Fleet

New generation vessels – a very important milestone for Stena Line.

In early 2020 we will reach an important milestone in our major new fleet investment program; Stena Estrid, the first of our three new E-Flexer vessels will enter service on the Dublin to Holyhead route. The remaining two will be introduced on the Liverpool to Belfast route later in 2020 and in 2021.

All three vessels will be larger than today's standard RoPax vessels at 215 meters long with a freight capacity of 3,100 lane meters and the space to carry 120 cars and 1,000 passengers. This represents a significant multi-million investment and underscores our commitment to the market and our determination to deliver the best possible freight experience. We have a strong belief that ferry transportation will continue to grow and that it remains a key strategic business for us.

Our fleet consist in total of approximately 38 operating in our network on 20 routes in Northern Europe.

In service from spring 2020



Stena Edda

Liverpool - Belfast

Built/rebuilt	2019
Length	214.5m Including duck tail 202m LPP
Width	27.8m
Capacity	927 passengers
Lane metres	3,100m
Height clearance	5.2m main deck/ trailer deck
Width clearance	4.8m lower hold trailer deck

In service from early 2020



Stena Estrid

Holyhead - Dublin

Built/rebuilt	2019
Length	214.5m Including duck tail 202m LPP
Width	27.8m
Capacity	927 passengers
Lane metres	3,100m
Height clearance	5.2m main deck/ trailer deck
Width clearance	4.8m lower hold trailer deck



Stena Europe

Fishguard - Rosslare

Built/rebuilt	1981/1995/2002
Length	149m
Width	26.5m
Capacity	1,400 passengers
Lane metres	1,120m
Height clearance	4.65m
Width clearance	3.55m



Stena Adventurer

Holyhead - Dublin

Built/rebuilt	2003
Length	210.8m
Width	29.3m
Capacity	1,500 passengers
Lane metres	3,400m
Height clearance	5m
Width clearance	6m



Stena Flavia

Nynäshamn - Ventspils

Built	2008
Length	186.5m
Width	25.6m
Capacity	880 passengers
Lane metres	2,255m
Height clearance	5.2m
Width clearance	6m



Stena Baltica

Gdynia - Karlskrona

Built/rebuilt	2007
Length	165m
Width	26.8m
Capacity	210 passengers
Lane metres	2,188m
Height clearance	5.2m
Width clearance	6m



Stena Forecaster

Liverpool (Birkenhead) - Belfast

Built	2003
Length	195.3m
Width	26.8m
Capacity	12 passengers
Lane metres	3,000m
Height clearance	8.1m
Width clearance	Hoistable ramp 6m Fixed ramp 4m



Stena Britannica

Hoek Van Holland - Harwich

Built/rebuilt	2010
Length	240.9m
Width	32m
Capacity	1,200 passengers
Lane metres	5,566m
Height clearance	5m
Max terminal	4.35m
Width clearance	4.8m



Stena Forerunner

Rotterdam - Killingholme

Built	2003
Length	195.3m
Width	26.8m
Capacity	12 passengers
Lane metres	3,000m
Height clearance	8.1m
Width clearance	Hoistable ramp 6m Fixed ramp 4m



Stena Danica

Gothenburg - Frederikshavn

Built/rebuilt	1983/2005
Length	154.9m
Width	28.5m
Capacity	2,274 passengers
Lane metres	1,640m
Height clearance	4.5m
Width clearance	6m



Stena Germanica

Gothenburg - Kiel

Built/rebuilt	2001/2007/2010
Length	240m
Width	28.7m
Capacity	1,300 passengers
Lane metres	3,800m
Height clearance	5m
Width clearance	5.8m



Stena Gothica

Travemünde - Liepaja

Built/rebuilt	1981/1991/1993/2001
Length	171m
Width	20.25m
Capacity	186 passengers
Lane metres	1,598m
Height clearance	5.5m
Width clearance	4m



Stena Mersey

Liverpool (Birkenhead) - Belfast

Built/rebuilt	2005
Length	186.6m
Width	25.6m
Capacity	970 passengers
Lane metres	2,250m
Height clearance	4.9m
Width clearance	5.3m



Stena Hibernia

Heysham - Belfast

Built/rebuilt	1996
Length	142.5m
Width	23.2m
Capacity	12 passengers
Lane metres	1,710m
Height clearance	4.8m/5.5m
Width clearance	5.3m



Misana

Rotterdam - Harwich

Built	2007
Length	165.75m
Width	23.4m
Capacity	12 passengers
Lane metres	2,155m
Height clearance	Garage 4.6m Main/Weather deck 4.9m Lower hold 4.9m
Width clearance	3m (for units above 3m width please contact our reservation office)



Stena Hollandica

Hoek van Holland - Harwich

Built/rebuilt	2010
Length	240.9m
Width	32m
Capacity	1,200 passengers
Lane metres	5,566m
Height clearance	5m
Max terminal	4.35m
Width clearance	4.8m



Misida

Rotterdam - Killingholme

Built	2007
Length	165.75m
Width	23.4m
Capacity	12 passengers
Lane metres	2,155m
Height clearance	Garage 4.6m Main/Weather deck 4.9m Lower hold 4.9m
Width clearance	3m (for units above 3m width pls. contact our reservation office)



Stena Horizon

Rosslare - Cherbourg

Built/rebuilt	2006
Length	186.5m
Width	25.6m
Capacity	970 passengers
Lane metres	2,250m
Height clearance	4.9m
Width clearance	5.3m



Stena Nautica

Halmstad - Grenaa

Built/rebuilt	1986/2002
Length	135.6m
Width	24m
Capacity	900 passengers
Lane metres	1,265m
Height clearance	4.5m/4.7m
Width clearance	5.7m/4m



Stena Jutlandica

Gothenburg - Frederikshavn

Built/rebuilt	1996/2006
Length	184.3m
Width	27.8m
Capacity	1,500 passengers
Lane metres	2,100m
Height clearance	4.9m
Width clearance	6.2m



Stena Nordica

Gdynia - Karlskrona

Built	2000
Length	169.8m
Width	24m
Capacity	401 passengers
Lane metres	1,950m
Height clearance	5.2m Main deck 8m Weather deck 8m Lower hold
Width clearance	4.6m



Stena Lagan

Liverpool (Birkenhead) - Belfast

Built/rebuilt	2005
Length	186.6m
Width	25.6m
Capacity	970 passengers
Lane metres	2,250m
Height clearance	4.9m
Width clearance	5.3m



Stena Saga

Oslo - Frederikshavn

Built/rebuilt	1981/2006
Length	166.5m
Width	28.4m
Capacity	2,000 passengers
Lane metres	1,032m
Height clearance	4.4m
Width clearance	5.6m
Harbour gate	5.3m



Mecklenburg-Vorpommern

Trelleborg - Rostock

Built/rebuilt	1996/2003
Length	200m
Width	28.2m
Capacity	600 passengers
Lane metres	3,202m (Including 945m rails)
Height clearance	4.85m
Width clearance	6.35m

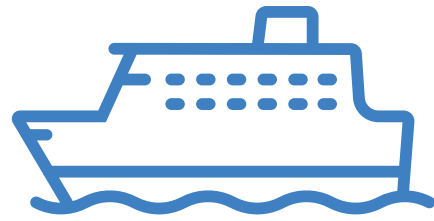


Sassnitz

Trelleborg - Sassnitz

Built/rebuilt	1989/1994
Length	171.5m
Width	23.7m
Capacity	1,000 passengers
Lane metres	1,071m (Including 711m rails)
Height clearance	5m
Width clearance	6m

In service from spring 2020



Stena Scandinavica

Gothenburg - Kiel

Built/rebuilt	2003/2007/2011
Length	243m
Width	29.3m
Capacity	1,300 passengers
Lane metres	3,800m
Height clearance	5.2m
Width clearance	6.2m



Stena Superfast X

Holyhead - Dublin

Built/rebuilt	2002
Length	203.3m
Width	25m
Capacity	1,200 passengers
Lane metres	1,924m
Height clearance	4.65m
Width clearance	4.5m if under 3m high 3.6m if over 4.4m high



Stena Scotia

Belfast - Heysham

Built/rebuilt	1996
Length	142.5m
Width	23.2m
Capacity	12 passengers
Lane metres	1,692m
Height clearance	5.2m
Width clearance	5.3m



Stena Transit

Hoek Van Holland - Killingholme

Built/rebuilt	2011
Length	212m
Width	26.7m
Capacity	300 passengers
Lane metres	4,056m
Height clearance	4.9m
Max terminal	4.35m
Width clearance	4.8m



Skåne

Trelleborg - Rostock

Built/rebuilt	1998
Length	200m
Width	29m
Capacity	600 passengers
Lane metres	3,295m
	(Including 1,120m rails)
Height clearance	4.8m
Width clearance	6.5m



Stena Transporter

Hoek Van Holland - Killingholme

Built/rebuilt	2011
Length	212m
Width	26.7m
Capacity	300 passengers
Lane metres	4,056m
Height clearance	4.9m
Max terminal	4.35m
Width clearance	4.8m



Stena Spirit

Gdynia - Karlskrona

Built/rebuilt	1987/2007/2011
Length	175.4m
Width	30.3m
Capacity	1,300 passengers
Lane metres	2,214m
Height clearance	4.45m
Width clearance	4.5m



Urd

Travemünde - Liepaja

Built/rebuilt	1981/1991/1992/ 1998/2001
Length	171m
Width	20.2m
Capacity	186 passengers
Lane metres	1,598m
Height clearance	4.9m
Width clearance	7m



Somerset

Rotterdam - Harwich

Built	1997
Length	138.5m
Width	22.65m
Capacity	12 passengers
Lane metres	2,475m
Height clearance	5.2m
Width clearance	6m



Scottish Viking

Nynäshamn - Ventspils

Built/rebuilt	2009
Length	186.5m
Width	25.6m
Capacity	880 passengers
Lane metres	2,250m
Height clearance	5.2m
Width clearance	6m



Stena Superfast VII

Cairnryan - Belfast

Built/rebuilt	2001
Length	203.3m
Width	25m
Capacity	1,200 passengers
Lane metres	1,924m
Height clearance	5m deck 5 only 4.45 deck 3
Width clearance	3.1m deck 5 between pillars



Stena Vinga

Gothenburg - Frederikshavn

Built	2005
Length	129.9m
Width	23.4m
Capacity	400 passengers
Lane metres	1,500m
Height clearance	5.4m
Width clearance	7m



Stena Superfast VIII

Cairnryan - Belfast

Built/rebuilt	2001
Length	203.3m
Width	25m
Capacity	1,200 passengers
Lane metres	1,924m
Height clearance	5m deck 5 only 4.45 deck 3
Width clearance	3.1m deck 5 between pillars



Stena Vision

Gdynia - Karlskrona

Built/rebuilt	1987/2007/2010
Length	175.5m
Width	30.3m
Capacity	1,300 passengers
Lane metres	2,214m
Height clearance	4.45m
Width clearance	4.5m

Connect to all your favourite IT services

Our job is to help you find new ways to grow your business. That is why we are continuously improving and developing new IT tools so that you can concentrate on your side of the business.



Freight Portal

The Freight Portal is our brand-new web-based booking management service that will make your booking process easier and quicker.

The booking overview is improved by a dashboard at the top of the Manage page. In the dashboard you see an overview of the bookings on all your accounts. From here it is possible to click on the dashboard to drill down and apply filters to the search overview. The dashboard makes it easy to find unused block bookings, waitlist bookings or set a time limit to keep track of units not checked in at our ships within a certain time before departure. Furthermore, you also have an excellent overview of your incoming unaccompanied

units or those standing on quay, ready to be picked up.

Furthermore we have custom built a unique booking overview where you can easily update your bookings directly in the search summary. A booking is automatically updated when you leave the row in the overview. In the Freight Portal you can also quickly create multiple bookings on a departure.

You simply just log into the Freight Portal with your username and password, the same account credentials you use for both the Planner App and the previous booking site; Extranet.

The Freight Portal is rolled out to our customers holding credit accounts and in second release we will support card payments.



eConnect

The eConnect is a system-to-system integrated web service solution, which is ideal for customers shipping high volumes. Besides a lot of other functionalities, the system also includes a push function so internal changes are directly communicated back to your system.



Freight Planner App

With the Freight Planner App, our booking app for Freight Portal users, you have easy access from any mobile device, i.e. if you are out of the office and need to access your bookings.

Full booking and update functionality ready on hand. We are planning some exiting developments for the Freight Planner App in 2020.



Mobile & desktop solutions



Freight Driver App

In the Freight Driver App you can send and share bookings from the Freight Portal or Planner app with drivers. Drivers will be able to open the booking and see up to date booking changes. The application can also be activated to include the possibility for the drivers to cancel and/or transfer bookings themselves - just let us know your requirements.



Our invoicing systems allow you to more effectively manage your processes with the invoices you receive from us so that you can save tons of time and money.

e-invoicing

e-invoicing is invoices in .pdf or .csv formats sent via email and accessible for download via a customer portal.

eInvoice+

eInvoice+ delivers electronic invoices in various file formats e.g. xml.; formats that allow system to system handling of invoices.



www.stenalinefreight.com

In Autumn 2019 we launched an all new website for Stena Line Freight.

The website includes all the services we provide for our customers as well as it boasts a vibrant design with improved navigation for you to find the information you need more quickly.

It is full responsive with all mobile devices, meaning you can access our site from a wide range of web- browsers and portable divides.



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with your
local team!

ns contacts



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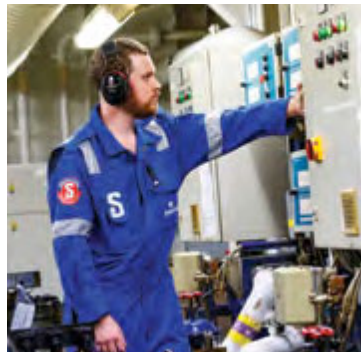
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Customs Service Scandinavia

Through our professional Customs Service Team we make sure to provide you with the best solutions for you.

Stena Line holds an Authorised Economic Operator (AEO) certificate in Sweden and Denmark, demonstrating that our role in the international supply chain is secure and that our customs controls and procedures are efficient and compliant.

The AEO status gives Stena Line's customs clearance departments quicker access to certain simplified customs procedures. The extensive experience we have with imports and exports in EU countries and Norway enables us to provide an excellent service for our customers. We handle all types of declarations from all

Scandinavian borders and ports of entry into these countries.

Our team based at the border at Svinesund, Halden, Norway can assist you with all customs services, including services for your drivers. Our Denmark based team at the office in Frederikshavn is available to support you with our customs service solutions in Norway, Denmark and Sweden.



Procedures
are efficient
and compliant



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Customs solutions

Danish Customs clearance

Danish clearance

Provisional storing (MIO), simplified clearance (FOE), additional clearance (SUP) and complete clearance (FUE). We can handle declarations from all Danish ports of entry.

EU clearance

Customs clearance in EU. We are specialists in the clearance of fish and industrial products, irrespective of the place of arrival in Denmark. EUR 1 Certificate.

Danish export

We can handle declarations from all Danish ports of entry. EUR 1 Certificate.

Customs supervision fee/factual arrival

We can arrange the release of unaccompanied units shipped on our routes which have been cleared by a registrar other than Stena Line, cf. Danish legislation (clearance codes §38, §39).

NCTS

Start-up of Danish NCTS documents according to the authorized sender agreement or standard procedure.

Norwegian Customs clearance

Norwegian clearance

Norwegian Direct clearance - irrespective of border crossing or city.

- Registration cards
- Customs warehouses at Oslo and Svinesund
- 'Tollpass' (Oslo/Svinesund)
- 'Ankomstmelding' (Oslo/Svinesund)

Norwegian export

- Export declarations, all types.
- EUR 1 Certificate.

NCTS (TET) Norway

Incoming and outgoing start-up of TETs documents according to the authorised sender agreement or standard procedure.

Approved consignee

We close NCTS at clearances in Norway.

Swedish Customs clearance

Import clearances

We can handle declarations from all Swedish ports of entry.

EU clearance (4200)

EU clearances for free consumption and circulation in the EEC (EU 4200). We are specialists in the clearance of fish and industrial products, irrespective of the place of arrival in Sweden.

NCTS

Start-up of Swedish NCTS documents.

Export

- Export declaration
- Intrastat/listsystem
- Reports of monthly import/export statistics to SCB (Statistiska Centralbyrån) and/or Skatteverket.
- Intrastat invoice.
- Generating intrastat invoices for customers inside EEC.

Standard Terms of Business for Stena Line Customers.

1 Accounting Credit Accounts

1.1 The Stena Line entity being the Carrier, as defined in the Stena Line Conditions of Carriage (below "the Carrier") will issue to its freight customers, or its agent(s), (below, "the Customer") an invoice, in respect of each consignment made with the Stena Line entity, under an authorised credit account established for the benefit of the Customer. Specific payment terms are stated on each invoice. Invoices may be provided electronically or in any other form at the Carrier's convenience.

1.2 Credit facilities are for the Freight charges (as defined in Stena Line Conditions of Carriage) payable to the Carrier. Credit facilities do not extend to amounts due to local customs and excise authorities in the port of arrival in respect of customs duty or value added tax. It is the responsibility of the Customer to ensure that sufficient funds are available at the port concerned for such duty and tax to be paid.

1.3 Where any part of any invoice may be questioned by the Customer in good faith, the amount in question may be deducted until the query is resolved but the balance must be paid in full.

Details of any query, including the invoice number, date of sailing and the reason for the deduction, must be notified to the Carrier within the period of credit allowed for the Customer's credit account.

1.4 The Carrier reserves the right to invoice statutory interest for late payments in all of its commercial transactions. Late payment means payment not made according to the agreed payment terms. Statutory interest for late payments means simple interest which is equal to the sum 8 % plus reference rate. The reference rate is set by the European Central Bank for Euro countries, for other countries the reference rate is usually set by the national central bank.

1.5 If the Customer is in default in making a payment under specific payment terms or these Standard Terms of Business for Stena Line Customers (below, "these Terms"), exceeds its credit limit, permits the use of credit facilities by third parties without authority from the Carrier or fails to comply with these Terms, the Stena Line Conditions of Carriage and/or any other separate freight rate agreement or other agreement entered into between the Carrier and the Customer in some other way, then the Carrier may at its discretion, cancel the Customer's credit account at which time all amounts from the Customer to the Carrier shall become payable immediately upon written demand from the Carrier.

1.6 Where the Carrier has agreed in writing that credit facilities may be transferred by the Customer for use by third parties, the Customer shall strictly comply with all conditions applied by the Carrier to any such third party use. The Customer shall remain liable for Freight charges and other charges arising in relation to the Customer's credit account regardless of whether the credit facility or other documentation concerned is used by the Customer or by a third party.

1.7 The Carrier may at its discretion withdraw any credit account or quoted Freight rates, as defined in the Stena Line Conditions of Carriage, at any time. However, such withdrawal will only apply to future consignments and the Carrier will endeavour to give reasonable notice to the Customer of any intention to withdraw.

2 Boarding Cards and Quoted Rates

2.1 Each consignment by the Customer represents a separate Contract of Carriage with the Carrier, as defined in the Stena Line Conditions of Carriage, and will be evidenced by a completed boarding card. Except under completed boarding cards, there is no contractual relationship between the Carrier (or any other Stena Line entity), and the Customer, apart from any separate freight rate agreement or other agreement that may have been entered into between the Carrier (or any other Stena Line entity) and the Customer and to which these Terms apply.

2.2 Quoted or agreed Freight rates will apply to any boarding card completed prior to withdrawal or variation of such Freight rates and will be subject to any conditions imposed by the Carrier.

3 Conditions of carriage

3.1 The performance of the Carrier's freight operations is governed by Stena Line Conditions of Carriage.

3.2 No failure or delay by the Carrier in enforcing any provision of these Terms, any separate freight rate agreement or other agreement shall be construed as a waiver of that provision or of any other provision of these Terms or any separate freight rate agreement or other agreement to which these Terms apply.

3.3 No claim of any kind against the Carrier shall be set off against any payment due and payable to the Carrier under these Terms.

4 Confidentiality Clause and assignment by Customer

4.1 Agreements with the Carrier regarding freight under these Terms are confidential and may not be assigned to any third party or referred to by any such party.

5 Early Termination

5.1 The Carrier reserves the right to terminate its contractual relationships with the Customer in the event of a change in the ownership of the Customer and/or any of its affiliated companies.

Furthermore, the Carrier reserves the right to terminate its contractual relationships with the Customer, should the Customer not carry the volumes quoted for in any separately agreed freight rate agreement, to which these Terms apply.

In case the contractual relationships are terminated for whatever reason, all outstanding amounts falls due.

6 Law and Jurisdiction

6.1 The provisions set out in these Terms shall be governed by and in accordance with Swedish law and any dispute arising under/or in relation hereto shall exclusively be determined by the District Court of Gothenburg, save for matters relating to unpaid Freight charges and/or related charges which may be pursued before a court or a tribunal in a jurisdiction at the Carrier's discretion and the law at such place be then applicable.

7 General

7.1 The rights, benefits and/or obligations of the contractual relationships with the Customer may be assigned by the Carrier, including, but not limited to assignment of receivables.

7.2 If any term or provision of these Terms shall be declared void or unenforceable by any tribunal or court of competent jurisdiction, then such invalidity or unenforceability shall not otherwise affect these Terms, which shall remain in full force and effect.

7.3 In the event of any inconsistency or conflict in the interpretation and or application of these Terms and Stena Line Fuel Surcharge Adjustment Model, whether incorporated in separate freight rate agreements or not, the wording of Stena Line Conditions of Carriage shall take precedence save for in matters relating to law and jurisdiction and/or matters governed by mandatory national law.

7.4 These Terms shall come into force on 1 January

2020 and replace all previous general terms and conditions whatsoever (either implied, oral or written).

8 Customs Requirements for Travel from/to the United Kingdom to/from the European Union

8.1.1 In the event that the United Kingdom of Great Britain and Northern Ireland (the "UK") leaves the European Union (the "EU") without a binding agreement between the UK and the EU in relation to the terms of the UK's departure, such that the UK's relationship with the EU countries is purely that of a "third country", the Standard Terms of Business will be amended by the inclusion of the additional terms as set out below and such amendments will become immediately applicable:

8.1.1.1 for Goods carried by SL between UK ports and ports in Ireland (or vice versa) see Schedule 1 to these terms of business on our website:
<https://www.stenalinefreight.com/general-terms-2020>

8.1.1.2 for Goods carried by SL between UK ports and ports in the Netherlands (or vice versa) see Schedule 2 on our website:
<https://www.stenalinefreight.com/general-terms-2020>



Stena Line Conditions of Carriage.

1 General Provisions

1.1 Definitions

“AoT” means “article of transport” and includes, unless otherwise indicated, any vehicle, container, flat, pallet, trailer, transportable tank and similar items used for the consolidation of Goods as well as timber packages,

“Carrier” means the Stena Line entity who has undertaken to perform or to procure the performance of the entire transport from the place of receipt or port of loading to the port of discharge or the place of delivery. The Carrier is either (i) Stena Line Scandinavia AB, which performs the SLSAB services, (ii) Stena Line Ltd, which performs the SLL services, (iii) Stena Line Baltic A/S, which performs the SLBAS services and (iv) Stena Line B.V., which performs the SLBV services.

“Contract of Carriage” means the contract concluded with the Carrier for the performance of the entire transport as undertaken by the Carrier, whether evidenced by the issue of a document, such as a boarding card (a “Document”) or not.

“Customer” shall have the same meaning as in Standard Terms of Business for Stena Line Customers.

“Dangerous Goods” means such materials and substances designated as dangerous by the International Maritime Organisation, the European Union and any other legislation or regulations applicable from time to time in jurisdictions where the Carrier operates.

“Freight charge(s)” means all charges to be paid to, and invoiced by, the Carrier for or in connection with the performance of the transport of Goods by sea, including any associated charges, costs and expenses and/or any storage charges and expenses incurred by the Carrier prior to loading and/or after discharge and/or any surcharges which the Carrier may levy in respect of variations in currency exchange rates and/or fuel prices;

“Freight rates” means rates for transport of AoTs and/or Goods, either quoted by the Carrier or rates agreed between the Carrier and Customer in separate freight rate agreements.

“Goods” includes, unless otherwise indicated, the AoT as well as the contents thereof.

“Merchant” could be either Customer, shipper, receiver, consignor, consignee, the owner of the Goods, the holder of any document evidencing the Contract of Carriage or any other entity with a legal financial or interest in the Goods.

“SDR” means Special Drawing Right as defined by the International Monetary Fund.

“Vessel” means any vessel owned, operated or employed by the Carrier for the performance of the transport of Goods by sea.

the “SLSAB services” means the services performed by SLSAB, which, at the date when these Conditions enter into force, are between Oslo and Frederikshavn; Gothenburg and Frederikshavn; Varberg/Halmstad and Grenaa; Kiel and Gothenburg; Rostock and Trelleborg; Sassnitz and Trelleborg; Karlskrona and Gdynia or Esbjerg and any port in the UK.

the “SLL services” means the services of the Carrier between Fishguard and Rosslare; Rosslare and Cherbourg; Holyhead and Dublin; Cairnryan and Belfast; Belfast and Liverpool (Birkenhead); or Belfast and Heysham.

the “SLBAS services” means the services performed by SLBAS which, at the date when these Conditions enter into force, are between Travemünde and Liepaja; or Nynäshamn and Ventspils.

the “SLBV services” means the services performed by SLBV which, at the date when these Conditions enter into force, are between Hoek van Holland and Harwich; Hoek van Holland and Killingholme; Rotterdam and Killingholme; or Rotterdam and Harwich.

1.2 Applicability

1.2.1 The provisions set out and referred to in the Stena Line Conditions of Carriage (below, the “Conditions”) shall apply to every Contract of Carriage with the Carrier. These Conditions must be read in conjunction with the Standard Terms of Business for Stena Line Customers.

1.2.2 These Conditions shall come into force on 1 January 2020 and replace all previous general terms and conditions whatsoever (either implied, oral or written).

1.3 Jurisdiction and Choice of Law Clause

1.3.1 Disputes arising under or in relation to the Contract of Carriage and these Conditions shall be determined by the District Court of Gothenburg in accordance with Swedish law and subject to these Conditions.

No proceedings may be brought before any other court or tribunal unless the parties expressly agree on both the choice of another court or tribunal and the law at that place to be then applicable, save for matters relating to unpaid Freight charges and/or related charges which may be pursued before a court or a tribunal in a jurisdiction at the Carrier’s sole discretion and the law at that place to be then applicable.

1.4 Paramount Clause

1.4.1 Notwithstanding anything provided for in Chapter 3 of these Conditions: if it can be proved where the loss or damage occurred, the Carrier and/or the Merchant shall, as to the liability of the Carrier, be entitled to require such liability to be determined by the provision contained in any international convention or national law which provisions:

1) cannot be departed from by private contract to the detriment of the claimant and,

2) would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of transport where the loss or damage occurred and received as evidence thereof a Bill of Lading or any other particular document which must be issued if such international convention or national law shall apply except that under no circumstances shall the Carrier’s liability extend to live animals and/or Goods that are stated to be carried on deck and are so carried.

1.4.2 In so far as no provisions contained in any international convention or mandatory national law apply to the carriage by sea, the liability of the Carrier shall be determined by the Hague Rules contained in the International Convention for the Unification of Certain Rules of Law relating to Bills of Lading, signed at Brussels on 25 August 1924 as amended by the Protocol signed at Brussels on 23 February 1968 and the protocol in relation to SDR’s signed at Brussels on 21 December 1979 from the time the Goods are received at the sea terminal in the port of loading to the time the Goods are delivered or despatched from the sea terminal in the port of discharge. The aforesaid shall also determine the liability of the Carrier in respect of coastwise carriage and/or carriage by inland waterways as if such carriage was carriage by sea. Furthermore all such AoT on deck, as described in this clause, shall be carried under the same liability as stated above.

1.4.3 If any term or provision of these Conditions, shall be declared void or unenforceable by any tribunal or court of competent jurisdiction, then such invalidity or unenforceability shall not otherwise affect these Conditions, which shall remain in full force and effect.

2 Performance of the Contract of Carriage

2.1 Methods and Routes of Transportation

2.1.1 The Carrier shall use reasonable endeavours to complete the transport and to deliver the Goods at the place designated for delivery.

2.2 Delivery

2.2.1 If the Merchant does not take delivery of the Goods immediately after their arrival at the port of discharge, the Carrier shall be entitled to charge a daily terminal parking fee. In addition, the Merchant is under an obligation to collect the Goods within 14 days after the Carrier calls on the Merchant to do so. If the Merchant fails to collect the Goods, the Carrier may, without further notice to the Merchant, store the Goods on behalf of the Merchant and at the Merchant’s sole risk and expense, subject, if requisite, to the lien provisions of clause 5.2.1 hereof. Such storage shall constitute delivery, for the purpose of section 3 and clause 1.4 of these Conditions, of Goods by sea and the liability of the Carrier in respect of the Goods shall wholly cease.

2.2.2 In the event that the Merchant fails to take delivery of the Goods within one month after the Carrier has called on the Merchant to do so, the Carrier shall, without further notice to the Merchant, be at liberty to sell the Goods by public auction, or otherwise at its discretion, at the Merchant’s expense and without any liability towards the Merchant.

2.2.3 Notwithstanding the above, Dangerous Goods must be removed from the port of discharge as soon as is practicable unless specific permission has been obtained for the Goods to remain in the port.

2.3 Hindrances Affecting Performance

2.3.1 The Carrier shall at all times be entitled to refuse to carry, or to delay the carriage of Goods including, but not limited to, Dangerous Goods, live animals, new or second hand trade vehicles or any Goods of unusual dimensions. Furthermore, the Carrier is entitled to refuse to carry any Goods not being handled as prescribed by the Stena Line policy for securing cargo.

2.3.1.2 Customers, and those working on behalf of customers shall at all times conduct themselves in a manner which does not endanger or threaten any person or property, injure or assault any person, threaten, abuse or insult other passengers or Stena Line employees, cause the theft, loss of or damage to property, or prejudice the health of, or cause distress, discomfort or unnecessary inconvenience to any passenger or Stena Line employee. If in our reasonable opinion their conduct is likely to give cause for concern we reserve the right to refuse to allow the individual to embark or require that the individual disembarks and/or leave the terminal facilities and we may also report the matter to any relevant police or other enforcement authority. We also reserve the right to refuse to carry the individual on a return journey or at any time in the future. Under such circumstances we shall not refund any money paid for the relevant journey, we shall have no liability as a result of the cancellation of the shipment, the customer will reimburse us any costs we incur in order to repair or replace property, lost damaged or destroyed by the customer and compensate any passenger or crew member affected by your actions.

2.3.2 If at any time the performance of the Contract of Carriage is or will be affected by any hindrance, risk delay, difficulty or disadvantage of whatever kind including strike and if by virtue of sub-clause (1) the Carrier has no duty to complete the performance of the Contract of Carriage. The Carrier, whether or not the transport has commenced, may, without prior notice to the Merchant, elect to:

1) treat the performance of the Contract of Carriage as terminated and place the Goods at the Merchant’s disposal at any place which the Carrier shall deem safe and convenient, or

2) deliver the Goods at the place designated for delivery. In any event the Carrier shall be entitled to full Freight charge for any Goods received for transportation and additional compensation for extra costs resulting from the circumstances referred to above.

Stena Line Conditions of Carriage.

2.3.3 The Merchant undertakes that no Dangerous Goods shall be tendered to the Carrier without the Carrier's express consent in writing and without appropriate labelling of the Goods and the AoT. If any Dangerous Goods are delivered to the Carrier without such written consent and/or labelling or in the opinion of the Carrier are liable to become a risk to the method of transport, other Goods or the environment the Dangerous Goods may at any time be discharged, destroyed or rendered harmless and be disposed of by the Carrier. Such undertaking shall be at the Merchant's risk and expense, except when General Average is declared.

2.4 Consolidation of Goods

2.4.1 Goods may be consolidated by the Carrier in an AoT. If an AoT has not been consolidated and prepared for conveyance by the Carrier, the Carrier shall, without prejudice to the rights available to the Carrier under Section 3 and clause 1.4 hereof, not be liable for damage to or loss of the Goods therein nor for any damage to or loss of the AoT itself and the Merchant shall indemnify the Carrier for any loss, damage or expense incurred by the Carrier, if such loss, damage or expense is attributable to:

- 1)** overloading, negligent or inadequate consolidation, securing, covering or locking the AoT
- 2)** the Goods being unsuitable for carriage in the AoT actually used,

3) the unsuitability or defective condition of the AoT, unless the AoT has been supplied by the Carrier and the unsuitability and/or defective condition would have been apparent by reasonable means of checking at the time when the Carrier accepted the AoT for conveyance.

2.4.2 AoT, whether consolidated by the Carrier or received by the Carrier in a consolidated condition from the Merchant, may be carried on or under deck without notice to the Merchant.

2.4.3 The Carrier will not undertake any checking, recording or reporting with regard to seals on AoT and the Carrier does not accept any responsibility whatsoever for, or as a consequence of, defective or missing seals on AoT.

2.4.4 The Carrier is entitled, but not obliged, to open at any time any AoT consolidated and prepared for conveyance by the Merchant in order to inspect such AoT and its contents for the purposes of the clauses 2.2.3, 2.3.3, 2.4.1, 2.5.2 to 2.5.4 or if any AoT as aforesaid is opened and/or inspected by any customs or other government authority at any time. The costs and expenses of opening and/or inspection as aforesaid shall be for the Merchant's account and the Carrier shall not be liable for any loss, damage, delay costs or expenses incurred or suffered by the Merchant by reason thereof and the Merchant shall indemnify the Carrier for all consequences arising from such openings and/or inspections.

The Merchant is obliged to correct at its risk and expense any inadequacy or defect found, failing which the Carrier is entitled to treat the transport as terminated and place the Goods at the Merchant's disposal at any place. In such case the Carrier is entitled to full Freight charge and indemnification.

2.4.5 For the purpose of verifying the Freight charge, the Carrier reserves the right to have the contents of AoT inspected in order to ascertain the weight, measurement, value or nature of the Goods.

2.5 Description of Goods

2.5.1 The Document evidencing the Contract of Carriage shall be prima facie evidence of the receipt by the Carrier of the Goods as therein described in respect of the particulars which the Carrier had reasonable means of checking. In respect of such particulars proof to the contrary shall not be admissible when the Document has been transferred to a third party acting in good faith.

2.5.2 The Merchant shall be deemed to have guaranteed to the Carrier the accuracy, at the time the Goods were taken in charge by the Carrier, of the description of the

Goods, marks, numbers, quantity and weight, as furnished by the Merchant and the Merchant shall indemnify the Carrier against any loss, damage and expense arising or resulting from such inaccuracies in or inadequacy of such particulars. The right of the Carrier to such indemnity shall in no way limit the Carrier's responsibility and liability hereunder to any person other than the Merchant.

2.5.3 The Merchant is responsible for all regulations, statutory or otherwise, including the latest edition of the International Maritime Dangerous Goods (IMDG) Code, and/or the Memorandum of Understanding for the Transport of Packaged Dangerous Goods in the Baltic Sea (depending on route/departure), including packaging and labelling of the Goods and labelling of the AoT.

2.5.4 Where combined transport is involved the European Agreement for the International Carriage of Dangerous Goods by Road (ADR) and Annex 1 (RID) to the contract for International Carriage of Goods by Rail (CIM) or special arrangements made between the contracting parties in respect hereof apply to the appropriate leg.

2.5.5 Enlarged labels (placards) corresponding to the primary, and if appropriate, subsidiary risk of the Dangerous Goods contained in a cargo unit must be displayed/affixed. These placards must be removed (or hidden by masking) as soon as the cargo unit is empty or free of residue from its previous cargo that presented a risk.

3 Carrier's Liability

3.1 Basic Liability

3.1.1 The Carrier shall only be liable for loss of or damage to the Goods which have occurred during the time when the Carrier receives the Goods into its charge until the time of delivery.

3.1.2 For the purposes of the Contract of Carriage and subject to the provisions in these Conditions, the Carrier shall be responsible for the acts and omissions of any person whose services it makes use of for the performance of the Contract of Carriage.

3.2 Liability Exclusions for the Carrier and his servants

3.2.1 The Carrier shall not be liable for any loss, injury or death to live animals howsoever caused and the Merchant shall be jointly and severally liable to indemnify the Carrier against all financial consequences that the Carrier may incur arising out of the shipment of the live animals.

3.2.2 Goods which are stated in the Document evidencing the Contract of Carriage to be carried on deck, are carried without responsibility on the part of the Carrier for loss or damage of whatever nature arising during carriage by sea whether caused by unseaworthiness or negligence or any other cause whatsoever.

3.2.3 The Carrier does not accept liability for the failure by the Merchant or those acting on the Merchant's behalf to plug in refrigeration or heating machines attached to the AoT nor does the Carrier accept liability for the consequences of malfunctioning of refrigeration or heating machines attached to the AoT.

3.2.4 The Carrier is not liable for loss or damage occurring when the AoT is in the care of the driver and in particular whilst the AoT is being driven inside the Vessel, all loss and damage occurring at such time being deemed to have been caused by an act or fault of the Merchant unless such loss or damage is proven to be due to a negligent act or default of the Carrier, its servants or agents.

3.2.5 Regardless of the Carrier's basic liability, the Carrier shall be relieved of liability for any loss or damage if such loss or damage arose or resulted from:

- a.** any cause or event which the Carrier could not avoid by the exercise of reasonable diligence,
- b.** saving or attempting to save life or property at sea,
- c.** act of God, act of war or act of public enemies including riots and civil commotions,

d. arrest or restraint of princes, rulers or people, or seizure under legal process,

e. quarantine restrictions,

f. act or omission of the Merchant, his agent or representative,

g. compliance with the instructions of the person entitled to give them,

h. strikes or lockouts or stoppage or restraint of labour from whatever cause, whether partial or general,

i. perils, dangers and accidents of the sea or other navigable waters,

j. insufficiency or inadequacy of marks or insufficiency of packing,

k. handling, loading, stowage or unloading of the Goods by or on behalf of the Merchant,

l. inherent vice of the Goods,

m. fire, unless caused by the actual fault or privity of the Carrier,

n. act, neglect, or default of the master, mariner, pilot, or the servants of the carrier in the navigation or in the management of the ship.

Where under this clause the Carrier is not under any liability in respect of some of the factors causing the loss or damage, he shall only be liable to the extent that those factors for which it is liable under this Clause have contributed to the loss or damage. The burden of proving that the loss or damage was due to one or more of the causes, or events, specified in (f), (g), and (m) of this clause shall rest upon the Carrier. When the Carrier establishes that in the circumstances of the case, the loss or damage could be attributed to one more of the causes, or events, specified in (i) to (l), it shall be presumed that it was so caused. The Merchant shall, however, be entitled to prove that the loss or damage was not, in fact, caused wholly or partly by one or more of the causes or events.

3.2.6 The defences and limits of liability provided for in these Conditions shall apply in any action against the Carrier for loss of or damage to the Goods whether the action be founded in contract or tort.

3.3 Delay and Consequential Losses

3.3.1 The Carrier accepts liability for consequential loss, only to such extent as mandatory rules to this effect are applicable.

3.3.2 The Carrier accepts liability for delay or other pure economic loss, only to such extent as mandatory rules to this effect are applicable.

3.3.3 Save as otherwise provided herein, the Carrier shall in no circumstances whatsoever and howsoever arising be liable for direct or indirect or consequential loss or damage or loss of profits including, but not limited to, any such losses arising from a delay in delivery.

3.4 The Amount of Compensation

3.4.1 When the Carrier is liable for compensation in respect of loss of or damage to the Goods, such compensation shall be calculated by reference to the value of such Goods at the place and time they are delivered to the Merchant in accordance with the Contract of Carriage or should have been so delivered. The value of the Goods shall be fixed according to the commodity exchange price or, if there be no such price, according to the current market price or, if there be no commodity exchange price or current market price, by reference to the normal value of Goods of the same kind and quality.

3.4.2 The Carrier shall be entitled to limit its liability in respect of loss of or damage to the Goods carried in an AoT to 667 SDR per unit or 2 SDR per kg of the Goods lost or damaged, whichever is the highest.

3.4.3 In the event of loss of or damage to an AoT, the AoT shall constitute one unit for purposes of limitation of liability and the Carrier shall be entitled to limit its liability to 667 SDR per AoT or 2 SDR per kg, whichever is the highest.

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Stena Line Conditions of Carriage.

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3.4.4 If the Carrier is held liable in respect of delay, consequential loss or pure economic loss, the liability of the Carrier shall be limited to the amount of Freight charge for the transport or to the value of the Goods as determined in clause 3.4, whichever is the lesser.

3.4.5 In multimodal transport, where the stage of carriage where loss or damage occurred is not known, or is known but no international convention or national law is applied by virtue of clause 1.4, compensation shall not exceed 2 SDR's per kilogram of gross weight of the Goods lost or damaged.

3.4.6 Higher compensation may be claimed only when the value of the Goods declared by the Merchant is exceeding the limits laid down in this Clause and, with the consent of the Carrier, has been stated in the Document evidencing the Contract of Carriage for the purpose of extending its liability. In this case the value declared shall be substituted for the aforementioned limits.

3.4.7 If any action for loss or damage to the Goods is brought against a servant, agent or independent contractor, including stevedores or any of those referred to in clause 3.1.2, such person shall be entitled to avail itself of the defences and limits of liability, which the Carrier is entitled to invoke under these Conditions, as if they were expressly made for their benefit and in entering into any Contract of Carriage the Carrier does so not only on its own behalf but also as agent and trustee for such persons who shall to this extent be or be deemed to be parties hereto.

3.5 Notice of Loss

3.5.1 Unless notice of loss or damage and the general nature of such loss or damage be given in writing to the Carrier or its agent at the port of discharge before or at the time of the removal of the Goods into the custody of the person entitled to delivery thereof under the Contract of Carriage, or, if the loss or damage be not apparent, within six days, such removal shall be prima facie evidence of the delivery by the Carrier of the Goods as described in the cargo documents. However, the notice in writing need not be given if the state of the Goods has, at the time of their receipt, been the subject of joint survey or inspection and is documented in the Carrier's inspection report.

3.6 Time Bar

3.6.1 Any and all liability of the Carrier whatsoever and howsoever arisen or caused shall cease unless suit is brought within twelve months after delivery of the Goods or the date when the Goods should have been delivered.

4 The Merchant's Liability

4.1.1 The Merchant, including but not limited to its servants or agents, is liable for any loss sustained by the Carrier direct or indirect caused by the Merchant.

4.1.2 The Merchant shall be liable for any damage, loss and expense, howsoever caused, if the provisions in 2.5 or any other provisions regarding carriage of Dangerous Goods are not complied with.

If the particulars supplied by or on behalf of the Merchant are incorrect, it is agreed that a sum equal to either five times the difference between the correct Freight charge and the Freight charge charged or to double the correct Freight charge less the Freight charge charged, whichever is the smaller, shall be payable as liquidated damages to the Carrier, notwithstanding any other sum having been stated as Freight charges payable.

4.1.3 The Merchant shall be liable for the payment of all Freight charges, other charges and demurrage etc. payable at destination, which the Carrier cannot obtain from the receiver.

4.1.4 Nothing in these terms and conditions shall prevent the Carrier or its servants from bringing an action in tort towards the Merchant or its servants. Furthermore, nothing in these terms shall prevent the Carrier or its servants from claiming higher amounts than stipulated above.

5 Freight rates, Freight charges and Lien

5.1.1 The terms governing Freight rates applicable at the date of shipment are quoted by the Carrier and/or set forth in separate freight rate agreements entered into between Carrier and Customer prior to shipment. Quoted Freight rate provisions are available from the Carrier upon request. In the event of inconsistency between these Conditions and a freight rate agreement, the latter shall prevail.

5.1.2 Freight charge shall be deemed earned on receipt of the Goods by the Carrier and shall be paid in any event and is non-returnable. Pre-payable Freight charge and other charges shall be payable at the latest upon receipt of the Goods by the Carrier and Freight charge and other charges, if any, payable at destination shall be payable at the latest on the date when the Goods are delivered or should have been delivered, unless otherwise agreed. The Carrier is entitled to charge interest from the date when Freight charge and other charges are due.

5.1.3 The Merchant's attention is drawn to the stipulations concerning currency in which the Freight charge and other charges are to be paid, rate of exchange, devaluation and other contingencies relative to Freight charges and other charges in relevant freight charge agreements.

If no such stipulation exists or is applicable then the following clause shall apply: if the currency in which Freight charges and charges are quoted is devalued or an alteration in the rate of exchange occurs with the same effect as a devaluation between the date of the Contract of Carriage and the date when the Freight charge and other charges are payable, then all Freight charges and other charges shall be automatically and immediately increased in proportion to the extent of the devaluation of the said currency.

In case the Carrier has consented to payment in another currency than the above mentioned currency, then all Freight charges and other charges shall – subject to the preceding paragraph – be paid at the highest selling rate of exchange for banker's sight draft current on the day when such Freight charge and other charges are paid. If the banks are closed on the day when the Freight charge and other charges are paid, the rate to be used will be the one in force on the last day when the banks were open.

5.1.4 In the event of increase in price for fuel oil, all Freight rates may be adjusted in order to compensate the Carrier for increased fuel and lubricating costs as from the day of such increase.

5.1.5 Due to the United Kingdom's departure from the European Union ("Brexit"), all Freight rates may be adjusted, and/or surcharges added, in order to compensate the Carrier for all costs and expenses being attributable to Brexit. Examples of such costs and expenses may include, but is not limited to, customs, duties, tariffs, port costs, cost of personnel, reconfigurations of equipment and the rerouting of transports and Goods.

5.2 Lien

5.2.1 The Carrier shall have a lien on the Goods and the right to sell the same by public auction or otherwise at its discretion for all Freight charges, other charges and expenses of whatever kind and nature due to the Carrier under the Contract of Carriage and also in respect of any previously unsatisfied amounts of the same nature and for the same costs and expenses of exercising such a lien and such sale. Such lien and liability shall remain

notwithstanding the Goods have been landed, stored or otherwise dealt with. If on the sale of the Goods the proceeds fail to realize the amount due, the Carrier shall be entitled to recover the difference from the Merchant.

6 General Average

6.1.1 General Average shall be adjusted according to York–Antwerp rules 1974 as amended in 1994 and shall be prepared at Gothenburg, Sweden, or any other port at the Carrier's option by an established adjuster to be appointed by the Carrier.

This provision shall cover all Goods whether carried on or under deck as well as deck cargo and live animals. The Merchant shall deliver such cash deposit and/or other security as the Carrier may deem sufficient to cover the estimated general average contribution of the Goods before delivery if the Carrier requires, or, if the Carrier does not require, within three months of the delivery of the Goods, whether or not at the time of the delivery the Merchant had notice of the Carrier's lien. If a salving vessel is owned or operated by the Carrier, salvage shall be paid for as fully as if the said salving vessel belonged to strangers.

6.1.2 If the Carrier delivers the Goods to the Merchant without claiming any average bond or other security for contribution to General Average the Merchant – by receiving the Goods – becomes personally liable for the contribution up to the CIF value of the Goods provided the Carrier notifies the Merchant within three months after receipt by the Merchant of the Goods of his intention to declare General Average.

6.1.3 The Merchant undertakes, if so requested by the Carrier, to disclose the CIF value of the Goods and the name and address of the Underwriter. Unless the Merchant provides the Carrier with an undertaking from such Underwriter to pay General Average contribution the Merchant shall give the Carrier such other security as he may approve.

6.1.4 Any disputes howsoever and/or whatsoever arising under or in relation to General Average, including but not limited to, the adjustment thereof, cash deposits, General Average bonds, General Average Guarantees and the collection and/or payment of contributions to General Average shall be subject to Swedish law and shall be subject to the exclusive jurisdiction of the District Court of Gothenburg, provided that nothing contained in this clause shall prevent the Carrier from invoking such other law as may be necessary for the enforcement of the Carrier's rights.

7 Miscellaneous Provisions

7.1 Both-to-blame collision clause and new Jason Clause

7.1.1 The Both-to-Blame Collision Clause and New Jason Clause as adopted by BIMCO are incorporated herein.

NSOCC Green Card 2011 North Sea Operator's Claims Conference.

NSOCC Green Card 2011 (1st Edition)

Guidelines for the settlement of claims relating to Articles of Transport carried under the Carriers' Standard Terms of Carriage.

This sixth edition of these Guidelines is issued to indicate to the trade the parameters that have been agreed between the Carriers and Protection & Indemnity (P&I) Clubs, over the years, for the settlement of claims for damage to Articles of Transport ("AoT") and similar carried under the Carriers' Standard Conditions of Carriage.

These Guidelines do not vary or prejudice the parties' respective legal positions under the Carriers' Standard Conditions of Carriage in any way. AoT includes, unless otherwise indicated, any vehicle, container, flat, pallet, trailer, TUV-certified unit, transportable tank and/or similar items used for the consolidation of goods, as well as mobile plant. Trailers and similar road vehicles must comply with the International Standard ISO 9367-1 and ISO 9367-2, in respect of "Lashing and Securing arrangements on road vehicles for sea transportation on ro/ro ships".

Special attention is drawn to the Carrier's Standard Conditions of Carriage and nothing contained in these Guidelines shall be construed as a waiver or surrender of any of the carrier's rights and/or defences. The Carrier shall not undertake any greater liability or responsibility than exists under those standard conditions.

Normal Wear and Tear and Handling Damage

Alleged damage to the AoT is frequently found, on inspection, to be wear and tear. AoT are susceptible to damage despite due care being taken during loading, handling, stowing, storing, and discharge, and terminal operations. Carriers shall not accept such wear and tear and such "handling damage" as a valid claim

Claim Settlement

The intention of these Guidelines is to establish the basis for an amicable resolution of any claims arising in respect of loss of or damage to an AoT allegedly sustained whilst in the custody of the Carrier. Simplified procedures have been adopted for settlement of valid claims for AoT.

Except where the damaged material is less than 3 months of age, all claim settlements shall be subject to a reduction, in accordance with industry practice to reflect wear and tear depreciation (W&T Clause). Where the damaged material is proven to be less than 3 months of age, loss or damage will be fully reimbursed (Material Lifetime Clause).

Valid Claims

Claims will only be accepted where:

1. it can be clearly established that the loss or damage occurred whilst the AoT was in the custody of the Carrier; and
2. the loss or damage was caused by the fault or neglect on the part of the Carrier, their Subcontractors, their Servants or their Agents; and
3. it is supported by documentary evidence, specifically:
 - a) Copy invoice or estimate for repair and/or replacement costs.
 - b) Written confirmation that the costs paid have not been claimed from or paid by any other party.

Claimants are expected to mitigate the loss at all times.

Where any of the specific items detailed in paragraphs A to E below form part of a larger claim, consideration may be given to settlement without the application of the stated limitations in paragraphs A to E.

As a general principle, carriers shall not accept liability for the following:

A: Damage to parts not visible on delivery through reasonable inspection methods, such as video gates and visual manual delivery checks (depending on port facilities).

B: Roof damages except where damage occurs by external impact whilst the AoT was in the custody of the Carrier only if clearly and evidently visible from ground level or, where quay facilities are available for "proper and efficient" roof damage control, as recorded thereon.

C: Decals, Logos and Advertising except for repair or replacement in the immediate damage area.

D: Trailers and similar items

D1: Any damage caused by shifted cargo within or on the AoT.

D2: Tilts & Curtains except holes and tears in tilts and/or curtains (items not subject to the W&T Clause) where they are significant and were caused as a result of tear or chafe against external objects whilst the AoT was in the custody of the Carrier. Examples of such situations, where liability shall not be accepted, are holes and tears as a result of:

- a) Tearing or chafing against the framework of, or objects within, the AoT.
- b) Tearing or chafing against cargo within the AoT, excessive tension in the canopy due to side boards, stanchions or cargo extending beyond the cargo loading platform.
- c) Knife cuts and tilt damages caused by stowaways.

Unless the cost of repair exceeds the cost of replacement, holes and tears will not be accepted as justifying the complete renewal of the tilt and/or curtains, even if the damage endangers the legitimacy of a certification policy (such as, but not limited to, a TUV Certificate) In the exceptional case of a justified complete renewal of the tilt, any claim settlement will reflect the depreciated replacement value of the tilt and/or curtains at the time that the damage occurred.

D3: Bumpers, Sidebars and Cargo Lifts touch ramps, bollards and other objects. Any related minor damage shall be treated as fair wear and tear, unless they are fully retracted and secured prior to presentation for shipment.

D4: Buffer blocks which are customarily fitted to protect the AoT, or any parts of it, from frequent contact with hard objects. Any damage shall be deemed to be fair wear and tear.

D5: TIR Wires, Eyelets & Curtain Buckles are in excess of the width of the AoT and are subject to damage in normal use. All damage to these and other such items shall be considered as fair wear and tear.

D6: Tyres
Flat tyres, punctures or damages to the tread of the tyres. Damage will only be compensated where there is clear visible impact to the sidewall of the tyres and then only according to the following criteria:

- a) If the remaining tread is known, compensation shall be calculated pro rata per mm.
- b) If the remaining tread is unknown, compensation shall be maximum 50%. However, no liability shall

be accepted for any tyre with a tread below 4mm or where the tread peels away from the tyres.

D7: Spare wheel carriers and storage boxes are often positioned close to the ground and any damage shall be considered as inherently occurring due to their location.

D8: Wheel rims Any damages.

D9: Air suspension bags and related parts Any damages, except where it can be clearly established that the damage occurred whilst the AoT was in the custody of the carrier.

D10: Mudguards and anti-spray equipment are inherently vulnerable to contact with external objects. Any damage shall be considered fair wear and tear, except where it can be clearly established that the damage occurred whilst the AoT was in the custody of the carrier.

D11: Loose equipment
Loss of or damage to lamps, lamp lenses, reflectors and other loose equipment, such as, but not limited to, removable trailer light boards, spare tyres, winding handles, brake couplings, tools, tarpaulin covers, spansets, etc.

D12: Landing legs and stays except where bent by external impact to such an extent that they are no longer able to serve their intended purpose.

D13: Landing legs wheels and feet
Any damage to these items having regard to their function and to the heavy stress to which they are regularly subjected, except where it can be clearly established that they were damaged by external impact to such an extent that they are no longer able to serve their intended purpose.

D14: Side board & door hinges and locks Side board & door hinges and locks wear out due to normal handling and corrosion.

D15: Side boards and trailer superstructure
Chafing, denting, splitting of side boards (covered side boards are not subject to the W&T Clause) and superstructures, except where it can clearly be established that the damage occurred whilst the AoT was in the custody of the carrier.

D16: Rear board and rear doors
Chafing, denting, splitting of the rear board and rear doors, except where it can be clearly established that the damage occurred whilst the AoT was in the custody of the carrier.

D17: Aluminium and other light-weight constructions except frame and sub-frame damage caused by external impact occurring whilst the AoT was in the custody of the carrier.

D18: Curtain-winding and tensioning mechanism except where damage occurs by external impact whilst the AoT was in the custody of the carrier and caused the system to malfunction.

E: Box, Bulk, Reefer, and Tank, Containers
Dents, scratches and any other cosmetic damages to any outer casing, panels, framework, corner posts, and castings, where the normal operation of the unit is not impeded (Cosmetic damage Clause). Malfunction of temperature gauges, valve covers, box lids etc.

Damage to ladders and walkways which does not affect their ability to be used safely. Temperature settings or the malfunction of thermostats, heating or refrigeration units.

Claims in relation to tank containers shall be subject to the right of inspection of the damage and any claim settlement will reflect the depreciated replacement value of the tank container at the time that the damage occurred.

As approved by the North Sea Operator's Claims Conference (NSOCC) Members 2010.

Securing of cargo within vehicles and AOT for carriage by sea

The object of multimodal transport is to carry goods from the place of consolidation in AoT to their final destination without interference during the carriage.

It is in the interest of all parties involved for the goods to out-turn at the receivers' premises in sound condition and it is therefore essential that the goods are properly stowed and secured in the AoT from the outset. Failure to do so may well be illegal and also cause delay and additional expense for shippers as well as endanger life.

Therefore, it is essential for the goods to be properly stowed and secured in the AoT, to safeguard the goods

and the AoT against natural and man-made circumstances that may arise during the carriage. Shippers must comply with stowage guidelines and standards (and any amendments thereto) which have been drawn up by various organizations over the years, including but not limited to:

- The European Standard EN 12195-1 as approved by CEN members (Comité Européen De Normalisation) on 1 September 2003.
- The manual "Loading and securing Cargo on Load Carriers" published by the Transport Research Institute (TFK), Stockholm, Sweden.
- Securing of loads on road vehicles. (VDI manual Securing of Loads), VDI 2700 published 2004-11.

- The British Merchant Shipping Notice no.M.1445 of April 1991. It's associated "Roll On /Roll Off Ships Stowage and Securing of Vehicles Code of Practice" (ISBN 0 11 550995 X) issued by the Department of Transport,

Marine Directorate, London, is published by Her Majesty's Stationary Office and contains lists of related publications.

- The IMDG Code Supplemental (Amdt. 34-08) titled "Guidelines for the packing of cargo, other than bulk cargo, into or onto cargo transport units (CTUs) applicable to transport operations by all surface and water modes of transport".

As approved by the North Sea Operator's Claims Conference (NSOCC) Members 2010.



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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