

This document is a translation made by SHK of the original response in Swedish to the safety recommendation. In case of discrepancies between this translation and the Swedish original text, the Swedish text shall prevail in the interpretation of the response.

Gothenburg, 03/10/2016

Our ref  
Your ref            S-127/15, 30/06/2016

**Subject: Final Report RS 2016:05 Collision between STENA JUTLANDICA and TERNVIND, 19 July 2015**

Our response to the report is provided below.

- Stena Line verifies that data saved on vessels' VDRs is saved and complies with regulations pursuant to all statutes. The VDR installations have been examined and updates have been performed. We have a contract with Consilium, who inspects and approves the VDR installations annually.
- Stena Line conducts scheduling so that relief periods during shifts are in accordance with regulations. During duty time, we ensure that watch periods are always followed by sufficient rest. Furthermore, the master is now woken at an earlier stage when arriving at the traffic area in order to reinforce the crew on the bridge. Our advantage, as a ferry operator, is that our employees have shorter shifts that last one week, after which they have one or two weeks' recovery time off duty.
- It is absolutely the case that the JRCC must be called in the event of an accident, which can also be read in Chapter 8.2 of our SMS, which has document number SMM-0252, where we first indicate that, in the event of a distress situation, the JRCC and vessels in the area must be called in order to notify them of the distress situation. As it is clear that those on board in the stressful situation failed to do so, Stena will be clarifying the importance of

managing the reporting chain that is described in the company's SMS to all mariners.

Yours sincerely,

A handwritten signature in blue ink, appearing to be 'B. Koitrand', written in a cursive style.

Bjarne Koitrand  
Technical Operations Director  
Stena Line Group