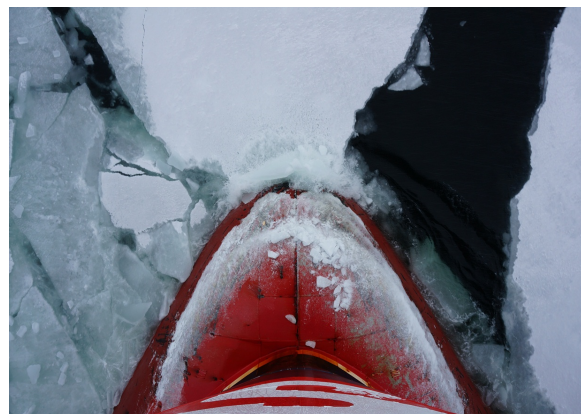


High safety requirements for ships in the North-East Passage

The *Stena Polaris* is one of the tankers in Stena Bulk's fleet with the necessary technology, equipment and crew competence for a safe voyage via the Arctic. This is the ninth time that one of Stena's ships will have sailed through the North-East Passage since 2011. Follow the *Stena Polaris* on her way to South Korea via the North-East Passage – daily blogs and podcasts can be found at <http://www.stenanorthernsearoute.com/>

The Russian authorities responsible for administering the North East Passage have exacting requirements on technology and equipment. Additionally, only during a few months every year does the ice situation allow ships to pass through the North-East Passage. Even then, they are escorted, often in convoys, through the most difficult sections and the *Stena Polaris* has been assisted by the Russian nuclear-powered icebreaker Taymyr with a crew of 110. Also, throughout the voyage there are so-called "ice advisors" on board *Stena Polaris* who are used to navigating in Arctic waters.

The *Stena Polaris* has been built to ice class 1 A specifications in accordance with Det Norske Veritas (DNV), which means that it is well equipped to sail in ice-covered waters where broken ice can be up to 0.8 m thick. In addition to an ice-strengthened hull, her rudder and propellers are technically adapted for operation in icy waters and her main engines have been modified to deliver greater power.



Stena Polaris breaking ice.

In order to raise competence on board still further, Stena has been collaborating for some years now with Russian Makarov State University in St. Petersburg, which specialises in navigation in icy waters. 25% of the officers on board Stena Bulk's tankers are Russian, and most of them were educated and trained at Makarov.

Patrik Svahn, Manager Commercial Operations in Stena Bulk's office in Gothenburg, is now on board the *Stena Polaris* and blogs directly from the ship.

"As always, Saturday is drill day and today was no exception. On the menu was a safety drill with helicopter launching, an abandon ship drill and again a fire drill but this time it was time for fire in the paint store. At 15:30 the alarm sounded and all crew and passengers went to their respective muster station. We started off with the helicopter launch drill which today consisted of the 3rd Officer verbally going through the different scenarios where helicopter launching could be necessary such as during a medical emergency, so called helivac, and what to think of if this would come into reality. Past experiences were shared and those who had questions had the opportunity to ask them. Before we were finished with this drill the 3rd Officer advised that after the remaining drills we will all meet inside in the ships office where we will watch an educational movie about helicopter launching".

<http://www.stenanorthernsearoute.com/saturday-is-drill-day/>



Fire drill on board.

About the P-MAX tankers

The P-MAX tankers were designed and built by Stena and Concordia Maritime. They have a double hull, two engine rooms with full water and fire integrity and two propulsion systems. Double propellers and rudders and a specially designed bridge layout give the tanker extremely good maneuverability and a 360° view, which facilitate safe navigation in narrow waters.

The Stena Polaris, which is owned by Concordia Maritime and has been time-chartered by Stena Bulk for this project, has the following technical data: Length: 183 m, beam: 40 m, draft: 11.3 m, deadweight: 65,000 tons.

The Stena Polaris left the Gulf of Finland on 17 September and is expected to arrive at the port of Yosu in South Korea on 22 October.

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With offices in six countries, Stena Bulk is one of the world's leading tanker shipping companies. The company controls a combined fleet of around 100 tankers. Stena Bulk is part of the Stena Sphere, which has more than 20,000 employees and sales of SEK 60 billion. www.stenabulk.com