

## **2. SAFETY AND ENVIRONMENTAL PROTECTION POLICY**

### **2.1 OBJECTIVE**

The aim of the SMS is to ensure safety at sea, prevention of human injury or loss of life, to protect the environment and property and to meet our customers' expectations of high quality transportation.

The shipping company Rederi AB Donsötank's safety and environmental protection policy and SMS are applicable to the whole organisation, both ashore and on board.

Our long term goal is to achieve:

- Zero personal injury.
- Zero accidents.
- Zero spill, and to minimize the impact on the environment from the vessels.
- Zero tolerance for technical breakdowns caused by inferior maintenance procedures.

### **2.2 STRATEGIES**

Rederi AB Donsötank Shipping Company works on a market where a good reputation among customers, authorities and general public is essential to a continued existence. Consequently one of the most vital efforts is that these parties should experience all our transportations to be efficient, safe and non-polluting.

The vessels and their crews are the face of the company towards external relations, and by maintaining a unified style based on good seamanship and good organisation and responsibility for our vessels and cargo, the goals we have laid down shall be reached.

### **2.3 RESPONSIBILITY**

The company management, with the Managing Director as the legally responsible person, is liable to making the company policy and SMS generally known, understood, applied and adopted by all employees.

The Managing Director is also responsible for ensuring that the policy and SMS is reviewed and revised as required on an annual basis, although changes and adjustments shall be made more frequently if appropriate.

It is of utmost importance that contingency plans are updated without delay as required.

All employees shall aim for safety and environmental excellence and are thus responsible for the quality of their own work.

The master has overall responsibility for safety and environmental protection on board. The master is entitled to give orders and take measures found necessary. All persons on board must obey these orders.

The master, jointly with the chief engineer, is responsible for introducing and using the SMS on board.

## 2.4 PLAN OF ACTION

- We aim for safe and competitive transportation.
- We undertake to comply with national and international legislation and regulations.
- We shall work with safety as an integral and natural part in daily activities in order to avoid accidents and always be prepared for emergencies, threats or sabotage.
- We shall ensure that the consequences are limited to a minimum in case of an accident.
- All routines shall be implemented in accordance with the SMS.
- By keeping the engines in good condition and using high quality fuels we shall be able to reduce air pollution.
- The management shall be receptive to new ideas, environmental research and use of modern technology.
- The SMS shall be maintained and improved continuously under top-level management responsibility with help from managers and also from each employee.

On behalf of the Board



Roger Nilsson  
Managing Director

**SAFETY OF LIFE has first priority and SAFETY OF SHIP has second priority.  
SAFETY has priority to SECURITY if those interests are in conflict.**