

NORDKOMPASS

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*The Nordic Committee  
for Passenger Ships*

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THE FIRST 25 YEARS 1991–2016



# *Nordkompass*

## **COOPERATION ON SAFETY AND ENVIRONMENT PROTECTION THROUGH 25 YEARS**

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## 1. INTRODUCTION

**THE NORDIC COMMITTEE** for Passenger ships – NORDKOMPASS – was established in 1991, as a co-operation between the shipowners' associations of the Nordic Countries and the major Nordic passenger ship companies. The first meeting was held in Stockholm on 24 January 1991 with representatives from the shipowners' associations and passenger ship companies in Finland, Sweden and Åland Islands present. Representatives from the maritime authorities in Finland and Sweden were invited as guests.

**AT THE SECOND** meeting held in Gothenburg on 16 April 1991 also representatives from Denmark and Norway were participating and the Nordic co-operation was a reality.

**NORDKOMPASS HAS THE** following composition today: Shipowners: Color Line AS, Destination Gotland AB, DFDS A/S, Rederi Ab Eckerö, Fjord Line Danmark A/S, Viking Line, Stena Line Scandinavia AB, Tallink Silja.



*M/S Visby, Destination Gotland AB.*

**SHIPOWNERS' ASSOCIATIONS:** Danish Shipowners' Association, Norwegian Shipowners' Association, Finnish Shipowners' Association, Swedish Shipowners' Association.

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## 2. THE NECESSITY OF A NORDIC CO-OPERATION

**PASSENGER SHIPS ON** regular routes have been an important way of transport in the Nordic countries since the middle of the nineteenth century. They were the lifeblood in the transportation of passengers and goods, not only domestic but also between the countries. For more than a century the Nordic capitals Copenhagen and Oslo as well as Helsinki and Stockholm have been connected with passenger ship services.

**UP THROUGH THE** twentieth century competition from railroad and road was increasing. For the longer routes with overnight facilities aviation became a cheaper and faster alternative in the latter part of the century. From the 1980s this led to introduction of a more cruise like concept, where the passengers were enjoying the pleasure of the sailing and the entertainment on board, rather

than the transport across the sea. Newer and bigger ships were introduced on the routes and the number of passengers increased.

**THE "SCANDINAVIAN STAR"** disaster on 7 April 1990 was followed by a dramatic reduction in the number of passengers in the Baltic and North Sea areas. Although this disaster was a consequence of a poor and sloppy operation of the vessel, it became clear that any accident would have serious commercial consequences for all the passenger ship operators in the area.

**SAFE OPERATION OF** all passenger ships was essential to prevent future accidents. Based on the motto "safety is not an issue for competition but for cooperation" NORDKOMPASS was established.

### 3. THE FIRST YEARS

**IN ITS TERMS** of reference, the purpose of NORDKOMPASS was to penetrate questions regarding construction, operation, safety and environment protection on passenger ships. The purpose was also to serve as a common base for the Nordic passenger ship operators in discussions with management and case officers on relevant issues with the Nordic Maritime Administrations.

**THE FIRST YEAR**, meetings generally took place at the domiciles of the Nordic shipowners' associations offices in Gothenburg, Oslo, Helsinki, and Copenhagen and in Mariehamn at The Nautical Club. Later meetings were also held at the participating companies' passenger ships. As this normally involved a night crossing, it gave time for informal discussions before the meetings just as the members got the chance to be acquainted with each other. The good cooperation among the NORDKOMPASS members formed an excellent base for the many serious discussions in the years to come.

**KAJ JANSSON FROM** SF Line (Viking Line) was the first chairman and Anki Kivelä from The Åland Shipowners' Association assisted him as secretary. This procedure has been followed through the years. The chairman was a technical director from one of the participating companies and the secretary came from the Shipowners' Association in the country where the Company was domiciled.

**THE TOPICS FOR** discussion at the meetings during the first years was to a large extent related to the immense number of new regulations following the "Scandinavian Star" disaster, and already at the first meeting a dialogue with maritime authorities took place as representatives from the Finnish and Swedish Maritime Administrations were invited and participated.

**AN EXAMPLE OF** a typical NORDKOMPASS meeting was the meeting held 1 September 1993. The meeting was on board "King



*M/S Pearl Seaways, DFDS A/S.*



*M/S Birka Stockholm, Rederi Ab Eckerö.*

of Scandinavia” and NORDKOMPASS members met in Oslo the afternoon before departure for Copenhagen. Before dinner an informal meeting was held, and the future work and the objectives of NORDKOMPASS were discussed. Due to this open discussion in the evening the official meeting the following day was very focused on the agenda items which were:

- Fire patrol
- Training of catering personnel
- Languages used by the crew
- Proposals for probabilistic damage stability
- Maintenance of firefighting equipment
- Revision of SOLAS chapter III
- Gases and air exchange on ro-ro cardeck

- IMO seminar on ferry security
- Requirements to foreign vessels on regular service to Danish ports
- EC Communication on “A common policy on safe seas”
- Registration of crew on passenger ships
- ICS guidelines on the International Safety Management (ISM) Code, and finally
- Date of next meeting. It was decided to hold it in Mariehamn on the Åland islands

**THIS COMPREHENSIVE AGENDA** was dealt with before the members disembarked “King of Scandinavia” which left Copenhagen for Oslo at 16:30.



*M/S SuperSpeed 2, Color Line AS.*

**THROUGH THE YEARS** many common NORDKOMPASS viewpoints have been agreed upon at these meetings. From a Ship-owners point of view international regulation is important, so the forum for adopting new regulations should of course be the special UN agency The International Maritime Organization – IMO – in London. Each country is represented in IMO by its national Maritime Administration at the meetings where decisions on new regulation are made. In order to influence the outcome of new regulations a common viewpoint from shipowners is essential. The

International Chamber of Shipping – ICS – is voicing the ship-owners associations' viewpoints in IMO. As a Non-Governmental Organization (NGO) ICS has less influence than a member state and therefore a close dialogue with the Maritime Administration at national level is important. There are many similarities between the Nordic countries and often viewpoints are shared. This makes NORDKOMPASS an important committee for the Nordic passenger ship operators. Actual questions can be discussed and the possibility for common agreement explored.

## 4. MEETINGS WITH THE NORDIC MARITIME ADMINISTRATIONS

**AS MENTIONED ABOVE** a dialogue with the national maritime administration is essential. The first meeting with Maritime Administrations from Denmark, Finland, Norway and Sweden was held 7 June 1994 at the Swedish Shipowners' Association in Gothenburg. The meeting was chaired by Anders Flising from Stena Marine and the maritime administrations were represented by Director Torkild R. Funder and Vice director Hans Christensen from Denmark, Director Heikki J. Valkonen from Finland, Director Ivar A. Manum from Norway and Director Bengt Erik Stenmark and Vice director Roger Sundström from Sweden. The meeting focused on harmonizing the requirements to passenger ships in the four Nordic countries as various national requirements were encountered by the shipowners. The meeting was considered a positive one

by all the participants, and on invitations from NORDKOMPASS such meetings has been held approximately every second year.

**THE MUTUAL RESPECT** for each other's opinion has formed the base of these meetings and in some cases a dialogue has been requested by the maritime administrations. As a result of alcohol abuse among crewmembers on a Danish ferry The Danish Maritime Authority invited NORDKOMPASS to discuss the issue with the Nordic Maritime Administrations to find a solution to the problem. It was agreed that an alcohol limit of zero should be the policy of NORDKOMPASS companies and further the Maritime Administrations promised to initiate rules on a fixed alcohol limit internationally.

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## 5. "ESTONIA"

**THE "ESTONIA" DISASTER** in the Baltic in the early hours of Wednesday 28 September 1994 where 852 people lost their lives, was a tragedy that came to have great consequences for the whole industry. People's confidence in the industry was seriously reduced. An intensive work was initiated in order to find the causes to the disaster as well as discussions on necessary new regulations to avoid similar disasters in the future.

**ALSO FOR NORDKOMPASS** an intensive work took its start. From the beginning in 1991 in average three meetings were held every year. From October 1994 and the next one and a half year a total of 14 meetings were held. The managing directors of the companies represented in NORDKOMPASS decided to establish a task group to cope with the many issues being raised in the wake of the disaster. The Group met at Arlanda Airport near

Stockholm and many tasks were given to NORDKOMPASS in relation to safety and other technical issues.

**IN IMO A** special "Panel of Experts on the safety of roll-on and roll-off passenger ships" was already established in the beginning of December 1994. The Panel was chaired by Director T. R. Funder from the Danish Maritime Authority and among the members was Ralf-Erik Lindström from Silja Line OY and a member of NORDKOMPASS 1992–2004. Having seen the accidents with "Herald of Free Enterprise" in 1987 resulting in the ISM code and "Scandinavian Star" in 1990 increasing the fire safety requirements to passenger ships, the time was up for a complete examination of all safety regulations applicable to ro-ro passenger ships and specially the concept of water on deck.



*M/S Stavangerfjord, HSC Fjord Cat, M/S Oslofjord, Fjord Line Danmark A/S. Fjord Line. Photo: Esben Gees.*

## 6. THE NORDKOMPASS SEMINARS

**THE FIRST NORDKOMPASS** seminar took place 22–23 March 1995 in Mariehamn in the meeting room of the Åland Parliament. 150 persons attended the seminar and the topics on the agenda were reflecting the discussions on safety issues following the “Estonia”. The initiative behind the seminar was a wish from NORDKOMPASS to give information on the many new proposals

to the passenger ship companies and also create discussions and networking among people within the industry.

**THIS FIRST SEMINAR** was a success and the second seminar was held in Oslo from 16 to 17 January 1996. It took place at Hotel Royal Christiania and gave updated information of the IMO SOLAS





*M/S Galaxy, Tallink Silja.*

95-conference, where the results of the work of “Panel of Experts on the safety of roll-on and roll-off passenger ships” were adopted as amendments to the SOLAS Convention. The seminar was arranged at a short notice as NORDKOMPASS found it important that the industry received the updated information at a reasonable cost. At a cost of more than 10,000 NOK per person an international organizer arranged a conference in Oslo. Compared with this, participants in the NORDKOMPASS seminar were charged 2,600 NOK including hotel stay. 193 persons participated.

**IN OCTOBER 1996** a third seminar was held in Gothenburg with 144 persons attending. This seminar covered both passenger ships and ro-ro passenger ferries and issues on safety equipment; damage stability and environment aspects were presented. The

fourth seminar was held 3 – 4 February 1998 on board “Queen of Scandinavia” between Copenhagen and Oslo. It began at 11:00 on a snowy day in Copenhagen and ended the next day in Oslo at 14.30. The subjects were on SOLAS amendments, the “Stockholm Agreement”, the ISM Code, working environment at sea, training of crew, high speed ferries, “Green” ferries and Nordic research projects. 133 persons attended the seminar. The fifth seminar was also held at sea on board “Silja Symphony” between Stockholm and Helsinki on 11–12 March 2002.

**IN ADDITION TO** the five seminars above a conference on High Speed ferries was held 19 March 1997 in Copenhagen. It was done in cooperation with the Danish Society of Naval Architects and Marine Engineers.

## 7. COOPERATION AROUND THE BALTIC SEA

**THE NEED FOR** exchange of passenger ro-ro ship operation experience was acknowledged by NORDKOMPASS and first meeting was held in Copenhagen on board the Polish ferry “Wilanow” 4 October 1995 with participation of the chairman of NORDKOMPASS and representatives of Polish ferry operators and the Danish Shipowners’ Association. As a result of this preliminary meeting a meeting was held 1 February 1996 at The Danish Shipowners’ Association with participation of Shipowners’ Associations and ferry operators from Estonia, Germany, Lithuania and Poland.

**ROLF KJÆR FROM** Color Line was chairing the meeting as chairman for NORDKOMPASS. The meeting was conducted in a positive way, however there was a split view on the regional agreement on special stability requirements, the so called “Stockholm Agreement” regarding requirement to “water-on-deck”. The non-Nordic countries questioned the justification of introducing regional requirements beyond what have been internationally agreed at the

SOLAS conference in November 1995. Several representatives underlined the severe economic problems the ferry companies were faced with. The NORDKOMPASS members considered it imperative, that the regional requirements should apply to all ro-ro passenger ferries in the region regardless of flag. However a longer implementation period could be acceptable in order to reduce the economic burdens.

**AT THE MEETING** secretary general Ryszard J. Niemiec of the Polish Shipowners’ Association offered to host the next meeting in Poland. It took place 20 February 1997 as a conference in the Polish town Kolobrzeg with representatives from Germany, Lithuania, Poland and NORDKOMPASS. There was an open and good discussion on many subjects, but at the end Rolf Kjær as chairman of NORDKOMPASS concluded that NORDKOMPASS as an organization for the time being should remain as it is.

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## 8. HIGH SPEED FERRIES

**IN MAY 1993** NORDKOMPASS had the first discussion on HSC as a new HSC-code was under way in IMO. In the beginning of 1996 the operation of passenger High Speed Crafts (HSC) was increasing in the Nordic countries, and NORDKOMPASS was acting as a focal point between operators and authorities in order to find common interpretations of the IMO HSC Code among the Nordic Maritime Administrations.

**MANY CHALLENGES WERE** encountered by Nordic High Speed Ferries. The huge power of these High Speed Crafts resulted in propagation of big waves creating dangers for small boats and people on the beaches. In addition low frequency noise was a

problem with the early Australian build HSC. Fortunately solutions were found to these problems.

**ON 20 MAY** 1998 a meeting between Nordic HSC operators was held in the Danish Shipowners’ Association, and by invitation by the Swedish Maritime Administration NORDKOMPASS was invited to a meeting on 26 October 1998 where a common Nordic HSC-ERFA group was established. The first meeting of the Group was held in the Danish Shipowners’ Association and through this collaboration between Maritime Administrations and HSC-operators solutions were found to harmonize the flag state and port state requirements among the Nordic countries.



*M/S Viking Grace, Viking Line.*

## 9. THE ENVIRONMENT

**AS A PASSENGER** ship operator environmental issues have to be properly dealt with. At a meeting in January 1992 the treatment of black- and greywater from ferries was discussed. It was agreed that blackwater should be collected onboard and pumped ashore in ports where possible and without excessive costs.

**AIR POLLUTION WAS** discussed in the early days of NORDKOMPASS. At a meeting in September 1994 Silja Line informed about a NO<sub>x</sub> catalyst installation on an auxiliary engine, and 11 January 1995 NORDKOMPASS meeting was held on board

“Silja Symphony” to see the installation.

**IN SEPTEMBER 1996** NORDKOMPASS decided that environmental protection should be a regular point on the agenda.

**IN NOVEMBER 1999** a NORDKOMPASS meeting was held on board Viking Lines “Mariella” to see the Humid Air Motor (HAM) installation on one of the ferry’s four Pielstick main engines. A good example of how information and experience was shared among NORDKOMPASS members.

## 10. THE PRESENT AND PAST SAFETY ISSUES DISCUSSED

**THE DEVELOPMENT OF** the regulatory framework within the maritime industry in general and passenger ships in particular is, in many respects driven by severe accidents for which the consequences have been devastating. Accordingly for the passenger ships, the Scandinavian Star 1990, the Estonia disaster 1994 and Costa Concordia accident 2012 itself and the conclusions made by the IMO following the disasters have catalyzed the review and amendment work of the IMO mandatory instruments.

**SHIPOWNERS OF THE** Northern European countries have been leading the development of, not only the ro-ro passenger concept as such, but also the development of relevant safety standards for this fleet. Consequently, the knowledge base within the Northern European region from construction and operation of ro-ro passenger ships must be considered as substantial. There is obviously very good reasons for all parties to cooperate on the safety area, all in the interest of enhancement of the safety onboard RoRo Passenger ships.

**IN THE SPIRIT** of openness and transparent discussions NORDKOMPASS members has shared important safety information among each other and thereby contributed to a safer industry and safer transportation for the passengers.

**SOME OF THE** most important safety issues NORDKOMPASS dealt with over the years are; Fire Safety as a consequence of the Scandinavian Star disaster 1990. The Fire Protection part in SOLAS chapter II-2 became subject to revision as a consequence. Example of new legislation put in to force was introduction of sprinkler system in all passenger cabins and public areas.

**INTRODUCTION OF NEW** Damage stability regulations, SOLAS 90 and Stockholm agreement (water on deck), as a consequence of the Estonia disaster in 1994. The purpose of the legislation was to increase the survivability index on RoRo passenger ships in flooded condition. New regulations went in to force 1997 and

included ro-ro passenger ships in traffic between DK, SE, NO, GER, FIN, and UK.

**NOT ONLY INHERENT** safety aspects as damage stability on board RoRo-passenger ships was considered, post Estonia. A number of new safety related provisions went into force in the period 1997 to 2004 as the new amended Life Saving Appliances code including;

- Self-righting life rafts
- Evacuation analyzes
- Fast rescue boats
- Decision support to the Master,
- Camera-surveillance on all bulkhead openings
- Means of rescue
- Bridge remote control on water tight doors
- Additional water tight bow door on car deck
- Crises management
- Crowd managemet

**IMPLEMENTATION OF THOSE** regulation was in some areas challenging for the industry, in particular on the operational side, as the new safety equipment and the operation of the same should meet the new and higher test-criteria in the LSA-code which was 6 beufort and significant wave height of 3m on all lifesaving equipment.

**SHARING SAFETY-INFORMATION AND** lessons learned between each other was incredible important at that time as ship's crew suffered by accidents and injuries meeting the new operational test-criteria, which in some cases led to fatalities.

**IN 2012 THE** cruise ship Costa Concordia capsized just off the eastern shore of Isola del Giglio. As a consequence of the Costa Concordia disaster IMO decided to resume the revision of the damage stability chapter II-1 in SOLAS with the purpose to increase the survivability-index in flooded condition. This work is at present almost completed and will with high probability be adopted at Maritime Safety Committee (MSC) 98 June 2017 and go into force the 1st of January 2020.

## 11. THE FUTURE OF NORDKOMPASS

**DURING THE 25** years NORDKOMPASS has handled the interests of Nordic passenger ship operators. This has been possible through reliable work in relation to the shipowners' associations which has a broader scope and not only passenger ships and not least in relation to the Nordic maritime Administrations. The open

and thrusted dialogue with the authorities has been an important aspect of the work of NORDKOMPASS.

**PASSENGERS WILL CONTINUE** to expect a safe and pleasant voyage and NORDKOMPASS will work to ensure that in the future.



*M/S Stena Germanica, Stena Line.*

## 12. MEETINGS

### NORDKOMPASS 25 YEAR'S JUBILEE DAY

**NORDKOMPASS 25 YEAR'S** jubilee day was held on March 8 2016 at the Danish Shipowners' Association in Copenhagen. Former members of NORDKOMPASS and representatives from maritime authorities in the Nordic countries and current members of the committee participated. Hans Henrik Petersen held a very much appreciated presentation of the draft NORDKOMPASS jubilee publication. Tryggve Ahlman from the Swedish Shipowners' Association led discussions on topics such as cooperation in passenger safety in the Nordic countries over the years and gave a presentation on current safety issues. Several former NORDKOMPASS members and representatives from the Nordic authorities shared their insights and knowledge.

*Participants in the 25 year's jubilee day: Hans Henrik Petersen, Frede Kristiansen, Christian Breinholt, Rolf Kjær, Terje Gløersen, Kaj Jansson, Ann-Christine (Anki) Kivelä, Per Nordström, Johan Fransson, Jan Ifwarsson, Morten Larsen, Morten Glamsø, Per Winther Christensen, Jan Helge Pile, Jahn Viggo Rønningen, Bo-Gustav Donning, Dan Roberts, Bernt Bergman, Hans Friberg, Martin Lewerentz, Jörgen Lorén, Tryggve Ahlman, Christina Palmén.*





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**PICTURES FROM NORDKOMPASS MEETINGS AND SEMINARS OVER THE YEARS**







## 13. CHAIRMEN AND MEMBERS OF NORDKOMPASS

### CHAIRMEN

1.	1991–1994	Kaj Jansson	SF Line AB
2.	1994–1995	Anders Flising	Stena Line
3.	1995–1997	Rolf Kjær	Color Line
4.	1997–2001	Frede Kristiansen	DFDS
5.	2001–2003	Ralf-Erik Lindström	Silja Line Abp
6.	2003–2005	Tryggve Ahlman	Stena Line Scandinavia AB
7.	2005–2008	Svein Sørensen	Color Line
8.	2008–2010	Thomas Mørk	DFDS
9.	2011– 2014	Bo-Gustav Donning	Rederi Ab Eckerö
10.	2014–2016	Martin Lewerentz	Stena Line Scandinavia AB

### MEMBERS IN THE FIRST 25 YEARS

#### Denmark

Per Winther Christensen	Danmarks Rederiforening	2011–2015
Valdemar Ehlers	DFDS	2005–2006
Morten Glamsø	Danmarks Rederiforening	2016–
Frede Kristiansen	DFDS	1991–2005
Morten Larsen	Fjord line	2014–
Thomas Mørk	DFDS	2006–
Hans Henrik Petersen	Danmarks Rederiforening	1991–2011

#### Finland/Åland

Henrik Bachér	Silja Line	2005–2006
Bernt Bergman	Rederierna i Finland	2006–9/2013–
Bo-Gustav Donning	Rederi Ab Eckerö	2005–
Lars Eklund	Finlands Rederiförening	1991–1992
Kaj- Gustav Heidenberg	Rederi Ab Eckerö	1992–2001
Berndt Jansson	Viking Line	2010–2011

Kaj Jansson	SF Line AB/Viking Line	1991–2005
Wiking Johansson	Birka Line Abp	1991–1995
Jukka Kantola	Finlands Rederiförening	1993–2007
Ann-Christine (Anki) Kivelä	Ålands Redarförening	1991–1998
Harri Kulovaara	EffJohn	1991–1992
Josefine Lindbom	Ålands Redarförening	2004–2005
Mikael Lindholm	Tallink Silja OY	2007–2012
Dan Lindstedt	Birka Line Abp	1996–2000
Ralf-Erik Lindström	Silja Line OY	1992–2004
Stig Mattson	Birka Line Abp	2001–2006
Dan Roberts	Viking Line Abp	2012–
Niklas Rönnerberg	Rederierna I Finland	2010–2012
Jan Sundström	Rederi Ab Eckerö	2001–2005
Jan Valtonen	Tallink Silja Line, FI	2013–
Kim Wasström	Ålands Redarförening	1999–2003
Tony Öhman	Viking line Abp	2005–2013

## Norway

Bernt H. Duborgh	Norges Rederiforbund	1991–1993
Olaf Eftedal	Royal Caribbean Cruise Line	1998–2000
Terje C. Gløersen	Norges Rederiforbund	1991–2010
Odd Martin Hallen	Royal Caribbean Cruise Line A/S	1991–1998
Kjersti Høgestøl	Norges Rederiforbund	2010–2013
Arne K. Jørgensen	Norges Rederiforbund	1992–2004
Rune E. Karlsen	Norges Rederiforbund	2005–2008
Rolf Kjær	Color Line	1992–2003
Willy Kristensen	SeaDream Yacht Club	2002–2003
Jan Helge Pile	Color Line	2008–
Jahn Viggo Rønningen	Norges Rederiforbund	2015–
Svein Sørensen	Color Line	2005–2008
Johnny Tollefsen	Norges Rederiforbund	1991–1993

## Sweden

Tryggve Ahlman	Stena Line AB/SRF (2008)	1998 –
Patrick Critti	Stena Line	2008–2013
Anders Flising	Stena Marine Management	1991–1995
Hans Friberg	Tallink Silja Line, SE	2013–
Per Hogenfelt	Rederi AB Gotland	2004–2005
Arnold Idestrand	EffJohn International	1991–1998
Jan Ifwarsson	Sveriges Redareförening	1994–2005
Ulrich Jahnke	Sveriges Redareförening	1991–1992
Roger E. Karlsson	Sveriges Redareförening	1995–2000
Anders Larsson	Rederi AB Gotland	2005–2008
Martin Lewerentz	Stena Line	2013–
Per Marzelius	Sveriges Redareförening	2005–2007
Ulf Nilsson	Rederi AB Gotland	2009–
Per Nordström	Sveriges Redareförening/Stena Line	1991–1998
Christina Palmén	Föreningen Svensk Sjöfart	2015–
Bo Pettersson	Rederi AB Gotland	1999–2003
Björn Södahl	Stena Rederi AB	1994–1995
Per Westling	Stena Line	1998–2000

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## THANK YOU

**THE NORDIC COMMITTEE** for Passenger ships – NORDKOMPASS – would like to thank Hans Henrik Petersen, who took on the work to compile this publication, for all his effort and dedication. Hans Henrik has through his many years of work in the Danish Shipowners' Association served the Danish Shipping Industry and with his deep maritime knowledge and always professional approach contributed to the work in NORDKOMPASS in the most exemplary way.

**THE WORK AND** cooperation continues and by sharing safety information and experiences among each other NORDKOMPASS members are convinced it will strengthened the safety for the RoRo Passenger Industry.

