



NAPA SAFETY SUMMIT 2026

SAFETY · EFFICIENCY · AUTOMATION

# Leveraging Data for Safer and More Efficient Ferry & RoRo Operations - The Stena Line Journey

David Svanström, Stena Line

Markus Tompuri, NAPA





## David Svanström

### Second Officer, Stena Line

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I began my career in the maritime industry at the age of 15, combining work at sea with my studies. I hold a Master Mariner degree and have experience across different segments of shipping.

Over the years, I have worked in several onboard positions as well as ashore as a Superintendent, supporting vessel operations and coordination between ship and shore. Today, I continue to work both at sea and ashore, focusing on safety and efficiency.

In addition to my maritime background, I have studied logistics, complementing my operational experience with a broader understanding of transport and planning.



## Markus Tompuri

### Account Director Ferry, Safety Solutions, NAPA

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Markus Tompuri has dedicated over 15 years to advancing safety and stability in the passenger ship industry at NAPA. His expertise is central in NAPA Safety solutions, particularly concerning ship stability, regulations, and compliance. Markus has been instrumental in liaising with class societies and regulators, advocating for shipping regulations that are both scientifically grounded and impactful. His contributions are also notable in IMO committee meetings as an expert advisor on both intact and damage stability. His work aims to enhance maritime safety through sustainable and effective regulatory changes. Markus holds an M.Sc. in Naval Architecture.

# Presentation agenda

## Stena Line – The Operational Reality

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- Day-to-day challenges on RoRo vessels
- Complexity of cargo planning with IMDG regulations
- The Kiel-Gothenburg success story context
- Why Stena Line sought a new solution

## NAPA Stability – The Technology Solution

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- NAPA Stability for RoRo - key capabilities
- Launch scope
- Future development areas

## Q&A

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31.3.2026

# Stena Line

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The Operational Reality



StenaLine

Connecting Europe  
for a Sustainable Future

STENA GERMANICA  
GÖTEBORG



# STENA LINE IN NUMBERS



**6,550**

employees



**20**

ferry routes



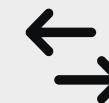
**6**

owned ports



**40**

vessels



**34,700**

yearly sailings



**360+**

energy saving project



**2.3**

million freight units



**2.1**

million cars



**7.6**

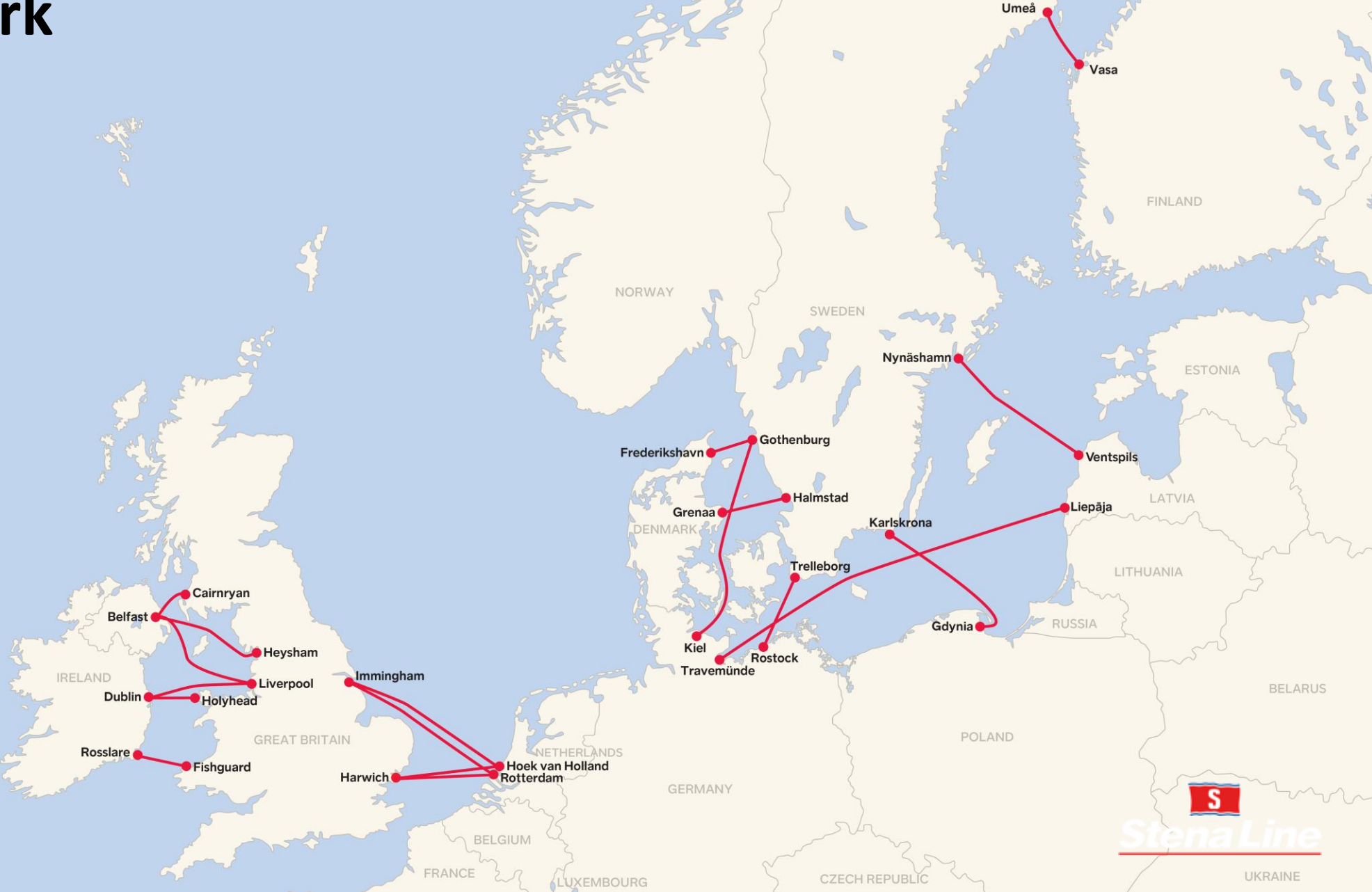
million passengers



**19.6**

billion SEK in turnover

# Our network





## DAY TO DAY CHALLENGE

- Different cargo types
- Safety
- Port arrival times
- "Just in time"



## CARGO PLANNING WITH IMDG REGULATIONS

- Segregations
- Correct loading sequence
- Need for simple and good IMDG plan for crew and stevedores



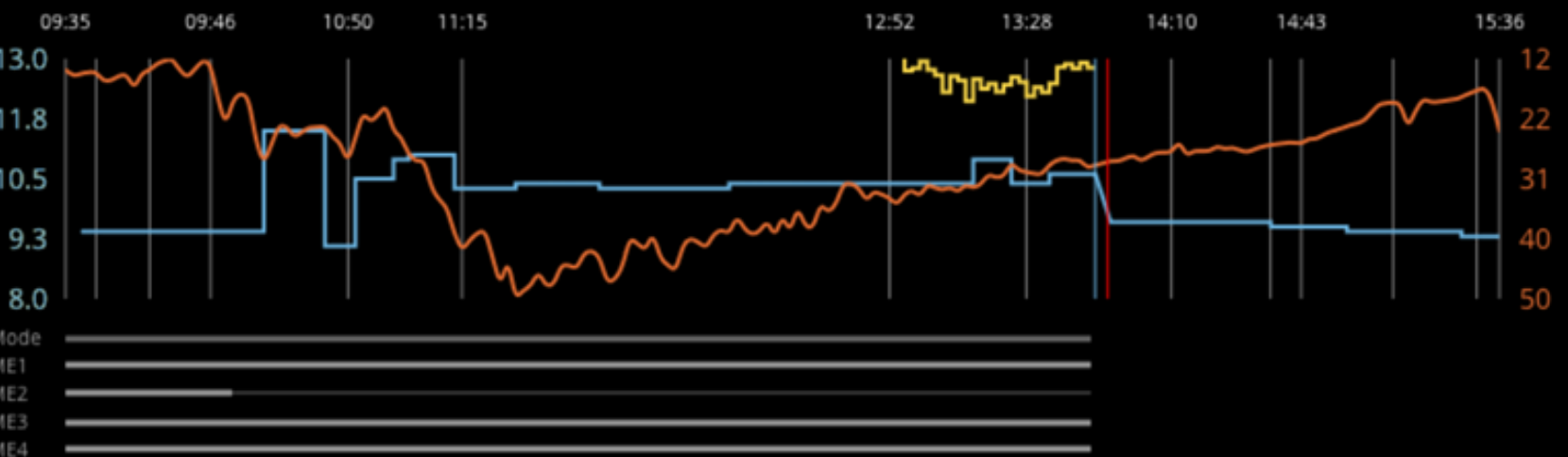
## GOTHENBURG – KIEL SUCCESS STORY

- Napa fetching booking data for each sailing
- Detailed IMDG planning and info in Napa
- Tools for more accurate cargo planning, leading to reduced amount of ballast water onboard = less fuel consumption

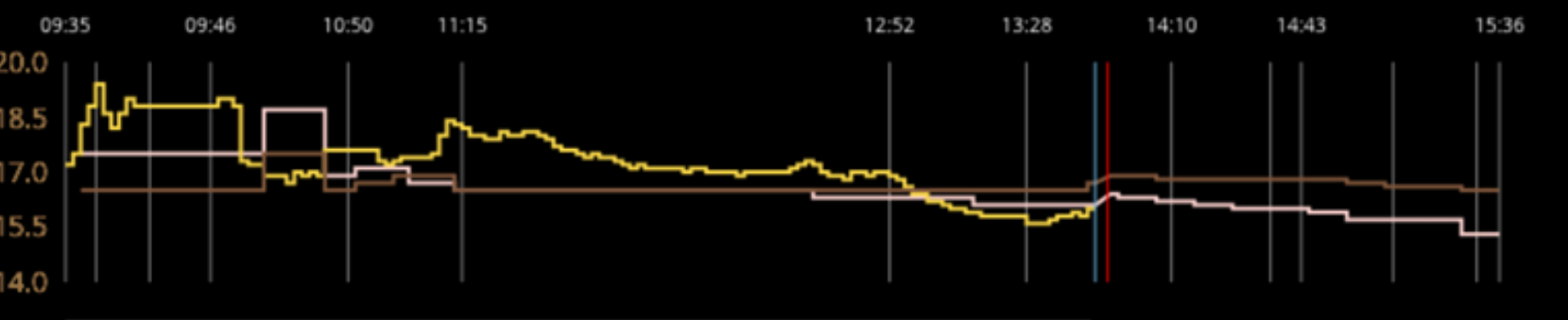
# WHY STENA LINE SOUGHT FOR A NEW SOLUTION



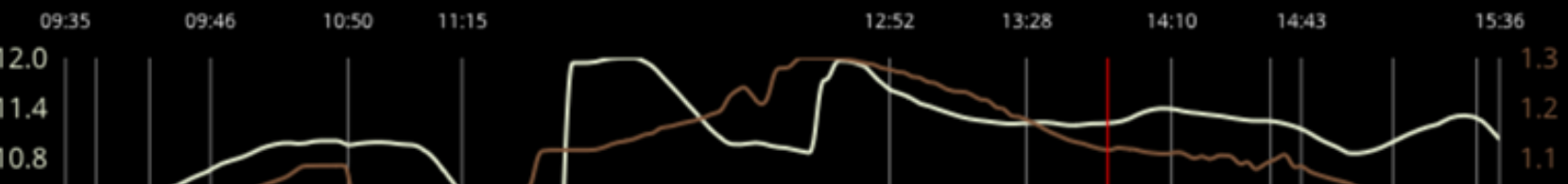
Sensor Power (MW) | Rec. Power (MW) | Depth (m) | Manual | Voy.Opt. | Speed Pilot | V.O. Manual



Estimated SOG (kn) | Sensor SOG (kn) | STW (kn) | Fins | Position



True wind (m/s) | Significant wave height (m) | Position



Mode  
**Manual**

Fins  
0

Engines  
1 2 3 4

Total Fuel (Kg)  
15462

Shaft Generators  
PS SB

N/A  
Adjustment (MW)

N/A  
Power (MW)

13.0  
Power (MW)

185  
Fuel Kg/Nm

N/A  
SOG (kn)

15.9  
SOG (kn)

13:49  
Last optimisation

15:35  
ETA  
WP: 25: MVN EOP

0  
Min delay

T

11 ↑

9 ↑



PortWind

Gothenburg - Majnabbe



knots  m/s

Last updated: 2026-03-16 17:46  
Source: Stena owned sensor



Actual



1.2 m/s

Gust wind



3.5 m/s

Wind direction



216°

Average

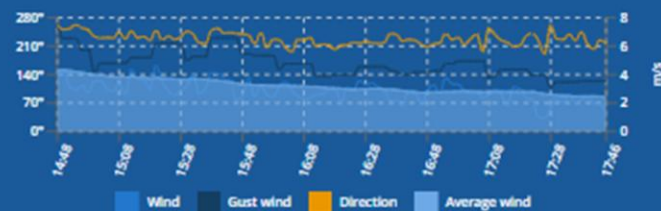


2.4 m/s

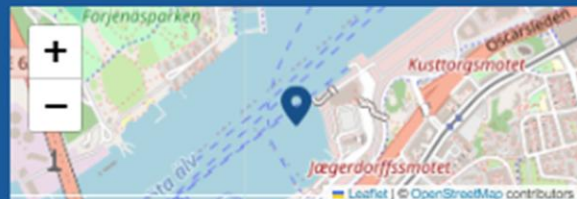
Quay



Trend



Position



17:50 (UTC+01:00) 2026-03-16

UTC Ship SET SHIP TIME

Position 57° 41.74' N 011° 54.84' E

MIJU Michael Ljunge Germanica

- Dashboard Bridge Engine Tanks MARPOL Checklists Reports Settings Information

Voyage DEKEL - SEGOT (Arrived) Timeline PTA - ATD 2026-03-15 17:30 (+01:00) ATA 2026-03-16 09:11 (+01:00) Distance Log Watch distance 119.97 Nm Day distance 135.7 Nm Voyage distance 235.31 Nm Vessel performance COG 161.7 ° SOG 0 Kn HDG 055.6 ° STW 0 Kn DPTH 5.3 m TWS 1.5 m/s

Special instructions Metanol bunker 30/3 Metanol 30/3 Recorded by: CHMA 2026-03-09 14:05 (+01:00) Metanol bunker 20/3 Metanol 20/3 Recorded by: CHMA 2026-03-09 14:05 (+01:00) UREA 26/3 UREA 26/3 Recorded by: CHMA 2026-03-09 14:05 (+01:00) ME4 Exhaust bellow cracked. Major overhauling of ME4 start up approx. 23/2 Recorded by: JoNe 2026-02-17 08:18 (+01:00) Hotwork permit Gbg Slutdatum : 2026-04-09 Arbetsbeskrivning: Hot work on all decks outside and insi...

Quick Settings Deck light Off Daysignals Down Lookout None Navigation light Off Sound signals Off Fins & stabilizers All in Stability conditions Draft FWD 5.51 m Draft Mid - Draft Aft 5.43 m Trim -0.08 m Density (Water) 1025 kg/m³ Freeboard -

Ongoing work Checklist Departure Ballast H - Internal transfer MSO D - Bilge water non-automatic disposal to shore Checklist Handover EOW MSO E - Bilge water automatic collection to holding tank

Logbooks 09:20 (+01:00) Other event Ramp down 09:11 (+01:00) Port arrival SEGOT, first line: 09:11 (+01:00) Arrival Arrival port: SEGOT, ATA:... 08:59 (+01:00) Checklist completed Watch Handover 07:40 (+01:00) Checklist item completed Notice to Mariners & NAV... 07:40 (+01:00) Checklist opened Watch Handover 07:39 (+01:00) Bearing (radar) Tistlarna 06:48 (+01:00) Bearing (radar) Nidingen 02:08 (+01:00) Checklist completed GMDSS Weekly Check ed.3

271 onboard Jörgen Gustavsson Master Jesper Brandt OOW Christian Magnusson Chief Eng. Martin Ericson EOW



If it sometimes feels like the development goes way to slow, just remember where we used to be..

**THANK YOU**





31.3.2026

# NAPA Stability

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The Technology Solution

# Key Functionalities in NAPA Stability

## Main Window

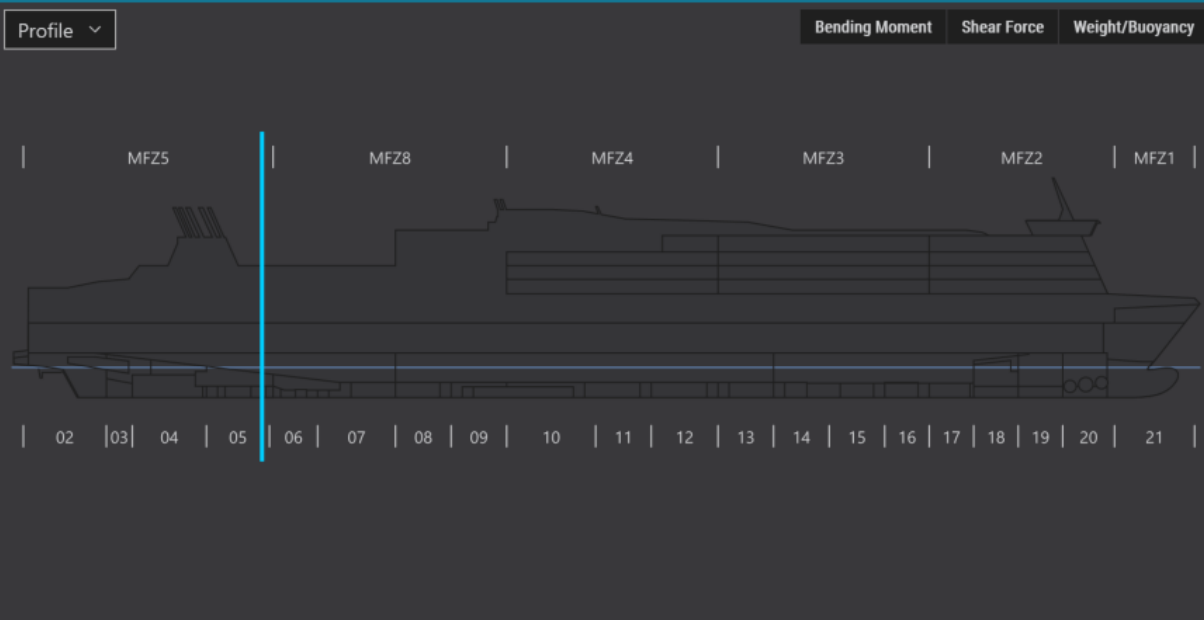
- Loaded cargo overview
- Observed cargo floating position
- Apply to live

## Cargo planner

- Parallel use of Main Window and Cargo Planner
- Cargo Database
- Booking list
- IMDG Bookings
- Loading



- Stability & Strength
- Print Reports
- Hydrostatics
- Draft Survey
- Grounding
- Balance
- Save Plan
- Export Plan
- Load Summary
- Cargo Planner
- Screen Split



Tanks | Dry Spaces | Mass Loads | Openings | Damages | **Cargo**

APPLY TO LIVE

Cargo plan

UNIT TYPE	DESCRIPTION	TOTAL	1.DECK	3.DECK	4.DECK	5.DECK	7.DECK	METERS	WEIGHT
TR	Trailer	24	0	24	0	0	0	192.00 m	240.00 t
TR1	Trailer (2)	1	0	0	0	1	0	10.00 m	10.00 t
LO	Lorry / pickup	1	1	0	0	0	0	6.00 m	1.50 t
CAR	Car	42	42	0	0	0	0	252.00 m	21.00 t

All Units	68	43	24	0	1	0	460.00 m	272.50 t		
TOTALS							WEIGHT	LCG	TCG	VCG
Listed cargo							272.50 t	33.19 m	-0.09 m	9.23 m
Difference (unknown cargo)							573.40 t	101.78 m	0.00 m	9.23 m
Total observed cargo							845.90 t	79.69 m	-0.03 m	9.23 m

Observed floating position

Harbor density:  t/m<sup>3</sup>

At marks extreme:

Heel:  deg

LOCK CARGO:

UNKNOWN CARGO:

Position: 101.78 m P 0.00 m

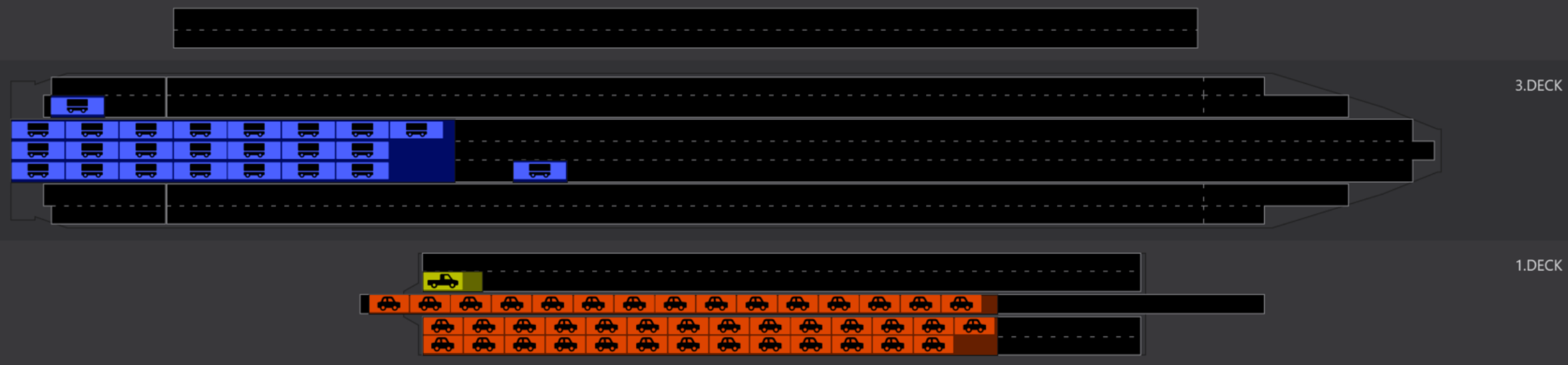
Calculated weight: 573.40 t

UPDATE FROM LIVE

CLEAR APPLY

Floating position				Weight (surveyed 2026-03-19 09:49:38 UTC)			Stability (calculated 2026-03-19 09:51:14 UTC)			Longitudinal Strength															
Density	1.025 t/m <sup>3</sup>	At marks extreme	6.10	Trim	F 0.00 m	Heel	0.00°	Deflection	0.00 m	DW	9960 t	UnkDWT	5.26 %	Disp	29445 t	GMf	4.09 m	GMreq	2.10 m	GMcorr	-0.41 m	BMmax	86 %	SFmax	93 %
			6.10							DWres	351 t											Frame #95		Frame #41	

Close Window  
Cargo Unit Types



Bookings All Cargo Dangerous Goods

Bookings

DELETE ALL IMPORT...

Load One Fit Fill

UNIT TYPE	DESCRIPTION	LENGTH	WEIGHT	HEIGHT	WIDTH	LONGIT. ....	TRANSV. ....	BOOK	LOAD	LEFT
	BUS	12.00 m	1.00 t	4.00 m	2.60 m	0.10 m	0.00 m	25	0	25
	ST	12.00 m	10.00 t	4.00 m	2.60 m	0.10 m	0.00 m	65	0	65
	TRU	10.00 m	9.00 t	4.00 m	2.60 m	0.10 m	0.00 m	15	0	15
	CAR	5.00 m	0.50 t	2.50 m	2.00 m	0.10 m	0.00 m	350	0	350
	TRU	10.00 m	9.00 t	4.00 m	2.60 m	0.10 m	0.00 m	10	0	10
	LO	6.00 m	1.50 t	4.00 m	2.60 m	0.10 m	0.00 m	5	0	5
	BT	8.00 m	6.00 t	4.00 m	2.60 m	0.10 m	0.00 m	10	0	10
	BUL	6.00 m	5.00 t	4.00 m	2.60 m	0.10 m	0.00 m	10	0	10
	MO	3.00 m	0.30 t	1.50 m	2.60 m	0.10 m	0.00 m	5	0	5
<b>Totals</b>								495	0	495

Cargo plan

UNLOAD ALL

UNIT TYPE	DESCRIPTION	TOTAL	1.DECK	3.DECK	4.DECK	5.DECK	7.DECK	METERS	WEIGHT
	TR	24	0	24	0	0	0	192.00 m	240.00 t
	TR1	1	0	0	0	1	0	10.00 m	10.00 t
	LO	1	1	0	0	0	0	6.00 m	1.50 t
	CAR	42	42	0	0	0	0	252.00 m	21.00 t
<b>All Units</b>		68	43	24	0	1	0	460.00 m	272.50 t

<b>Floating position</b>				<b>Weight (surveyed 2026-03-19 09:49:38 UTC)</b>			<b>Stability (calculated 2026-03-19 09:51:14 UTC)</b>			<b>Longitudinal Strength</b>																	
Density	1.025 t/m <sup>3</sup>	6.10	6.10	6.10	6.10	Trim	F 0.00 m	Heel	0.00°	Deflection	0.00 m	DW	9960 t	UnkDWT	5.26 %	Disp	29445 t	GMf	4.09 m	GMreq	2.10 m	GMcorr	-0.41 m	BMmax	86 %	SFmax	93 %
		At marks extreme										DWres 351 t												Frame #95		Frame #41	

# Two ways of generating the Booking list



31.3.2026

Bookings **All Cargo** Dangerous Goods

Bookings DELETE ALL IMPORT... Load **One** **Fit** **Fill**

UNIT TYPE	DESCRIPTION	LENGTH	WEIGHT	HEIGHT	WIDTH	LONGIT. ...	TRANSV. ...	BOOK	LOAD	LEFT
BUS	Bus	12.00 m	1.00 t	4.00 m	2.60 m	0.10 m	0.00 m	25	0	25
ST	Semi	12.00 m	10.00 t	4.00 m	2.60 m	0.10 m	0.00 m	65	0	65
TRU	Single truck	10.00 m	9.00 t	4.00 m	2.60 m	0.10 m	0.00 m	15	0	15
CAR	Car	5.00 m	0.50 t	2.50 m	2.00 m	0.10 m	0.00 m	350	0	350
TRU	Single truck	10.00 m	9.00 t	4.00 m	2.60 m	0.10 m	0.00 m	10	0	10
LO	Lorry / pickup	6.00 m	1.50 t	4.00 m	2.60 m	0.10 m	0.00 m	5	0	5
BT	Box truck	8.00 m	6.00 t	4.00 m	2.60 m	0.10 m	0.00 m	10	0	10
BUL	Bulk	6.00 m	5.00 t	4.00 m	2.60 m	0.10 m	0.00 m	10	0	10
MO	Moto	3.00 m	0.30 t	1.50 m	2.60 m	0.10 m	0.00 m	5	0	5
<b>Totals</b>								495	0	495

CARGO UNIT TYPES

ICON	CODE	DESCRIPTION	COLOR	WEIGHT	LENGTH	WIDTH	HEIGHT	LONGIT. PADDING	TRANSV. PADDING
	BT	Box truck		6.00 t	8.00 m	2.60 m	4.00 m	0.10 m	0.00 m
	BUL	Bulk		5.00 t	6.00 m	2.60 m	4.00 m	0.10 m	0.00 m
	BUS	Bus		1.00 t	12.00 m	2.60 m	4.00 m	0.10 m	0.00 m
	CAR	Car		0.50 t	5.00 m	2.00 m	2.50 m	0.10 m	0.00 m
	MO	Moto		0.30 t	3.00 m	2.60 m	1.50 m	0.10 m	0.00 m
	LO	Lorry / pickup		1.50 t	6.00 m	2.60 m	4.00 m	0.10 m	0.00 m
	ST	Semi		10.00 t	12.00 m	2.60 m	4.00 m	0.10 m	0.00 m
	TRU	Single truck		9.00 t	10.00 m	2.60 m	4.00 m	0.10 m	0.00 m
	SUV	SUV		0.90 t	6.00 m	2.60 m	2.50 m	0.10 m	0.00 m
	TRA	Tractor		1.00 t	6.00 m	2.60 m	3.00 m	0.10 m	0.00 m
	TT	Tractor & trailer		40.00 t	16.00 m	2.60 m	4.00 m	0.10 m	0.00 m
	TR	Trailer		10.00 t	8.00 m	2.60 m	4.00 m	0.10 m	0.00 m
	TR1	Trailer (2)		10.00 t	10.00 m	2.60 m	2.00 m	0.30 m	0.00 m
	VAN	Van		1.20 t	8.00 m	2.60 m	4.00 m	0.10 m	0.00 m

**+ NEW...** **DELETE** **BOOK SELECTED** **APPLY** **CANCEL**

Close Window  
Cargo Unit Types



Bookings All Cargo Dangerous Goods

ADD UNIT ADD SUBSTANCE

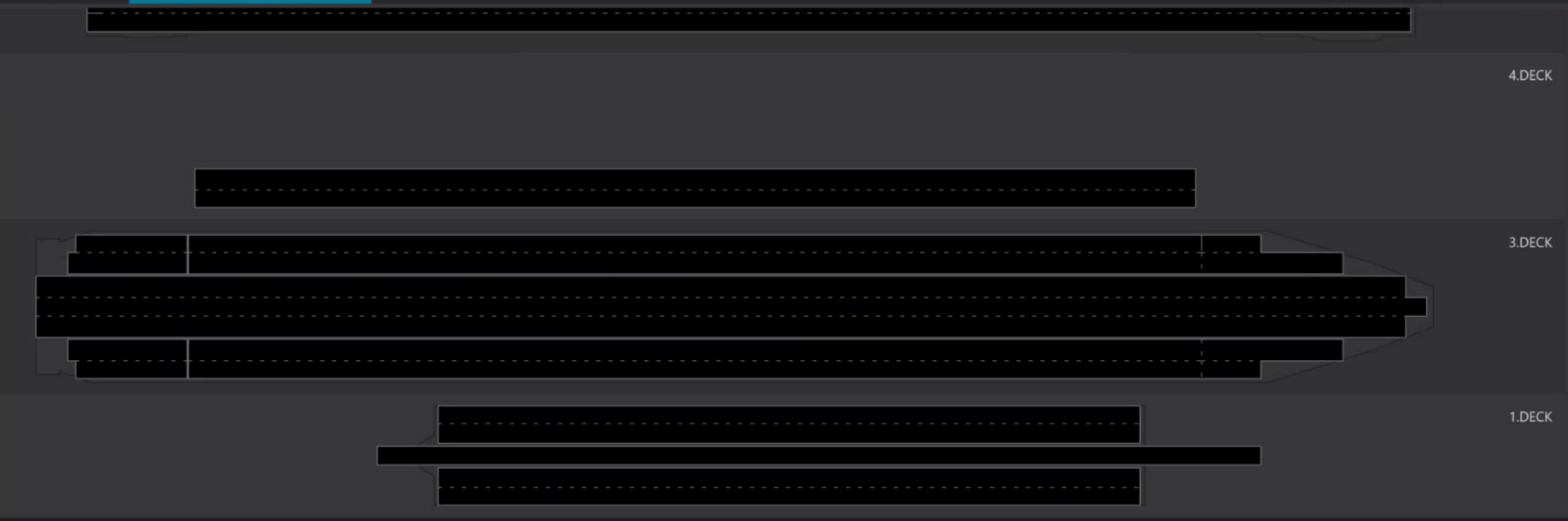
NR	UNIT TYPE	VEHICLEID	DESCRIPTION	G.WT.	LENGTH	WIDTH	HEIGHT	UNNO	CLASS	PROPER SHIPPING NAME	PGR	FLASH P.	EMSFIRE	EMSSPILLAGE
1	BUL	ABC-123	Bulk	5.00 t	6.00 m	2.60 m	4.00 m	1	3	BUT	I	7.0 °C	F-A	S-O
2	ST	ABD-123	Semi	10.00 t	12.00 m	2.60 m	4.00 m	2	5.1	ABC	II	2.0 °C	F-A	S-A
3	BT	ABE-123	Box truck	6.00 t	8.00 m	2.60 m	4.00 m		8	ABC	III	N/A	F-I	S-N
									3	ABD	III	N/A	F-I	S-Y
									5.1	ADE	III	N/A	F-I	S-Y
4	TT	ABC-120	Tractor & trailer	40.00 t	16.00 m	2.60 m	4.00 m		3	PET	I	N/A	F-A	S-A
									5	PET	I	N/A		
5	BT	56789	Box truck	1.00 t	6.00 m	2.60 m	4.00 m		7		I	N/A		
6	TR1	ABF-123	Trailer (2)	10.00 t	10.00 m	2.60 m	2.00 m	1	3		II	0.0 °C	F-E	S-N

Floating position				Weight (surveyed 2026-03-19 09:49:38 UTC)			Stability (calculated 2026-03-19 11:32:28 UTC)			Longitudinal Strength									
Density	1.025 t/m <sup>3</sup>	6.10 At marks extreme	6.10	DW	9960 t	UnkDWT	5.26 %	Disp	29445 t	GMf	4.02 m	GMreq	2.10 m	GMcorr	-0.41 m	BMmax	95 %	SFmax	95 %
			0.00 m	Trim	F 0.00 m	Heel	0.00°	Deflection	0.00 m							Frame #95	Frame #41		

31.3.2025

Close Window

Cargo Unit Types



Bookings **All Cargo** Dangerous Goods

Bookings

DELETED ALL IMPORT...

Load **One** Fit Fill

UNIT TYPE	DESCRIPTION	LENGTH	WEIGHT	HEIGHT	WIDTH	LONGIT.	TRANSV.	BOOK	LOAD	LEFT	
Totals									0	0	0

Cargo plan

UNLOAD ALL

UNIT TYPE	DESCRIPTION	TOTAL	1.DECK	3.DECK	4.DECK	5.DECK	7.DECK	METERS	WEIGHT						
All Units									0					0.00 m	0.00 t

**Floating position**

Density	1.025 t/m <sup>3</sup>	6.10	At marks	6.10	6.10	Trim	F 0.00 m	Heel	0.00°	Deflection	0.00 m
		6.10	extreme	6.10	6.10						

**Weight (surveyed 2026-03-06 13:13:30 UTC)**

DW	9960 t	UnkDWT	8.13 %	Disp	29445 t
DWres	351 t				

**Stability (calculated 2026-03-11 12:11:19 UTC)**

GMf	4.03 m	GMreq	2.10 m	GMcorr	-0.41 m
-----	--------	-------	--------	--------	---------

**Longitudinal Strength**

BMmax	78 %	SFmax	91 %
Frame #5		Frame #41	

Close Window  
Cargo Unit Types

### CARGO UNIT TYPES

ICON	CODE	DESCRIPTION	COLOR	WEIGHT	LENGTH	WIDTH	HEIGHT	LONGIT. PADDING	TRANSV. PADDING
	BT	Box truck		6.00 t	8.00 m	2.60 m	4.00 m	0.10 m	0.10 m
	BUL	Bulk		5.00 t	6.00 m	2.60 m	4.00 m	0.10 m	0.10 m
	BUS	Bus		1.00 t	12.00 m	2.60 m	4.00 m	0.10 m	0.10 m
	CAR	Car		0.50 t	6.00 m	2.60 m	2.50 m	0.10 m	0.10 m
	MO	Moto		0.30 t	3.00 m	2.60 m	1.50 m	0.10 m	0.10 m
	LO	Lorry / pickup		1.50 t	6.00 m	2.60 m	4.00 m	0.10 m	0.10 m
	ST	Semi		10.00 t	12.00 m	2.60 m	4.00 m	0.10 m	0.10 m
	TRU	Single truck		9.00 t	10.00 m	2.60 m	4.00 m	0.10 m	0.10 m
	SUV	SUV		0.90 t	6.00 m	2.60 m	2.50 m	0.10 m	0.10 m
	TRA	Tractor		1.00 t	6.00 m	2.60 m	3.00 m	0.10 m	0.10 m
	TT	Tractor & trailer		12.00 t	15.00 m	2.60 m	4.00 m	0.10 m	0.10 m
	TR	Trailer		10.00 t	8.00 m	2.60 m	4.00 m	0.10 m	0.10 m
	TR1	Trailer (2)		10.00 t	10.00 m	2.60 m	2.00 m	0.30 m	0.30 m
	VAN	Van		1.20 t	8.00 m	2.60 m	4.00 m	0.10 m	0.00 m

Bookings **All Cargo** Dangerous Goods

Bookings

UNIT TYPE	DESCRIPTION	LENGTH	WEIGHT	HEIGHT	WIDTH
-----------	-------------	--------	--------	--------	-------

Totals

Floating position

Density	1.025 t/m <sup>3</sup>	6.10	At marks extreme	6.10	6.10	Trim	F 0.00 m	Heel	0.00°	Deflection	0.00 m
---------	------------------------	------	------------------	------	------	------	----------	------	-------	------------	--------

DW	9960 t	UnkDWT	8.13 %	Disp	29445 t	GMf	4.03 m	GMreq	2.10 m	GMcorr	-0.41 m
----	--------	--------	--------	------	---------	-----	--------	-------	--------	--------	---------

Strength

BMmax	78 %	SFmax	91 %
-------	------	-------	------

UNLOAD ALL

TOTAL	1.DECK	3.DECK	4.DECK	5.DECK	7.DECK	METERS	WEIGHT
-------	--------	--------	--------	--------	--------	--------	--------

0 0.00 m 0.00 t

4.DECK

3.DECK

1.DECK

Close Window  
Cargo Unit Types



Bookings All Cargo Dangerous Goods

Bookings DELETE ALL IMPORT... Load One Fit Fill

UNIT TYPE	DESCRIPTION	LENGTH	WEIGHT	HEIGHT	WIDTH	LONGIT. ...	TRANSV. ...	BOOK	LOAD	LEFT
BUS	Bus	12.00 m	1.00 t	4.00 m	2.60 m	0.10 m	0.00 m	25	0	25
ST	Semi	12.00 m	10.00 t	4.00 m	2.60 m	0.10 m	0.00 m	65	0	65
TRU	Single truck	10.00 m	9.00 t	4.00 m	2.60 m	0.10 m	0.00 m	15	0	15
CAR	Car	5.00 m	0.50 t	2.50 m	2.00 m	0.10 m	0.00 m	350	0	350
TRU	Single truck	10.00 m	9.00 t	4.00 m	2.60 m	0.10 m	0.00 m	10	0	10
LO	Lorry / pickup	6.00 m	1.50 t	4.00 m	2.60 m	0.10 m	0.00 m	5	0	5
BT	Box truck	8.00 m	6.00 t	4.00 m	2.60 m	0.10 m	0.00 m	10	0	10
BUL	Bulk	6.00 m	5.00 t	4.00 m	2.60 m	0.10 m	0.00 m	10	0	10
MO	Moto	3.00 m	0.30 t	1.50 m	2.60 m	0.10 m	0.00 m	5	0	5

Cargo plan UNLOAD ALL

UNIT TYPE	DESCRIPTION	TOTAL	1.DECK	3.DECK	4.DECK	5.DECK	7.DECK	METERS	WEIGHT
TR	Trailer	24	0	24	0	0	0	192.00 m	240.0
TR1	Trailer (2)	1	0	0	0	1	0	10.00 m	10.0
LO	Lorry / pickup	1	1	0	0	0	0	6.00 m	1.5
CAR	Car	42	42	0	0	0	0	252.00 m	21.0
BUL	Bulk	1	0	0	0	0	1	6.00 m	5.0
ST	Semi	1	0	0	0	0	1	12.00 m	10.0
BT	Box truck	1	0	0	0	0	1	8.00 m	6.0
TT	Tractor & trailer	1	0	0	0	0	1	16.00 m	40.0
BT	Box truck	1	0	0	0	0	1	6.00 m	1.0

Totals								495	0	495
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All Units	73	43	24	0	1	5	508.00 m	334.5
-----------	----	----	----	---	---	---	----------	-------

Floating position				Weight (surveyed 2026-03-19 09:49:38 UTC)			Stability (calculated 2026-03-19 11:32:28 UTC)			Longitudinal Strength			
Density	6.10 At marks extreme		Trim	Heel	Deflection	DW	UnkDWT	Disp	GMf	GMreq	GMcorr	BMmax	SFmax
1.025 t/m <sup>3</sup>	6.10	6.10	F 0.00 m	0.00°	0.00 m	9960 t	5.26 %	29445 t	4.02 m	2.10 m	-0.41 m	95 %	95 %
						DWres 351 t						Frame #95	Frame #41

# Launch scope



Finalization based on  
user feedback



AI assisted loading



Ruling for the  
automatic IMDG  
segregation



Toolbar functions,  
Keyboard shortcuts

# Fleet Intelligence

- Loaded cargo plan shared to Fleet Intelligence
- IMDG cargo exact loaded locations

NAPA Fleet Intelligence
Stability Monitor

Monitor
Dashboard
Conditions

**YOUR STABILITY FLEET**  
of 4 ships

Sort ships by

Attention required

By name

Show only ships with

Warnings

Speed over 2 kn

Collected data available

^ **OCEAN FERRY** 2281389 GM/KG LIMIT 3m ago

AIS info is not available AIS ago

• Stability
Floating
Decks
Location
Mass Loads
Cargo
Tanks
Supplemental info

**3.DECK**

Cargo Type	Units	Unit Mass [t]	Mass [t]	X [m]	Y [m]	Z [m]	Length [m]	Min [m]	Max [m]	Status	Cargo Shift
Car	30	1.00	30.00	94.00	0.00	18.35	93.60	47.20	140.80	ON	ON
Moto	5	1.00	5.00	94.00	0.00	18.35	93.60	47.20	140.80	ON	ON
<b>Subtotal</b>			<b>35.00</b>	<b>94.00</b>	<b>0.00</b>						

**2.DECK**

Cargo Type	Units	Unit Mass [t]	Mass [t]	X [m]	Y [m]	Z [m]	Length [m]	Min [m]	Max [m]	Status	Cargo Shift
Semi truck	5	1.00	5.00	66.40	0.00	15.50	148.80	-8.00	140.80	ON	ON
SUV	5	1.00	5.00	66.40	0.00	15.50	148.80	-8.00	140.80	ON	ON
<b>Subtotal</b>			<b>10.00</b>	<b>66.40</b>	<b>0.00</b>						

**1.DECK**

Cargo Type	Units	Unit Mass [t]	Mass [t]	X [m]	Y [m]	Z [m]	Length [m]	Min [m]	Max [m]	Status	Cargo Shift
Box truck	10	1.00	10.00	70.51	0.00	10.00	157.03	-8.00	149.03	ON	ON
Tractor	3	1.00	3.00	70.51	0.00	10.00	157.03	-8.00	149.03	ON	ON
Van	3	1.00	3.00	70.51	0.00	10.00	157.03	-8.00	149.03	ON	ON
<b>Subtotal</b>			<b>16.00</b>	<b>70.51</b>	<b>0.00</b>						
<b>Total</b>			<b>61.00</b>	<b>83.31</b>	<b>0.00</b>						



31.3.2026

# Future

## Integration between NAPA and Stena

- Even more integration between NAPA Stability and Stena systems
- Web browser user interface for more efficient loading

# Q&A

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## Thank you!

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### Give feedback

Scan QR code and rate the session you just attended so we can improve the event in real time. It takes ~10 seconds.

