

**[PPA MEMORANDUM CIRCULAR NO. 47-2000,
November 10, 2000]**

**CLARIFICATION ON THE REGULATIONS ON DOMESTIC ROLL-ON-
ROLL-OFF (RO-RO) TRANSPORT OPERATIONS AND TARIFF
UNDER PPA ADMINISTRATIVE ORDER NO. 05-95**

There have been varied interpretations of the rules and regulations on ro-ro transport operations and rates prescribed in PPA Administrative Order No.-05-95, as amended by PPA AO No 07-98, and further amended by PPA Operations Memorandum Order No. 02-2000. Pending the finalization of the agreement on the updated regulations and handling fees for ro-ro cargoes among the shipowners, cargo handling operators and shippers/consignees, which is the subject to the on-going workshops in Manila and Cebu, the following clarifications are hereby issued.

1. **SCOPE** — This Memorandum Circular shall cover all domestic ro-ro cargoes loaded/discharged to/from Ro-Ro vessels that-call at government ports operated by cargo handlers with expired cargo handling contracts or new cargo handling contracts/permits to operate issued on or after the issuance of PPA AO 05-95.

2. **DEFINITION OF TERMS**

2.1 **RO-RO Vessel** — a vessel having the capacity to permit the horizontal mode of transferring cargoes from the pier/wharf to the vessel or vice versa, through the use of a ship or shore-based ramps over the side, at the bow or at the stern of the ship.

2.2 **RO-RO Cargo** — a unitized cargo capable of being loaded into or unloaded from a RO-RO vessel, using its own wheels and motive power, or being towed or drawn by a temporary handling equipment.

2.3 **RO-RO Self-Propelled or Pure RO-RO** — vehicles of any type (private, cargo or passenger) empty or loaded, are driven on their own power into or out of the RO-RO vessel without rehandling at the pier/wharf or grounding on board the vessel.

2.4 **CHA-RO** — chassis or trailers, empty or loaded with cargo, whether breakbulk, unitized, palletized or containers, are towed or wheeled into or out of the roro vessel by means of a prime mover, tractor or tow motor, without cargo rehandling, shifting or grounding on vessel and where no other cargo handling is rendered except lashing or unlashng.

2.5 **STO-RO** — conventional, unitized, palletized cargoes or containers which are carried from the apron and stowed into RO-RO vessel or out of the RO-RO vessel to apron or waiting truck, by means of a forklift or similar wheeled equipment. The forklift provides the temporary mobile system for such cargo.

3. CLARIFICATIONS

3.1 The rates under PPA Operations Memo Order No. 02-2000, which are hereby reiterated, shall continue to remain in force and effect:

3.1.1 RO-RO Self-Propelled

	<u>Rate/Vehicle</u>
Private Vehicle (non-cargo/non-passenger)	15.00
Cargo/Passenger Jeep (Loaded or Empty)	
4 wheeler	41.00
6 wheeler	81.00
Cargo Truck/Passenger Bus (Loaded or Empty)	
6 wheeler	153.00
10 wheeler	308.00
14 wheeler	357.00
16 wheeler and above	409.00
Heavy equipment	473.00

The rate of P15.00 for private vehicle shall be applied only if the driving of the same or out of the ro-ro vessel is done by the owner/driver himself. In the event that the responsibility of driving the vehicle is turned over to the cargo handler, the rate of P41.00 for wheeler cargo/passenger jeep shall be imposed.

3.1.2 CHA-RO

3.1.2.1 Container/s mounted on chassis or trailer:

		<u>HANDLING</u> <u>Fee</u>	
	<u>Basis</u>	<u>Loaded</u>	<u>Empty</u>
Below 10 footer	Per box	74.00	22.00
10 footer	Per box	147.00	45.00
Over 10 to 20 footer	Per box	296.00	119.00
Over 20 to 35 footer	Per box	517.00	207.00
Over 35 to 40 footer	Per box	593.00	238.00

3.1.2.2 Conventional cargo (breakbulk, palletized or unitized, live animals, iron and steel products, etc.) loaded on trailers and towed in/out of the Ro-Ro vessels: