

**[PPA ADMINISTRATIVE ORDER NO. 05-95,
November 20, 1995]**

**REGULATIONS ON DOMESTIC ROLL-ON ROLL-OFF (RO-RO)
TRANSPORT OPERATIONS AND RATES/CHARGES**

Pursuant to Board Resolution No. 1492 and to Section 20 of P.D. 857 as amended, and in order to rationalize the operations and imposition of cargo handling charges in domestic RO-RO Transport System throughout the country, the following guidelines are hereby issued:

1

Scope

This Administrative Order shall cover all domestic cargoes loaded/discharged to/from RO-RO vessels that call at all ports covered by existing cargo handling contracts within the jurisdiction of the Philippine Ports Authority.

2

Definition of Terms

2.1 Roll-On-Roll-Off (RO-RO) Transport — A mode of marine transport in which the cargo comprises a series of units, each capable of being loaded into and unloaded from the ship by essentially horizontal movements through the use of a ship or shore-based ramp, every unit being moved on its own wheels, or by a temporary mobile system, which may or may not be carried with the unit on the ship for use at both ends of the voyage.

2.2 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.

2.3 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.

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Policy Statements

The Authority shall adopt the following policy guidelines in RO-RO transport operations:

3.1 The principle of "No Work, No Pay" in cargo handling operations. Towards this

end, in ports that cater purely to RO-RO operation, there shall be no cargo handling interplay and all charges shall accrue to the Authority, except when the management of such ports catering purely to RO-RO traffic is given to a port operator;

3.2 The improvement of productivity and efficiency in the transport of goods by tapping the full potential benefits of RO-RO as an economic means of transportation in the country;

3.3. The minimization of delays and the elimination of unnecessary activities on the flow of RO-RO traffic by making RO-RO transport an integral part of the road system;

3.4. The development of a system for the nationwide adoption of RO-RO services thru PPA's short-term port improvement program; and

3.5 In ports where there are mixed RO-RO and conventional handling operations, pure RO-RO transport should be covered separately in the contract with CH companies, unless the Authority directly handles the task.

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Types of RO-RO Cargoes

For purposes of this regulation RO-RO cargoes are classified as follows:

4.1 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;

4.2 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 RO-RO 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 unlashings;

4.3 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; and

4.4 Others — All other cargoes loaded/discharged from RO-RO vessel not in accordance with the above described services and which require rehandling on the wharf or dock shall be considered conventional.

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Major Areas of Operations

RO-RO operations involve three major areas of operations, these are:

5.1 Delineate the Marshalling Area — This means allocating and making queuing

lanes, setting-up proper signs concerning information and instructions, and establishing adequate access lanes for other vehicular traffic. This may involve setting up a public address system to cover a marshalling area operations. It may further involve coordination with local government authorities for interim roadside parking if port area is limited.

5.2 Segregate RO-RO Traffic — This concerns the establishment of sequence of activities to be covered in RO-RO operations. Thus:

5.2.1 First, allow all passengers to disembark;

5.2.2 Second, inbound vehicles and cargoes to be unloaded;

5.2.3 Third, outbound passengers to board; and

5.2.4 Fourth and last, vehicles to be loaded.

5.3 Clarify Loading Sequence — It is the obligation of the shipping company to book outbound vehicles and indicate the loading sequence for the cargo handler to implement. As an alternative, an explicit written procedures using the "first-come first-served" principle with the desired mix of vehicle types and load configurations may be followed.

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Services in RO-RO Operations

Since not all terminals have available purpose-built RO-RO facilities, the following services are necessary in RO-RO operations.

6.1 Designation of a marshalling area in ports with RO-RO traffic by the PMO;

6.2 Receipt of cargo from the shipping/cargo owner and directing the driver to the proper parking space in the designated marshalling area by the cargo handling operator;

6.3 Supervision of the parking of outbound RO-RO cargo in the marshalling area by the cargo handling operator;

6.4 Security of the RO-RO cargo while under the custody of the operator;

6.5 Ship's stowage planning by the vessel officer concerned;

6.6 Supervision of loading/unloading sequence implementation of RO-RO cargo and directing traffic in the process by the cargo handling operator;

6.7 Maneuvering of RO-RO vehicle on and off the vessel by the vehicle driver;

6.8 Securing RO-RO cargo onto vessel deck by the vessel crew or cargo handler at option of vessel; and

6.9 Provision of equipment such as prime mover and forklift (with operator/driver)