



REPORT ON COASTAL RO-RO SERVICE

ISSUES AND SOLUTIONS

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RORO VS LOLO OF WHEELED VEHICLES

TYPICAL RORO WITH STERN RAMP,
TRUCK DRIVING ON



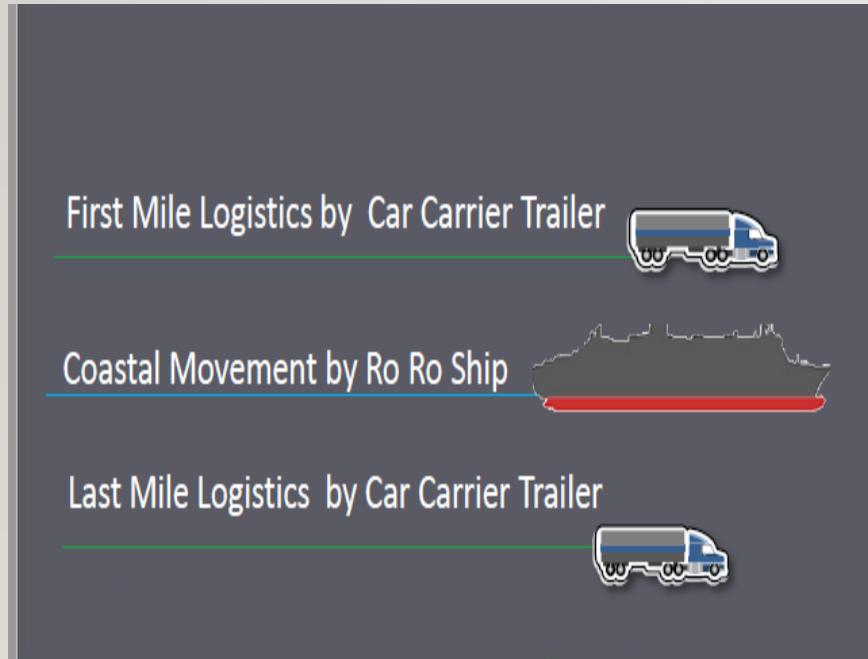
CONVENTIONAL LIFT ON/OFF OF
A TRUCK, USING SHIPS CRANE





WHY DO WE NEED A RORO SERVICE

MODAL SHIFT NEEDED TO DECONGEST



UNUSED COASTLINE WAITING TO BE TAPPED





WHY DO WE NEED A RORO SERVICE??



- Need to mitigate Climate Change & global warming
- Fulfill India's commitment to Paris Protocol of reducing non fossil fuel usage
- Reduce existential threats to human societies
- Reduce environmental damage
- Availability of IT enabled integrated systems to coordinate truck movement by the Coast





WHY DO WE NEED A RORO SERVICE??

- Reducing fatigue of drivers
- Reducing fatalities on the road in INDIA - 12.3 % of accidents & 15.8 % of fatalities on Indian roads caused by trucks
- Meet WHO Agenda for Sustainable development of reducing by half , number of deaths & injuries.
- INDIA is vulnerable since 93% of the world's fatalities occur in low- and middle-income countries despite having approximately 60% of the world's vehicles.
- Road traffic injuries -leading cause of death for children & young adults aged 5-29 years.





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CHALLENGES

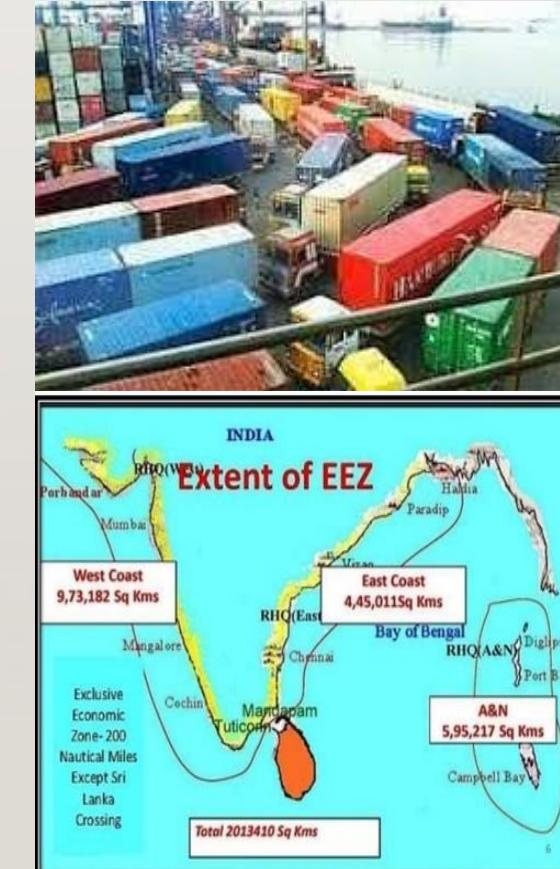
- Insufficient parking space at our Ports
- Lack of monetary incentive
- Complexity of Documentation
- Decentralization of authority by fleet owners
- Inadequate Infrastructure at ports
- Non-mandatory to move certain volume of vehicle by coastal routes
- No Fiscal benefits for coastal Ro-Ro operators: withdrawal of incentives





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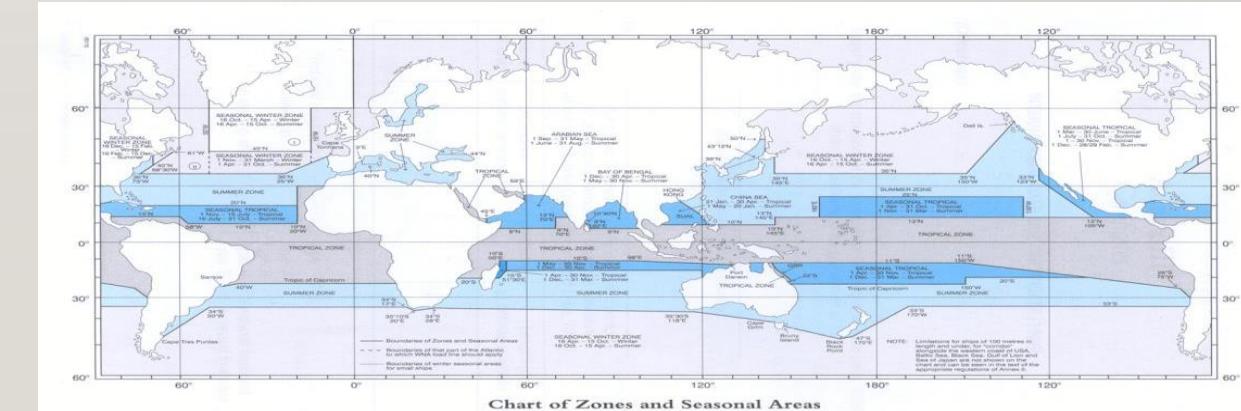
- Maritime Policy issues, amendment of the MS Act 1958,
- Rigid Customs Regulations, not applicable for Coastal Trade (Sections 30-32, 39-41, Sec 93, Sec 98 & Chapter XII)
- First & Last Mile connectivity restrictions
- Absence of sync between OEM's & dealers
- Absence of support from PSU's





MITIGATION MEASURES

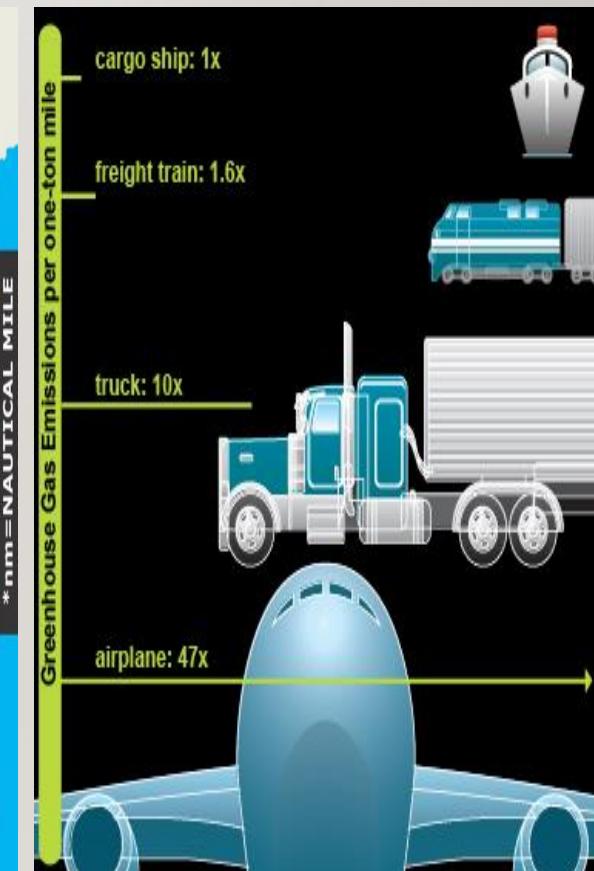
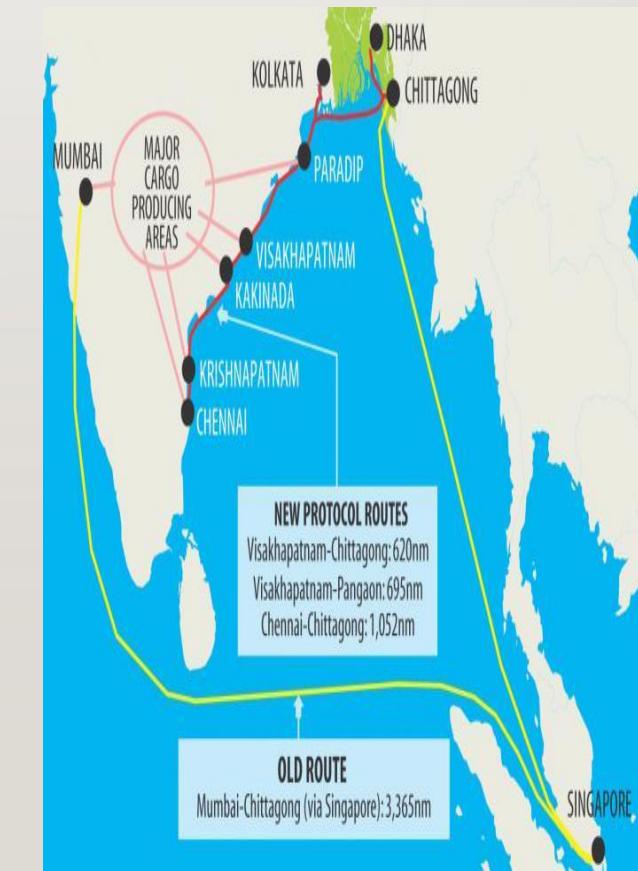
- Allot adequate & dedicated truck/car parking space & other amenities in Ports, identify unused Port facilities for this.
- Government to mandate OEM's / PSU to move minimum volumes by Coastal Route
- RORO ships to be permitted to carry Coastal & EXIM cargo in the same bottom (now permitted only for Container ships & fertilizers, Agri products, fisheries etc)
- Easing Customs Procedures for RORO cargoes , simplify documentation.
- Amend MS Act –Load line Rules, Cabotage, Technical issues, Dual Class,





MITIGATION MEASURES INCENTIVES

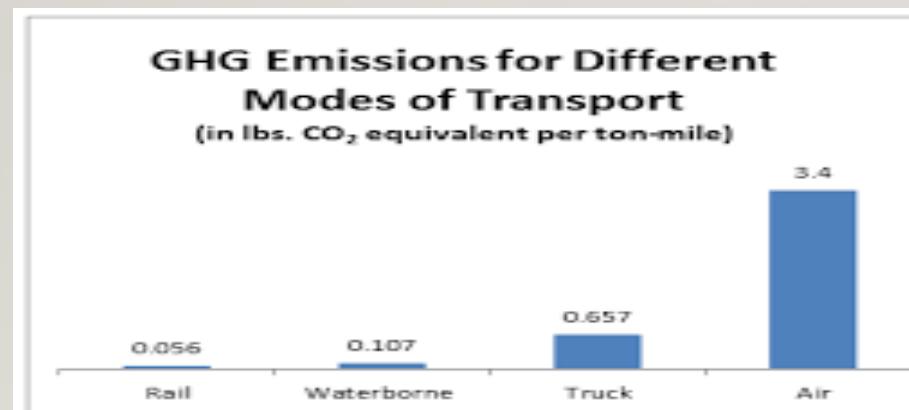
- To ensure continuity, GOI to write Fiscal Policy to benefit movement by Coastal Sea Route SUCH AS:
- Introduction of policy for extended free storage for RORO Cargo since aggregation make take longer
- Relaxing duty for Coastal Bunker Fuel
- Incentives for purchasing ANY GOODS moved through coastal shipping.
- Introduction of policy for ton-mile incentive for truckers to perform road/sea/road





MITIGATION MEASURES ENVIRONMENT

- Promoting and branding Green Logistics
- Provide carbon credits & incentives for promoting GHG emission reduction
- Provide incentives for door to door deliveries using coastal route





CONCLUSION

- GOI to identify ports for infrastructure development; set up a Coastal Shipping committee which will ensure:
- GOI to take the lead in bringing truck fleet owners with RORO operators to the same platform.
- Identify Major Ports that are capable of supporting a Coastal service
- Ensure frequency of service
- Ensure Ease of doing business
- Work with State Govts to establish industrial corridor along the coastline of India, proximate to Ports capable of handling RORO's.