



REPORT ON COASTAL RO-RO SERVICE

ISSUES AND SOLUTIONS

By
Rahul B Modi,
CHAIRMAN,
Sub Committee on Ro-Ro
National Shipping Board,
Ministry of Shipping,
Govt of India.

SUB COMMITTEE MEMBERS

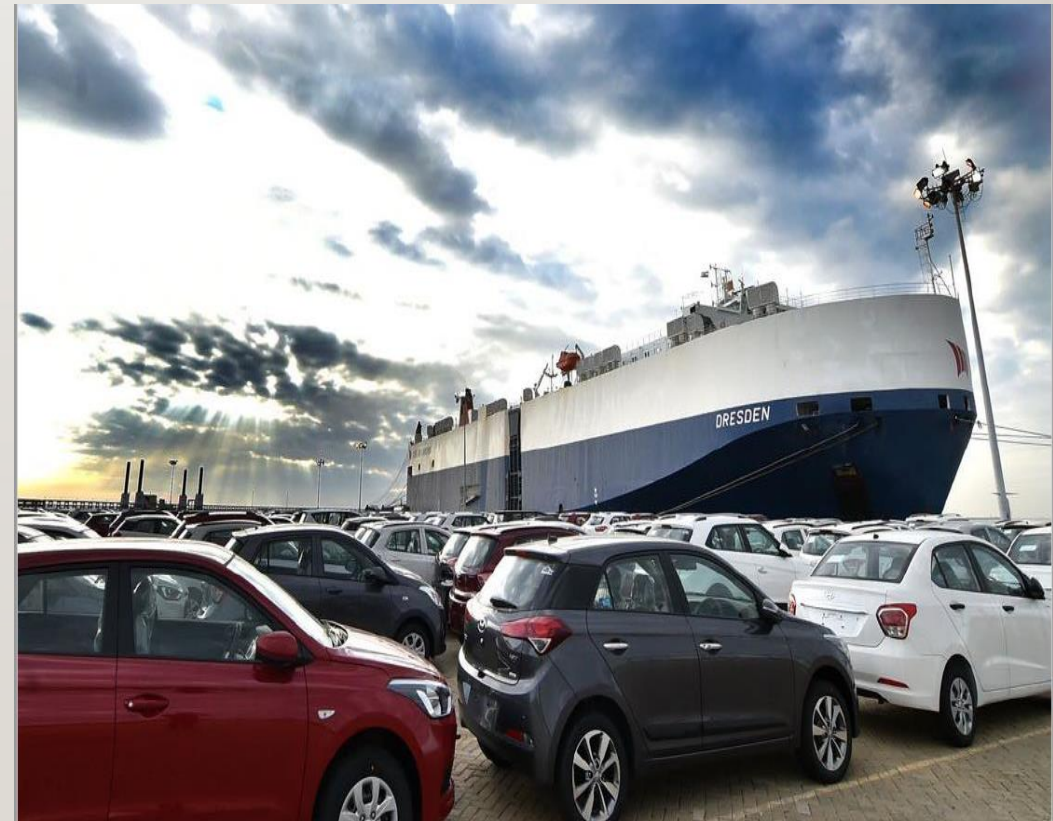
Ishwar Achanta

Sanjay Parashar

Anil Devli

Aditya Suklikar

22nd September ,2020





RORO VS LOLO OF WHEELED VEHICLES

TYPICAL RORO WITH STERN RAMP,
TRUCK DRIVING ON



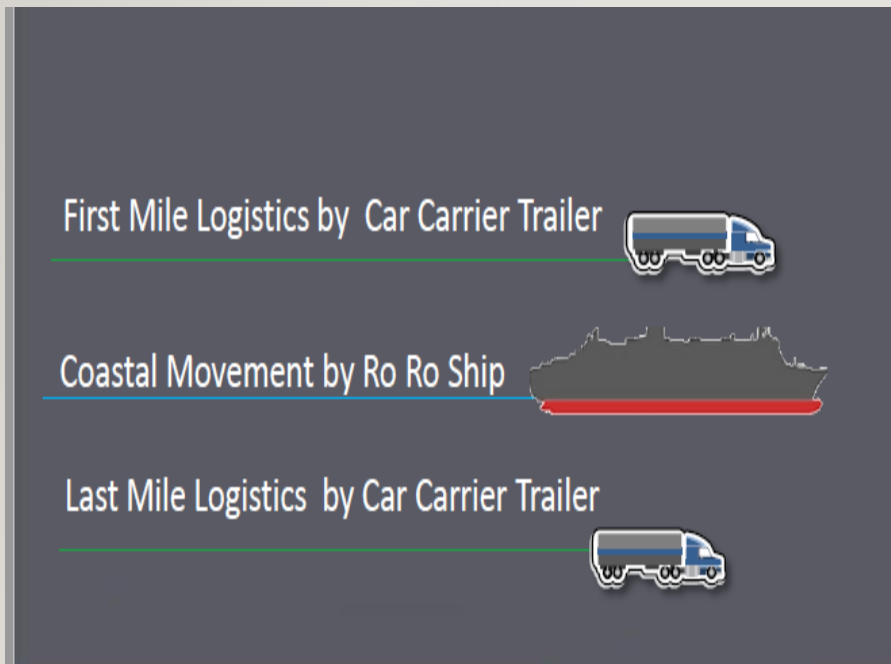
CONVENTIONAL LIFT ON/OFF OF
A TRUCK, USING SHIPS CRANE



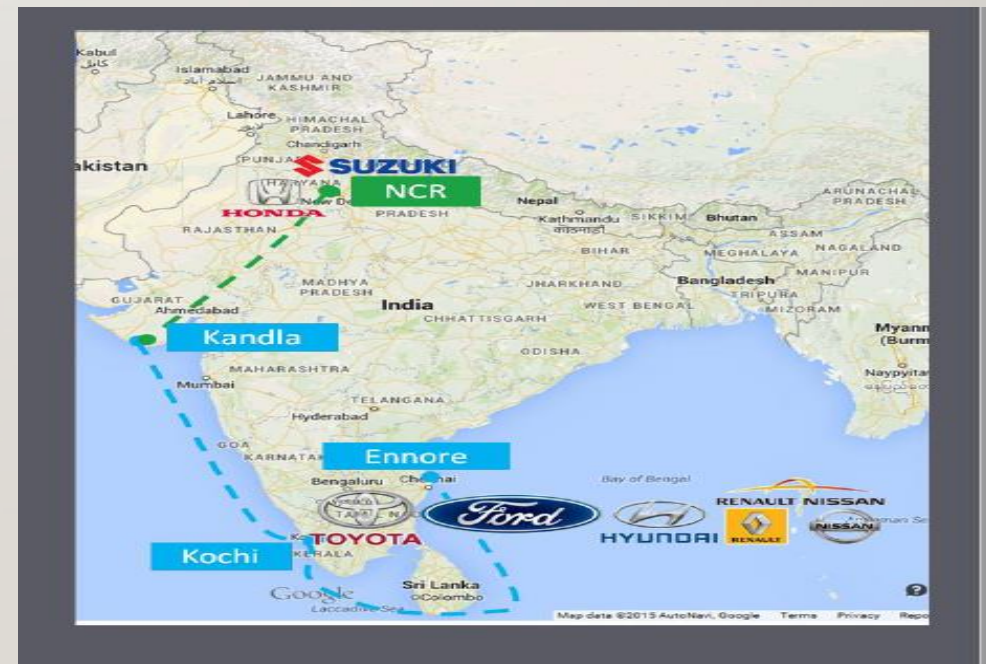


WHY DO WE NEED A RORO SERVICE

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.





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.





CHALLENGES

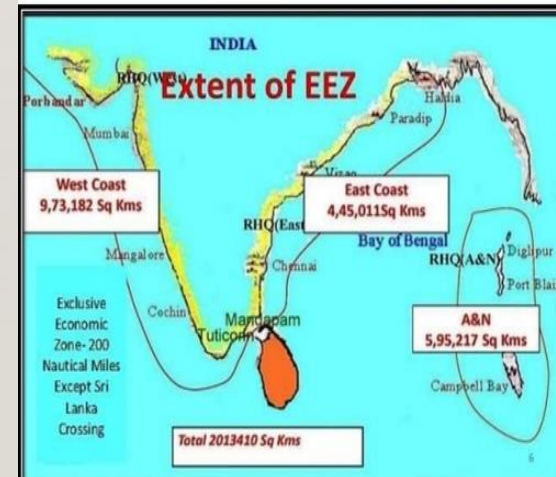
- Insufficient parking space at our Ports
- Lack of monetary incentive
- Complexity of Documentation
- Decentralization of authority by fleet owners
- Inadequate Infrastructure at ports
- Non-mandatory to move certain volume of vehicle by coastal routes
- No Fiscal benefits for coastal Ro-Ro operators: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





CHALLENGES

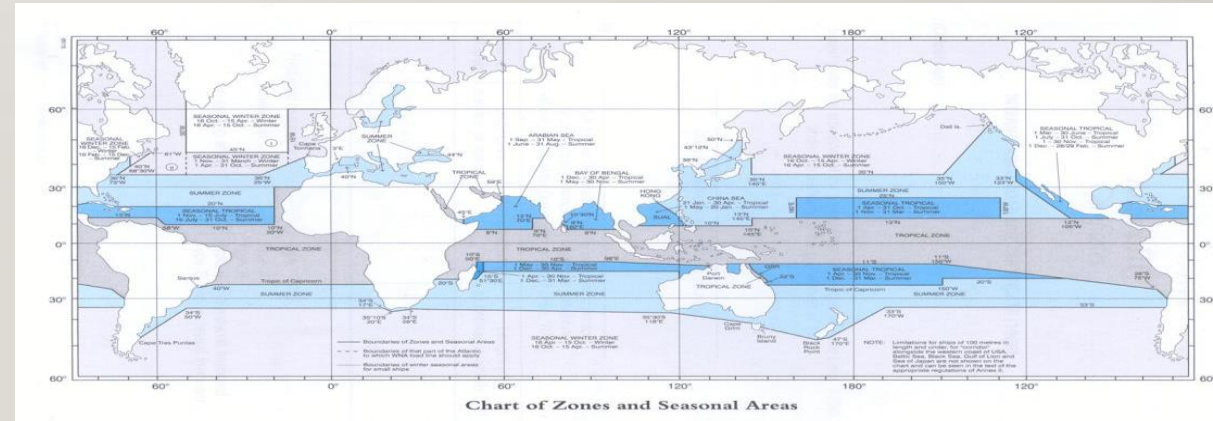
- Maritime Policy issues, amendment of the MS Act 1958,
- Rigid Customs Regulations, not applicable for Coastal Trade (Sections 30-32, 39-41, Sec 93, Sec 98 & Chapter XII)
- First & Last Mile connectivity restrictions
- Absence of sync between OEM's & dealers
- Absence of support from PSU's





MITIGATION MEASURES

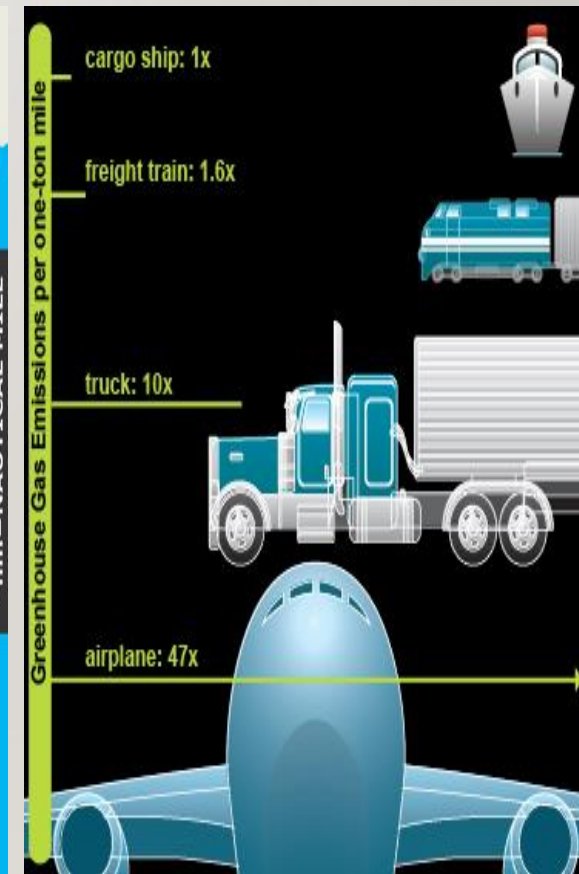
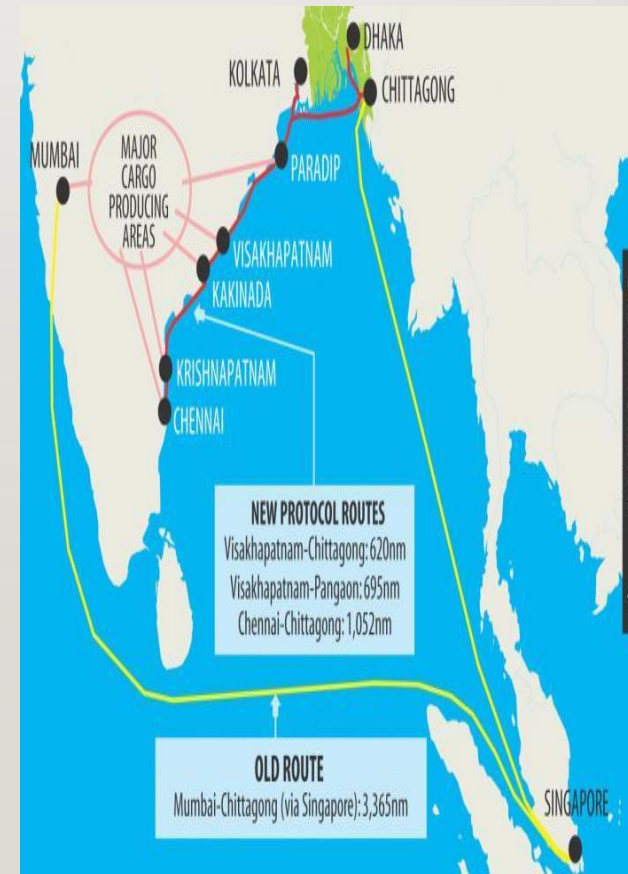
- Allot adequate & dedicated truck/car parking space & other amenities in Ports, identify unused Port facilities for this.
- Government to mandate OEM's / PSU to move minimum volumes by Coastal Route
- RORO ships to be permitted to carry Coastal & EXIM cargo in the same bottom (now permitted only for 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

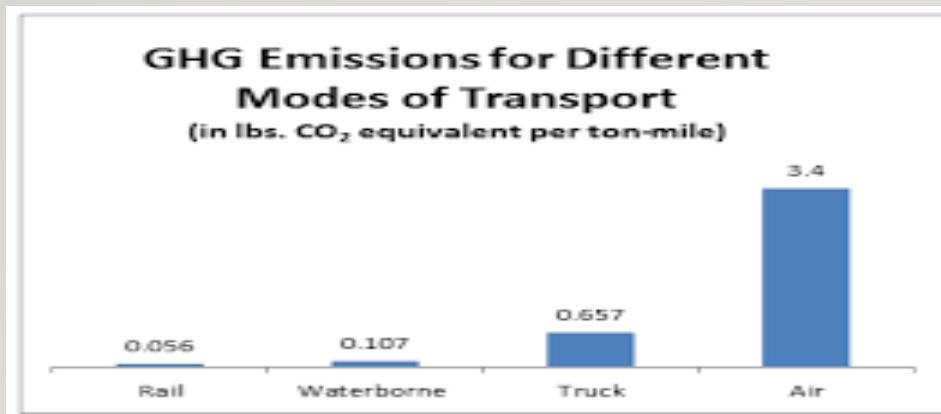
- To ensure continuity, GOI to write Fiscal Policy to benefit movement by Coastal Sea Route SUCH AS:
- Introduction of policy for extended free storage for RORO Cargo since aggregation make take longer
- Relaxing duty for Coastal Bunker Fuel
- Incentives for purchasing ANY GOODS moved through coastal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