



RoRo and (freight) ferry

Factsheet RoRo and (freight) ferry

Rolling cargo and the various opportunities for transport of this cargo is the subject of this factsheet. The various kinds of Roll-on-Roll-off (RoRo) services will be discussed.

The definition RoRo refers to cargo which is loaded on board ship while rolling, contrary to LoLo transport, which means Lift-on-Lift-off. In this case mostly containers are loaded and unloaded with a crane.

There are various kinds of RoRo cargo, such as trailers, with and without the (pulling unit) truck, cars, but larger equipment as well, such as earth-moving machines, oversized cargo; in fact all rolling stock or items made rolling by means of wheels.

The following kinds of services are distinguished:

- RoPax (Roll-on Roll-off Passenger)
- Freight ferry
- Multipurpose



DFDS



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RoPax (Roll-on Roll-off Passenger)

Characteristics:

- Transport of passengers and freight
- Mostly driver accompanied transport



Interforest Terminal Rotterdam

This kind of RoRo's core business is transportation of passengers and their cars and – when the occasion arises – their caravans and truck/trailer combinations together with their drivers. Transport of accompanied cargo units is a very important aspect in RoPax ferry services. The accommodation on board ship plays a key role. The driver complies with the required time off duty during the voyage, while transport of goods continues without affecting the available driving time. Trailers, however, can also be carried without driver and truck. A number of companies offer services to arrange door-to-door transport of these trailers.

Cargo also carried by RoPax vessels are draglines, mobile cranes, army equipment and cargo without wheels. This cargo will be made rolling by positioning it on what is called a roll trailer or mafi. Particularly containers are shipped this way. Vessels also take in IMDG cargo, under certain conditions. Reefer cargo units can be plugged into electric plugs onboard.

RoPax vessels operate on short distances only, as their core business is passengers transport. They offer at least one sailing per day from both ports, thus responding to the customer's demand.



Side-port schip van Sea-Cargo

Freight-ferry

Characteristics:

- Transport of freight
- Un-accompanied transport

This kind of RoRo is focused on carrying freight. Vessels take all kinds of rolling stock and non-rolling is made as such. They mainly carry trailers without truck and driver, although most vessels have limited accommodation for 12 drivers maximum.

Containers can be carried double stack, one container on top of the other, loaded on one mafi.



Double stack

The two kinds of RoRo services mentioned are carried out by vessels equipped with access and exit ramps at the front and the rear of the vessels. Rolling cargo can go onboard and from board using these ramps. Drivers themselves can do that, or a terminal truck or tug master for cargo on chassis.

Multipurpose

Characteristics:

- Transport of freight
- Un-accompanied transport
- Rolling and non-rolling cargo

The notion multipurpose RoRo vessel refers to a large variety of vessels. There are vessels with 'doors' at the front and the rear. The freight ferry, as described



m.v. Kraftca van Transfennica



before, is an example of this type. Vessels with a door at the side (side-port ship) are another example. These vessels often ship e.g. palletised cargo or rolls of paper or steel. The cargo is driven into the vessel with a forklift truck via a system of roadways or lift to the respective deck.

There are vessels with a crane onboard ship as well, which allows them to load and unload independently from cranes at the quay. These kinds of vessels can also be equipped with special container or all weather deck, on which container cranes ashore can load containers. This kind of vessel is called ConRo and can carry virtually every kind of cargo; rolling, oversized, neo-bulk, general cargo – such as palletised cargo, paper and steel coils – and containers, but yachts, temperature controlled cargo and IMDG-goods as well. The kinds of general cargo mentioned are loaded with a forklift truck into the side-port ship.

Services rendered with freight ferries and multipurpose vessels are mainly offered on long distance routes, but onto the UK as well.



Van Uden

More opportunities

There are dedicated car carriers as well. These vessels are designed for transport of (new) motor cars. Some services also carry different rolling cargo, but often have limits for size and weight of the specific cargoes.

A large number of direct RoRo shortsea connections to European destinations are on offer from the Netherlands. In case a route via road is crossed by waterways, it is only logical to use the ferry. Road hauliers do not always take the shortest way. A well-tried example is driving to a German port (Lubeck or Travemünde) after which the lorry driver takes a ferry to one of the Baltic States. By doing this, he avoids a number of country borders and bad motorways. Another example is shown in the southern part of Europe with its ferry cruises and cruise ferries between Italy and Spain. The road haulier avoids the Pyrenees, the French motorways and the Alps when doing this.

Developments

In the past years RoRo vessels have become larger. For a number of destinations existing ships have been lengthened and for other routes new ships have been built. Another trend is the "greening" of ships; e.g ships with windmills on deck or a vessel using LNG (Liquified natural gas).



Mann Lines

Statistics

In 2009 total shortsea transport amounted to 1,68 billion ton.

Share of RoRo shipments was 12,5% (210 million ton)

Destinations	Baltic Sea	North Sea	Black Sea	Med. Sea	Atlantic Ocean
Total shortsea	375	504	121	566	262
RoRo	59	48		49	54
Share RoRo	16%	10%	0,4%	9%	21%

Source: Eurostat



RoRo-operators

There is a wide variety of RoRo operators from the Netherlands that offer one or more services to European destinations. Below is a description of the scheduled services of our financial participants.

Broekman Motorships

Broekman in Rotterdam is agent for two services of the Grimaldi Group. The Euro Aegean and Euro-Med Service. Both services have weekly sailings to the United Kingdom, Spain, Portugal, Italy, Greece and Turkey. Besides the transport of passenger and commercial motor vehicle all kinds of rolling cargo can be transported to a maximum weight of 100 tonnes and a height of 4.5 m

📍 www.broekman-group.nl
www.grimaldi.napoli.it

DFDS Seaways

DFDS maintains RoRo services from Vlaardingen to the United Kingdom: 6 times a week to Immingham (conro) and to Felixstowe 15 times a week. From IJmuiden a Ropax sails 7 times a week to Newcastle on Tyne. Under the name DFDS Logistics the company provides with trailers house / house transport to the UK.

📍 www.dfds.com

Eimskip

Eimskip maintains a weekly combined service from Rotterdam to three ports in Iceland. Rolling cargo for this service is loaded on 20ft or 40ft flats and shipped to Iceland; there are also LCL (groupage) possibilities.

📍 www.eimskip.com

Interforest Terminal Rotterdam

Interforest is agent for the service of SCA Transforest, which offers from its own terminal in Rotterdam two sailings per week to the Swedish port of Umea, Husum, Iggesund and Sundsvall and weekly to Helsingborg. The company used this so-called cassettes, with a payload of 60 tonnes. Unaccompanied trailers can be shipped and SCA offers house/house transport with 20ft and 40ft containers and also LCL (groupage) possibilities.

📍 www.interforest.nl
www.sca.com/transforest

Mann Lines

Mann Lines has a weekly RoRo service from Terneuzen to Pitea and Södertälje in Sweden. Besides rolling cargo, the ships can carry breakbulk cargo. Mann Lines offers house/house transport with 20ft and 40ft containers.

📍 www.mannlines.ee

Sea-Cargo AS

Sea-Cargo has its own office in Amsterdam and offers with two RoRo vessels two sailings per week to Esbjerg (Denmark) and the Norwegian ports Tananger, Haugesund and Bergen. On a weekly basis a.o. Kristiansund, Florø, Molde and Aberdeen in Scotland are served. In addition to rolling cargo, also project cargo and breakbulk will be accepted. For house/house transport all types of containers are offered, including 40ft and 45ft pallet wide containers.

📍 www.sea-cargo.no

Transfennica

Transfennica maintains under the name Trans Iberia a RoRo service to Bilbao with three departures a week. The ships can carry besides trailers, also (tank) containers and project cargo to a maximum weight of 225 tons. They also offer RoRo transport and possibilities for container and conventional cargo to Finland and St. Petersburg. Under the name of Transfennica Logistics they offer door-to-door transport with containers and trailers.

📍 www.transfennica.com
www.transfennicalogistics.com

Van Uden Maritime

Van Uden Maritime acts as agent for Van Uden RoRo. They maintain a regular service to destinations in the Eastern Mediterranean and North Africa with a sailing every 14 days. Destination countries are Turkey, Syria, Cyprus, Egypt, Lebanon, Greece and Libya. The ships are suitable for both rolling- and project cargo.

📍 www.vanudenmaritime.com

VCK Logistics

VCK Logistics in Amsterdam represents Finnlines, that maintains a weekly RoRo service from Amsterdam to Helsinki and Rauma in Finland, the Polish port of Gdynia and St. Petersburg. The ships can ship both rolling cargo and containers. VCK also offers house /house transport with 20ft, 40ft and 45ft pallet wide containers. VCK is also agent for UPM Seaways with a weekly RoRo service to the Finnish ports of Kotka and Rauma. The ships are suitable for the transport of forest products, but also for RoRo and container cargo.

📍 www.vcklogistics.nl
www.finnlines.com
www.upmseaways.com

