

## Risks and preventive measures regarding RO-RO shipping.

Ro-Ro shipping is safe, cheap and practical form of transportation which is highly preferred due to many advantages it serves. This mode of transportation not only reduces the transportation costs, but it also satisfies the speed which is needed in the commercial life as the vessel stays in the port for shorter period.



The term “Ro-Ro” is an abbreviation of the words “Roll on- Roll off”. This form of transportation is used for transporting other vehicles such as cars, trucks and even trains on board. Ro-Ro shipping is usually carried out by regular lines called “Liners”. The main advantage of this shipping form can be deemed to be less damage risk- as there is no deck loaded Cargo-, less waiting and of course less expenses.

Despite above counted advantages, there are some disadvantages which should be specially considered for this form of shipping. In this article, we would like to highlight some of these claim types. Actually, TP&I has many assured who are in Ro-Ro business in practice, thus we shall mention about frequently seen claim types in this regard, in Ro-Ro vessels, which carries Claims risk both for the passenger and the Cargo itself.

In order to minimize the risks to passengers, the following general practices should be taken into consideration.

Despite all necessary precautions in terms of equipment which would have taken by an owner, the passengers are still can be subject to serious injuries occurred in consequence of slipping, falling and tripping etc. Especially in summer times, the slippers worn by the passengers are extremely slippery, thus the stairs, door thresholds, covers or steps must be painted with anti-slip painting. Remarkable posters for cautionary reasons would work as well!

The announcements which contain all necessary safety information on possible risks before departure and arrival must be in order. The posters must be hung in places where passengers are located and if possible, they must be put into the seat pockets.

The lightening must be adequate in the stairs, stairwells and walking trails and if not so, warning signboards and posters would help.



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The locations where the passengers are not allowed to enter must be locked and this prohibition must be shown by a poster.

In order to prevent spill of hot beverages, protective lid/cover must be used accordingly, so as to avoid burning due to contact with hot content.

Another frequent type of claim is squeezing between gates by sudden closing of the same. For avoidance of such risk, which could unfortunately find children in many cases, there must be protective stoppers. Same can be applied for windows as well. Needless to say, but little kids must always be accompanied during voyage.

Another risk we face in Ro-Ro vessels are the ones which occur during berthing and departure, such as hitting by the rope, squeezed feet under hatches and falling down by losing the balance. These risks must be prevented by locating appropriate barriers such as ropes, chains and doors where necessary, which would be supported by a crew in charge to organize the vessel's loading and/or discharge.

The cargo damages encountered in Ro-Ro ships is mostly caused by lashing. Lashing (vehicle fixing) operations should be carried out in accordance with international safe lashing standards and should be applied to all vehicles without exception. At the same time, it is essential that the crew performing the loading and discharging operations has to be experienced and expert in their job. It is also of great importance to comply with the cargo plans.

In order to minimize the risks that may cause cargo damage, the following general practices should be taken into consideration.

All of the parking areas in the ship must be marked with height marks.

It is necessary to make sure that all the hatches and / or ramps are clear both on the arrival and departure of the ship. Entry and / or exit should not be allowed without clearance is approved by Officer in charge.

During the ship's vehicle entrances, announcements should be made at certain times and after the engines of the vehicles are stopped, it should be checked by the drivers that the hand brakes are pulled, signs and posters should be hung on the parking areas in this direction.

Passenger crossings should not be allowed in areas within the ship where vehicle passes are located.

In-ship lashing of loaded vehicles must be done completely.

Vehicles with top-heavy or slack loads should not be allowed to enter the ship.

Entry to the ship should not be allowed, especially the trucks with lowered chassis and / or modified and / or additional accessories (especially the fenders, lowered front or rear bumpers) mounted which cause the damages during the ramp crossings.

Motorcycles must be properly secured against falling over.

In this difficult period we are in, we wish all our seafarers safe and calm seas.