



Barcelona Shipping
Agents Association

Ro-Ro Cargo Shipping

FONASBA ACB Online Course. 5th Edition.

From October 11th to November 14th, 2025

ENROLMENT NOW OPEN!

acb@consignatarios.com



This course has been designed to introduce the student to ro-ro cargo shipping. Ro-ro cargo shipping is extremely important due to its capacity to transport high value goods such as cars and trucks, as well as oversized cargo such as public works machinery, railway cargo such as train wagons, containers and many other types of goods and rolling cargo.

The student will gain in-depth knowledge of the subject throughout the course, gradually increasing their understanding of both ro-ro cargo shipping and short sea shipping. And from the perspective of both the shipowner and the shipping agency.

The aim of this course is to gain knowledge and understanding of the origin and evolution of vehicle shipping and the different types of vessels for ro-ro shipping. It is essential to take a look at the agents involved in the logistics chain, both logistics companies as well as maritime and intermodal terminals and distributors. In this course, the main characteristics of the Pure Car and Truck Carrier (PCTC) vessel will be studied, followed by a detailed look at the operating costs of this type of vessel, the types of charter contracts, the costs associated with port calls and the shipping terms.

Once familiarised with the context of ro-ro cargo shipping, the student will examine the functioning of the logistics chain right from the beginning, the manufacture of the vehicle, through to the contracting of shipping between shipping companies and their clients. To

do this, the different logistical stages will be analysed, the logistics at the plant, the logistics to the port and, in particular, the logistics linked to the port area.

In ro-ro cargo shipping, extensive knowledge of port logistics is vital. The student will gain a complete overview of all the necessary operational and documentary procedures from the reception of the unit to its loading on board, for vehicles as well as for rolling cargo and project cargo on ro-ro vessels. It is essential to understand what we are going to load, its lifting and lashing points, the packaging, etc. The student will be given training contents with the main recommendations of the shipping companies in terms of loading and lashing and the means and procedures for handling, thereby preventing any possible damage to the cargo.

This syllabus includes, due to its importance within the context of ro-ro cargo shipping and at European level, a unit focusing on Short Sea Shipping. The student will learn about the legal basis for the development of cabotage within the EU and with neighbouring countries, Customs regulations and will identify the alternative shipping routes for ro-ro cargo shipping, instead of road haulage. To do this, the legislation will be studied along with the regulatory framework for Short Sea Shipping, the types of vessels used, the types of good shipped and the operating procedures.

The course table of contents specifies the targets to be achieved in each of the subjects.

NO PRIOR KNOWLEDGE IS REQUIRED TO ENROL.



This course is designed for employees of shipping companies and shipping agencies who want to learn about the operating procedures of this section of the shipping business, as well as for those who are involved in ro-ro cargo shipping and who need to increase and update their knowledge.

This course is also suitable for import/export companies, freight forwarders, customs agents, port terminals and logistics companies interested in this type of shipping. It is also useful for professionals in the vehicle manufacturing industry and the companies that provide transport and logistics services to this industry.

Our training is also useful to supplement the knowledge of students on vocational training programmes of international trade and international transport, as well as for anyone who wants to broaden their knowledge in order to gain better job opportunities.



The experts, our principal value! All of them are managers of shipping agencies and shipping companies and specialists in the ro-ro cargo shipping business. All of them have extensive experience as speakers at training programmes, seminars and conferences.



David Soro García
Agunsa Europa, S.A.
Executive Director



Iñaki Echevarría
Höegh Autoliners (Spain)
Head of Sales



Cristóbal Ruíz Hidalgo
Bergé Marítima, S.A.
Specialist in Ro-Ro Cargo Shipping



Arturo Fernández García
Vapores Suardiaz Mediterráneo, S.A.
Commercial Director



UNIT 1.- Introduction to Ro-Ro shipping

Instructor: David Soro

Objective: The first unit of this course is designed to explain the evolution of ro-ro shipping to the student, from its beginning right through to the present day. This syllabus will give a general overview of the types of ro-ro vessels and the different agents who interact with them, defining the concepts for the subsequent units. We will study the costs faced by shipowners in their activity from the purchase of the vessel to the calculation of the costs of a port call and to conclude we will examine the most common ways of contracting a vessel or space on board.

Table of contents:

- 1. History and evolution of ro-ro shipping**

2. Types of vessels for ro-ro cargo shipping

- 2.1. Con-Ro.
- 2.2. PCC-PCTC.
- 2.3. Ro-Pax.
- 2.4. Ferry.
- 2.5. Gen-Ro
- 2.6. Other types of ships for roll-on/roll-off cargo transport.

3.- Key Players in the Logistics Chain.

- 3.1. Vehicle factories (OEM).
- 3.2. Logistics companies.
 - 3.2.1. 3PL.
 - 3.2.2. 4PL.
 - 3.2.3. 5PL.
- 3.3. Maritime and intermodal terminals.
 - 3.3.1. Storage Yards.
 - 3.3.2. Ro-Ro Maritime Terminals.
- 3.4. Deep Sea & Short Sea Shipowners
- 3.5. Distributors (Road and rail transport).

4.- Main characteristics of PCC – PCTC vessels.

5.- Operating costs of PCC – PCTC vessels.

- 5.1. Vessel Costs.
- 5.2. Types of Charterparties..
- 5.3. Costs Associated with Port Call.

6.- Standard clauses of charter contracts between the shipowner and OEMs (Shipping terms).

UNIT 2- Operation and documentation of the logistics chain for pcc / pctic vessels

Instructor: Iñaki Echevarría

Objective: The aim is for the student to learn about the whole process involving cars, the most significant volume of cargo carried on ro-ro services, from the moment they leave the production line right through to the ramp of the ship used to carry them to their final destination.

- They will learn how to identify a car and in general any mass produced vehicle. And discover what data is provided by each of the 17 characters that make up the VIN.
- They will find out who takes charge of the vehicle after it has been manufactured and the process it goes through until it is assigned to a means of transport to take it to the port. We will study the different options, by land and even by sea, as well as the supporting documents.
- Continuing through the different links in the chain, we will get to the port where we will analyse the terminals the receive and prepare the vehicles for export and, in particular, the central link in the port process, the shipping agent who coordinates the different steps and we will learn about the documents required for shipping by sea.
- We will also take a look at the different links in the chain that make the port calls of the PCCs and PCTCs possible, the technical-nautical maritime services.
- And to complete the picture, we will examine how ro-ro shipments are contracted.

At the end of the unit the student will know how a vehicles travels from the factory to the dealership from A to Z.

Table of contents:

1. The trigger... the vehicle.

- 1.1 Vehicle identification, the **VIN** and its different parts. WMI, VDS, VIS, others (VAN, logical VIN...).

2. The “links” in the chain.

- 2.1. In-plant logistics.
 - 2.1.1. Programming. Customer Service.
 - 2.1.2. The plant output. Releasing Agent.
 - 2.1.2.1. Takeover.
 - 2.1.2.2. Storage and space control.
 - 2.2.1.3. Dispatching. Distribution and delivery to means of transport.
 - 2.1.3. Transfer of Liability and Damages, VLDR.
 - 2.1.4. CMR, CIM and B/L Transport Documentation.
- 2.2. Logistics to port.
 - 2.2.1. The carrier. The truck. The railway. Others.
- 2.3. At the port.
 - 2.3.1. The Survey. The Surveyor. Standards, Calibro, Flash AVES.
 - 2.3.2. The terminals.
 - 2.3.2.1. The Compound.
 - 2.3.2.2. Documentation, receipt and delivery.
 - 2.3.3. The customs broker. Types of exports. Clearance Authorisations. DAE, EXS, TI documents.
 - 2.3.4. The shipowner's representative. The shipping agent. Preparation of the port call. Summary declarations and cargo manifests.
 - 2.3.5. Nautical-Technical maritime port services.
 - 2.3.5.1. The pilot.
 - 2.3.5.2. Towage.
 - 2.3.5.3.3. Mooring.
 - 2.3.6. Shipping documentation. The B/L. Originals. Sea Waybill. EDI.
 - 2.3.7. Purchasing.
 - 2.3.7.1. The regular line - Industrial projects.
 - 2.3.7.2. "OEM's" - The tenders. RFI. RFQ.
 - 2.3.7.3. The new requirements.

UNIT 3.- Reception, loading and stowage on ro-ro vessels

Instructor: Cristóbal Ruíz

Objective: The aim of the course is for students to get a clear view of how goods are handled on arrival at the terminal, what technical resources are required, and how they are stowed on board the ro-ro vessel. To do this, we will study the different types of lashing, equipment and loading and stowage instructions specific to this type of vessel, gaining a good level of theoretical knowledge that is important and necessary for the students' professional development.

Table of contents:

1. Introduction

2. Reception of cargoes at compound (Auto – H/H - Project cargo)

- 2.1 Cargo classification by models / destinations.
- 2.2 Technical tools for geolocalisation.
- 2.3 Types of equipment on Ro-Ro vessels (RTs, bolsters, Multi Purpose Bogie, Samson, Cassettes and Blocks and Beams).

- 2.4 Lashing material. Breaking limits. Lashing rules (rules of thumbs, advanced lashing). Types of lashing (direct, loop, etc). Dunnage.
- 2.5 Cargo Marking on goods (COG, IMO labels, lifting and lashing points, etc.)
- 2.6 Crane contracting. Preliminary studies. Lifting points. Filling on special equipment. Horizontal transfers.
- 2.7 Preparation prior to stowage. (Different stowage plans, Marilash Cargo Securing System, Autocad)
- 2.8 BMSB (Brown marmorated stink bug) regulations and the effects on Ro-Ro vessels.

3. Cargo pre-operations

- 3.1 Pre-operations meeting. Cargo supervision. Foreman. Cargo superintendent responsibilities.
- 3.2 Ramp meeting.
- 3.3 Check list
- 3.4 Dress code.
- 3.5 Prohibitions on board

4. Unlashing and unloading

- 4.1 Unlashing units.
- 4.2 Signalman.
- 4.3 Broken stowage.
- 4.4 Driving on board.
- 4.5 Inspections (prior or before loading).

5. Loading or lashing

- 5.1 Driving recommendations during loading.
- 5.2 Parking sequences – Flow system.
- 5.3 Lashing on board suitable for different types of rolling cargoes (Auto - high and heavy - rolltrailers).
- 5.4 Damage to the cargo on board.
- 5.5 Damage to the cargo at the port – vandalism – stowaways – security.

UNIT 4.- Short sea shipping

Instructor: Arturo Fernández

Objective: In the following unit, you will find all the necessary information to achieve the following objectives:

- To define and explain Short Sea Shipping as well as the different agents involved in this multimodal shipping.
- To study the legal basis for undertaking cabotage within the EU and with neighbouring countries.
- To understand the SSS customs regulations.
- To identify alternative maritime SSS routes instead of road transport.

Table of contents:

1. Short Sea Shipping

- 1.1 Definition.
- 1.2 History.

2. Legislation and regulatory framework

- 2.1 European Union: Regulations.
- 2.2 Union Customs Code. Regulations.

- 2.3. Single Window Environment for Customs.
- 2.4. TSF Temporary Storage Facility (Maritime Terminals TSF).
- 3. Types of ro-ro cargo vessels**
 - 3.1. Container vessels.
 - 3.2. RO-RO vessel.
 - 3.3. Ferry – RO-PAX vessels.
 - 3.4. CON-RO vessels.
 - 3.5. Barges.
- 4. Types of goods and cargo operations**
 - 4.1. Types of cargo: self-propelled and non-self-propelled.
 - 4.2. Types of goods: dry, groupage and dangerous goods.
- 5. Motorways of the sea**
- 6. Environmental characteristics**
- 7. Route simulator**
- 8. Bibliography**



This online training consists of **4 units** to be completed throughout the course. The course includes the study of the different contents offered to the student (text, graphics, videos, audio, magazine...).

The contents have been designed by the teachers and the presentation has been organised by specialists from the *Universitat Oberta de Catalunya* (Corporate Area of the University). The aim is to offer the student quality content designed and organised in a way that facilitates their study and understanding.

The course consists of a total of **24 hours** of tutorials (**6 hours** of tutorials for each unit). In the tutorials the teachers will be online to answer students' questions and to share information relevant to the course content. Participation in the tutorials is part of the course evaluation.

At the end of each of the 4 units, the student will take a **test** of 10 multiple choice questions that must be passed. At the end of the course the student will have a second opportunity to take any tests they have not passed. Once the course has been successfully completed, the student will receive a diploma and a certificate for taking part. In order to be awarded the diploma and the certificate, all 4 tests must be completed.

After each unit, students can download a PDF file with all the contents. The information contained in these PDF files is provided in a format that makes it easy to study and understand.

Before starting the course the enrolled students will receive the syllabus and the course schedule with start dates for each of the 4 units and the dates between which the assessment tests must be taken. They will also be able to see the timetable for the teachers' tutorials.



Excellent support and guidance!

Universitat Oberta de Catalunya - Corporate.....Our partner:

UOC (UOC Corporate Consulting) offers an online learning solution designed with a pioneering methodology that provides maximum impact and efficiency. The contents have been designed by the teachers and organised by the teaching team of the Universitat Oberta de Catalunya (Corporate Area of the University). The aim is provide students with a higher quality of study and understanding.

Students will benefit from a good deal of support throughout the course with the tutors that are there to guide and advise them. Similarly, The technical Service team of the **Barcelona Chamber of Commerce - Corporate Campus** and Cristóbal Ruiz (**Academic Coordinator**) will offer excellent support and guidance.



Students interested in this online course should send an email to acb@consignatarios.com. With this email the student will book their place and will receive all the additional information as necessary.

After confirming the booking, an invoice will be issued and once this has been paid, the enrolment will be considered definitive.



On passing the course, the student will receive a certificate of aptitude certifying that they have passed the assessment test and completed the course.



550 Eur (+ VAT if applicable)

How to pay for your course:

Bank transfer: Banco Sabadell. **ES05 0081 0057 3600 0153 0461.**

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acb@consignatarios.com

	<p>MORE INFORMATION: acb@consignatarios.com Associació d'Agents Consignataris de Vaixells de Barcelona Avda. Drassanes, 6-8 planta 13-1 Barcelona Alex Ferrándiz – Manager – Telephone 93 270 27 88 WEB: www.consignatarios.com</p> <p>  </p>
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