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# International Standard



# 6812

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INTERNATIONAL ORGANIZATION FOR STANDARDIZATION • МЕЖДУНАРОДНАЯ ОРГАНИЗАЦИЯ ПО СТАНДАРТИЗАЦИИ • ORGANISATION INTERNATIONALE DE NORMALISATION

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## **Roll on/Roll off ship-to-shore connection — Interface between terminals and ships with straight stern/bow ramps**

*Connexion pour relier la terre aux navires rouliers — Interface entre terminaux et navires munis de rampes droites arrière/d'étrave*

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**Descriptors :** shipbuilding, ships, harbour stations, harbour facilities, junctions, dimensions, design, specifications.

## Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of developing International Standards is carried out through ISO technical committees. Every member body interested in a subject for which a technical committee has been authorized has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work.

Draft International Standards adopted by the technical committees are circulated to the member bodies for approval before their acceptance as International Standards by the ISO Council.

International Standard ISO 6812 was developed by Technical Committee ISO/TC 8, *Shipbuilding and marine structures*, and was circulated to the member bodies in May 1982.

It has been approved by the member bodies of the following countries:

Australia	Germany, F.R.	Netherlands
Austria	India	Norway
Belgium	Ireland	Poland
Brazil	Italy	Romania
China	Japan	Sweden
Cuba	Korea, Dem. P. Rep. of	United Kingdom
Czechoslovakia	Korea, Rep. of	
France	Mexico	

No member body expressed disapproval of the document.

# Roll on/Roll off ship-to-shore connection — Interface between terminals and ships with straight stern/bow ramps

## 0 Introduction

The aim of this International Standard is to harmonize the interface between the terminal and ship, and to lay down certain major dimensions and principles of design concerning the Roll on/Roll off ship-to-shore connection.

Not all existing ships will be able to comply with the requirements of certain clauses in this International Standard. Port Authorities are advised, for an interim period, to take account of the need to accommodate ships that do not comply entirely with the requirements of this International Standard.

To make full use of this International Standard, a Port Authority needs to make a thorough investigation as to the class of ramp required to suit the types of ship expected. If only one fixed shore ramp is to be installed, and no clear indication emerges of the class of ramp to be chosen, a class A fixed shore ramp may offer the best solution.

The class A ramp could then be equipped with removable blocks or other means of making it possible to accommodate ships equipped with a ramp that will not reach down to the level of a class A ramp.

Although this International Standard does not take into account Ro/Ro terminals used in specialized ferry services, Port Authorities are advised to consider this International Standard when building such terminals, to avoid expensive alterations later, if the terminal is then opened to other ships.

NOTE — Users of this International Standard should note that while observing the requirements of the standard, they should at the same time ensure compliance with such statutory requirements, rules and regulations as may be applicable.

## 1 Scope and field of application

This International Standard specifies requirements and makes recommendations for the Ro/Ro ship-to-terminal interface for ships with a stern and/or bow ramp, the centreline of which is parallel to the centreline of the ship.

It does not apply to Ro/Ro terminals used for specialized ferry services, such as train ferries, and ships that have no ramp of their own.

## 2 Definitions

For the purpose of this International Standard, the following definitions apply.

### 2.1 General

**2.1.1 Ro/Ro transport**: A mode of marine transport in which the cargo may be loaded into and unloaded from the ship by essentially horizontal movements, every cargo unit being moved on its own wheels or by a temporary mobile system.

**2.1.2 flap**: An extension, normally hinged to the free end of a ramp, to give transition between running surfaces (see figure 1).

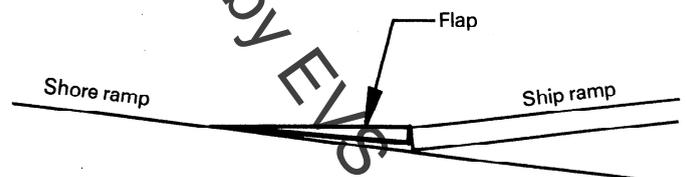


Figure 1 — Flap

### 2.2 Shore

**2.2.1 Ro/Ro terminal**: Port facilities designed to accept Ro/Ro ships under defined conditions of water level and ship loading, so as to permit cargo handling by a rolling movement. Terminals may include one or more Ro/Ro berths at which Ro/Ro ships can be moored; such berths include fixed and/or adjustable shore ramps.