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## **How to Ship a Car Easily and Affordably**

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Shipping a car is not the same as shipping a package. They're bulkier, more expensive, and slower moving. It is a complex process because various factors have to be taken into account. For instance, there are the strict immigration requirements found in various countries. The process itself is time-consuming and you have to go through the thorough rigors of ensuring all your travel documents are in order. The way of shipping your car abroad is also very important. There are two main commonly used methods of getting your car cheaply and safely across the ocean. They are RoRo and Container Shipping. Many auto shipping companies offer car transportation services between the two countries. They typically will give you the option of shipping your car either in a container or on board a Roll on Roll (RoRo) off vessel. Container ships (sometimes spelled containerships) are cargo ships that carry all of their load in truck-size intermodal containers, in a technique called containerization. They are a common means of commercial intermodal freight transport and now carry most seagoing non-bulk cargo. Container ship capacity is measured in twenty-foot equivalent units (TEU). Typical loads are a mix of 20-foot and 40-foot (2-TEU) ISO-standard containers, with the latter predominant. Container ships are distinguished into 7 major size categories: small feeder, feeder, feedermax, Panamax, Post-Panamax, New Panamax and ultra-large. As of December 2012, there were 161 container ships in the VLCS class (Very Large Container

Ships, more than 10,000 TEU), and 51 ports in the world can accommodate them. Container ships under 3,000 TEU are generally called feeders. Feeders are small ships that typically operate between smaller container ports. Some feeders collect their cargo from small ports, drop it off at large ports for transshipment on larger ships, and distribute containers from the large port to smaller regional ports [1].

If you choose the first option, your car will be loaded into a 20-foot or 40-foot steel container and transported to Belarus on board a container vessel. As nobody wants to pay for the space in the shipping container that has not been used, the empty space around your car is sold to people shipping luggage, boxes and other small items which make it cheaper for you as you share the cost of shipping a car with others or you can choose a 20 foot container for your exclusive use. Roll-on/roll-off (RORO or ro-ro) ships are vessels designed to carry wheeled cargo, such as cars, trucks, semi-trailer trucks, trailers, and railroad cars, that are driven on and off the ship on their own wheels or using a platform vehicle, such as a self-propelled modular transporter. This is in contrast to lift-on/lift-off (LoLo) vessels, which use a crane to load and unload cargo. RORO vessels have either built-in or shore-based ramps that allow the cargo to be efficiently rolled on and off the vessel when in port. While smaller ferries that operate across rivers and other short distances often have built-in ramps, the term RORO is generally reserved for large oceangoing vessels. The ramps and doors may be located in stern, bow or sides, or any combination thereof [2].

Types of RORO vessels include ferries, cruise ferries, cargo ships, barges, and RORO service for air deliveries. New automobiles that are transported by ship are often moved on a large type of RORO called a pure car carrier (PCC) or pure car/truck carrier (PCTC). Elsewhere in the shipping industry, cargo is normally measured by the metric tonne, but RORO

cargo is typically measured in lanes in metres (LIMs). This is calculated by multiplying the cargo length in metres by the number of decks and by its width in lanes (lane width differs from vessel to vessel, and there are several industry standards). On PCCs, cargo capacity is often measured in RT or RT43 units (based on a 1966 Toyota Corona, the first mass-produced car to be shipped in specialised car-carriers and used as the basis of RORO vessel size. 1 RT is approximately 4m of lane space required to store a 1.5m wide Toyota Corona) or in car-equivalent units (CEU).

If you choose the RoRo option to ship a car, your car will be transported in a special kind of vessel that allows vehicles to be directly driven on board the ship for transportation. This is the cheapest option but there are some disadvantages.

<b>roro advantages</b>	<b>container advantages</b>
shorter delivery time greater safety one of the cheapest options available	you can fill up your car with whatever you want you can load the empty space at the discretion of yours the vehicle does not have to be in full working order the car is locked, the container sealer and no one has an access to it
<b>roro disadvantages</b>	<b>container disadvantages</b>
the car must meet requirements the car must be in full working order, can't be broken the tank must be almost empty shipping goods in the car	longer delivery time the car must not exceed the dimensions of 6.1 m*2.4 m*2.6 m if you do not fill the entire space of the container you have to pay for the empty space you share the space with others

is prohibited the car is exposed, greater possibility of damages and theft	
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The cost to ship a car can vary significantly depending on vehicle size, the distance between origin and destination, the shipping method that is used and the shipping company. For example, vehicle shipping rates to Belarus from the USA are between \$1,500 to \$4,500 [3]. The shipment can take up to 17 days, so it's better to ask your shipping company to notify you on the exact date of arrival so you can submit all the required documents to the Customs and Border Protection (CBP). The vehicle will be thoroughly inspected at your chosen port of entry.

#### References:

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