

Handling of barges

ECT Rotterdam

Hutchison Ports ECT Rotterdam

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1. Planning by Nextlogic

Hutchison Ports ECT Rotterdam (ECT) will use Nextlogic as its sole planning tool for inland shipping visits to ECT container terminals. Nextlogic is a neutral and integral port-wide planning system for inland shipping. Below is a description of the planning via Nextlogic.

The terminal makes capacity available in advance for Nextlogic. Nextlogic's planning algorithm plans barges based on this capacity. The barges are scheduled according to the planning horizon set at that time of the integral Nextlogic planning. For more information, see: <https://www.nextlogic.nl/zowerkthet/barge-operator/>.

Registration of barges is done via Portbase MCA Barge. These registrations are forwarded to Nextlogic, after which the planning algorithm starts planning. For more information about Portbase MCA Barge, see: <https://www.portbase.com/services/melding-container-achterland-barge/>.

The barges are followed using AIS. Nextlogic calculates based on the available information whether a barge can be on time. If there are any changes, they are automatically processed and the barge is rescheduled by Nextlogic.

2. Barge planning - categories

Barge requests are planned both by Nextlogic in accordance with the following two categories:

- Fixed Windows (see Article 3)
- General Barges

Fixed Windows are planned first and are fixed in the planning. Next, the category General Barges is planned.

Fixed Windows are guaranteed, regular weekly calls and are intended for barge operators that, individually or collectively, offer a service that calls at the ECT terminals at the scheduled time to load and unload substantial, stable and reliable volumes of containers. For more information, please see the terms of use for Fixed Windows (Article 3).

General Barges are: all services by barge operators that do not make use of a Fixed Window.

3. Fixed Windows barge terms and conditions 2026

A Fixed Window is a fixed appointment at a fixed day and time at a fixed terminal with a fixed call-size.

1. OPERATIONAL RULES

- 1.1. Fixed Windows are available at ECT Delta DDE terminal and ECT Euromax terminal.
- 1.2. At ECT Delta DDE terminal a minimum call-size of 150 moves applies.
- 1.3. At ECT Euromax terminal a minimum call-size of 150 moves applies.
- 1.4. Actual call-sizes are allowed to deviate by minus 20%.
- 1.5. Only after written approval of the ECT CAL-department are actual call-sizes allowed to exceed the scheduled Fixed Window call-size.
- 1.6. Fixed Windows are planned with a maximum tolerance of minus 4 hours (starts earlier) and/or plus 2 hours (ends later). In the event that the actual number of load- and discharge moves falls below the agreed pro forma moves, the planned start time may be proportionally postponed.
- 1.7. Cancellation of calls is not allowed.
- 1.8. A Fixed Window is assigned to a specific operator and it is not allowed to exchange Fixed Windows between operators.
- 1.9. A maximum berthing length of 135 meters is available for Fixed Windows.
- 1.10. Fixed Windows at ECT Delta DDE terminal include 10 internal terminal transport containers between DDE and DDN if sufficient transport capacity is available. More internal terminal transport between DDE and DDN can be purchased separately.
- 1.11. Pre-announcement via Portbase with a Fixed Window reference is mandatory. The reference is unique and is composed of the following elements:
 - a prefix "FW" to indicate that the reference concerns a Fixed Window;
 - the 3 character barge operator code (XXX);
 - the terminal name ("D" for ECT Delta, "E" for ECT Euromax);
 - the scheduled weekday in Dutch (ma, di, wo, do, vr, za, zo);
 - the hour of the scheduled ETA (24 hour notation).For example: FWXXXDMA13 for the Monday window of barge operator XXX at ECT Delta terminal with a scheduled ETA between 13:00 and 13:59.
- 1.12. Additional to the Fixed Window reference (see 1.11) a single or dual-bank reference including barge width is mandatory. Please use "Single" or "Dual" for a single- or dual-bank call respectively. For example: Dual11 for a dual-bank call that is 11 containers wide (Full reference example: FWXXXDMA13 Dual11).
- 1.13. 100% electronic, correct and complete load and discharge information must be available at ECT 8 hours before planned ETA via Portbase.
- 1.14. The use of Nextlogic as the planning tool for Fixed Windows is mandatory.
- 1.15. A push or tow barge combination must be pre-announced with one vessel name, one load- and discharge list and one stowage plan. Individual parts of a combination must always berth together and at the same time.
- 1.16. Berthing with two vessels for one Fixed Window (dual-banking) is possible, but additional conditions apply (paragraph 2).

2. DUAL-BANKING

- 2.1. A dual-bank call is a combination of two barges which are effectively secured to each other before berthing. These barges will be considered as one barge.
- 2.2. Both barges normally berth *and* depart together at the same time. The outer barge may leave the quayside earlier when completed, but only during shift changes or meal breaks and only after consultation with the terminal. Consult ECT Delta terminal via 0181-278474 or ECT Euromax terminal via 0181-377310. ECT will not alter a stowage plan to accommodate departure requests.
- 2.3. A dual-bank combination has a maximum width of 11 containers.
- 2.4. In case of dual-banking, barges must pre-announce with one vessel name (the lead barge), one load- and discharge list and one stowage plan.
- 2.5. The vessel captain of the lead barge (see 2.4), is ECT's single point of contact for stowage and is responsible for both barges.
- 2.6. Both barges berth with their wheelhouses next to each other and the lead-barge always berths on the inside. In case of an incorrect quay position of dual-bank barges, unforeseen costs like shifters are for the account of the barge operator.
- 2.7. Both wheelhouses have to be positioned outside the quay crane working area.
- 2.8. ECT reserves the right to handle a dual-bank call as 2 individual calls.

3. PERFORMANCE

- 3.1. At the end of each quarter barge operators receive a performance report.
- 3.2. Twice a year, at the end of the second quarter and in the second month of the fourth quarter, Fixed Windows are evaluated and barge operators are assessed on their call-size and on-time performance.
- 3.3. Fixed Windows are evaluated after being in operations for at least 6 months.
- 3.4. All Fixed Windows must meet the Fixed Window call-size as agreed upon for at least 60% of the Fixed Window calls, based on the minus 20% threshold (see 1.4).
- 3.5. If the 60% call-size score is not met, ECT can cancel the relevant Fixed Window and a new application has to be submitted.
- 3.6. A no-show equals a call with zero moves. A no-show is either an unused Fixed Window, a cancellation within 24 hours before ETA or literally a no-show in the sense that the barge does not show up without prior cancellation notice.

4. FIXED WINDOW APPLICATIONS

- 4.1. In principle, the existing Fixed Window schedule is the starting point for the following year, but in order to serve all barge operators in the best possible way, ECT reserves the right to make adjustments to that schedule.
- 4.2. New applications and changes to existing Fixed Windows can be submitted at any time during the year.
- 4.3. New Fixed Window applications and changes to existing Fixed Windows must be submitted to: Marcode.Borst@ect.nl
- 4.4. Barge operators are asked to fill out a preferred ETA and two optional ETAs for the same window request. ECT will schedule Fixed Windows on the basis of best effort.
- 4.5. If ETA-requests can still not be provided, ECT will propose an alternative (if available). Applications are placed on a waiting list if no ETA-requests or alternatives can be found.

- 4.6. In case several barge operators request the same ETA and proposed alternatives are not found, optimal utilisation of the available capacity to the benefit of both the barge operators and ECT is sought. Factors that play a role here are, inter alia, the call-size of the barges and how these can be fitted in, previous performance and a first-come-first-served principle.
- 4.7. In case maximum capacity is reached new applications are placed on a waiting list and, once possible, processed in order of entry on the waiting list.
- 4.8. Fixed Windows are scheduled by ECT based on 20 moves per hour.

5. RATES AND INVOICES

- 5.1. A fixed fee will be charged for all Fixed Windows to the amount of €871,- per call.
- 5.2. A fixed fee will be charged for all fixed dual-bank windows to the amount of €1.523,- per dual-bank call.
- 5.3. Fees will be invoiced in the month after the calls have actually taken place.
- 5.4. ECT will reimburse the Fixed Window fee if a call delays more than 3 hours on the planned departure time of the Fixed Window slot, provided that it is demonstrable that ECT can be held accountable for non-performing. In the case extra moves, according to 1.5, have been appointed, the planned departure time is proportionally prolonged. A reimbursement request must be submitted within 5 days after ATD via: Marcode.Borst@ect.nl
- 5.5. No-shows and cancellations will be fully charged.
- 5.6. Invoices must be paid within 30 days without any deduction or set-off. Disputing an invoice shall not suspend the payment obligation.
- 5.7. An invoice dispute must be reported to the invoicing department via: acc.receivable@ect.nl with a copy to Marcode.Borst@ect.nl

6. TERMS AND CONDITIONS

- 6.1. The General terms and conditions of the Rotterdam Terminal Operators' Association (VRTO) are applicable to all services provided by ECT. The terms and conditions can be found via: <https://vrto.nl/en/contact/general-terms-and-conditions>
- 6.2. ECT reserves the right to update or change Fixed Window terms and conditions at the beginning of each quarter, but with a notice of at least 1 month unless agreed otherwise.
- 6.3. ECT reserves the right to stop offering Fixed Windows at any time, but with a notice of at least 3 months.

4. Minimum call-size

At the moment the following call-sizes (loading and unloading altogether) apply:

- ECT Delta terminal, DDE: 20 moves
- ECT Delta terminal, DDN: 10 moves
- ECT Euromax terminal: 20 moves

Applications with call sizes below the above minimum will not be processed.

The above does not apply to out-of-gauge containers, please contact CAL.

5. Internal Terminal transport

At the ECT Delta terminal, it is possible to transport containers internally from DDE to DDN and vice versa. The following conditions apply:

- a maximum of 5 containers per barge visit is free of charge;
- in the event that more than 5 containers have to be transported, the 6th, 7th etc. container will be charged for € 71,00 per container. The first 5 containers are not charged and remain at the expense of ECT. The above applies to general barges, but not to Fixed Windows. See chapter 6 for Fixed Windows.

When registering in Portbase's MCA Barge, the customer can see that ITT applies. If the customer is not willing to pay the ITT, the customer must register a separate call for the DDE and the DDN.

At the time of actual pre-notification (usually 8 hours before ETA), a confirmation will follow by email from ECT addressed to the barge operator with the number of ITT containers that will be invoiced to the barge operator.