



INFORMATION ON RAIL-RELATED SERVICES
HUTCHISON PORTS ECT ROTTERDAM

Hutchison Ports ECT Rotterdam

Version 2.2

10 January 2022

1. General information

1.1. Introduction

Europe Container Terminals B.V., trading under the name Hutchison Ports ECT Rotterdam (ECT), has drawn up this document in the context of EU Implementing Regulation 2017/2177.

ECT operates three “freight terminals” in Rotterdam, in accordance with Annex II of EU Directive 2012/34. These rail terminals are part of two deepsea container terminals operated by ECT at the Maasvlakte in Rotterdam. The core activity of both terminals is the large-scale transshipment of containers to and from deepsea container ships. These containers are next loaded onto or unloaded from feeder and inland vessels, trains and trucks. The rail terminals of ECT are inextricably linked to deepsea transshipment and, in that sense, constitute a derivative activity.

This document is published on: <https://www.ect.nl/en/services/rail-services>

1.2. Contact details

Hutchison Ports ECT Rotterdam

Europaweg 875

3199 LD Rotterdam

The Netherlands

(For addresses ECT Delta terminal and ECT Euromax terminal: www.ect.nl)

For operational queries/coordination:

Central Rail Registration Point (*Centraal Aanmeldpunt Rail, CAR*):

- E-mail address: dtops_car@ect.nl
- Telephone: +31 (0)181-27 8468

For commercial queries/coordination:

Commercial Department:

- E-mail address: customer_info@ect.nl
- Telephone: +31 (0)181-27 8332

1.3. Validity period

This document is valid from the 1st of June 2019 and will be updated if necessary.

Changes to this document will be announced on the web page

<https://www.ect.nl/en/services/rail-services> no later than four weeks before said changes come into effect. Customers are notified by e-mail.

2. Services

2.1. Basic service provision

The basic service provision of ECT regarding rail transport comprises:

- Handling of requests for railway infrastructure capacity
- The right to utilise capacity which is granted
- Unloading and loading of containers in connection with deepsea transport

2.2. Additional services

- Unloading and loading of containers that have been delivered or will be further transported by truck, train or inland shipping (continental)
- (Re)labelling of IMDG containers
- Repositioning of containers on the train

2.3. Ancillary services

- Parking of trains at the rail terminal

3. Terminal description

3.1. Terminals

As part of both of its deepsea terminals, ECT operates three rail terminals:

- Eastern Rail Terminal (Oostelijke Railterminal, ORT)
- Rail Terminal West (RTW)
- Rail Terminal Hutchison Ports Euromax

3.2. Eastern Rail Terminal (ORT)

3.2.1. Name and address details

ORT is situated at the Maasvlakte on the site of the ECT Delta terminal.

Address: Hutchison Ports ECT Delta

Europaweg 875
Port number 8200
3199 LD Rotterdam
The Netherlands

3.2.2. Operating hours

The ECT terminals are operational 24/7.

Different hours of operation are in effect during Christmas and New Year's Eve:

closed from 24/12 13:00 hours to 26/12 07:15 hours

closed from 31/12 13:00 hours to 01/01 15:15 hours

3.2.3. Technical data

ORT has:

- o 4 tracks with a length of 700 metres
- o 2 rail cranes

3.2.4. Scheduled projects

No projects have currently been scheduled. Planned work that leads to a reduction in capacity will be announced on the web page <https://www.ect.nl/en/services/rail-services> no later than four weeks before said work commences. Customers who use a terminal slot during that period are notified by e-mail as well.

3.3. Rail Terminal West (RTW)

3.3.1. Name and address details

RTW is located at the Maasvlakte outside of the site of the ECT Delta terminal, to which it is connected by means of an internal lane.

Address: Hutchison Ports ECT Delta
Europaweg 875
Port number 8200
3199 LD Rotterdam
The Netherlands

3.3.2. Operating hours

The ECT terminals are operational 24/7.

Different hours of operation are in effect during Christmas and New Year's Eve:

closed from 24/12 13:00 hours to 26/12 07:15 hours

closed from 31/12 13:00 hours to 01/01 15:15 hours

3.3.3. Technical data

RTW has:

- 6 tracks with a length of 700 metres
- 2 rail cranes

3.3.4. Scheduled projects

During the second half of 2022 and for a large part of 2023, the RTW can only be used to a very limited extent due to crane failure. This has been discussed with the customers. The ORT is used as the primary rail terminal for the ECT Delta terminal.

3.4. Rail Terminal Hutchison Ports Euromax

3.4.1. Name and address details

The Rail Terminal of the ECT Euromax terminal is located at the Maasvlakte on the site of the ECT Euromax terminal.

Address: Hutchison Ports ECT Euromax
Maasvlakteweg 951
Port number 9830
3199 LZ Rotterdam (Maasvlakte)
The Netherlands

3.4.2. Operating hours

The ECT terminals are operational 24/7.

Different hours of operation are in effect during Christmas and New Year's Eve:

closed from 24/12 13:00 hours to 26/12 07:15 hours

closed from 31/12 13:00 hours to 01/01 15:15 hours

3.4.3. Technical data

The rail terminal has:

- 6 tracks with a length of 700 meter
- 2 rail cranes

3.4.4. Scheduled projects

No projects have currently been scheduled. Planned work that leads to a reduction in capacity will be announced on the web page <https://www.ect.nl/nl/services/rail-services> no later than four weeks before said work commences. Customers who use a terminal slot during that period are notified by e-mail as well.

4. Charges

4.1. Information on charges

For the basic service provision, no separate rate is charged to railway undertakings; this is part of the contract with the shipping line.

The rates for additional services are listed in a rate sheet that is sent to existing customers and that is available on request.

4.2. Information on discounts

Not applicable.

5. Access conditions

5.1. Legal requirements

There are no separate legal agreements for the service provision at the rail terminals, other than that ECT operates in conformity with the general conditions of the Rotterdam Terminal Operators' Association (VRTO): <https://vrto.nl/contact/algemene-voorwaarden/>

5.2. Terms of use

After allocation of a terminal slot, the customer is bound by user rules. These rules contribute to the optimum use of the rail terminal.

1. in at least 75% of the weeks within an assessment period (quarterly), the agreed terminal slot must actually be used by the operator;
2. at least 75% of the calls must take place within the specified terminal slot, with a maximum deviation of 60 minutes from the agreed-upon arrival time;
3. the actual call size of at least 60% of the calls may deviate by at the most minus 20% from the planned call size;
4. in the event that the call size of a call deviates from the planned call size, the operator must report this in good time. Deviations, both more and less volume, must be reported to CAR no later than 36 hours before ETA. In the event that more volume is requested, CAR will provide feedback on the possibility;
5. in the event of deviation from the agreed volume to be handled, ECT reserves the right to shorten the loading/unloading list in the event of a larger volume. The rail operator must provide a shortened loading/unloading list;
6. in the event of deviation from the agreed slot times, due to delays elsewhere outside the terminal, the guarantee for (complete) handling of all containers to be loaded and/or to be unloaded will lapse. Handling takes place in consultation with the rail operator, as soon as the planning allows this. If there is no capacity at the terminal, ECT will offer the next option. If the rail operator has a slot for another train, the rail operator is free to prioritize this himself, provided that this has been agreed with ECT no later than eight hours before the start of the slot;
7. in the event of a delay at the terminal, handling will be carried out as much as possible according to planning;
8. if the train is available before the start of the agreed slot time, it will be determined in consultation with CAR whether this train can be handled earlier;
9. after the train has been reported ready by ECT, the train must leave the terminal within 60 minutes. If the train receives a ready message that deviates more than 60 minutes from the end time of the agreed terminal slot, the train must leave the terminal within 120 minutes. If the operator or carrier cannot collect the train from the terminal within these times, the operator and carrier will endeavour to approach other carriers to collect this train earlier;
10. all train visits to the ECT rail terminals (ECT Delta terminal and ECT Euromax terminal) must be reported in advance by the rail operator via Portbase's Hinterland Container Notification (MCA Rail);
11. ECT reserves the right to charge costs to the customer in case the customer cancels a terminal slot within 8 hours before ETA or decides to leave earlier during the handling of the train and it can be shown that the reason is not related to ECT.

If one of the first three points above are not met, ECT reserves the right to withdraw the capacity, adjust the call-size and/or adjust slot times. For measuring the performance a period of three months is taken and shares the results with the customer. The customer is informed of this in advance.

5.3. Technical requirements

Apart from the ProRail network statement, there are no additional technical requirements.

5.4. Options for independently performing services

It is not possible for third parties to provide services themselves.

5.5. IT systems

No particulars.

6. Capacity allocation

6.1. Applications for access to the rail terminal

ECT works together with ProRail regarding train path planning: customers must first request a terminal slot. After the customer has been assigned a terminal slot, a train path can be requested from ProRail (see 6.1.1 and after).

In principle, ECT plans terminal slots on an annual basis (from the 1st of January to the 31st of December). In addition, it is possible to request a terminal slot for the current year until the end of that year; it is also possible to request a terminal slot for a one-off visit. A distinction is made between three types of applications in this respect:

- application terminal slot annual planning;
- application terminal slot for the current year, and
- application for one-off terminal slot.

All applications can be submitted to the Central Rail Application Point (CAR) via dtops_rail@ect.nl. After submitting an application, the applicant will receive a confirmation of receipt. If an application proves incomplete or contains incorrect information, the applicant will be requested to complete the application within five working days before processing of the application can commence.

6.1.1. Application for terminal slots annual planning

The annual planning of the terminal slots is based on the existing planning but no rights can be derived from this. New applications can be submitted during the year and no later than 31 October. The application for annual terminal slots relates to capacity in the following calendar year, from the 1st of January to the 31st of December. On the

15th of November, the preliminary planning for terminal slots is fed back to the applicants.

Applicants can respond by e-mail to the Operational Planning Center (OPC) within five working days with any changes they may desire. Conflicting applications are coordinated by ECT on the basis of the priority criteria listed in section 6.2.1. After final adjustment, the annual terminal slot planning for the coming calendar year is announced on the 1st of December.

6.1.2. Application for terminal slots for the current year

The application for terminal slots for the current year relates to slot capacity for the current year, with a validity from an agreed-upon date up to and including the 31st of December of that year. An application for terminal slots for the current year can only be made for a date within two months from the date of the request. Applications for these terminal slots are only possible after the final annual planning for the relevant calendar year has been established. If an application is incomplete or contains incorrect information, the applicant will be requested to complete the application within five working days before the processing of the application can commence. If an application is complete, the applicant will receive a response within 20 working days.

6.1.3. Request for one-off terminal slots

The application for one-off terminal slots relates to slot capacity in the current calendar year, with a validity on the agreed-upon date in that year. An application for a one-off terminal slot can only be made for a date within two months from the date of submission of the application. It is not possible to apply for these terminal slots until after the final annual planning for the relevant calendar year has been established. If an application is incomplete or contains incorrect information, the applicant will be requested to complete the application within five working days before the processing of the application can commence. If an application is complete, the sender will receive a response to the request as soon as possible, but in any case within 20 working days.

6.2. Conditions for access

After receiving a terminal slot application, the following prioritisation is used for each type of application.

6.2.1. Distribution of annual terminal slots

If there is sufficient capacity, the requested terminal slot is assigned to the applicant during the coordination.

If the number of applications exceeds the capacity that ECT has available on a specific day or time, ECT will, if possible, offer alternatives in consultation with the applicant. If there is no match the priority criteria below are used to allocate terminal slots:

- The application has been submitted within the specific period and is complete;
- The application opens up strategic market areas, creates or strengthens the binding of important customers to ECT and the port of Rotterdam, or otherwise strengthens the competitive position of ECT and the port of Rotterdam;

- The application contributes to the most efficient use of the available capacity of the rail terminal;
- The applicant already uses terminal slots;
- The applicant has met the user conditions at other terminal slots in the current annual planning.

6.2.2. Distribution of terminal slots for the current year

When a terminal slot is requested during the current year, prioritisation only takes place (see 6.2.1.) in the case of simultaneously requested terminal slots. If capacity is available, it will be allocated to the first applicant. The applicant will be notified of this within 20 working days. If no or insufficient capacity is available in the requested time window, ECT will offer one or more alternatives in consultation with the applicant. The offered alternatives are held for at least five working days for the applicant. If an alternative proves sufficient and is agreed to, it will take effect on the agreed-upon date. If the alternatives are not sufficient and are not agreed to, the application will be refused.

6.2.3. Distribution of one-off terminal slots

The same rules apply to the distribution of one-off terminal slots as to the distribution of terminal slots for the current year.

6.3. Available capacity

Planned work that leads to a reduction in capacity will be announced on the web page <https://www.ect.nl/en/services/rail-services> no later than four weeks before said work commences. Customers who use a terminal slot during that period are notified by e-mail.

7. Parking trains at the rail terminal

7.1. Applications for parking trains at the rail terminal

It is possible for rail operators and carriers to submit a request to park a train at one of the ECT rail terminals. The parking of trains must be requested as described below and is subject to the following conditions:

- The operator makes a request via CAR for the parking of a train max. 2 days before ETA;
- The operator provides the following information with the application: arrival and departure date, carrier and track numbers because of connection with ORT or ETR;
- The request to use a parking space applies for a maximum period of 24 hours;
- The operator should not make any repairs to the train when parked;
- In the event of a calamity at one of our rail terminals, we are forced to handle the trains at one of our other rail terminal(s). In such a case, the tracks must be empty within 2 hours;
- No shunting can take place while the train is parked;
- No rights can be derived from the parking of trains;

- The above rules can be changed with a notice period of 2 weeks.