

# **Handling of barges**

## **ECT Rotterdam**

**Hutchison Ports ECT Rotterdam**

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## 1. Planning by Nextlogic

In addition to regular planning, Hutchison Ports ECT Rotterdam (ECT) also works with Nextlogic. Nextlogic is a neutral and integral port-wide planning system for inland shipping. Since the planning of barges will eventually take place entirely via Nextlogic, the description of the planning via Nextlogic follows below and then the regular planning by ECT is described under 2.

The terminal makes capacity available in advance for Nextlogic barges. Nextlogic's planning algorithm plans barges based on this capacity. The Nextlogic 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 Nextlogic barges is done via Portbase MCA. These registrations are forwarded to Nextlogic, after which the planning algorithm starts planning. For more information about Portbase MCA, 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. Planning by ECT

### 2.1. Barge notifications; procedure using 48-hour time blocks

Hutchison Ports ECT Rotterdam (ECT) uses 48-hour time blocks for planning barge requests. The schedule below shows the planning methodology. A barge operator needs to register a barge at least 30 hours prior to its ETA (Estimated Time of Arrival) using Portbase. In the evening of day A, ECT plans barge requests for day C. Any requests for day C that cannot be scheduled on that day (C) are scheduled for day D. In other words: barges that notify us on Monday before 18.00 hours that they want to make a call on Wednesday are planned on Monday evening for Wednesday with a possible deferral to Thursday. On Tuesday evening, the barges for Thursday are planned with a possible deferral to Friday. In conformity with the schedule below, the entire week is thus planned.

Register barge (before)			Planning horizon (maximum 48 hours)			
			van		Tot	
1	Monday	18:00	Wednesday	00:01	Thursday	24:00
2	Tuesday	18:00	Thursday	00:01	Friday	24:00
3	Wednesday	18:00	Friday	00:01	Saturday	24:00
4	Thursday	18:00	Saturday	00:01	Sunday	24:00
5	Friday	18:00	Sunday	00:01	Monday	24:00
6	Friday (incl. Sa and Su)	18:00	Monday	00:01	Tuesday	24:00

If it is not possible to schedule a barge on the requested day nor on the following day, then the barge is not planned. If that is the case, everything is done to still plan the barge one day later for the next (48-hour) period. Also see paragraph 2 for the procedures. Every day, barge operators are informed by e-mail if one or more barges of the barge operator in question have not been planned in the 48-hour planning. Should (extra) capacity unexpectedly become available for the handling of barges in the already planned horizon, then non-scheduled registrations will still be planned to the extent possible. This is done primarily on the basis of the plan list (list of registrations based on ETA and prioritisation) and secondarily with the aim of making optimal use of the capacity that has become available. Also see “2.2 Adjusting notifications that are or will be in the past” for the correct procedure in these situations.

In order to be able to implement this planning as correctly and effectively as possible, it is important to report notifications that have been cancelled and/or have been changed as early as possible (at least 16 hours prior to the scheduled ETA) via Portbase.

## **2.2. Adjusting notifications that are or will be in the past**

If the number of requests exceeds the available capacity in a 48-hour planning horizon, not all barges will be scheduled. As a result, it may be the case that the requested time of the barge in Portbase ends up being in the past. If this is the case, the following rules apply:

- if a barge has not been planned and the ETA ends up being in the past, then the barge operator adjusts in Portbase the requested time to a new ETA;
- adjusting the ETA in Portbase does not affect the position of the barge in the plan list; this does not change;
- this rule does not apply to barges which are actually waiting to be handled at an ECT terminal. The barge operator only needs to indicate in the comment field of Portbase at which terminal (ECT Euromax or ECT Delta) the barge is parked. However, the barge must be immediately available. If necessary, this can be confirmed by sending a link from [www.vesselfinder.com](http://www.vesselfinder.com) or [www.vesseltracker.com](http://www.vesseltracker.com) with the position of the barge;
- every day at 10 am, the planning list is corrected and non-scheduled barges which have their ETAs in the past and for which no notification has been received that they are on hold, are refused in Portbase. If that is the case, a new notification must be submitted.

## **2.3. Changes in arrival time (ETA)**

All changes relating to barges that are unable to arrive at the scheduled time must be communicated via Portbase. It is not possible to pass on changes by telephone.

If an arrival is ultimately delayed by more than 24 hours in relation to the ETA that was initially communicated, the barge call is cancelled in the ECT system (Express Vessel Schedule); the barge operator must submit a new request in Portbase.

## **2.4. Quay planning for delayed barges within 8 hours prior to arrival (ETA); parking**

The following procedure applies to scheduled barges which fail to arrive at the agreed-upon time. The starting point is that barges which arrive on time are actually handled on time as much as possible. If a barge arrives later and interferes with another barge in the quay planning as a result of this, then the delayed barge is put in the “waiting room” (parking) while the impact of the delay on the quay planning is assessed. Subsequently, a next moment in the quay planning is sought to handle the barge in question.

This consequently means that the entire quay planning does not shift for all barges (snowball effect), but that the delayed barge is incorporated into the already existing quay planning where possible. This can even mean that the delayed barge is handled in phases.

If the delay is attributable to ECT, the barge is not considered delayed and ECT will ensure that the vessel is replanned with no or minimal delay.

If a barge calls at several ECT terminals and incurs a delay at one of the ECT terminals due to ECT, then the barge is not considered delayed at the next ECT terminal and ECT will ensure that the vessel is replanned with no or minimal delay.

If the delay is the result of general heavy traffic along the quays of the ECT terminals, the quay planning will be adjusted in its entirety.

Communication on this subject takes place via MyTerminal and the ECT App.

### 3. Barge planning - categories

Barge requests are planned both by Nextlogic as by ECT in accordance with the following three categories:

- Fixed Windows (see 4)
- Barge Transferium Maasvlakte
- General Barges

Fixed windows are planned first and are fixed in the planning. Next, the category Barge Transferium Maasvlakte is planned and finally the category General Barges.

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.

Barge Transferium Maasvlakte ("BTM"). is a concept, whereby under certain conditions, one or more barge operators can rent a quay, crane and ECT team for a specific period of time at a rate that is the same for all barge operators.

General Barges are all services by barge operators that are not included in one of the categories mentioned above.

## 4. Fixed windows – barge terms and conditions 2024

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. Current call-sizes may be a maximum of 20% smaller per call than the agreed pro-forma call size
- 1.5. Only after written permission from ECT CAL may current call sizes be larger than the agreed pro-forma call size.
- 1.6. The planned ETA has a maximum tolerance of plus 30 minutes.
- 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 metres 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 (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 8 hours before planned ETA.
- 1.14. 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.
- 1.15. 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 brakes 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 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](mailto: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 plan 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:
- Non Nextlogic, € 921,- per call
  - Nextlogic, € 863,- per call.
- 5.2. A fixed fee will be charged for all fixed dual-bank windows to the amount of:
- Non Nextlogic, € 1.538,- per dual-bank call
  - Nextlogic, € 1.441,- 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 have been approved according to article 1.5, the planned departure time is proportionally prolonged. A reimbursement request must be submitted within 5 days after ATD via:  
[Marcode.Borst@ect.nl](mailto: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](mailto:acc.receivable@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/contact/algemene-voorwaarden/>.
- 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.

## **7. Minimum call-size**

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

- ECT Delta terminal, DDE: 15 moves
- ECT Delta terminal, DDN: 10 moves
- ECT Euromax terminal: 10 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.

## 8. 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 from 1 January 2020:

- 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 € 63,00 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.
- separate agreements apply to Barge Transferium Maasvlakte (BTM).

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.