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# INLAND CONTAINER SHIPPING **GUIDELINES**

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Inland container shipping volumes in the port of Rotterdam have increased sharply in recent years. To accommodate this growth in a reliable, sustainable, efficient and cost-efficient way, parties are working continuously on improvements in the chain. By focusing on several decisive components in your sea freight process, as shipper and/or freight forwarder you can contribute to creating the right expectations for inland vessel container transport.

## KEEP THE CHAIN IN MIND OPTIMISE YOUR SEA FREIGHT PROCESS



**MUTUAL EXPECTATIONS**  
Make agreements with chain parties.

**CONTRACTUAL AGREEMENTS**  
Discuss lead time, incoterms, Demurrage & Detention, dynamic closing and empty containers.

**INFORMATION FOR BOOKING**  
Share agreements with shipping companies, container closing and ATA, seagoing vessel service.

**INFORMATION FOR OPERATION**  
Share next modality, container priority, changes to seagoing vessel ETA/ETD.

**INFORMATION AND DOCUMENTS**  
Share documentation, exemptions and inform of any changes in time.

SHIP AT SEA



DEEP SEA TERMINAL



BARGE



INLAND TERMINAL



TRUCK



WAREHOUSE



EMPTY DEPOTS



Make agreements about mutual expectations and discuss the agreements and schedules that are a priority for you with chain parties.

# INLAND CONTAINER SHIPPING GUIDELINES

### DEVELOPMENTS IN THE CONTAINER CHAIN

The container chain is in continuous development and this has a significant impact on chain party processes, such as the increased scale of sea-going vessels, alliance forming, consolidation among shipping companies and the opening of new container terminals on Maasvlakte. In Rotterdam this has led to growing container volumes, greater peaks and a more complex planning. These factors, together with the free time and demurrage and detention conditions, influence inland container shipping chain party decisions.

### INITIATIVES IN THE INLAND CONTAINER SHIPPING CHAIN

To respond to developments in the container chain, all links in the chain are working hard to adapt to the new reality. For instance, parties are working continuously on improvements in the inland container shipping chain. This includes bundling concepts, integrated planning (such as Nextlogic), digitisation processes and expansion of capacity.

### ADVICE FOR SHIPPERS AND FREIGHT FORWARDERS

Organising incoming and outgoing containers by inland vessel is a process in which all chain parties share information and make agreements with each other. As shipper and/or freight forwarder, you are dependent on other parties, but you can also take steps to design this process according to your expectations. At certain points, you have direct and indirect influence on the way in which the process is implemented. A summary of chain party advice to shippers and/or freight forwarders:

## CONTRACTUAL AGREEMENTS

- Make agreements with all parties concerned regarding mutual expectations and test these against each other so that these can be adapted where necessary.
- Discuss the container's actual 'lead time' from sea port to unloading address and loading address to sea port with the barge operator or inland terminal.
- When determining the Incoterms to be used, discuss the space that is needed to handle the container via inland shipping and, where necessary, ensure that the right responsible party makes the appropriate contractual agreements with the shipping company.
- Establish appropriate parameters for demurrage and detention with the shipping company. Take the actual 'lead time' into account. Expanding the free time can reduce time pressure on the delivery and collection of containers.
- Discuss the options for a dynamic closing with the shipping company, adjusted to match the arrival and departure times of the seagoing vessel. The barge operator or inland terminal can use this space during planning.
- Discuss the best locations with the shipping company for the delivery of empty containers (for example close to the inland terminal). This prevents the transport of empty containers to and from the port and therefore also reduces port calls and improves the loading of vessels.

## SHARE INFORMATION

- Determine which agreements and schedules have priority for you within the chain and discuss these with the involved chain parties.
- Also share agreements with shipping companies about closings and 'Actual Time of Arrival' (ATA) of deep sea containers with the barge operator and inland terminal to improve scheduling for the delivery/collection of containers.
- Make known which containers have priority for you so that the barge operator can optimise the scheduling of its capacity and sequence of port calls at deep sea terminals.
- Inform the barge operator or inland terminal as to which shipping company service (and seagoing vessel) the containers are to be booked. This will enable them to optimise their weekly forecast and distribution.
- Inform the barge operator or inland terminal of the next modality in good time. The deep sea terminal can then be given timely information regarding containers that are to be

delivered or collected by inland shipping, which optimises the handling of inland container shipping in the port.

- Share information and documents in time so that chain parties can make careful considerations about the use of their capacity. Reduce last-minute changes to a minimum. This saves money and time and improves service quality.
- Inform the barge operator or inland terminal immediately regarding changes in 'Expected Time of Arrival' (ETA) and 'Expected Time of Departure' (ETD) of sea-going vessels, so that they can adjust their planning to this and optimise the use of their capacity.
- Inform the barge operator and inland terminal of the latest possible delivery and collection dates of containers and any changes to this so that everyone is aware of the actual date. This prevents containers being delivered too late or collected too early.

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LINCS



VRTO VERENIGING VAN ROTTERDAMSE TERMINAL OPERATORS

## PORT OF ROTTERDAM AUTHORITY

The objective of the Port of Rotterdam Authority is to enhance the port's competitive position as a logistics hub and world-class industrial complex. Not only in terms of size, but also with regard to quality. The Port Authority is therefore leading the transition to sustainable energy and it is committed to digitalisation in order to make the port, and the supply chain, more efficient. The core tasks of the Port Authority are to develop, manage and exploit the port in a sustainable way and to deliver speedy and safe services for shipping.

## MORE INFORMATION

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[www.portofrotterdam.com/en/doing-business/logistics/connections/intermodal-transportation/inland-shipping/optimising-inland](http://www.portofrotterdam.com/en/doing-business/logistics/connections/intermodal-transportation/inland-shipping/optimising-inland)