HUTCHISONPORTS
ECT ROTTERDAM

ECT GOES LIVE WITH NEW PORTBASE UNLOADING/-LOADING LIST FUNCTIONALITY FOR INLAND SHIPPING

On **Tuesday, March the 16th 2021**, the new functionality for the handling of the Unloading/Loading list in Hinterland Container Notification (HCN, Melding Container Achterland or MCA in Dutch) will become operational for both the ECT Delta and the ECT Euromax terminals. This new functionality is part of Nextlogic. Below, you will find a brief description of the functionality as it is currently available.

In this flyer, you will find information about:

- Container status notification
- Calls at ECT Delta terminal(s) and ITT
- Minimum call sizes
- Cargo Opening Time
- Optimisation of the planning

- Creating a BTM call
- Creating a Fixed Window call
- Cut-off for the barge
- Short connection containers
- Importance of information exchange

CONTAINER STATUS NOTIFICATION

The container status notification via HCN has been available at ECT for some time already. The first time you request the status of a container at ECT via HCN, HCN will take out a 'subscription' to the information of this container for you. Via HCN, you will receive real-time information about any changes in the container status. This means you will no longer need to periodically request the status of the container manually.

ECT offers the following information via Nextlogic/HCN:
- Closest Bollard (quay bics code, number)
- Deepsea (ETA, IMO, name, voyage number)
- Dangerous Goods, Out of Gauge, Reefer, Seal number
- Load/Discharge, Full/Empty
- Size Type
- Weight (VGM)
- Customs status
- Document status
- Exemption for modality
- Window (for export: Cargo Opening Time (COT) and Cargo Closing Time (CCT), for import: Ultimate release date)
- Error code: "deepsea vessel voyage of your booking is unknown"
- Miscellaneous error codes (such as Booking is full, Dangerous Goods mismatch, Customs block, etc.)

It is the responsibility of the barge operator to provide ECT with a correct Unloading/Loading list, resolving any issues related to the status of a container before said Unloading/Loading list is submitted. A container with a so-called 'red' status is automatically dropped from the Unloading/Loading list. Only 'green' containers are included on the Unloading/Loading list for the remainder of the process. The faster you respond and resolve any problems with a container, the greater the likelihood that the container can be unloaded or loaded at the terminal.

CALLS AT ECT DELTA TERMINAL(S) & INTERNAL TERMINAL TRANSPORT (ITT)

A major change as a result of the introduction of Nextlogic, is that the ECT Delta terminal is no longer seen as one single terminal. The DDN terminal and the DDE terminal are distinguished as two separate terminals. This means that an Unloading/Loading list for a call at the DDN terminal may essentially only feature containers originating from and/or bound for the DDN terminal; the same applies to the DDE terminal. If you still include a container bound for, for example, the DDE on an Unloading/Loading list for the DDN terminal, ECT will notify you via HCN that you will have to deal with ITT and therefore possibly incur costs.

Depending on the type of call, the following rules are applicable with regard to ITT containers:
- BTM Call: for a call to BTM (Barge Transferium Maasvlakte), the rule is that ITT containers are not charged as these are covered by the agreed-upon service provision
- Fixed Window Call: 10 ITT containers free of charge; for all ITT containers above 10 you will be charged transport costs. The fee is set and communicated annually
- Regular Call: 5 ITT containers free of charge; for all ITT containers above 5 you will be charged transport costs. The fee is set and communicated annually

MINIMUM CALL SIZE

The system will only dispatch an Unloading/Loading list to ECT if the number of containers with a 'green' status meets the minimum call size.

The following minimum call sizes are applicable at the various terminals:
- DDN: at least 10 containers with a 'green' status
- DDE: at least 15 containers with a 'green' status
- Euromax: at least 10 containers with a 'green' status

The automatic verification of the minimum call size is not performed for Fixed Window calls and BTM calls, because these are governed by separate agreements.

CARGO OPENING TIME

Containers with a booking on a deepsea vessel have to be delivered to the appropriate terminal between the Cargo Opening Time (COT) and the Cargo Closing Time (CCT).

It is not permitted to deliver a container prior to the COT, because this means the container will occupy the stack of the terminal for a prolonged period of time. Delivery after the CCT makes it impossible for ECT to adequately prepare for the loading aboard the deepsea vessel. As a result, it is not possible to load the container aboard the deepsea vessel without additional costs.
The COT is 8 days before the Estimated Time of Arrival (ETA) of the deepsea vessel at ECT. Eight (8) days before ETA of the deepsea, the COT is fixed and will not change afterwards, even if the ETA of the deepsea vessel changes. So from 8 days before ETA deepsea vessel you know exactly when you can deliver the containers to the terminal.

A container that is placed on an Unloading/Loading list that has been <u>planned</u> for more than 8 days before the COT will receive a 'red' status and will be removed from the list upon submission of the Unloading/Loading list. This is checked by determining whether the Planned Time of Arrival (PTA) of the barge is longer than 8 days before the ETA of the deepsea vessel. Until now, the system has been performing this check by verifying whether the Copino was received within 8 days before the ETA of the deepsea. This new calculation method gives the barge operator a greater degree of flexibility.

For CCT, no checks are carried out on the Unloading/Loading list.

OPTIMISATION OF THE PLANNING

ECT Delta has 4 quays in total where barges can be handled: DDN, DDE, DBF and Hartelhaven. As a barge operator, registering a call is only possible at the DDN or DDE.
For the planning of Nextlogic, ECT makes crane capacity available at the DDN or DDE, but ECT can also make crane capacity available at the DBF and/or Hartelhaven to allow for an efficient planning. Consequently, it may be the case that your call for the DDN will be planned for and handled at DDE, DBF or Hartelhaven. If this is the case, ECT will bear the costs for the Internal Terminal Transport (ITT) that ensues from this; these costs are not passed on.

CREATING A BTM CALL

Nextlogic supports BTM calls at ECT. ECT will record in HCN which barge operators participate in BTM. When creating a call, BTM operators can refer to this BTM registration by means of the existing BTM reference. As soon as the quay planning of barges is also carried out by Nextlogic, more information about BTM will follow in Nextlogic.

CREATING A FIXED WINDOW CALL

Nextlogic supports fixed window calls at ECT. Operators with a fixed window at ECT can continue to generate their calls using the already familiar fixed window reference. As soon as the quay planning of barges is also carried out by Nextlogic, more information about fixed windows will follow in Nextlogic.

CUT-OFF FOR THE BARGE

At present, the cut-off for the Unloading/Loading list is 8 hours before the ETA of the barge. However, ECT kindly requests that you submit the Unloading/Loading list as early as possible and not to wait until the cut-off. In order to make efficient connections between barge and deepsea, it is important that the information is available at ECT as early as possible.
As soon as the Unloading/Loading list has been made and said list meets the minimum call-size, you can submit the list to ECT. In HCN, you can do this by using the 'Send Load/Discharge list' button. From that moment on until the cut-off moment, you are able to make changes to the Unloading/Loading list that has already been submitted. This differs from the old situation, in which no mutations could be made after the Unloading/Loading list had been submitted.
After the cut-off, mutations can only be made following permission from ECT-GAD, which must then open the Unloading/Loading list for you.
The sooner ECT has the Unloading/Loading list at its disposal, the better we can prepare the stack for the coming operation and the smoother your barge can be handled.

SHORT CONNECTION CONTAINERS

In specific cases and in agreement with ECT, short connections between barge and deepsea can be made possible.

For import containers, there is a short connection if the containers still have to be unloaded from the deepsea vessel at the moment that the cut-off for the barge (8 hours) has expired and the Unloading/Loading list for the barge has already been closed. As soon as such a container is unloaded from the deepsea vessel in the period after the cut-off but before the ATA of the barge and the container thus becomes available with a green status in MCA, the barge operator can request ECT to reopen the Unloading/Loading list, after which the barge operator can add the short connection container(s) to the Unloading/Loading list.

For export containers with a short connection destined for a deepsea vessel, it is particularly important that ECT is aware of the moment of the container's arrival by barge. To prevent such containers from missing the connection to the deepsea, ECT calls on you to submit your Unloading/Loading List as early as possible. ECT is then aware that the containers are planned to be delivered to the terminal and can take account of this. If ECT is not aware of this, the container may needlessly miss the connection to the deepsea.

IMPORTANCE OF INFORMATION EXCHANGE

With this new functionality, ECT has created the possibility to carry out changes on the Unloading/Loading list until the cut-off of the barge, 8 hours before ETA barge. This is in contrast to the old situation in which changes were no longer possible after you had already sent the Unloading/Loading list to ECT.
With this, ECT has improved the flexibility of the system and hopes to lower the threshold for delivering your Unloading/Loading List to ECT as early as possible. It is essential to provide advance information. In this way, ECT wants to further improve the service and possibly further shorten the cut-off times.

QUESTIONS

If you have any questions, please contact us by e-mail: info.nextlogic@ect.nl.

This e-mail address is not intended for operational problems, for that you can use the existing channels. The email address above is a temporary communication channel that will remain in use until Wednesday 31st of March 2021. After that, this e-mail address will be closed. This flyer, and possibly an FAQ at some point, can also be found on our website **www.ect.nl/en** under "Barge Services" (publications).

General questions about HCN can be asked via Portbase; please visit **https://support.portbase.com/en/services/hinterland-container-notification-barge** for more information.

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