



ARRIVAL AND DEPARTURE TIMES



Shipping lines operate on a daily basis in many different ports. In a complex environment like a port, miscommunication can quickly lead to inefficient mistakes. Clear communication is essential! The Port of Rotterdam Authority is therefore committed to working with shipping and ports to achieve shared standards and improve the quality and availability of data relating to vessels and port calls.

Berths are essential in our joint processes: are we talking about the same berth? Followed by: will the ship fit at the berth? And finally: when is the berth available? Most chain parties use berthing times to plan their activities. In the past, however, there was no uniformity in the definitions of the times: the standards used by terminals and ports were different from terminal to terminal and from port to port. This resulted in miscommunication between parties and IT systems dealing with navigation, ordering and planning a port call. The Port Authority is committed to implementing the International Maritime Organization's (IMO) standards for times, which are based on terminal practices, logbook entries of ships, Statement Of Facts (SOFs) and the definitions in the convention on the international regulations for preventing collisions at sea. The standards are used respecting the current notification and declaration requirements, ordering procedures of nautical services and roles and responsibilities of all actors in the port of Rotterdam.

ADVANTAGES

- The terminal, charterer, captain, ship agent and nautical services have a much more accurate understanding of the arrival and departure times at the pilot boarding place and berth. This allows them to optimise the speed of the vessel and to plan services at the berth.
- The same parties have a much more accurate understanding of the starting and completion times of nautical, cargo and vessel services. This allows them to better plan these services and the rest hours of the crew.
- Most accidents happen near the coast, including anchor areas, approaches and territorial seas. Furthermore, the development of wind farms is increasingly reducing the available manoeuvring space in the approaches. Better planning of speed reduces the time spent in these areas and thus the risk of accidents.
- The potential in fuel / emission reduction for the container sector is 4.23% for 12-hour notice, 5.90% for 24-hour notice, and 14.16% when giving notice when the ship is leaving the Pilot Boarding Place in the previous port.¹ This is apart from the reduction of fuel / emissions savings due to less hull fouling – which can trigger an increase of Greenhouse Gas emissions in the range of 20 to 25%, depending on ship characteristics, speed and other prevailing conditions.² The potential for bulk and tanker sector emission savings are being studied.

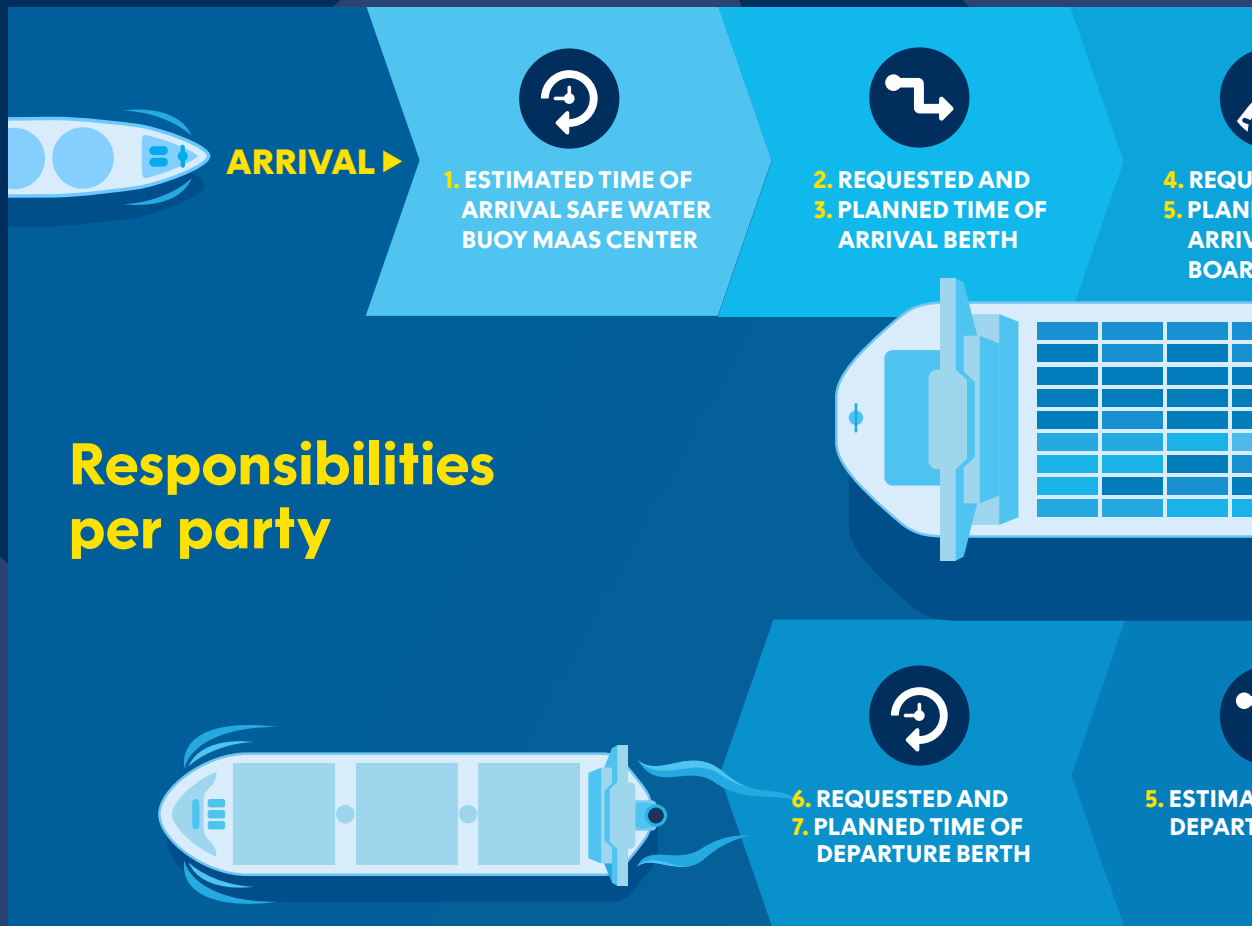
What are the conditions to receive a planning to enter the port?

Normally, ships sail to a port with maximum or charter speed, because most ports have an admission policy based on “first come first served”, and number one concern of carriers and charterers is not to lose their place in the planning of both the terminal and the port if they optimize their speed. The conditions for getting the place in the planning must therefore be crystal clear:

- Ship has sent a Vessel Notification to the Port Authority prior to arrival in Port passage Planning Area.
- Ship has arrived in the Port Passage Planning Area. Ships departing from berths in other ports within this area will be given a secured place after departure.
- Ship has a Planned Time of Arrival Berth (PTA Berth); without a berth planning, the port cannot provide a port planning.

¹ Just In Time Arrival – Emissions reduction potential in global container shipping – MarineTraffic/EERA

² Impact of Ships' Biofouling on GHG Emissions – preliminary results

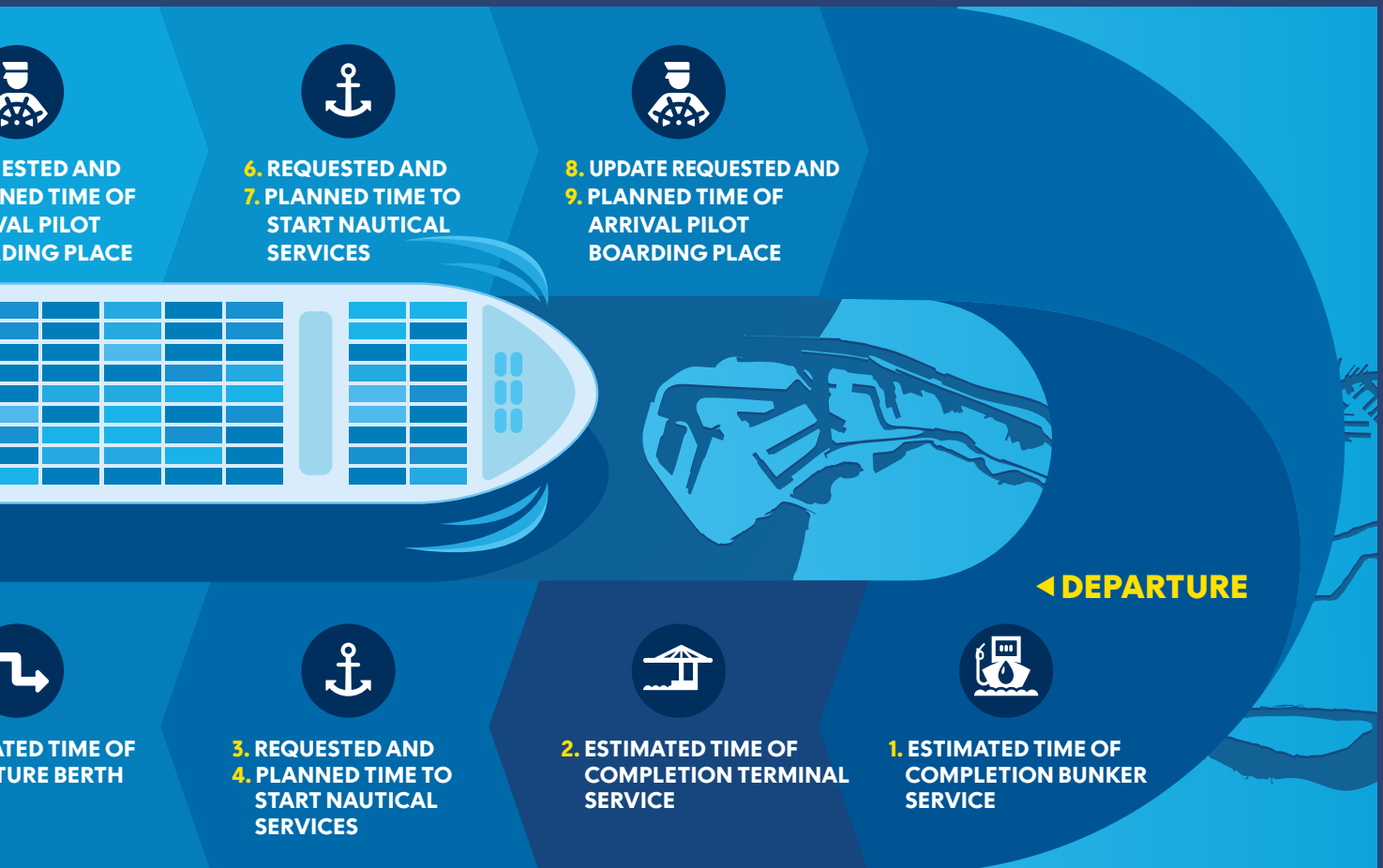


Before arriving in the Port passage Planning Area

1. Agent sends Vessel Notification to Port Authority with Estimated Time of Arrival safe water buoy Maas Center (ETA MC).

After arriving in the Port passage Planning Area

2. Terminal provides update to Agent of the Requested Time of Arrival Berth (RTA Berth, the so-called "start of a berthing window", "ETB", Planned Time of Berth" or "Scheduled Time of Berth"). This time is based on first line secured. This time should be updated if there is a deviation of more than 0.5 hour from the last update.
3. Ship Agent provides Planned Time of Arrival Berth (PTA Berth, the so-called "first berth" in Portbase) by confirming RTA Berth. This is the agreed time between terminal and carrier or charterer.
4. Harbour Coordination Center (HCC) provides Requested Time of Arrival Pilot Boarding Place (RTA PBP), based on PTA Berth and conditions.
5. Ship Agent provides Planned Time of Arrival Pilot Boarding Place (PTA PBP) by confirming RTA PBP and ensures vessel arrives on time.
6. Ship Agent provides Requested Time to Start Nautical Services (RTS NS, the so-called "Order") taking the minimum notice for inbound vessels into account.
7. Nautical Services provide Planned Time of Start Nautical Services (PTS NS) by confirming RTS NS.
8. Harbour Coordination Center (HCC) updates Requested Time of Arrival Pilot Boarding Place (RTA PBP) if necessary, based on PTA Berth, conditions, capacity of nautical services and fairways.
9. Ship Agent updates Planned Time of Arrival Pilot Boarding Place (PTA PBP), if necessary by confirming RTA PBP and ensures vessel arrives on time.



On departure

1. Bunker barge provides Estimated Time of Completion Bunker service (ETC Bunkers) based on the ship can start unmooring (release first line) and provides an update if there's deviation of more than 0.5 hour from last update until service has been completed. To be completed 2 hours before Terminal service; if it isn't it must be flagged in advance as it may affect the berth planning.
2. Terminal provides Estimated Time of Completion Terminal service (ETC Terminal) based on the ship can start unmooring (release first line) and provides an update if there's deviation of more than 0.5 hour from last update until service has been completed.
3. Ship Agent sends Requested Time to Start Nautical Services (RTS NS, the so-called "Order") taking the minimum notice for outbound vessels into account, based on releasing first line. The time between first line released, Pilot On Board and last line may vary per berth and per vessel. For small vessels, it is normally all the same.
4. Nautical services provide Planned Time to Start Nautical Services (PTS NS) by confirming RTS NS.
5. Ship Agent sends Vessel Notification to Port Authority with Estimated Time of Departure Berth (ETD Berth) based on the vessel releasing her first line.
6. Harbour Coordination Center (HCC) provides Requested Time of Departure Berth (RTD Berth), based on ETD Berth, capacity fairway, nautical services and conditions.
7. Ship Agent: provides Planned Time of Departure Berth (PTD Berth) by confirming RTD Berth; and ensures vessel is stand by to release first line on time.

What are the rules if two vessels have the same planning?

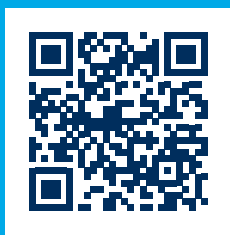
If the Planned Time of Arrival Pilot Boarding Place or Planned Time of Departure Berth is the same for two vessels, priority will be based on public interests such as safety, for example:

- Room for manoeuvring
- Tidal or wind restrictions
- Maintaining minimum steering speed
- Minimum speed at Dead Slow Ahead
- Vessel en route versus a vessel at anchor



Port Passage Planning Area

Ships in this area receive confirmation of their place in the planning, allowing the ship to optimise its speed to arrive at that confirmed date and time. In Rotterdam, the area starts 240 nautical miles away from the Safe Water buoy Maas Center.



For more information? www.portofrotterdam.com/pco