Port of Rotterdam

‘From a mariners’ perspective’
Information flows in ports for facilitating maritime transport

Port approach, port entry, port passage, manoeuvring, mooring, ..
Port clearance is not just a ticket to enter…

Assessment of:
- nautical access to the requested berth,
- berth availability
- carriage and transhipment of dangerous goods
- Specific activities, like repairs
- Security status of the vessel (and terminal)
- Port State Control issues
- Availability of nautical service providers
ETA (1)  
**Formal ETA** (reporting formalities)  
- Ship’s agent report ETA-24h via PCS-service to Authorities  
- Assess ship clearance by port authority  
- Plan availability of nautical services

ETA (2)  
**Informal ETA** (business intelligence)  
- AIS position and dead reckoning  
- Hydro/meteo influences by BI  
- Use of applications (Pronto, shiptracker a.o.)

ETA (3)  
**Required ETA** based on business arrangements  
- Liner arrangements  
- Charter party  
- Berth allocation and slot planning by terminal

‘Just in time’ planning requires Coordination... and data analysis

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IPCSA

Port of Rotterdam
Planning port passage of a 400 m. long container ship by a maritime pilot, using:

- Info from NOA
- Info from VTS
- Info from ECDIS
- Info from NMS
- Info from H/M sensors
- Info from Master-pilot exchange
- Info from terminal operator
- Info from other service providers
PCS as a Single Submission Portal

1: reporting once only for business purposes, and for fulfilling reporting requirements
2: reporting once only for fulfilling reporting requirements of national public authorities
Port Community System ≠ Port Management Information System
Thanks for your attention