



# BERTHS

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 the pivots of our joint processes. Almost all chain parties use them for planning their activities. However, currently there is no uniformity in naming and location indication. This creates miscommunication between parties and systems around navigating, ordering and planning a port call.

The Port Authority is committed to implementing the International Hydrographic Organisation's (IHO) international standard for berths, which is based on the berth planning of the terminal. This ensures that the quality of berth information will improve for all chain partners. In line with the IMO ship number, berths are also given a unique Global Location Number (GLN). This number will not change if the berth changes dimension or ownership, allowing for a robust compatibility check between ship and berth.

# A common language for the identification and location of terminals and berths in the port of Rotterdam. This is done as follows:

## 1 The planning and names of the terminals are key

It is important that the names in the systems are validated by the terminals.

This concerns:

- Terminal names
- Berth names
- Berth positions

We distinguish between four types of berths, as illustrated in examples below:

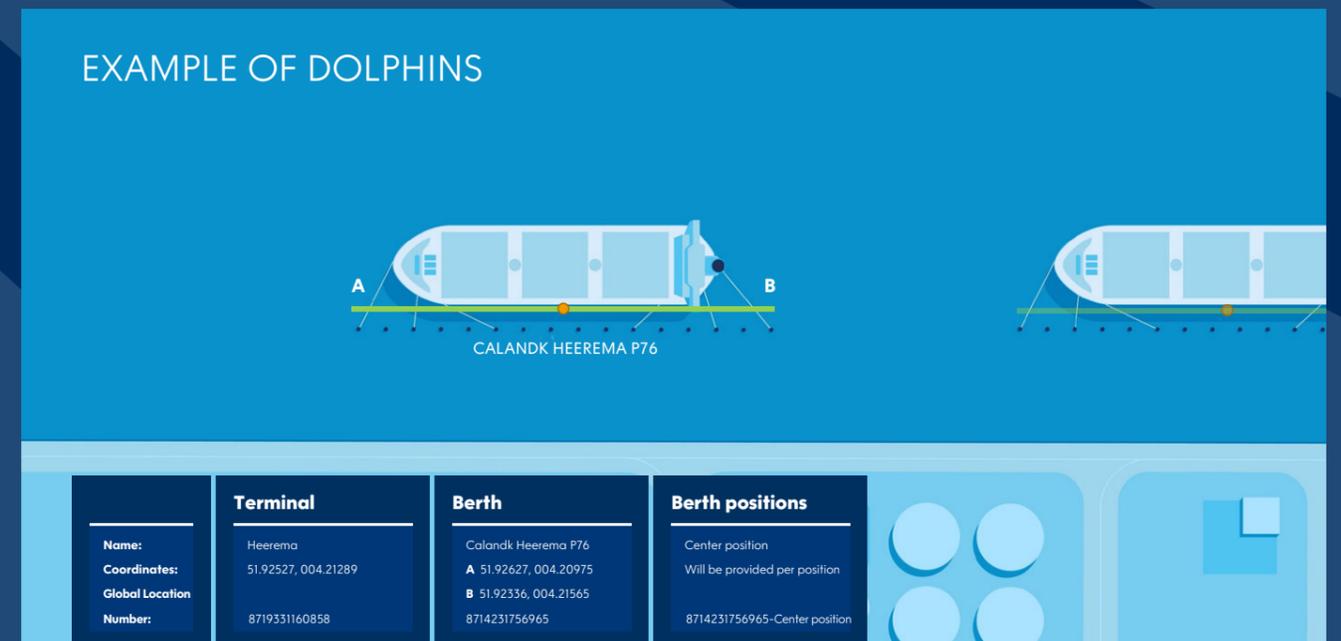
## 2 Establishing a single source system for data regarding port infrastructure data, including the data management processes

## 3 Making data regarding port infrastructure available in a standardised manner

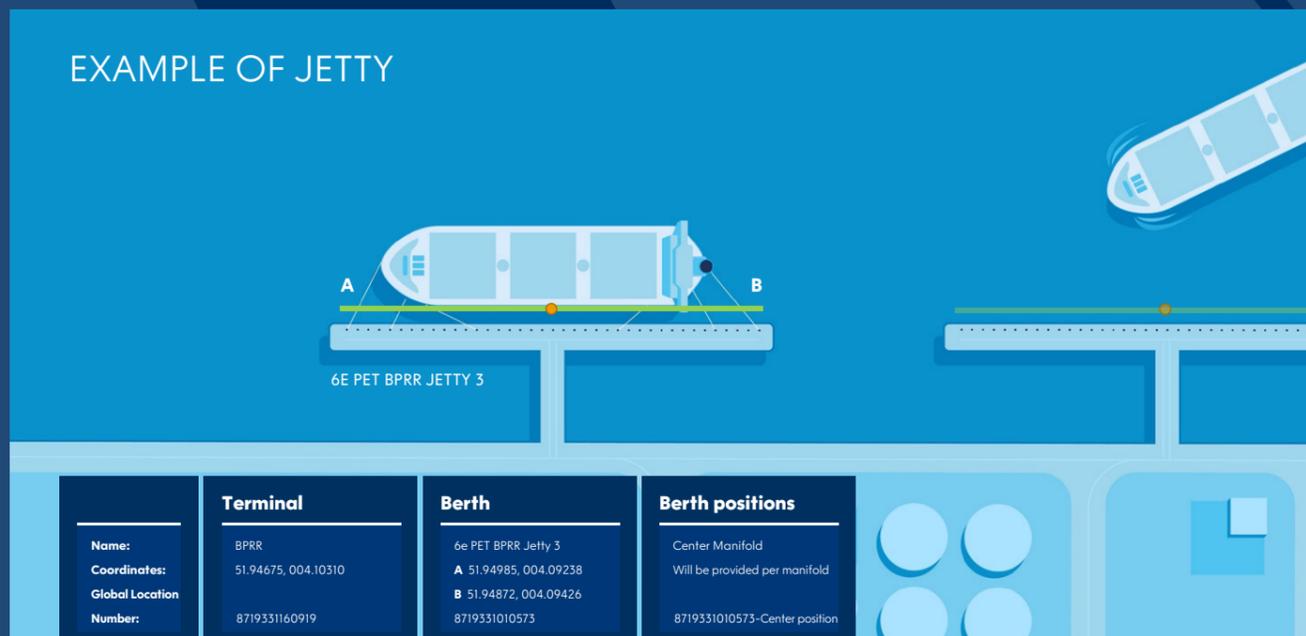
### EXAMPLE OF QUAY



### EXAMPLE OF DOLPHINS



### EXAMPLE OF JETTY



### EXAMPLE OF RO-RO RAMP



## **ADVANTAGES**

- Shipping agents, terminals, ship owners and charterers have access to validated berth information in Rotterdam, allowing them to better assess whether a vessel can berth at its intended berth.
- The Hydrographic Service of the Royal Navy publishes the berths in the nautical charts. As a result, the captain knows much more precisely where to sail and whether his or her vessel can and may be moored at the intended berth.
- The ship agent no longer needs to translate the berth planning of the terminal into shore site numbers when making a notification or order, which can then also be assessed faster by the Harbour Master's Division.



**If you have any questions or you would like more information,  
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