

Cargo Discharging Process from the vessel

STEP – 1

Acquiring of Cargo Information

Terminals acquire SAD approved inbound container lists and annex 71/72 form (discharging/loading list) which are sent by respective shipping line as softcopy and hardcopy from Shipping Agency Department. Terminals have to carry out the necessary planning based on the information received from Shipping Agency Department.

Terminals which using Terminal Operation System

Uploading SAD approved inbound container lists, annex 71/72 form (discharging/loading list) and manifest information with UNEDIFACT Code to the Terminal Operation System and acquiring of the Discharging Sequence Plan and Yard Plan which are automatically generated by the system.

Terminals which don't use Terminal Operation System

Arranging necessary preparation for the cargo discharging such as Yard Planning by utilizing the SAD approved inbound container lists and annex 71/72 form (discharging/loading list) and manifest information.

STEP-2

Inputting of berthing time to the Port EDI System

When the vessel allocates at the wharf, berthing time shall be inputted to the Port EDI system within 1 hour.

STEP-3

(Cargo operation can be started after getting approval from Customs Department

such as General Working Order, Break bulk Order and PO application. Approval for tasks is sent to the onboard customs delivered by SAD agent.

Discussion has been made in order to deliver those messages through EDI system without getting manually by SAD agent in the near future. (Customs Process)

3.1 Surveying of containers during discharging

During the cargo discharging from the vessel to the wharf, container survey will be done by Berth foremen and findings are noted down. Actions will be taken as major and minor based on the errors of containers.

(a) Major Damage

During the cargo discharging from the vessel to the wharf, container survey will be done by ground foremen and findings are noted down. Actions will be taken as major and minor based on the errors of containers. If non-acceptable damage according to the international convention for safe container, 1972, as amended (CSC) which is found by ground foremen, they must report to the import survey team and joint survey inspection will be done by cooperation with chief officer of the vessel, representative from shipping agency department, respective persons from terminal operators and shipping line.

In case for the lack of line seal, onboard customs shall be invited to involve in the joint survey inspection.

(b) Minor Damage

For the minor damages, Berth foremen will work together with respective persons from shipping agency department, terminal operator and shipping line and findings will be noted down in inspection sheet.

STEP-4**Transferring of discharged containers to the container yard****Terminals which using Terminal Operation System**

Containers are transferred to the container yard according to the discharging sequence plan and yard plan which are automatically generated from the Terminal Operation system.

Terminals which don't use Terminal Operation System

Containers are transferred to the container yard according to the yard plan

STEP – 5**Updating the container status at MACCS system**

Once the discharging of container at the yard is completed, actual yard location is updated by the yard clerk/ inspector by using the system or manually.

After that discharging complete message (PKI) shall be sent to MACCS system. For the direct delivery container or delivered with Special Order (SO), (PKK) message shall be sent to MACCS system.

STEP – 6**Updating of container status information at Port EDI System**

CY information shall be inputted to Port EDI system before 16:00 on daily basis.

Cargo Discharging Process From Vessel

