KAKINADA CONTAINER TERMINAL PVT LTD

TERMINAL GENERAL GUIDENCE FOR SHIPPING COMPANIES

KAKINADA CONTAINER TERMINAL PVT. LTD
TERMINAL GENERAL GUIDENCE

INDEX

1.   GENERAL

The purpose of this document is to know the procedures to be followed by the Shipping Lines for handling of containers and vessels at Kakinada Container Terminal. For the movement of containers through KDWP/KCT, Shipping Lines or their authorized agents shall get registered with KCT by complying with the requisite formalities

Definition.

This document will describe all the procedures that need to be followed by the Shipping Lines while operating at KCT.

Abbreviations.

CT	:	Container Terminal
CY	:	Container Yard
KDWP	:	Kakinada Deep Water Port
KCT	:	Kakinada Container Terminal
KCH	:	Kakinada Customs House
EDI	:	Electronic Data Interchange
EIR	:	Equipment Interchange Report
ETA	:	Estimated Time of Arrival
ETD	:	Estimated Time of Departure
EAL	:	Export Advance List
FPD	:	Final Port of Destination
IAL	:	Import Advance List
ICD	:	Inland Container Depot
POD	:	Port of Discharge
POL	:	Port of Loading
SL	:	Shipping Line
SRF	:	Service Request Form
TOS	:	Terminal Operating System
TSA	:	Terminal Services Agreement
VIA	:	Vessel Identification Advice
VOA	:	Vessel Operating Agent.
APPCB	:	Andhra Pradesh Pollution Control Board

General Customs Procedure:

The Customs formalities concerning the movement of containers via KCT are described in Attachment B but serve as an indicator only.

All Customs formalities are subject to the rules and regulations stipulated by the KAKINADA Customs House.

Users are responsible for familiarizing themselves with applicable local laws, regulations and statues including without limitation those relating to exchange control, export-import policies, Customs laws and general commercial laws.

2. **VESSEL OPERATIONS**

Information with respect to vessels calling at the KCT to discharge or load containers have to be provided to the KCT Planning Section by respective vessel agent.

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<u>Berthing Planning.</u>

KCT will prepare its berthing planning considering the following factors:

- Pro-forma Vessel schedules

- Vessel Berthing request

- Detailed vessel call information

- Availability of berth space

- Submission of the Import Advance List and Export Advance List / Stowage for Export
  Plan

<u>Vessel Schedules</u>

The pro-forma berth windows for the particular line's vessels are negotiated between the VOA and KCT. The berth window is related to an estimated number of containers to be handled and the required time for which.

Unless otherwise agreed, vessels will be planned to berth and depart on the pro- forma berth window's arrival and departure times.

In case a vessel is delayed on the pro-forma schedule, KCT will try to sail the vessel as close to the pro-forma sailing time as possible provided this will not negatively affect other vessel's berthing and sailing.

In case a vessel is arriving pre-pone of pro-forma but is not required to sail pre-pone on the pro-forma schedule, KCT will try to berth the vessel at the quay-wall provided this would not negatively affect other vessels' berthing and sailing.

In case a vessel has to sail before of the pro-forma sailing time KCT will try to fulfill this requirement provided this would not negatively affect other vessels' berthing and sailing.

The VOA has to approach KCT for out of pro-forma handling requirements in writing to the KCT Operations Department in the above such cases.

Vessels arriving within the agreed berthing window and the agreed number of container move exchange , will always have priority over vessels out of pro-forma

or adhoc or incident vessel call.

Vessel Berthing Request.

The VOA is responsible to provide their vessel's arrival information to KCT's Planning Section.

A 'Vessel Identification Advice' form has to be sent by the VOA and submitted to KCT Planning Section not more than 7 days before vessel arrival. In case, the VOA wishes to apply for VIA No. earlier, the same can be done only after prior permission from the Terminal Manager, KCT.

All the containers shall enter KCT CY for a particular vessel, only after the VIA number is received from terminal. The VIA number shall be used for all the correspondence between KCT and VOA/SL.

Vessel Call information

Detailed vessel call information needs to be communicated by VOA through mail or in person. The VOA shall give the accurate ETA and the required information below at least 24 hours before arrival to the Port limit, failing which the berthing program of the subject vessel may be changed, depending upon other vessels' schedule.

The required information consists of:

- Vessel name
- ETA
- Required ETD
- Expected number of moves per vessel call :

  - Total discharge / load moves

  - IMDG class containers; discharge / load moves.

  - Live Refrigerated containers; discharge / load moves.

  - Empty containers; discharge / load moves.

  - Out of Gauge containers; discharge /load moves with dimensions

Upon receipt of the above information, KCT will prepare the berth and shall advise

the VOA of the vessel ETA /ETD.

In case of required changes in the requested ETA / ETD, the KCT Terminal Manager will contact the VOA to create the best workable solution.

Change of vessel arrival.

If due to late arrival of vessels causing berth congestion, the Terminal Manager of KCT shall consult with the respective VOAs to discuss the plan of berthing their vessels.

Berthing Policy.

VOA shall declare ETA of vessel 72 hours prior its arrival to planning section by e-mail. VOA shall subsequently submit the berthing request indicating firm ETA 24 hours prior to the vessel arrival to KCT planning section.

If the change in ETA is more than 3 hours from that declared in the berthing request, then the ETA amendment shall be sent by the VOA to KCT planning section at least 12 hours prior to vessel arrival.

KCT Berth shall be allocated as per the ETA declared in the berthing request and based on the exchange particulars received from the VOA.

Berthing priority will be accorded in the following sequential manner-

i.   Vessel which has declared firm ETA 24 hours in advance and has arrived port limits within +/- 3 hours on time as mentioned in the berthing request.

ii.   Vessel which has arrived port limits not maintaining declared ETA in the berthing application.

Amongst non-window vessels, mainline vessel shall have priority in berthing over the other vessels. KCT reserves its right to change berthing plan according to operational reasons.

General Vessel Information.

The SL/VOA shall provide KCT with technical vessel information, at least72 hours before arrival. This information has to be supplied the first time the vessel calls the port, or whenever the previously supplied information changes.

The technical vessel information consists of:

- General Vessel particular
- General vessel Profile
- Bay Plan
- Air Draft
- Height of ship's crane from the keel
- Lashing Plan
- Type of hatch covers and their dimension/weight
- Geared /Gearless.
- Vessel capacity in TEUs
- Type of Twist locks
- Distance between bow to bridge and bridge to stern

Per hatch/bay:

- Identification of the hatch/bay numbers
- Position of the engine room &Bridge.
- Information of bays(cellular/non-cellular)
- Position of Derricks and any obstacles on deck.
- Reefer connections
- Maximum stack weight per row/ High cube Restrictions for underdeck/on deck
- Maximum air draft of the vessel
- Any Specific Restrictions

With this information the KCT vessel database shall be updated.

Discharge Operations.

Discharge details.

The VOA is responsible for communicating the discharge, re-stow and/or remain-on-board information at least 8 hours prior arrival of the vessel. Based on the provided information, the KCT Planning section shall prepare the discharge plan.

The instructions must contain:

- **Import Advance List.**

A consolidated Import Advance List of all the Import containers to be discharged at KCT as per the stipulated format in both-soft and hardcopy. The import list should clearly indicate the type of delivery – Rail / Road / Sea – and the final destination. The list should also include any containers to be transshipped and re-stowed- by separate mail. VOA shall ensure that the containers for which IGM has been filed only are furnished in the IAL provided to KCT. KCT shall consider Import Advance List only received from VOA as the relevant document for discharging the containers from the vessel.

- **Baplie.**

Apart from an Import Advance List , the VOA shall provide the discharge information in an EDI format is called "BAPLIE' before submission of Import Advance List . If Baplie cannot be submitted, the VOA shall   submit the discharge details in stipulated format.

- **Hazardous Cargo Manifest.**

- **Reefer Manifest.**

- **Out of Gauge Manifest.**

- **Import General Manifest –** The VOA shall submit the IGM to KCT Planning Section at least 8 hrs. Prior to the arrival of the vessel.

The SL/VOA shall be fully responsible for the accuracy of the information and the details in the above documents and shall take all statutory permissions from concerned authority required for discharging and stacking the container at KCT ,prior vessel arrival. Any changes in the discharge information , the VOA agent shall communicate   well in advance . Failing which , the terminal shall charge as per   KCT tariff

<u>Important note</u>:

In case of late submission of the discharge instructions resulting in delay of the vessel discharge/loading operation, KCT reserves the right to charge idle time of

its manpower and equipment to the account of the vessel. If no charges are prescribed in the KCT tariff for subject delay, KCT will calculate theses costs and bill to SL for payments. Also, KCT may decide to cancel the berthing of the vessel in case there are other vessels awaiting berthing .In such case, the said vessel has to wait till further decision is taken by KCT.

Transshipment Containers.

The VOA/SL shall submit transshipment containers through the Import Advance List whereas the following additional data needs to be provided:
- V in "MOD" column of IAL
- Next Vessel Voyage in "Cargo Type" column of IAL (VIA no).
- Final POD for which the container is to be loaded for has to be stated in the "FPD" column of IAL.

Discharge Operations.
During the discharge process KCT shall perform a visual check on the following items:

- Container number.
- ISO Type.
- Out of gauge.
- Damages, if any, limiting to the container sides which are feasible while performing the operational activity.
- Seal (Yes or No) and Seal Number Check.
  Containers without bottle seal on laden containers shall be affixed with KCT seal. A charge for affixing seal shall be levied as per the KCT tariff.

Discharge Reporting.

 KCT shall provide the SL with EDI message 'COARRI' after the containers have been discharged from the vessel. Final discharge list and summary shall be communicated by KCT to the VOA after sailing of the vessel.

In case of EDI failure or if the VOA/SL cannot receive EDI messages, hardcopy of discharge list will be provided for the VOA/SL after the sailing of the vessel.

Over-Landed Containers.

When a container is found over-landed, the KCT Planning Department shall immediately report to the VOA.

The VOA will decide whether the container needs to be re-stowed back or remain discharged. If intend to discharge and stack at KCT , the VOA shall confirm in written along with Customs permission before completion of vessel operation. Failing which, KCT reserves the right to load back to the same vessel and relevant charges will bill by KCT as per tariff without consent of VOA.

Short-Landed Containers.

 KCT shall communicate a short landed container to the VOA after the vessel discharge operation is completed. The VOA shall take necessary action with the SL and Customs.

Loading Operations.

2.4.1. Loading details.

The VOA is responsible for communicating the vessel loading instructions at least8 hour's prior arrival of the vessel. On basis of the supplied loading instructions, KCT Planning department shall prepare the loading plan for the subject vessel.

The instructions shall contain:

- **Export Advance List**

A consolidated Export Advance List received only from VOA with all the containers in both softcopy/hardcopy shall be treated as proper document.

If there is any discrepancy between the information received from VOA and terminal data, shall be noticed to VOA.The loading plan shall be proceeded on confirmation of discrepancy and stowage plan provided by VOA.

 If there is any change in load instruction, VOA has to immediately inform the KCT planning section in writing.

The VOA shall be reachable at any point of time (24hours) a day in case any load instruction or any other details related to vessel operations need to be verified. The VOA shall ensure that all containers mentioned in the Export Advance List have the relevant customs clearance (Shipping bill with allowed for shipment and physically verified) for loading onto the vessel

Important note:
In case of late submission of the loading instructions resulting in delay of the vessel

operation, KCT reserves the right to charge idle time of its manpower and equipment to the account of the VOA. If no charges are prescribed in the KCT tariff for subject acivity,KCT will calculate these costs and bill to SL for payments. Also, KCT may decide to cancel the berthing of the vessel in case there are other vessels awaiting berthing. In such case, the said vessel has to wait till further decision is taken by KCT.

- **Vessel Stowage Pre-plan (Bay-Plan)**

  The VOA shall arrange to submit pre stow plan along with 'MOVINS' to KCT along with the Export Advance List at least 8 hours prior to vessel berthing.

- **Hazardous Cargo Manifest.**
- **Reefer Manifest.**
- **Out of Gauge Manifest.**

The SL is fully responsible for the accuracy of the information and the details in the above documents. Any changes in the discharge / loading instructions after the information deadline has to be provided in writing to the KCT Planning Department.

Loading Stowage Procedures

The KCT Planning Department shall submit the Initial Stowage Plan in Hardcopy or EDI format (Baplie) to the Vessel Chief Officer and seek the requisite approval to proceed the loading operations. After completion of the operations, the final stowage plan – hard or soft copy shall be communicated to the VOA/Vessel Chief Officer.

General Cut off time :

In general all containers for a particular vessel shall have to arrive before the general 'cut off' of the vessel. The cut off of the vessel will be 8 hours prior vessel arrival and any changes in the same shall be communicated to VOA through mail.

Loading Operations.

During the loading process KCT shall perform a visual check on the following items:

- Container number.
- Damages, if any, limiting to the container sides which are feasible while performing the operational activity.
- Seal check.

Loading details.

KCT shall provide SL with EDI message 'COARRI' after the containers have been loaded onboard the vessel. In addition, the final load activities performed on the vessel by KCT shall be communicated to VOA after sailing of the vessel.

In case of EDI failure or if the VOA cannot receive EDI load confirmation messages, a hard copy of Load List and Final stowage plan will be provided to the SL/VOA after sailing of the vessel.

Berthing Request Form.

The VOA shall get the Berthing Request endorsed from the KCT Planning Department prior submitting to KDWP traffic department for berthing their vessels. KCT shall indicate the berth with bollard numbers in the berthing application and then endorse it.
For sailing the vessels, the Master of the vessel shall contact KDWP Port control upon completion of the Vessel Operation for Pilot request.

The berthing and sailing of the vessel will be carried by KDWP marine department VOA shall coordinate with KDWP for smooth berthing and sailing of their vessels.

Terminal Charges.

The SL/VOA shall pay all the relevant Terminal Handling Charges (THC) to KCT in advance or as agreed, between SL/VOA and KCT, in the Terminal Services Agreement. For Non Regular (One-Off) vessel calls/operation, KCT will require Pre-Payment of the THC before the berthing application is acknowledged.

Vessel Related Charges.

The vessel related charges shall be paid by the VOA to KDWP directly.

Vessel Bunkering, Repair & Provisioning.

Vessel bunkering, repair and provisioning activities have to be communicated to KCT at least 24 hours before ETA of the vessel. These activities are only allowed after approval of Customs, KDWP and are subject to compliance of safety and security procedures set in the terminal and KDWP. These activities must not delay the vessel operations and must be completed within the operational working time of the vessel . Bunkering from the land side shall be carried out only during the day light hours. For sea side bunkering and repair on board, VOA shall obtain requisite permission from KDWP marine department . Any penal charges that may accrue to KDWP in view of the above shall be borne by the VOA.

Vessel Clearance Formalities.

The VOA is responsible for the Arrival and Sailing Clearance of the vessel(s) and arrange for the required authorities – Customs, Immigration, PHO in time without suffering berthing, sailing, vessel operation

Important note:

If the required authorities are not available on berthing of the vessel(s) causing a delay in commencement of operations and the vessel is delayed for sailing after completion of operations due to reasons not on account of KCT.KCT reserves the right to charge idle of its manpower and equipment to the account of VOA. If no charges are prescribed in the KCT tariff for subject activities, KCT will calculate these costs and bill to SL for payments.

3. GENERAL OPERATIONS AT TERMINAL

Gate & Rail operations include visual inspection and seal checks when these containers are arriving in KCT. The Gate and Inspection facilities shall be manned by KCT/Customs and Security officials.

Gate Operations

Terminal Access Control

KDWP controls access of transporting companies to the terminal. Trucks having Insurance and relevant documents required by KDWP with driver possessing valid driving license shall only be permitted entry inside KDWP/KCT.

Container Exit and Entry

KCT performs a Container Exit and Access validation. Containers are only permitted to leave or enter the terminal as per documents as agreed by SL, provided that KCH does not restrict the container(s) from leaving or entering the terminal.

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Export Containers

The SL directly or through their appointed CFS Operator or Transporting company or CHA shall provide the KCT personnel with manually written Form 13 or e-form13 & pre-printed EIR (duly filled up in all respects) and Shipping Bill , Annexure C (for factory stuffed containers).

Trailers carrying containers without Form 13 and shipping bill shall not be allowed entering into terminal at any cost.

KCT staff posted at gate - Terminal Yard Entrance area shall cross-verify Form 13 and pre-printed EIR along with container. On verification of documents and find in order, KCT staff shall enter the container details. KCT shall collect the line's Form-13 and then,trailer shall allow to proceed to the terminal CY.

Upon returning the truck after being offloaded the containers , the gate tally in turn shall collect the pre-printed EIR from the truck driver.

Import Container(s)

The SL shall provide an Import Advance List to KCT planning Section prior berthing of vessel for delivering the containers out of KCT. The IAL shall indicate the destination/CFS where the container to be delivered. For the CFS bound containers, the CFS operator shall submit TSA or Bill of Entry to KCT Planning Section. For factory bound containers, SL shall provide delivery order with requisite customs permission (Bill of Entry and an out of charge) to KCT planning section.

The KCT Planning Section shall generate a delivery sequence list based on the stacking of the container in the CY and hand it over to the transporter of the shipping line /CFS operator. The transporter shall provide delivery ticket to the KCT gate personnel as per the sequence list given by KCT for the trailers arriving for picking the containers.

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Gate Inspections Process for Receiving and Delivery:

In the yard entrance of the terminal which is considered the physical entry/exit to/from the terminal, the truck driver shall submit the Form13 & pre-printed EIR, shipping bill or Annexure C and Check List of Shipping bill to KCT staff. Upon verifying the Form-13 with shipping bill / Annexure-C. Upon verifying due process, the truck shall allow to proceed to the terminal CY.

KCT staff shall perform the following checks prior allowing into CY, KCT.

- o Container damages – external
- o Seal Integrity Check
- o Internal Check (Empty Containers)
- o IMO Labeling (Hazardous Containers)

In case :
- o Heavily damages
- o Non-compliance Seal Integrity
- o Dirty Container interior/Exterior
- o Without IMO labels

The truck shall not be allowed to enter KCT with the container(s) and will be requested to wait till the above disputes are cleared by SL.

In case of a dirty container interior and/or non-essential IMO labeling, the driver shall be advised to arrange for cleaning of the container and/or the removal of IMO labeling before being accepted to enter the terminal and deliver the container(s).

Pre – Printed Equipment Interchange Report (EIR)

Export Containers:

On verifying the Pre-Printed EIR at middle gate by port security being appointed by KDWP , the truck shall proceed into the yard for offloading the container. The EIR will indicate the yard location(s) by gate tally where the truck has to report for offloading the container(s) in the CY,KCT.

<u>Import Containers:</u>

KDWP security personnel at the Middle Gate shall verify the Delivery Ticket and Pre-Printed EIR being submitted by trailer driver indicating the container number, SL code and destination for picking up the container. Upon verifying due process, the truck shall allow to proceed towards terminal. Upon arrival of the truck, the gate tally in turn shall direct the truck to proceed toward the respective position. After the container is loaded on the truck, the container inspection shall be performed by KCT tally and collect the pre-printed EIR from the truck. Truck shall then be allowed to move out of the terminal with the container.

<u>Rail Operations</u>

<u>Import Containers</u>

For Import containers being delivered by Rail,the SL shall be responsible for providing the required load instructions by submitting information in stipulated format and a copy of Customs Permission to the KCT Planning Section. KCT shall load the container(s) on the train in accordance with the Rail Operator.

<u>Export Containers</u>

For export container arriving by Rail , the SL shall be responsible to provide KCT with the required discharge instructions in stipulated format to the KCT Planning Section at least 8 Hours prior to arrival of the train at KCT. KCT shall discharge the container(s) from the train in accordance with the Rail Operator. If the information is not given within the stipulated time, the containers shall be stacked in the separate yard . The relevant charges shall be applied against concerned shipping line and for which , KCT does not require SL consent.

4. DOOR DIRECTION OF CONTAINER

All the containers arriving in the terminal by truck, ship and Rail should have the doors faced towards aft /rear end of the carrier (i.e. Truck, Ship and Rail).It also may be noted that containers are stacked inside the terminal CY in a unidirectional position so that to enable a smooth and safe operation .If the containers arrive in the terminal with doors facing forward, the trailers carrying container need to maneuver in opposite direction in the yard which will not be able to follow the standard traffic flow making it an unsafe act.

5. **OVER DIMENSIONAL CONTAINER**

The SL shall take prior permission (before loading at load port) from KCT for any Over Dimensional Container for handling in the terminal with detailed information as below.

- No. of cargo
- Dimension of the cargo (LxWxH)
- Weight of the cargo
- Stowage on ship.

6. **DIRECT DELIVERIES**

For exceptional cases (IMDG cargo, OOG Shipment or any special cargo), there shall be a possibility for direct delivery of container(s) under the hook. For accessing this, the SL shall inform KCT of the container details 24 hours prior vessel arrival. KCT shall inform the VOA/SL about the expected time of discharging of the container

Five (5) hours before arrival of the vessel the requested direct deliveries maybe confirmed to KCT by the SL. The truck shall be placed at KCT Three (3) hours before the estimated time of container discharge.

SL shall comply with the KCT safety rules, requisite customs permission required for direct delivery of the containers.

7. **HAZARDOUS CARGO**

The below mentioned requirements are for terminal operational purpose over and above the requirements and procedures as set by KDWP regarding the handling of dangerous cargo in the Port.

7.1. **Hazardous Cargo Restrictions.**

In general there are no restrictions to the volume of dangerous cargo shipments through the KCT provided complying all local statutory and IMDG rules and regulations for sea containers. For IMDG class 1 and 7, prior permission must be obtained from KDWP and other statutory authorities. For this cargo, storage is not permitted inside.

Important note:
Any special activities, materials or cleaning services performed, as a result

of dangerous cargo handling or leaking containers will be billed to the SL . If no charges are prescribed in the KCT Tariff for subject activities or services, KCT will calculate these costs and bill to the SL for payments.

Hazardous Cargo Manifest and Documentation.

Apart from vessel load and discharge information, the VOA shall submit the Hazardous Manifest endorsed by Deputy Conservator of KDWP along with Multimodal Dangerous Goods Form and Material Safety Data Sheetat KCT Planning Section before two days arrival of the container to the terminal.

Important Note

The SL is fully responsible for the data submitted in the Hazardous manifest and also for non-declaration or mis-declaration of the hazardous cargo details. All the consequences and liabilities thereof, arising out of the lapse on part of the SL in not submitting the proper and correct details shall be on SL's account and will be their liability.

8. CONTAINER STUFFING AND DE-STUFFING.

KCT intends to provide container stuffing or de stuffing activities at its terminal which is unable to move out in normal process. This may be permitted under customs supervision, space may be provided for stuffing and de-stuffing at a charge.

9. REEFER CONTAINERS.

KCT has 90 reefer connections for storage in the yard. Reefer containers shall be plugged and unplugged only once as a standard activity for the vessel operations in the yard. The power supply and temperature monitoring shall be carried out by KCT at every 4 hour interval and a daily report shall be sent to the SL with temperature recordings during last 24 hrs. The reports shall be issued by KCT to SL from the time of arrival/plugging of container till the time of departure/unplugging. Any variation observed shall be brought to the notice of KCT planning section by the SL.

PTI, Run Test of Reefer Containers can be provided by KCT. For performing these tests, the SL shall inform the KCT Planning Section through mail.

10. CONTAINER CLEANING AND REPAIR ACTIVITIES.

KCT may provide container cleaning and repair services.

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The terms and conditions concerning container cleaning and repair activities in the terminal will be subject to the Terminal Service Agrement between the SL and KCT.

11.   LONG STANDING CONTAINERS.

The storage charges on abandoned containers / shipper own containers shall be levied up to the date of receipt of information of abandonment in writing or 75days

From the day of landing of the container, whichever is earlier subject to the following conditions?

(i). the consignee can issue a letter of abandonment.

(ii). If the consignee chooses not to issue such letter of abandonment the container

Agent / MLO can issue abandonment letter subject to following

a.   The Agent/MLO shall resume custody of container along with the cargo And either take it back or remove it from the port premises and

b.   The Line shall pay all port charges accrued on the cargo and container before resuming custody of the container.

(iii). the container agent/MLO shall observe the necessary formalities and bear the Cost of transportation and DE stuffing. In case of their failure to take such Action within the stipulated period, the storage charge on the container shall Be continued to be levied till such time all necessary actions are taken by the Shipping lines for de stuffing the cargo.

(iv). Where the container is seized/confiscated by the Customs Authorities and the same cannot be de stuffed within the prescribed time limit of 75 days, the storage charges will cease to apply from the day of Customs order release of the cargo subject to lines observing the necessary formalities and bearing the cost of transportation and de stuffing .Otherwise, seized/confiscated containers   should be removed by the line/consignee from the terminal premises to the customs bonded area and in that case , the storage charges shall cease to apply From the day of such removal.

However, the shipping lines shall be held responsible for the long standing containers / goods and vacating the same from the terminal premises after paying all due, with relevant permission from concerned authority i.e Customs .

12. **RESPONSIBILITIES**

a) Terminal shall be exempted from liability for damage to goods caused solely by insufficient protection or packing and improper declaration of content and weight and due to any other reason not attributable to KCT. The party with a direct interest in the cargo i.e. the cargo seller or buyer shall insure the cargo on an 'all–risks' basis for its full value. KCT shall be informed in advance by the SL if the nature of the cargo is of high value and need special handling.

13. **TERMINAL SOFTWARE & EDI**

KCT is using ITOMS as Terminal Operating System (TOS).

The use of this product allows KCT to exchange various EDI messages:

- BAPLIE

- CODECO

- COARRI

- MOVINS

In addition to the EDIFACT messages, KCT will send In Yard list of containers, Gate In/Gate Out details of the containers in an excel format by email to the respective SLs on a daily basis.

ATTACHMENT A: Telephone and Tele fax numbers

Terminal Manager

Landline	:	+91 884 320 8577
Tel.	:	+91 709 399 5120

Assistant Manager (Operations)

Tel.	:	+91 709 399 5124
Email	:	ops@kctpl.com

Planning Section:

Tel.	:	+91 7093995125
Fax	:	+91 884 237 5584
Email	:	planning@kctpl.com
EDI Messages	:	edi@kctpl.com

Finance:

Dy. Manager (Finance)

Tel.	:	+91 709 399 5121
Email	:	t.durgesh@kctpl.com