



Container Stevedoring Operations Application

System Features

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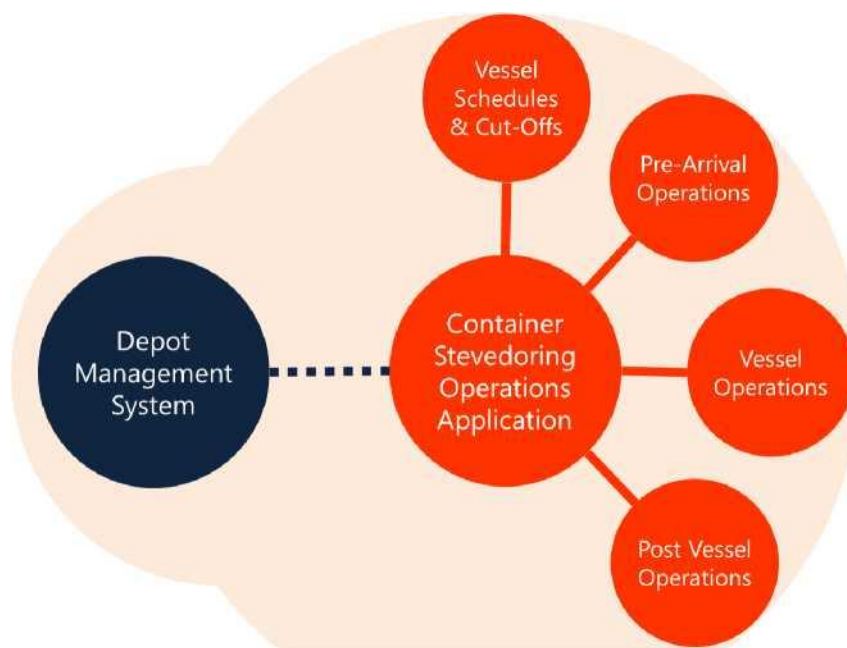
• Introduction

Container stevedoring operations involves Loading, Discharging and Shifting of Containers at the quay-side; using Vessel and/or Quay cranes. For obvious economic reasons, the stevedores have a much lesser quantum of investment in the terminal infrastructure as compared that made by a container terminal operator with a long-term port concession. However, that should not adversely affect the stevedoring operations performance, gauged by operations productivity using limited resources and in a cost-effective way.

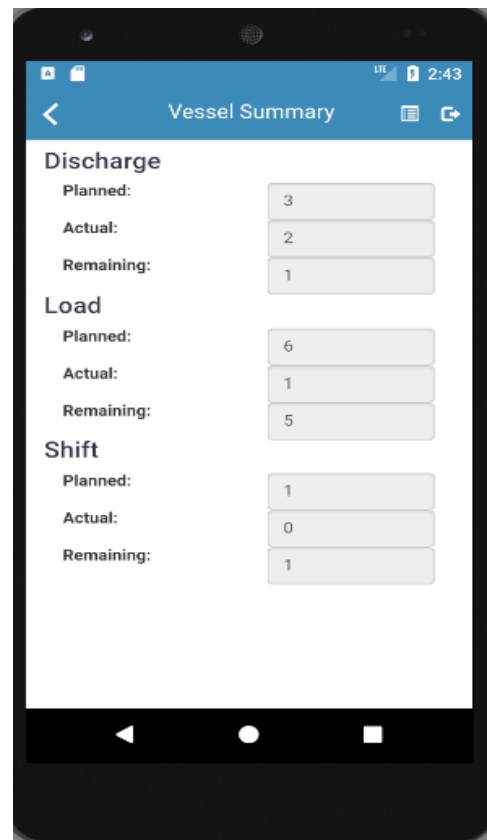
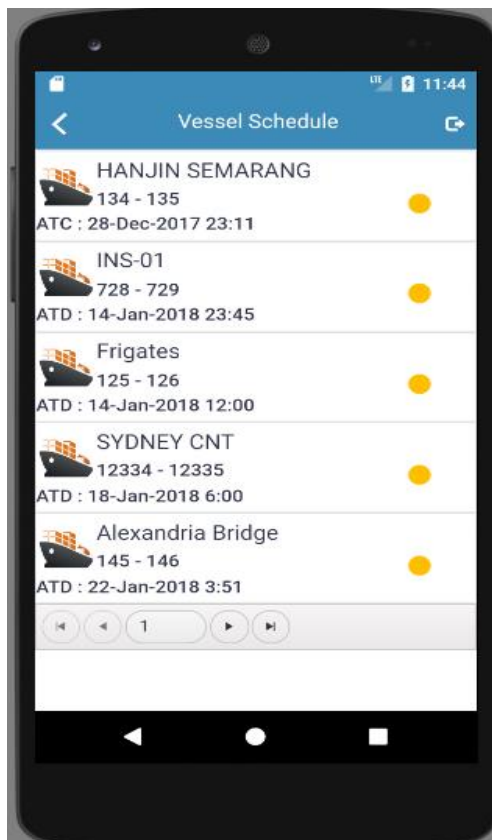
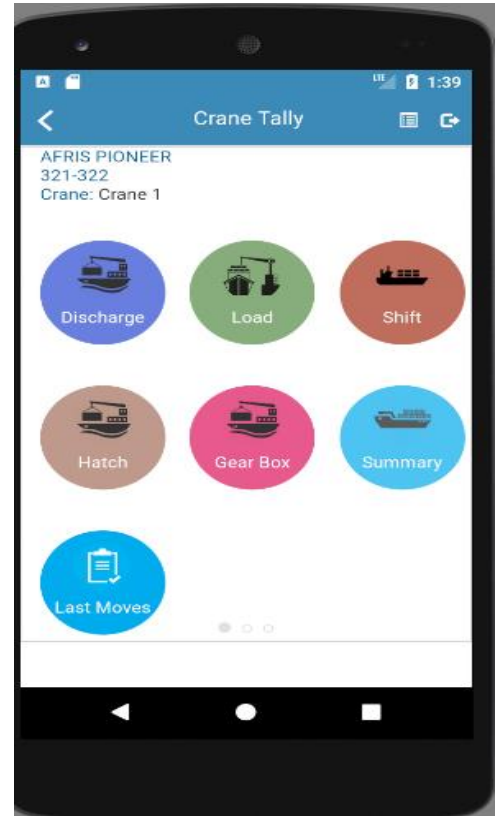
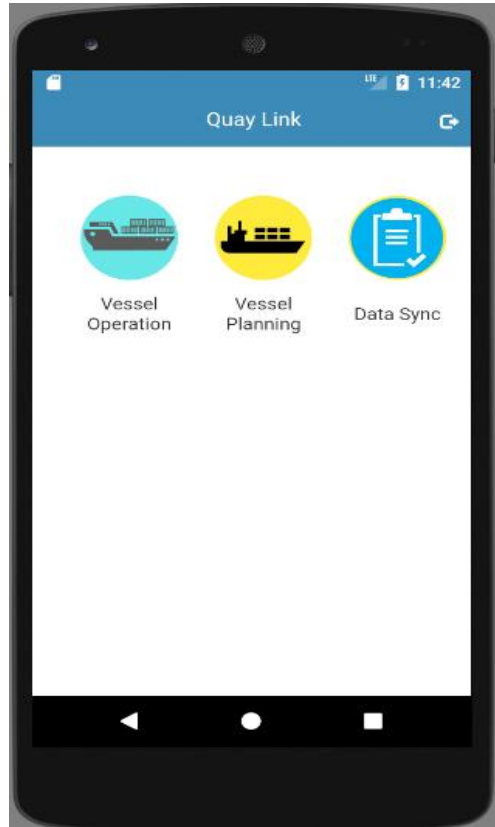
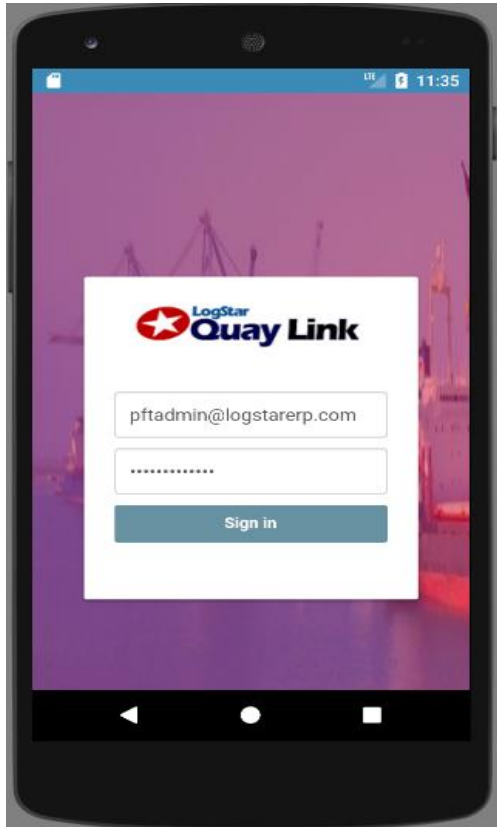
LogStar Quay Link is a mobile android application that helps stevedores to carry out the container stevedoring operations in a cost-effective way. LogStar Quay Link can be "plugged" onto the LogStar Depot Plus (Depot Management System) to manage a complete "mini" container terminal operations.

LogStar Quay Link helps you in managing:

- Vessel Schedules & Cut-Offs
- Pre-Arrival Operations
- Vessel Operations
- Post Departure Operations.



Quay Link Mobile Login and Vessel Operation Screens



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• Vessel Schedules & Cut-Offs

LogStar Quay provides user-friendly interface to capture information about Shipping Lines (Operators), Vessels, Port Codes, Consortiums (VSA Partners) and Vessel Services. The process starts with the declaration of ETA for the Vessel Voyage. The Voyage codes can be mapped with the voyage codes used by the different VSA Partners or by the Authorities (like Customs). This ensures that all EDI transmissions to and from the application bears the correct vessel, voyage, etc. codes based on the sender or receiver of the EDI messages.

The vessel profile (though not mandatory) can be created to include the bay-row-tier nomenclature used by the vessel and the valid bay-row-tier positions available on the vessel. The vessel gears (cranes) can also be created in the vessel profile.

Vessel ETAs are subject to changes until actual arrival of the vessel. Other voyage milestones can also be captured from list of configurable milestones. Depending on the protocol followed, certain milestones can be configured at start and completion of vessel operations (this will be needed for vessel productivity calculations. Along with the voyage milestones, various cut-offs can be captured from a list of configurable cut-offs.

• Pre-Arrival Operations



Pre-Arrival Operations start with upload of departure BAPLIE from the previous port. application has following views/reports to check the uploaded BAPLIE:

- Vessel Summary
- Cargo Summary
- Route Summary
- Bay Summary
- Bay View
- Anomalies (if any)

As and when the Discharge List is finalised, it can be uploaded as COPRAR and reconciled with the information from BAPLIE. Discharge COPRAR can be uploaded several times (if required, in case of Additional Discharge List/s) and information from the previous upload with be over-written. Similarly, as and when Load List is finalised, it can be uploaded several times (if required, in case of Additional

Once BAPLIE is Uploaded application displays Vessel Summary , Cargo Summary , Route Summary , Bay Summary and Vessel Operation details

BAPLIE: Equipment Content

AFRIS PIONEER : 321-322

File Name: BAPLIE.edi

Vessel Summary

Total Unit	TEU Count	weight	Hazardous	Reefer	OOG	Bundles	Empty	Full
1277	1795	7,532,122.00 KGM	0	2	0	0	1099	178



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BAPLIE: Equipment Content

AFRIS PIONEER : 321-322

File Name: BAPLIE.edi

Cargo Summary

Carrier	Total Units	TEU Count	Weight	Hazardous	Reefer	OOG	Bundles	20 Ft Empty	20 Ft Full
MAE	1178	1673	5,290,068.00 KGM	0	2	0	0	658	25
SAF	99	122	2,242,054.00 KGM	0	0	0	0	0	76



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BAPLIE: Equipment Content

AFRIS PIONEER : 321-322

File Name: BAPLIE.edi

Routing Summary

Route (POL POD)	Carriers	Total Units	TEU Count	Weight	Hazardous	Reefer	OOG	Bundles
NGONN MAPTM	MAE,SAF	201	397	850,964.00 KGM	0	0	0	0
MAPTM CISPY	MAE,SAF	5	10	131,498.00 KGM	0	1	0	0
NGAPP MAPTM	MAE,SAF	288	551	2,246,554.00 KGM	0	0	0	0
NGTIN CISPY	MAE	150	150	331,365.00 KGM	0	0	0	0
ESALG ESALG	SAF	1	1	9,805.00 KGM	0	0	0	0
NGTIN ESALG	MAE,SAF	10	17	185,160.00 KGM	0	0	0	0
NGONN ESALG	MAE,SAF	2	3	31,076.00 KGM	0	0	0	0
NGAPP CISPY	MAE	104	104	232,915.00 KGM	0	0	0	0
LRMLW LRMLW	MAE	1	1	21,050.00 KGM	0	0	0	0
NGTIN MAPTM	MAE,SAF	9	17	33,270.00 KGM	0	0	0	0



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AFRIS PIONEER : 321-322

File Name: BAPLIE.edi

Bay Summary

Bay	Carriers	Total Units	TEU Count	Weight	hazardous	Reefer	OOG	Bundles	20 Ft
001	SAF	6	6	131,730.00 KGM	0	0	0	0	0
002	MAE,SAF	24	48	461,895.00 KGM	0	0	0	0	0
003	MAE,SAF	17	17	379,145.00 KGM	0	0	0	0	0
006	MAE	70	140	283,799.00 KGM	0	0	0	0	0
007	MAE,SAF	6	6	44,406.00 KGM	0	0	0	0	3
009	MAE	53	53	116,690.00 KGM	0	0	0	0	53
010	MAE	19	38	75,580.00 KGM	0	0	0	0	0
011	MAE	55	55	121,285.00 KGM	0	0	0	0	55
013	MAE,SAF	73	73	568,152.00 KGM	0	0	0	0	54
014	MAE,SAF	5	10	127,406.00 KGM	0	0	0	0	0

Navigation: 1 2 3 ... 1 - 10 of 29 items



Activate Windows

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Vessel Operation

Vessel Name	In Bound Voyage	Out Bound Voyage	ATA
NELSON	256	257	01/19/2018 07:30 AM

Search Equipment

Equipment No:

Tally List

Tally Code	Tally Type	Berth/Crane	Start Time	End Time	Tally Done By
10551812018195045	Crane Tally	Berth Crane-Hired Crane01	19 Jan 2018 01:20	19 Jan 2018 01:22	Shailesh
761812018164125	Crane Tally	Berth Crane-crane01	19 Jan 2018 13:11	20 Jan 2018 13:37	Port Admin

Equipment No	Equipment type	Action type	Action date	Stow Position	ISO Code	Status	Container operator	Weight
BMOU2546271	Container	SHFT	19 Jan 2018 16:57	0370910	2210	Full	SAF	19485 KGM
MSKU5840010	Container	LOAD	19 Jan 2018 16:54	0290884	22G1	Full	MSK	19075 KGM
MSKU4201652	Container	LOAD	19 Jan 2018 16:54	0290682	22G1	Full	MSK	18965 KGM
MRKU9153405	Container	LOAD	19 Jan 2018 16:54	0291284	22G1	Full	MSK	19135 KGM
MSKU7509572	Container	LOAD	19 Jan 2018 16:54	0291084	22G1	Full	MSK	19185 KGM
MSKU5796787	Container	LOAD	19 Jan 2018 16:54	0291282	22G1	Full	MSK	18900 KGM
TGHU2991415	Container	LOAD	19 Jan 2018 16:54	0291082	22G1	Full	MSK	18960 KGM
MSKU5999125	Container	LOAD	19 Jan 2018 16:54	0290882	22G1	Full	MSK	18850 KGM
CAIU2431020	Container	LOAD	19 Jan 2018 16:43	0290684	22G1	Full	MSK	16660 KGM
MRKU7489999	Container	LOAD	19 Jan 2018 16:43	0290484	22G1	Full	MSK	19035 KGM

Navigation: 1 2 3 4 5 6 7 8 9 10 ... 1 - 2 of 2 items

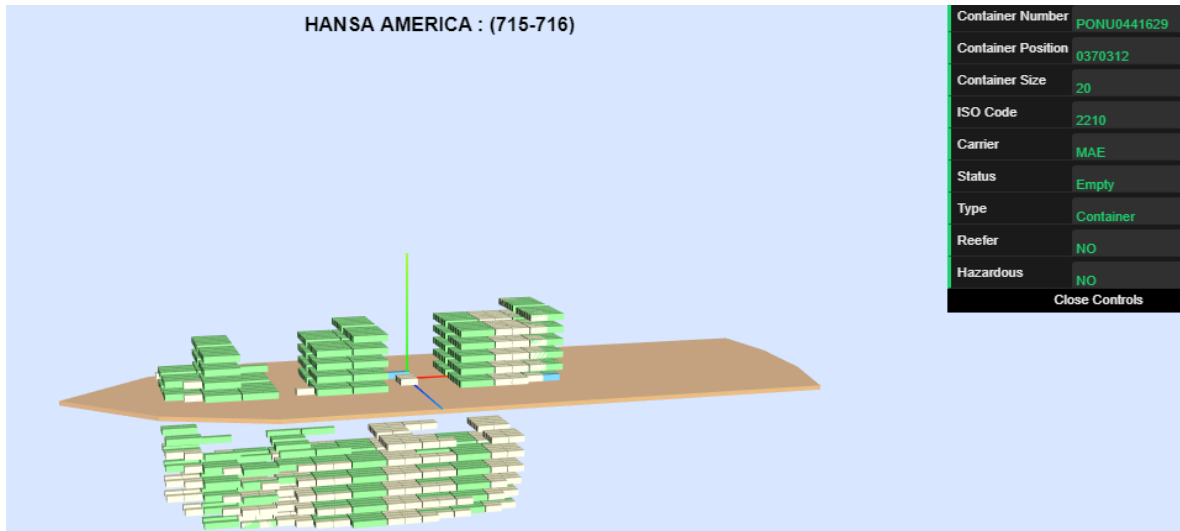
Activate Windows
Go to PC settings to activate Windows

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Load List(s), with each upload over-writing the previous upload. As and when it is available, MOVINS can be uploaded and reconciled with the uploaded Load List.

Once all mandatory checks for the Discharge and Load Lists have been completed, then the vessel-voyage can be update as "Ready for Operations".



• Vessel Operations

Vessel Operations can be initiated only for the vessel-voyages that in "Ready for Operations" stage. Vessel Operations are executed through a number of Tally Sheets. Tally Sheets can be opened for Berth Operations or for Crane Operations.

Tally Sheet for Berth Operations is to capture the equipment or resources used and the berth delays encountered during the vessel operations. The delays captured will be eventually be used for calculation of Gross and Net Berth Productivity.

Tally Sheet for Crane Operations is to capture the moves performed by a specific crane and for the crane delays encountered during vessel operations. The moves and the delays captured will eventually be used for calculation of Gross and Net Crane Productivity.

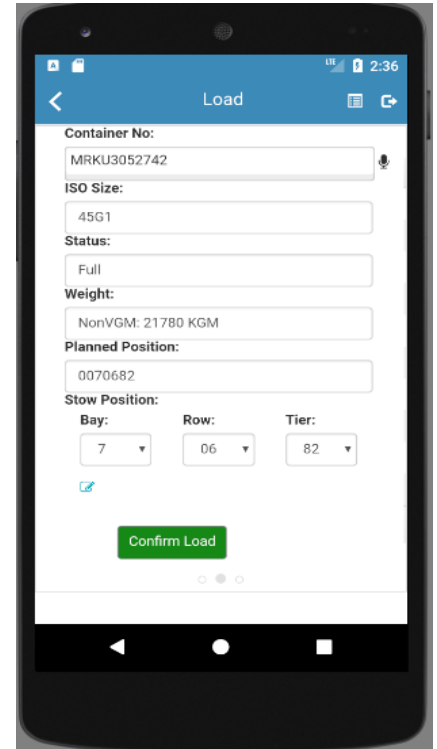
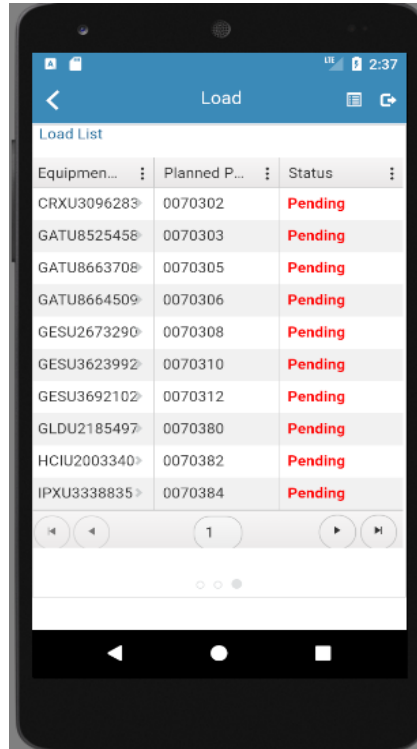
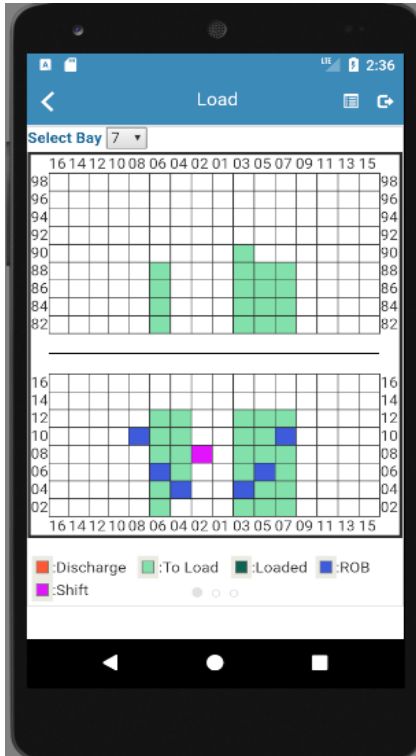
Following moves can be captured in the (crane) Tally Sheet:

- Load Moves
- Discharge Moves
- Shift Moves (via-pier or cell-to-cell)
- Hatch Cover moves
- Gear Boxes Moves

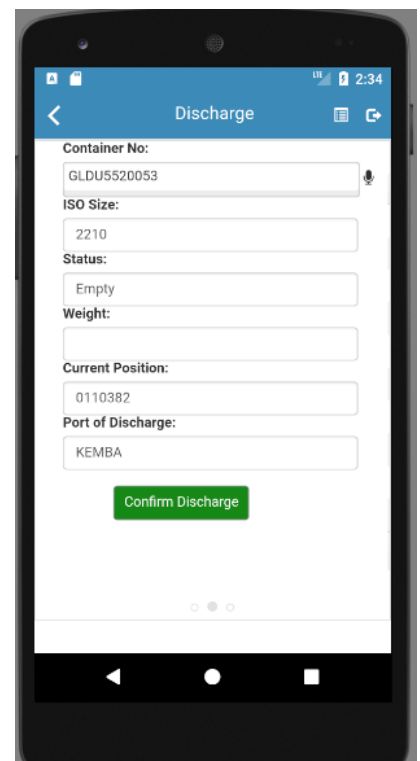
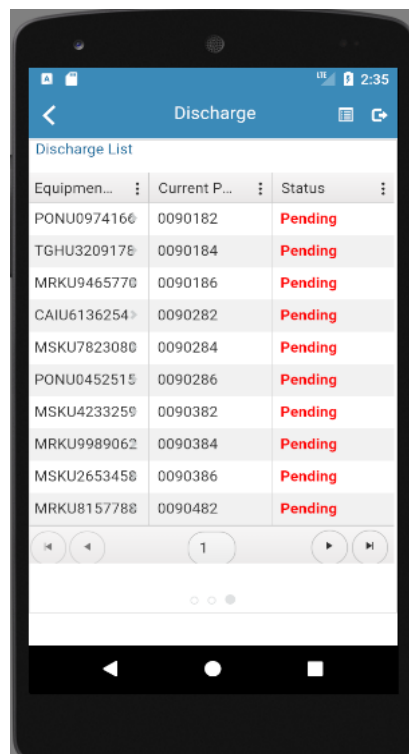
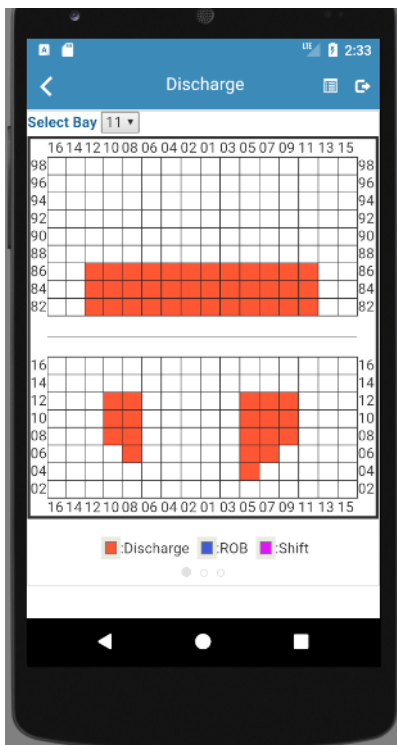
Information in all Tally Sheets is captured in an "off-line" mode. That is, it does not depend on internet connectivity (either through 3G or Wi-Fi) and all information captured is stored on the mobile device. The information is regularly "synced" through validations with the main database as and when internet connectivity is available. This ensures that vessel operations don't need to be paused or stopped in case of intermittent internet connectivity.

Tally Sheets can be closed by the tally clerk at the end of his/her shift so that there is clear record of which move was captured/update when and by whom. The sum of all Tally Sheets (open or closed; but "synced" with main database) gives the status of moves completed and balance moves yet

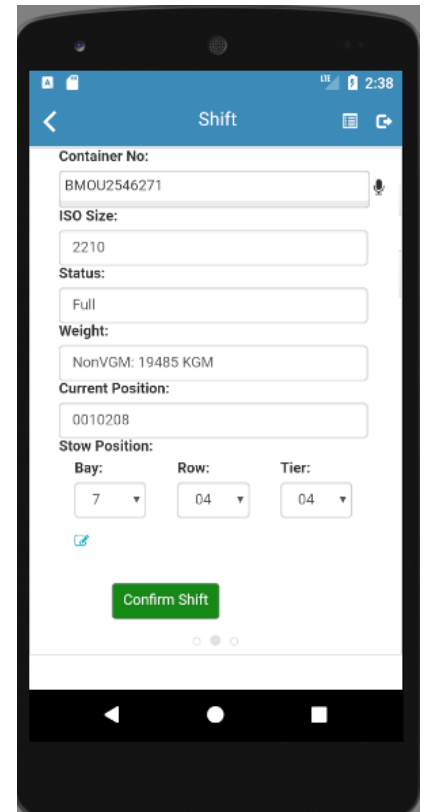
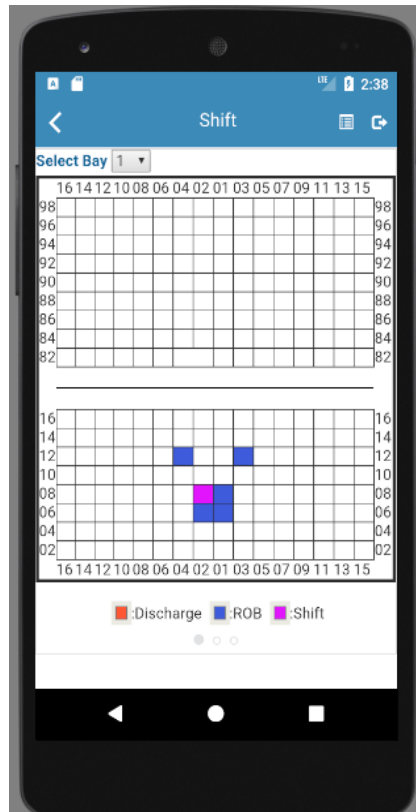
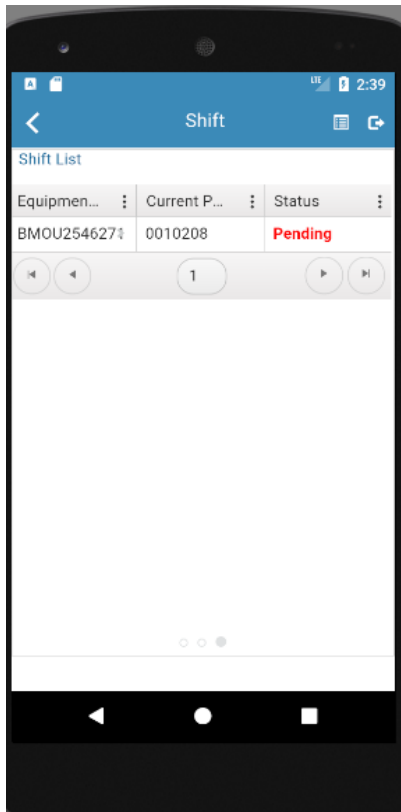
Container Load Operation



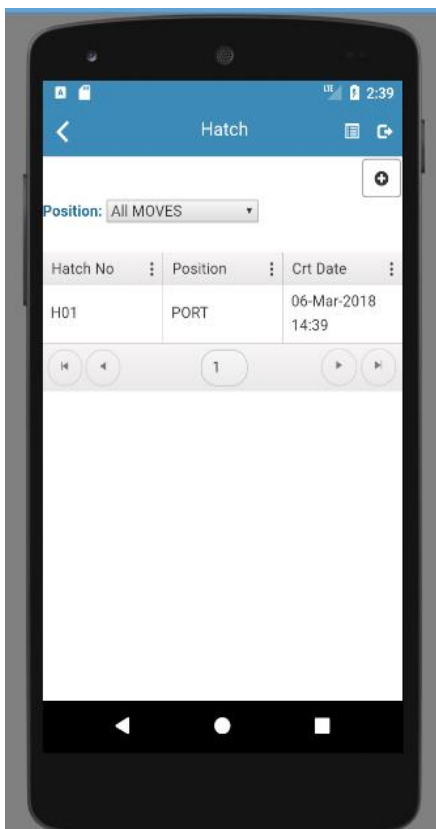
Container Discharge Operation



Container Shift Operation



Hatch Cover Movement



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System Features

to be done. This information, along with the estimated time of completion of operations and estimated departure time, can be shared with the customers, port and the management through TSR (Terminal Status Report).

The User interface for updating the container moves is very user-friendly as it doesn't need the user to:

- Type the complete container number. Auto-fill after entering three characters.
- Type the bay-row-tier position. Position selected from Bay-view.

As and when the container Load, Discharge and Shift moves are "synced" with the main database, appropriate COARRI is generated and sent to the Shipping Line. It may be possible that the COARRI needs to be sent to a few Shipping Lines in case of VSA Partners and configurability is available to do that (for e.g. if it is a CMA vessel on and Maersk, CMA and MSC consortium, then COARRI for CMA boxes will be received by CMA only but COARRIs for MSK/MSC boxes will be received by CMA and MSK/MSC respectively).

• Post Departure Operations

Post Departure Operations include:

- Release of departure BAPLIE to the Next Port
- Publishing of the Terminal Departure Report (TDR)

All Open Tally Sheets need to be closed after performing the mandatory checks. The same list of views/reports available for checking previous port's departure BAPLIE are available to check departure BAPLIE from your port. The "Anomalies" view helps in quickly identifying possible stowage errors like:

- "flying" containers
- live reefers in non-reefer slots
- containers on top of NOT containers
- overlanded or short-landed containers
- container-shifted-via-pier not loaded back
- hatch-covers or gear-boxes discharged but not loaded back
- etc.

Once all the mandatory checks are done and information updated is to satisfaction then the vessel-voyage can be "released". Once released departure BAPLIE and TDR can be published.

Usually most of the Lines prefer that the vessels are released within four hours of vessel sailing and hence the user-friendliness of the application comes in handy to reduce the time take for accurate release of the sailing.

Terminal Departure Report

TERMINAL DEPARTURE REPORT (TDR) ▼

NU/NELSON : 256/257

TERMINAL DEPARTURE REPORT (TDR)

REPORT DATE & TIME	06 MAR 2018 13:07	PREVIOUS PORT	CURRENT PORT	NEXT PORT
TERMINAL CODE/NAME	#APMIVC#/APM TERMINALS CI, IVORY COAST	JED/Jeddah	CISPY/San Pedro, Ivory Coast	MP/Macun Port
VESSEL CODE/NAME	NU/NELSON	PRODUCTIVITY	BERTH MPH	CRANE MPH
VOYAGE NUMBERS	256/257	GROSS MPH	31.04	33.05
VESSEL AGENT CODE/NAME	APL/APL LINE	NET MPH	31.76	31.76
SERVICE NAME	NELSER	DELAYS (IN HOURS)	BERTH DELAYS	CRANE DELAYS
BERTH NUMBER	BERTH 01	DEDUCT FROM NONE		0.00
BERTHING TIME	19 JAN 2018 08:00	DEDUCT FROM GROSS		0.95
OPS START TIME	19 JAN 2018 08:00	DEDUCT FROM NET		0.00
FIRST LIFT	19 JAN 2018 07:41			
LAST LIFT	20 JAN 2018 08:07			
OPS COMPLETION TIME	20 JAN 2018 08:30			
DEPARTURE TIME	20 JAN 2018 09:00			

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- Integration with Depot Management System

The Application has web based APIs, which can be connected to a Depot Management System (please refer to separate document on "Multi-Modal Logistics Hub System Features" for more information on Depot Management System LogStar Depot Plus).

Containers discharged through the mobile application will be considered as inflow into the Depot and continue their life cycle through the depot. Similarly, containers loaded through the mobile application will be considered having outflow from the depot system. Other depot management system features (like Billing, Container M&R, etc.) can thus be used, without resorting to a third-party system.

- Summary of Benefits

- Android based application that can be used on device of any make/model (preferred 10-inch screen or minimum 7-inch screen).
- Off-line mode for vessel operations that auto syncs when internet connectivity is available. Thus, ensuring no loss of vessel working hours.
- Quick time for releasing vessels through graphical and user-friendly interface.
- Performance monitoring through TDR (Terminal Departure Report) for Gross/Net Berth/Crane productivity.
- Lesser time spent on phone/emails updating situational report to the stakeholders through TSR (Terminal Status Report).
- Mapping of various codes used by Shipping Lines, VSA partners, Authorities, Port.
- Capable of receiving previous port and generating your port's departure BAPLIE.
- Capability to upload Load & Discharge COPRAR and MOVINS and user-friendly interface to reconcile the discrepancies.
- Reporting vessel moves through COARRI.
- Desktop views for 2D and 3D Bayplans.
- Lesser clicks/keystrokes for updating Load, Discharge and Shift moves.
- Different types of delay codes that needs to be deducted from gross and net productivity calculation for the berths and cranes.
- Capability to manage different BBRRTT nomenclatures used by different Shipping Lines.
- Managing vessel schedules and various related Cut-Offs
- Depot Management System integration for managing on-dock depot and related billing (a comprehensive mini-container TOS!).