

TERMINAL USER

HAND BOOK

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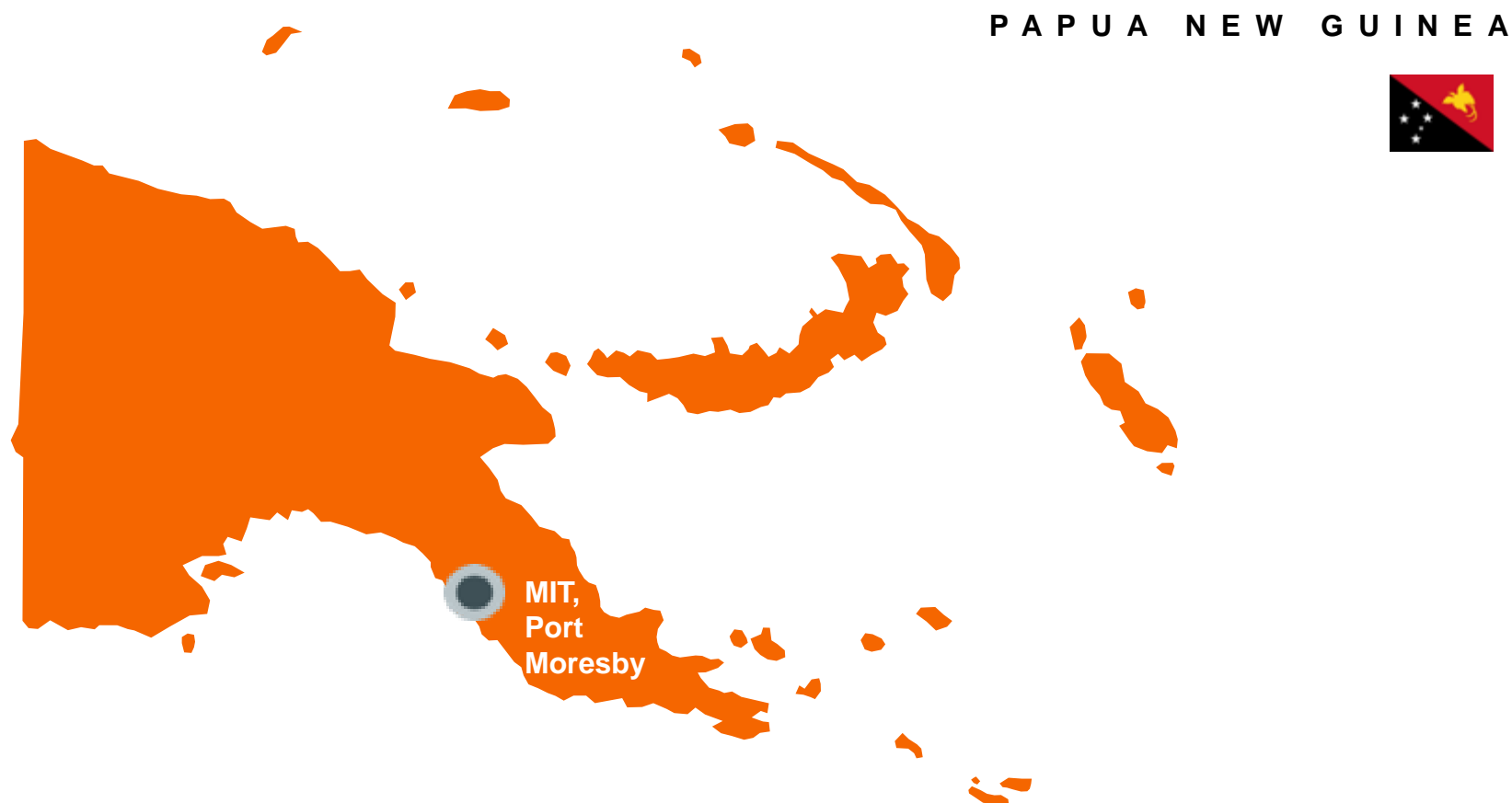
7. GET IN TOUCH

MOTUKEA INTERNATIONAL TERMINAL (MIT)

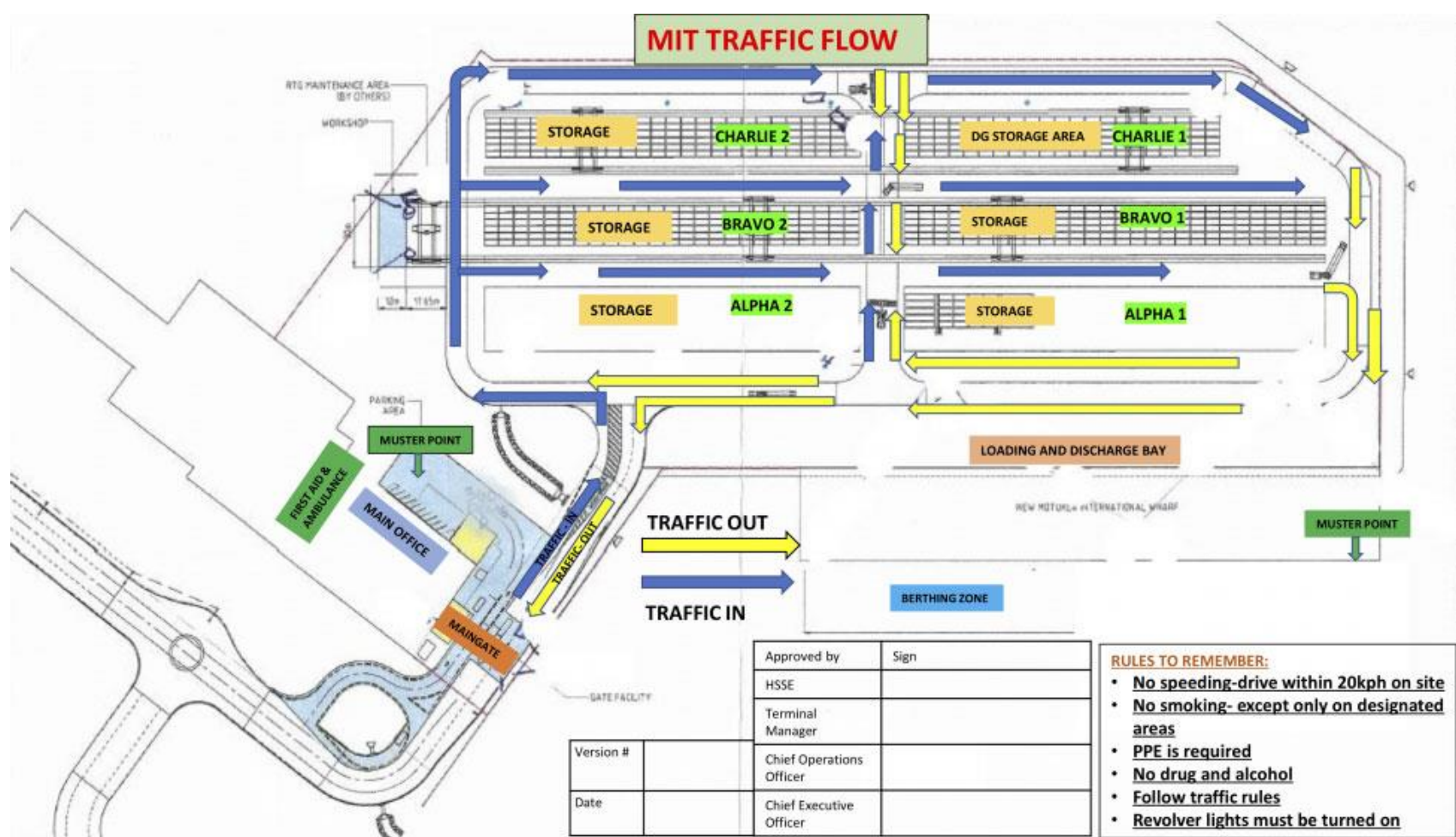


1. GENERAL INFORMATION

A. Location
Motukea International Terminal (MIT)



A. Terminal Layout



C. Marine or Port Specific Technical Information







| HEADING | INFORMATION |
|---|---|
| COUNTRY | Papua New Guinea |
| PORT | Motukea International Terminal (MIT) |
| TERMINAL POSITION | Lat: 09° 25.3823'S Long: 147° 06.497'E |
| BERTH | Total length: 250 m. Mooring Dolphin 1 to Mooring Dolphin 2, total LOA is 314m. |
| TYPE OF VESSEL | CONTAINERS CARRIER - MULTI-PURPOSE VESSEL |
| MAX L.O.A. | 230 m. |
| CHANNEL MAX. ALLOWED DRAFT | 12.5 m at Chart Datum |
| WATER DEPTS – DATUM, MIN. | 20m |
| TIDAL RESTRICTIONS | No tidal restrictions. 13.5m at LAT (Pilot will assist) Ships can berth at Lowest Astronomical tide. |
| MAX. SPEED OF APPROACH TO BERTH | 3 – 4 knots |
| ANGLE OF APPROACH TO BERTH: DEGREES | Will only be through Pilot orders |
| MAX. SHIP SIZE (LOA/BREADTH) | Max. LOA / BREADTH: 190 / 40m |
| MAX. PERMITTED DRAFT | 12m |
| WEATHER RESTRICTIONS | Variable weather condition |
| TUGBOAT ASSISTANCE | Two (2) harbor tugs on standby 24/7 |
| WATER DENSITY | Mixture of water: 1000t/cm |
| FENDERING: | |
| • MATERIAL USED AS FENDERING | Rubber |
| • DISTANCE BETWEEN FENDERS | 8m |
| LENGTH OF BERTH: | 250m |
| PORT RESTRICTION: | |
| • MAX. LENGTH OF VESSEL | 230m |
| • MAX. SPEED IN CHANNEL/PORT | 3-4 knots |
| • MAX. DRAFT IN APPROACH | Confirm with duty Pilots/Tug Master |
| • MAX. DRAFT ALONGSIDE | Confirm with duty Pilots/Tug Master |
| COMMUNICATION IN PORT | VHF Radio CH: 16/12 |
| CURRENT PORT FACILITY SECURITY LEVEL | Level one (1) |
| OFFICIAL WORKING HOURS | |
| • VESSEL OPERATIONS | 24/7 |
| • GATES | 0800H to 2000H |
| OVERTIME | Applies after 2000H. Overtime request must be sent, approved and paid (refer tariff rates) before commencing. |



2. PORT SECURITY

| HEADING | INFORMATION |
|--|-------------|
| A. IS THE TERMINAL GUARDED WITH A PROPERLY MANNED GATE? | Yes |
| B. DOES AN EFFECTIVE FENCE, TO KEEP INTRUDERS AWAY, SURROUND THE TERMINAL? | Yes |
| C. IS THE FENCE EFFICIENTLY PROTRUDING THE QUAYSIDE TO AVOID BEING BY-PASSED OR IS SUFFICIENT PORT AUTHORITY CONTROL EXERCISED WHEN SAME FALLING UNDER THEIR RESPONSIBILITY? | Yes |
| D. ARE ALL PERSONNEL WITHIN THE TERMINAL (INCL. STEVEDORES AND VISITORS) PROVIDED WITH VISITOR PASS OR A CLEAR IDENTIFIABLE IDENTIFICATION CARD? | Yes |
| E. ARE VISITORS ASKED FOR IDENTIFICATION CARD FOR ISSUANCE OF VISITOR PASS? | Yes |
| F. IS A LOG MAINTAINED TO PROVE THE IDENTIFICATION OF EVERYBODY PASSING THE TERMINAL GATE? | Yes |



3. EQUIPMENTS

| | | | | | |
|---|---|---|---|---|---|
| Quay Crane / STS | Mobile Harbor Crane | Rubber-Tyred Gantry | Reach Stackers | Empty Handlers | Fork Lift |
|  |  |  |  |  |  |
| TBA | 1 | TBA | 3 | 1 | 3 |

| | |
|---|---|
| Prime Movers | Spreaders |
|  |  |
| 3 | 6 |

A. Equipment Types

| HEADING | INFORMATION |
|---|--|
| NUMBER OF MOBILE HARBOUR CRANES AVAILABLE | 1 |
| MAKE | GOTTWALD |
| TYPE | HMK6407 |
| LIFTING CAPACITY | 100T/11-24m – 38T/51m |
| MAX. RADIUS | 51m |
| MAX. HOISTING SPEED (m/min) | 110 |
| SAFE WORKING LIFT UNDER SPREADER/HOOK | 45T |
| LIFTING EQUIPMENT | 3 KALMAR REACH STACKERS 1 KALMAR EMPTY CONTAINER HANDLER 1 KALMAR DCG90 16t FORKLIFT 1 10 TON FORKLIFT 1 5TON FORKLIFT 3 PRIME MOVERS 3 CHASSIS 2 LOWBED TRAILERS |
| REEFER FACILITY | 58 Plug Points |



B. Equipment Feature and Capacity

Mobile Harbor Crane x 1 Unit

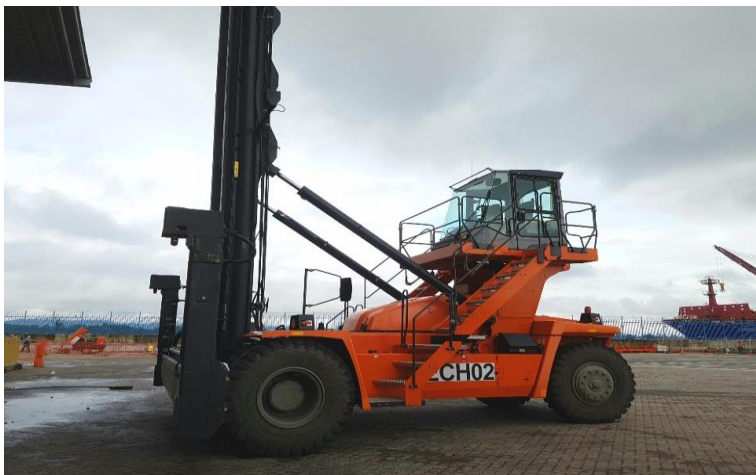
- Lifting capacity 100T
- Maximum Radius 51m



B. Equipment Feature and Capacity

Reach Stacker x 3 Units

- Lifting capacity 45T
- Stacking capacity 5 high



Empty Handler x 1 Unit

- Lifting of Empty Containers
- Stacking capacity 6 high



Fork Lifts x 3 Units

- 16t Forklift x 1 Unit
- 10t Forklift x 1 Unit
- 5t Forklift x 1 Unit



Prime Movers x 3 Units

- Prime Movers x 3 Units

B. Equipment Feature and Capacity

Trailers – Low Bed

- Low Bed Trailers x 2 Units



Container Spreaders

- 20' Spreader x 2 Units
- 40' Spreader x 2 Units
- Broma Spreaders

Break Bulk Spreader Beam

- 50t Break Bulk Spreader Beam

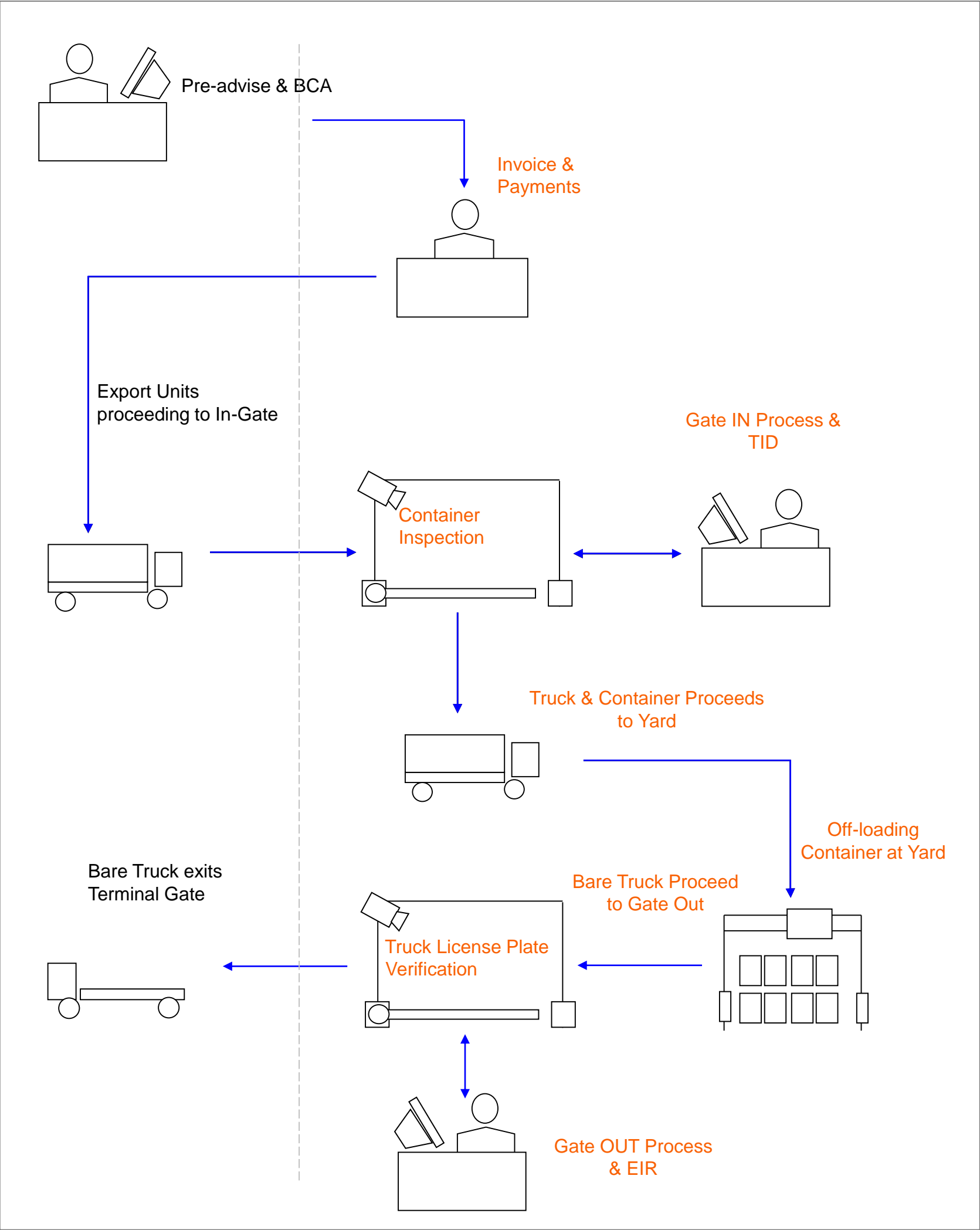


Safety Man Cage

- 6t Safety Cage

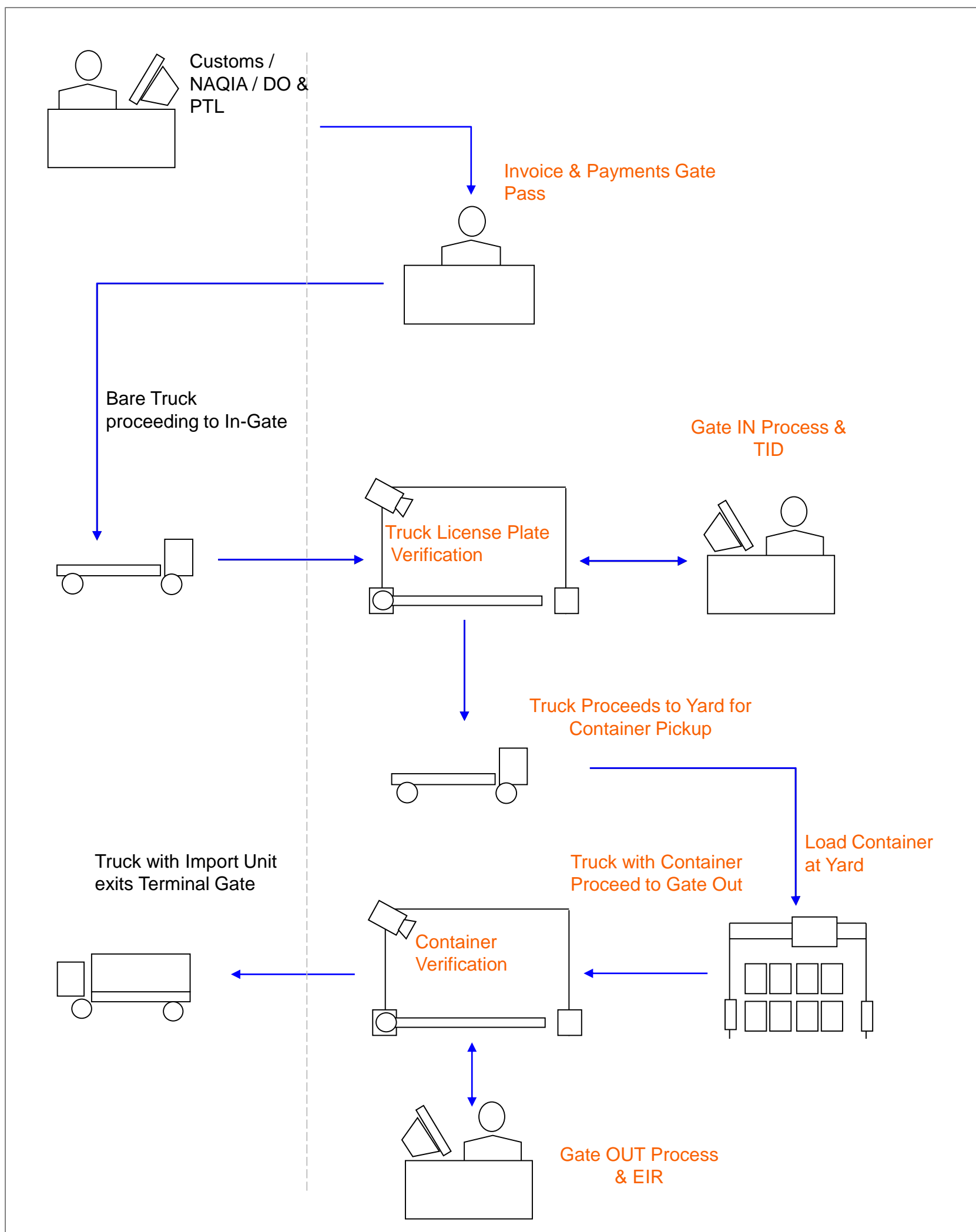
4. BUSINESS PROCESS

A. Receiving Container (Facility IN / Gate IN)



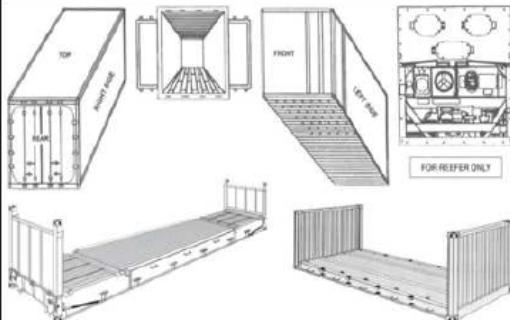
BUSINESS PROCESS

B. Deliver Container (Facility Out / Gate Out)



C. TID (Pick Up / Drop Off Ticket) & Gate Pass

| | |
|--|--|
|  ICTSI <small>INTERNATIONAL CENTRE FOR TRAINING IN SHIPPING</small> | |
|  | |
| Invoice No. 20-M000560 | Mode FULL |
| Invoice Paid Term Code 04/06/2016 09:00:00 | Invoice Paid Term Date 04/06/2016 09:00:00 |
| Invoice N | Invoice 0.0 |
|  | |
| Bill Ref. 00000000000000000000 | Invoice Date 04/06/2016 |

| | | | | | | | | | | | |
|--|--|--|--|---|--|---|--|-----|------|-------|--|
|  <p>MOTUKEA INTERNATIONAL TERMINAL <small>An ICTSI Group Company</small></p> | SPICTEL, South Pacific International Container Terminal Limited. Bumbou Road, Lao - Bumbou Road, Lao - Papua New Guinea Postal Code: 411 | | | | | | | | | | |
| EQUIPMENT INTERCHANGE RECEIPT (EIR) | | | | | | | | | | | |
| EIR Transaction Number : 65603 | | | | | | | | | | | |
| Container Number : CSNU1640018 | Date : 2018-09-03 14:51:29 | | | | | | | | | | |
| <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%; text-align: center;">Full/Empty</td> <td style="width: 20%; text-align: center;">Import/Export</td> <td style="width: 20%; text-align: center;">Line Operator</td> <td style="width: 20%; text-align: center;">ISO Code</td> <td style="width: 20%; text-align: center;">POD</td> </tr> <tr> <td style="text-align: center;">FULL</td> <td style="text-align: center;">IMPORT</td> <td style="text-align: center;">CSO</td> <td style="text-align: center;">22G1</td> <td style="text-align: center;">PGLAE</td> </tr> </table> | Full/Empty | Import/Export | Line Operator | ISO Code | POD | FULL | IMPORT | CSO | 22G1 | PGLAE | |
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| <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%; text-align: center;">Seal Information</td> <td style="width: 25%; text-align: center;">Actual Gross Wt</td> <td style="width: 25%; text-align: center;">Declared Gross Wt</td> <td style="width: 25%; text-align: center;">Actual Registered Temperature</td> </tr> <tr> <td style="text-align: center;">Y</td> <td style="text-align: center;">-</td> <td></td> <td></td> </tr> </table> | Seal Information | Actual Gross Wt | Declared Gross Wt | Actual Registered Temperature | Y | - | | | | | |
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| Y | - | | | | | | | | | | |
| <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%; text-align: center;">Vessel Name</td> <td style="width: 30%; text-align: center;">Voyage Number</td> <td style="width: 20%; text-align: center;">Class IMDG</td> <td style="width: 20%; text-align: center;">Out of Gauge</td> </tr> <tr> <td style="text-align: center;">KOTA HAKIM</td> <td style="text-align: center;">414S</td> <td></td> <td style="text-align: center;">NO</td> </tr> </table> | Vessel Name | Voyage Number | Class IMDG | Out of Gauge | KOTA HAKIM | 414S | | NO | | | |
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| KOTA HAKIM | 414S | | NO | | | | | | | | |
| <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">  </div> <div style="width: 50%;"> <p>DAMAGE CODE</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;"> BENT BROKEN BULGE IN/OUT CUT LEAKING </td> <td style="width: 33%;"> DEFORMED DENTED DILAPIDATED HOLE OUT OF STANDARD </td> <td style="width: 33%;"> MISSING REMOVED NOT REMOVED OIL STAIN SCRATCHES </td> </tr> </table> <p>DAMAGE</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;"> BOTTOM FLOOR FRONT SIDE LEFT SIDE RIGHT SIDE TOP LEFT CORNER POST OTHERS </td> <td style="width: 33%;"> BOTTOM LEFT GENERAL REAR SIDE ROOF TOP RIGHT TARPAULIN </td> <td style="width: 33%;"> BOTTOM RIGHT INSIDE REEFER CABLE/PLUG/MOTOR TANK / BULK ALL SIDE LABELS </td> </tr> </table> </div> </div> | | BENT BROKEN BULGE IN/OUT CUT LEAKING | DEFORMED DENTED DILAPIDATED HOLE OUT OF STANDARD | MISSING REMOVED NOT REMOVED OIL STAIN SCRATCHES | BOTTOM FLOOR FRONT SIDE LEFT SIDE RIGHT SIDE TOP LEFT CORNER POST OTHERS | BOTTOM LEFT GENERAL REAR SIDE ROOF TOP RIGHT TARPAULIN | BOTTOM RIGHT INSIDE REEFER CABLE/PLUG/MOTOR TANK / BULK ALL SIDE LABELS | | | | |
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| Damage Location/Code | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| Driver's Name GEORGE LOGGY | Driver Identification Number 81041 | Trucking Company PACIFIC CUSTOMS | | | | | | | | | |
| Driver Signature  | SPICTEL Signature  | Truck License Number LBR786 | | | | | | | | | |
| White Copy - Driver | Pink Copy - Ship Owner | Yellow Copy - SPICTEL File BCP - Equipment Interchange Receipt - 001F | | | | | | | | | |

4. EDI – DATA EXCHANGES

A. EDI Capabilities

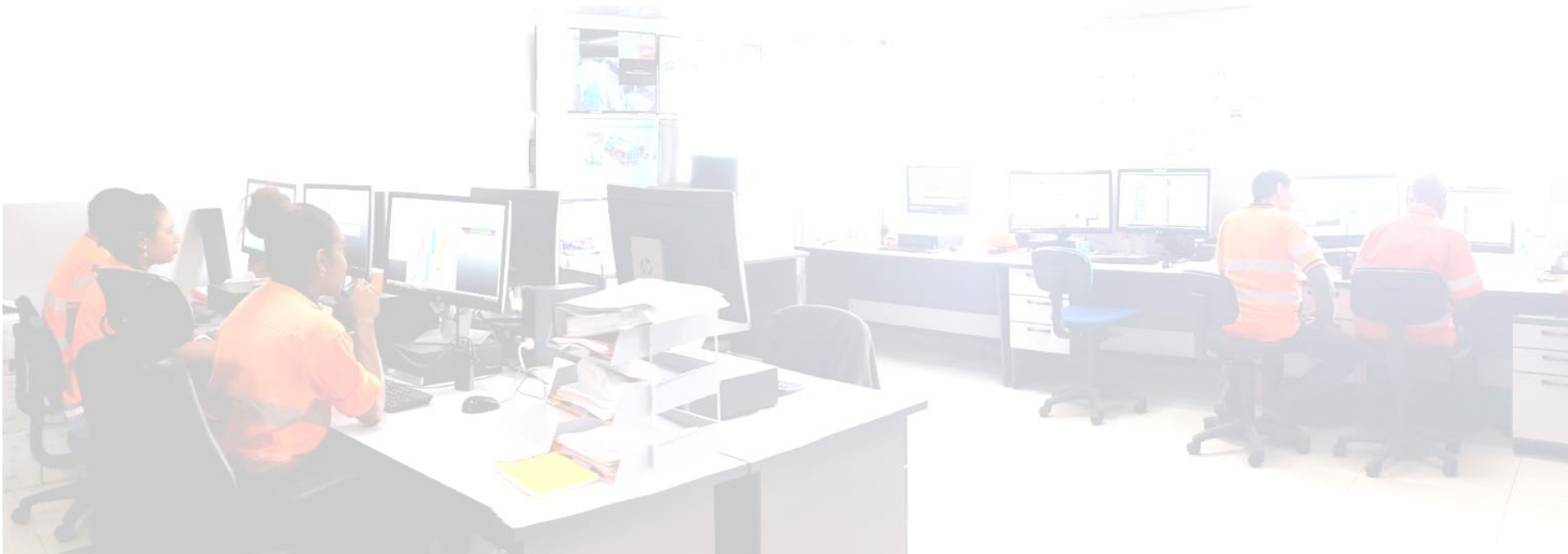
| MESSAGE | SENDER | RECIPIENT | USAGE |
|-------------------|----------------------|---------------------|-------------------------|
| BAPLIE (Inbound) | Shipping Line | Terminal | Bay Plan |
| BAPLIE (outbound) | Terminal | Shipping Line/Agent | Bay Plan |
| CODECO | Terminal | Shipping Line/Agent | Gate In / Out Movement |
| COPARN | Shipping Line/Agent | Terminal | Pre-Arrival Notice |
| COPINO | Depot/ Shipping Line | Terminal | Advise Pickup Container |
| COARRI | Terminal | Shipping Line/Agent | Load Discharge Report |
| MOVINS | Shipping Line/Agent | Terminal | Stowage Instruction |

B. On-line Digital Transactions

- Vessel Schedule - Vessel Berthing Schedule
- Container Search - Track and Trace the status of Container

Value Added Service :

- EIR Search - Search and Download EIR Copy
- Pre-Advice - Online/real-time pre-booking for export units



5. CUT OFF – NOTIFICATIONS

Official cut off time is 24 hours before vessel arrival

For Late containers:

- A request must be made to operations **prior to the official cut off**
- If approved, late penalty fee must be **paid before the cut off** and the new cut off will be 12 hours before vessel arrival
- For coffee, after approval and payment of late penalty fee, the new cut off will be vessel Actual Time of Arrival (ATA)

Note:

- MIT will not accept any containers once the vessel has started operations
- MIT will not accept any late containers after the 24 hour cut off if no request was made prior to cut off

6. GET IN TOUCH

▪ **Address**

Motukea International Container Terminal Limited
Porebada Road, 121, Port Moresby
NCD, Papua New Guinea

▪ **Billing Service Desk**

Email : MIT-billing@mit.com.pg

▪ **Operation's Enquires**

Email : MITOPSCenter@mit.com.pg

▪ **Safety & Environment Enquires**

Email : MIT-HSSE@mit.com.pg

▪ **Media and PR Enquires**

Email : info@mit.com.pg

▪ **Customer Service**

Email : Customer.Service@mit.com.pg
Telephone : +675 7190 0395 / 71900202