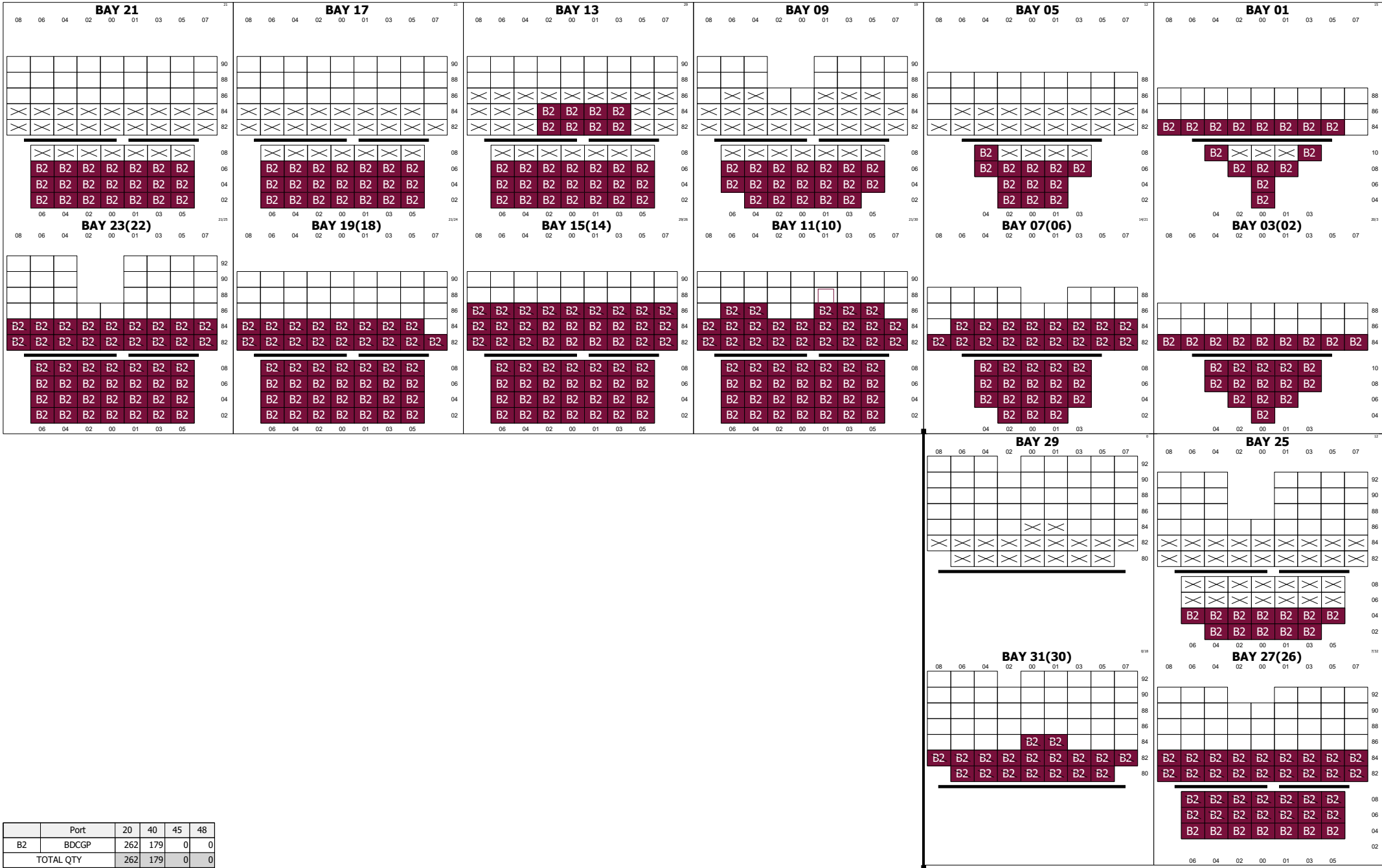


DISCHARGING PLAN



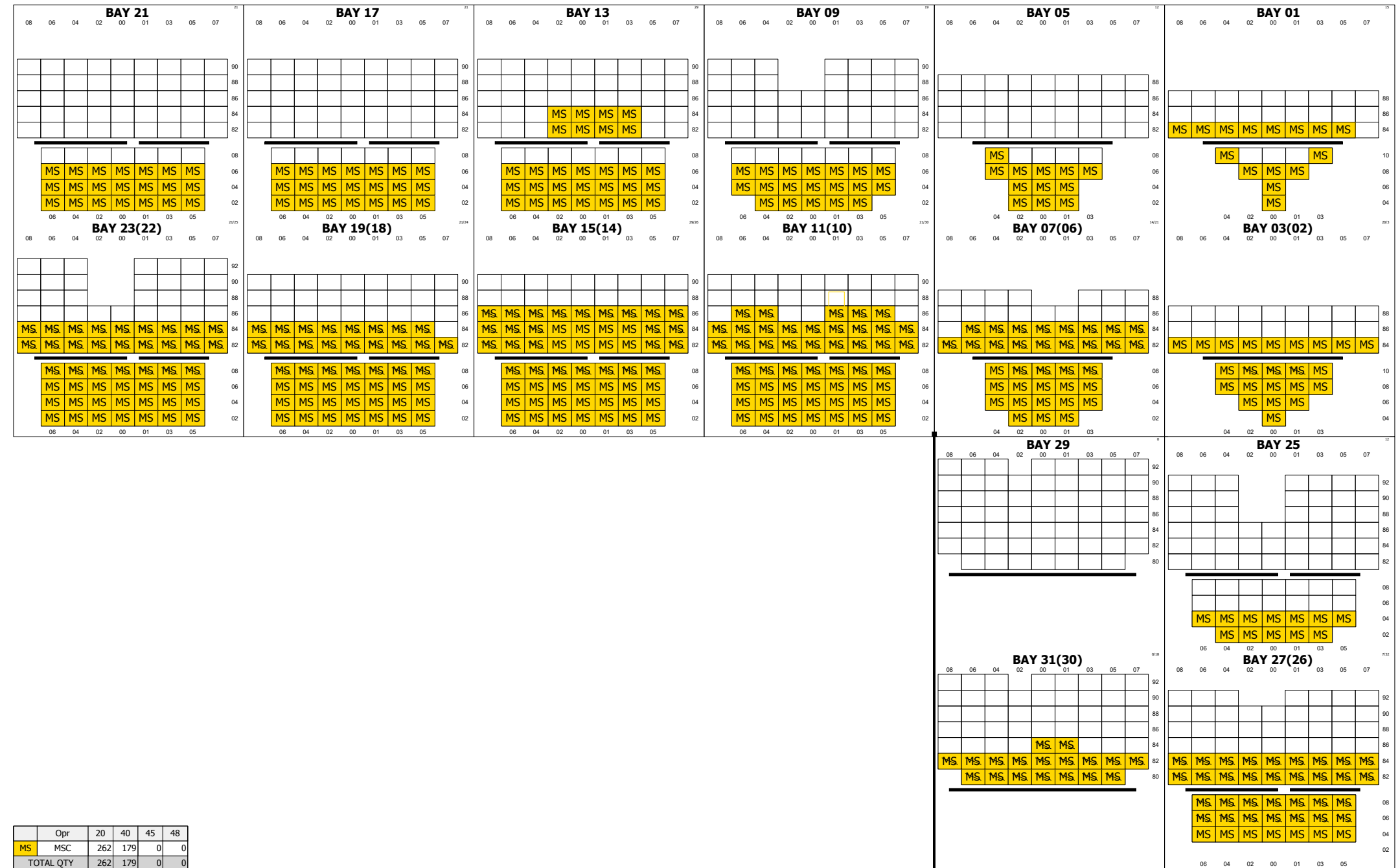
VVD : OEL COLOMBO

VOY NO : SC234A

DISCHARGING PLAN(OPERATOR)

Port : BDCGP

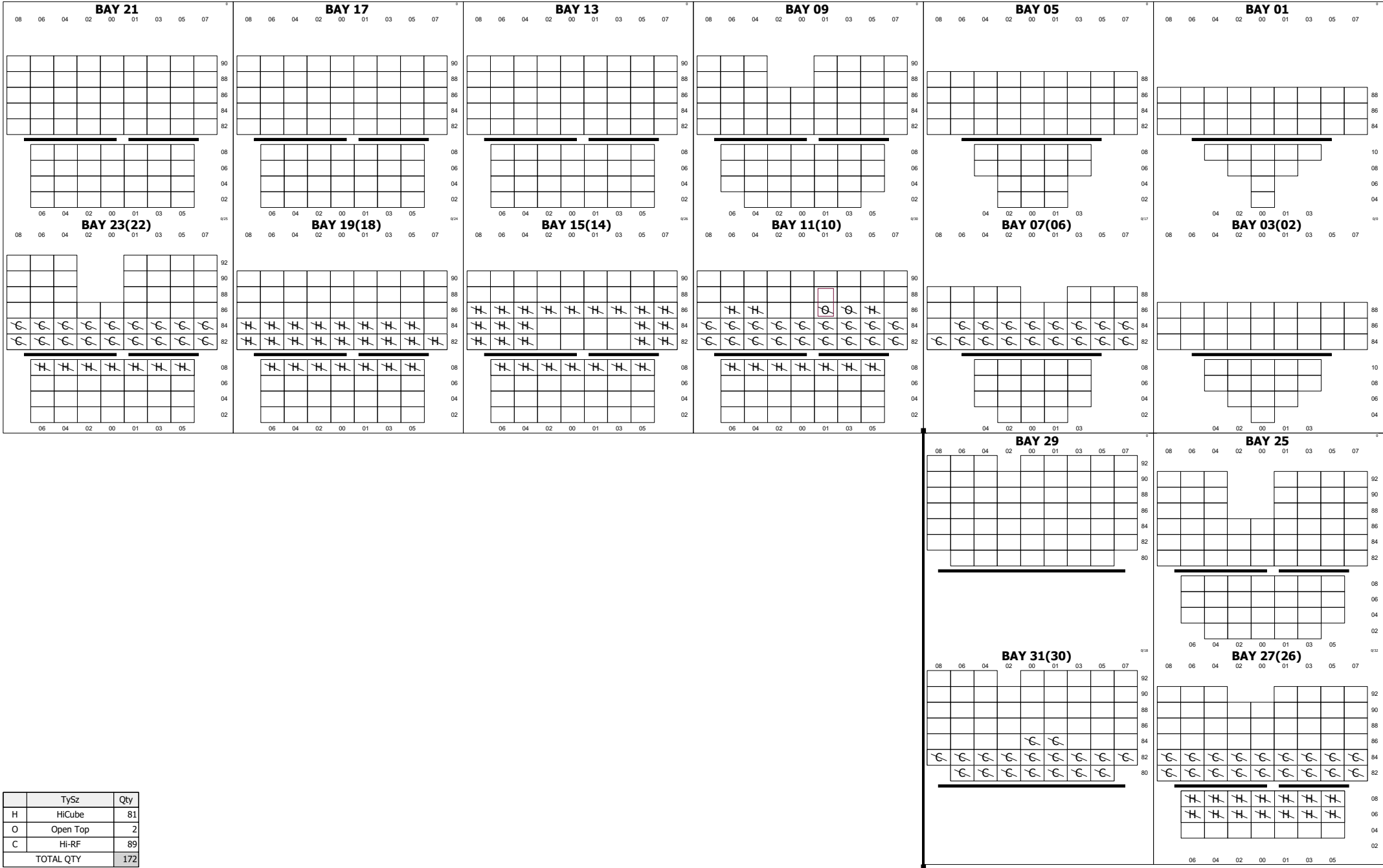
Date : 04-09-2022 10:12:00



	Opr	20	40	45	48
MS	MSC	262	179	0	0
TOTAL QTY		262	179	0	0

User : Oleksandr KRAVCHENKO

DISCHARGING PLAN(SPECIAL CONTAINER)

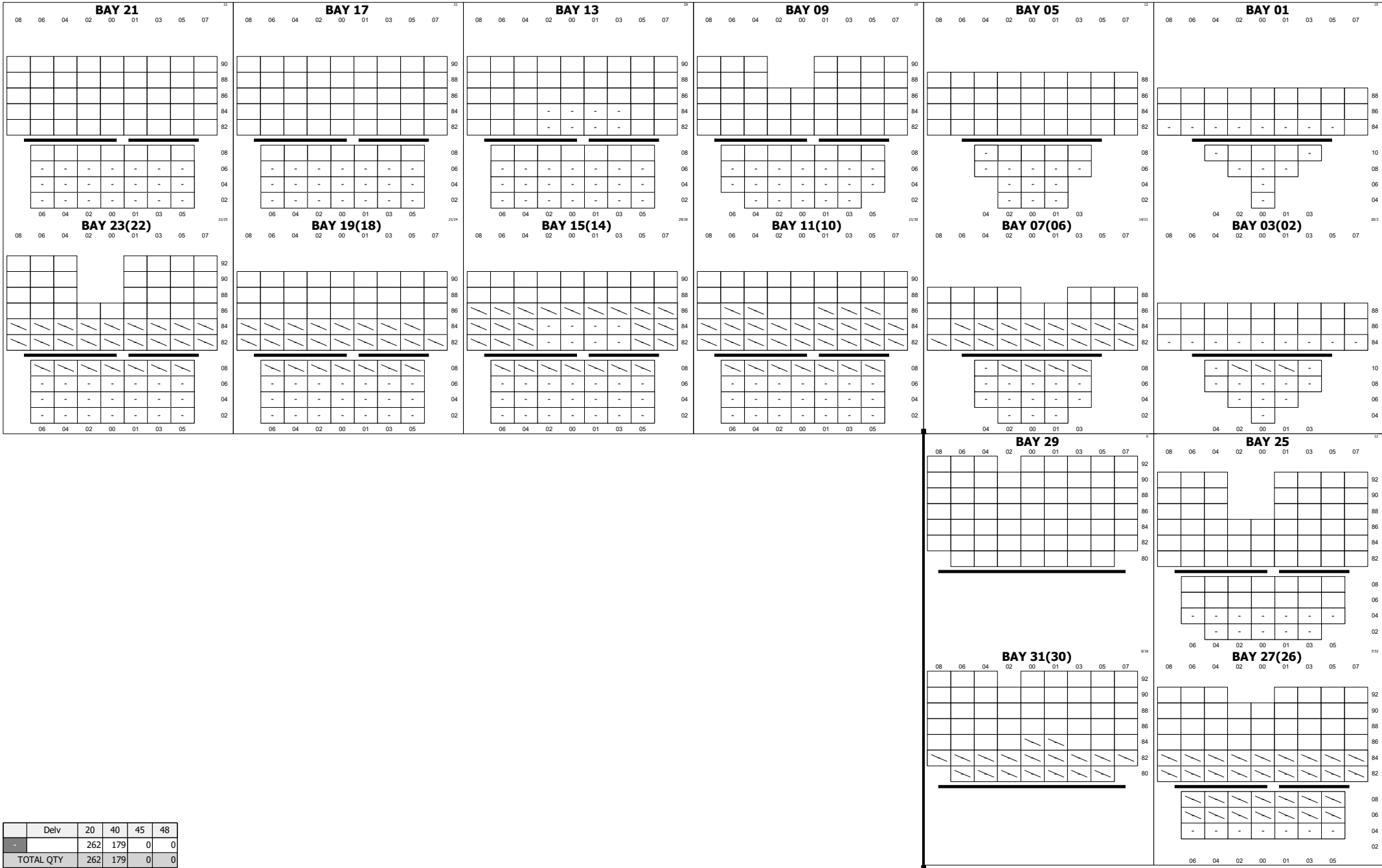


	TySz	Qty
H	HiCube	81
O	Open Top	2
C	Hi-RF	89
TOTAL QTY		172

VVD : OEL COLOMBO
VOY NO : SC234A

DISCHARGING PLAN(DELIVERY)

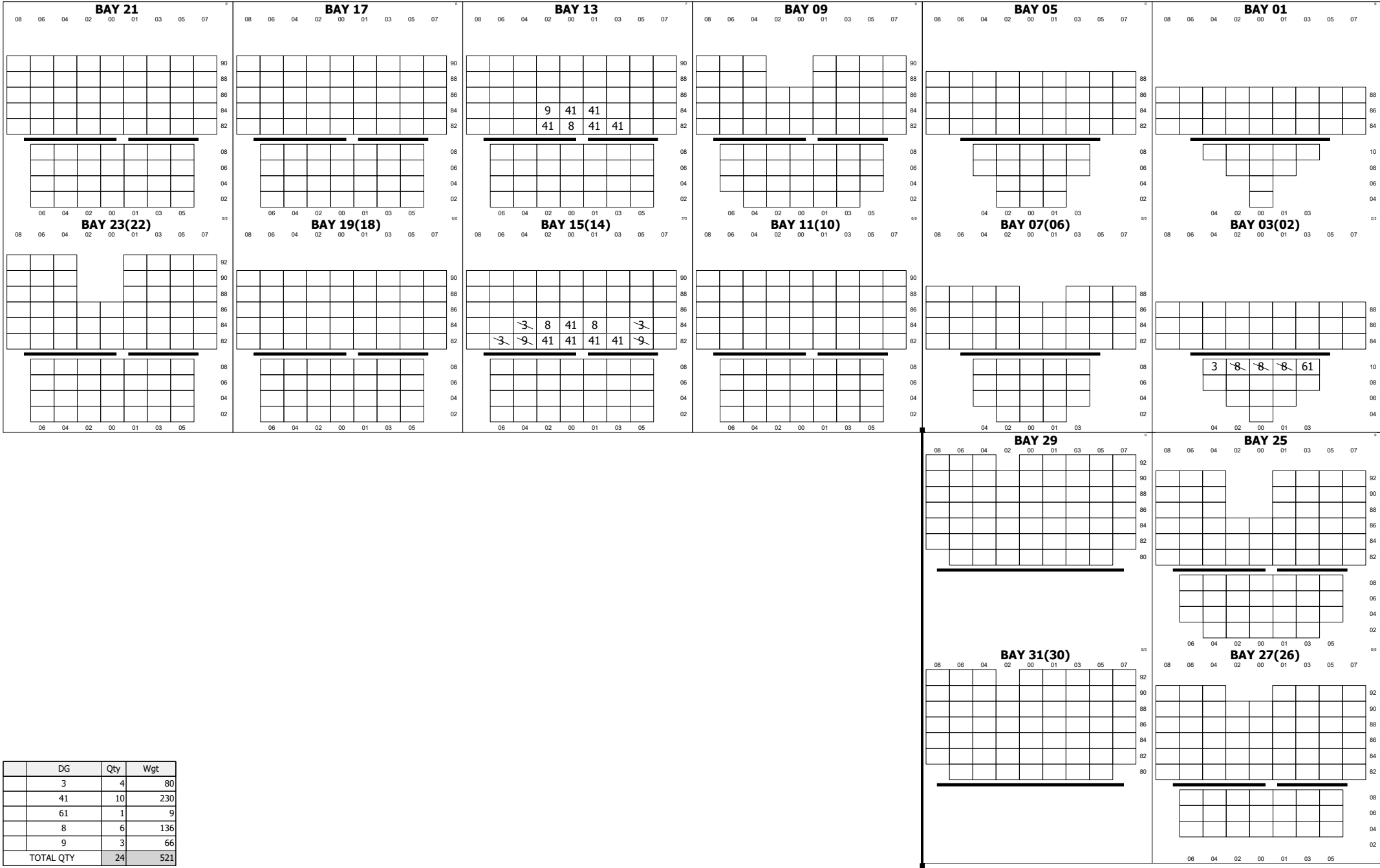
Port : BDCGP
Date : 04-09-2022 10:12:00



	Delv	20	40	45	48
-		262	179	0	0
TOTAL QTY		262	179	0	0

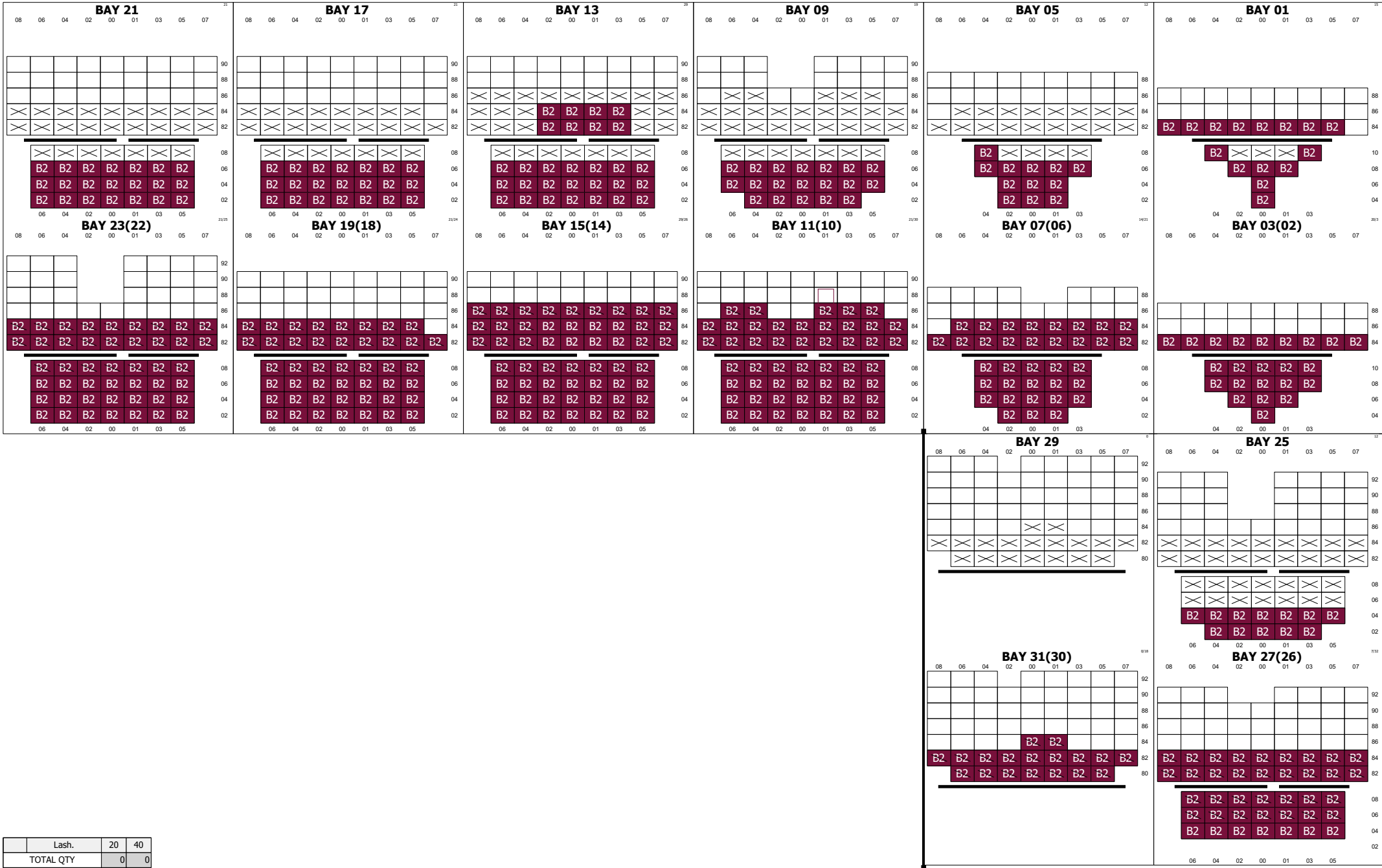
User : Oleksandr KRAVCHENKO

DISCHARGING PLAN(IMDG)



	DG	Qty	Wgt
	3	4	80
	41	10	230
	61	1	9
	8	6	136
	9	3	66
TOTAL QTY		24	521

DISCHARGING PLAN(LASHING SUMMARY)



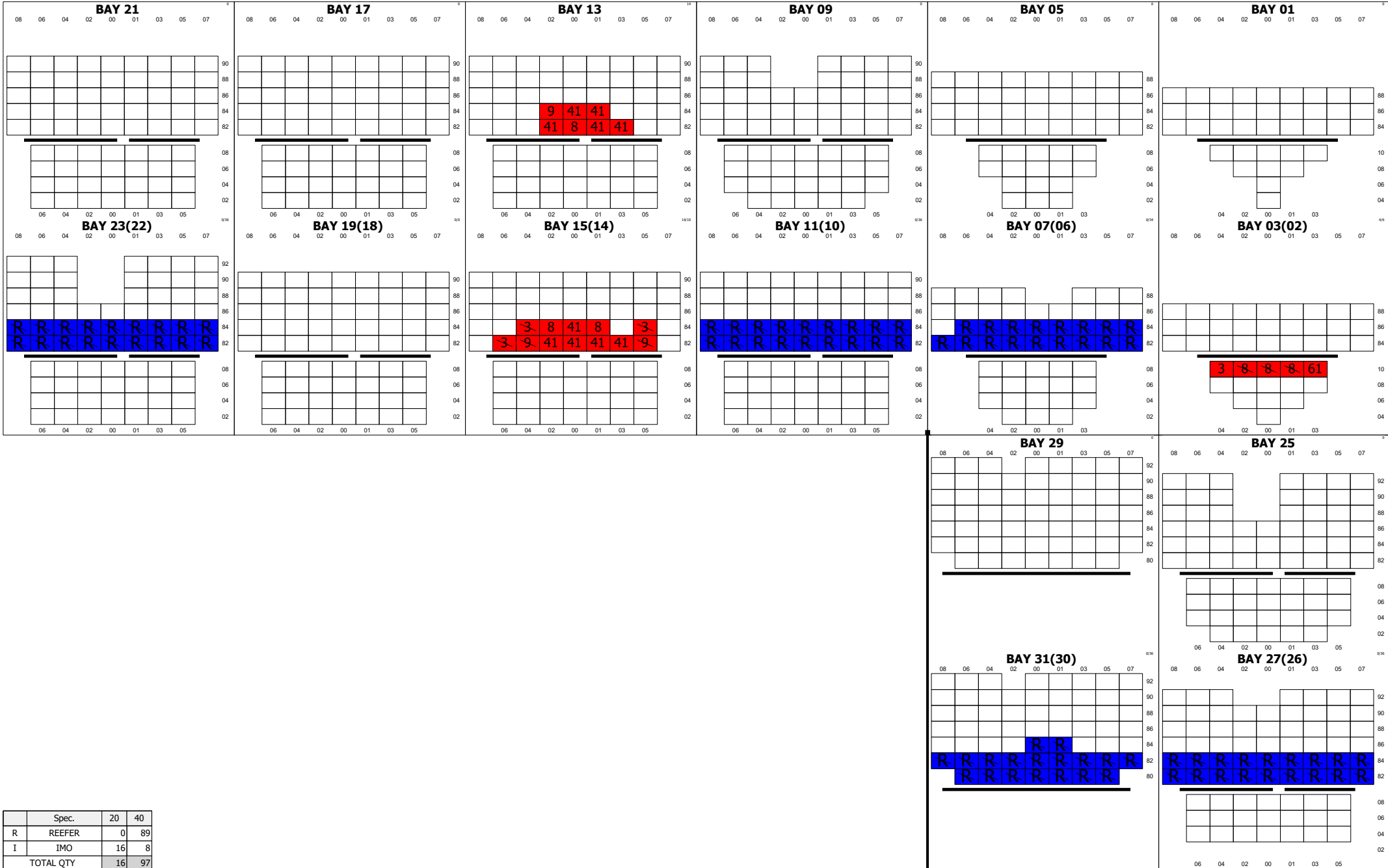
VVD : OEL COLOMBO

VOY NO : SC234A

DISCHARGING PLAN(SPECIAL CARGO)

Port : BDCGP

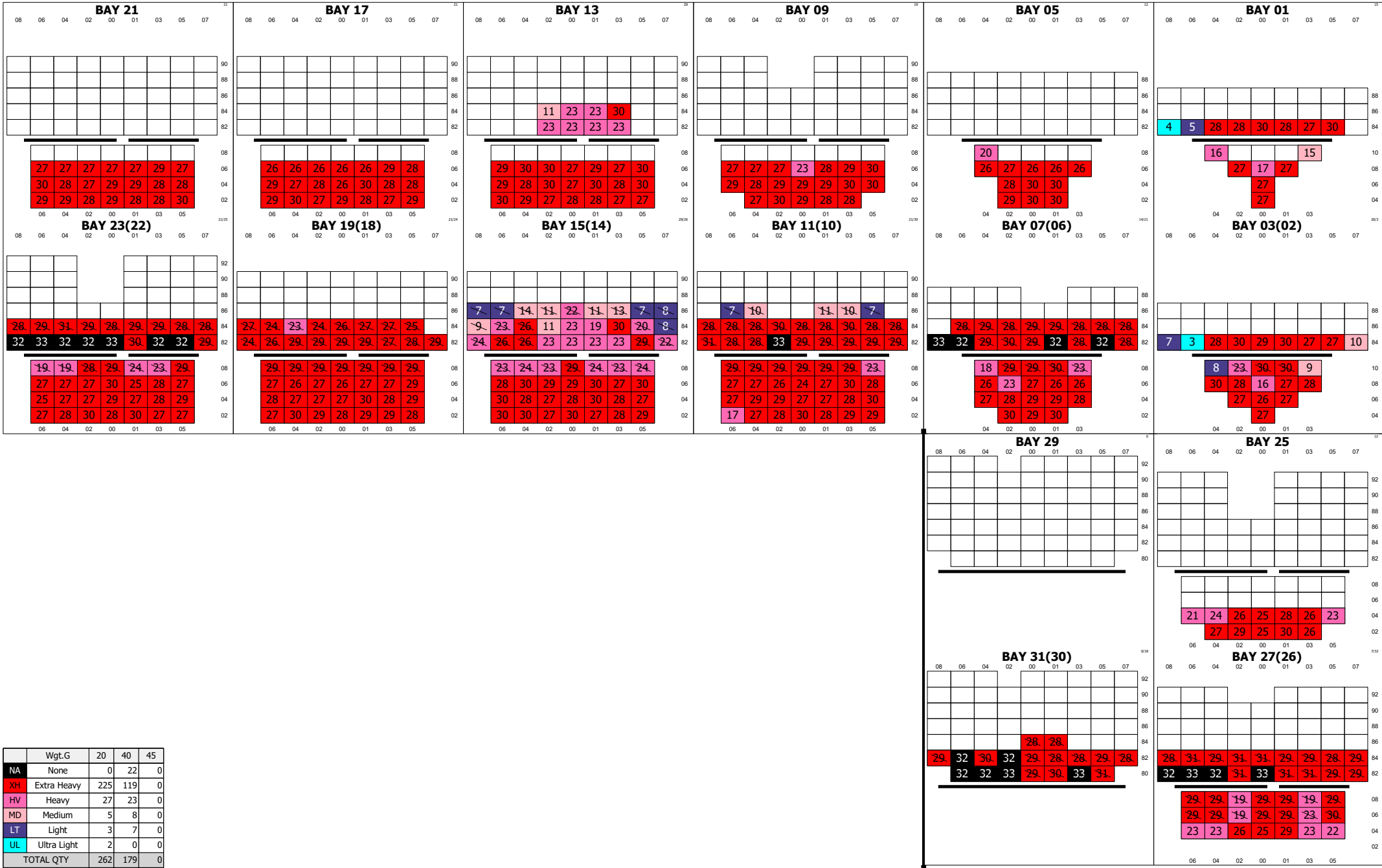
Date : 04-09-2022 10:12:00



	Spec.	20	40
R	REEFER	0	89
I	IMO	16	8
TOTAL QTY		16	97

User : Oleksandr KRAVCHENKO

DISCHARGING PLAN(WEIGHT GROUP)



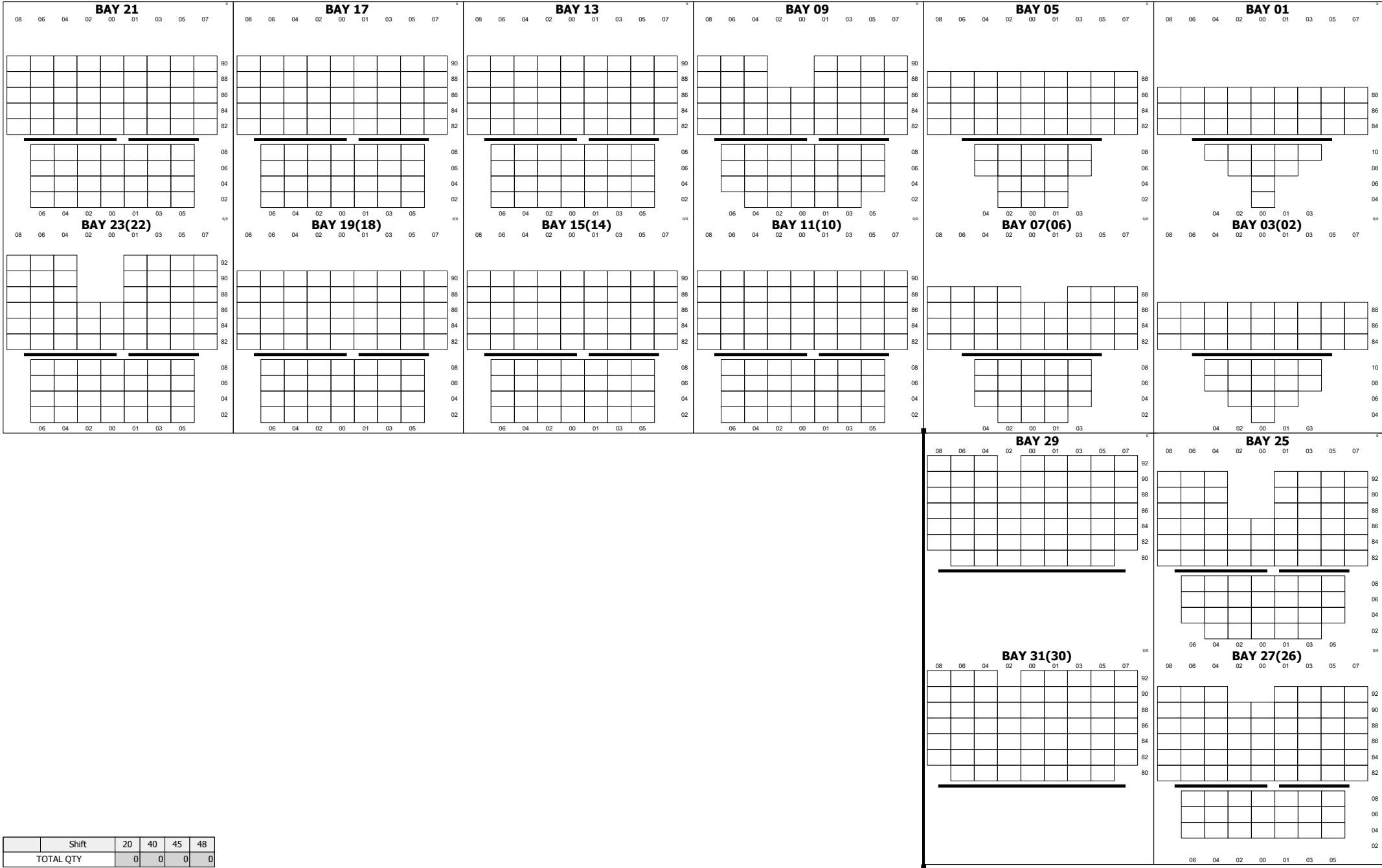
VVD : OEL COLOMBO

VOY NO : SC234A

DISCHARGING PLAN(SHIFTING)

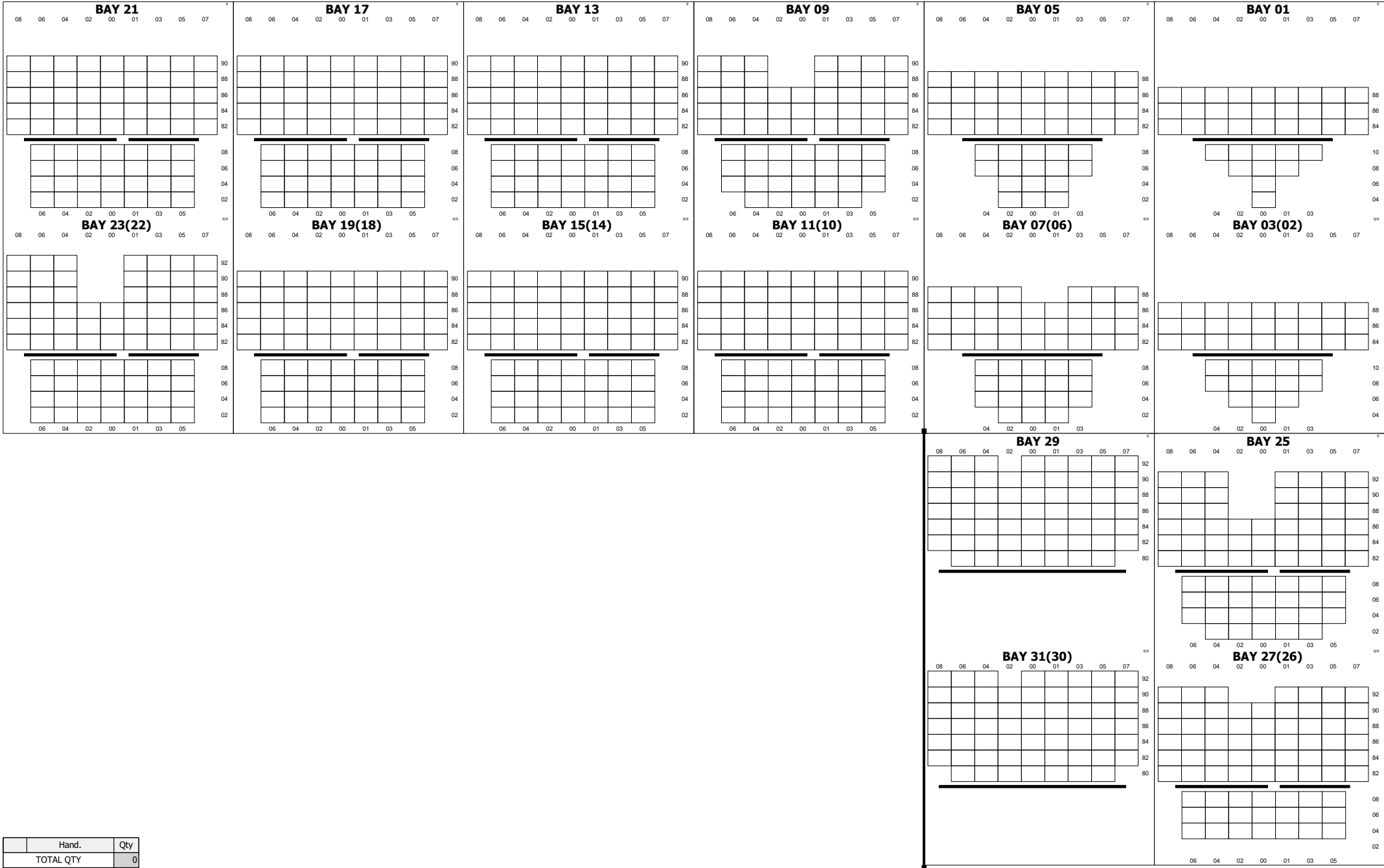
Port : BDCGP

Date : 04-09-2022 10:12:00



User : Oleksandr KRAVCHENKO

DISCHARGING PLAN(HANDLING INSTRUCTION)



	Hand.	Qty
TOTAL QTY		0

VVD : OEL COLOMBO
VOY NO : SC234A

DG Cargo Detail Information

Port : BDCGP
Date : 04-09-2022 10:12:00

Cell Position	Container No	POL	POD	TOD	OPR	DEST	FPOD	ISO TpSz	TpSz	WGT	Class	UNNO	PG	F.P	Sub.Risk	NET.W
020210	MSDU4434509	LKCMB	BDCGP	BDCGPCC	MSC	UNSET	BDCGP	4310	40DV	22.6	8	3265	3			3600
020010	CAIU4053340	LKCMB	BDCGP	BDCGPCC	MSC	UNSET	BDCGP	42G0	40DV	29.7	8	1760	2	69C		6000
020110	MSDU4088068	LKCMB	BDCGP	BDCGPCC	MSC	UNSET	BDCGP	4310	40DV	29.6	8	1760	3			12000
030410	MEDU3456661	LKCMB	BDCGP	BDCGPCC	MSC	UNSET	BDCGP	2210	20DV	8.2	3	1263	3	+51C		90
030310	FCIU3266695	LKCMB	BDCGP	BDCGPCC	MSC	UNSET	BDCGP	22G0	20DV	9.0	61	1690	3			6000
130282	TCLU6975481	LKCMB	BDCGP	BDCGPCC	MSC	UNSET	BDCGP	2210	20DV	22.6	41	2213	3			20000
130284	MEDU6205850	LKCMB	BDCGP	BDCGPCC	MSC	UNSET	BDCGP	2210	20DV	10.9	9	3082	3			1800
130082	MSDU2929392	LKCMB	BDCGP	BDCGPCC	MSC	UNSET	BDCGP	2210	20DV	22.9	8	2801	3			20000
130084	MSDU1995091	LKCMB	BDCGP	BDCGPCC	MSC	UNSET	BDCGP	2210	20DV	22.7	41	2213	3			20000
130182	FTAU1354204	LKCMB	BDCGP	BDCGPCC	MSC	UNSET	BDCGP	2210	20DV	22.6	41	2213	3			20000
130184	MSDU2527958	LKCMB	BDCGP	BDCGPCC	MSC	UNSET	BDCGP	2210	20DV	22.7	41	2213	3			20000
130382	MEDU5294641	LKCMB	BDCGP	BDCGPCC	MSC	UNSET	BDCGP	2210	20DV	22.7	41	2213	3			20000
140682	TRHU7206224	LKCMB	BDCGP	BDCGPCC	MSC	UNSET	BDCGP	4510	40HC	25.6	3	1263	3	+25C		20000
140482	MEDU9485224	LKCMB	BDCGP	BDCGPCC	MSC	UNSET	BDCGP	4510	40HC	26.2	9	3082	3			3000
140484	MSMU6373498	LKCMB	BDCGP	BDCGPCC	MSC	UNSET	BDCGP	4510	40HC	25.5	3	1263	3	+25C		20000
140582	MSMU6369158	LKCMB	BDCGP	BDCGPCC	MSC	UNSET	BDCGP	4510	40HC	28.8	9	3077	3			650
140584	MSMU6296874	LKCMB	BDCGP	BDCGPCC	MSC	UNSET	BDCGP	4510	40HC	19.7	8	3264	2			400
150282	MSDU1145267	LKCMB	BDCGP	BDCGPCC	MSC	UNSET	BDCGP	2210	20DV	22.6	41	2213	3			20000
150284	MEDU3262584	LKCMB	BDCGP	BDCGPCC	MSC	UNSET	BDCGP	2210	20DV	11.3	8	2491	3			8400
150082	CAIU2899746	LKCMB	BDCGP	BDCGPCC	MSC	UNSET	BDCGP	2210	20DV	22.7	41	2213	3			20000
150084	MEDU6183766	LKCMB	BDCGP	BDCGPCC	MSC	UNSET	BDCGP	2210	20DV	22.7	41	2213	3			20000
150182	MEDU5943817	LKCMB	BDCGP	BDCGPCC	MSC	UNSET	BDCGP	2210	20DV	22.7	41	2213	3			20000
150184	TGHU3070333	LKCMB	BDCGP	BDCGPCC	MSC	UNSET	BDCGP	2210	20DV	18.6	8	2801	3			10000
150382	MSDU1252183	LKCMB	BDCGP	BDCGPCC	MSC	UNSET	BDCGP	2210	20DV	22.7	41	2213	3			20000

VVD : OEL COLOMBO

VOY NO : SC234A

OOG Detail Information

Port : BDCGP

Date : 04-09-2022 10:12:00

Cell Position	Container No	POL	TOL	POD	TOD	OPR	DEST	FPOD	ISO TpSz	TpSz	WGT	Over Slot(H/P/S/F/A)	Over Size(H/P/S/F/A)
100186	TCLU7009970	LKCMB	LKJC1	BDCGP	BDCGPCC	MSC	UNSET	BDCGP	4351	40OT	11.2	1/0/0/0/0	50/0/0/0/0

For 2M services the cost of restows are to be split between MSC and Maersk in proportion to the moves on the vessel at your terminal.
For example on a vessel with 600 Moves for MSC (and the subsidiaries)and 400 moves for Maersk (and their subsidiaries)
where there are 10 restows then 6 will be for the account of MSC and 4 for the account of Maersk irrespective of the vessel or container operator.
Where the proportion of restows is not a 'full number', the restows should be rounded up or down to the nearest full number always ensuring the total is correct.
On occasions where there are restows arising out of a Change of Destination all of those restows are for the account of that operator with the balance of restows to be split in the way described

VVD : OEL COLOMBO
VOY NO : SC234A

Long Hatch Arrangement

Port : BDCGP
Date : 04-09-2022 10:12:00

HT0	HT1	HT2	HT3	HT4	HT5	HT6	HT7	Total	Handling
8	7	6	5	4	3	2	1	Summary	Hatch
30	26	22	18	14	10	06	02		Bay No.
0	2	2	2	2	2	1	1	12	Open Hatch No.
0	0	0	0	0	0	0	0	0	Shifting(H)
0	0	0	0	0	0	0	0	0	Shifting(D)
0	33	49	49	49	47	30	21	278	Discharging(H)
18	18	18	17	35	23	17	17	163	Discharging(D)
0	0	0	0	0	0	0	0	0	Loading(H)
0	0	0	0	0	0	0	0	0	Loading(D)
0	33	49	49	49	47	30	21	278	Total(H)
18	18	18	17	35	23	17	17	163	Total(D)
18	51	67	66	84	70	47	38	441	Grand Total

	Crane 1	Crane 2	Crane 3	Crane 4	Crane 5	Crane 6	Crane 7	Crane 8	Crane 9
Moves	0	0	0	0	0	0	0	0	