

**VALLIS TRADE ASSURANCE SERVICES (VTAS)**

**PHOTOGRAPHIC REPORT**

**VTAS – VESSEL DISCHARGES – DJIBOUTI**

**1. INTRODUCTION**

- 1.1 This Photographic Report was compiled from photographs taken in Djibouti Port during the discharge of bulk fertiliser for which Vallis provides Marine and Cargo Services.
- 1.2 Since the beginning of 2017, Vallis has supervised the discharge of over 146,960.00 tonnes in Djibouti, reporting to clients via an online platform in real time to allow any issues that may cause delays to be resolved straight away.

**2. PRINCIPAL OBSERVATIONS**

- 2.1 Vallis is present as each vessel berths and carries out daily draft surveys throughout the discharge. See photos 1-4.
- 2.2 Vallis boards the vessel and carries out checks on the hatch seals. See photos 5-6.
- 2.3 During the pre-discharge inspection, carried out by Vallis, checks are made for visual signs of caking or contamination during sea voyage. See photos 7-10.
- 2.4 Cargo is discharged using the ships' cranes and grabs. It is then either placed into hoppers above mobile bagging plants on the quayside or into hoppers connected to shore conveyors linked to the warehouse silo and fixed bagging machines. See photos 11-20.
- 2.5 If any cargo is found to be damaged or caked, Vallis reports this immediately and issues a letter of protest. Djibouti Port does not allow the discharge of any such cargo. Caked stock is therefore left on the deck of the vessel and disposed of elsewhere. See photos 21-24.
- 2.6 Cargo is bagged into 50kg bags which were check weighed on the bagging lines before being loaded onto trucks. See photos 25-31.
- 2.7 Trucks were weighed over one of 2 weighbridges on dispatch. Any trucks over or under weight are rejected and sent back for further inspection. See photos 32-35.
- 2.8 All stoppage records, occurrence logs and daily draft surveys are signed off by Vallis and the vessel's chief officer or captain. These details are also included in the live reports.
- 2.9 All records are reconciled and a final report is issued to the client.

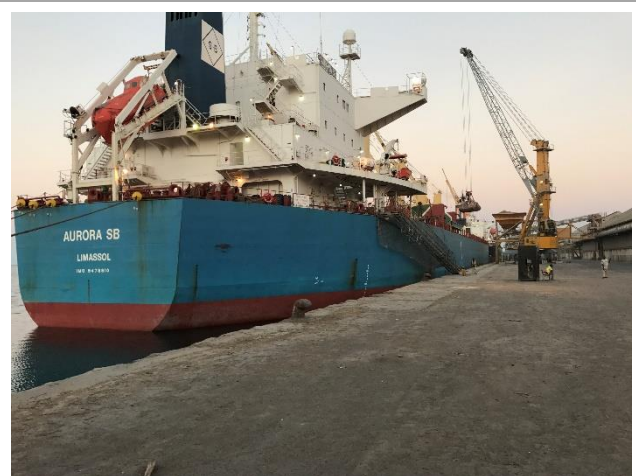
**3. PHOTOS**

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1. Vessel coming in to berth.



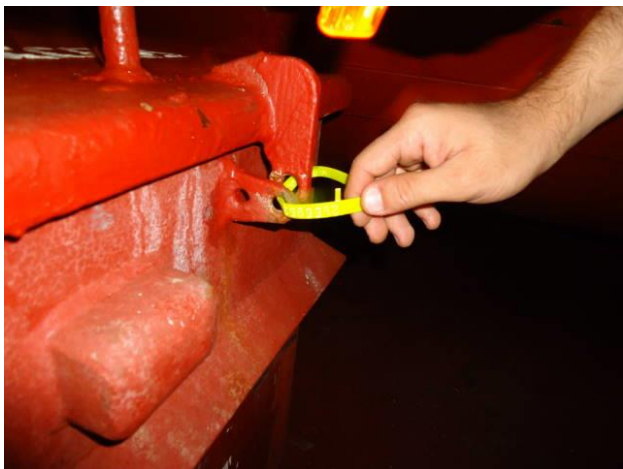
2. Vessel at Berth 13.



3. Vallis carries out a daily draft survey.



4. Draft survey underway.



5. Vallis carries checks that seals are correct and intact.



6. Further checks on seals.



7. Hatches opening.



8. Pre-discharge inspection.



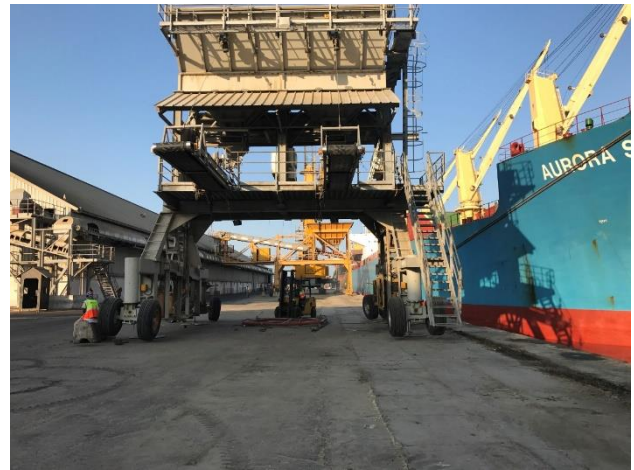
9. View of cargo during re-discharge inspection.



10. Further view of cargo.



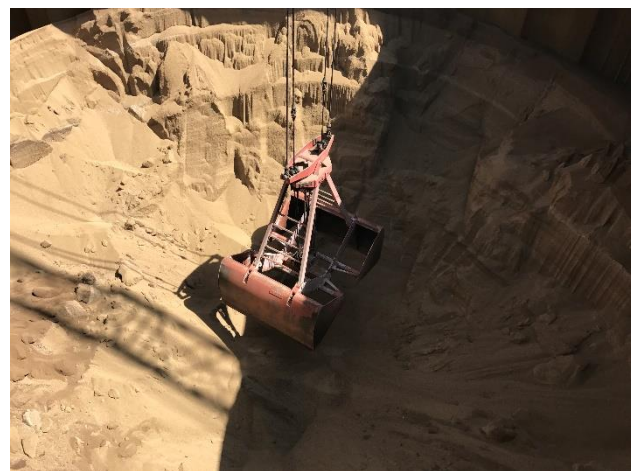
11. Crane, bulk hopper and conveyor in position ahead of discharge.



12. Bagging plant on the quayside before trucks arrive.



13. Cargo being lifted using grabs.



14. Cargo being removed from the hold.



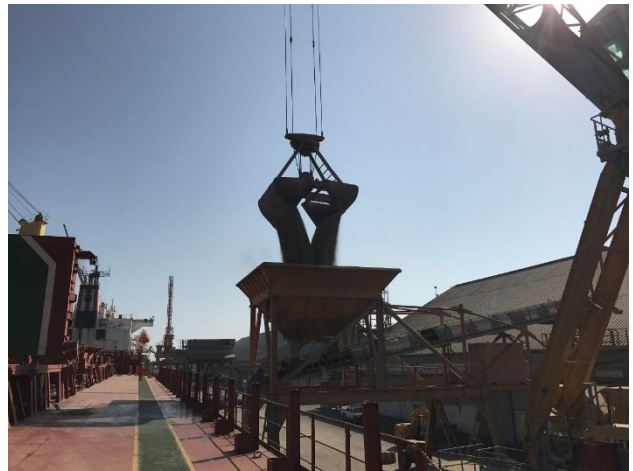
15. Additional view of grabs being used to discharge cargo.



16. Further view of cargo being discharged using grabs.



17. Cargo discharged from the vessel using grabs attached to the ship's crane.



18. Cargo being discharged into hoppers.



19. Cargo in the warehouse.



20. Additional view of cargo being loaded into the warehouse.



21. Water ingress discovered in the hold.



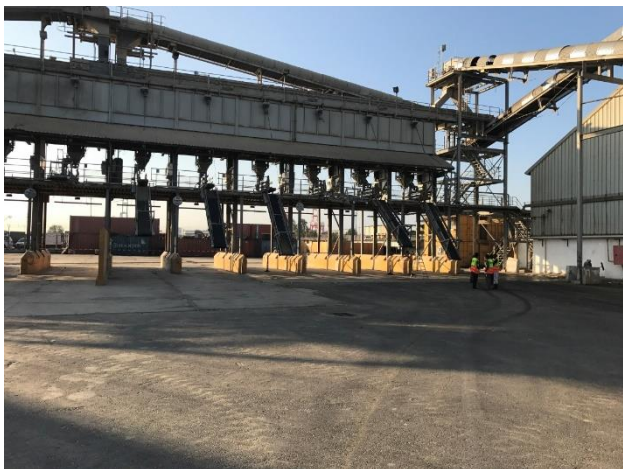
22. Caked cargo in the hold.



23. Caked cargo removed from the hold.



24. Caked cargo on deck to be removed by vessel.



25. View of the bagging rig ahead of loading.



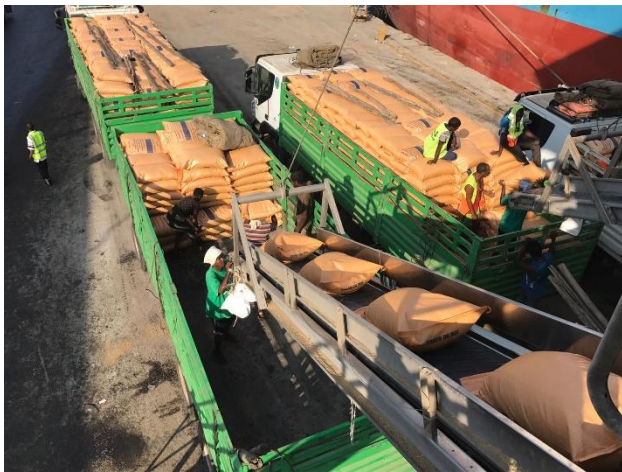
26. Additional view of bagging rig.



27. Bagging underway.



28. Bags being sewn shut on the bagging line.



29. Trucks loading for dispatch from the bagging line.



30. Additional view of trucks being loaded.



31. Trucks being loaded from the bagging rig.



32. Trucks loaded for dispatch to Ethiopia.



33. Trucks loaded for dispatch.



34. Trucks passing over the weighbridge.



35. Additional view of trucks passing over the weighbridge.