

	Видеоряд	Озвучка	Титры
00:03	Анимация логотипа MMW Grain Terminal		
00:11	Площадь MMW Grain Terminal Инфографика	MMW Grain Terminal is one of the top ten largest grain export terminals in Ukraine, covering an area of 8.87 hectares.	The total area is 8.87 hectares.
00:23	Общие кадры MMW Grain Terminal Инфографика	has a simultaneous storage capacity of 142,000 tons of crops such as wheat, barley, corn, and soy, certified in its own laboratory.	142,000 tons of simultaneous storage. Crops: wheat, barley, corn, soy. Own laboratory.
00:23	Силосы и зернохранилища Инфографика	Consists of eight metal silos and four concrete grain storage facilities, along with four metal silos for grain drying.	AGI EMEA – Frame (Italy) AGI (Canada) Tornum (Sweden)
00:32	Автоматические линии приема из автомобилей Линии железнодорожного приема Инфографика	Grain intake is carried out by two methods: Auto intake and Rail intake from the Nikolaev Freight Station.	Automobile Intake: 3 lines, 5 points with a capacity of 7,200 tons/day Railway Intake: 2 lines, 14 points with a capacity of 6,800 tons/day
00:36	Причал Инфографика	Ship loading is performed at the pier, with a maximum capacity of 20,000 tons per day.	Neuero Industrietechnik SL-1000 (Germany) Maximum loading capacity per vessel: 20,000 tons/day Ship loader: 1,000 tons/hour
00:46	Grain reception from rail transport: processes, operational factors, development, and methods for achieving goals.	Grain reception from rail transport: processes, operational factors, development, and methods for achieving goals.	Grain reception from rail transport: processes, operational factors, development, and methods for achieving goals.
00:01:00	Диаграмма Хранение вагоны инфографика	Signing a Contract: A large number of counterparties with various cargo nomenclatures arises, which complicates storage and shipment. We plan to minimize the number of counterparties to optimize storage allocation and reduce wagon processing time.	Contract Signing Optimization of storage space allocation Reduction in railcar handling time
00:01:10	Админ. здание карта Украины с которой летят заявки на бронь пустых складских емкостей Видим перевалку и отгрузку вагон-судно инфографика	Request for Supply: Planning is complicated due to the reservation of warehouse slots before the arrival of the cargo, as well as the untimely arrival of vessels. The aim is to stabilize grain supply, which will increase the volume of cargo transshipment.	Delivery Request Increase in cargo transshipment volume
00:01:22	Процесс выгрузки, Процесс увеличения обработанного транспорта Инфографика (Иконка монокультуры)	Wagon Loading at Elevators: There is a risk of crop mixing, which requires enhanced control over wagon unloading. Working with monoculture will reduce risks and increase the amount of processed transport.	Loading of Railcars at Elevators Monoculture approach Reduced risks and increased number of processed vehicles
	Доставка вагонов к станции Постановка судов Освобождение емкостей инфографика	Delivery of Wagons to the Nikolaev Freight Station: A stop in train transportation occurs due to congestion at the Nikolaev Freight Station. However, improved communication between the counterparty and the terminal, along with planned vessel scheduling for subsequent capacity release, can help increase the number of processed vessels and reduce wagon idle costs	Delivery of Railcars to Mykolaiv Cargo Station Frees up storage capacities Increases the number of vessels processed

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	<p>Обработка вагонов показываем админ здание показываем подачу вагонов со станции на MMW Grain Terminal иконка сотрудников между ними нарушена коммуникация иконка контроля перечеркнута, иконка проблемы при подаче на путь показать как тепловозы не могут быть приняты, иконка отказа локация взвешивания, показать скопление тепловозов , иконка уменьшения кпд.</p> <p>иконка собственной жд службы, иконка исполнителя иконки комуникация теперь проходит нормально иконка жд путей несолько показатя, весов, иконка контроля</p>	<p>Wagon Submission from Nikolaev-Gruzovaya Station to Mykolaiv Milling Works: Outsourcing and additional handling costs create complexity in communication between terminal staff and train dispatchers, as well as insufficient control over wagon submission, unloading, and cleaning processes. Systematic issues with wagon submission from the Inter-Industry Enterprise of Industrial Railway Transport—Carrier of wagons from the station arise due to a lack of available tracks and locomotives, as well as the inability to weigh both the gross weight and tare weight of the wagons simultaneously, creating bottlenecks and slowing down operations. The issues include: Insufficient control over the submission, unloading, and cleaning processes. Systematic problems with wagon submission from the Inter-Industry Enterprise of Industrial Railway Transport—Carrier of wagons from the station, including refusals to process wagons due to a shortage of available tracks and locomotives. The inability to perform simultaneous weighing of the gross weight and tare weight of wagons creates bottlenecks and slows down operations. However, establishing an in-house railway service, replacing contractors, adding more railway tracks, installing additional weighing platforms, increasing communication between departments, and enhancing control over the submission/unloading/cleaning of wagons will lead to: Increased speed and quantity of wagon submissions from the station. An increase in the number of trains submitted in each batch. Increased duration of wagons on-site. An increase in the number of processed wagons.</p>	<p>Delivery of Railcars from Mykolaiv-Cargo Station to Mykolaiv Milling Works</p> <p>Processes include:</p> <ul style="list-style-type: none"> • Communication and coordination • Inspection of railcars • Documentation clearance • Signing of railcar documents • Gross weight measurement <p>Proposed Enhancements:</p> <ul style="list-style-type: none"> • Increasing the speed and frequency of railcar deliveries from the station. • Expanding the number of railcars delivered per batch. • Extending the simultaneous presence of railcars on the premises. <p>These improvements will lead to a higher number of processed railcars, boosting overall operational efficiency.</p>
00:03:40	<p>Железнодорожные пути показываем занятые вагонами и тепловозами жд пути иконка эстакады зачеркнута иконки разных культур на разных вагонах иконка часов с бегущей стрелкой (анимация) иконка уборки</p> <p>показываем иконками где моглт быть дполнительные эстакады пару тройку штук иконка визирования иконка монокультуры показываем как на станцию разгрузки уже проходят вагоны , иконка лист с галочкой иконка транспорта, иконка времени, иконка уменьшения затрат , иконка оборудования</p>	<p>Submission to the Unloading Station and Unloading Process: Due to occupied railway tracks for unloading, newly arrived wagons are left on tracks without visual loading platforms. Differences in crops within a single batch of wagons lead to time-consuming rerouting as remnants of the previous cargo must be cleared before changing cultures. Additional visual loading platforms will allow sampling to be conducted away from the unloading station. Transitioning to monoculture will simplify cargo processing. Sampling will be performed in parallel, and wagons with ready results from the laboratory will be sent to the unloading station. This will increase the amount of processed transport, reduce preparation time for unloading, and decrease wear on equipment.</p>	<p>Delivery to the Unloading Station and Unloading Process</p> <p>Proposed Enhancements:</p> <ul style="list-style-type: none"> • Installation of additional inspection platforms. • Transition to handling monoculture shipments. • Implementation of parallel inspection processes. • Use of railcars with pre-approved laboratory results. <p>These measures will:</p> <ul style="list-style-type: none"> • Increase the volume of processed transport. • Reduce time spent on unloading preparation.

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			<ul style="list-style-type: none"> Minimize additional wear and tear on equipment.
00:04:10	<p>Взвешивание и обработка вагона показываем процесс взвешивания (дополнительно иконка весов) , показываем что образовалась пробка (дополнительно иконка пробки)</p> <p>Инфографика иконки весов (промышленных конечно же) иконки путей</p>	<p>Post-Unloading Processing: When processing wagons, bottlenecks occur due to the inability to weigh both the gross weight and tare weight simultaneously. It is also not possible to clean the wagons while they are being weighed. Additional weighing platforms and the restoration or construction of new access tracks will resolve these bottlenecks. This will allow for an increase in the number of submissions per day and enhance the daily average processing of transport due to a continuous process.</p>	<p>Post-Unloading Processing (Inspection, Tare Weighing, Cleaning at the Station)</p> <p>Proposed Enhancements:</p> <ul style="list-style-type: none"> Installation of additional weighing platforms. Restoration or construction of new access roads. Increase in the number of slots per day. Enhance the daily average of transport processed.
00:01:46	<p>Grain Reception from Road Transport: Processes, operational factors, development, and methods for achieving goals</p>	<p>Grain Reception from Road Transport: Processes, operational factors, development, and methods for achieving goals</p>	<p>Grain Reception from Road Transport: Processes, operational factors, development, and methods for achieving goals</p>
00:02:50			
00:04:17			
00:04:33	<p>Административные здания Складские емкости Инфографика - зерно, ожидание загрузки иконка клиента, на всех емкостях иконки культур (парочку)</p>	<p>Signing a Contract: Instability in grain supply from counterparties arises due to the wait for warehouse capacity to fill up. The solution involves reserving all storage capacities for one client with a minimal number of cultures. This will increase the enterprise's income stability and ensure grain supply when working for the owner.</p>	<p>Signing a Contract: Increase the stability of the company's revenue and grain supply when working with the owner.</p>
00:04:55	<p>Завоз Инфографика</p>	<p>Request for Supply: With a large number of counterparties, each contract is allocated a separate storage space for a batch, making it difficult to conclude new contracts and plan cargo placement at the terminal. The priority is given to monoculture or a maximum of three cultures. This will speed up transport processing and improve storage planning, simplifying the conclusion of new contracts</p>	<p>Cargo Inbound Request:</p> <ul style="list-style-type: none"> Speed up the processing of transport Improve storage planning Simplify the signing of new contracts
00:05:06	<p>Загрузка Инфографика</p>	<p>Loading Road Transport: Additional time costs arise when handling different types of road transport. The priority is given to dump trucks, which will increase the speed of transport processing</p>	<p>Loading of Road Transport Increase the speed of processing transport</p>
00:05:22	<p>Загрузка Площадка отстоя инфографика</p>	<p>Path from Loading Place to Terminal Holding Yard Receiving documents in advance, right after loading the vehicle, will increase processing speed. This requires prior</p>	<p>Path from Loading Point to Terminal Holding Yard</p>

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		registration: monitoring incoming transport volumes will significantly reduce the registration time.	Pre-registration: Control over the incoming transport volumes
00:05:33	Площадки отстоя Инфографика	Accumulation of Transport in the Holding Yard Outside the City Acquiring (leasing, service) a dedicated holding yard within the city will allow for the relocation of registration to the holding yard.	Accumulation of Transport at the Holding Yard Outside the City Relocate registration to the holding yard to streamline and manage incoming transport efficiently.
00:05:47	Площадка отстоя автотранспорта Инфографика	Communication with the Parking Lot Dispatcher There is a lack of clear understanding of the quantity of road transport, nomenclature, and counterparties. The solution involves having a registration worker who monitors the transport at the parking lot. This will improve control and communication between the holding yard and the terminal.	Communication with the Parking Lot Dispatcher <ul style="list-style-type: none"> Enhanced communication to monitor and manage transport more effectively, improving interaction between the holding yard and the terminal.
00:06:07	Подъезд к терминалу, инфографика	Vehicle Registration The problem of congestion of road transport at the approach to the terminal can be fixed by registering vehicles at the holding yard—moving the registration point from the terminal to the holding yard. This allows for vehicle registration upon arrival at the holding yard. It will help control the quantity and nomenclature at the holding yard, optimize the planning of road transport processing.	Vehicle Registration <ul style="list-style-type: none"> Control of the number and types of vehicles in the holding yard to optimize planning and processing of road transport.
00:06:23	Проверка авто Инфографика	Vehicle Check by Security Installing barriers with a System of Control and Management of Access (using a barcode system) will strengthen control and organize the processing of transport, reduce the actual entry time, and be supported by reports in the CRM program "1C-Grain Terminal" system.	Vehicle Security Check <ul style="list-style-type: none"> Enhance control and organization of transport processing, reduce the actual entry time, and back up reports in CRM - program "1C-Grain Terminal".
00:06:46	Фумигация Лаборатория Инфографика	Fumigant Check Some senders fumigate grain in vehicles, and the fumigant does not have time to dissipate, leading to the entry of treated grain into the laboratory. This worsens the condition of staff and disrupts the quality determination processes. An elevated platform or a movable bridge for measuring fumigants before sampling from vehicles will solve this problem, ensuring smooth operation of the laboratory.	Fumigation Check <ul style="list-style-type: none"> Build a ramp or a movable bridge to ensure smooth operation of the laboratory.

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00:07:00	Лаборатория Инфографика	<p>Sampling by Transport</p> <p>It is necessary to restrict access to the sampling location for the laboratory to prevent staff conspiracies and eliminate corrupt actions affecting the quality of the accepted grain.</p>	<p>Sample Collection by Transport</p> <ul style="list-style-type: none"> Limit access to the laboratory to prevent collusion and corrupt actions.
00:07:13	Платформы весов Инфографика	<p>Weighing of Transport</p> <p>Moving barcode readers to the weighing platforms and installing vehicle position sensors on the platforms will prevent conspiracies among staff and eliminate corrupt elements affecting the recorded weight.</p>	<p>Weighing of Transport</p> <ul style="list-style-type: none"> Eliminate conspiracies among staff and corrupt elements affecting the recorded weight.
00:07:37	Внутренняя площадка отстоя Инфографика	<p>Waiting for Laboratory Results on the Internal Holding Yard</p> <p>The problem of limited space for transport on the premises can be solved by providing additional parking space on the Mykolaiv Milling Works site after demolishing old buildings. This will increase the cargo turnover, separate parking for road transport that is awaiting approval, additional services, or arbitration.</p>	<p>Waiting for Laboratory Results at the Internal Holding Area</p> <ul style="list-style-type: none"> Increase cargo turnover. Separate parking for transport that is awaiting approval or additional services or arbitration.
00:07:53	Лаборатория Инфографика	<p>Conducting Laboratory Analyses, Direction to Silos, or Refusal to Accept Cargo in Case of Exceeding Contractual Indicators</p> <p>Installing a scoreboard with results on the holding yard will increase communication with drivers/expeditors and speed up transport processing.</p>	<p>Laboratory Analysis and Direction to Silos or Refusal</p> <ul style="list-style-type: none"> Increase communication with drivers/expeditors. Improve transport processing speed.
00:08:25	Выгрузка автотранспорта Инфографика	<p>Issuance of Directions for Unloading Road Transport or Documentation for Cargo Return</p> <p>The following operations are processed:</p> <ul style="list-style-type: none"> Weighing the gross weight of the vehicle Weighing the gross weight/tare of wagons Calling drivers to obtain directions via phone Issuance of directions for unloading <p>Installing an automatic direction issuance point on the holding yard for road transport, activated by barcode scanning, will increase communication with drivers/expeditors, speed up transport processing, and reduce the load on the weighing station.</p>	<p>Issuance of Direction for Unloading or Return of Goods</p> <ul style="list-style-type: none"> Increase communication with drivers/expeditors. Speed up transport processing and reduce the load on the scale.

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00:08:43	Разгрузка Инфографика	Verification of Documents for Unloading by an Authorized Person Before Unloading Human error leads to mistakes. Installing computers with barcode readers at the unloading station for road transport prevents the mixing of cultures, excluding the human factor from the process and displaying the unloading time in the CRM program "1C-Grain Terminal."	Document Verification for Unloading <ul style="list-style-type: none"> Prevent mixing of cultures, eliminating the human factor from the process. Display the vehicle unloading time in the CRM program "1C-Grain Terminal"
00:09:05	Выгрузка автотранспорта Инфографика	Unloading of Road Transport Processing different types of road transport involves time costs during unloading: setting up the auto lift, installing safety systems, raising/lowering the platform. The solution is to prioritize dump trucks. This will increase transport processing speed by reducing the time spent unloading one unit and prolong the lifespan of equipment.	Unloading of Road Transport <ul style="list-style-type: none"> Increase processing speed by reducing the time required for unloading each unit. Extend the lifespan of equipment.
00:09:19	Взвешивание Инфографика	Weighing the Tare of Road Transport Moving barcode readers to the weighing platforms and installing vehicle position sensors on the platforms will eliminate the factor of conspiracies among staff and corrupt elements affecting the recorded weight.	Weighing the Tare of Road Transport <ul style="list-style-type: none"> Eliminate the factor of conspiracy among staff and corrupt elements affecting the recorded weight.
00:09:33	Принятие груза Инфографика Проходная Инфографика	Issuance of Documents for Accepted Cargo Congestion of road transport before the weighing scales slows down the speed and process of handling. Minimizing paperwork and excluding document scanning in the CRM program "1C-Grain Terminal" will increase the speed of processing (weighing) of the transport.	Documenting the Accepted Cargo <ul style="list-style-type: none"> Minimize paperwork (eliminate the need for an exit direction if the System of Control and Management of Access is installed on exit). Eliminate scanning documents into the QQA - 1C program for Quantitative and Qualitative Accounting of grain - "1C-Grain Terminal." This will increase the speed of processing (weighing) of the transport.
00:09:45		Exit of Road Transport through the Gate Installing barriers with a System of Control and Management of Access by barcode will enhance control and organize the	Exit of Road Transport Through the Gate

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		processing of transport. The actual exit time will be confirmed with reports in the CRM program "1C-Grain Terminal."	<ul style="list-style-type: none"> Installation of barriers with the System of Control and Management of Access using barcode scanning will enhance control and streamline transport processing. The actual exit time will be confirmed with reports in the CRM (QQA - 1C - program for Quantitative and Qualitative Accounting of grain - "1C-Grain Terminal").
00:09:51	Storage and Processing: Processes, Work Factors, Development, and Methods of Achieving Goals	Storage and Processing: Processes, Work Factors, Development, and Methods of Achieving Goals	Storage and Processing: Processes, Work Factors, Development, and Methods of Achieving Goals
00:11:14	<p>Силосы, зернохранилища Инфографика иконка клиент на фоне хранилищ иконки культур перемещаются иконка тонні стрелка вниз показываем что мест для хранения мало</p> <p>решения: иконка размноженных клиентов уменьшается или разместить на каждом хранилище культуры собираются в одну и надпись монокультура на англ Иконка строительства иконка склада и силосов</p> <p>позволит: иконка клиента с галочкой длвьше по смыслу и локациям</p>	<p>Storage</p> <p>The large number of clients leads to reservation of storage spaces according to the contract, which complicates loading, increases the risk of culture mixing, and reduces the number of tons accepted per day. There is also a limited number of storage locations for accumulating batches. Prolonged accumulation of a ship's batch and subsequent vessel delay leads to refusal of acceptance and storage services for new clients due to a shortage of free capacities. The solution involves:</p> <ul style="list-style-type: none"> Reducing the number of clients and working with monoculture Increasing storage spaces through the demolition of old buildings and the construction of new warehouses and silos for storage <p>This will allow:</p> <ul style="list-style-type: none"> Attracting conscious clients Stabilizing the processes of ship batch accumulation and subsequent loading Implementing an operational approach and scheduling ships for loading Increasing the annual cargo turnover 	<p>Storage</p> <ul style="list-style-type: none"> Attracting conscious clients. Stabilizing the processes of accumulating a bulk shipment and its subsequent shipment. Implementing an operational approach and scheduling vessels for loading. Increasing the annual cargo turnover.
00:11:35	<p>Очистка зерна Инфографика зачеркнутые иконки зерна и сепарирования или очистки иконка строительства</p> <p>иконка услуг размножается, иконка прибыли</p>	<p>Grain Cleaning</p> <p>There is no possibility of providing a comprehensive grain cleaning service for clients. It is necessary to construct a new, highly productive cleaning block with separate storage units for providing impurity cleaning services. This will increase the number of services for clients, thereby increasing the financial profitability of the enterprise.</p>	<p>Grain Cleaning</p> <ul style="list-style-type: none"> The increase in the number of services offered to clients will lead to an increase in the financial profitability of the enterprise.

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00:12:34	<p>Силосы Прием влажного зерна показать загрузку зерна и заполнение хранилищ Инфографика иконки различных культур на фоне емкостей для хранения, лучше прямо на каждой разметить</p> <p>иконки монокультуры на каждом хопре и иконкой влаги</p>	<p>Grain Drying</p> <ul style="list-style-type: none"> When providing services for more than one type of grain, we face a shortage of storage capacities. To provide high-quality drying services, it is necessary to distribute the cargo in hopper silos by moisture gradation, ideally within monoculture. High-quality service provision will increase productivity due to the stability of the drying process. Coordination with the client on providing drying services is required. This involves reducing the time spent on coordination through responsible persons and customer approval 24/7. This will reduce the time required for the drying service procedure, increase the number of processed transports, and reduce traffic jams. When a large amount of grain requiring drying is received, the process of accepting dry grain becomes difficult. To simplify this process, it is necessary to acquire or rent a separate holding area for preliminary moisture determination. This will reduce traffic jams on the enterprise's premises and increase turnover. 	<p>Grain Drying</p> <ul style="list-style-type: none"> Increased productivity due to the stability of the drying process. Reduced time for coordinating the grain drying procedure. Increased volume of processed transport. Reduced traffic congestion.
00:12:40	Grain Shipping: Processes, Factors of Work, Development, and Methods of Achieving Goals	Grain Shipping: Processes, Factors of Work, Development, and Methods of Achieving Goals	Grain Shipping: Processes, Factors of Work, Development, and Methods of Achieving Goals
00:13:12	<p>Складирование отгрузка судна (приклад) Погрузка судна Инфографика</p>	<p>Formation of Bulk Cargo and Preparation for Shipment Failure to adhere to baseline quality standards according to specific bulk cargo complicates storage and loading. A large number of counterparties and various cargo nomenclatures, as well as non-adherence by counterparties to cargo accumulation plans, such as the situation encountered in 2021: a counterparty replaced a vessel during the accumulation of a grain batch – this led to having to wait for this specific vessel, while others were already queued, making their loading impossible. As a result, the terminal became overloaded, grain acceptance and rail car unloading stopped, delays occurred at the station, a convention was announced, leading to financial losses and the disruption of contracts with other clients. The solution is: Minimize the number of counterparties and prioritize monoculture Vessel placement during batch accumulation should be at least 80% of contract quality This optimizes the distribution of storage spaces, reduces the vessel loading time, systematizes vessel shipment, and eliminates the emergence of collapses within the enterprise.</p>	<p>Formation of the Ship Lot and Preparation for Shipment</p> <ul style="list-style-type: none"> Optimizing the storage space allocation will reduce the time required for loading the ship. Systematization of vessel shipments will prevent collapses and disruptions.
00:13:41	<p>Состав Загрузка Разгрузка Инфографика</p>	<p>Preparation for Loading Due to a large number of counterparties and various nomenclatures, storage capacities are allocated as grain is supplied, which leads to uneven filling and uneven unloading of storage spaces when planning the loading plan to maintain contract quality. It is necessary to reduce the number of counterparties to one train = one culture. This will ensure:</p> <ul style="list-style-type: none"> Even unloading of storage spaces Extended equipment life Reduced risk of mixing cultures 	<p>Preparation for Loading</p> <ul style="list-style-type: none"> Preparing a loading plan according to the contractual quality. Preparation of loading routes to ensure even unloading of storage spaces. It will extend the lifespan of equipment and reduce the

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			likelihood of culture mixing.
00:14:06	Погрузка судна Инфографика	<p>Loading Operations</p> <p>The process of accepting new grain is slowed down due to uneven emptying of storage spaces when executing the loading plan.</p> <p>To prevent this, it is necessary to reduce the number of counterparties, work with responsible counterparties, have stable grain supplies, and stable ship scheduling for loading. This will speed up the process of accepting new grain and provide a more stable loading rate.</p>	<p>Loading Operations</p> <ul style="list-style-type: none"> • Loading the ship according to the issued instructions, loading plan, and contractual quality with supervision from all related services. • Acceleration of the process of accepting new grain. • More stable loading speed (tons/year).
00:14:14	Interaction of the Terminal with the Ship Before Entering the Port: Processes, Work Factors, Development, and Methods of Achieving Goals	Interaction of the Terminal with the Ship Before Entering the Port: Processes, Work Factors, Development, and Methods of Achieving Goals	Interaction of the Terminal with the Ship Before Entering the Port: Processes, Work Factors, Development, and Methods of Achieving Goals
00:14:50	Судно на входе в порт Админ. здания Стоянка Инфографика	<p>Nomination of the Vessel, Application to the Administration of the Sea Ports of Ukraine for Ship Entry, Request to YSCL - Stevedore in the Port for Vessel Handling, Submission of Notice of Readiness, and Entrance to the Channel</p> <p>The process involves several steps: nomination of the vessel, application to the Administration of the Sea Ports of Ukraine for ship entry, request to YSCL (stevedore in the port) for vessel handling, submission of the notice of readiness, and entrance to the channel.</p> <p>A key challenge arises when a counterparty may replace the vessel shortly before arrival, or there may be delays in the notice due to the ship's unpreparedness. This leads to increased nomination and scheduling of vessels.</p> <p>There are also delays in passing through the channel due to untimely departure from the anchorage and the inability to enter the channel during ice season.</p> <p>Working with reliable shipping companies and ensuring guarantees for vessel availability can help avoid these delays.</p>	<p>Ship Nomination, Application to the Administration of the Sea Ports of Ukraine for the vessel's arrival, request for YSCL - stevedore in the port for ship handling, submission of readiness notice, and passage through the canal.</p> <p>Working with reliable shipping companies and guarantees for vessel supply can help avoid delays.</p>
00:15:02	Канал Инфографика	<p>Passage of the Vessel Through the Channel</p> <p>Delays are often observed while waiting for the vessel to be moored at the quay.</p> <p>To prevent such situations, coordinated work with the shipping agency service is necessary.</p>	<p>Ship Passage through the Canal</p> <p>Coordinated work with the agency service is crucial.</p>
00:15:19	Причал Инфографика	<p>Mooring the Vessel at the Quay</p> <p>Delays are observed when there are vessels at adjacent quays as well as when the vessel's size exceeds the permissible limits.</p> <p>Planning the mooring of vessels according to size and cooperation with neighboring stevedoring companies for repositioning as needed is essential.</p>	<p>Berthing the Ship at the Dock</p> <ul style="list-style-type: none"> • Plan the berthing of ships according to their size. • Collaborate with neighboring stevedoring companies to adjust

	Видеоряд	Озвучка	Титры
			the positioning of ships as needed.
00:15:35	Причал Инфографика	Preparation for Cargo Operations Procedures take up a lot of time that could be used for cargo operations. To optimize them, it is necessary to conduct most operations at the pilot station or on the anchorage to reduce the time at the quay.	Preparation for Cargo Operations <ul style="list-style-type: none"> • Open the border, draft survey, and hold inspection commission. • Conduct most operations at the pilot station or on the roadstead to reduce the time spent at the dock.
00:15:41	Working at the Quay (YSCL - Stevedore in the Port):Processes, Work Factors, Development, and Methods of Achieving Goals	Working at the Quay (YSCL - Stevedore in the Port):Processes, Work Factors, Development, and Methods of Achieving Goals	Working at the Quay (YSCL - Stevedore in the Port):Processes, Work Factors, Development, and Methods of Achieving Goals
00:16:13	Судно на причале Инфографика	Operations for Preparing the Vessel for Loading: There is a time loss in performing operations after the vessel is moored at the quay. To prevent this, it is necessary to conduct operations before the vessel is moored at the quay—on the anchorage. The loading should start one hour after the vessel is moored at the quay. This will add time to the loading process that was spent on preparatory operations, increasing the number of tons loaded onto the vessel and consequently the ability to process a larger number of vessels.	Operations for Preparing the Ship for Loading <ul style="list-style-type: none"> • Ship's entry to the channel, mooring to the dock, customs commission, border opening, hold inspection commission, ship draft survey, document signing, issuance of the loading plan, hatch opening. • Adds time for loading. • Increases the number of tons loaded onto the ship. • Increases the number of ships processed.
00:16:32	Административные здания Причал Погрузка судна Инфографика	Customs Permits for Loading: Forming permits for vessel loading during the loading process takes additional time. However, having permits for the entire cargo volume ready before the vessel is moored at the quay ensures a seamless loading process from the moment the vessel is moored until the end of the cargo operations.	Customs Permits for Loading Formation <ul style="list-style-type: none"> • Ensure a seamless loading process from the moment the ship is docked until the end of cargo operations.

		Видеоряд	Озвучка	Титры
	00:17:00	Причал Отправка судна Постановка и погрузка следующего судна	<p>Post-Loading Operations Preparation: When handling vessel loading operations, significant time is often lost.</p> <p>This can be avoided by performing all other operations on the anchorage after the completion of loading. This will allow the next vessel in line to be moored and begin loading, thus increasing the number of loaded tons and the number of vessels processed accordingly.</p>	<p>Operations for Preparing the Ship After Unloading</p> <ul style="list-style-type: none"> • Sign the final cargo plan, finalize the draft, fumigate the ship, undergo customs inspection, close the border, and release the ship from the dock. • This will increase the number of loaded tons and the number of processed ships.