

JOB DESCRIPTION OF PSIA:

i. GENERAL:

- a. Upon receipt of award letter from TCP for supply of commodity, the seller will be required to coordinate immediately with buyer's nominated PSIA and offer/tender the cargo to PSIA for inspection well before arrival of the vessel.
- b. Seller shall be responsible to arrange the accessibility of PSIA to the cargo and seller shall provide the following documents to PSIA on immediate basis:-
 - i) Copy of TCP's procurement tender.
 - ii) Copy of L/C.
 - iii) Copy of Ship Particulars
 - iv) Copy of Vessel acceptance letter issued by TCP.
 - v) Any other document, if required by PSIA or instructed by TCP.
- c. On completion of loading the PSIA will issue the following documents:-
 - i) Certificate of Quality against specifications as per TCP's procurement tender/contract.
 - ii) Certificate of Quantity by shore figures.
 - iii) Certificate of Quantity as per draught survey.

ii. INSPECTION OF CARGO:

- a. The cargo to be tested by PSIA under method as prescribed as prescribed in the TCP's relevant procurement tender. The sampling and testing of cargo / commodity should be done in accordance with the international standard, from internationally recognized foreign laboratory also approved from the respective Government. Samples should be drawn in the presence of seller/exporter and samples should be sealed by the seller/exporter. Dry oven method should be adopted for moisture testing (ISO-712:2021).
- b. The results should be received by PSIA before the commencement of loading and after having entire satisfaction regarding quality in all respect, the PSIA shall allow to load the cargo in vessel / containers. It must be noted that if the test analysis of cargo in bin / silo / godown referred above does not conform to the prescribed specifications, the loading of cargo / commodity is not to be permitted in any circumstances.
- c. PSIA should draw five sets of samples jointly with the seller / exporter from each bin / silo / godown separately from which the cargo/commodity to be loaded for analysis and for one set of sealed samples tested by a reputed, independent, government approved laboratory, one sample to be delivered to seller / exporter, one sample to be dispatched to consignee through vessel and two samples to be kept in record for at least one year.
- d. The PSIA should cover the points mentioned in the tender Terms & Conditions.
- e. During loading, five representative samples of adequate weight / quantity of the cargo / commodity loaded into each hatch be drawn from a suitable location. These samples should be sealed, signed and stamped by the master of the vessel. Three sets each of sealed samples should also be handed over to the Master of the vessel against receipt for delivery to consignee. One set of sealed samples should be handed over to the sellers and one set be retained by them (Pre-shipment Inspectors) for subsequent test.
- f. If required, the PSIA will instruct seller/exporter for provision of vessel's paper before commencement of loading and seller shall be responsible to arrange the same as per PSIA's instructions.

- g. The PSIA should ensure that the loading has been done directly from bins / silos / godowns into holds/hatches of the vessel. A certificate to this effect should be incorporated in the PSIA report.
- h. If required, PSIA shall witness/supervise the fumigation of holds after completion properly and issue the certificate. The fumigation material will be provided by seller/exporter.
- i. PSIA will seal the holds after loading and issue seal certificate, duly endorsed by the Master of the vessel.
- j. If required, the PSIA will also check and certify the packing material in accordance with PSQCA method & standards or as prescribed in the import contract/tender.
- k. Any/all charges/expenses for testing/checking of rejected cargo shall be on account of seller.

iii. INSPECTION OF CONTAINERS

- a. The PSIA should carry out proper weighment of containers, survey its condition and ensure its free from damage / dents, and all other necessary surveys/inspections before loading the cargo. If container is found satisfactory in all respect then PSIA shall issue the fitness certificate that container is fully fit and suitable to load the intended cargo. In case PSIA feel that the container is not suitable to carry the TCP's cargo, PSIA can reject the container with sufficient justification/report.
- b. PSIA shall ensure and certify that all containers are: -
 - i. Free from remains of last cargo.
 - ii. Free from rust and loose scale.
 - iii. Free from infestation.
 - iv. Dry, clean and free from odors.
 - v. Other certificates / confirmation as per requirement of import contract and as mentioned in this terms & conditions.
- c. PSIA shall ensure that all the formalities required for containerized shipments, as per international trade practices, have been completed.
- d. Any other formalities/responsibility as per tender/other related document.

iv. INSPECTION OF VESSEL: -

- a. The PSIA should carry out draught survey (break bulk), condition survey, holds inspection, holds tightness inspection / survey and all other necessary survey / inspections at berth. If vessel found ready in all respect than PSIA shall issue the fitness certificate that the vessel is fully fit and suitable to load the intended cargo. In case of any fault or sub-standard found, the vessel would never be allowed to load the cargo. In case PSIA feel that the vessel is not suitable to carry the TCP's cargo/consignment, PSIA can reject the vessel with sufficient justification/report.
- b. The PSIA should check the Ship certificates, voyage book, age, and condition of the vessel, prior to issuance of the Fitness Certificate.
- c. If PSIA need to check the vessel at off-port/outer, the extra charges for boat, permissions etc., shall be borne by the supplier/exporter.

- d. PSIA will verify the age of the vessel in accordance with TCP's import tender/contract, class Lloyds 100 A1 or equivalent class of any other internationally, recognized classification society.
- e. Examine the ship's certificates to ensure their validity, and the validity / expiry dates to be stated in the PSIA report (break bulk).
- f. Check the Cargo Gear Book for examination and validity and also check the last port control report (break bulk).
- g. Examine the International Safety Manual and Report and ensure that the vessel's P&I cover is current and valid for any kind of damage in accordance with the Bill of Lading (break bulk).
- h. All ballast tanks in way of the cargo holds to be tested, completely full, pressure tested by overflowing on deck (break bulk).
- i. All bilges to be clean and dry and tested for their good working order (break bulk).
- j. Get undertaking from Master that the vessel is not on its last voyage prior to demolition and the vessel meets the parameters prescribed by the discharge port authority (break bulk).
- k. All hatch covers to be properly battened down, in seaworthy condition, with all cleats closed, to be hose or ultrasonic tested for tightness (break bulk).
- l. Carrying out a draught survey to confirm the quantity loaded by shore figures.
- m. PSIA shall ensure and certify that all cargo spaces, overhead beams, frames and brackets to be:
 - i. Free from remains of last cargoes,
 - ii. Free from rust and loose scale
 - iii. Free from infestation,
 - iv. Dry, clean and free from odors,
 - v. Other certificates / confirmation as per requirement of import contract and as mentioned in this terms & conditions.

V. The vessel / container shall be allowed to sail after:-

- a. Ensuring that cargo is as per specifications provided in the tender.
- b. Proper fumigation of cargo in each hold of the vessel / containers with phosphene @ 3 gms of phosphene active ingredient per cubic meter volume, re-circulated and dust retained or as prescribed under law of country of origin.
- c. Proper airtight sealing of the covers of the holds/hatches of the vessel / containers.
- d. Containers / holds have been inspected and examined prior to commencement of loading of the cargo and containers found fully clean un-dented (especially the Floor of containers is without any dents), damaged, seaworthy, dry and holds also found fully clean without any leakages of bottom, wet, oily, dirty and suitable for loading of cargo and maintaining quality of wheat grain.

vi. Payment:-

Payment of all PSI charges including testing charges shall be on account of seller.