

**MINUTES OF MEETING – JPB/JPSFA**

**DATE:** 15<sup>th</sup> June 2022  
**TIME:** 9.30 am – 10.45 am  
**VENUE:** Level 5, Wisma Kontena, Johor Port

**Present:**

JPSFA  
 Stephanie Lim  
 Douglas Choo  
 Chong Jit Chien  
 Ramesh Krishnan  
 Minutes by: Celine

JOHOR PORT  
 Dinesh Shankar  
 Thiagu Krishnan  
 Juhaimi Hashim  
 Helena Azmi

	<b>ISSUE</b>	<b>ACTION</b>
1.	<p><u>Exemption of Storage Charges for Import/Export Laden Containers during Hari Raya 2022</u></p> <p>JPB’s matrix for the free days 2<sup>nd</sup> to 4<sup>th</sup> May was similar to PTP’s regardless of when the containers were discharged from port. The standard practice applied was to ease calculation and help the industry as many drivers were not working and road ban was in place. However, JPB has deviated from the calculation method with cap of vessel without indicating in the circular thus rejected CN to some forwarding agent.</p>	<p>JPB agreed that the practice should be the same, which is, so long as the it passes the 3 days exemption given, automatically no charges to be imposed for that 3 days. Mr Thiagu will check on last year calculation and will follow the same method. He will revert with outcome soon.</p> <p>Moving forward, JPB could indicate vessel’s name and cut-off date for clarity and will discuss with JPSFA prior to issuing the circular on such exemptions for festive periods.</p>
2.	<p><u>Port Re-Weigh Charges:</u>                      The acceptable variance is +/- 500 kgs. Any re-weigh should be at the cost of the requester if it is within the variance. However, for instances &gt;500 kgs e.g. port system weight (VGM) @ 21 tons vis-à-vis shipper’s 15 tons, a re-weigh conducted showing 19 tons would deem a calibration issue with the port’s weigh bridges. JPSFA opines that any system auto deduction error and deviation of the re-weigh should not be charged to the shipper especially when standardized cargo weight should be accurate. Trailer weight (added axle/welding done) should also be monitored and updated.</p>	<p>Calibration of the weigh bridge should be done quarterly by a 3<sup>rd</sup> party. JPB will investigate and have preventive measures in place to mitigate the issues.</p> <p>JPB will check and will issue CN for those affected.</p> <p>In the meantime, JPB will also look into updating the trailer weight of those trailers which are prone to weight discrepancies requiring re-weighs.</p>
3.	<p><u>Container Grounding at CIB:</u>                      JPB not grounding the container on time for CIDB/SIRIM inspection to clear the Import. It is crucial to meet the timing as a renewed appointment would delay another 3 days. Other containers in the same shipment would also be stuck in the port pending the inspection of a single container.</p>	<p>JPB takes note of the issue and will look into the process to ensure containers are grounded on time as requests are made 24 hours prior.</p>
4.	<p><u>Issuance of Credit Notes:</u>                      Sometimes takes &gt;3 months to receive the CNs which makes it difficult for account closing ever since approvals required by CNC committee. Ideally, CNs should be issued within a month especially for breakbulk where shipping agent need to close account with principal.</p>	<p>JPB acknowledges that it is indeed too slow and will escalate the matter for review. With immediate effect, those having blanket approval JPB will execute the CN first and table at CNC meeting later. For pending cases, to consolidate JCT and Breakbulk urgently to present to CNC and going forward, increase the frequency of meeting to shorten time taken to issue the CNs.</p>