Damietta Alliance Container Terminals
Gate Process: Receiving Export, Empty, Receiving Import, Empty Containers

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Version	02	Document Status	OPS
Date of Issue	2026-01-20	Effective Date	2026-01-20
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Headline: DACT Advances Container Handling with Fully Paperless Process via DPA System.

DACT is committed to providing world-class service in the handling of import, export, and empty containers, and we are proud to announce the implementation of a fully paperless, standardized container management process in partnership with Damietta Port Authorities (DPA).

Through this advanced system, all containers and drivers' information is submitted digitally by agents and trucking companies via a single-window platform.

DACT then receives and processes the containers entirely based on the data provided through the DPA system, eliminating the need for manual paperwork, document verification, or additional handling steps.

This first digital approach ensures that our operations are seamless, efficient, and secure. By relying solely on verified electronic data, DACT prevents document loss or misuse, and supports environmentally responsible operations by minimizing paper waste.

Customers and trucking partners benefit from a streamlined workflow where processes are faster, more transparent.

This transformation represents DACT's commitment to leveraging modern technology to enhance service quality, reliability, and operational excellence.

DACT's adoption of the DPA system highlights our dedication to continuous improvement and innovation in container management. By embracing a fully digital, paperless workflow, we are not only modernizing our operations but also ensuring that every container movement is safe, accurate, and efficient, providing peace of mind to all our clients and partners.

We remain focused on delivering exceptional, trustworthy, and sustainable service that meets the highest international standards and the growing expectations of our valued clients.

Less Paper, More Standardization, Less Noise, More Safety
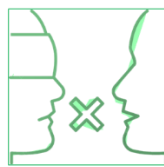
Our core focus remains all communication would be through DPA

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A. Export Process

I. *Gate-In from DPA gates*

- Shipping line Agent updates DPA system with container mandatory information (container number, POD, Departure carrier ..etc).

- Trucker Company updates the truck details on DPA system.

- Truck passes DPA gates: DPA colleagues verify the container number and truck number and compare it with pre-fulfilled in DPA system.

- Truck gated-in From DPA gates.

- DPA sends integration msg (MSG00501) to DACT (automatically).

II. *Export Inspection (customs and inspection authorises)*

Designated area (DPA gates) for Export inspection including manual inspection and x-ray (outside DACT premises).

- Truck goes through the weight bridge for weighing (outside DACT premises).

- Once the export inspection is done, trucker applies the container shipping line Seal.

  # DACT does not fall under this scope.

Then!
Truck Moves to DACT temporary Pre-gate/waiting Area.

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III. *DACT- Pre-gate/waiting area*

- Shipping line sends COPARN/EDI to DACT (automatically from system to system).

- DACT clerks verifies the container information.

- Then truck moves to DACT gates for gate-in processes.
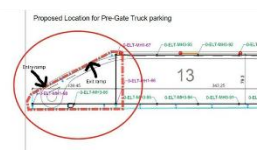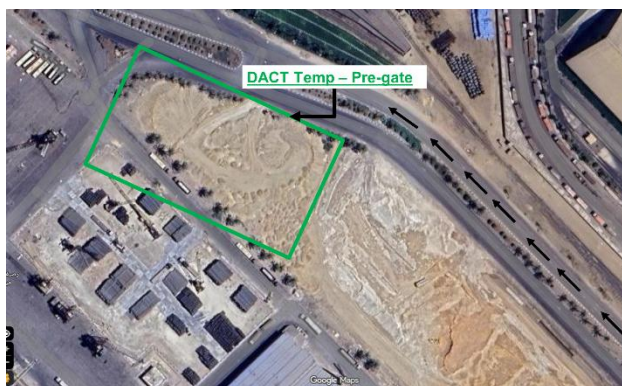
IV. *DACT Gate-in Process*

- At the gates, gate checker checks:

    a. Damage condition.

    b. Seal existence.

    c. Issue EIR and routing ticket.

B. Import Process

I. *Import Inspection*

A. Designated Import Inspection Area

- DACT has established a dedicated import inspection area, ensuring that container inspections are conducted exclusively within this designated zone and not elsewhere in the terminal.

   The area is fenced and structured to maintain strict segregation between personnel and equipment, enhancing both safety and operational control.

   Access to the inspection area is limited to clients and authorized personnel only, managed through controlled gate operations—opened for inspection activities and closed during evacuation to maintain safety and efficiency.

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B. Inspection Regulations

- To ensure optimal utilization of the inspection area capacity, all containers are returned to the normal stack (100%) at the end of each working day,
  upon closure of the inspection area—regardless of whether they have been fully, partially, or not yet inspected.
  Accordingly, any containers requiring further inspection will be subject to a new inspection order, received through the same integrated communication channel (NAFZA/MTS → DPA → DACT).

- DACT does not have a designated area for immediate inspections, therefore, all inspection orders must follow the priority sequence established by the authorities to MTS, and DACT expects to receive these orders through the standard integration channel.

- No physical inspection or seal verification is conducted in the normal yard.
  If a container is categorized as a 'green line' under Customs Risk Management but required by another authority, it will be transferred to the inspection area following the regular process.

  If a container is on the 'whitelist' under GOEIC Risk Management but required by another authority, it will also be transferred to the inspection area as per the regular process.

  If a container is 'green line' under Customs Risk Management but requires seal number verification, it will be moved to the inspection area following the standard procedure.

C. Inspection Orders and Releases

In line with global best practices and the Ministry of Transportation's strategy to standardize inspection and release procedures, DACT has developed a fully integrated process in coordination with MTS through DPA hosting.

This integration ensures that 100% of inspection orders and releases are processed digitally through the approved systems, promoting transparency, efficiency, and consistency across all operations.
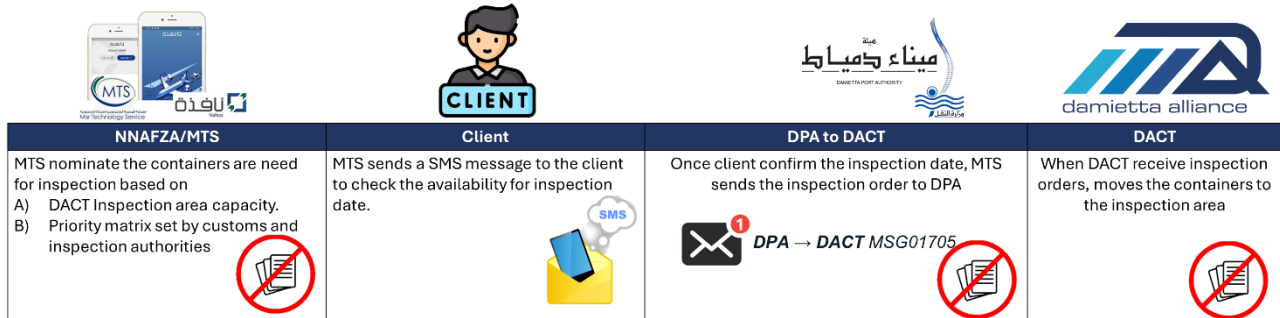

Our core focus remains all communication would be through DPA

\# While some authorities are not yet integrated with NAFZA/MTS, DACT expects to receive all inspection orders through its integration with DPA.

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➢ **Container Inspection**

NNAFZA/MTS	Client	DPA to DACT	DACT
MTS nominate the containers are need for inspection based on A) DACT Inspection area capacity. B) Priority matrix set by customs and inspection authorities	MTS sends a SMS message to the client to check the availability for inspection date.	Once client confirm the inspection date, MTS sends the inspection order to DPA *DPA → DACT MSG01705*	When DACT receive inspection orders, moves the containers to the inspection area

Highlight:
- DACT does not nominate containers and does not communicate with clients or consignees to determine which containers are subject to inspection.
- DACT system will rely entirely on integration messages, with 100% adherence and no deviations.

➢ **Container Customs/Authority Releases**

Client	NNAFZA/MTS	DPA to DACT	DACT
Client finalize the documents and pay all the fees and generate a customs release. **(Without Communication with DACT)**	MTS sends a release message to DPA	DPA sends to DACT an integration message ➢ **Communication:** *DPA → DACT MSG01705*	DACT release the containers to clients

Highlight:
- DACT does not release a container to consignee/client without a release integration message.
- DACT system will rely entirely on integration messages, with 100% adherence and no deviations.

II. *Release Import Container from the terminal*

A. Import Container Release by Shipping Lines

All shipping lines are required to formally release import containers by transmitting a COREOR message to the terminal system. This message serves as the official authorization for container release and must be sent in a timely manner to avoid any delays in container availability or terminal operations.

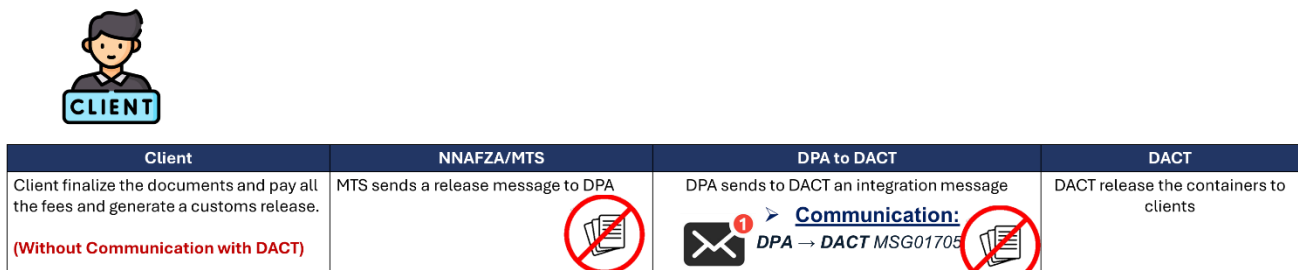| Document Title	Receiving Export, Empty, Receiving Import, Empty Containers	Document Number / ID	DACTGate01
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B.   Update of DPA System by Shipping Line Agents

Upon releasing the containers, shipping line agents must ensure that the DPA system is accurately updated with all mandatory container-related information. This includes, but is not limited to, the container number, release number, bill of lading reference, consignee details, and any other required data. Accurate and complete **_data entry is essential to facilitate smooth coordination between the terminal, truckers, and other stakeholders._**

C.   Update of DPA System by Trucker Companies

Trucker companies are responsible for updating the DPA system by linking the assigned truck details to the corresponding container prior to arrival at the terminal. This step must be completed in advance to enable gate access, ensure operational efficiency, and minimize congestion or delays during container pickup.

All parties are requested to strictly comply with the above procedures to ensure seamless cargo flow, system integrity.

D.   Data Responsibility and System Interface Clarification

Please note that DPA does not verify, validate, or amend the data entered into the DPA system by either shipping line agents or trucker companies. The DPA system functions solely as a data transmission platform and automatically forwards the information exactly as submitted to the DACT system.

Accordingly, all parties remain fully accountable for any discrepancies, errors, or omissions in the data they provide, which may result in operational delays or access restrictions at the terminal.

All stakeholders are requested to strictly adhere to the above procedures to ensure data accuracy, system integrity, and seamless cargo flow.

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III. *Gate out Import containers from the Terminal*

A. Policy on Data Verification and Document Non-Acceptance

Upon arrival of the truck at the DACT pre-gate, the gate checker shall conduct a system-based verification only, with no paper documents required or accepted. The gate checker will cross-check information between the COREOR message received from the shipping line and the data transmitted from the DPA system.

The verification process will include confirmation of the following:

- Container number.

- Release validity.

- Receipt of customs release.

- Confirmation that the container is not under any hold or restriction

Gate access will be granted only after all system data is successfully matched and validated. Any discrepancies identified between the COREOR data and the DPA system information may result in denial of entry or operational delays. ***Responsibility for such discrepancies remains with the party that entered the data.***

The terminal and DACT gate operations will not verify, request, or accept any hardcopy documents at any stage of the pre-gate or gate process. This includes, but is not limited to:

- Hardcopy of the shipping line release.

- Delegation or authorization letters from the consignee for container release.

- Hardcopy of the customs release.

All release, authorization, and clearance statuses must be completed and reflected electronically within the respective systems prior to truck arrival. Any failure to properly update the required systems may result in denied gate access or operational delays. Responsibility for compliance remains solely with the relevant shipping line, agent, consignee, or trucker company.

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B. Truck Verification at Pre-Gate

At the DACT pre-gate, the checker will only verify the truck number against the data submitted in the system. No additional checks will be performed. To ensure a smooth and efficient gate process, trucker companies should make sure the correct truck is assigned in the system, as DACT relies entirely on the submitted information for verification.

C. Receive Empty Containers

I. *Gate-In from DPA gates*

- Shipping line Agent updates DPA system with container mandatory information (container number, ISO, POD, Departure carrier if available ..etc).

- Trucker Company updates the truck details on DPA system.

- Truck passes DPA gates: DPA colleagues verify the container number and truck number and compare it with pre-fulfilled in DPA system.

- Truck gated-in From DPA gates.

- DPA sends integration msg (MSG00501) to DACT (automatically).

II. *Gate-In from DACT Gate*

- To obtain an empty container, the shipping line must transmit the relevant EDI message to the terminal TOS.

- **DACT will not verify or validate the shipping line's demurrage date for the container.**

- At the gates, gate checker checks:
  a. Damage condition.
  b. Issue EIR and routing ticket.

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D. Delivery Empty Containers

I. Gate-In from DPA gates

- Shipping line Agent updates DPA system with booking no/release no including Qty, ISO..etc.

- Trucker Company updates the truck details on DPA system.

- Truck passes DPA gates: DPA colleagues verify the truck number and compare it with pre-fulfilled in DPA system.

- Truck gated-in From DPA gates.

- DPA sends integration msg (MSG00501) to DACT (automatically).

II. Gate-In from DACT Gate

- To deliver an empty container, the shipping line must transmit the relevant EDI message to the terminal TOS.
- **DACT will verify the truck number against the information received through DPA integration.**
- **DACT will not verify the driver or truck information against supporting documents.**

- At the gates, gate checker checks:

  a. Damage conditions if any.

  b. Issue EIR and routing ticket.