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37	A	B	C	D	E
38	A	B	C	D	E
39	A	B	C	D	E

PRACTICE QUESTIONS

Kaleris Certification Program

CRTV

N4 Vessel Planner Certification Test

EDITION

Demo

QUESTIONS

9

FORMAT

Limited Edition PDF

Before you begin

What this is

9 practice questions for Kaleris Certification Program **CRTV**, each with its answer key and an explanation. Answer a question before you read its key — the explanation is worth more once you have committed.

If something looks wrong

Send us three things and we will check it:

- the exam code, **CRTV**
- the question number
- the email address on your order

Write to **support@mometrix.net**. We reply within one business day.

QUESTION 1 SINGLE CHOICE

What is the primary role of a vessel planner within the N4 Terminal Operating System?

- ☐ A To optimize yard slot allocation for import containers prior to vessel arrival.
- ☒ B To create and maintain the stowage plan that determines how containers are loaded onto and discharged from a vessel.
- ☐ C To schedule gate transactions for trucks entering and leaving the terminal.
- ☐ D To manage the billing and invoicing of shipping lines for terminal services.

ANSWER B

WHY The vessel planner's principal responsibility in N4 is to build and maintain the vessel stowage plan, which dictates the loading and discharge sequence of containers on a vessel. Yard slotting, gate scheduling, and billing are separate functions handled by other modules of N4.

QUESTION 2 SINGLE CHOICE

Which N4 module and function is used to create a new vessel visit and define its service and rotation details?

- ☒ A The Vessel Visit Maintenance function within the Vessel module.
- ☐ B The Yard Plan function within the Yard module.
- ☐ C The EDI Exchange function within the Integration module.
- ☐ D The Equipment Booking function within the Gate module.

ANSWER A

WHY Vessel visits are created and maintained through the Vessel Visit Maintenance function in the N4 Vessel module, where the vessel, service, voyage, and port rotation are defined prior to planning the stowage.

QUESTION 3 SINGLE CHOICE

When building a stowage plan, which planning principle requires that containers destined for earlier discharge ports be stowed in positions that can be discharged first?

- ☐ A Reefer power segregation
- ☒ B Discharge priority sequencing
- ☐ C IMO hazardous class separation
- ☐ D Bay weight distribution

ANSWER B

WHY Discharge priority sequencing dictates that containers for earlier ports of call must be stowed in positions that can be accessed and discharged before containers destined for later ports, in order to avoid restows during the voyage.

QUESTION 4 SINGLE CHOICE

In the N4 Stowage Planning Workbench, what is the function of the Validate button after changes are made to the stowage plan?

- ☐ A It commits the stowage plan to the database for vessel discharge.
- ☒ B It checks the current stowage against vessel capacity, stability, and constraint rules and reports any violations.
- ☐ C It generates the EDI Departure Notice to send to external parties.
- ☐ D It releases the loading sequence to the quay crane operators.

ANSWER B

WHY The Validate function in the Stowage Planning Workbench evaluates the in-progress stowage against the vessel and stowage constraints (capacity, stability, separations, etc.) and reports violations to the planner. It does not commit the plan; a separate action is required for that.

QUESTION 5

SINGLE CHOICE

Which container attribute must be confirmed before a vessel planner assigns a reefer container to a stowage slot, in order to ensure power is available at the slot?

- ☐ A The commodity description
- ☐ B The IMDG class of the cargo
- ☒ C The reefer temperature set point and the slot's reefer capability
- ☐ D The seal number of the container

ANSWER C

WHY Reefer containers can only be placed in slots that are reefer-capable (have power plugs), and the slot must support the temperature set point. The vessel planner confirms both the reefer temperature requirement and that the chosen slot can supply it before assigning the container.

QUESTION 6

SINGLE CHOICE

What must the vessel planner verify about IMDG containers before placing them on the stowage plan?

- ☐ A That the container weight is below the vessel's maximum payload.
- ☒ B That the IMO class and UN number are recorded and that segregation rules against adjacent dangerous goods are satisfied.
- ☐ C That the container has a valid customs broker assigned.
- ☐ D That the container is bonded for transshipment.

ANSWER B

WHY For hazardous cargo, the vessel planner must ensure the IMO class and UN number are captured on the container and that the IMDG segregation rules are met for all neighbouring positions, to prevent incompatible dangerous goods from being stowed adjacent to one another.

QUESTION 7 MULTIPLE CHOICE

Which of the following are standard views or panels available within the N4 Stowage Planning Workbench? (Choose two.)

- ☒ **A** Bay/Tier/Row stowage diagram
- ☐ **B** Chief Officer workload schedule
- ☒ **C** Container list / load list panel
- ☐ **D** Maritime weather routing chart

ANSWER A • C

WHY The Stowage Planning Workbench provides a Bay/Tier/Row graphical view of the vessel as well as a container/load list panel that lists the containers eligible for stowage. Chief Officer scheduling and weather routing are not Workbench components.

QUESTION 8 SINGLE CHOICE

When stowing a 40-foot Out of Gauge (OOG) container on a vessel, what must the planner confirm about the slot chosen?

- ☐ **A** That the slot has already been reserved for another 40-foot container.
- ☒ **B** That the slot can physically accommodate the OOG dimensions and that any overhang restrictions are respected.
- ☐ **C** That the slot is below deck only.
- ☐ **D** That the slot has no reefer outlets.

ANSWER B

WHY OOG containers have dimensions that exceed standard ISO sizes, so the vessel planner must confirm the chosen slot can accommodate the overhang (often requiring adjacent slots to be left empty) and that vessel-specific OOG constraints are satisfied.

QUESTION 9

MULTIPLE CHOICE

Which of the following are valid stages in the vessel planning workflow in N4? (Choose two.)

- ☒ **A** Creating the initial stowage plan prior to vessel arrival
- ☒ **B** Adjusting the stowage plan during working/discharge operations
- ☐ **C** Filing the terminal's corporate tax return
- ☐ **D** Closing the vessel visit after completion of discharge

ANSWER **A - B**

WHY The vessel planning workflow includes pre-arrival stowage planning (creating the initial plan) and operational adjustments to the plan as loading or discharge progresses. Tax filing is unrelated to vessel planning, and visit closing is a post-planning administrative step rather than a planning stage itself.