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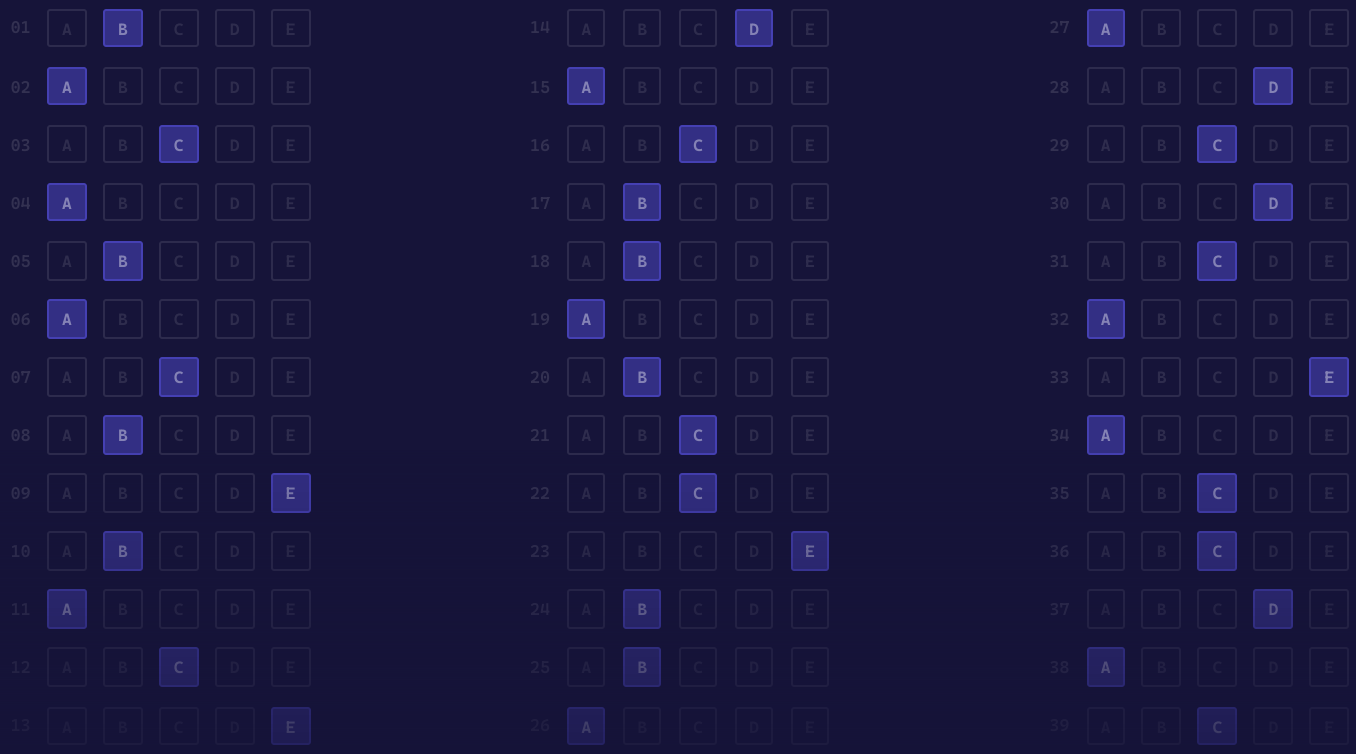

PRACTICE QUESTIONS

Kaleris Certification Program

CRTY

N4 Yard Planner Certification Test

EDITION	QUESTIONS	FORMAT
Demo	9	Limited Edition PDF

WEB www.mometrix.net

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Before you begin

What this is

9 practice questions for Kaleris Certification Program `CRTY`, 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, `CRTY`
- the question number
- the email address on your order

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

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QUESTION 1 SINGLE CHOICE

What is the primary purpose of the Yard Planner module in terminal operations?

A To manage vessel arrivals and berth assignments only

B **To plan, track, and optimize the movement and storage of containers and equipment within the yard**

C To handle customer invoicing and billing for yard services

D To perform customs declarations for import and export cargo

ANSWER B

WHY The Yard Planner module is designed to plan, track, and optimize the movement and storage of containers, chassis, and other equipment within the terminal/yard area. The other options describe functions that belong to different modules (vessel planning, billing, customs) rather than the Yard Planner itself.

QUESTION 2 SINGLE CHOICE

Which Yard Planner entity represents the smallest addressable physical location where a container can be placed in the yard?

A Block

B Row

C **Slot**

D Bay

ANSWER C

WHY A slot is the smallest addressable position in the yard where a single container (or piece of equipment) can be placed. Blocks, rows, and bays are larger groupings of slots used for organization and reporting, but the slot is the unit to which a container is actually assigned.

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QUESTION 3 SINGLE CHOICE

During which phase of the yard planning workflow is the discharge sequence from a vessel typically translated into specific yard slot assignments?

A Pre-arrival planning

B Discharge planning

C Gate planning

D Re-handling planning

ANSWER B

WHY Discharge planning is the phase where the order in which containers are discharged from a vessel is mapped onto specific yard slots, taking into account discharge sequence, container attributes (size, type, weight, reefer, hazmat), customer/destination, and yard stacking rules. Pre-arrival planning covers forecasting and preparation; gate planning covers inbound/outbound truck flow; re-handling addresses intra-yard moves.

QUESTION 4 SINGLE CHOICE

A yard planner must place a reefer container into the yard. Which stacking constraint most directly applies to this type of container?

A It must be stacked only in designated reefer slots with power availability

B It must always be stacked on top of other containers to preserve airflow

C It must be placed in the same block as hazmat containers

D It cannot share a row with another reefer container

ANSWER A

WHY Reefer (refrigerated) containers require continuous power and are placed in slots equipped with reefer outlets, typically in designated reefer zones. The other options are incorrect: reefers do not need to be on top, are segregated from hazmat, and there is no rule preventing multiple reefers in the same row.

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QUESTION 5 SINGLE CHOICE

Which yard metric is most commonly used to flag containers that have been in the yard longer than a configured threshold and may be subject to demurrage or storage charges?

A Gate moves per hour

B **Container dwell time**

C Crane productivity

D Yard slot utilization

ANSWER **B**

WHY Container dwell time measures how long a container has remained in the yard. It is the standard metric used to identify containers exceeding the free storage period, which then become subject to demurrage/storage charges. The other metrics measure different aspects of yard or equipment performance.

QUESTION 6 SINGLE CHOICE

In a typical RTG (rubber-tyred gantry) yard, what is the primary function of the RTG in yard planning terms?

A Transporting containers between the quayside and the yard

B **Stacking and retrieving containers within the yard block it serves**

C Performing landside gate inspections on inbound trucks

D Scheduling vessel berthing windows

ANSWER **B**

WHY An RTG operates within a yard block to stack and retrieve containers across multiple rows. Transport between quay and yard is performed by trucks/strads, gate inspections are a landside gate function, and berth scheduling is handled by vessel planning, not the yard equipment itself.

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QUESTION 7 SINGLE CHOICE

A container booked to be discharged is not found on the vessel. How is this exception typically handled in yard planning?

A **The slot assignment is automatically released and the container is treated as a shortship/no-show**

B The container is placed in the originally assigned slot and flagged for later removal

C The yard automatically generates a replacement container record

D The container is re-routed to the gate for immediate pickup

ANSWER **A**

WHY When a container expected for discharge does not arrive on the vessel (no-show/shortship), the yard planner releases the pre-assigned slot so it can be reused and records the exception. The other options describe behavior that does not match standard terminal operating procedures.

QUESTION 8 SINGLE CHOICE

Which terminal module is the principal upstream source of discharge instructions that drive yard slot assignments in the Yard Planner?

A Gate module

B **Vessel planning module**

C Equipment maintenance module

D Invoicing module

ANSWER **B**

WHY The vessel planning module produces the vessel discharge (and load) sequence, BAPLIE/EDI 315 messages and related stowage data, which the Yard Planner consumes to assign specific yard slots. The gate module handles landside moves, maintenance is operational, and invoicing is downstream of yard activity.

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QUESTION 9 MULTIPLE CHOICE

Which of the following are considered standard container attributes that directly influence yard slot assignment? (Choose two.)

A **Container size (e.g., 20ft vs 40ft)**

B **Hazardous material class**

C Truck license plate number

D Vessel IMO number

ANSWER **A** · **B**

WHY Container size affects how many TEU slots are consumed and which positions can accept the box, while hazmat class imposes segregation and zone restrictions that drive slot selection. Truck license plates and vessel IMO numbers are not container-level attributes used to determine yard slot assignments.

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