

docMesh

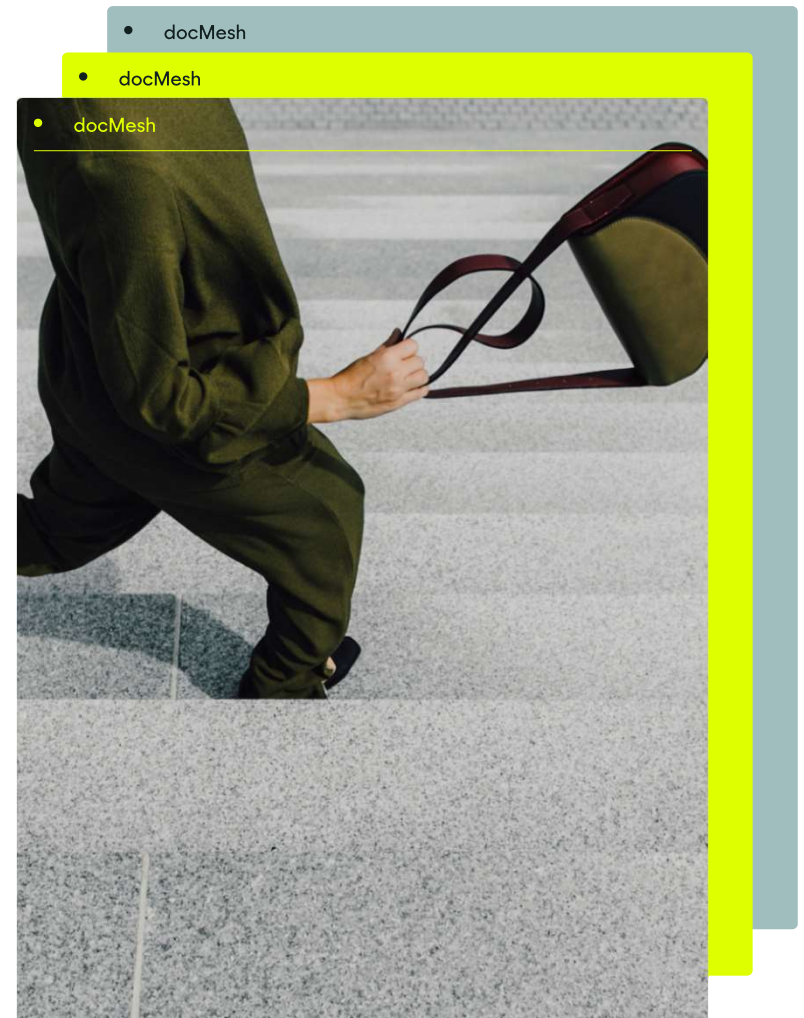
docMesh Introduction

Meshed Up Pty Ltd

Amira Amin - CEO

Marcus Denny - CTO

August 2024



Who are we?

What is docMesh?

Solutions and Demos

Q&A

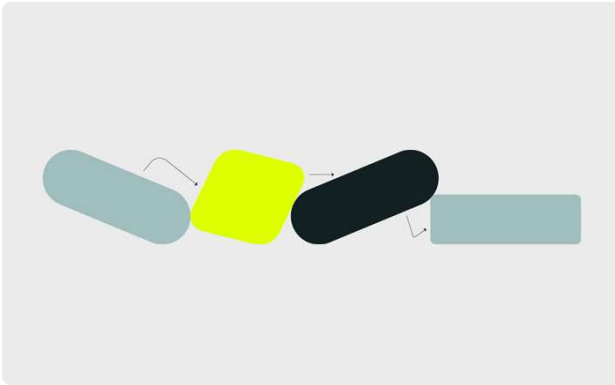
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Who are we?

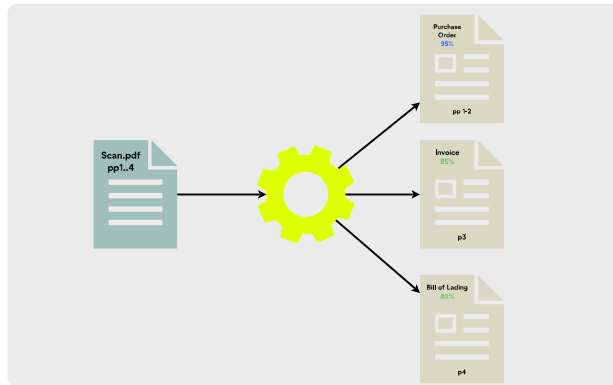
Amira Amin and Marcus Denny

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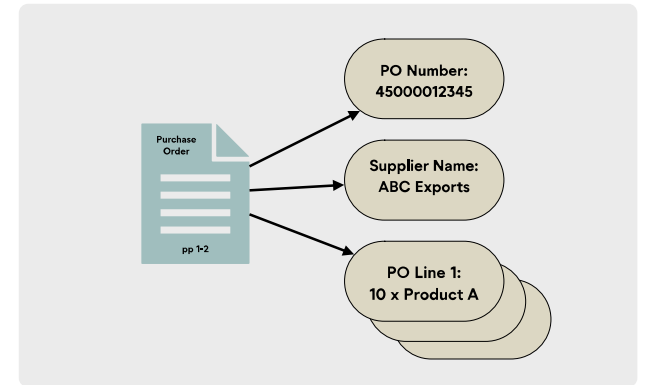
What is docMesh?



docMesh is a domain-aware, process-driven document intelligence solution.



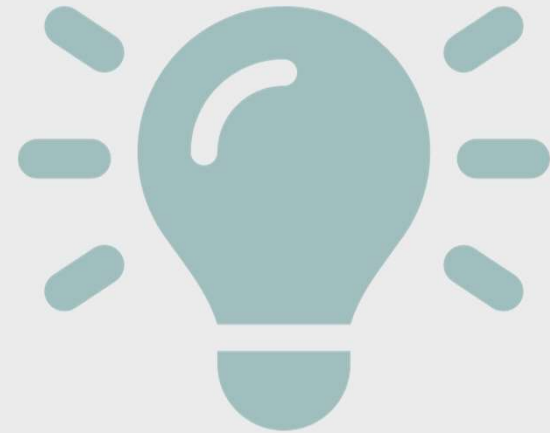
It splits, classifies, extracts, organises and understands your business documents



docMesh unlocks the information in your documents and enables you to automate manual processes

Some of the problems we can solve for you

- Process Automation
- Enabling Integration
- Grouping / Meshing
- Search



Meshing

Meshing is the process of grouping related documents by some criterion, for example documents containing a common order number or bill of lading.

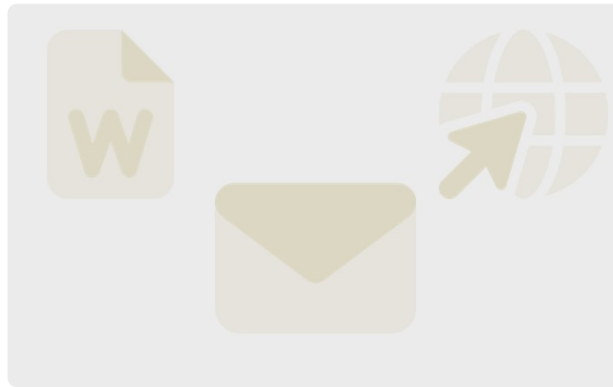
This allows rapid navigation through information related to the task at hand and can quickly identify missing or incorrect data.





Structured

- XML
- CSV
- EDIFACT
- Cargo-IMP or Cargo-XML



Unstructured

- Emails
- Word Documents
- Web Pages
- Social Media Posts

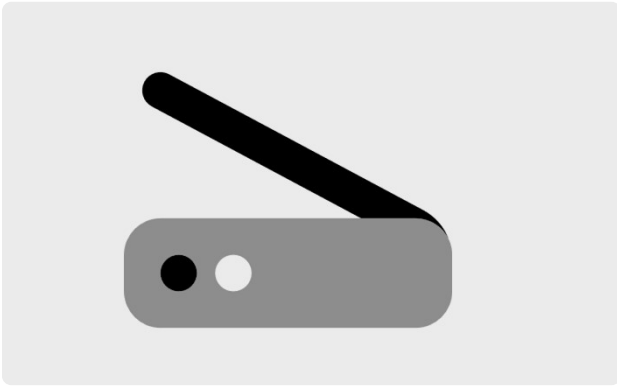


Semi-Structured

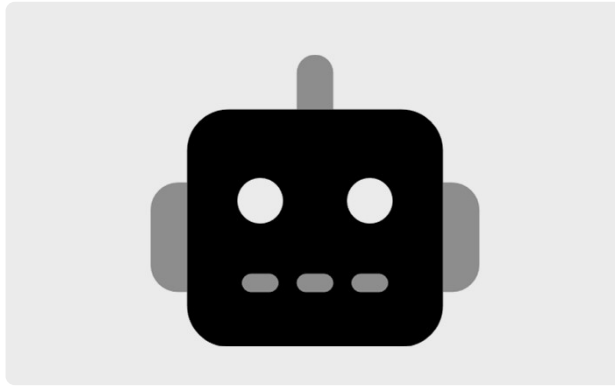
- Forms
- Excel Spreadsheets
- Web Pages

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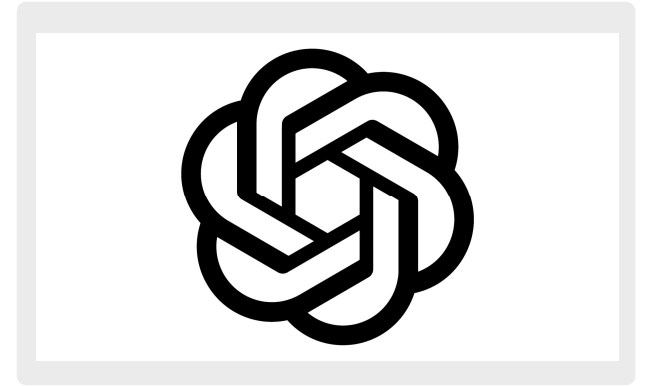
Machine Learning Alternatives



OCR / Screen Scraping



Robotic Process Automation (RPA)



Generative AI (eg. ChatGPT)

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Solutions and Demos

Demo 1

EDO Processing

MEDITERRANEAN SHIPPING COMPANY (AUST) PTY LIMITED A.B.N. 12003760638
 as agent for MSC Mediterranean Shipping Company S.A. (MSC)

Import Delivery Order

Date: **202006**
 Time: **7:23:28AM**

Consignee [REDACTED]		Bill Of Lading Number : MSCUN588316 WAY BILL	
Discharging Vessel & Voyage MSC KRITTIKA FC514A		Container Number Type Seal No. Gross Container Weight MSCU7277858 40HC FEJ5546876 11,398.00	
Arrival Date		Port of Lead Port of Discharge Final Destination Nansha New Port SYDNEY	
Hazardous Info:		Container Place of Availability DP WORLD SYDNEY PTY LTD	
Refer Info:		Status: FCL	
Over Dimension Details :		E-IDO PIN NUMBER: 293232173	
Signature of Receiving Agent MEDITERRANEAN SHIPPING COMPANY (AUST) PTY LIMITED A.B.N. 12 003 760 638		Signature of driver (Container received in apparent good order)	
Date of Issue		OR Container received damaged-refer damage report	
Shipping Company/Agent to overstamp these 2 items of information		Date Time	
Transport Co.	Truck Co.		

Your goods, shipped under the Bill of Lading referred to above (MSC's standard Bill of Lading or Sea Waybill) terms and conditions as applicable can be viewed at <http://www.msc.com> terms to refer in particular to the Clauses in relation to "Delivery of Cargo", "Equipment Damages" and "Container's", use or storage will be available for collection at the Container Place of Availability noted above. If your goods are not collected within three (3) days of the date of availability, MSC reserves the right to place them in bonded storage at your risk and expense. You must then pay all storage and bonded charges before taking delivery of your goods. If after 30 calendar days from the date of discharge the goods have not been collected, MSC may exercise its rights under the Bill of Lading in relation to the goods to realize any outstanding charges.

For your convenience, as an additional service beyond the physical carriage of the goods, and subject to the terms set out in this document, the Arrival Notice, and the Bill of Lading subject matter as incumbent with this agreement, you may make use of MSC's container, free of charge, for the maximum period set out below commencing on and including the day of discharge. This is defined as the "Free Time Period". Your collection of the container will signify your acceptance of the terms of the offer contained in this document for the use of the container.

Ultimately, the empty container must be returned to the container depot specified below, clean, undamaged, and completely free of cargo residues, chemicals, Dangerous Goods labels in accordance with applicable regulations, tampering marks, storage marks and markings. Failure to comply with this requirement may result in the container being impounded by the depot, or an action being taken against you to recover the costs of repairs, cleaning, disposal of residual/contaminator and any other costs arising as a result, including fines imposed by authorities, security risks and charges.

You are liable for and shall indemnify MSC for all costs, fees and damages arising from any accident or incident involving the container provided to you under this agreement which results in injury or death of persons or loss of or damage to property. MSC makes no warranty, express or implied, with respect to the condition of the container or equipment and equipment provided to its users. Use of particular equipment after the date that MSC has done the repair of the container, and the container is not to be used for any other purpose until it has been repaired. If the container has not been returned to the location specified below MSC may, (a) place the immediate return of the container, and (b) place to proceed with legal action to recover the container, or the replacement value as recorded in the books of MSC, in addition to all accrued container hire and administration charges. Failure to comply with this requirement may result in the container being impounded by the depot, or an action being taken against you to recover the costs of repairs and other costs and additional expenses, all of which remain jointly and severally with the depot (representing the Merchant) under the Bill of Lading, and with the person by whom or on whose behalf the container is collected, notwithstanding assignment of container liability or responsibility to a third party.

CONTAINER HIRE CHARGES (RATES QUOTED BELOW EXCLUDE GST)

Passive use containers are the property of M.S.C. and that title is in the absence of violation by the return of empty containers.

A time of 8 empty the calendar days including day of discharge only once is allowed for all operations. The empty container must be returned clean and undamaged to the return location nominated on this notice. After the expiry of free time, container hire charges as set out below will apply.

Container Type	Free Days for Return	Rate	Rate per each day thereafter
20H Dry	8 Calendar days	7 Calendar Days A\$80 per calendar day	A\$80 per calendar day
40H Dry	8 Calendar days	7 Calendar Days A\$120 per calendar day	A\$120 per calendar day
40H High Cube Dry	8 Calendar days	7 Calendar Days A\$120 per calendar day	A\$120 per calendar day
20H Special	8 Calendar days	7 Calendar Days A\$120 per calendar day	A\$120 per calendar day
40H Special	8 Calendar days	7 Calendar Days A\$140 per calendar day	A\$140 per calendar day
20H Reefer	8 Calendar days	8 Calendar Days A\$100 per calendar day	A\$100 per calendar day
40H Reefer	8 Calendar days	8 Calendar Days A\$200 per calendar day	A\$200 per calendar day

The above rates and/or policy may be varied at M.S.C.'s discretion and will incur GST. For any enquiries please contact your local port agent.

MSCU7277858.pdf - [Doc Data](#) [Preview](#) [Source](#) [Download](#)

[Save](#) [Show Confidence](#)

Container number
MSCU7277858

Pin	Bill of lading
293232173	MSCUN5883816
Vessel	Voyage
MSC KRITTIKA	FC514A
Port of loading	Port of discharge
Nansha New Port	SYDNEY

Sample extracted EDO

Demo 2

Air Freight Manifest Reconciliation

Home: 04072024 17:57:47 CARGO MANIFEST Type 4
 Owner or Operator: TAP AIR PORTUGAL, L.C.A.O. annex 5, appendix 3
 Marks of Nationality/Registration Number: GDT096
 Point of loading: London, London Heathrow* Point of unloading:

No	AWB/Part No	No of Pieces	Nature of goods	Gross Weight	ORIG/DES
1	047-31297862	7	CONSOL	306.0	LHR/CWB
2	047-31291676	45	CONSOL	3884.8	LHR/GIG
3	047-31297868	27	CONSOL	438.6	LHR/GIG
4	047-31296902	3	MANIFOLDS	2120.0	ABZ/LIS
5	047-31297443	10	CONSOL	630.0	LHR/LISSA
Total				92	12168.4

ULD: BULK LIS
 ULD Remarks:
 LOOSE CARGO / COMMERCIAL CARGO / TRANSIT

Consignment Security Declaration
 Regulated Entity Category (RE or RC) and identifier
 (and the regulated entity, where the security status):
GBRA/00063-16 047-31297876

Contents of Consignment
 Consistative

Origin: LHR Destination: LIS
 Security Status: Prohibited for transport
 Security Status issued by: [Signature]

Name of Person or Employee ID: [Signature]
 Regulated entity Category (RE or RC) and identifier
 of any regulated entity who has accepted the security of
 Additional Security Information:

Cargo Manifest

tp1363_ff.pdf
2 days ago
[Post To Webhook](#)

Air Waybills: 7/8

Flight Details

TPI363
11 Jul 24

Point of Loading

London, London Heathrow

Total Pieces

18

Point of Unloading

Lisboa, LISBON, PORTUGAL

Total Weight

614.100

[Manifest Data](#) [Preview](#) [File AWBs](#) [Edit Manifest](#) [Webhooks](#)

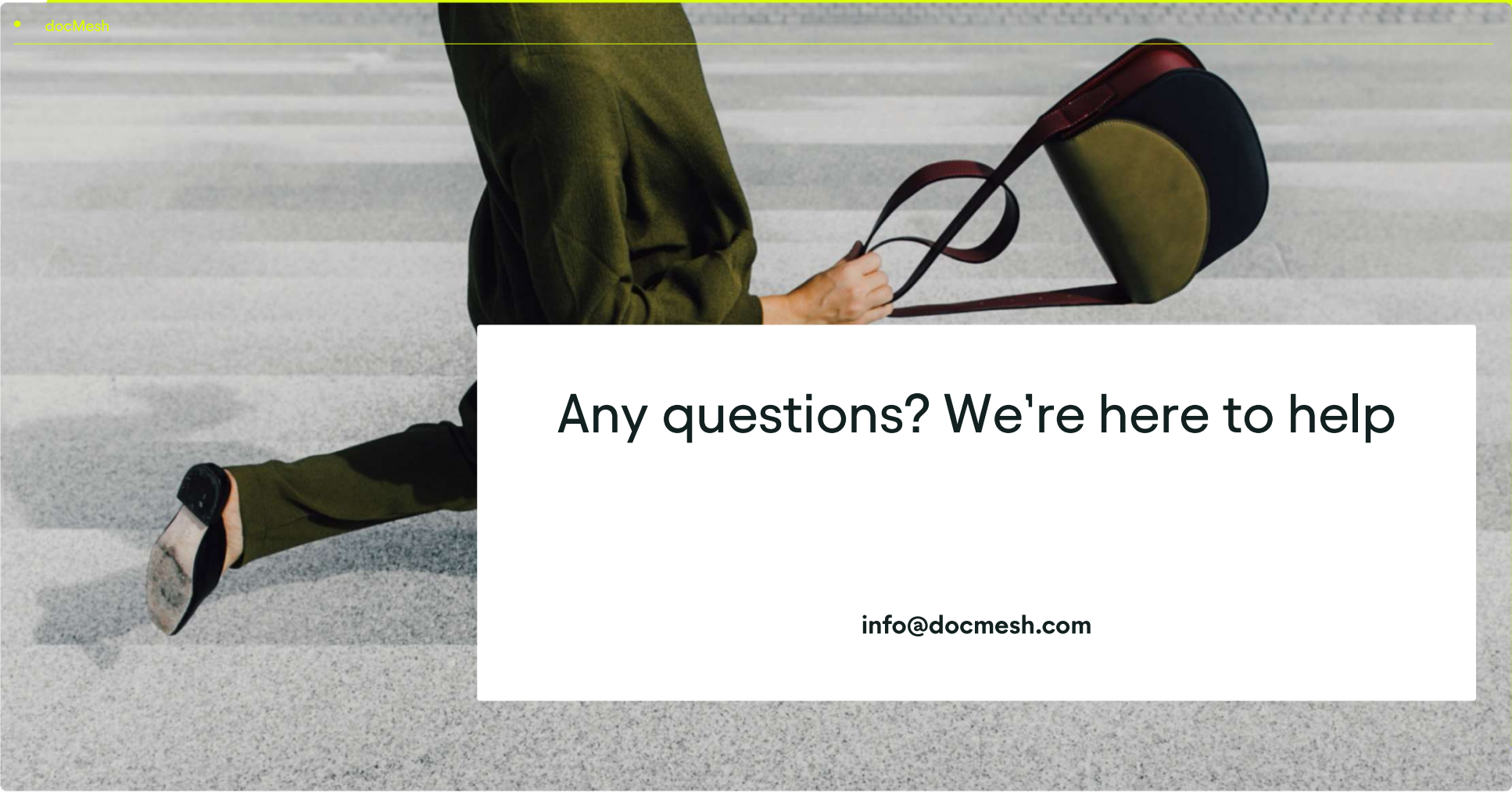
AWB	Pieces	Nature of Goods	Mail	Gross Weight	ORI/DES	Remarks
047-34024384	1	CONSOL		266.0	LHR - LIS	
047-31296112	6	CIVIL AIRCRAFT		35.0	LHR - LIS	
047-31291444	2	CONSOL		203.0	LHR - GIG	
047-31292715	1	GENERAL CARGO -		2.0	LHR - LIS	
047-33164854	1	SHIPS SPARE IN		13.0	LHR - LIS	
047-34028190	5	DEMO		49.5	LHR - LIS	
047-31292122	1	CONSOL		45.2	ABZ - CWB	
047-31292170	1	CONSOL		0.4	ABZ - CWB	
Total	18			614.10000		

Sample reconciled manifest with 7/8 AWBs received

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Any questions? We're here to help

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#letsMesh

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amira@docmesh.com

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