



भारत सरकार वित्त मंत्रालय राजस्व विभाग
GOVERNMENT OF INDIA, MINISTRY OF FINANCE, DEPARTMENT OF REVENUE
सीमा शुल्क आयुक्त का कार्यालय,

OFFICE OF THE COMMISSIONER OF CUSTOMS
नं 1, विल्सनरोड, कन्टोनमेंट, तिरुचिराप्पलि-620 001
NO.1 WILLIAMS ROAD, CANTONMENT, TIRUCHIRAPPALLI- 620 001

C.No. VIII/40/07/2017-Cus. Pol.

Dated: .06.2017

NOTIFICATION NO. 01/2017-CUSTOMS(N.T)

(Issued under Section 8(a) and 8(b) of Customs Act, 1962)

Sub: Approval of proper place and limits of Customs area for the Pondicherry Port located at RS. No.402, Ambedkar Salai, Uppalam, Puducherry-605001 for loading of exported goods and unloading of imported goods by M/s. JD Shipping Logistics International Private Ltd., Chennai- Regarding.

Ref: Notification No. 62/94 Cus. (NT) dated 21.11.94 as amended, issued by the Ministry of Finance, Department of Revenue, New Delhi appointing Pondicherry as a Customs Port for specified purposes under Section 7(a) of Customs Act, 1962.

In exercise of the powers conferred on me under Section 8(a) of the Customs Act, 1962, (52 of 1962), I, Ashok, Commissioner of Customs, Tiruchirapalli, hereby declare the area as specified in Column 2 of the Schedule to this Notification to be the place for unloading of imported goods and loading of exported goods and also notify the area as specified in Column 3 of the said schedule under Section 8(b) of the said Act to be the Customs area subject to the strict observance of the relevant provisions of the Customs Act, 1962 and the instructions issued by the Government of India from time to time in pursuance thereof.

SCHEDULE

Name of the Port & address	Place of loading and unloading	Area (Co-ordinates)		Limit (Boundaries)
		Latitude (North)	Longitude (East)	
1 Puducherry Port RS. No.402, Ambedkar Salai, Uppalam, Puducherry-605001	2 Cargo Quay (Berth) at the New Port facility of Puducherry Port.	3 11°91'66.46" 11°91'74.43" 11°91'84.62" 11°91'75.69"	4 79°82'49.67" 79°82'38.68" 79°82'47.26" 79°82'57.34"	North: Vacant land in RS No.402; Ward - F; Block 25-2, 3 & 4. South: River Channel. East: Unassigned portion of RS No.402; Ward - F; Block 25-5. West: Unassigned portion of RS No.402; Ward - F; Block 25-5.
		Survey No.		RS No. 402; Ward-F; Block-25; TS No.5 in Puducherry Town

Place: Trichy

Date: .06.2017

(Issued from File C.No.VIII/40/07/2017-Cus. Pol)

1
22/06/2017
(अशोक/ASHOK)

आयुक्त/COMMISSIONER

To,

M/s. JD Shipping Logistics International Private Limited, No. 42, 1st Floor, Rajaji Salai,
North Beach Road, Chennai - 600001

Copy Submitted to:

The Chief Commissioner of Customs (Preventive), Trichy

Copy forwarded to:

1. The Secretary, CBEC, New Delhi
2. All Chief Commissioners of Customs & Central Excise
3. The Directorate of Publicity & Public Relations, Customs & C.Ex., New Delhi
4. The Manager, Government of India Press, Mayapuri, Ring Road, New Delhi
5. The Directorate General of Performance Management, Customs & Central Excise,
New Delhi
6. The Directorate General of Revenue Intelligence, New Delhi
7. The Directorate General of Statistics & Intelligence, Customs & Central Excise,
New Delhi
8. All Commissioners of Customs & Central Excise
9. All DCs/ACs of Customs, Trichy Customs Commissionerate
10. The Comptroller & Auditor General of India, New Delhi
11. The Director General of C.Ex., Intelligence, New Delhi
12. The Under Secretary to Government, Chief Secretariat (Port), Pondicherry
13. The Director of Ports, Port Department, Government of Pondicherry
14. The Under Secretary to Government, Dept of Industrial Development (Port),
Pondicherry



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सीमा शुल्क आयुक्त का कार्यालय,
OFFICE OF THE COMMISSIONER OF CUSTOMS
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NO.1 WILLIAMS ROAD, CANTONMENT, TIRUCHIRAPPALLI- 620 001

NOTIFICATION NO. 02/2017-CUSTOMS(N.T)

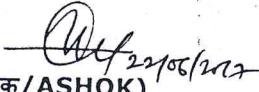
In exercise of the powers conferred under Section 45(1) of the Customs Act, 1962, I, Ashok, Commissioner of Customs, Tiruchirapalli, do hereby appoint "M/s. JD Shipping Logistics International Private Ltd, having Registered Office at No. 42, 1st Floor, Rajaji Salai, North Beach Road, Chennai - 600001 to be the custodian of the Customs area located at RS. No.402, Ambedkar Salai, Uppalam, Puducherry-605001 as notified by the Commissioner of Customs, Tiruchirapalli under Section 8(a)&(b) of the Customs Act, 1962 vide Notification No.01/2017 dt. 22.6.2017 for the purpose of unloading of imported cargo and loading of export cargo brought at the said premises till they are either cleared for home consumption or exported or warehoused or transhipped in accordance with the provisions of the said Act and subject to the following conditions:-

1. The Custodian of the goods meant for import and export would be required to comply with the provisions of Section 45 and other relevant Sections of the Customs Act, 1962 and Rules & Regulations made there under as well as the instructions issued from time to time in this regard.
2. The Custodian shall comply with the Regulations stipulated in "Handling of Cargo in Customs Areas Regulations, 2009" communicated vide Board's Notification No. 26/2009-Cus (N.T) dated 17.03.2009.
3. The Custodian shall provide all the infrastructure and other equipment facilities as per the above said Regulations and also to undertake to comply with responsibilities specified under the said Notification.
4. The Custodian shall provide sufficient space as prescribed by the Commissioner of Customs, Tiruchirapalli for Customs department in their cargo terminal, which shall be utilized by Trichy Customs Department for its activities. No alteration of the plan in the accommodation, boundary wall and building, etc shall be made without the concurrence of the Commissioner of Customs, Trichy.
5. The Custodian shall provide sufficient space as prescribed by the Commissioner of Customs, Trichy as office space for Customs in the sheds.
6. Uninterrupted thoroughfare shall be provided to the Customs officials in the entire premises of Customs area.
7. Residential accommodation for the Customs staff posted in the said Sea Port shall also be provided by the Custodian, wherever requisition by the Commissioner of Customs, Trichy.

8. Free suitable transport facility shall be provided by the Custodian for the Customs staff posted at the said Port.
9. The Custodian shall be responsible for any improper removal of imported/export goods and shall be liable to pay appropriate duties, Cess, etc on such improper removals.
10. The Custodian is required to provide for increase in space and in infrastructure as and when requisitioned by the Customs.
11. The Custodian given approval for Custody of imported or export goods and for handling of such goods shall not lease, gift, sell or sublet or in any other manner transfer any of the premises in a Customs area; or sub contract or outsource functions permitted or required to be carried out by him in terms of these Regulations to any other person, without the written permission of the Commissioner of Customs.
12. The Custodian shall publish and display the schedule of charges for the various services provided by him in relation to the imported goods or export goods in Customs area.
13. Duration of appointment shall initially remain for a period of 6 months from the date of issue of such approval and subject to the satisfaction of the Commissioner of Customs.
14. The Commissioner of Customs shall have the right to terminate the appointment at any time after assigning specific reasons and giving an opportunity for the Custodian to explain his case.
15. The Commissioner of Customs shall review the approval granted before the expiry of initial period of approval of 6 months and may extend such approval to a further period of 5 years at a time, provided that the Commissioner of Customs, for reasons to be recorded in writing may order for review of the approval granted before the completion of period of approval.
16. Difficulties faced, if any, in the implementation of the above facility may please be brought to the notice of the undersigned.

Place: Trichy

Date: 22.06.2017


(अशोक/ASHOK)

आयुक्त/COMMISSIONER

(Issued from File C.No.VIII/40/07/2017-Cus. Pol)

To,

M/s. JD Shipping Logistics International Private Limited, No. 42, 1st Floor, Rajaji Salai, North Beach Road, Chennai – 600001

Copy Submitted to:

The Chief Commissioner of Customs (Preventive), Trichy

Copy forwarded to:

1. The Secretary, CBEC, New Delhi

2. All Chief Commissioners of Customs & Central Excise



OFFICE OF THE PRINCIPAL COMMISSIONER OF CUSTOMS
CHENNAI -III COMMISSIONERATE
“CUSTOM HOUSE”, NO. 60, RAJAJI SALAI, CHENNAI - 600 001.

F.No. S.Misc.108/2016-CMFC

Dated : 30/11/2016

FACILITY CIRCULAR No:28/2016

The procedure for Sea- to- Sea Transhipment clearances has been issued by way of various Public Notices, Standing Orders and Facilitation Circulars over the period of time. It is felt that a consolidated procedure should be made available in one place aided by illustrations, for simple understanding and smooth implementation of various kinds of Sea to Sea Transhipment Permissions.

1. Definition:

Gateway Port: The first Port in which the vessel arrives from/goes to other countries

Destination Port: The Port in which the containers are transhipped from other Sea Port

Destination CFS: The CFS attached to destination Port

Coastal Vessel: The Indian Flag Vessel carrying Coastal containerised cargo within Indian Port (i.e. Chennai-Vizag-Cochin-Krishnapatnam-Calcutta-Navasheva)

Foreign going Vessel: Indian Flag Foreign going vessel operating routes covering more than one Indian Port to a Port outside India eg. Ships operating containers from Mundra - Chennai to Yangon.

2. Procedure for Sea- to- Sea Transhipment for Import clearances:

For the sake of illustrations the Port of Yangon is, hereby, taken as the Port of Loading, the Chennai Port as the Gateway Port and the Krishnapatnam Port as the Port of Destination. Vessel “A” (Foreign going vessel) brings 100 numbers of containers from Yangon Port to Chennai Port and Krishnapatnam Port. Out of 100 numbers of containers 75 containers are to be cleared at Chennai Port and the remaining 25 containers are to be cleared at Krishnapatnam Port and the same has to be transhipped to Krishnapatnam Port through Coastal Vessel “B”. The procedure for Transhipment to the port of destination is explained below:-

Documents to be filed	Responsibility and mode of filing the documents	Authority	Remarks
IGM	Steamer Agent of Vessel “A”- Online filing	PN 04/2014	IGM should be filed at Chennai Port for 100 number of containers mentioning “LC” Local Cargo for 75 containers are to be cleared at Chennai Port and “TT” Transshipment for 25 containers are to be cleared at Krishnapatnam Port
Transhipment Application	Carrier of Vessel “B” at Service Centre	PN 04/2014	Transhipment Permit will be given in ICES after verification of all the documents by Superintendent (CMFC)

For Transhipment of cargo it is required to register Transhipment Bond/Bank Guarantee by the Main Line Operators/Carriers at Container Movement Facilitation Cell (CMFC). As per Public Notice 255/2002, transhippers dealing with the transhipment of cargo from Chennai Port to other Port shall execute a running bond with bank guarantee (15% of bond value) covering the value of the cargo likely to be handled at any given point of time and this will be executed for a period of 12 months with the Deputy Commissioner/Assistant Commissioner (CMFC). If it is not possible to furnish a running bond the transhippers may execute individual bond with bank guarantee. The carriers in public sector i.e. CONCOR and CWC are exempted from the requirement of bank guarantee for transhipment of goods. The Bond number generated in ICES should be furnished in corresponding lines of the Transhipment cargo. At the time of approval the mentioned bond against the lines will be debited. The terms of the bond is that if the carrier produces a certificate from customs of the destination port for safe arrival of goods there, the bonds stands discharged. In case such certificate is not produced within 30 days or within such extended period as the proper officer of customs may allow, an amount equal to the value, or as the case may be, the market price of the imported goods is forfeited.

2.1 As per Board Circular No.45/2005-Cus dated 24.11.2005, the Board has waived the requirement of execution of bank guarantee for the purpose of transhipment for all carriers of containerized cargo, who are handling more than 1000 TEUs as import containers in a financial year. This waiver would apply not only to shipping lines but also to ICDs/CFSs/other carriers and for carriage in all modes of transhipment, irrespective of their movement by road, coastal shipping or rail.

3. Procedure for Sea to Sea Transhipment for Export clearances:

For the sake of illustrations the Port of Mundra is hereby taken as the Port of Loading, the Chennai Port as the Gateway Port and the Yangon Port as the Port of Destination. Vessel "A" (Coastal / Indian Flag 'Vessel) apart from other cargo brings 25 number of containers from Mundra Port to Chennai Port for exportation to Yangon Port and offloads the same at Chennai. These 25 export containers along with the 75 more containers of Chennai Port in vessel "B" (Foreign going vessel) i.e. the total 100 containers is loaded in Vessel "B" at Chennai Port to Yangon Port. The procedure for Transhipment / export in this case is explained below:-

Documents to be filed	Responsibility and mode of filing the documents	Authority	Remarks
Transhipment Application (TSA)	Carrier/Custodian of vessel "A" at Port of Loading (Mundra Port) through Service Centre/CFS	PN 158/2016	Transhipment Application to be filed for 25 containers which has to be transshipped to Yangon Port through Chennai Port
EGM	Steamer Agent of Vessel "B"- Online filing at Gateway Port (Chennai Port)	PN 158/2016	EGM should be filed at Chennai Port for all the 100 number containers at Chennai Port (Gateway Port).

For Transhipment of cargo it is required to register Transhipment Bond and BG by the Custodian/Carriers. As per Public Notice No.158/2016, Transhippers is required to submit a separate continuous bond and bank guarantee by the carrier/ custodian and get it registered in ICES as Transhipment Bond. As per PN No.158/2016 -Corrigendum-II, the TP Bond and BG for export are registered at CMFC Section in ICES. If, already, TP bond for import is registered, same may also be utilized. The carrier/custodian providing such Bond and undertakes responsibility of transhipment is referred as Transhipper. The Bond number generated in ICES should be furnished during filing of Export Transhipment Application (ETSA). At the time of approval the mentioned bond against the lines will be debited.

3.1 As per Board Circular No.45/2005-Cus dated 24.11.2005, the Board has waived the requirement of execution of bank guarantee for the purpose of transhipment for all carriers of containerized cargo, who are handling more than 1000 TEUs as import containers in a financial year. This waiver would apply not only to shipping lines but also to ICDs/CFSs/other carriers and for carriage in all modes of transhipment, irrespective of their movement by road, coastal shipping or rail.

4. Procedure for Sea to Sea International Transhipment for import Transhipment (ITSA):

For the sake of illustration the Port of Yangon is hereby taken as the Port of Loading, Port of Chennai as the Transhipment Port and Port of Jebel Ali as the Destination Port. Vessel "A" brings 100 containers from Yangon Port to Chennai Port. Out of 100 containers, 75 containers are to be cleared at Chennai Port and the remaining 25 containers has to be transhipped to any Foreign Port i.e., Jebel Ali Port by the vessel "B". The procedure followed for International Transhipment at Port of Chennai is explained below:-

Documents to be filed	Responsibility and mode of filing the documents	Authority	Remarks
	Steamer Agent of Vessel "A" on line filing at Port of Chennai	PN 51/2007	IGM should be filed at Chennai Port for 100 numbers of containers and for International Transshipment of 25 containers the code "TI" is to be mentioned in the IGM.
Transhipment Application (ITSA)	Steamer Agent of Vessel "B"- will file ITSA application only manual with ITP Cell (Preventive General Section)	PN 51/2007	ITSA Application for 25 containers which is to be transhipped to Jebel Ali Port

4.1 As per Public Notice No. 51/2007, the general bond furnished by the terminal will be considered as sufficient to cover the transhipment containers/ cargo as well. Further, transhipment procedures shall be guided by "Goods Imported (Conditions of Transhipment) Regulations"1995.

In case any differences are noticed between this Facilitation Circular and that issued by the original authorities (Public Notices/Standing Orders/Facility Circulars) is noticed, then the circular issued by the original authority shall prevail.



(PRANAB KUMAR DAS)
PRINCIPAL COMMISSIONER OF CUSTOMS
CHENNAI -III

Telephone: 25221918

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OFFICE OF THE COMMISSIONER OF CUSTOMS, CHENNAI PORT
CUSTOM HOUSE, NO.60 RAJAJI SALAI, CHENNAI - 600 001

www.chennaicustoms.gov.in

S.Misc.38/2013

Date: 10/01/2014

PUBLIC NOTICE NO.4/2014

Subject : Implementation of Module for Transshipment of Cargo from a Seaport to Another Seaport in ICES – Regarding.

Kind attention of Importers, Steamer Agents, Terminals, CHAs, Trade and all other stakeholders is invited to the Public Notice 13/2011 dated 19.03.2011 issued regarding movement of containers to ICDs/CFSs and Public Notice 052/2006 issued regarding filing of Bills of Entry in ICES V 1.5.

2. Currently, a Module exists for Transshipment of FCL cargo from Seaport to ICD/CFSs in ICES. There will be no change in the procedure for transshipment movement to ICDs and container movement to CFS.

3. A module for processing of Transshipment of FCL cargo from Seaport to another Seaport in ICES is now proposed to be implemented in ICES. Transhipment movement may be through Road, Rail or Sea. The salient features and detailed procedure for transshipment after the implementation of this module is given below:

Gateway Port: The port in which the vessel arrived from other countries.

Destination Port: The Port for which the containers are transhipped from other sea port (Gateway Port)

Destination CFS: The CFS attached to destination port.

4. Features of the Module :

The salient features of the module are as follows:

1. Declaration of Destination Port and CFS in IGM.

2. Filing of transshipment request at Service Center of the Gateway Port.
3. Approval of request by Customs Officer and generation of Transshipment Permit.
4. Option to tranship cargo either to Destination Port or directly to a CFS associated with the Destination Port.
5. Elimination of local IGM at the Destination Port Site.

5) **Steamer Agents/Shipping Lines :**

a) **FRESH FILING OF IGM:**

For sea to sea transshipment movement, Steamer Agents/Shipping Lines are requested to follow the changes introduced for filing of IGM/Consol Manifest and their amendments at Gateway Port Site as follows:

- i) For transshipment of cargo, the field 'Port of Destination' was earlier restricted to ICD sites only. Now it is open to other Sea Sites also. For sea to sea transshipment, in Port of Destination column, the destination port code has to be furnished.

[For Eg. For transshipment to a seaport XXX, Destination Port to be INXXX1]

- ii) Earlier, CFS movement was allowed only to CFS attached to the local (gateway) port. Now, it is possible to move cargo to a CFS attached to a remote port (destination) also. This will be covered under Sea-to-sea transshipment with extended movement up to a remote CFS. Hence, for cargo movement to CFS attached to remote port, system will allow to specify CFS Code associated with the Destination Port as mentioned for that line. Thus, for a line, it is now possible to specify both 'Port of Destination' and 'Port of Discharge' parameters.

[Port of Destination :INXXX1; port OF Discharge: INXXX1XXX1 which is CFS code]

- iii) It is to be noted that the movement to CFS attached to destination port is allowed in this Sea to Sea Transhipment module in ICES, only when transport is uni-modal i.e., transhipment is either through road or rail. When transhipment is multimodal (i.e., it involves two different transport modes i.e Gateway Seaport to Destination Seaport through Sea and destination Seaport to destination CFS), this module will take care of transhipment only for Gateway Seaport to Destination Seaport only. Further transhipment from Destination Port to Destination CFS will continue to be through Non-EDI mode.

- iv) For transhipment to any Indian Site, the parameter 'Cargo Movement' must be given as 'TI'. The code 'TC' which is meant for Overseas

Transshipment cannot be specified for domestic transshipment. For local discharge, 'LC' code to be specified.

b) AMENDMENT OF IGM/CONSOL FILING:

Above-mentioned changes will also apply for Amendment of Sea IGM, Filing of Consol Manifest and Amendment of Consol Manifest.

Earlier, Sea IGM Amendment or Consol Filing was not allowed for any cargo line after approval of TP. For sea-to-ICD transshipment, these restrictions will still continue. However, for sea-to-sea transshipment, it is now possible to file amendment to IGM or submit Consol Manifest, subject to the following conditions:

- (i) If TP is already approved, modification of Transshipment related parameters like MLO Code are not allowed.
- (ii) If BE is submitted at the destination site, no change in the IGM at the Gateway Site is allowed with respect to the parameters like Cargo Movement, MLO Code, Destination Port, Destination CFS, Transporter Code, Mode of Transport, Bond No.
- (iii) If BE goes past OOC stage at the destination site, no change in the IGM at the Gateway Site is allowed with respect to any parameter.

6) TRANSHIPPER – BILL OF TRANSHIPMENT:

As per Section 54 of Customs Act, 1962, Transhipper (*who may be MLO/SA or Custodian, Transporter*) has to file Bill of transshipment (TP) request for transshipment of cargo from current sea site (Gateway Port) to another sea site (Destination Port) or to a CFS attached to the destination site at Service Centre as given below.

(i) IGM must have been filed at the Gateway site by the SA. Although not mandatory, it is suggested that Consol manifest may also filed before the filing of the Transshipment request.

(ii) The applicant (or its authorized agent) shall submit the request for transshipment in a paper form annexed with this Public Notice as **Annexure-I** with the following information:

- a. Agency Type of the Applicant (SL/SA/MLO/TR) (Mandatory)
- b. Agency Code of the Applicant (As registered with ICES) (Mandatory)
- c. Destination Port Site Code (Port of Destination as per IGM) (Mandatory)
- d. Destination CFS Code (Port of Discharge as per IGM. This CFS Code) (Optional)
- e. IGM No. and Date (Mandatory)

- f. Nature of Cargo (Containerized/Packaged/Cont.+Package)
- g. Bond Number (TP bond belonging to either MLO or Transporter)
- h. Mode of transport (Road/Train/Sea)
- i. Voyage No, IMO Code, Vessel Code, Owner Detail etc (if mode is Sea)
- j. Transporter Code, Truck No, Seal No. (s) (if mode is Road)
- k. Train No. and Date (if mode is Train)
- l. List of line no. (mandatory) and sub-line no. (0 if all sub-lines to be included)
- m. Line-wise invoice value (in case of non-containerized cargo)

7. The applicant must ensure the following before filing the request:

- a. The above information as mentioned in the TP Request must match with the IGM declaration.
- b. If the Mode of Transport is by Sea, then extended movement up to remote CFS is not permissible.
- c. The MLO/Applicant must have a valid TP bond registered at the gateway Port Site with sufficient Bond and BG balance. This bond number should be specified in the Transshipment Request and also in the IGM line detail. In case of transshipment by road, the specified bond can be in the name of the Carrier Agency (Transporter). In this case, additionally bond authority to the MLO must also be registered (one-time) with the system.
- d. The MLO must have a PLA account with requisite balance registered at the Gateway Port Site.
- e. BE should have not been filed at the current (Gateway Port) site against any of the lines specified in the request.

8. The TP request (**Annexure I**) duly filled to be submitted at the Service Center for entering into the system. The charges for entering the transshipment request and providing of the Checklist, the Service Centre would charge ₹ 22/- including Service Tax for the first 30 line numbers or 30 containers and for every additional 30 lines or 30 container the service Centre would charge ₹ 11/- including service tax. The system will generate the Job No for the entry made after saving the entered data. After job no generation, the checklist print will be taken and handed over to the applicant for verification of the entry. The applicant will verify the checklist and in case of any error, shall indicate the same on the checklist and resubmit the same to the operator at the service centre for modification. The service centre operator will modify the request and again generate the checklist. This process shall

continue till the applicant approves the checklist by putting his signature on it and returns it to the operator at Service centre for submission of the job.

9. The TP request job number will then be submitted by the Service centre operator through the Submission Option provided in the system. After submission, the TP request will move to the ICES Primary System where it is validated and then integrated into the ICES Primary System after necessary validation. The response from ICES Primary travels back to the Service Center where the acknowledgement is displayed for the information of the Applicant who filed the TP request.
10. If the validation at the Primary end was successful (that is, TP request was accepted), a positive acknowledgement indicated by a message to that effect is displayed at the Service Center. If the validation at the Primary end was unsuccessful (that is, TP request was rejected), a negative acknowledgement (identified by Error Codes as per list given in Annexure II) are displayed at the Service Center. A request may have multiple errors.
11. Service Center module also provides facility for re-submission of a rejected request after necessary modification of the earlier job with modifications. This facility is provided by the menu option "Replicate TP Job".
12. If the request filed at the Service Center is successfully validated and accepted at the ICES Primary, then same gets integrated and listed as a submitted TP request in the queue of the Superintendent (Transshipment) at the Gateway Port Site after Inward Entry on the IGM is granted. Each submitted requested is identified by a combination of Job No. and Job date which is the same as generated in the Service Center. The Superintendent (Transshipment) can select and open any submitted TP request for necessary processing. The detailed information as entered at the Service Center can be seen in the system by the Superintendent (Transshipment). In case of movement by truck, the parameters truck no., seal no. etc as furnished at the Service Center can be updated if requested by the applicant.
13. The invoice value (if provided during request) can be increased by the Superintendent (Transshipment) (but cannot be reduced) if so desired. System calculates the Bond and BG value for the current request. For containerized cargo, the calculation is based on length of containers and bond rates notified thereof. For non-containerized cargo the calculation is based on the line-wise invoice value specified.
14. If satisfied, the AC (Transshipment) can proceed to approve the request by clicking on the appropriate option button. System internally carries out a number of validation checks. These include

- a. Check the consistency of the request with respect to IGM with respect to lines, containers, MLO Code, Bond No, Port of Destination, Destination CFS etc.
- b. Check if transshipment permit or BE on any of the lines have already been filed/ granted.
- c. Whether MLO has valid TP bond with requisite balance.
- d. If MLO does not have a TP bond, then whether the Transporter has the necessary bond with sufficient balance and also if the TP bond authority to the MLO is given or not.
- e. Whether the MLO has a running PLA account with enough balance to pay for the TP fee.

15. If all the validation checks are satisfied, system carries out following steps:

- a. Specified TP Bond is debited with the calculated bond and BG value. Bond records are updated in system.
- b. TP fee is debited from the MLO's PLA a/c.
- c. Specified IGM line and container records are marked so that they become accessible by the destination Port Site for the purpose of BE processing.
- d. TP Permit is granted and a unique TP (SMTP) number is generated.
- e. The TP order can be printed from the system from the ACT menu.
- f. TP messages will be introduced in due course in order to send EDI version of the TP to various stakeholders.

16. The Transshipment Permit will allow the applicant to carry the cargo up to the specified Destination Port. If Destination CFS Code is also specified, and the mode of transport is Train/Road, then this TP will allow the transshipment directly to the specified CFS without touching the Destination Port to which the CFS is attached, if possible.

17. As soon as the Sea to Sea TP request is approved the details of the container with TP Number would be available in GAT role of the Preventive Officer at Gateway Port. By selecting the container, the Preventive officer at Gateway Port shall enter the seal number if new seal is affixed and the truck number in the system to generate the gate pass number.

18. TP messages will be introduced in due course in order to send EDI version of the TP to various stakeholders. Likewise, the recredit of the TP Bond debited for the movement will also be introduced in due course.

CHA/IMPORTER - B/E FILING:

19. As the Sea to sea transshipment module is being implemented, the existing Service Center BE module has been modified slightly in order to let the BE get associated with remote IGM filed at the Gateway Port Site. The Service Center Data Entry screen will ask for additional parameters in the IGM section. The changes in this section will affect ALL BE filing (across types of sites) and is not confined only to Sea-to- Sea transshipment cases alone.

20. In the BE IGM section, system will ask whether it is a case of Transshipment. If 'No', then system will proceed with the normal flow of BE filing. There is no change in the subsequent part of the form. If 'Yes', then there are 2 possibilities as of now - (a) Sea-to-ICD and (b) Sea-to-Sea. System will internally determine the type of transshipment (based on whether the current site is a Sea Site or ICD Site.)

21. (a) If the current site is a Sea Site, it is a case of Sea-to-Sea Transshipment and system will capture the following parameters:

- a. Gateway Port Site
- b. IGM No. and IGM Date (This is same as the Gateway IGM No. and Gateway IGM Date)
- c. Inward Date in Gateway IGM.

(b) If the current site is an ICD Site, it is a case of Sea-to-ICD Transshipment and system will capture the following parameters:

- a. Gateway Port Site.
- b. IGM No. and IGM Date (Local IGM No. and Local IGM Date would be entered).
- c. Gateway IGM No and Gateway IGM Date need to be provided.
- d. Inward Date in Gateway IGM.

22. Rest of the form will remain same as before. Accordingly, the declaration form for filing of Bills of Entries through Service Centre in ICES also modified(Sl. No 9 and Sl. No 10) and the latest Appendix A for filing the documents through Service centre is annexed to this Public Notice vide **Annexure II**. The Importers/CHAs are requested to submit the documents through service centre with the new format of Appendix A.

23. Likewise, the existing EDI Message Format for filing of Bills of Entries will remain the same except for minor changes in the instructions which are explained in **Annexure III**. Similarly, there will be minor changes in the RES Package (EDI) package for BE Document preparation also to incorporate the above requirement in BE IGM Section. Some of the parameter options in BE IGM section will differ for different cases.

1. For Sea-to-Sea Transshipment cases, the parameter 'Gateway Port Code' must be provided. For the fields 'IGM No., IGM Date and Inward Date', the Gateway IGM parameters are to be given. The fields 'Gateway IGM No. and Date' are to be left blank.
2. For Sea-to-ICD Transshipment cases, the parameters 'Gateway Port Code, Gateway IGM No. and Gateway Inward Date' are to be given. These are in addition to the local IGM parameters 'IGM No. and IGM Date' - which are also to be provided.
3. For non-transshipment cases there is no change.

24. Accordingly, the modified message format in BE IGM section for filing of BE is annexed with this Public Notice vide **Annexure III**. Importers/CHAs, those who are all using their own software for filing of Bills of Entries in ICES are requested to modify the software as per the message format provided in the **Annexure III** for filing of Bills of Entries without any problem. Those who are all using NIC software may download the latest patch available in www.ices.nic.in and install the same for filing of Bills of Entries.

25. It is informed that the implementation date of the above said module will be announced in due course.

25. If any problem is noticed on the above procedure the same may be addressed to Asst. Commissioner (EDI), Custom House, Chennai, Ph: 044-2525 4216 Email ID: sysmgr.maa1@icegate.gov.in for necessary action.

Mayank
10.1.14
(MAYANK KUMAR)
COMMISSIONER OF CUSTOMS
PORT - EXPORT

STANDARD OPERATING PROCEDURE (SOP) FOR CONTAINERS IMPORTED AT CHENNAI AND MOVED TO PUDUCHERRY PORT

1. Procedures in Chennai Port

- 1.1 The Vessel Operator (SRNE) shall obtain Transhipment (TSA) permission at CMFC Chennai on nomination letter from the Importer by filing sub Import General Manifest.
- 1.2 The SRNE/Terminal Operator shall load Import containers on m.v. Chowgule 8 for transhipment to Puducherry as approved by Customs.

2. Procedures in Puducherry Port

- 2.1 The SRNE shall hand over the TSA permission and sub IGM to Customs at Puducherry and obtain landing permission.
- 2.2 The SRNE shall obtain vessel clearance and berth the vessel.
- 2.3 The SRNE shall discharge Import containers at Puducherry and receive acknowledgement of landing of containers as per TSA given at Chennai, from the Puducherry Customs officials.
- 2.4 The SRNE shall submit the TSA acknowledged by Puducherry Customs to CMFC Chennai for cancellation of Bond.
- 2.5 The SRNE shall submit a copy of CMFC, TSA, sub IGM to Port operator J.D. Shipping.
- 2.6 The Port Operator- JD Shipping (JDS) shall check the landing survey of containers, verify seal number, container status/tally of containers and acknowledge the receipt of container by signing the tally sheet.
- 2.7 The JDS shall take the responsibility of moving the container to weigh bridge and storage in open yard.
- 2.8 The CHA/Importer shall apply for open Chit Order for Customs inspection.
- 2.9 The JDS shall move the loaded containers for Customs inspection.
- 2.10 The CHA/Importer shall facilitate the container/cargo verification by Customs officials viz., E.O.,A.O.,P.O., for Out of charge orders
- 2.11 The CHA/Importer shall hand over the Out of Charge Order to the JDS for Gate Out (delivery) of container to the Importer.

STANDARD OPERATING PROCEDURE (SOP) FOR CONTAINERS EXPORTED FROM PUDUCHERRY PORT

1. Procedures in Puducherry Port

- 1.1 The CHA/Exporter shall file “Shipping Bill” online with customs and obtain unique shipping bill number.
- 1.2 The Port Operator - JD Shipping (JDS) shall verify the “Shipping Bill” and documents during Gate in.
- 1.3 The JDS shall carry out the cargo unloading tally, survey and storage in Port warehouse.
- 1.4 The JDS shall prepare Container Load Plan (CLP) and obtain customs approval for CLP from Preventive Officer (PO) & Examination Officer (EO).
- 1.5 The CHA/Exporter shall prepare and issue final “Shipping Bill” online and obtain Let Export Order (LEO) from the Assessing Officer (AO) and shall submit the same to JDS.
- 1.6 The CHA/Exporter shall get Export container serial number and the name of the export vessel.
- 1.7 The JDS shall carry out the stuffing of container, stuffing tally for each container, survey of container, verify seal number and tally of containers.
- 1.8 The JDS shall get the signed stuffing tally sheet and hard copy of the shipping bill verified by the Customs officials.
- 1.9 To ship the export containers, the JDS shall obtain the Out of Charge Order (OOC) from the Customs.
- 1.10 The Vessel Operator (SRNE) shall load the export containers on m.v.Chowgule-8
- 1.11 The SRNE shall obtain two copies of shipping bills and TS permission in Customs’ sealed cover.

2. Procedures in Chennai Port

- 2.1 The SRNE shall submit the sealed cover to Chennai customs for verification and receipt.
- 2.2 The SRNE shall hand over the copies of Shipping Bills with Let Export Endorsement to Terminal.
- 2.3 The Chennai Port Terminal shall load the export containers to Mother vessel.
