

**OFFICE OF THE COMMISSIONER OF CUSTOMS, NS-G
MUMBAI CUSTOMS ZONE-II
JAWAHARLAL NEHRU CUSTOM HOUSE, NHAVA SHEVA,
TAL:- URAN, DIST : RAIGAD. PIN – 400 707.**

F. No.S/22-Gen-38/2015-16/AM(X)/(Part-I)

Dated 16.01.2017

PUBLIC NOTICE NO. 08/2017

Sub: - Certain clarifications about DPD facility -Reg.

Attention of the Importers, Exporters, General Trade, Port Terminal Operator, Shipping Lines / Shipping Agents, CFSs coming under the jurisdiction of JNCH, NhavaSheva and all other stakeholders is invited to various other decisions communicated through Public Notices [Public Notice No 161/2016, dated 28.11.2016 (DPD facility to 467 importers), Public Notice No 180/2016, dated 19.12.2016 (DPD facility to another 214 bid importers), Public Notice No 160/2016, dated 29.11.2016 (creation of dedicated "DPD/RMS Facilitation Centre at JNCH), and other Public Notices issued from time to time for smooth clearing of consignments and to reduce dwell time of import.

- 2.** It has been represented by various stakeholders / members from trade that:
- i. Shipping lines require that "advance intimation" of atleast 72 hours from importer availing DPD Facility.
 - ii. In case, any Bill of Entry of a DPD Client is not RMS facilitated, how it will be moved to a CFS for examination. It was also represented that whether there can be any "preferred choice of CFS".
 - iii. What would be procedure to be followed and responsibility of various stakeholders i.e. Port Terminal, CFSs and DPD importer as regards such containers covered by Bills of entry, which are not facilitated by RMS and require examination;
 - iv. There is no "out time" mentioned in the EIR / gate pass at the time of exit of containers from Terminal (in case of import containers), due to which CFSs / importers find difficult to ascertain status of container as well as time taken from Terminal to CFSs / importers premises.

- v. What will happen to consignments not cleared within 48 hours from port terminal;

Therefore, as a measure of trade facilitation and 'Ease of Doing Business' aforesaid issues have been examined and point wise clarification / procedural requirements are as under:

3. Requirement of Shipping lines of "advance intimation" of at least 72 hours from importer availing DPD Facility.

Since Shipping lines requires that "advance intimation" of at least 72 hours from importer availing DPD Facility, therefore, it is mandatory on the part of each DPD Client to give "advance intimation" of at least 72 hours to Shipping Line, Terminal Operator and concerned CFS indicating:

- i. Details of consignment;
- ii. "DPD Client Code" allotted by Terminal Operator;
- iii. Preferred CFS and its Code;(Alternative "stacking Code")
- iv. Commitment to pay all applicable charges and take delivery as "DPD" (in case consignment is RMS facilitated);

Once aforesaid details are furnished, Shipping Line should indicate both the codes ("DPD Client Code" and "Preferred CFS and Code") in the communication made with Importer, Terminal Operator and also the CFS (as indicated by importer in the said advance intimation) and discharge all such containers in the Port Terminal like "discharge of DPD containers";

In case aforesaid advance intimation could not be given by DPD importer to shipping line till the filing of IGM by shipping lines but given at least 24 hours before berthing of vessel, still containers of such DPD Clients need to be stacked by Port Terminal Operator as per the choice indicated by DPD importer in the said intimation irrespective of Discharge Code indicated in IGM / Import Advance List.

4. In case, Bill of entry filed by Importer in respect of any such containers is RMS Facilitated

In case, Bill of entry filed by Importer in respect of any such containers is RMS Facilitated, then it is mandatory on the part of DPD Client to pay duty and clear the consignment from Port Terminal within 48 hours of landing in the Port Terminal area. Shipping Lines / Shipping Agents are also required to ensure that they raise the invoice

in advance and issue Electronic Delivery Order (e-do) to client in advance so that there is no delay in clearance from Port after arrival of cargo in the Port Area.

5. In case, Bill of entry filed by Importer in respect of any such containers not RMS Facilitated and requires examination or Containers are RMS Facilitated but requires examination at CFS due to CSD hold in terms of Public Notice No 06/2017, dated 12.01.2017

In case, Bill of entry filed by Importer in respect of any such containers is not RMS Facilitated and requires examination or Containers are RMS Facilitated but requires examination at CFS due to CSD hold in terms of Public Notice No 06/2017, dated 12.01.2017, then such containers need to be moved to "preferred CFS" as indicated by importer in the advance intimation submitted to shipping line, Port Terminal and CFS. For that purpose, importer and concerned CFS are required to take immediate action for moving such container from Port to CFS. Further clearance of such consignment should take place from CFS as per normal procedure.

6. In case any DPD client does not send advance intimation to shipping line / preferred CFS

Based on the IGM details (which also includes "consignee details") provided by shipping lines to Terminal Operator (generally received well in advance), Terminal Operators are directed to identify the containers pertaining to the DPD holders as per the "list of DPD Clients" provided by Customs to Port Terminal Operators, issue a provisional DPD code to such importers and stack all such containers at separate place for further clearance under DPD mode. In case, such containers are not cleared by the importers within 48 hours, as specified in the above mentioned Public Notices, the terminals should transfer the same to the designated CFS i.e. M/s Speedy Multimode unless otherwise directed by Customs.

7. Consignments not cleared within 48 hours from port terminal in respect of DPD Clients (RMS Facilitated);

In case, such containers are not cleared by the DPD importers within 48 hours, as specified in the above mentioned Public Notices, the terminals should transfer the same to the designated CFS i.e. M/s Speedy Multimode unless otherwise directed by Customs.

8. Regarding "out time" to be mentioned in the EIR / gate pass at the time of exit of containers from Terminal

Port Terminals are not indicated any "gate out time" in any document issued by them to either CFSs or to Customs, though the same may be available in the Terminal Operating System. In order to ensure that dwell time of cargo is ascertained and monitored, it is desired that information / data relating to gate in and gate out time of all the trailers (*entered the Terminal either to i. drop export container or; ii. to pickup import container or iii. to drop export container and also to pickup import container*) cleared at Terminal are provided to Customs on daily basis through email to JNCH. Information / data relating to gate in and gate out time of all the containers cleared at Terminal and meant for a CFS should also be provided by Terminal to concerned CFS on daily basis through email.

Sr No	Container No	Gate in (Date & time) of Trailer	Gate out (Date & time) of Trailer	Purpose ("only export" or "only import" or "both export & import")

9. In case of any difficulty, the specific issue may be brought to the notice of Additional Commissioner / Joint Commissioner in charge of in-charge of 'DPD Cell / RMS Facilitation Centre' for remedial action.

10. This, issues with approval of the Chief Commissioner of Customs, Mumbai Zone-II.

Sd/-

(SUBHASH AGRAWAL)

COMMISSIONER OF CUSTOMS, NS-G

To:

1. The Chief Commissioner of Customs, Mumbai Zone-II, JNCH for information.
2. The Pr. Commissioner of Customs, NS-1, JNCH
3. The Commissioner of Customs, NS-G/ NS-II / NS-III/ NS-IV / NS-V, JNCH
4. All Additional / Joint Commissioner of Customs, JNCH
5. All Deputy / Assistant Commissioner of Customs, JNCH
6. All Sections / Groups of NS-G, NS-I, NS-II / NS-III/ NS-IV / NS-V, JNCH
7. The DC/EDI for uploading on the JNCH Website