

OFFICE OF THE COMMISSIONER OF CUSTOMS (NS-GENERAL)

Jawaharlal Nehru Custom House, At & Post Sheva, Taluka: Uran,

District: Raigad, Maharashtra – 400 707

F.No. S/43-901/2018-19 PSO JNCH

Date: 01.08.2018

PUBLIC NOTICE No. 114/2018

Subject: 'Standard Operating Procedure for movement of Domestic Containers from hinterland (ICD's) to JNPT Terminals – reg.

Attention of Exporters, Importers, General Trade, Port Terminal Operators, Shipping Lines/Shipping Agents, CFSs coming under the Jurisdiction of JNCH, NhavaSheva and all other stakeholders is invited to in-principle agreement of this office to promote movement of domestic cargo/ container along with EXIM cargo. This would reduce logistics and transportation cost both for the EXIM as well as domestic trade by optimum utilization of existing operational infrastructure.

In this context, below mentioned standard operating procedure is hereby prescribed in relation to movement of Domestic Containers by Rail/Road by CONCOR from its various ICD's to JNPT port terminals and vice versa.

(A) INBOUND DOMESTIC MOVEMENT FROM HINTERLAND TO JNPT TERMINALS:

1. Movement by Rail

1.1 Domestic Cargo stuffed in CONCOR containers (which are different and distinctly identifiable from EXIM containers) and sealed with CONCOR seal would be moved by CONCOR from its hinterland ICD (it is clarified that this permission/procedure would be applicable to Rail/Road movement by CONCOR only and would be limited to ICD/CFS operated by it).

1.2 Such CONCOR containers will be loaded on train for movement to Port under jurisdictional Customs supervision. On or before departure of containers from ICD, train summary would be prepared by the CONCOR and the same would be endorsed by concerned Customs officers.

1.3 CONCOR shall submit the train summary (pre-advice note) to the concerned Terminal of JNPT based on advance train summary data from respective ICDs.

1.4 Port Terminal shall generate the pre-advice report and shall seek approval of Customs Boarding Office before rake arrival. The Proper officer for granting permission for arrival of rake by rails on the basis of pre-advice is Superintendent Boarding.

1.5 On arrival of the rake, the Port Terminal will update the arrival details in Port Computer System and after obtaining necessary endorsement of Customs, the domestic containers would be offloaded & stacked **at a separate designated area** of the terminal. Such designated area needs to be identified by the terminal concerned and one time approval of DC/AC (PG) needs to be obtained.

1.6 The Port Terminal Gate Officer (Preventive Officer) shall carry out necessary seal verification and container status and shall endorse the same on Train Summary accompanying the domestic cargo. Train Summary shall inter-alia contain following details:

- Name/address of the consigner and consignee.
- Weight & size of the container.
- Place of origin and destination of cargo.
- Description and quantity of goods.

Apart from the above, DC/AC (PG) may require CONCOR/ consigner/ consignee to furnish such additional information as may be required in individual cases.

2. Movement by Road

2.1 Domestic cargo could also be brought inside terminal by Road, for onwards domestic inland movement by Rail. Such cargo would be stuffed in CONCOR containers which are different and distinctly identifiable from EXIM containers and sealed with CONCOR seal.

2.2 On arrival at the terminal gate, CONCOR seal shall be checked by the gate officer and same shall be endorsed on the cargo receipt (Inland way bill) issued by CONCOR which shall provide details of the cargo as specified in para 1.6 above.

2.3 Such inbound cargo stuffed in CONCOR containers and brought into the port terminal shall be stacked separately in the designated area earmarked by the terminal for domestic cargo as in para 1.5 above.

3. In both the above cases, that is movement by rail or road, if seal is found tampered, cargo shall not be allowed inside the terminal under any circumstances. In cases seal tampering is discovered inside the terminal area, same shall be subject to 100% examination by moving the cargo to choice (by CONCOR) CFS under customs supervision. Cost of such movement and examination shall be paid/ absorbed by CONCOR. Similarly no reworking/processing of any kind whatsoever of domestic cargo shall be allowed inside the terminal area.

4. Any instance of tampered seal shall immediately be brought to notice of DC/AC (PG) who would take further necessary action as required and deemed appropriate.

5. Port Terminal shall submit the re-conciliation report i.e. inbound pre-advice approval versus actual arrival to Customs Boarding Office, JNCH on weekly basis.

(B) OUTBOUND DOMESTIC MOVEMENT FROM JNCH TERMINALS TO HINTERLAND:

1. On arrival of domestic containers at terminal, and after performing due Customs formalities, the domestic containers shall be off-loaded to the designated area by the Port Terminal.

2. The Port Terminal shall generate pre-advice and would seek Customs approval for movement of domestic containers to the rail siding yard.

3. Verification of seals as well as container status while moving these containers from designated domestic cargo space to rail siding inside the terminal (this movement would be inside the terminal customs area) shall be performed by the terminal concerned and information will be updated in computer system.

4. Outbound train summary shall be prepared by CONCOR clearly indicating breakup of EXIM cargo and domestic inland movement of cargo. The same shall be submitted by CONCOR to customs which would conduct random seal checks and shall endorse the document.

5. CONCOR will supervise the allocation of rakes and movement of rail to the concerned ICD's after following due procedure as prescribed for movement of EXIM SMTP cargo by rail.

6. Port Terminal shall submit the re-conciliation report i.e. outbound pre-advice approval versus actual departure to Customs Boarding Office, JNCH on weekly basis.

(C) GENERAL INSTRUCTIONS:

1. There shall be no examination of the domestic cargo brought in for inland movement except when seal has been found tampered inside the terminal area. In that condition, cargo shall mandatorily be examined 100 percent after moving the same to any CFS of CONCOR choice under customs supervision.

2. In case of loading of domestic containers along with EXIM containers on the same rail, CONCOR will ensure that the containers for domestic movement shall not mix with the EXIM containers and such domestic containers shall be loaded on the train separately.

3. Further intention behind these instructions is trade facilitation which could not be taken to alter the very nature of port terminals as a place of loading/unloading of EXIM cargo. Therefore it is also prescribed that any outbound rail movement of cargo by CONCOR shall have at least 50% EXIM cargo of the total cargo and priority in loading a rake shall always be given to EXIM cargo.

4. The preventive officers with the prior approval of Additional Commissioner/Joint Commissioner of Customs, Prev (General), JNCH may from time to time carryout random check so as to ensure that no domestic cargo is/are 'inadvertently or intentionally' mixed with EXIM cargo.

5. The domestic cargo carrier shall file an Indemnity bond indemnifying Customs from any case of prohibited / restricted goods booked by any investigating agency in the domestic cargo or against any action which is liable to be taken under Customs Act or under any other law for the time being under force.

6. Difficulty, if any may be brought to the notice of Deputy/Assistant Commissioner of Customs (P/G), JNCH.

7. Action to be taken in terms of decisions taken in this Public Notice should be considered as Standing Order for the purpose of Officers and Staff. Non-compliance with the procedures prescribed will attract action under the provisions of Customs Act, 1962 and Handling of Cargo in Customs Area Regulations, 2009 and also under any other law as applicable.

Sd/-
(UTKAARSH R TIWAARI)
Commissioner of Customs (NS-Gen)

Copy to:

1. The Chief Commissioner of Customs, Mumbai Cus Zone II
2. Commissioner (NS-I, NS-II, NS-III, NS-IV, NS-V & NS-Gen)
3. All Additional/Joint Commissioner of Customs, JNCH
4. All Deputy/Assistant Commissioner of Customs, JNCH
5. All Sections/Groups of JNCH
6. Supdt/Boarding, JNCH/ Gate Officer (All Terminal)
7. CONCOR/Port Terminal(JNPT/GTI/NSICT & NSIGT)
8. MANSA/CSLA/BCHAA
9. AC/DC, EDI for uploading on JNCH website.
10. Notice Board
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