

**OFFICE OF THE COMMISSIONER OF CUSTOMS (EXPORT),  
JAWAHARLAL NEHRU CUSTOM HOUSE  
NHAVA SHEVA, TAL- URAN, DIST: RAIGAD  
MAHARASHTRA 400 707**

F. No. S/12-Gen-57/2007-  
AM(X) [REDACTED]  
[REDACTED]  
[REDACTED] Date : 24. 4. 2007

**STANDING ORDER No. 16 / 2007**

[REDACTED]

[REDACTED]

**Sub : International Transhipment of LCL Containers at Nhava Sheva Port - - -**  
**reg.**

Attention of all the officers is invited to the Board's Circular No. 14/2007- Cus., dated 16<sup>th</sup> March, 2007 regarding International Transhipment of Less than Container Load (LCL) cargo through four designated ports including Nhava Sheva Port.

◆

As per sub-section (2) of section 54 of the customs Act, 1962, transhipment of imported goods to any place outside India, shortly referred, as **INTERNATIONAL TRANSHIPMENT** is allowable. However, such transhipment facility is not allowed in respect of goods prohibited under section 11 of the Customs Act, 1962. Presently, international transhipment of imported goods in **Full Container Load ( FCL )** is being permitted by the field formations. The Board has decided to introduce transhipment facility for imported goods in **Less than Container Load ( LCL )** through four designated ports including Nhava Sheva port under the jurisdiction of Jawaharlal Nehru, Custom House, Sheva, Navi Mumbai.

To start with, the facility of international transshipment of LCL cargo would be provided at CWC, Container Freight Station, Dronagiri Node (hereinafter referred to as the custodian) which has been notified for the purpose vide Notification F.No S/12-Gen-57/2007-AM(X), dated 24.4.2007 issued by this office. This additional facility would also be a measure of trade facilitation and is expected to provide transshipment facility to international Shipping Lines/NVOCCs/Consolidators and enable Nhava Sheva port to act as international transshipment hub in the Indian Ocean region.

2. The following procedure shall be adopted on arrival of the International Transshipment (ITP) Containers of LCL cargo:-

i) The application for international transshipment of LCL cargo through Nhava Sheva port may be made by the Master of vessel or his authorized agent/Non-Vessel Operating Common Carrier (NVOCC) or any other person, duly authorized in this behalf by the foreign supplier, to the Dy./ Asstt. Commissioner of Customs in charge of Import Noting. The Containers having ITP cargo shall be allowed to be offloaded only after filing of Import General Manifest (IGM) with Customs. The ITP Container details such as Container number, broad description of goods etc. shall be mentioned in the IGM. In the electronic IGM, there are fields for specifying (a) Port of Destination, and (b) Cargo Movement Code.

ii) For cargo movement, there are three codes, which need to be filled correctly with proper port of destination. These are explained in detail as follows :-

2. **LC - Local Cargo:** This refers to the port code where cargo is delivered. It is the same as the port of arrival.
3. **TC - Transshipment Cargo:** It refers to international transshipment cargo and the port of destination shall be port code where transshipment cargo is destined to be delivered.
4. **TI - Transshipment to ICD:** This is the local cargo meant for transshipment to hinterland port i.e. ICD. The port of destination is the Port Code of ICD.



(B/E) and Delivery order from the Shipping Line/Consolidator, as per existing Customs procedure for clearance of imported Goods.

vi) The cargo meant for ICD (TI cargo) will be segregated ICD/CFS-wise and stuffed in the new container nominated by the Shipping Line/Consolidator. The custodian will prepare tally sheet and stuffing sheet showing details of TI cargo, the previous Container No., IGM/Item No, details of new container. The Shipping Line / Consolidator will file sub-IGM for TI cargo to be moved to nominated ICD/CFS with customs only after acceptance of sub-IGM by the Customs, the TI cargo will be re-stuffed. The sealed container after stuffing of TI cargo will be moved by Shipping Line/Consolidator as per procedure in vogue for consolidation of imported ICD cargo at the gateway port. For transshipment of re-stuffed TI cargo in the new container for different destinations (ICD/CFS), the concerned shipping line/consolidator shall move the sealed container as per the provisions of the Goods Imported (Conditions of Transshipment) Regulations,1995 and notifications / Public Notices issued thereunder. After completion of Customs formalities and clearance of LCL (Import) cargo at the respective ICD/CFS, a copy of the sub-IGM will be sent back to the Customs authorities at Nhava Sheva for confirmation/closure of IGM.

vii) Whenever transshipment cargo is required to be exported to the foreign destination, the Shipping Line / Consolidator shall file a stuffing request with AC/DC, CWC, CFS, Dronagiri Node. He shall also furnish the details of TC cargo including its IGM/ITP No. under which it had arrived. He would further furnish details of the domestic export cargo which is to be stuffed in the container along with TC cargo.

The ITP LCL cargo (TC cargo) meant for the foreign port would be forwarded from the designated shed meant for International Transshipment Cargo on the day of stuffing and be taken directly to the nominated container for re-stuffing purpose under the supervision of Customs officer. While forwarding the cargo for stuffing, the mark number and other details on the ITP/TC cargo will be tallied and the shifting will be done by the custodian, to ensure its secure stuffing

in the nominated container along with domestic export cargo. The container after stuffing will be sealed in presence of Customs Officer. The custodian will move the sealed container to the port (JNPCT/NSICT/GTI) terminals as mentioned in the stuffing sheet under the custodian-cum-carrier bond of appropriate value filed by them for this purpose.



A tally sheet as per physical stuffing of cargo in container will be prepared by the custodian. The stuffing sheet will be generated by the custodian, from their system after completion of stuffing and sealing of container as per the procedure in vogue for stuffing/sealing of export containers at CFS.

All details will be entered in the system for each container carrying ITP cargo by the custodian, so as to ascertain receipt of ITP container, de-stuffing of its cargo, segregation of LC, TC and TI cargo, re-stuffing of ITP/TC cargo, despatch of ITP cargo to the port and TI cargo to the ICD/CFS and delivery of LC cargo, as and when required by customs.

viii) The details of LCL ITP/TC cargo will also be entered in the Export General Manifest apart from those of domestic export cargo.

3. The custodian will maintain the record of TC, LC and TI cargo, both de-stuffed and stuffed, and submit a monthly summary to Customs. The custodian shall execute a general bond for an amount equal to the appropriate value of goods expected to be imported in 30 days for the purpose of international transshipment. In such bond, the custodian should undertake to export transshipment cargo within 30 days of the entry inwards of the importing vessel or within the extended period as Commissioner of Customs (Export), JNCH, Nhava Sheva may allow and follow all the relevant Acts, Rules and Regulations in force.

4. The custodian will be responsible for safe handling of the LCL Cargo. They will ensure that there is no intermixing of ITP LCL Cargo with other cargo except under the provisions of this Standing Order.





**COMMISSIONER OF CUSTOMS  
(EXPORT)**