

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

F.No F.No.S/6-Boarding-Misc-

11/2010

Date :13/08/2010

STANDING ORDER
NO.43/ 2010.

Sub: Salvage and storage procedures to be followed by MSC Agency, Hind CFS and GTI for the cargo salvaged from MSC Chitra, which has collided with Khaleeja III on 07.08.2010.

Commissioner (Export) held a meeting with MSC Agency, Hind CFS and GTI to discuss the procedure to be followed for the cargo salvaged from MSC Chitra, which has collided with Khaleeja III on 07.08.2010. After detailed deliberation and considering the exceptional situation, following procedure is prescribed:

2 Hind terminal CFS and CWC Distripark CFS are nominated to store the salvaged cargo/containers. Initially, all cargo would be taken to Hind Terminal and when storage capacity is full, then the cargo would be taken to CWC Distripark CFS. The GTI (Port Terminal Handler) agreed that they would permit cargo brought by barge or other means to be discharged at their Jetty. As per request of M/S MSC, they are allowed to load the cargo/ container from barge/vessel directly on Vehicle (Container trailer) and vehicle will directly move to CFS.

3 The MSC Agency will identify each container brought at Port Terminal and provide full details of containers, like whether it contains any hazardous cargo, Port of loading, Port of discharge, declared cargo etc. For hazardous cargo, MSC Agency should take

required clearances from concerned agencies as to whether it is safe to transport the cargo to CFS and to store it there. ♦ Only after that certification, customs would allow taking the said cargo to CFS. ♦ The entire work of salvaging would be supervised by authorized surveyors and they would also take photographs of each container/cargo when it reaches the Port Terminal. ♦ They will also give them report about condition of container, whether cargo is available/not available/partly available. ♦ The report of surveyor would be submitted to Superintendent / Preventive Officer posted for supervision of the work. ♦ No examination of cargo would be carried out at Terminal jetty. ♦ Depending upon the condition of container/ cargo, it should be segregated in following categories:

1. Container in sound condition with intact seal
2. Damaged Containers (Full / Part missing cargo)
3. Empty Container
4. Loose Cargo

4♦♦♦♦♦♦♦♦ As the Ship MSC Chitra has not crossed Indian territorial waters, for bringing the salvaged cargo to the Port Terminal, there may not be any need for filing entry inwards application. However, for cargo meant for other port, the Shipping Line should file amendment to the IGM already filed by MSC Chitra on weekly basis under the IGM number of MSC Chitra. ♦ If a particular container is identified from the IGM already filed as empty container, then such container could be transported to empty container depot for which the normal procedure of obtaining permission from the DC(PG) and container cell should be followed. ♦ The status of these containers i.e. empty or otherwise would be verified by Preventive Officer.

5♦♦♦♦♦♦♦♦ Once the container/cargo reaches the Port Terminal, the shipping line would file an application for allowing the movement of container/cargo giving the details, which are filed in the IGM like the container number, size, original seal number, port of loading, port of discharge, declared description of the cargo etc. ♦ These details can

be given as enclosure to the application. However, in the application, the Container number, size and condition of container of the cargo should be specifically given. The Shipping company would mention the name of the CFS where they want to carry the cargo. They will also undertake to abide by all the provision of the Customs Act or any other law in relation to said container/cargo. The said application along with the surveyors report would be submitted to the Superintendent (Boarding). The Superintendent/ Preventive Officer would examine the seal number, condition of container as certified by the Surveyor and confirm the said facts. The Vehicle number under which the cargo would move from the Port Terminal to CFS would also be mentioned at the time of granting permission by the officer. If the container is found to be in damaged condition, steps would be taken to put a sling around the container. If the container is otherwise found to be in sound condition but only the seal is broken, in that case a new seal of the shipping company would be affixed and the seal number would be entered by the preventive officer in the application.

6 The request letter would also be accompanied by the mate receipt for each container loaded from Nhava Sheva and the mate request format for other containers. In case of loose cargo, a photograph of the loose cargo should also be enclosed with the letter. MSC Agency should submit two copies of the said application to the Superintendent (Boarding Office). The Boarding office would retain one copy for record and grant permission in the other copy and return to MSC Agency which would be carried along with the Vehicle for movement to CFS. The gate Preventive Officer posted at JNPT would allow the movement of cargo out of Port premises on verification of the said permission. Every permission would be serially numbered and a running serial number viz. 1/Chitra Salvaged Cargo/Date could be used while giving the permission by the Preventive Officer. The details of such permission would also be entered under the same serial number in a separate register to be kept in the Boarding Office.

7. As far as the escort of the cargo from the Port Terminal to CFS is concerned it is decided that, only if the container is found to be in damaged condition and containing cargo or in case of loose cargo, the Preventive Officer would escort the cargo to CFS. In such case as far as possible number of such trailers should move together in order to avoid the presence of Preventive Officer for each Vehicle. The movement of such cargo should be done in the day time only.

8. On receiving cargo at the CFS, the Preventive Officer posted there would verify permission letter and the condition of the cargo/container and permit entry of the container/cargo in the CFS. For this purpose, CFS would maintain a separate register wherein the permission serial number as given above would be entered and the said register would be signed by the security personnel of the CFS as well as by the Gate Preventive officer.

9. In the CFS there would be separate places for keeping the following cargo

1. Hazardous Cargo
2. Container loaded from Nhava Sheva
3. Container meant for discharge at Mundra Port
4. Container meant for other foreign countries
5. Loose cargo

10. With regard to the containers which have reached to the shore at far off locations like Alibaug, Revdanda, Uran etc., it was decided that MSC Agency will approach the jurisdictional Marine and Preventive Office who would make arrangement for escorting of these cargo/ containers to the concerned CFS. For this purpose, they may follow the procedure of filing application giving the particulars as discussed in point No.3 above. However, serial number of said permission would be different. It may follow the serial number like M&P/1/Chitra Salvaged Cargo/2010.

11. MSC Agency should submit daily report about the total containers/cargo which has reached JNPT and moved to the CFS as well as the cargo of the containers moved from some other locations by the office of Marine & Preventive to CFS. In this report they would give information viz. Container number, condition of container, port of loading, port of discharge and the total number of containers/cargo. This daily report should be submitted on next day at 11 a.m. to DC(PG), Nhava Sheva Customs.

12. After the salvage operation is completed, the shipping line shall provide a status report for each cargo/container loaded from Jawaharlal Nehru Port stating whether cargo of each Shipping Bills has been accounted for or lost. Further as the ship has not crossed the Indian territorial water, Shipping Line has been instructed to file only manual copy of EGM and they should not file the EGM electronically.

13. Any difficulty faced in implementing this Standing Order may be brought to the notice of undersigned.

Sd/-

(SUSHIL SOLANKI)
COMMISSIONER OF CUSTOMS (EXPORT)

To

All the Concerned.

Copy to:-

1. The Chief Commissioner of Customs, Mumbai Zone ◆ II
 2. The Commissioner of Customs (Import), JNCH
 3. All the Addl./Jt. Commissioner of Customs, JNCH
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