

**OFFICE OF THE COMMISSIONER OF CUSTOMS(NS III)
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TAL:URAN, DISTT.RAIGAD, MAHARASHTRA-400 707**

F.NO S/V-30/MISC-109/2015 CSD

DATE :23.03.2015

MINUTES OF THE MEETING HELD ON 18/03/2015

**Sub: Procedure for movement of containers selected for scanning from Port
Terminal to Scanner/CFS. PN 68/2006 dated 28/11/2006- reg.**

To discuss issues relating to scanning of containers a meeting with various stakeholders was held on 18/03/2015 under the chairmanship of Smt. Seema Jere Bisht, Commissioner of Customs(NS-III). Representatives of all the 3 Port Terminals, majority of the CFSs, CFSAI, BCHAA attended the meeting. List of participants is enclosed as Annexure.

2. Commissioner of Customs (NS-III) informed the stakeholders present that the meeting had been convened to discuss issues relating to movement of containers for scanning and to find solutions to the difficulties faced by various stake holders to ensure smooth and seamless scanning operation in minimal time and streamlining the entire process without any deviation from the laid down procedures. Accordingly, issues were discussed at length as under.

3. Non-adherence to provisions of the Public Notice No. 68/2006 and 15/2013 was discussed. The Commissioner pointed out that it had been observed that some of the selected containers are not being scanned in time, in compliance with Public Notice no 68/2006 and 15/2012. CFS representatives informed the chair that quite often the terminal operators release the containers before the generation of the scanning list hence they reach the CFSs and have to go back for scanning . Three main reasons were identified for the delay in sending containers selected for scanning directly to the scanner ,after exit from port terminal:

(i) **Delay in generation of scanning list :** The Port Terminal Operators stated that they operate on very tight time schedule and discharge begins as soon as entry inwards is granted. The stacking is done on the basis of the CFS's concerned and CFS's send in their trailer, each trailer picks up 2 containers based on an automatic loading system. The CFSs informed that a trailer with 2 containers cannot enter the Fixed Scanner due to weight limitations. Hence if on one trailer there are two different types of containers, one selected – one otherwise, they are compelled to take it to the CFSs to offload the other one, then bring back the container selected for scanning to the scanner.

(ii) Inability of the system software at GTI and NSICT to segregate the containers selected for scanning, load them singly on the trailer.

(iii) Load only 1 container on a trailer.

(Action: Terminal operators)

4. Inward entry of IGM by the boarding officer: Stakeholders pointed out that there is a time-lag in submission of inward entry in the ICES 1.5 by the Boarding Office, resulting in delay of the IGM getting processed for generation of scanning list. Shri Rajesh Gosalia, BCHAA stated that the delay is particularly acute on holidays and Sundays.

4.1. Commissioner informed the members that issue has been resolved and it is ensured that the inward entry of the IGMs are made on holidays and Sundays and the time lag has been reduced to the minimal. Directions were given to DC/PG to ensure that entry inwards is granted without any delay and entered in the ICES 1.5 in the shortest possible time.

(Action: DC(PG))

5. Separate Stacking of the Scan-hold containers: Commissioner urged the Terminal Operators to stack the Scan-hold containers separately so that it will be easier for the terminal operators to deliver the Scan-hold containers to the respective CFSs for speedier scanning.

5.1. The representatives from the Terminal operators pointed out that there is a space constraint in the terminals and hence feasibility for segregated stacking of scan-hold containers needs to be looked into. Hence Commissioner said that once the scanning list were given in advance they will have to do so.

5.2. Shri Atul Jahagirdar, GTI, stated that the unloading of the containers begins immediately after berthing of the vessel and at that stage, they do not have the scanning list. Hence they are not in a position to segregate the containers selected for scanning for stacking separately because containers are stacked as per a pre-determined plan based on their own software. If the scanning list is generated on receipt of Prior IGM, Port Operators would be in a position to segregate containers as per the scanning lists. It was also pointed out that advance filing of IGM (24 Hours in advance) prior to entry inwards is a statutory requirement. There was a general consensus among all the three Port Operators, that if scanning lists are provided to them in advance i.e before the discharge starts from the vessel; the containers selected for scanning can be stacked separately.

The terminal operators were unanimous in their view that if the scanning list was made available to them prior to discharge they would ensure separate stacking of selected containers to ensure fast evacuation of such containers. They cannot hold on to containers for very long period in port area as space is a constraint.

It was agreed that Department would do its best to explore the possibility of providing this list to them prior to commencement of discharge from the vessel.

However, it was agreed that pending this they would try to ensure that selected container one loaded in single number on one trailer

(Action: All Port Operators)

5.3 Commissioner, RMD opined that in case of Prior IGM is filed before berthing of the vessels there will be instances where more changes are added in the final IGM and also there will be subsequent amendment in IGM as per request of shipping lines/importers. In such cases there may be generation of multiple scanning lists and more containers are likely to be selected and by that time such selected containers would have moved to concerned CFS. In that case, it would be the responsibility of the CFS to present the selected containers for scanning at the Fixed Scanner. CFS representatives stated that such instances may not be too large in numbers and can be handled suitably.

5.4. Commissioner RMD was requested to explore the possibility of providing the scanning list on prior IGM and at least 8 hrs before the berthing of the vessel. He has agreed to do the needful.

(Action: RMD/CSD)

6. Loading of 2x20 ft containers being transported on a 40 ft trailer for scanning:
It was pointed out by the chair that one of the reasons for delay in scanning is loading of 2 x 20 ft containers on a 40 ft trailer out of which either one or both containers may be meant for scanning. Under such situation containers cannot be scanned at Fixed Scanner as the scanning machine is not equipped to scan both the containers together. CFS representatives informed the chair that in such a situation, the CFSs are forced to take both the containers first to their respective yard to offload one container and thereafter bringing the scanning container to the Fixed Scanner on a later date which sometimes take as long as 3-4 days.

6.1. Shri Padmanabhan, representing CFSAOI, stated that terminal operator should load only one container selected for scanning on one trailer, which will save lot of time as well as the transaction cost.

6.2. Shri Atul Jahagirdar of GTI expressed his reservation regarding the same and stated that at present while issuing the EIR at the entry gate, the containers allotted for being lifted are determined by the system without any manual intervention and the containers so selected depend on the stacking and the best-pick/ easy-pick containers are selected for loading on trailers. They are unable to indentify and segregate these scanning containers.

6.3. Stakeholders felt that to solve the problem arising out of twin loading of containers on a single trailer, delivery of a single scanning selected container on one trailer is the only solution. Accordingly, all the terminal operators agreed to look into the issue and explore the possibility of loading single selected container on one trailer to sort out the issue. They also assured to devise some method regarding pick up of scanning containers only by tweaking their system software and revert back on the issue within two or three days.

(Action: Terminal Operators)

7. Scanning Window: Shri Padmanabhan of Seabird CFS and Shri Nishith Joshi of Hind Terminals, stated that CFSs may be granted atleast 24 Hrs for the scanning of the containers on account of general traffic congestion in the JNPT area as well time taken in delivery inside the terminal area.

7.1. Till the modalities of loading of the single selected container on one trailer are worked out by the Terminal Operators, Commissioner agreed to grant the CFSs a window of 18 hrs for the first week and 12 hrs thereafter to get all the containers scanned at the Fixed Scanner. She also impressed upon the CFSs representatives that in case of any deviation from the laid down provisions, serious view will be taken. She also stated that in the case where the inordinate delay is due to the circumstances beyond anybody's control, the container will be allowed to be scanned by the Asst. Commissioner (CSD) after examining the genuineness of the case.

7.2 All members of the CFS agreed to the proposal and assured the chair that they will follow the procedures scrupulously.

(Action: CFS operators)

8. Time stamping on EIR at the time of Port exit: Shri Dubey, Regional Manager, CWC stated that there is no exit-time stamped/recorded on the EIR at the time of exit of trailers from the port gate and as such makes it difficult to monitor time-adherence to Customs Public Notice. Shri Nishith Joshi, Hind Terminals, pointed out that earlier there was a practice of Port-out stamping of the gate pass, however that was discontinued and at present the EIR is showing only the Port-In time. It was stated that actual Port-Out time is somewhere between 4 to 10 hrs from the Port-In time. CFS representatives also stated that Scanning window period should start from the Port-Out time which is presently not mentioned on EIR. Commissioner instructed the Port Operators to immediately find a solution to time stamp the Port exit on the EIR copies, in absence of which calculation of the time period would not be possible.

8.1. Shri Atul Jahagirdar of APM terminal stated that the actual Port-Out time is available to be viewed by registered users. CFS representatives pointed out that at present there are only 18 CFSs registered as registered users. Terminal operators were directed by the Commissioner not only to make such data available to all CFSs but to provide the same on EIR itself. CFS representatives appreciated this move that will help them monitor the time taken by trailer to reach the scanner after exiting the Port. Port Terminals assured that they would examine this and get it done. JNPCT has also agreed to address the said issue.

(Action: Terminal Operators)

9. Shri Padmanabhan of CFS, Seabird informed that they are able to track their containers due to the GPS system. Commissioner also advised all CFSs to install GPS on all the trailers transporting the containers so that those can be effectively tracked and monitored. All the CFS operators agreed to the proposal and assured to take appropriate step in this regard. Commissioner asked ADC/CSD to send a note to ADC/ CFS

Management Cell to make a necessary condition to have GPS enabled transport hired by each CFS

(Action: CFS Operators)

10. Providing scanning lists to Port Operators and all CFSs: Shri P.G. Rao, JNPT, pointed out that they are not getting the scanning list. This was found surprising since scanning list is provided to JNPCT. However, Commissioner instructed all concerned to provide their authorized generic e-mail IDs to CSD/RMD so that they can receive the scanning list on time and act accordingly.

(Action: JNPT)

11. Delay due to Mobile Scanner Container being scanned at Fixed Scanner: It was pointed out that in many instances, CFSs are taking containers selected for mobile-scanner out of the Port terminal without scanning and thereafter bring them to the Fixed Scanner for scanning after a gap of few days causing extra load on the Fixed Scanner and delay in scanning. CFSs stated that this happens when the containers are removed from terminal area before generation of scanning lists and also sometimes due to ignorance of driver of the trailer.

11.1. CFS representative suggested that Gate PO could be instructed to check the scanning stamp of Mobile Scanner on the EIR copy and allow the container out of the terminal only if it has been scanned at Mobile scanner if selected for M-Scanner. Commissioner agreed to examine the matter in consultation with Commissioner (Gen).

11.2. Commissioner emphasized the importance of scanning and instructed all the CFS Operators to advise/instruct their transporters to educate the drivers accordingly

(Action: CFS operators)

12. Long Queue at Fixed Scanner at the time of PMI: It was noted that on the day when PMI is undertaken, the fixed scanner is not available for scanning and hence there is a huge pile up of the selected containers at the Fixed Scanner and remain in queue till the PMI is over. This has a cascading effect as more and more containers are added in the queue as few more scanning lists are generated during the period with the arrival of new vessels. Sometime it take two three days to clear the backlog pending for scanning. It was suggested that during the PMI of Fixed Scanner, the option of scanning the whole lot of containers at mobile scanner inside the Port at Mobile Scanner except those of scrap containers and those originating from Pakistan could be considered. It was also suggested that the number of containers selected for scanning during such days could be reduced. Commissioner agreed to examine the same.

(Action : AC/ CSD)

13. The meeting ended with thanks to the Chair.
14. This issues with the approval of Commissioner of Customs (NS-III) ,JNCH


23/03/2015
(P.K. Patnaik)

Asstt. Commr.of Customs
Container Scanning Division

Copy to:

- 1) Chief Commissioner of Customs, Mumbai Zone II, JNCH, Sheva
- 2) Commissioner of Customs (Gen)
- 3) Commissioner of Customs (NS-III)
- 4) EDI for uploading of JNCH website
- 5) DC/Appraising Main(I)
- 6) DC/PG
- 7)All Members
- 8) Office Copy

ANNEXURE I
LIST OF PARTICIPANTS AT THE MEETING

No.	Name of the Officer Shri/Smt	Name of The Organisation
1	Seema Jere Bisht,	Commissioner of Customs (NS III)
2	S.K..Vimalnathan	Commissioner (RMD)
3	Aseem Kumar	Addl Commissioner
4	P.K. Patnaik	Asstt. Commrr.(CSD)
5	Vishal Chaudhary	Deputy Commrr (PG)
6	Prashant Mhatre	ULA
7	S.R. Shah	ULA
8	Vinish M.G	Oceangate
9	S.C. Maini	GDL
10	Ketan Mhatre	GDL
11	Ramesh Shinde	SBWL (Balaji)
12	Ashwin	Punjab Conware
13	Joao Noroula	Continental
14	Mahesh Kali	Continental
15	Capt. Makranad	TTSPL
16	Rahul N.	CWC Logistics Park
17	Capt. Nishit Joshi	Hind Terminals
18	S. M. Salian	All Cargo /TLP
19	Jude Fernandes	Indev
20	Rajesh Huder	Speedy
21	Rajan Sawant	Speedy
22	P.G. Rao	JNPT
23	Nana Zawar	Navkar
24	A.P. Prajapati	Ashte
25	George Joseph	Ashte
26	V. Padmanabhan	Seabird
27	Laksha Tadadikar	Ameya
28	Atul Jahagirdar	APM Terminal
29	A.K. Dubey	RM, CWC
30	S.L. Dalvi	BCHAA
31	Paresh Shah	BCHAA
32	Ganpat P. Korde	BCHAA
33	Ranabir Kar	Forbes & Co
34	Jayesh Mekar	Indev
35	Rahul Mhatre	D.P. World
36	Pramod Parave	APMI
37	Ravi Prasad	JWC
38	Milan Desai	BCHAA
39	Rajesh Gosalia	BCHAA
40	K.M. Tope	MSWC