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GOVERNMENT OF INDIA
OFFICE OF THE COMMISSIONER OF CUSTOMS (PORT)
CUSTOM HOUSE, 15/1 STRAND ROAD, KOLKATA- 700001

Public Notice No. 27/2018 dtd 28.3.18

Subject : Transshipment of imported containerized cargo from Haldia.

1. Shipping Lines operating at Haldia have proposed to utilize Haldia as a Transshipment Port for Bangladesh containerized cargo, both originating from Bangladesh or destined for Bangladesh. Kolkata Port Trust has requested Customs to issue suitable notification accordingly.
2. The facility of Transshipment of such Bangladesh containerized cargo has been considered in terms of Customs Circular No. 14/2007 dated 16.03.2017 read with Section 54 of the Customs Act, 1962.
3. The following procedure shall be followed, for using Haldia Port as a Transshipment Port for Bangladesh bound/originating container traffic.
 - (i) The application for International Transshipment (ITP) of Full Container Load (FCL) cargo can be made by the master of the vessel or his authorized agent, Non-Vessel Operating Common Carrier (NVOCC) or any person duly authorized by the foreign supplier.
 - (ii) No goods for International Transshipment should be unloaded from the vessel until the permission for the same is given by the Deputy/Assistant Commissioner of Customs, Haldia Port, authorized in this behalf by the Commissioner of Customs (Port), on the basis of manifested details in Import General Manifest (IGM).
 - (iii) The International Transshipment 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. For cargo movement, there are three codes which need to be filled correctly with proper port of destination. These are explained as follows:
 - (a) 'LC' - Local Cargo: This refers to the port code where cargo is delivered. It is the same as the port of arrival.

(b) 'TC' - Transshipment Cargo: This refers to international cargo and the port of destination shall be the port code where transshipment cargo is destined to or delivered.

The details of cargo movement from origin to final destination, and transshipment port will be given in the IGM.

(c) 'TI' - Transshipment to ICD: This is the local cargo where the cargo is meant for transshipment to hinterland port i.e. ICD. The port of destination is the port code of the ICD.

As regards to electronic manifest message, there is a field to specify whether the cargo is FCL or LCL or "EMPTY". This field is called "Container Status". The line and the sub-line numbers provide the inter-linkage between the cargo details and the container details. Therefore, the existing EDI System in ICES can be used for Customs documentation and processing

(iv) The unloading of International Transshipment containers at Haldia Port would be in presence of Customs Officers and the containers would be taken to a separate space, within the port area under Customs escort. Port Authority would provide a segregated secure space for ITP containers.

(v) Customs Officers would examine the seal of the ITP containers and if found tampered, such container should be immediately resealed with the Customs seal in the presence of the Port Authority / Shipping Agent and details should be recorded. Such containers will be examined 100% by the Customs Officers and findings will be recorded and will be put before the Deputy/Assistant Commissioner of Customs, Haldia Port for further action.

(vi) Whenever the FCL cargo is required to be exported to foreign destination, the details would be entered in Export General Manifest.

(vii) Port Authority would maintain the record of ITP cargo, both loaded and unloaded, and submit a monthly summary to Customs.


(viii) Port Authority would be responsible for safe handling of the FCL cargo and ensure that there is no intermixing of ITP FCL cargo with other cargo lying with the Port.

(ix) International Transshipment of cargo needs to be effected within 30 days of Entry Inward of the importing ship. The permission for transshipment would not be given to cargo having arms, ammunition, explosives and other cargo considered as constituting a threat to the security/safety and integrity of the country and other goods attracting prohibition under Section 11 of the Customs Act, 1962. However, goods which are 'restricted' as per the Foreign Trade Policy may be permitted for transshipment to destination aboard. Further, transshipment shall not be allowed to any port/destination, in respect of which any order or prohibition is in force for the time being.

(x) The provisions of Section 48 of the Customs Act, 1962 relating to the procedure in case of goods not transshipped within 30 days after unloading shall apply to the goods meant for transshipment as these are covered under the scope of "imported goods".

4. This Public Notice is valid for six months from the date of its issue. It will be reviewed after completion of six months.

5. Difficulties faced in implementing this Public Notice may be brought to the notice of undersigned.

 28.3.18

(Manish Chandra)
Commissioner of Customs (Port)

F.No.- S37(Misc)-30/2018 SOA (Prev.)
Dated, the 28th March,2018.

Copy to :

1. The Chief Commissioner of Customs, Custom House, Kolkata.
2. The Deputy Commissioner of Customs(EDI), Custom House, Kolkata for uploading on Website.
3. SCH for displaying on Notice Board.
4. General Manager (Traffic),KoPT, Haldia Dock Complex.
5. Office Copy.