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Sea Cargo Manifest & Transhipment Regulations, 2018

General Guidance

Leveraging Technology for Serving Tax Payers

SCMTR, 2018...

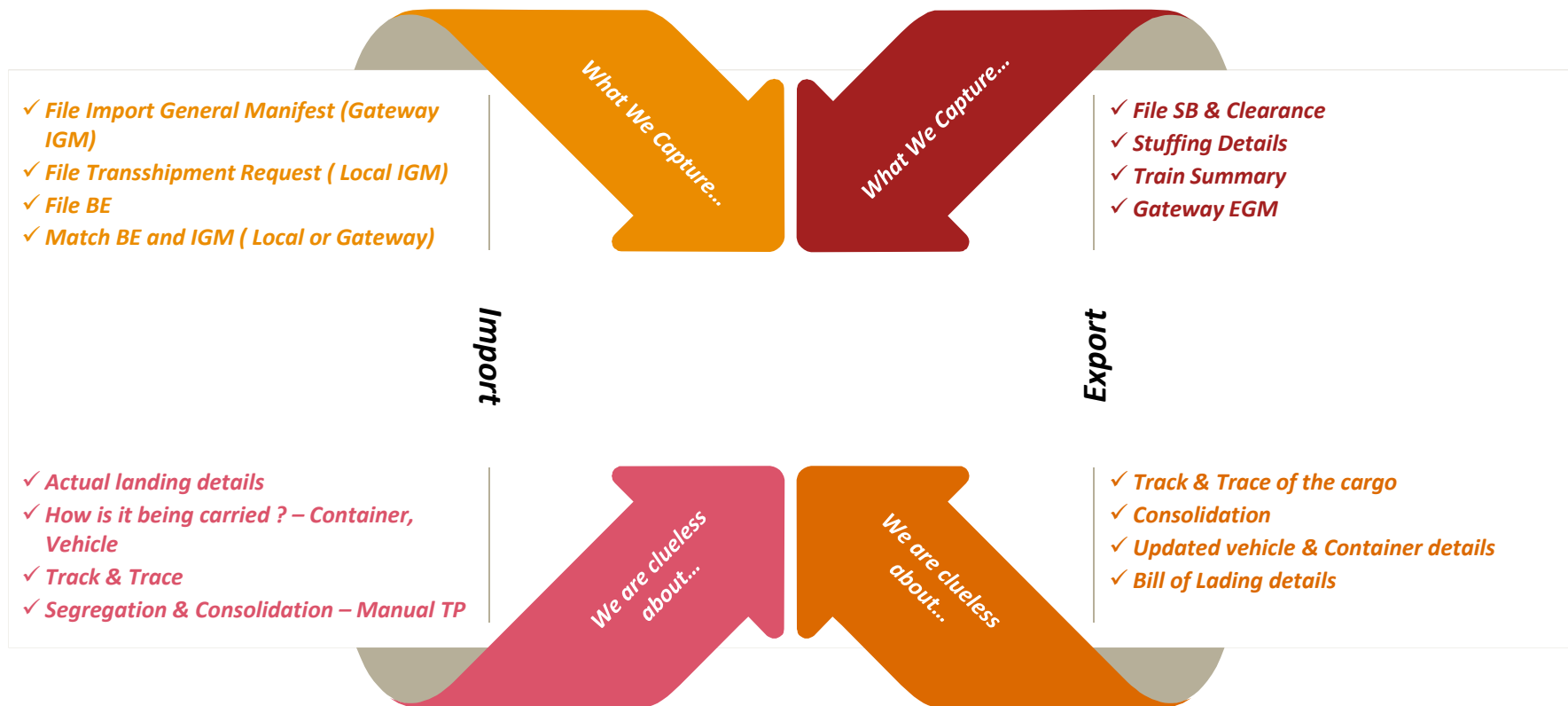
Supersedes

- Import Manifest (Vessels) Regulations, 1971,
- Export Manifest (Vessels) Regulations, 1976 and
- Transportation of Goods (through foreign territory) Regulations, 1965

Introduces

- Arrival Manifest in place of IGM
- Departure Manifest in place of EGM
- Arrival Transshipment Manifest in place of SMTP
- Departure Transshipment Manifest in place of Truck Summary

Current Process...



Additional Features...

- ✓ Covers reporting of all cargo in the ship rather than import/ export cargo (coastal cargo, same bottom cargo)
- ✓ Seeks additional details about every cargo reported (invoice value, HSN etc.)
- ✓ Time of reporting is advanced to the port of departure
- ✓ Ensures track and trace of the cargo reported
- ✓ Includes features necessary for movement of vessel within India

Layers of Reporting

The Three Streams...

- ✓ **Vessel Movement – Foreign to India and India to Foreign**
- ✓ **Customs Inland Movement**
- ✓ **Movement of Cargo**

Vessel Movement

Intent...

- ✓ Advance intimation of the arriving/departing cargo
- ✓ Enhanced risk assessment and facilitation based on the manifest declarations
- ✓ Complete information about a vessel available electronically – including passenger/crew details, ship stores and same bottom cargo
- ✓ Track and Trace of every cargo entering/exiting Indian waters
- ✓ Streamlining of the manifest process and consequent amendments

Types of Cargo...

- ✓ To be offloaded
- ✓ To remain on-board (OB)



- ✓ IM (Imported Goods)
- ✓ OB-DT (Domestic Transit)
- ✓ OB-FT (Foreign Transit)
- ✓ CG (Coastal Goods)
- ✓ EX (Export Goods)

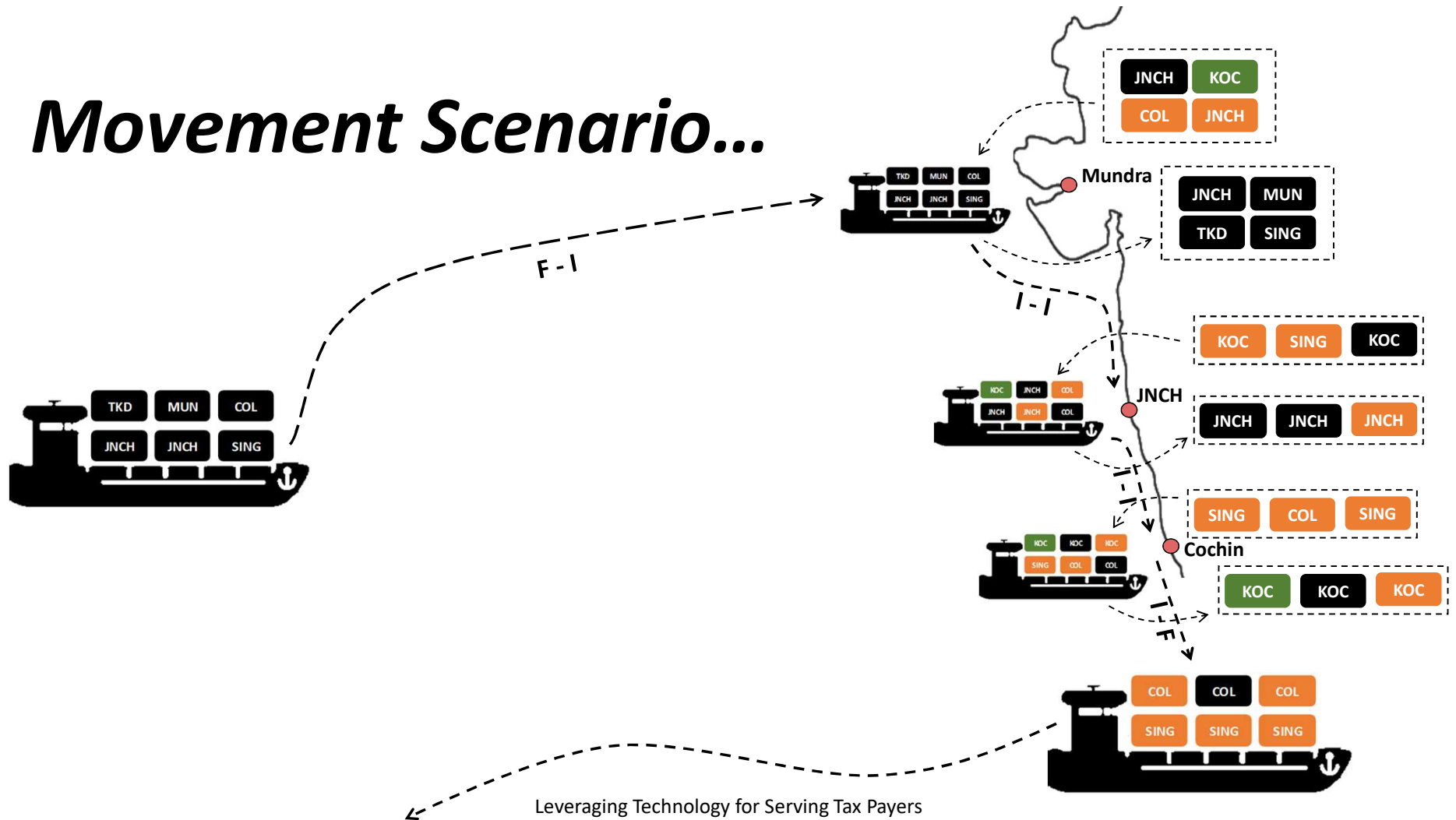


Types of Movement...

- ✓ From foreign to India (FI)

- ✓ From India to India (II)

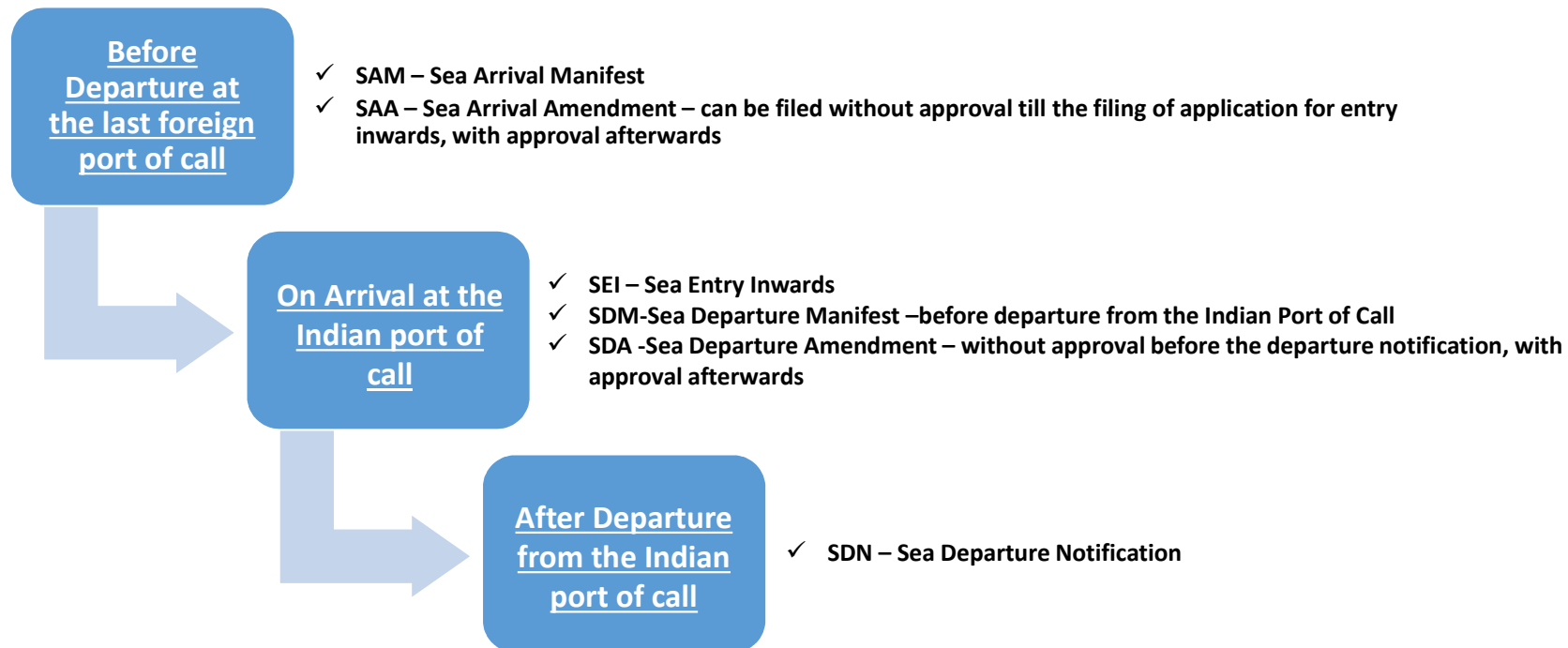
Movement Scenario...



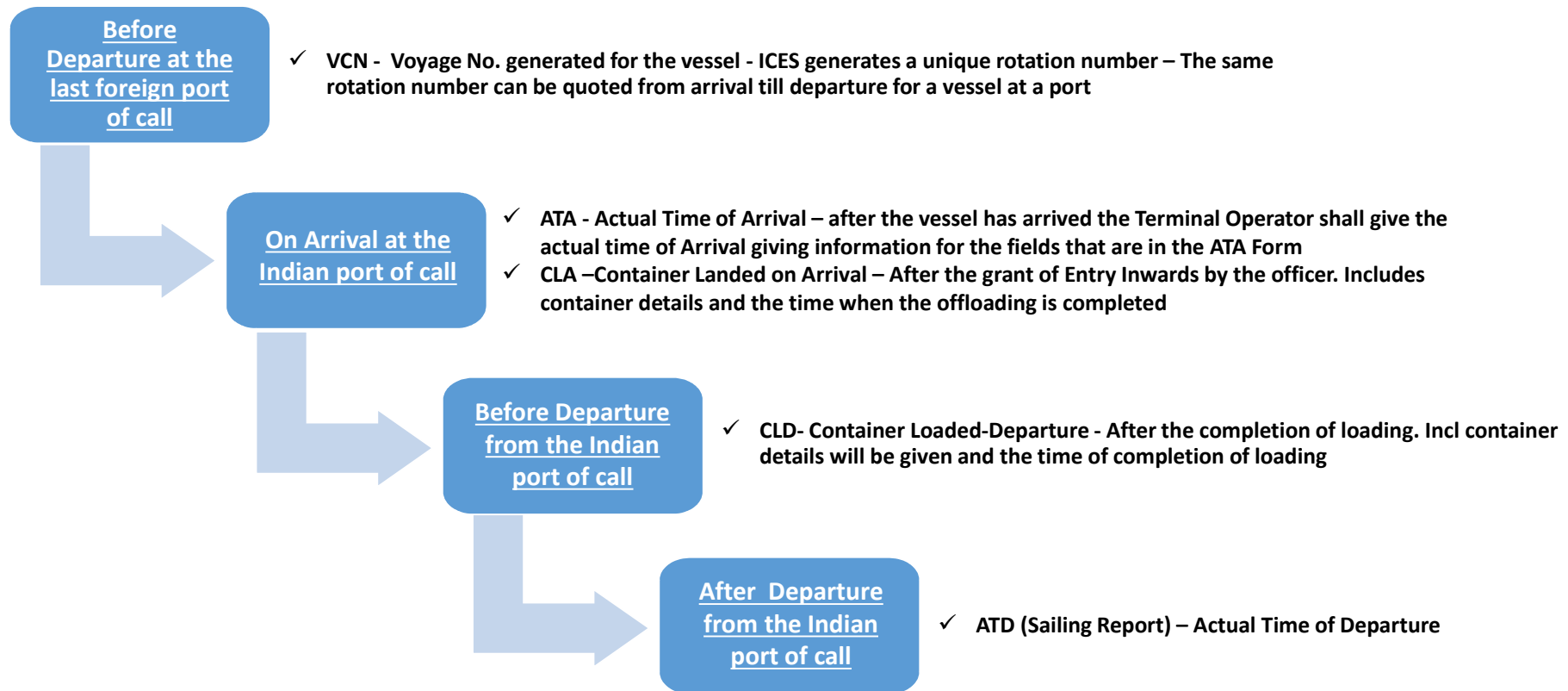
Stakeholders...

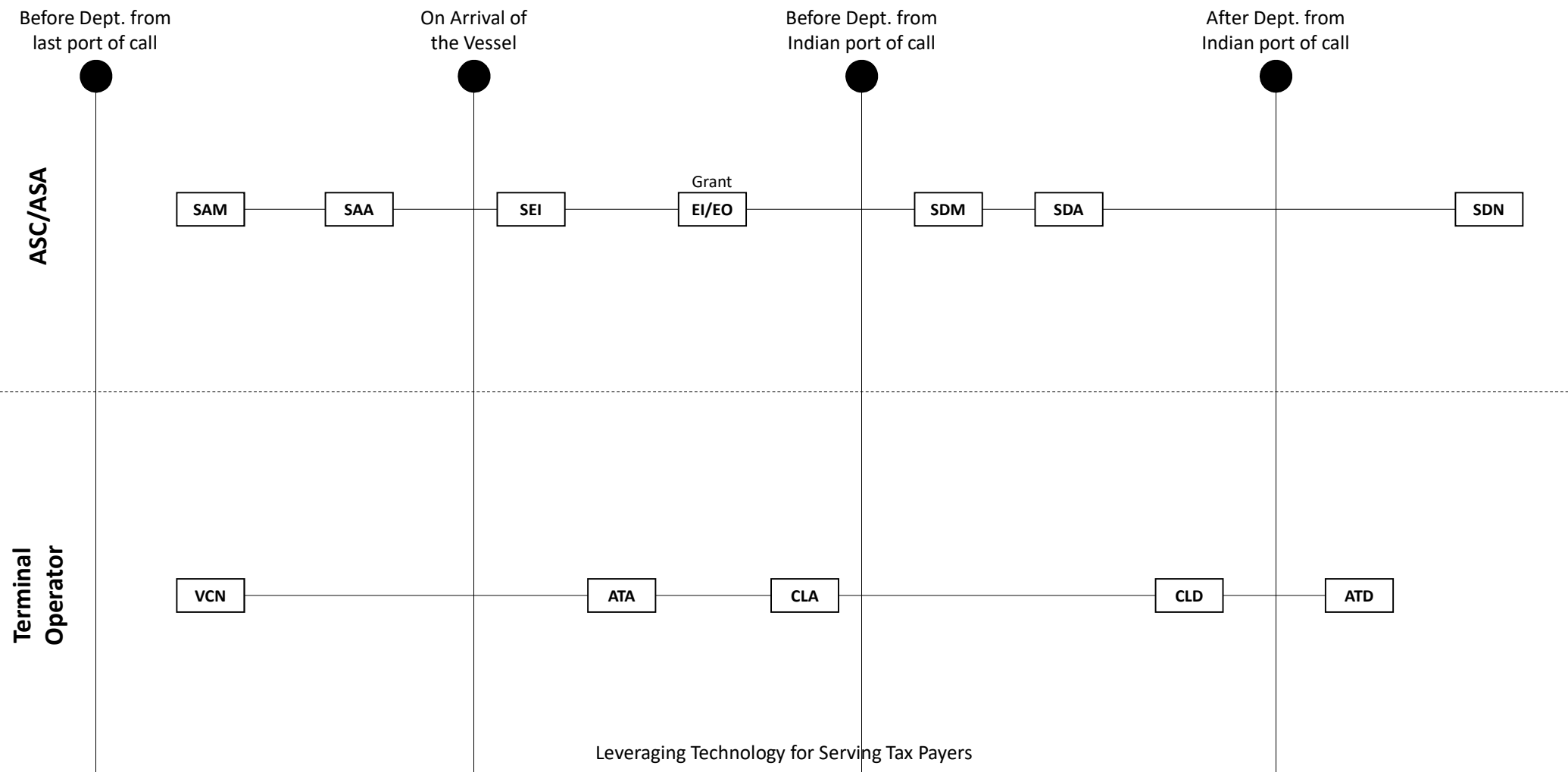
- ✓ Authorised Sea Carriers(ASC): The Indian entity representing the Master of the vessel that shall have to be registered with the Indian Customs to transact business under the new regulations
- ✓ Authorised Sea Agents (ASA): The agents acting on behalf of the Authorised Sea Carrier(ASC)
- ✓ Terminal Operators

Reporting Events - To be Filed by ASC/ASA:



Reporting Events - To be Filed by Terminal Operator of the Port:





Regulatory Obligations...

- ✓ The ASC/ASA shall submit:
 - Arrival Manifest electronically, prior to departure from the last port of call to the Indian Port of call
 - Departure Manifest electronically before departure from the Indian Port of call
- ✓ The submission of Arrival and Departure Manifest shall have to be complied before departure from the last port/customs station of call to every Indian customs station and Departure then on respectively

Compliance required at each step...

Before Dept. from the Port of Loading

- ✓ General Declaration (III) – also includes passenger/crew list
- ✓ Cargo Declaration (VIA), (VIB)

Before Arrival

- ✓ Application for Entry Inwards (II)
- ✓ Vessel's Store's List (IV)
- ✓ List of Private property of the Master and Crew (V)

Before Dept.

- ✓ General Declaration (III) – also includes passenger/crew list
- ✓ Cargo Declaration (VIIA), (VIIB)
- ✓ Vessel's Store's List (IV)
- ✓ List of Private property of the Master and Crew (V)

After Dept.

- ✓ Departure Notification

Customs Inland Movement (CIM)

Intent...

- ✓ End to end track and trace of import/export cargo till it is cleared for home consumption/sails out of India
- ✓ Advance notification to Custodians on the arriving cargo for better logistical planning
- ✓ Tracking of movement even to and from CFSs

Stakeholders...

- ✓ **Custodian**
- ✓ **Transhipper (ATP)**

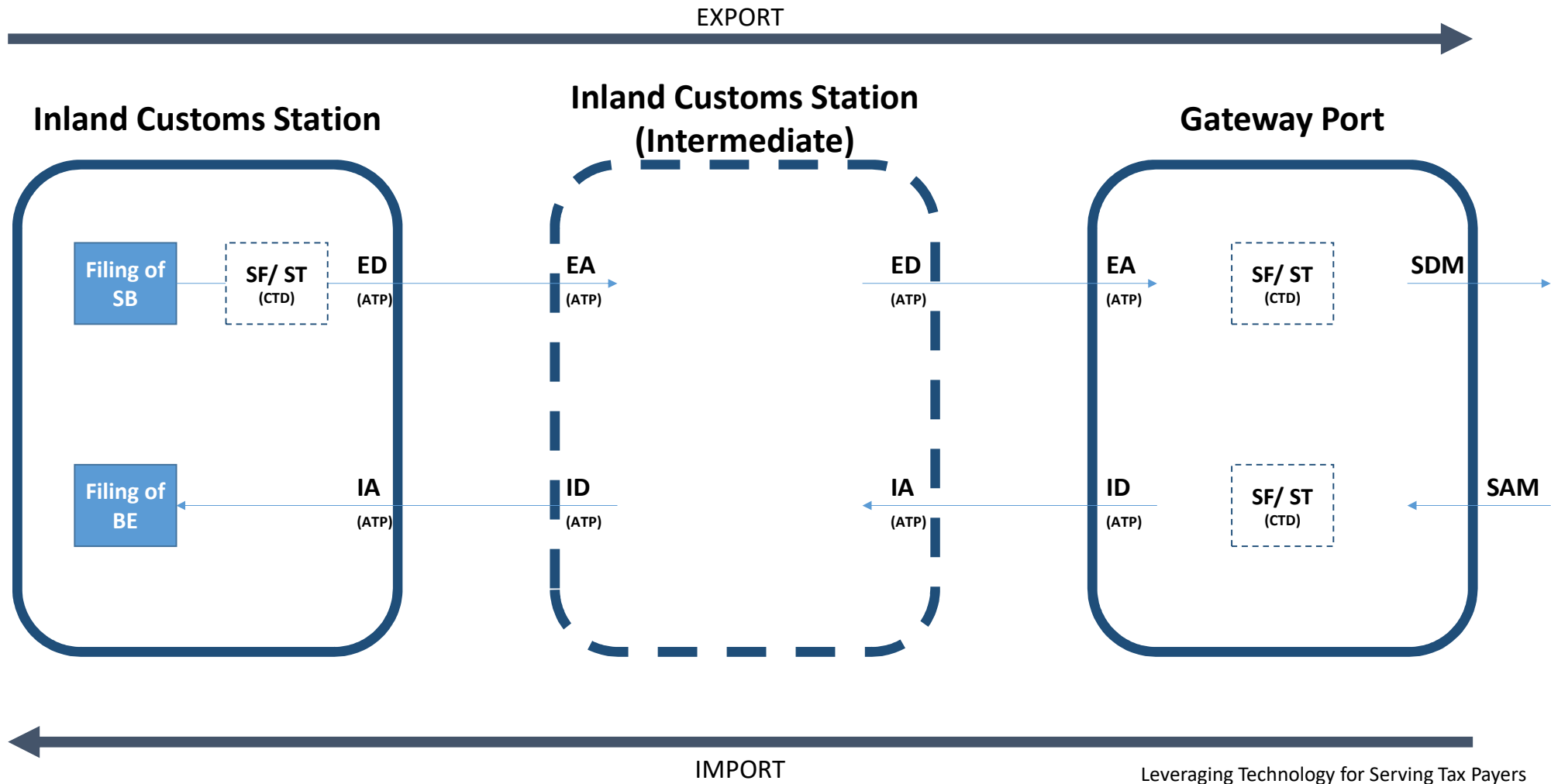
Reporting Events...

✓ Transhipper:

- CIM-ED – Export Departure – Before departure of export cargo from an inland Customs station
- CIM-EA – Export Arrival – On arrival of export cargo at the next Customs Station
- CIM-ID – Import Arrival
- CIM-ID – Import Departure

✓ Custodian:

- Stuffing/Stripping Report (in case of Exports)
- ATD – Actual Time of Departure
- ATA – Actual Time of Arrival - On Arrival of the Truck/Train the officer/custodian



Cargo Movement

Intent...

- ✓ Identify each cargo (Entered/Exit) uniquely.
- ✓ Use the Cargo details submitted for Risk/Facilitation
- ✓ Re-use the cargo details submitted for subsequent movements
- ✓ Track and trace – cargo details
- ✓ Seamless Segregation & aggregation process
- ✓ Online Approvals – no manual interface required
- ✓ Consolidated Cargo

Stakeholders Involved...

- ✓ Freight Forwarders
- ✓ ASC, in absence of freight forwarders
- ✓ Custodians handling the cargo on segregation, Aggregation
- ✓ Transhippers (ATP)

Unique Cargo Identifiers

PCIN – Primary Cargo Identification Number

- ✓ Unique Number assigned by Customs to identify a cargo contained in single Transport Document mentioning Actual Buyer and Seller
- ✓ PCIN – 18 digit number (YYMC00XXXXXXXXXX00)

MCIN – Master Cargo Identification Number

- ✓ Unique Number assigned by Customs to identify the consolidated cargo contained in consolidated Transport Document mentioning Freight Forwarder.
- ✓ Each MCIN will be an aggregation of multiple PCINs. Referring to an MCIN in any subsequent manifest would mean reference to all the PCINs within.

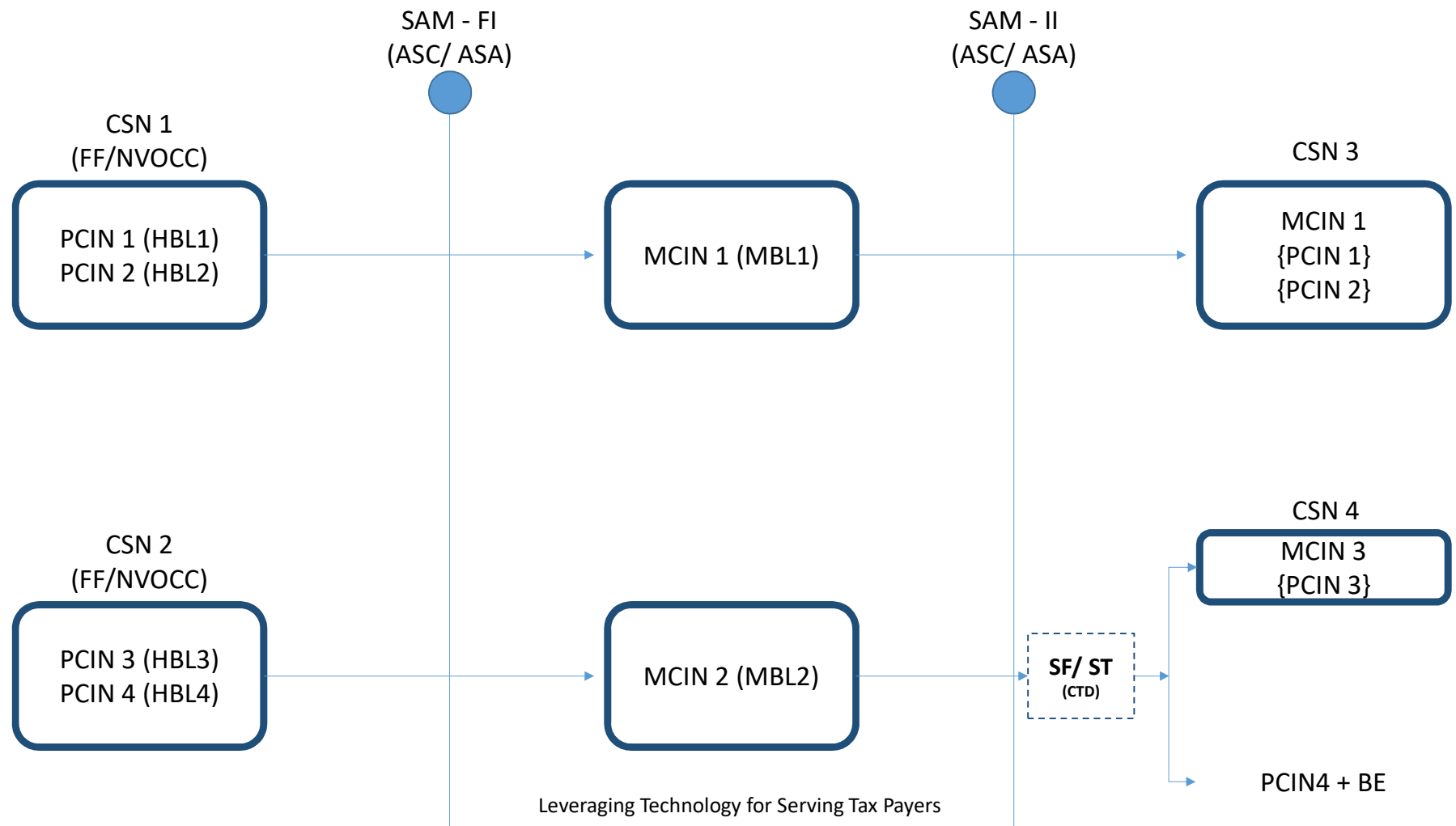
Cargo Summary Notification (CSN)...

- ✓ Cargo Details should be submitted to the Customs before Entry or Exit as per prescribed timelines.
- ✓ Primary responsibility of submission is with the ASC.
- ✓ When consolidated, ASC can fulfil that requirement, if supplementary declaration is filed by NVOCC
- ✓ NVOCC/ASC can file cargo details earlier to manifest using CSN
- ✓ When CSN is numbered, PCIN would be returned for every primary Transport Document (HBL) included in the CSN
- ✓ MCIN returned when Master BL details filed by ASC for the first time

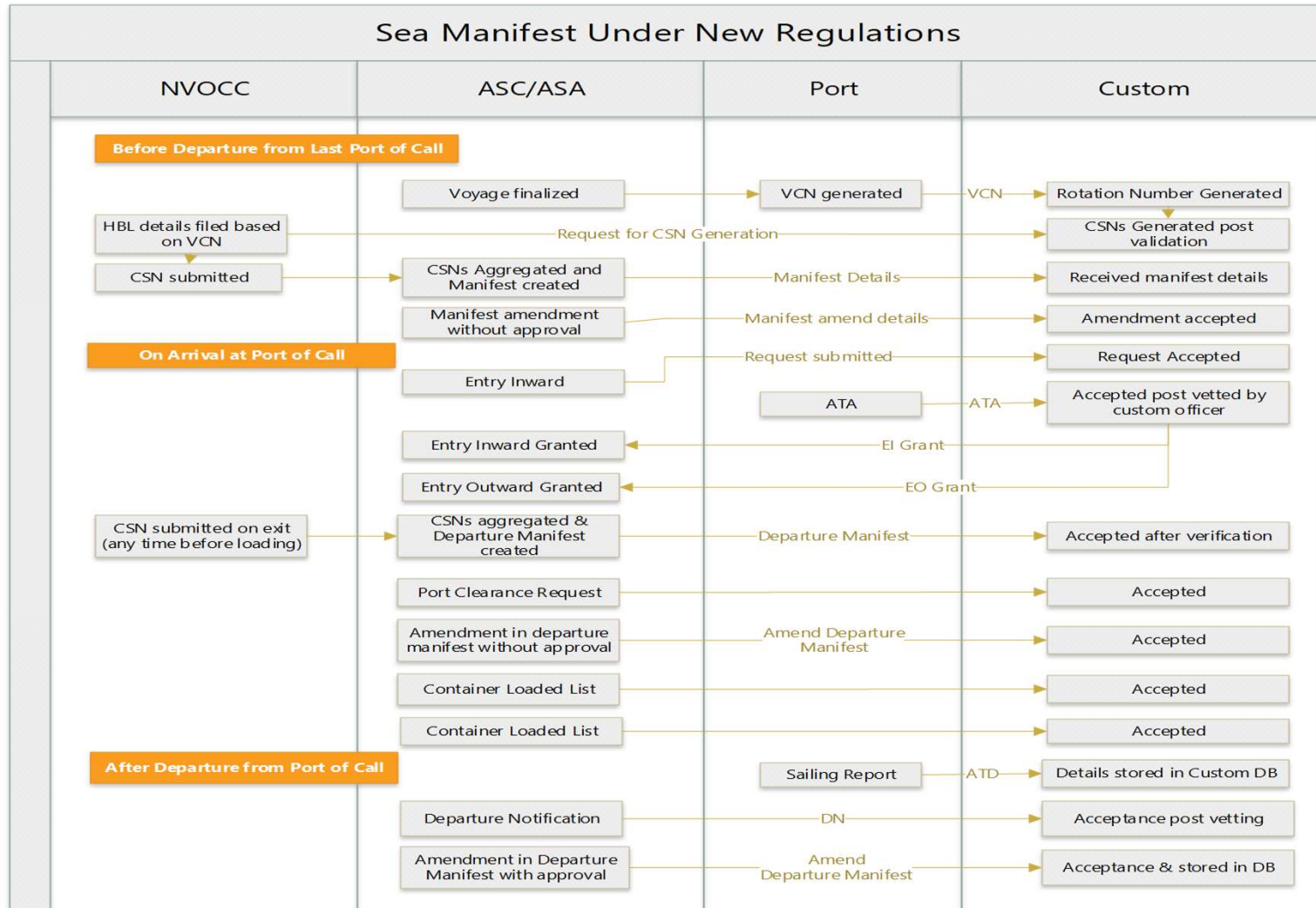
Referencing of Cargo

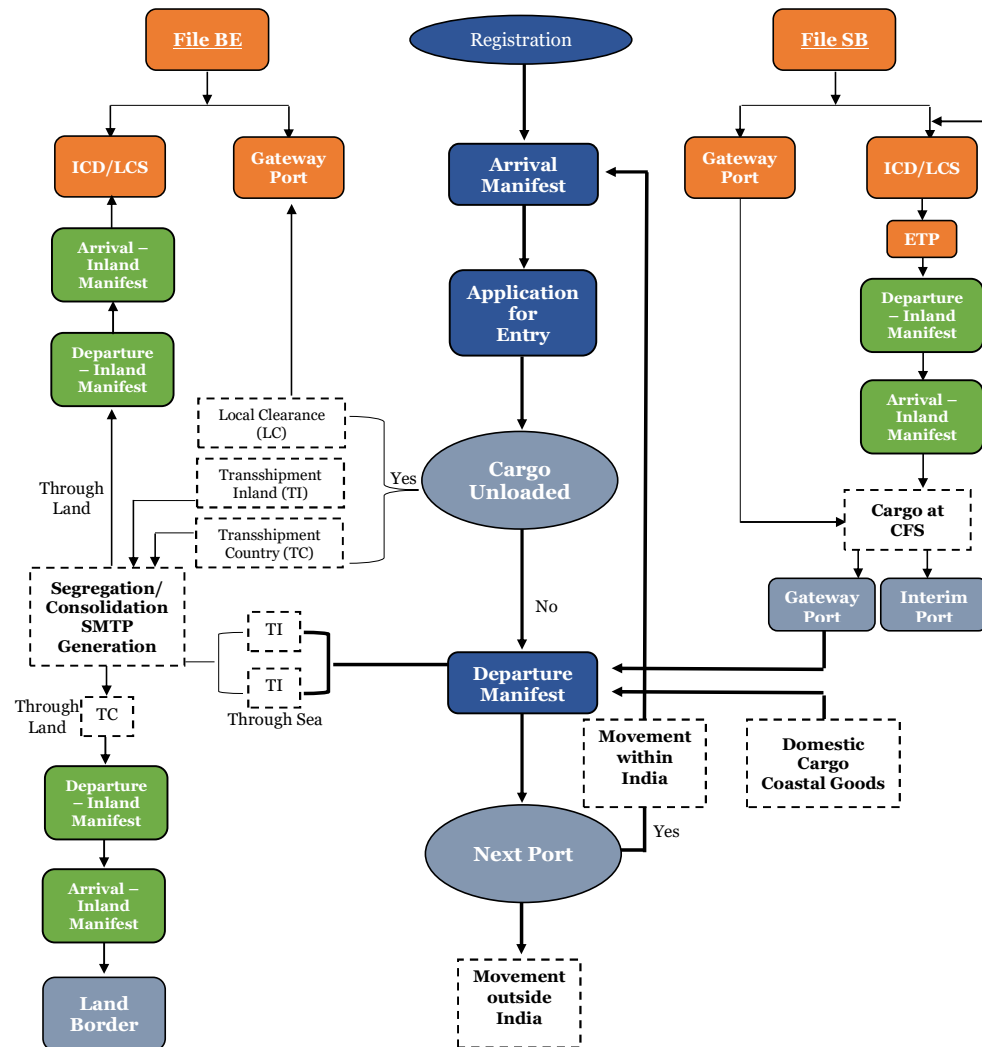
CSN – EN (entry)/EX (exit)/DM (domestic)

- ✓ Prime Loader files CSN with HBL details – consigner/consignee/itinerary/cargo details. For exports, it can come directly from document number (Shipping Bill)
- ✓ For each HBL, PCIN is generated (Primary Cargo Identification No.)
- ✓ In the CSN – DM, i.e. I-I movement, the transhipper only has to quote the PCINs, or if all PCINs under an MCIN are being carried together, then just quoting MCIN would do
- ✓ In case of segregation of cargo, the various PCINs under the original MCIN may subsequently fall under different MCIN after re-aggregation. But the unique identifier for each cargo would continue to be the original PCIN.



Process Flow





Thanks...!