

**COMMISSIONER OF CUSTOMS
CUSTOM HOUSE WILLINGDON ISLAND COCHIN 682 009**

Trade Facility 2/2005

Sub :- Implementation of Software Module for Transshipment of Cargo from Port to another Port / ICD / CDS – reg.

Attention of all importers, Custom House Agents (CHA), Steamer / Shipping Agents (SA) / Shipping Lines (SL), Custodians of imported goods, officers of Customs and all others concerned is drawn to Public Notice No. 133/98 & Public Notice No.12/99 regarding computerized processing of B/E and S/B under ICES. Attention is also drawn to Public Notice No 12/99 and Public Notice No. 45/2001, wherein computerized filing and processing of the IGM and EGM under ICES has been introduced.

2. It has been decided to implement a pilot project to automate the Transshipment of containerized cargo from one Port to another Port or ICD/CFS. This would involve the exchange of selected messages for Transshipment of Cargo electronically among Customs, Port, ICDs and Shipping Agents. The date from which this will be effective will be announced at a later date.

Message Name	Message No.	From	To
Request for Transshipment req_trans	11 SACHI 16	Applicant Agency	Customs
Acknowledgement for TP Request ack_trans	11A CHSAI22	Customs	Applicant Agency
Transshipment Permit trans	12 CHPOI 17	Customs	Port of origin (Terminal Operator)
		Customs	Applicant Agency
		Customs	Port of destination
Transshipment Permit (Printable version) trans_prn	12A CHSAI21	Customs	Applicant Agency

Formats of the above message are specified in Annexure – III ,V ,VI and VII respectively to this Trade Facility.

3. Functions

This Module will facilitate the following user functions: -

1. Filling of Transshipment Request
 - (a) Through Service Center
 - (i) Through Data Entry
 - (ii) Through Floppy submission
 - (b) Through Network Submission (ICEGATE)
2. Appraisal and total or partial approval of Transshipment Requests
3. Closing of Lines after Cargo reaches its destination Port
4. Registration of Authorized Agencies

4. Procedure of Transshipment of Cargo From one Port to another Port or ICD/CFS

4.1 Submission of Transshipment Request

- (a) The Transshipment request for the movement of containerized cargo may be filed
 - i) in a paper form , or
 - ii) in electronic form

- (b) The request can be filed by one of the following Agencies:
 - i) Shipping Agent (S)
 - ii) Customs House Agent (CHA)-on behalf of importers of Self Owned Containers (SOC) only
 - iii) Importer – Only for self owned containers (SOC)
 - iv) Main Line Operator (M)
- (c) The transshipment request can be filed either before or after the IGM is filed. Transshipment approval would be granted only after actual arrival of the cargo.
- (d) The Shipping Agent, CHA and Importer are already registered entities in a port and no separate registration is required. However, a one-time registration request in a format given in the Annexure- I have to be furnished to the Service Centre by Main Line Operator. At the time of filing Transshipment request, the Agency type is validated by the system.

4.2 Filing of Transshipment Request in Paper Form

The Applicant Agency may file Transshipment Request in Paper form in the format as specified at Annexure-II to this Trade Facility in the Service Centre. Data entry staff at the Service Centre will enter the information into the computer and generate a checklist. A unique job no. will also be generated. The Applicant will verify and certify the correctness of the entered data. In case of any mistake in the data entry, the modification option of the system will be used to correct the data and again checklist will be generated for verification. This process will continue till data is certified as fully correct by the Applicant Agent. Only after that, the request will be submitted and the job will go to the queue of the proper officer in charge of Transshipment Permit Approval.

4.3 Filing of TP Request through EDI Message Format

(a) In case of filing of TP request in electronic form, the applicant shall use the specified message format as given in Annexure-III to this Trade Facility for filing Transshipment request. This can be submitted in two ways:

- a- Through Floppy –Physically submitted at the Service Centre
- b- Through Network-Submitted over Network (ICEGATE) as EDI document

(b) The message file submitted either through floppy in the Service Centre, or through network (ICEGATE), undergoes a Validation check in the system, where all Syntax error and Data Error are checked. Only if the whole message is error free, then it is loaded into the system and a Job No. and Date is generated by the system. The message immediately appears on the screen of the approving officer for the Transshipment Permit. In case of error in the file, a file containing the nature of error is generated by the system.

(c) The applicant agency would receive an acknowledgement (positive or negative or partial) as per the format as given in Annexure-V to this Trade Facility.

5. Filing of TP request after filing the IGM

In case of filing of TP request after filing of IGM the system will automatically go for the full validation checks and in case of invalid data, error message will be generated. In case of any error detected at the subsequent validation the invalid lines will go to the error queue.

5.1 Selection of Line for Transshipment

The application may specify lines in 2 modes: -

- a). All Lines destined for a particular Port / ICD (Here individual lines/sub-lines need not be specified and all lines for a given IGM and given Port of Destination are automatically selected by the system)
- b). Selected set of lines for a particular Port / ICD (Here lines/ containers are required to be specified explicitly)

5.2 Specification of Lines / Containers for Transshipment

For the Service Centre Data Entry mode, Lines pertaining to FCL containers are to be specified by their Line/Sub-line numbers, whereas lines belonging to LCL containers are to be specified by the container number only. All lines belonging to one LCL container have to be considered in one go. No individual line may be specified because LCL cargo will be transshipped as a whole and part transshipment is not allowed. For submission through EDI message format, however, only line-wise specification is allowed and in case of LCL cargo, the applicant shall ensure that all lines belonging to LCL cargo are specified.

6. Filling of TP Request before filing of IGM

- (a)** Normally a TP request is filed after filing the IGM. However, an option is given to the importer to file the TP Request even before IGM Line /Container details are filed. Only IGM No. and Date is required to be mentioned. The TP request message will be loaded provisionally into the system with very limited validations (like format checking, etc.). Hence all the validations that are carried out at the time of filing TP request (in case TP request is filed after filing of IGM) with regards to matching of Line/sub-line, container type, destination port etc, will not be carried out. Request will be submitted as it is with limited validations and all major-cross checking with IGM will take place during approval stage only.
- (b)** In case of any mistakes, no error message will be generated during request filing. After full IGM Line details are filed the system will automatically go for the full validation checks, and in case of invalid data, error message will be generated.
- (c)** In the Service Centre Data entry Mode also, in the absence of full IGM Lines/Containers details, the request can be filed without online validation at the line /container level. In case of any error detected at the subsequent validation (after IGM details are available), the invalid lines will go to the error queue. The Applicant will have to file an amendment request for such line /container records. If however, the IGM Line /Container details are available at the time of Data entry, then the data entry as per the earlier specification (with full validation) will be done.
- (d)** Since validation checks are carried out at the time of approval of transshipment request, only valid lines will be considered by the proper officer for approval. The remaining lines will be kept in the error queue and will have to be amended by the applicant agency.

6.1 Selection of Line for Transshipment

The application may specify lines in 2 modes: -

1. All Lines destined for a particular Port / ICD (Here individual lines/sub-lines need not be specified and all lines for a given IGM and given Port of Destination are automatically selected by the system)
2. Selected set of lines for a particular Port / ICD (Here lines/ containers are required to be specified explicitly)

6.2 Specification of Lines / Containers for Transshipment

For the Service Centre Data Entry mode, Lines pertaining to FCL containers are to be specified by their Line/Sub-line numbers, whereas lines belonging to LCL containers are to be specified by the container number only. All lines belonging to one LCL container have to be considered in one go. No individual line may be specified because LCL cargo will be transshipped as a whole and part transshipment is not allowed. For submission through EDI message format, however, only line-wise specification is to be made and in case of LCL cargo, the applicant shall ensure that all lines belonging to LCL cargo are specified.

7. Payment of TP Fees

The requisite fee of Rs.20/- is to be paid for processing each Transshipment document. The fee can be paid through the following modes – which is to be specified in the Transshipment request.

- P – PLA
- C – Challan
- R – Revenue Stamps

7.1 PLA Account

For payment through PLA account, the applicant must register a PLA account and deposit the requisite amount from time to time to keep the sufficient balance in the said PLA. When transshipment is granted, the System checks for the existence of PLA account in the name of Applicant Agency and automatically debits TP Fee from this account.

7.2 Challan

In this mode, a challan is generated for the required TP Fee, which is to be deposited at the bank before the transshipment is granted.

7.3 Revenue Stamp

In this mode, revenue stamps of required value are to be pasted on the physical document in which the request is filed.

8. Furnishing of Bond

For moving goods from the Gateway Port to the destination Port, Transshipment Bond supported by Bank Guarantee are required to be furnished by the applicant before the transshipment is granted by Customs. The calculation of Bond and BG amount varies according to type of applicant and container specification and / or invoice value of Cargo.

8.1 Bond Specification

The applicant of a TP request can specify bond no. in the following ways :

- (a) Bond No. registered in the name of the applicant – in this case applicant will specifically mention the Bond No. registered in his own name and the system will check the existence, validity and credit balance for the bond and use it for debiting purpose.
- (b) Blank (Null) – in this case, system will search for a valid bond registered in the name of the applicant and use it for debiting purpose
- (c) Bond No. registered in the name of the carrier—in this case applicant will mention the bond no. of the carrier and the system will check the bond status and also authority granted by the carrier to the applicant and use the said bond for the debiting purpose.

8.2 Bond Account

All the applicant seeking Transshipment Request must register either their own TP Bond or ensure the registration of carrier's bond with concerned Customs office through the use of Bond Module of the ICES Software. In case of carrier's bond the applicant shall register the authority given by the carrier agency by submitting the bond authorization application as per the format as at Annexure-IV to this public notice. The Applicant Agency must ensure that the required TP Bond with adequate balance should exist. Although at the time of filing of request, this requirement is not enforced, however, at the time of granting of TP, the permission will be held up if appropriate bond with required balance is not found.

8.3 Bank Guarantee

Apart from the bond amount, a Bank Guarantee equivalent to 15% of bond value is also required to be executed during granting of TP. The procedure of registering and debiting of the BG Value is same as that of TP Bond. However, Govt/PSU Agencies are exempt from executing the Bank Guarantee

8.4 Bond Amount calculation

- (a) When a transshipment request is filed, the system identifies all the containers associated with these lines and checks the ISO code for these containers as specified in the IGM. From the ISO code, container size (either 20' or 40') is determined and based on this bond value calculation is made (For 20' Container – Rs. 6.00 Lakh and for 40' Container – Rs. 12.00 Lakh).
- (b) Total bond value for all the lines / containers in a transshipment Request is determined automatically by the system and is debited from the bond amount of the Applicant/Carrier Agency, as the case may be, at the time of granting of transshipment.
- (c) The Applicant can exercise the choice to override the default calculation of Bond Value described above by specifying the invoice / assessable value of the Cargo Lines, if these are known to him. It is also possible to furnish this value for a few lines and leave others for default calculation method. The Invoice/ Assessable value is required to be furnished in the applicable foreign currency along with the currency code. If these are not valid, then the default calculation method will come into effect. The system will take care to convert the foreign currency value to INR as per the exchange rate in force on the day of submission of the request.

9. Approval of Transshipment

After a Transshipment request is successfully filed through Service Centre or through Network, it immediately appears on the queue of the Customs Officer authorized to grant transshipment. The said officer can either grant the transshipment or reject the same. In case of Total / Partial rejection of TP request the rejected lines will go to error queue and the Applicant Agency can re-submit the request for transshipment as per the same procedure by which earlier request was filed.

10. Generation of TP

After a request is granted, the Transshipment Permit is generated, which gives the relevant details of the TP along with a list of containers to be transshipped. This permit is generated both in

- (a) Paper form – which is a printed copy of the Transshipment Permit and is handed over to the Applicant Agency by the Authorized customs Officer.
- (b) EDI Message Form – This is transmitted through the network (ICEGATE) to the following parties in the prescribed format as at Annexure- VI to this public notice: -
 - i) Port of origin (Terminal operator)
 - ii) Destination Port / ICD
 - iii) Applicant AgencyThe applicant agency can integrate this message in their database and print the Transshipment Permit in their office.
- (c) EDI Message Form (in printable form) – This is transmitted through the network (ICEGATE) to the applicant agency in the prescribed text format as at Annexure- VII to this public notice. In this case the transshipment permit can be printed directly.

11. Closure of Transshipped Lines

- (a) Closing of TP lines is the last step in the chain of processing involved in the Transshipment of cargo. The lines for which TP is granted are physically transported to the destination Port/ICD as per the TP permit.

After reaching the destination, a Landing Certificate is to be obtained by the Agency in whose name the TP was granted. This Landing Certificate is to be submitted to the Authorized Officer in charge of Line Closing at the port of origin from where the transshipment request was granted.

- (b) The proper officer will use the Line Closing form which provides him with a pending queue for all lines already approved but not yet closed. The proper officer will bring out the required set of lines belonging to the relevant TP and then individually close lines as per the landing certificate. It is not necessary that all the lines belonging to a TP set or an IGM should be closed in one go as the closing will take place on submission of landing certificate.

12. Grievance Handling

Any difficulties faced in the implantation of the Public Notice may be brought to the notice of the concerned Joint Commissioner / Additional Commissioner of Import Department. For system related problems, the Trade may approach Deputy Commissioner / Joint Commissioner EDI Section.

{Issued in File No. EDP/06/2003 Cus.}

11.02.2005

Sd/-
(G.V.NAIK)
COMMISSIONER OF CUSTOMS

Issued as per mailing list:

Copy to: Commissioner's file/Additional Commissioner/Joint Commissioner/ All D.C.'s/A.C's/A.O.'s/Supdts (Prev.)/C.E./P.A. to Commissioner/All Sections/A.C.A.O./A.O./Airport/A.C.C./Guard File.

//ATTESTED//

Sd/-
(VIJAYAN PILLAI)
SUPERINTENDENT OF CUSTOMS (PREV.)

Annexure- I

Registration of Authorized Transshipment Agency

Application Form (Not required for SHA, CHA and Importers)

Agency Code	<input type="text"/>	(10 chars max.)
Agency Name	<input type="text"/>	(35 chars max.)
Agency Type	<input type="text"/>	(1 char)
Address	<input type="text"/>	(35 chars max.)
	<input type="text"/>	(35 chars max.)
	<input type="text"/>	(35 chars max.)
Telephone	<input type="text"/>	(14 chars max.)
Fax	<input type="text"/>	(14 chars max.)
Mobile	<input type="text"/>	(14 chars max.)
Email	<input type="text"/>	(35 chars max.)

Notes :

1. **Agency Code :** Any unique code allotted for other purpose in ICES Application. CFS is to use unique allotted code (viz Port Code + 2-digit sequence No.)

2. **Agency Type :**

M - Main-Line Operator

Explanatory Notes :

a) Field Specification :

CARGO 16/02/2004	Indian Customs EDI System - Imports (ICES/I) Sea Port, CGO Complex, New Delhi	MOVEMENT 11:02:54	
Cargo Transshipment			
Agency Type S Shipping Agent TP Job No. J156 Job Dt. 16/02/2004			
SHA Code : ASS SHA Name : A.S. SHIPPING AGENCIES PVT LTD			
IGM No. 10004 IGM Dt. 03/10/2002			
Dest. Port INPPG6 PATPARGANJ			
Transp. Mode R TP Fee Mode R Bond No. Select all Lines (Y/N) Y			
Container No	Line No From To	Subline No From To	For LCL Container, Enter Cont No. only For FCL Container, ne t
	All lines for the specified destination selected. Save?		<F3> to exit

(Screenshot of Data Entry Screen for All-lines Mode)

Agency type – Mandatory – LOV Available.

Agency Code – Mandatory – LOV Available.

Note : Depending on Type of Agency, the Prompt will vary – like, SHA Code, CHA Code etc. The LOV will also accordingly pertain to the specified Agency Type.

Agency Name – Display only

Note : Depending on Type of Agency, the Legend will vary – like, SHA Name, CHA Name etc. The full name of the Agency will be displayed by the system.

IGM No. – Mandatory

Note : Only actual IGMs filed with the system are valid.

IGM Dt. – Mandatory

Note : Date formats like dd/mm/yyyy or dmmyyyy can be used, which will be automatically converted to standard format by system.

Destination Port – Mandatory – LOV Available.

Note : Following validation conditions must be satisfied :

- (a) Value must be one among the destination Port/ICDs specified for lines under the given IGM.
- (b) The Destination Port must be an Indian Port/ICD.
- (c) An entry for the port/ICD must exist in the Port Directory (d_cus_site) maintained in all sites.

Mode of Transport – Mandatory. Valid Values :

- T - Train
- R - Road
- S – Ship

Mode of Payment of TP Fee – Mandatory – Valid Values :

- P – PLA Account
- C – Challan
- R – Revenue Stamps

Bond No. – Optional

Note : If not specified, system will search for valid bond registered in the name of the applicant at the time of approval.

Select All Lines(Y/N) – Mandatory

Notes : Valid Values : Y or N.

if ‘Y’, then all the lines recorded in the IGM Line details for the given IGM and Destination Code are automatically considered. A Confirmatory prompt appears, which finishes the TP Data Entry Process for the ENTRY screen

If ‘N’, then individual lines/sub-line or container numbers are to be specified. Please refer to the Explanatory Notes below.

CARGO 16/02/2004	Indian Customs EDI System - Imports (ICES/I) Sea Port, CGO Complex, New Delhi	MOVEMENT 11:02:32
Cargo Transshipment		
Agency Type S Shipping Agent TP Job No. J158 Job Dt. 16/02/2004		
SHA Code : ASS SHA Name : A.S.SHIPPING AGENCIES PVT LTD		
IGM No. 10004 IGM Dt. 03/10/2002		
Dest. Port INBOM1 MUMBAI (EX BOMBAY)		
Transp. Mode R TP Fee Mode P Bond No. Select all Lines (Y/N) N		
Container No TRIU3982943	Line No From 27 To 27 33 28 208 212	Subline No From 1 To Contnr.-Line Mapping TRIU3982943 29 1 TRIU3982943 30 1 TRIU3982943 31 1 TRIU3982943 32 1

(Screenshot of Data Entry Screen for line/container-wise Mode)

TP Job No. and TP Job Dt. – Display Only

Note : Displays system generated unique sequence and Current Date for identifying the Entry Job. The Job No and Date has to be carefully noted down as in the subsequent screens, this information needs to be furnished before proceeding further.

Container No. – (Null for FCL cargo, Mandatory for LCL Cargo).

Line No. From – (Null for LCL cargo, Mandatory for FCL Cargo).

Line No. To – (To specify the upper limit of a range of lines).

Sub-line From – (To specify a single sub-line or the lower limit of a range of sub-lines).

Sub-line To – (To specify upper limit of a range of sub-lines).

b) Explanatory Notes :

- The lower part of the ENTRY screen shows how selected lines may be specified either by Container No. (For LCL Cargo), or by Line/Sub-line No. (For FCL Cargo).
- For ease of data entry, a range of lines/sub-lines can be entered through this screen.

- If *Container No.* field is entered, then after validation, the cursor will come to the *Container No.* field in the next record.
- If *Container No.* field is null then the cursor will go to the *Line No From* field. If it is not null then one can enter *Line No To*. If both *Line No From* and *Line No To* fields are entered (ie, a range of lines has been specified), then the cursor will go to the next record and skip the subsequent fields (because all the associated sub-lines for the range of line nos. are assumed to have been considered).
- If *Line No From* is entered and *Line No To* is null (i.e. only a single Line No has been specified), then cursor will go to the sub-line details to get either a single sub-line of the line or a range of sub-lines for the given *Line No*. If *Sub-line No. From* and *Sub-line No To* are both left blank, then all the sub-lines for the give Line No. will be considered.
- During storing in the database tables, however, all ranges will be expanded and stored as individual line/sub-line combinations. Table below gives an example of the various combinations of options available for entering Containers/Lines for movement :

Container No.	Line No		Sub-line No		Records to be entered into the database table
	From	To	From	To	
2					A record with only the Cont No. = 2
	5				Record(s) with all sub-lines for Line No = 5
	5		3		A single record with Line No. = 5 and Sub-line No. = 3
	5		3	5	Three records with Line No. = 5 and Sub-line Nos. 3,4,5
	5	6			Records for all sub-lines for Line Nos. 5 and 6
					End of Loop

Annexure- III

Message No. 11 : Request for Transshipment (SACHI 16)
Message Name : req_trans
From : SHA/MLO/CHA/Importer to Customs
File Extension : .tpreq

Sl. No.	Field Description	Field Length	Field Type	Containerised Cargo					
				Line-wise			Destn.-wise		
1	Message Name	10	C	req_trans			req_trans		
2	Message Type	1	C	F	A	D	F	A	D
3	Agency Type	1	C	M	M	M	M	M	M
4	Agency Code	10	C	M	M	M	M	M	M
3	IGM No	5	N	K	K	K	K	K	K
4	IGM Date		Date	K	K	K	K	K	K
5	Line Number	4	N	K	K	K	X	X	X
6	Sub Line No.	4	N	K	K	K	X	X	X
7	Destination Code	6	C	K	K	K	K	K	K
8	Mode of Transport	1	C	M	O	X	M	O	X
9	No. of Packages	8	N	X	X	X	X	X	X
10	Gross Quantity	12,3	N	X	X	X	X	X	X
11	Unit of Quantity	3	C	X	X	X	X	X	X
12	Invoice Value (in FC)	12,2	N	O	O	X	X	X	X
13	Currency Code	3	C	O	O	X	X	X	X
14	Invoice value (in INR)	15	N	X	X	X	X	X	X
15	Duty (in INR)	12	N	X	X	X	X	X	X
16	Terms of Invoice	3	C	X	X	X	X	X	X
17	TP Bond No	10	N	O	O	X	O	O	X
18	Mode of Payment of TP fee	1	N	M	O	X	M	O	X
19	Carrier Agency Code	5	C	M	O	X	M	O	X

Explanatory Notes :

1. **Message File Name Format** : The file containing the message will be named by the Applicant as per the following name format :

<Agency_type><Agency_code><Date><SEQ_NO>.tpreq

Here, Date format is : DDMMYY Seq_no is a 2-digit unique number generated at the sender's end for each message sent. This sequence is to be reset daily so as to start with 1. The number may go up to 99 for a given day.

As an example, if an applicant has the Agency Type S (Shipping Agent), Agency Code ASS, Date of sending of application is 11th February, 2004 (110204) and the sequence number of a message for that day is 05 then the file name will be :

SASS11020405.tpreq

2. **Message Name and Header** : The message name is req_trans. The default header for the port message - <manifest> is also required. Hence the message must be enclosed within the following header and footer :

Header :

<manifest>
<req_trans>

Footer :

<END-req_trans>
<END-manifest>

3. **Redundant Fields** : As mentioned earlier, some of the fields in the message format are never used in the present version of the s/w and hence they always should be set as null (No value stated) :

- Gross Quantity
- Unit of Quantity
- Number of Packages
- Invoice Value (In INR)
- Duty (In INR)
- Terms of Invoice

4. **Mandatory Fields** : The following fields in the message are mandatory :

- Agency Type
- Agency Code
- IGM No.
- IGM Date
- Port of Destination

Transshipment request can be filed only after the IGM is filed. However, actual arrival of cargo may occur on a future date. Of course, TP approval can be granted only after actual arrival.

5. **Line Specification** : Lines may be specified in two modes :

5.1. **All Lines** : In this mode, a record will have the fields - Line No. and Sub-line no. - set to null. When loaded, the system will fetch all the lines in the IGM for the given Port of Destination and all these lines are automatically considered for transshipment. The applicant need not explicitly specify all the lines in the message – thus making the process convenient. However the individual line-wise invoice value cannot be specified in this mode.

5.2. **Selected Lines** : If a subset of the lines meant for a particular destination only are to be applied for, then this mode can be used. Here the lines/sub-line nos. are to be explicitly specified. The line No and Sub-line No. also form part of the key fields in this mode.

6. **Mode of Transport** : Permissible values are :

- T - Train
- R - Road
- S – Ship

7. **Payment of TP Fees** : Permissible values are :

- P – PLA Account
- C – Challan
- R – Revenue Stamps

8. **Amendment Mode** : In this mode (Characterized by ‘A’ in the first field for the record), records corresponding to the key fields must already exist (that is TP request must already have been filed). Fields that can be amended through this mode are :

8.1. **In Line –wise specification** :

- Mode of Transport
- Mode of Payment of TP Fee
- Bond No
- Invoice Value (In FC)
- Foreign Currency Code

8.2. **In Container –wise specification** :

- Mode of Transport
- Mode of Payment of TP Fee
- Bond No

Annexure- IV

Carrier (3rd Party) Bond Authority Registration Data Entry Form Form

Agency Type	<input type="checkbox"/>	(S/C/I/M)	(1 char)
Agency Code	<input type="text"/>		(10 chars max.)
Carrier Code	<input type="text"/>		(10 chars max.)
Bond No.	<input type="text"/>		(10 chars max.)
BG Reqd.	<input type="checkbox"/>	(Y/N)	(1 char)

Agency Type

- S - Shipping Agent
- C - Customs House Agent
- I - Importer
- M - Main-Line Operator

Agency Code - Any Applicant Agency already registered in the system.

Carrier Code –Must belong to the list of approved carrier agencies registered at the port and one who has registered the bond in its name.

Bond No. –A bond registered by the Carrier with having adequate balance.

BG Reqd. –For PSU/ Govt. Carrier (like CONCOR), it should be ‘N’, Otherwise ‘Y’.

Note :

Applicant Agency will bring this form to Customs along with a written authority letter from the Carrier Agency (3rd Party) authorizing the former to use the bond for debiting purpose for all future TP Approvals applied by the latter. This will remain in force until the bond balance gets exhausted.

After Entry of this form, the bond authority gets registered and the bond no. along with carrier code can be quoted for all future TP applications until balance lasts.

This registration will be handled by the same authorized Customs Officer, who is in charge of granting TP Approval.

Annexure- V

Message No. 11A : Acknowledgement for TP Request (CHSAI22)
Message Name : ack_trans
From : Customs to Applicant Agency

File Extension : .ack

Sl. No.	Field Description	Field Length	Field Type	Containerised	
				Line-wise	Destn.-wise
1	Message Name	10	C	ack_trans	ack_trans
2	Message Type	1	C	F	F
3	IGM No	5	N	K	K
4	IGM Date		Date	K	K
5	Destination Code	6	C	K	K
6	Line Number	4	N	K	X
7	Sub Line No.	4	N	K	X
8	Remarks	200	C	M	M

Explanatory Notes :

1. File Naming Pattern

The Acknowledgement (Positive or Negative or Partial) message sent by Customs to the Applicant will follow the following Message Naming Pattern :

Message Name Format : <Original Message>.ACK

As for example, if the original TP Request message sent by a Shipping Agent to Customs is

SLIBRA11070405.tpreq

Then the acknowledgement message name will be

SLIBRA11070405.tpreq.ACK

2. Message Name :

Message Name will be part of the message tag, which will be as follows :

<manifest>

<ack_trans>

.....

.....

<END-ack_trans>

<END-manifest>

IGM No., IGM Date, Destination Code, Line No, Sub-line No :

As per the original message. These fields act as the key field for identifying a record.

Remarks :

This is the actual data field in the message. For positive acknowledgement (i.e. record is provisionally accepted as valid and sent for processing), the field will show **OK**. In case of invalid record (i.e. record containing some error), the field will show the error message(s). In case of multiple errors in the same record, they will be concatenated one after the other in the same field. As for example :

Invalid Agency Code * Destination Port cannot be current Port ***Invalid Bond No.**

3. ICEGATE HEADER

The ICEGATE Header required for the message will be as below :

HREC,ZZ,<Sender_ID>,ZZ,<Receiver_ID>,5,UN,D,<Message_ID>,,,01A
TPACKID/<File_Name>**

Here, <Sender_ID> is the Customs House Code(eg. INNSA1).

<Receiver_ID> is the Icegate Code of the receiver (who is also sender of the original message) (eg. LIBRA)

<Message ID> for this message is CHSAI22

<File_Name> is the original icegate message filename

4. ICEGATE FOOTER

The ICEGATE Footer will be

TREC**

5. Example of a Message with ICEGATE Header and Footer :

HREC,ZZ,INNSAI,ZZ,LIBRA,5,UN,D,CHSAI22,,,01A**

TPACKID/XYZ1123.345

<manifest>

<ack_trans>

F^]1459^]01062004^]INBOM1^]27^]0^]* No matching Destination+line exists in IGM!^]**

F^]1459^]01062004^]INBOM1^]28^]1^]OK^]

F^]1459^]01062004^]INBOM1^]29^]1^]OK^]

F^]1459^]01062004^]INBOM1^]30^]1^]OK^]

F^]1459^]01062004^]INBOM1^]31^]1^]OK^]

F^]1459^]01062004^]INBOM1^]32^]1^]OK^]

F^]1459^]01062004^]INBOM1^]33^]1^]OK^]

<END-ack_trans>

<END-manifest>

TREC**

In case of a format error, however, the message cannot be loaded and hence is totally rejected. In that case, the acknowledgement message will not give record-wise error message. Instead, a single line saying **Format Error! Message Totally Rejected** will be shown. As for example :

HREC,ZZ,INNSAI,ZZ,LIBRA,5,UN,D,CHSAI22,,,01A**

TPACKID/XYZ1123.345

<manifest>

<ack_trans>

Format Error! Message Totally Rejected.

<END-ack_trans>

<END-manifest>

TREC**

Annexure- VI

Message No. 12 : Transshipment Permit (CHPOI 17)
Message Name : trans
From : Customs to Origin Port,
to Terminal Operator,
to Destination Port/ICD,
to Applicant Agency

File Extension : .tp

Sr. No.	Field Description	Field Length	Field Type	Contain-erised	Non-Contain-erised	Bulk
1	Message Name	10	C	trans	trans	trans
2	Message Type	1	C	F	F	F
3	SMTP No.	6	C	M	M	M
4	SMTP Date		Date	M	M	M
5	IGM No	5	N	K	K	K
6	IGM Date		Date	K	K	K
7	Voyage No	10	C	M	M	M
8	Vessel Code	7	C	M	M	M
9	Shipping Line	10	C	M	M	M
10	Destination Code	6	C	M	M	M
11	Carrier Code	10		O	O	O
12	Bond No	10	C	M	M	M
13	Line Number	4	N	M	M	M
14	Sub Line No.	4	N	M	M	M
15	BL No.	20	C	M	M	M
16	BL Date		Date	M	M	M
17	HBL No.	20	C	O	O	O
18	HBL Date		Date	O	O	O
19	Consignee Name	35	C	M	M	M
20	Cargo Descriptn	175	C	M	M	M
21	Container No.	11	C	M	X	X
22	Container Type.	3	C	M	X	X
23	Seal No.	15	C	O	X	X
24	No. of Packages	8	N	O	O	O
25	Unit of Packages	3	C	O	O	O
26	Gross Qty/Vol	12,3	N	O	O	O
27	Unit of Qty/Vol	3	C	O	O	O

File Naming Pattern

- (a) The TP Approval Message sent by Customs to **TP Applicant Agent** (like SHA, CHA, Importer, MLO) (Through ICEGATE) will follow the following naming pattern :

ICE <Icegate ID of Agency> <TP No>.tp

.tp is the file extension.

Example : Agency Code is **LIBRA** and TP sequence no is **67**, then the file name will be

ICE_LIBRA_67.tp

Where 67 is the transshipment number.

- (b) The TP Approval Message sent by Customs to **Remote Destination Port/ICD** (Through ICEGATE) will follow the following naming pattern :

ICE < Icegate ID of ICD> <TP No>.tp

.tp is the file extension.

Example : ICD Code is **INPPG6** and TP sequence no is **67**, then the file name will be

ICE_INPPG6_67.tp

- (c) The TP Approval Message sent by Customs to **Custodian** (like Port, Terminal Operator or CFS) (Through Local EDI) will follow the following naming pattern :

<Custodian ID> <TP No>.tp

.tp is the file extension.

Example : Custodian (CFS) code is **INNSAI03**, then the file name will be

INNSAI03_67.tp

Explanatory Notes :

1. Message Name :

Message Name will be part of the message tag, which will be as follows :

<manifest>
<trans>
.....
.....
<END-trans>
<END-manifest>

Note : The following fields in a particular message will always remain same :

SMTP No.
SMTP Date
IGM No.
IGM Date
Voyage No.
Vessel Code
Shipping Line
Destination Code
Carrier Code
Bond No.
The remaining fields will vary from record to record.

2. SMTP No. & Date :

SMTP No. & Date as generated by the system.

3. Carrier Code :

This refers to the Carrier/ Transport Agency responsible for carrying the goods from the gateway port to the destination port/ICD after TP is obtained.

4. Container No :

Each Container is specified in a new line. In case of an line having more than one container, there will be as many records as number of containers. Similarly, in case of LCL Container, each line for a given container will be shown as a separate record with container number repeating as many times.

5. No. of Packages and Unit of Packages :

In case of LCL container, these two fields will refer to the no. of packages and Unit of package for the line as mentioned in the IGM Line information. In case of FCL container, the no. of packages will refer to that mentioned in the IGM Container information and Unit will always be 'PKG'.

6. Gross Qty/Vol. And Unit of Qty/Vol :

In case of LCL container, Gross Qty/Vol. will refer to the Gross Weight (or Volume if Wt is blank) for the line as mentioned in the IGM Line information. In case of FCL container, Gross Qty/Vol. will be the Gross Weight of the Container as mentioned in the IGM Container information and Unit will always be 'TON'.

7. ICEGATE HEADER

The ICEGATE Header required for the message will be as below :

HREC,ZZ,<Sender_ID>,ZZ,<Receiver_ID>,5,UN,D,<Message_ID>,,,01A
TPID/<File_Name>**

Here, <Sender_ID> is the Customs House Code(eg. INNSA1).

<Receiver_ID> is the Icegate Code of the receiver (viz, Applicant Agency or Remote ICD)

<Message ID> for this message is **CHPOI17**

<File_Name> is the Customs-generated message filename

8. ICEGATE FOOTER

The ICEGATE Footer will be
TREC**

9. Example of a Message with ICEGATE Header and Footer :

```
HREC**,ZZ,INNSAI,ZZ,INPPG6,5,UN,D,CHPOI17,,,01A
TPID/ICE_INBOM1_49.tp
<manifest>
<trans>
F^]49^]08102004^]1459^]01062004^]3322^]DIDY^]GAC01^]INBOM1^]CONCOR^]20021
0823^]27^]1^]00104144209018^]21082002^]M/S.BHAGEERATHA ENGINEERING
LTD^]1 X 40' H/C S.T.C. 1 UNPACKED BOMAG PNUMATIC TYRED ROLLER MODEL
BW 24R^]CLHU8384650^]FCL^]729^]1^]PKG^]8^]TON^]
F^]49^]08102004^]1459^]01062004^]3322^]DIDY^]GAC01^]INBOM1^]CONCOR^]200
210823^]29^]1^]00104124208039^]18082002^]STERLITE OPTICAL
TECHNOLOGIES LTD^]1 X 20' S.T.C. 1 CASE(S) SAID TO CONTAIN: QUARTZ
PRODUCTS 5 CASE(S) TUBES QUARTZ
GLASS^]TRIU3982943^]LCL^]868720^]6^]CAS^]3969^]KGS^]
F^]49^]08102004^]1459^]01062004^]3322^]DIDY^]GAC01^]INBOM1^]CONCOR^]200
210823^]30^]1^]00104124208051^]18082002^]TOTAL TOOLS & EQUIPMENT (P)
LTD^]1 X 20' S.T.C. 1 PACKAGE(S) SAID TO CONTAIN: HOT SAWS FOR PIN
HOLES^]TRIU3982943^]LCL^]868720^]1^]PKG^]400^]KGS^]
F^]49^]08102004^]1459^]01062004^]3322^]DIDY^]GAC01^]INBOM1^]CONCOR^]200
210823^]31^]1^]00104124208052^]18082002^]TALBROS AUTOMOTIVE
COMPONENTS .LTD^]1 X 20' S.T.C. 2 PALLET(S) SAID TO CONTAIN: (=6 ROLLS)
"NON- ASBESTOS GASKET
MATERIAL"^]TRIU3982943^]LCL^]868720^]2^]PLT^]1780^]KGS^]
F^]49^]08102004^]1459^]01062004^]3322^]DIDY^]GAC01^]INBOM1^]CONCOR^]2002
10823^]33^]1^]AAR22349^]18082002^]DIKSHA POLYMERS^]1 X 20' S.T.C. 20
BOXES ACRYLIC OFF-CUTS^]AWSU1930958^]FCL^]003798^]20^]PKG^]21^]TON^]
<END-trans>
<END-manifest>
TREC**
```

10. LOCAL EDI MESSAGE TRANSMISSION

In case of Message Transmission from Customs to Custodian (viz. Local Port/ Terminal Operator / CFS), the same message is used. However, as this is not routed through ICEGATE, the ICEGATE Header and footers will not be required in the message. Hence the same Message example as shown above will be :

```
<manifest>
<trans>
<manifest>
<trans>
F^]49^]08102004^]1459^]01062004^]3322^]DIDY^]GAC01^]INBOM1^]CONCOR^]200
210823^]27^]1^]00104144209018^]21082002^]M/S.BHAGEERATHA
ENGINEERING LTD^]1 X 40' H/C S.T.C. 1 UNPACKED BOMAG PNUMATIC TYRED
ROLLER MODEL BW 24R^]CLHU8384650^]FCL^]729^]1^]PKG^]8^]TON^]
F^]49^]08102004^]1459^]01062004^]3322^]DIDY^]GAC01^]INBOM1^]CONCOR^]200
210823^]29^]1^]00104124208039^]18082002^]STERLITE OPTICAL
TECHNOLOGIES LTD^]1 X 20' S.T.C. 1 CASE(S) SAID TO CONTAIN: QUARTZ
PRODUCTS 5 CASE(S) TUBES
QUARTZGLASS^]TRIU3982943^]LCL^]868720^]6^]CAS^]3969^]KGS^]
F^]49^]08102004^]1459^]01062004^]3322^]DIDY^]GAC01^]INBOM1^]CONCOR^]200
210823^]30^]1^]00104124208051^]18082002^]TOTAL TOOLS & EQUIPMENT (P)
LTD^]1 X 20' S.T.C. 1 PACKAGE(S) SAID TO CONTAIN: HOT SAWS FOR PIN
HOLES^]TRIU3982943^]LCL^]868720^]1^]PKG^]400^]KGS^]
F^]49^]08102004^]1459^]01062004^]3322^]DIDY^]GAC01^]INBOM1^]CONCOR^]200
210823^]31^]1^]00104124208052^]18082002^]TALBROS AUTOMOTIVE
COMPONENTS .LTD^]1 X 20' S.T.C. 2 PALLET(S) SAID TO CONTAIN: (=6 ROLLS)
"NON- ASBESTOS GASKET
```

MATERIAL"^[TRIU3982943^]LCL^[868720^]2^[PLT^[1780^]KGS^[
F^[49^]08102004^[1459^]01062004^[3322^]DIDY^[GAC01^[INBOM1^[CONCOR^[2002
10823^[33^]1^[AAR22349^[18082002^[^]DIKSHA POLYMERS^[1 X 20' S.T.C. 20
BOXES ACRYLIC OFF-CUTS^[AWSU1930958^[FCL^[003798^[20^[PKG^[21^[TON^[
<END-trans>
<END-manifest>

Annexure- VII

Message No. 12A : Transshipment Permit/Approval (Print Version)
(CHSAI23)
Message Name : trans_prn
From : Customs to Applicant Agency

File Extension : .tp

This message is a plain text document containing the TP order which is printed in the service center. The copy of the order, along with Icegate header and footer information is sent to the TP applicant to allow him to take further printouts if required.

Sample Message

Indian Customs EDI System - Imports (ICES/I)
Sea Cargo Complex, CGO Complex, New Delhi
CARGO TRANSHIPMENT APPROVAL ORDER

Transshipment permit for the following Lines/Containers for the Port of Destination mentioned is hereby granted.

CARGO TRANSHIPMENT APPROVAL ORDER
TP Number : 25 TP Date : 08/09/2004
IGM RTN : 1459 IGM Date : 01/06/2004
Voyage No : 3322 Vessel Name : DIDY(CITY OF EDENBURG)
Port of Destination: Patparganj (INPPG6)
Shipping Line : (GAC01)
Transporter/Carrier: Container Corporation of India Ltd. (CONCOR)
Applicant Agency : LIBRA SHIPPING & LOGISTICS (LIBRA) (Shipping Agent)

CONT/BL/HBL NO.	LINE/SUBLN	PKG	CARGO DESCRIPTION
SEAL NO./CONSIGNEE	BL/HBL DT.	WT/VOL	
CLHU8384650(FCL)	27 1	1 PKG	1 X 40' H/C S.T.C. 1 UNPACKED BOMAG
00104144209018	21/08/2002	8.75 TON	PNUMATIC TYRED ROLLER MODEL BW 24
Seal No: 729 Cnsgnee: M/S.BHAGEERATHA ENGINEERING LTD			
TRIU3982943(LCL)	29 1	6 CAS	1 X 20' S.T.C. 1 CASE(S) SAID TO CO
00104124208039	18/08/2002	3969 KGS	NTAIN: QUARTZ PRODUCTS 5 CASE(S) TU BES QUARTZGLASS
Seal No: 868720 Cnsgnee: STERLITE OPTICAL TECHNOLOGIES LTD			
TRIU3982943(LCL)	30 1	1 PKG	1 X 20' S.T.C. 1 PACKGE(S) SAID TO
00104124208051	18/08/2002	400 KGS	CONTAIN: HOT SAWS FOR PIN HOLES
Seal No: 868720 Cnsgnee: TOTAL TOOLS & EQUIPMENT (P) LTD			
TRIU3982943(LCL)	31 1	2 PLT	1 X 20' S.T.C. 2 PALLET(S) SAID TO
00104124208052	18/08/2002	1780 KGS	CONTAIN: (=6 ROLLS) "NON-ASBESTOS G ASKET MATERIAL"
Seal No: 868720 Cnsgnee: TALBROS AUTOMOTIVE COMPONENTS.LTD			
TRIU3982943(LCL)	32 1	6 PLT	1 X 20' S.T.C. 6 PALLET(S) SAID TO
00104124208055	18/08/2002	2916 KGS	CONTAIN: NON ASBESTOS PAPER
Seal No: 868720 Cnsgnee: TALBROS AUTOMOTIVE COMPONENTS LTD			

Dated 20/09/2004

(Signature)
Authorised Officer(TP)

ICEGATE HEADER

The ICEGATE Header required for the message will be as below :

HREC,ZZ,<Sender_ID>,ZZ,<Receiver_ID>,5,UN,D,<Message_ID>,,,01A
TPID/<File_Name>**

Here, <Sender_ID> is the Customs House Code(eg. INNSA1).

<Receiver_ID> is the Icegate Code of the receiver (viz, Applicant Agency or Remote ICD)

<Message ID> for this message is CHSAI21

**<File_Name> is the Customs- generated
message filename**

ICEGATE FOOTER

The ICEGATE Footer will be

TREC**