

**OFFICE OF THE COMMISSIONER OF CUSTOMS
CUSTOM HOUSE, COCHIN-682009.**

Trade Facility No.18 / 2005

Sub :- Movement of FCL Export Containers at Prestage area- Procedure – Reg.

India Gateway Terminal Pvt. Ltd., (IGTPL), the Custodian of containerized cargo at Rajiv Gandhi International Terminal of Cochin Port, has informed that at present many export containers which are stuffed and sealed outside the docks area are brought to the Terminal gate without required documents. This, coupled with time taken for further documentation at entry gate results in long queues of the export containers at docks gate, causing inconvenience to the exporters in general and to exporters whose containers are waiting in the queue with all required documents, in particular. To obviate such difficulties and to facilitate the trade M/s. IGTPL has proposed usage of Pre-stage area where all FCL export containers are received and documentation is completed before they move to the wharf gate for entry into docks. To have one-stop clearance, it is decided to have the Customs documentation of FCL export containers also at the prestaging area adjacent to Naval Air port on Bristow Road of the Willingdon Island as notified by the Commissioner of Customs *Vide* Notification No. 8/2005 .

To ensure uniformity in procedure and compliance with the provisions of the Customs Act 1962 and the Rules / instructions issued thereunder, the following procedure is prescribed for export containers entering and moving out of the Pre-stage area.

1. The pre-staging area will deal only with FCL export containers stuffed and sealed outside the docks either in the presence of proper officer of Customs /Central Excise, self-sealed or stuffed at CFS.
2. On arrival of the containers at pre-staging area the exporter/ authorized representative of the exporter will present all required documents to EO/AO/Supdt., posted at pre-staging area along with check list of Shipping Bill duly endorsed by the Preventive Officer / Gate Officer regarding arrival of all the containers stuffed. The AO/Supdt., will verify the required documents and if found in order will grant Let Export Order (LEO) in the EDI system and generate the LEO copy of the Shipping Bill. The LEO will be subject to seal verification by the Gate Officer at pre-staging area and Gate Officer at Docks gate. There will be no change regarding the procedure and documents required for granting LEO.
3. In case the EDI system selects any packages for examination the containers having those packages have to be opened and examined at the ramp provided within the prestaging area.
4. All containers which are opened for examination or self sealed containers not having Customs seal will be sealed with Customs One Time Seal (OTS) either by the P.O or the E.O posted at the area and the same will be endorsed on the documents. Containers already having Customs seal need not be re-sealed.
5. Containers which are given LEO can proceed to enter the Docks area. At the time of the exit of the containers from the pre-staging area the gate officer of the pre stage area will verify the intactness of the OTS of all containers and endorse the time of exit on the LEO copy of the shipping bill. In case seal of any containers is found tampered, it will be sent back in to the pre-staging area and same should be informed to the AO/Supdt., for examination of the container. The gate officer will also ensure that those containers do not take left turn towards the city on the Bristow Road.
6. The containers leaving the prestaging area should reach the entry gate of the Docks within 30 minutes of the exit time of prestaging gate.

7. The Gate Officer posted at Docks Gate shall verify the intactness of the seal and note the time of entry. If the time taken from prestaging gate to the docks gate is within 30 minutes, seal is intact and LEO has been granted, the gate officer will endorse 'Allowed loading after obtaining Entry Outwards under Sec 39 of Customs Act' and allow the containers into the docks. The rest of the procedures regarding loading the containers under the supervision of section officer, obtaining endorsement from master of the vessel etc., will remain same as existing.
8. The containers which have taken more than 30 minutes, but seals are intact, should be provisionally allowed into the docks area and documents to be put up to the AC/DC(Docks) along with LEO copy of SB and the gate officer's report, for condoning the delay. While condoning the delay AC/DC(Docks) will consider the facts of the each case like the sensitivity of the cargo, destination, reputation of the exporter etc., and reexamination can be resorted only in doubtful cases. However if the seal is found tampered the gate officer will invariably divert the container back to the pre-stage area for necessary examination and inform the same to AC/DC(Docks) for necessary action.
9. The ICD containers for which Let Export is already given at respective ICDs do not require any further customs documentation at pre-staging area. Hence the Gate Officer at docks will allow them direct entry into the docks on production of required documents generated at the ICD.
10. As no power points are available at pre-staging area to plug-in Reefer containers carrying perishable cargo, such containers will be allowed direct entry into the docks area on production of necessary documents and further documentation by customs to generate LEO copy of Shipping Bill will be permitted inside the docks area itself.
11. ICD containers coming by rail will continue to follow the existing procedure and do not require to enter the pre-staging area..

F.No. S 31/213A/04 Pr.Cus PRD.

Dated : 30.11.2005.

Sd/-
(D.D.INGTY)
Commissioner of Customs

// Attested //

(Devasish Paul)
Appraiser (Tariff Unit)

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