


Jayyant Lapsiaa
 President

President's Message

The year 2017 promises to be filled with mixed bag of goodies for the Trade and Common man. Goods and Services Tax [GST] is waiting to be unleashed on 1st July 2017. Apprehensions, unfounded fears, uncertainty and method of implementation of GST are playing on the minds of the Trade and Industry. All the same, its implementation is undoubtedly historical and true to Mahatma Gandhi's famous quote of 'Customer is the King', our Hon'ble Prime Minister, too, shares similar sentiments echoing that in GST regime 'Customer will be the King'

We should realize that all change is hard at first, messy in the middle and gorgeous at the end. There are bound to be teething problems and initial issues which can be nerve wrecking and frustrating, but, I strongly feel that perseverance and patience will help us sail through the initial turbulence, if at there is. The silver lining is the fact that the Finance Ministry [Thru' CBEC] and the Government, as a whole, has always been proactive and has been forthcoming to address concerns and issues afflicting the Trade. A problem is only a problem when viewed as a problem.

A dream becomes a goal when action is taken towards its achievement, and that is precisely what the present Government is striving for. Introduction of GST had always be spoken of and debated, but, no previous Governments, dared nor bared to introduce it, for whatever reasons. However, this Government, under the dynamic leadership of our Hon'ble Prime Minister, deserves full credit and

praise for boldly and daringly infusing the GST Regime into the system, that too, with utmost conviction. For our Prime Minister strongly believes that 'Destiny is not a matter of chance, it is a matter of choice; it is not a thing to be waited for, it is thing to be achieved'

This year also has seen the introduction of Direct Port Delivery [DPD] by the JNPT Customs and Port, enabling huge number of importers to take direct delivery of their containers from the port directly, thereby saving enormous time and money. No doubt, there were several issues, and, the implementation of the DPD was done in a bit of hurry, causing chaos and uncertainty, but, thanks to the ever proactive nature of Dr. John Joseph-the Chief Commissioner of Customs –Nhava Sheva Customs [JNPT] situation was brought under control.

Both, Dr. John Joseph and Mr. Rajiv Tandon-Chief Commissioners of Customs at JNPT and Mumbai respectively, believe "its your aptitude, not just your attitude that determines your ultimate altitude' Both these high ranking revenue officials are revelation of sorts, in a sense that they are all out to promote the Government's and Finance Ministry's flagship initiative of "Ease of Doing Business" in true spirit.

"All change is hard at first, messy in the middle and gorgeous at the end."



One of a great feat achieved by Dr. Johny Joseph-Chief Commissioner of Customs was the issuance of Public Notice No. 158 dt. 25th Nov. 2016 and 169 dt. 8th Dec. 2016, wherein, he wanted the Shipping Agents [CSLA] to register themselves with customs as 'Custom Cargo Service Providers [CCSP] under the Handling of Cargo in Customs area regulations 2009, to put an end to malafide and obnoxious charges being levied and also to discipline the Shipping Agents. This was indeed a path breaking move and needs to be HAILED by one and all.

This action clearly amplified the honest intentions of the Chief Commissioner to be of immense help to the Trade, and, help the Trade in drastically bringing down the dwell time and also the transaction costs. Also, in the same measure, he wants to ensure that Customers of the department [i.e. the Trade] are not held to ransom and that there is a level playing field.

Likewise, Mr. Rajiv Tandon-Chief Commissioner of Customs at Mumbai, too, takes the trade into confidence whilst issuing any Public Notice, taking their points of concerns and ensuring that they are addressed. He, too, is always open to discussions and ever willing to sort out issues afflicting the trade.

These two bright stalwarts, from JNPT and Mumbai, by their sheer positive and proactive attitude are an ideal testimony to the discipline and high standards of governance set in by the outgoing Chairman of CBEC-Mr. Najib Shah- one of the finest officers in the Ministry of Finance, Department of Revenue who has been responsible for bringing about this revolutionary change in attitudes of his officers. For, he always stood by his honest and dedicated officers and allowed them the freedom to perform to their optimum capacities.

Now, with the retirement of Mr. Najib Shah, on 31st March 2017 and with Mrs. Vanaja N. Sarna taking over as the Chairperson of the country's most prestigious of Revenue Boards-i.e. the CBEC, all eyes will be on her, as she takes over the mantle from Mr. Najib Shah and ensures that the tempo of high and transparent governance and due diligence in discharge of Custom and Excise officers is sustained and strictly followed to meet the basic requirements needed to bolster 'Ease of Doing Business'.

With good amount of experience and with the right attitude by her side, Mrs. Vanaja Sarna will be able to pursue and also upscale the levels of integrity and

discharge in duties by the Customs and Excise officers, taking the unfinished tasks of the dynamic Mr. Najib Shah to its logical and successful conclusions. She has been rightly chosen at the helm of affairs of the powerful Board, keeping in mind the roll out of GST, in next couple of months.

AIBLEA wishes a happy and well deserved retirement life to Mr. Najib Shah and welcomes the Chairperson Mrs. Vanaja N. Sarna wishing her all the very best and assurance of all out support and cooperation from AILBIEA, at all times.

Friends, this year, too, our anniversary, on Friday the 7th of April 2017, is very special and significant, since, we will be conferring the LIVE TIME ACHIEVEMENT AWARD on the doyen of Plastic and Polymer Industry in the country and in the world Mr. M.P. Taparia-Managing Director of M/s. Supreme Petrochem Ltd. and M/s. Supreme Industries Ltd. Besides, AILBIEA SPLASH and Stellar awards will be conferred on some promising and outstanding individuals and Business houses for the invaluable contributions to the EXIM Trade in the year 2016-17.

We appeal to members to take more interests in the affairs

of the Association and participate whole heartedly to strengthen our association more and more. We are scaling newer heights and making significant inroads in Customs and CBEC by our meaningful representations. We are being recognized for our professional and humble approach. The testimony of our true recognition and the honour given was when the World Custom Organization's Certificate

of Merit was conferred on me, as President of AILBIEA, by the Finance Ministry through the CBEC at New Delhi on 27th January 2017.

I wish to thank all my members and the Customs fraternity at Mumbai and JNPT for having reposed trust and confidence in AILBIEA and by their constant good wishes and all round support.

Jayyannit Lapsia
President

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GREAT ACHIEVEMENT FOR AILBIEA

Jayyant Lapsiaa, President, AILBIEA conferred with (World Custom Organization) Certificate of Merit.



Mr. Jayyant Lapsiaa, President, All India Liquid Bulk Importers & Exporters Association (AILBIEA) receiving the WCO (World Custom Organization) Certificate of Merit on the occasion of International Customs Day held at New Delhi in January, 2017 from the Hon'ble Minister of State, Shri. Santosh Kumar Gangwar. On the left is Shri Najib Shah, Chairman, CBEC and to the right of Mr. Lapsiaa, is Dr. Hasmukh Adhia, Revenue Secretary, Ministry of Finance and also Ms. Ananya Ray, Member (Customs), CBEC. Mr. Jayyant Lapsiaa, president, AILBIEA was the sole representative from Trade for having been conferred with the prestigious WCO Certificate of Merit.



JNPT welcomes Traffic Managers of 12 Major Ports to see Ease of Doing Business Initiatives



JNPT is at the fulcrum of implementing various initiatives in creating more value for the trade.

Such initiatives had significant impact on performance of the Port and overall Port ecosystem. A knowledge sharing session for the Traffic Managers of all the Major Ports was held on 6th March at JNPT to share the learnings of the Port authority in managing congestion and implementing various Ease of Doing Business initiatives. The delegation was welcomed by Shri Anil Diggikar, IAS, Chairman, JNPT, Shri Neeraj Bansal, IRS, Dy. Chairman, JNPT and other senior Port officials.

Congestion has been a pertinent problem faced by most of the Major Ports and JNPT faced a more severe one. In spite of working out various measures the problem of congestion was not getting resolved. Trade was facing lot of difficulties and financial losses due to increase in transaction time and cost. Trade associations and customers frequently complained to not just the Port authority but at Ministry level too.

JN Port initiated series of discussion with all the stakeholders involved at various levels to arrive at a solution to reduce the congestion. Various initiatives like Inter Terminal movement of Tractor Trailers reducing 10% cargo & rail incentive reducing 4% cargo from JNPT were introduced which turned highly successful in reducing

the congestion and helped in optimal utilization of the available infrastructure.

JNPT also has been the first port in implementing RFID based gate automation process which has standardised the gate processes resulting in reduction of gate-in time. Along with these there have been other initiatives, where JN Port has taken lead in implementing like Logistics data bank tagging for tracking of containers, installation of radiological detection equipment at all the gates, Direct Port Delivery, Direct Port entry, etc. The success stories of all these initiatives were shared with the Traffic Manager of all the Major Ports, so that there is uniformity in all the Ports in implementing trade friendly initiatives. JN Port also shared their experience in handling anxiety of the Trade which was very crucial in reducing congestion, as due to unpredictability of time Trade had started sending their consignments much in advance, aggravating the congestion problem.

Frequent discussion with the Trade bodies and keeping them involved in working out solutions for reducing congestion helped significantly in creating synergy amongst all the stakeholders and increase confidence on the Port ecosystem

The delegation was given a detailed presentation on Ease of Doing Business initiatives along with Gate Automation by Chief Manager(Traffic), Dr. Unnikrishnan Nair, and were also taken for a Port Tour to show the practical implementation of initiatives at ground level. The delegation congratulated JNPT team for taking lead in implementing various trade friendly initiatives and thanked for sharing the best business practices which would help them in implementing at their respective Ports for the overall benefit of the Export-Import Trade.



Shipping Ministry highlights Investment in Ports and Water Transport Sector

Foreign Direct Investment upto 100% under automatic route is already permitted in the Port Sector. This has resulted in several Public Private Partnership (PPP) projects coming up in the Major Ports. Minister of State for Shipping, Shri Pon. Radhakrishnan said that at present, a total of 33 PPP Projects with an investment of Rs. 17817.96 crore are operational and 20 more PPP projects with an investment of Rs. 22362.67 crore are under implementation. As regards inland water transport sector, Government intends to have private sector participation for the development of IWT terminals, fairway, operation and maintenance of terminals, vessels and navigational aids, he added.



Ministry of Shipping passes the Admiralty Bill, 2016

The Admiralty (Jurisdiction and Settlement of Maritime Claims) Bill, 2016 was passed by the Lok Sabha recently. The Bill aims to establish a legal framework to consolidate the existing laws relating to admiralty jurisdiction of courts, admiralty proceedings on maritime claims, arrest of vessels and related issues. It also aims to replace archaic laws which are hindering efficient Governance. The Bill confers admiralty jurisdiction on High Courts located in Coastal States of India and this jurisdiction extends upto territorial waters.

Introduced during the winter session of Parliament, the Bill came up for discussion in the Lok Sabha recently.

The Minister of State (RT&H, S, C&F), Shri Mansukh Mandaviya, presented an overview of the Bill in the House, highlighting the need for repealing five obsolete British statutes on admiralty jurisdiction in civil matters, which are 126 to 177 years old. The Bill provides for prioritization of maritime claims and maritime liens while providing protection to owners, charterers, operators, crew members and seafarers at the same time. During the course of discussion, thirteen members presented their views and raised various questions which were replied to by Shri Mandaviya. The Bill was then passed by the House.



Shipping Ministry initiates implementation of Cuddalore Port in TN

Shipping Ministry has intimated the Tamil Nadu Maritime Board its decision to release Rs 57.5 crores towards implementation of Cuddalore Port project in North Tamil Nadu to facilitate handling of ten lakh tonnes of cargo annually.

The Port is being set up by the State Government at a cost of Rs 115 crores to provide connectivity to central districts of the State. Both the Shipping Ministry and the State Government have agreed to share the cost of the project on 50:50 per cent basis.

The Ministry has informed the State Maritime Board its decision to release fifty per cent of Centre's committed amount Rs 28.75 crores very shortly. Maritime Board sources said that State Government has provided funds for the project. Centre will release the balance portion of the fund depending upon the progress of the project.

The project includes construction of North South breakwaters at a cost of Rs 25 crores. Two berths at 400 meters length and nine meters draft will be set up at a cost of Rs 40 crores. The capital dredging for the port is expected to cost Rs 50 crores.

Vessels of 15,000 dwt could berth alongside the port once the project is commissioned. At present the ships have to anchor two miles away from the port and cargo is brought in barges.

The proposed port has excellent rail and road connectivity. Along with a railway station at the Port, the four-lane National Highway 45 A is hardly a kilometer away.

The port is expected to cater to stream of thermal plants coming up in the East Coast besides industries in Ariyalur and Perambalur districts. Once the port is commissioned, it will give a fillip to industries in Central parts of Tamil Nadu.



Mr. Ravi Parmar,
IAS, Chairman,
Kandla Port Trust

Kandla Port crosses 100 million MT mark

Kandla Port Trust crossed 100 Million MT mark in cargo handling as at 0700 hrs. on 15th March, 2017 i.e. 17 days ahead, achieving an increase of over 5% as compared to last year in spite of overall sluggish trend.

The major contribution in this increase is Crude Oil & POL at Vadinar that has recorded increase of around 3.7 million MT, more than 1 million MT in liquid cargo at Kandla and about 0.50 million MT in other dry cargoes.

As regards to dry cargo, there was increase in export of Salt, import of Coal whereas major shortfall was seen in Fertilizers, Timber Logs and Steel cargo.

MbPT conducts workshop on promoting its Coastal Trade



Shri Sanjay Bhatia, IAS, Chairman, Mumbai Port Trust lighting the lamp



Shri Yashodhan Wanage, IRS, addressing the workshop



View of the gathering

MUMBAI: Promotion of Coastal Trade is high on the agenda of Government of India with vast coastline of over 7500 KM. There is a huge potential for movement of cargo through coastal routes relieving the congestion on the road and on railway networks. Its great contribution for reduction of carbon footprints needs no elaboration. Sagarmala programme lays special emphasis on promoting coastal cargoes and modal shift from road and rail to ship is being made attractive through various efforts including creating special facilities, streamlining processes, providing rebates, etc.

Mumbai Port has been in the forefront of promoting coastal cargoes. Coastal cargo forms 30% of the cargo handled in Mumbai Port, comprising mainly of POL 5.4 MMTPA, Iron Ore 6.8 MMTPA, Iron and Steel 0.5 MMTPA, Cement 0.2 MMTPA etc. With proactive measures, the coastal Iron and Steel cargo has increased by 450% over the previous year. With an aim to encourage the Coastal movement of Automobiles, a special RORO facility is being made available

in Indira Dock alongwith extension of rebates.

To sensitize the trade in general and to understand and redress the issues affecting this trade and to promote coastal movement, MbPT held a Workshop, wherein the current and potential stakeholders, e.g., Receivers, Shippers, Coastal Ship Owners / Operators, Shipping Agents, Freight Forwarders, Trade Associations, Government and Port Officials participated unfolding their experiences and expectations.

Shri Sanjay Bhatia, IAS, Chairman, Mumbai Port Trust, in his key note address emphasized all round benefits of the coastal movement over other means and extended Port's support to handhold the trade and help achieve the threshold volumes till the coastal route becomes viable option.

The recommendations in the Vision Document for Coastal Shipping were deliberated and it was noted that many of the recommendations have been implemented and others are in pipeline. The deliberations, by eminent stakeholders in this workshop helped in crystallizing issues, finding solutions for efficient and cost effective coastal logistics as below:-

- (i) The duty free bunkers and spare parts for the Coastal Shipping is most important to reduce the coastal logistics cost.
- (ii) Relaxation of cabotage for coastal carrier.
- (iii) Reduction in Wharfage Charges when the cargo is double handled.
- (iv) Non-availability of coastal ships for carrying domestic cargoes.
- (v) Requirement of cargo commitment from the large producers as PSUs, etc. to enable build up of Indian coastal tonnage.
- (vi) Incentive Scheme for Modal Shift to be implemented as soon as possible.
- (vii) Exemption for Indian Sailors on coastal ships from Income Tax, etc.
- (viii) There is no return cargo - one way traffic, at present.
- (ix) Octroi issues in Mumbai - GST will take care of the same.
- (x) Large storage areas for warehousing.

Being Multi-disciplinary issues, involving other agencies as Customs, DG Shipping, Ports, State Government etc. Shri Sanjay Bhatia, Chairman, MbPT, assured the stakeholders that issues highlighted in the workshop will be taken up with concerned Ministries / Organisations to get them resolved, highlighted a MbPT press release.



GST to make exports more competitive, says Nirmala Sitharaman



Implementation of GST, the new indirect tax regime, would help remove barriers between the States and make exports more competitive, Commerce and Industry Minister Nirmala Sitharaman said. “GST (Goods and Services Tax) gives a feeling that market in India is one now and there are no barriers between regions or provinces.

“Even within the Country, the value chains which will get integrated, will have a simpler and straightforward flow (of goods) and therefore, it should make exports more competitive rather than expensive,” she said.

Finance Minister Arun Jaitley has indicated that GST would be rolled out from July 1. The new tax regime would subsume all indirect taxes like excise duty, sales tax and octroi.



CBEC to be renamed as Central Board of Indirect Taxes & Customs post GST

The Apex policy-making body for indirect taxes, Central Board of Excise & Customs (CBEC) is being rechristened as the Central Board of Indirect Taxes & Customs (CBIC) in the run up to the Goods and Services Tax regime to be rolled out from July 1.

“The Central Board of Excise & Customs (CBEC) is being renamed as the Central Board of Indirect Taxes & Customs (CBIC), after getting legislative approval,” a Finance Ministry statement said.

CBIC would supervise the work of all its field formations and directorates and assist the Government in policy making in relation to GST, continuing Central Excise levy and Customs functions, it said.

“Finance Minister Arun Jaitley has approved the reorganisation of the field formations of the CBEC for the implementation of GST,” it added.

“The Central Board of Excise & Customs (CBEC) is being renamed as the Central Board of Indirect Taxes & Customs (CBIC), after getting legislative approval,” a Finance Ministry statement said.”

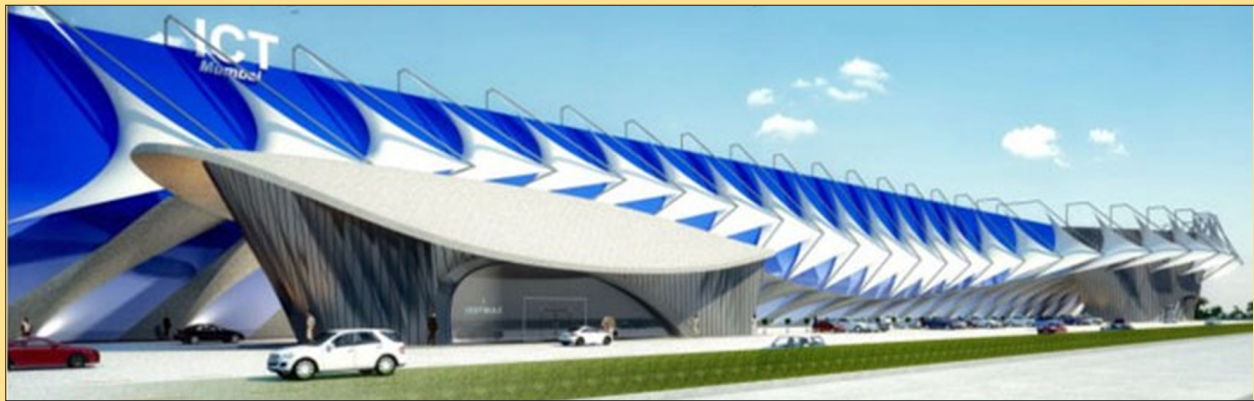
The CBIC will have 21 zones, 101 GST Tax payer Services Commissionerates comprising 15 Sub-Commissionerates, 768 Divisions, 3,969 Ranges, 49 Audit Commissionerates and 50 Appeals Commissionerates.

For a robust IT Network, the Directorate General of Systems under CBEC is being strengthened.

The Directorate General Tax Payer Services is being expanded for greater out-reach for facilitating smooth transition for the taxpayers to the GST environment.



MbPT to modernise Mumbai International Cruise Terminal (MICT)



Mumbai Port Trust has taken initiative to boost the cruise tourism in India by modernizing the existing terminal with a state of the art facility for International and Domestic Cruise tourists. Further, it has been decided to develop Mumbai Port as home port for International Cruise ships by developing facility of restaurants, shopping malls and other necessary world class infrastructure. The proposed terminal with G+3 floor with a facility for segregation of domestic visitors with an estimated cost of Rs.197 crores was sanctioned by the Mumbai Port Trust Board. The Port has invited tender for the civil and façade works amounting to

Rs.125 crores, for which total four bids from Aakruti Engineers, Paresh Constructions & Foundations Pvt. Ltd., Oman-based firm Adrak Engineering and Constructions and Gunwant have been received, which are under scrutiny.

The project will be implemented in two phases; the first phase of the modernized MICT will be ready in 2018 while the second one would be ready for operations the following year.

The modernized terminal will have all facilities that passengers get at the airports. ●◆□◆●

CBEC launches Mobile App for GST



NEW DELHI: In a move aligned with the Government's Digital India programme and to ensure that the taxpayers remain well-informed about the Goods and Services Tax (GST) updates on their mobile phones, the Central Board of Excise and Customs (CBEC) has launched an App on Thursday. Through this application, the taxpayers can access a lot of information related to GST. The app includes:

- Migration to GST: Approach and guidelines for migration;
- Draft Law: Model GST Law, IGST Law and GST Compensation Law;

- Draft Rules: Rules related to registration, returns, payment, refund and invoice
- Frequently Asked Questions (FAQs) on GST
- Resources on GST such as videos, articles etc;
- Related website links;
- Helpdesk/email contact

"The App will enable the taxpayers to be well-informed on the latest updates on GST. Taxpayers can also provide feedback and contact CBEC's 24x7 helpdesk "CBEC Mitra" through a toll-free number or email, at the touch of a button," the release added.

The mobile application can be downloaded free of cost on all Android platforms while the App for iOS platform is yet to be finalised.

The GST mobile application, with its easy-to-use and elegant interface, is yet another step taken by the Customs department to improve ease of doing business and deliver outstanding services to the taxpayer. ●◆□◆●

International Chamber of Shipping releases latest Flag State Performance Table

LONDON: The International Chamber of Shipping (ICS) has published its latest Flag State Performance Table which can be downloaded free of charge via the ICS website.

The ICS Table provides an annual overview of the performance of the world's flag states against a number of criteria such as port state control records, ratification of international maritime Conventions and attendance at IMO meetings. The Table is mainly intended to encourage shipowners and operators to maintain an open dialogue with their flag administrations with respect to any improvements that might be necessary.

ICS Director of Policy & External Relations, Simon Bennett, said: "This year's ICS Table continues to highlight the sound performance of all of the world's major flag administrations, regardless of whether they are open registers or so called 'traditional' maritime flags. But in response to feedback from IMO Member States, our member National Shipowner Associations have agreed to

some further refinements in order to make the Table as objective and useful as possible."

In particular, flag states which do not qualify for the United States 'Qualship 21' programme have not been given negative performance indicators in the latest ICS Table.

"The list of flag states qualifying for Qualship 21 now varies considerably from year to year. We therefore no longer currently view non-inclusion as being an indicator of negative performance" explained Mr Bennett. However, flag states that continue to qualify for the U.S. programme are still given a positive performance indicator.

An important development in the previous 12 months is that participation by maritime administrations in the IMO Member State Audit Scheme became mandatory in 2016. ICS therefore intends to add a new field to address this for inclusion in its next Annual Table in 2018.



Cargo traffic at 12 Major Ports up by 7.14% at 535 MT in April - January: Shipping Ministry

With the pickup in demand, India's 12 Major Ports saw cargo traffic increase by 7.14 per cent to 535.35 million tonnes (MT) during the first 10 months of the current fiscal.

These top ports under the Centre had handled 499.68 MT cargo during the April-January period of the last fiscal.

"Increased demand from various sectors including iron ore, POL and containers saw cargo traffic grow by 7 per cent to 535 MT" a Shipping Ministry official said recently.

Iron ore traffic volumes more than doubled to 38.61 MT during the period while POL (petroleum, oil and lubricants) volumes too surged by 8 per cent, the official said.

Kandla Port handled the highest traffic volume at 88.47 MT during the April-January period of the current fiscal followed by Paradip Port at 72.90 MT, Mumbai Port at 52.94 MT, JNPT at 51.32 MT and Visakhapatnam at 50.98 MT, he said.



Chennai Port handled 42.20 MT of cargo while Kolkata Port including Haldia handled 40.57 MT of cargo.

Volume of seaborne cargo is essentially in the nature of derived demand and is mainly shaped by the levels and changes in both the global and domestic activity.

During the ten months, Mormugao Port recorded the highest growth in traffic at 61.95 per cent followed by Paradip Port at 18.20 per cent, New Mangalore at 13.60 per cent and Cochin at 10.60 per cent.

India has 12 Major Ports: Kandla, Mumbai, JNPT, Mormugao, New Mangalore, Cochin, Chennai, Ennore, V O Chidambarnar, Visakhapatnam, Paradip and Kolkata (including Haldia) which handle approximately 61 per cent of the Country's total cargo traffic.



Mumbai Port & JN Port establishes TIER-I oil spill response facility



Mumbai Port Trust alongwith JNPT has established TIER-I Oil Spill Response facility alongwith participating oil companies.

Regular exercise is held alongwith oil companies and Coast Guard to ensure readiness for any Oil Spill situation. A mock drill was conducted to demonstrate the equipment such as oil containment boom, skimmer and other equipment, highlighted a MbPT announcement.

CBEC discontinues MOT fee at 24x7 Customs Ports and Airports

Central Board of Excise and Customs has amended the customs fee norms, by doing away with the merchant overtime fee (MOT) collected in exchange of the services provided by the customs officials at 24x7 Customs Ports and Airports.

“Thus, as on date no MOT charges are required to be collected in respect of the services provided by the customs officers at 24x7 Customs Ports and Airports,” CBEC said in an announcement.

In 2012 the CBEC had on a pilot basis introduced 24x7 customs clearance at 4 designated Air cargo complexes and 4 sea ports, subsequently it was extended to 13 air cargo

complexes that included all shipping bills free or those that were filed at the said air cargo complexes. Now the same has been extended to 19 sea ports and 17 air cargo complexes.

CBEC had allowed the facility of 24x7 customs clearance for goods covered by facilitated Bills of Entry and specified exports i.e. factory stuffed containers and goods shipped under free shipping bills on permanent basis at the designated 19 sea ports including Krishnapatnam. But the Customs department made it mandatory that logistics support like machinery/cranes for movement of containers and the labour used for the same has to be fulfilled by the custodian of the goods or importer or customs broker. With these amendments in place, the Customs has decided to extend 24x7 Customs clearance to all bills of entry and not just facilitated bills of entry.

The Board has received references, seeking clarification on whether MOT charges should be collected in lieu of stuffing of export goods at Container Freight Stations (CFSs). With regard to the above query, the CBEC has issued clarification that:

1. CFSs serve as an extension of the port and facilitate a faster clearance of Export-Import goods. Therefore, a bulk of regulatory affairs has shifted to CFSs.
2. Factory stuffed containers are already covered under 24x7 operations, therefore, MOT charges are not required to be paid in lieu of services (like verification of seals etc) rendered by customs officers at CFSs in respect of such containers.
3. Other than at the manufacturing premises, stuffing can inter-alia also occur at CFSs for export against free shipping bills or otherwise. In the case of sea ports, free shipping bills are already covered under 24x7 scheme while the goods exported against a claim to benefit are not. Considering that the Customs work carried out in the CFSs is actually an extension of the clearance activity at the port, therefore, logically no MOT charges should be leviable in lieu of services rendered by Customs Officers within the CFS premises even in the case of export against a claim to benefit.
4. No MOT charges will be collected at CFSs attached to the 24X7 ports in lieu of the services rendered within the CFS. This decision is an attempt to bring the MOT collection framework on a level with the situation on the air side that covers all shipping bills free.

“Thus, as on date no MOT charges are required to be collected in respect of the services provided by the customs officers at 24x7 Customs Ports and Airports”



Mumbai Port berths World's Largest Car Carrier M.V. Hoegh Tracer

As a culmination of its efforts to serve the Automobile trade most efficiently and cost effectively, Mumbai Port Trust welcomed the World's largest Car Carrier 'M.V. Hoegh Tracer' to dock at its swanky OCT Berth.

About 6,000 cars will be exported on this mammoth ship. On the occasion, Mr. Sanjay Bhatia, IAS,



Chairman, Mumbai Port Trust said "It is indeed a proud moment for Mumbai Port Trust and its partners".

This is the most important landmark for Mumbai Port Trust and the Automobile trade as this event shows the growing confidence of the shipping lines to commit the largest Car Carriers in Indian Trade & more particularly through Mumbai Port.

Shri Sanjay Bhatia further stated that OCT facility, which is 700 meters long and 58 meters wide with

current draft of 10 meters and large storage area in the immediate backyard, has been attracting the best of car manufacturers like Volkswagen, Maruti Suzuki, Tata Motors, Mahindra & Mahindra, General Motors, as also biggest of the shipping lines as Hoegh Autoliners, NYK, Eukor, MOL, etc. This facility has enabled phenomenal increase of vehicle handling in MbPT with 1.70 lakhs handled up to January 2017, in this Financial Year against

1.40 lakhs in the corresponding period of previous year, registering a growth of 21%.

Readers may recall, a record loading of 6,312 vehicles on a single ship was achieved on August 6, 2016. MbPT has been striving hard to ensure total customer satisfaction of the exporters as well as shipping lines. This way, MbPT contributes to the Government of India's initiative of 'Make in India', as over 95% of the vehicles handled are export units, manufactured in India.

Shri Sanjay Bhatia, on this occasion has assured full support of the Port for Automobile trade, and thanked all the stakeholders in the automobile trade.

He further urged the stakeholders to utilize the offer made by MbPT for

construction of multilevel car storage building for achieving more cost savings per unit of cars handled in MbPT.

The ship 'Hoegh Tracer' is 200 meter long and 36 meter wide vessel capable of carrying 8,500 vehicles on her 14 decks having space of 71,400 square meters equivalent to 10 football grounds.



"MbPT contributes to the Government of India's initiative of 'Make in India', as over 95% of the vehicles handled are export units, manufactured in India."

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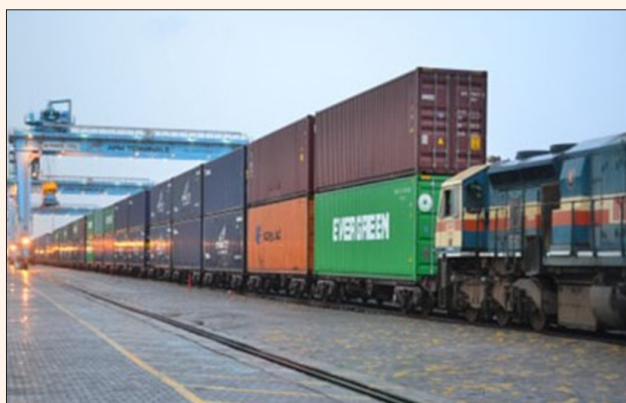
APM Terminals Pipavav implements e-SMTP for paper free Customs clearance procedure



e-SMTP [electronic sub-manifest transshipment permit] at its port beginning 2017.

Commenting on the development, Mr. Keld Pedersen, Managing Director, APM Terminal Pipavav said “At APM Terminals Pipavav, we strive to improve the operational efficiency by quick turnaround of cargos at the berth, at the yard & at the gate. The implementation of e-STMP takes us one step closer to simplifying the entire customer process, thereby reducing the dwell time of cargoes.”

The new system will help quick turnaround of cargoes saving 12 to 48 hours every week



Containers at Pipavav Port are being released for train loading according to the e-SMTP messages received from ICEGATE [Indian Customs Electronic Commerce/Electronic Data interchange (EC/EDI) Gateway] through PCS [port community system]. By implementing e-SMTP, containers can be planned for loading within couple of hours of vessel’s inward entry filed by customs in ICEGATE. Implementation of system will help in a quick turnaround of cargoes, thereby resulting into 12 to 48 hours of savings every week.

In line with offering the best services to our customers, APM Terminals Pipavav has successfully implemented

With the port having stopped the collection of hard copies of SMTP, the e-SMTP has made the whole custom process very simplified and has proved to be a valued proposition for the port users with minimal operational hurdles.



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