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वित्त मंत्रालय MINISTRY OF FINANCE
राजस्व विभाग DEPARTMENT OF REVENUE
केन्द्रीय अप्रत्यक्ष कर और सीमा शुल्क बोर्ड
CENTRAL BOARD OF INDIRECT TAXES AND CUSTOMS

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F.No. S31/180/2018 CSD Cus.

Dated: 26.11.2018

PUBLIC NOTICE NO. 39/2018-19

**Subject: Installation of Container Scanner (Road) & Scanning of
Import Containers passing through Cochin Sea Port -Reg.**

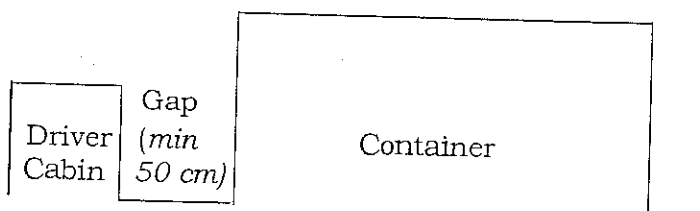
The importer, Exporters, General Trade, Port Terminal Operators, Shipping Lines, Shipping Agents, Container Freight Stations and Customs Brokers coming under the jurisdiction of Custom House, Cochin, Vessel operators/Non-vessel Operating Common Carriers/ Inland Container Depots and all other stakeholders concerned are hereby informed that Drive Through X-ray based Container Scanner (Road) facility has been launched recently at ICTT, Vallarpadam, Cochin and scanning of selected import containers has been commenced.

2. **Container Scanning Division:** - For the purpose, Container Scanning Division (CSD) headed by Deputy/ Assistant Commissioner of Customs (CSD) has been created and is functioning from ICTT, Vallarpadam, Cochin.

3. **Location of Container Scanner Division:** - The Drive through X-Ray Based Container Scanner (Road) facility is situated in India Gateway Terminal Pvt. Ltd, ICTT Vallarpadam SEZ, Mulavukadu Village, Ernakulam, Kerala-682504.

4. **Movement of containers selected for scanning:-**

- (i) The containers which are to be scanned will be selected by the Container Scanning Module (CSM) of the Risk Management Centre of Customs (RMCC) from IGM data fed into the system. The intimation of selection will be communicated automatically to the Terminal Operator (DP World), Custodians of CFS's and the Container Scanner Division by e-mail.
- (ii) The Terminal Operator shall make endorsement "Selected for scanning" in Red Colour in the EIR copy of the containers selected for scanning by the system and shall be responsible to ensure that the containers selected for scanning are brought to Container Scanning Division for scanning. If the Container selected for scanning, leaves the terminal without scanning, then the Terminal Operators shall be liable for penal action under the provisions of Customs Act, 1962, read with Handling of cargo in Customs Area Regulations, 2009. The traffic to the Container Scanning Division will be regulated by the Terminal Operator. The Terminal Operator shall ensure that the gap between the Driver's Cabin and the container shall be more than 50 cm, if the gap is less than 50 cm, the container shall be loaded on another trailer having more than 50 cm gap between the Driver's cabin and container.



- (iii) The custodian of CFS shall provide the lists of containers selected for scanning everyday to the Superintendent (Prev.)/Appraiser posted at CFS. The custodian of CFS shall ensure that the containers selected for scanning shall not be accepted at the CFS without scanning. If any such selected container reports at the CFS without scanning, the same shall be sent back for scanning to CSD, failing which the custodian of CFS shall be liable for penal action under the provisions of Customs Act, 1962, read with Handling of cargo in Customs Area Regulations, 2009. The custodian of CFS shall also ensure that at the time of signing of movement forms for collecting the container selected for scanning, the trailer mentioned must have the gap between the Driver's Cabin and the container more than 50 cm, if the gap is less than 50 cm, trailer

shall not be send to DP World to pick the container which got selected for scanning.

5. Procedure to the followed in Container Scanner Division:-

5.1 On arrival of the container selected for scanning, the Container Scanning Division, the Havaldar/Head Havaldar posted at the Sentry Cabin at the entry gate will take the documents from the trailer driver and provide them to the officer posted at the Check in cabin and will allow the trailer for check in. The OCR will note the container no/trailer no and send the image to the monitor of the scanning officer. Then the scanning officer will scan the container.

5.2 On completion of scanning of the selected containers at the Container Scanning facility, the trailer driver shall park the trailer and the custodian shall provide the sufficient parking slots approximately 10 to 12 keeping in view of the number of containers selected for scanning per day. Then the driver will come to the officer posted at the Check out cabin, who will endorse the following comments on the reverse of the EIR copy as the case may be and also keep one copy of EIR as a record:

(a) If the image of the scanned container is found to be clean the "SCANNED CLEAN" shall be affixed on the reverse of the EIR document.

(b) If the image of the scanned container is found to be suspicious then the "SCANNED SUSPICIOUS" shall be affixed on the reverse of the EIR copy and print out of the scanned image will be handed over to the Trailer Driver/helper/CHA..

(c) In case of Odd Dimensional Containers (ODC), the CSD Officer shall endorse the EIR as "NOT SCANNED DUE TO ODC" on the reverse of the EIR copy.

5.3 Reefer (refrigerated) and DPD containers shall be scanned on priority basis as per procedures mentioned above.

5.4 In case the containers selected for scanning could not be scanned due to non-functioning of the scanner or for any other reasons, the Superintendent CSD, shall inform the same to DC/AC (CSD). The DC/AC (CDS) in turn will

decide whether to release the containers without scanning. The same will be informed to all the stakeholders via email.

5.5 If the DC/AC(CSD) order for release of such containers, then same shall be entered in the register by the officer posted at the Check in Cabin and the EIR document of each container shall be endorsed with stamp "NOT SCANNED DUE TO ' on the reverse.

5.6 After completion of scanning of selected containers at the Container Scanning Division, the said containers shall be directed to the respective CFS by the custodians of the said CFS/importer/CHA. The custodians of the said CFSs shall ensure that all such containers which are selected for scanning must have the endorsement "SCANNED" on the reverse of the EIR copy.

5.7 If scanning list could not be generated, then up to 10 % RMS containers will be selected by ADC/JC (CSD) and only those containers will be scanned and the list shall be sent to all stakeholders by email. The same will be informed to all the stakeholders via email.

5.8 No container shall be examined at the Container Scanning Division, but the container with suspected cargo which is threat to National Security such as arms and ammunition, explosives etc noticed during the scanning. Those containers shall be hold by CSD and it shall be moved to the designated isolated area inside the D.P. World (Terminal) for examination and further necessary action.

6. DPD facilitated containers Selected for Scanning:-

- (i) The Terminal operator is required to ensure that the DPD facilitated importers or their Custom Brokers are informed regarding selection of their containers for scanning as soon as they receive the communication in this regard by e-mail/on their arrival at the terminal for taking delivery.
- (ii) On receipt of request from the Importer/Customs Broker, the terminal operator shall facilitate the movement of containers to the Container Scanner Division for scanning. The Terminal operator should also ensure that in cases where there are multiple containers in a OOC/B.E, only the container selected for scanning be loaded first for scanning and other containers be released only if "SCANNED CLEAN" report received in respect of already selected containers.

(iii) Containers selected for scanning, if marked "SCANNED CLEAN" on the reverse of the EIR copy by CSD, the terminal operator shall allow delivery of all other containers in the Bills of Entry/OOC. If the containers selected for scanning are marked "SCANNED SUSPICIOUS" by CSD, then the terminal operator shall direct the suspicious containers to CFS CONCOR for 100 % destuffing and 100% examination and the details will be send to CFS CONCOR by email. The AC/DC of the designated CFS shall endorse on the hard copy of the B/entry "OOC temporarily suspended for examination".

- a) After such examination, in case no discrepancy is found during examination, then the container shall be released on the basis of OOC already given after writing the remark on the hard copy of B/E "OOC already given in the system restored" and examination report also be endorsed on the hard copy of the B/E.
- b) However in case of any discrepancies are found during examination, then such report to be noted by the Dock Officer on the hard copy of Bill of Entry and document to be sent to AC/DC (EDI) for cancellation of OOC and for further necessary action by concerned group. It has to be ensured by Docks officer that such containers should not allowed to move out of CFS until the decision of the concerned group in the matter.
- c) In case there is more than one container in the Bill of Entry/OOC and if the container "SCANNED SUSPICIOUS" on examination found to contain any discrepancy, the rest of the containers in Bill of Entry/OOC shall not be allowed clearance till further suitable orders.
- (iv) If scanning list could not be generated, then upto 15% DPD containers will be selected by ADC/JC (CSD) and only these containers will be scanned and the list shall be sent to all stakeholders by email.

7. Procedure to be followed post scanning:-

7.1 Everyday list of containers selected for the scanning will be provided by the CFS to the Superintendent/Appraiser. The Custodians of CFS shall provide the copy of EIR document duly marked by the container scanning facility officers for each container to the respective customs broker and reflect the same in the Seal Cutting Document raised by them. On examination day CFS will provide EIR copy along with the other documents to the Dock officer before examination.

7.2. The following examination norms shall be adopted for scanned containers at the respective CFS:

(a) Containers with stamp "SCANNED CLEAN" on EIR: The Docks Examination Officers shall clear these containers as per normal Customs clearance/examination procedures.

(b) Containers with stamp "SCANNED SUSPICIOUS" on EIR: During examination of the Suspicious container marked by the Container Scanning Division (CSD), Docks Officer (D.O.) posted at CFS will do 100% destuffing and 100% examination and will take the photographs of the empty container with clear visibility of container no. and cargo destuffed and CHA shall ensure that the photos must be kept in the docket along with the scanned image of the container. CFS shall provide the facility of color printout of the photographs. Data will be stored in system/hard copy for a period of one month and then transferred to DMS. The Docks Officer shall endorse the examination report in the B.E. as he regularly does for other examination. The examination report of the suspicious scanned containers shall be provided to AC (CSD) through AC (Docks) on daily basis. If any container selected for scanning is not scanned due to any reason, Officers posted in CFS shall follow the normal procedures without fail.

(c) Container with stamp "NOT SCANNED" on EIR: Such containers shall be examined by the Docks Examination Officers as per normal Customs clearance/examination procedures. The results of examination of these containers shall be communicated by DC/AC (Docks Examination) to the DC/AC (Container Scanning Division).

7.3 If a container is not selected in the first scanning list for a particular IGM but gets selected after reaching the concerned CFS on the basis of any amendment subsequently filed for that particular IGM, then such container shall be brought back for scanning to the Container Scanning Division prior to giving Out of Charge with the seal intact. Alternatively, DC/AC (Docks) may grant NOC from scanning but shall order for necessary examination at the respective CFS.

7.4 If the B.E. is facilitated under RMS without examination and DPD then such bills shall be recalled for proper examination order with the permission of ADC/JC through AC (CSD).

7.5 The Terminal Operator shall provide IGM wise list of containers cleared from bubble gate for scanning to CSD on next working day by 10 A.M. and

shall furnish the details of the containers selected for scanning but lying in port for more than 15 days for clearance on first working day of the week.

8. Difficulty faced, if any, may be brought to the notice of the undersigned.

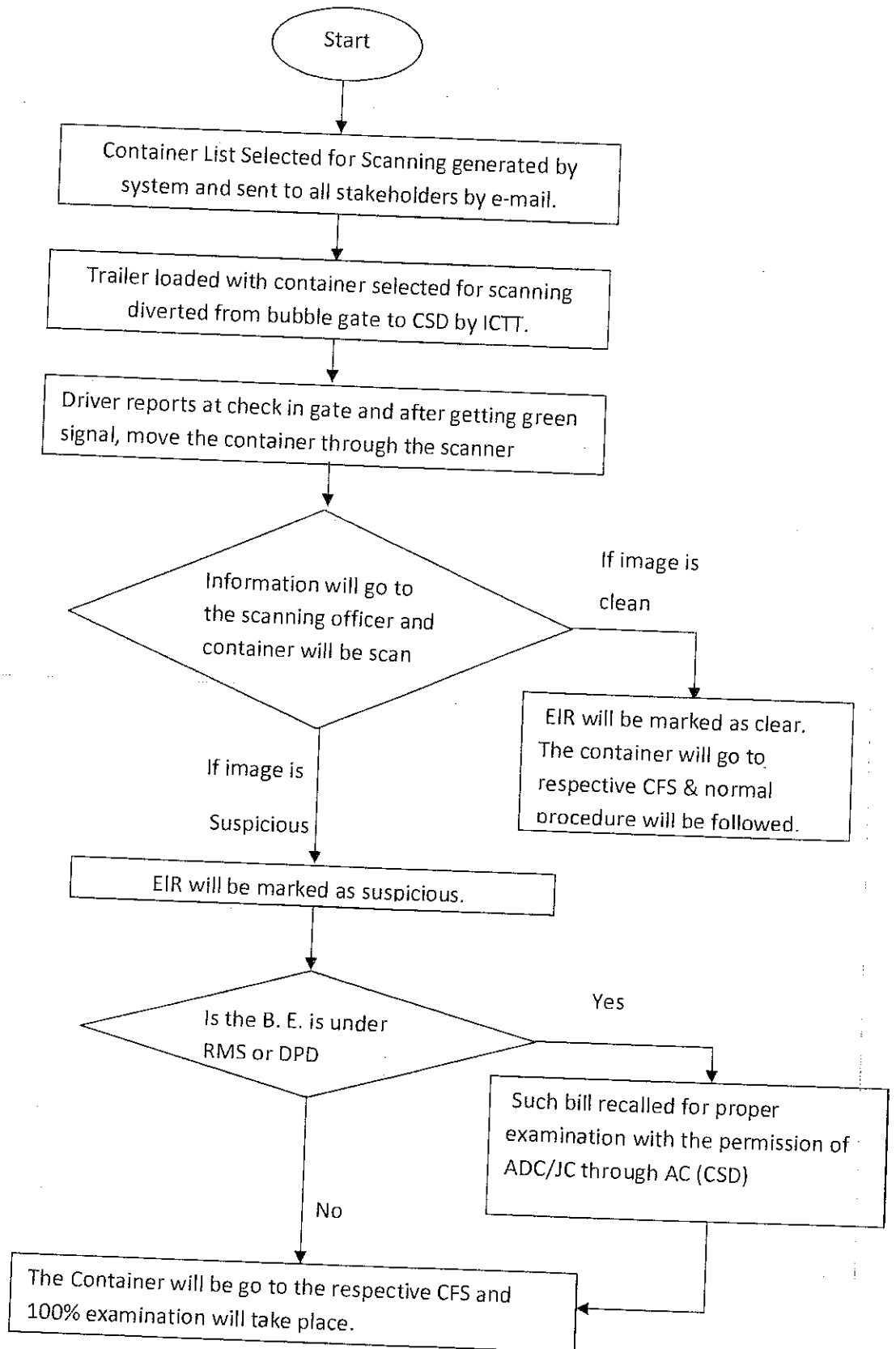
Sumit Kumar
(SUMIT KUMAR I.R.S.) 26/11/18
COMMISSIONER OF CUSTOMS

Enclosure : Flowchart of scanning procedure

Copy to:-

1. The Chief Commissioner of Customs, Cochin
2. Addl. Commissioner of Customs, Custom House, Cochin
3. All the DCs/ACs, Custom House, Cochin
4. Cochin Custom Brokers Association
5. All CFSs, Cochin
6. Cochin Shipping Agents Association
7. All Trade Associations, Cochin
8. Notice Board/Website.

Flowchart of scanning procedure



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