

# *Sea Cargo Manifest & Transhipment Regulations, 2018*

*Follow Up Discussion with Sea Carriers  
25.07.2019  
Mumbai*

# *Cargo Movement*

# ***Intent...***

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

# ***Stakeholders Involved...***

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

# ***Unique Cargo Identifiers...***

## **PCIN – Primary Cargo Identification Number**

- ✓ Unique Number assigned by Customs to identify a cargo contained in single Transport Document mentioning Actual Buyer and Seller
- ✓ PCIN – 18 digit number (YYPC00XXXXXXXXXX00)

## **MCIN – Master Cargo Identification Number**

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

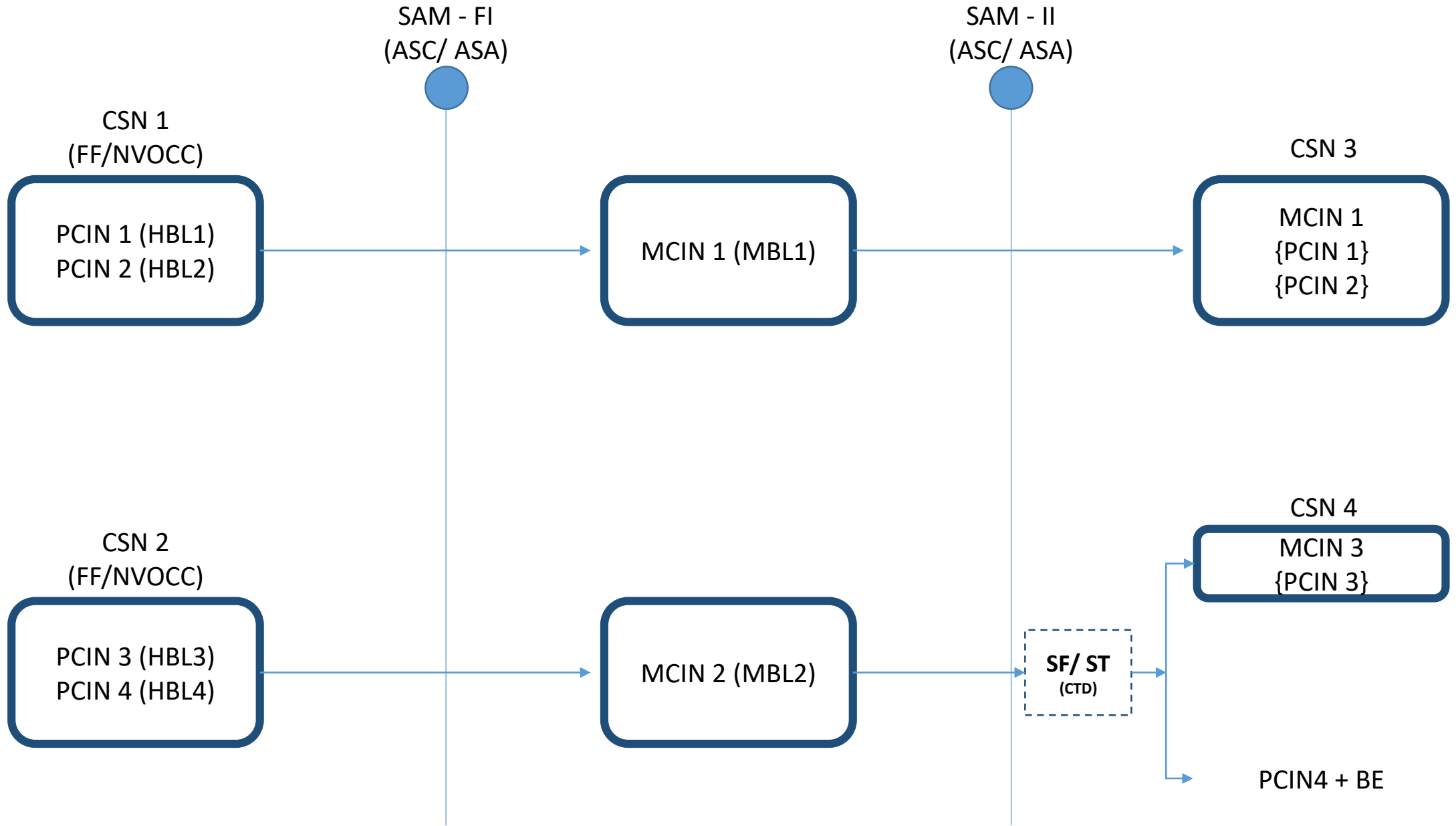
# ***Cargo Summary Notification (CSN)...***

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

# *Referencing of Cargo...*

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

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





# Steps to File CSN...

**Step 1**

*The original freight forwarder to book cargo with the Consolidator & get Booking No. (which will be BL no. Eventually) for all the consolidated BL having multiple HBL*

**Step 2**

*Ascertain VCN no. of the Voyage from the carrier*

**Step 3**

*Fill CSN for every consolidated BL giving details of all the associated HBL*

**Step 4**

*On successful filing, Customs would assign PCIN for every HBL (PCIN will be required only for segregation & consolidation) and also CSN for the consolidated BL*

**Step 5**

*Give CSN details to your consolidator*

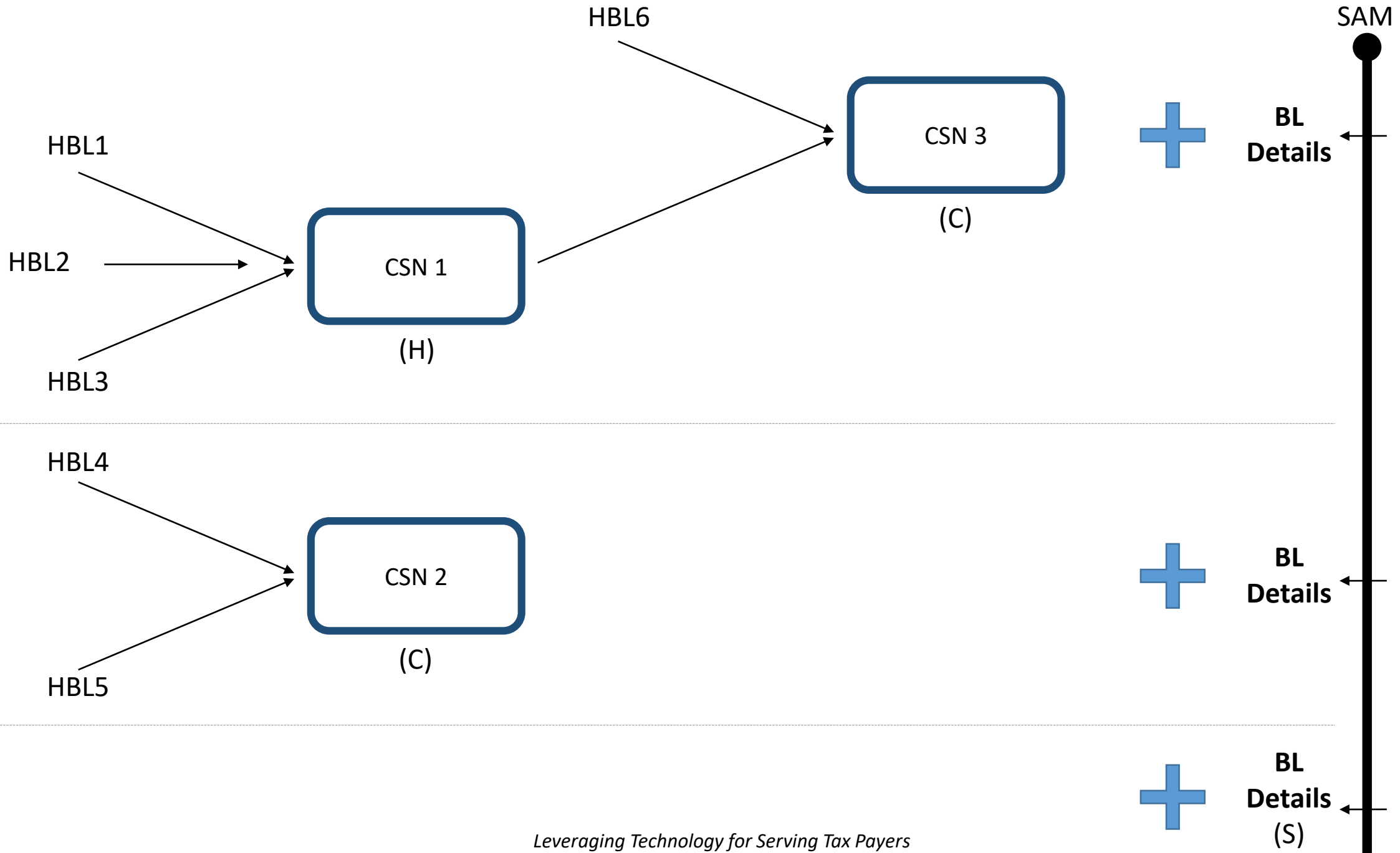
**Step 6**

*Consolidator will be able to file details of consolidated BL & refer CSN*

# ***Consolidation Indicator...***

## **Types of Consolidation Flag**

- ✓ Straight BL – (S) – BL issued by Vessel operating carrier to actual Buyer/ Seller
- ✓ Consolidated BL – (C) – BL issued by consolidator not containing actual Buyer/ Seller details
- ✓ House BL – (H) – BL which will be eventually consolidated and contains actual Buyer/ Seller



# Consolidation Indicator – Different Scenarios...

		Previous Declaration Flag →		
		N	C	Y
Consolidated Flag ↓	S (Straight BL)	First time filing in SAM	-----	Reference of MCIN in subsequent Declaration/ Manifest
	C (Consolidated BL)	First time filing in CSN	CSN filed with MBL in SAM/ CSN quoting previous CSN	Reference of MCIN in subsequent Declaration/ Manifest
	H (House BL)	First CSN with House BL will be generated	-----	-----

# ***Different Scenarios...***

**1**

***Straight BL - SAM***

**2**

***Consolidated BL - SAM***

**3**

***Straight BL - CSN***

**4**

***Consolidated BL - SAM + CSN***

**5**

***Multiple Consolidated BL - CSN + CSN + SAM***

# ***When it is Generated?***

- ✓ PCIN – When CSN is successfully submitted, PCIN is generated for every BL having Actual details of Buyer/ Seller
- ✓ CSN – When CSN is successfully submitted, CSN no. is generated for the consolidated BL
- ✓ MCIN – when CSN is successfully linked with MBL by the consolidator giving complete MBL details, MCIN is generated

# ***How a PCIN closes?***

- ✓ Submission
- ✓ Linking with Consolidated BL – with error or successful, i.e. generation of MCIN
- ✓ Manifested in Arrival Manifest – with error or successful
- ✓ Subsequent matching in case of, in case of Transshipment
- ✓ Successful matching with declaration
- ✓ Closure on final clearance of the cargo

# ***How a line closes?***

- ✓ Submission
- ✓ Linking with Consolidated BL – with error or successful, i.e. generation of MCIN
- ✓ Manifested in Arrival Manifest – with error or successful
- ✓ Subsequent declaration in SDM/CIM/Declaration, as the case may be – Successful matching and closure



# *Sample Cargo Scenarios*

# ***Cargo Movement Matrix...***

	<b>IM</b>	<b>TR</b>	<b>EX</b>	<b>CG</b>
<b>LC</b>	✓			✓
<b>TI</b>	✓		✓	✓
<b>TC</b>		✓	✓	
<b>DT</b>	✓	✓	✓	✓
<b>FT</b>		✓	✓	

# ***Same Bottom Cargo Scenario...***

<b>Route -: (POL) Singapore (SGSIN) -: (PoT) Nhava Sheva (INNSA) -: (POD) Karachi (PKKHI)</b>				
<b>Port</b>	<b>Message Type</b>	<b>Vessel Type Movement (3.4.1)</b>	<b>Type of Cargo (3.4.6.1)</b>	<b>Cargo Movement Value (3.4.6.1)</b>
INNSA	SAM	FI	TR	FT
INNSA	SDM	FI	TR	FT

Point Noted :

Type of Cargo - TR ; FT - SAM

Type of Cargo - TR; FT – SDM

# ***Same Bottom Cargo & Import Discharge Scenario: with transshipment (vessel change) but India discharge...***

<b>Route -: SGSIN -&gt; INNSA -&gt; INMAA (POL) Singapore (SGSIN) (V1) -: (PoT) Nhava Sheva (INNSA) (V1 -&gt; V2) -: (POD) Chennai (INMAA) (V2). Container is transhipped at INNSA with vessel change from V1 to V2</b>				
<b>Port</b>	<b>Message Type</b>	<b>Vessel Type Movement (3.4.1)</b>	<b>Type of Cargo (3.4.6.1)</b>	<b>Cargo Movement Value (3.4.6.1)</b>
INNSA (V1)	SAM 1	FI	IM	TI
INNSA (V2)	SDM	II	IM	TI
INMAA (V2)	SAM 2	II	IM	LC

SAM1-FI-IM-TI; SDM-II-IM-TI, SAM2-II-IM-LC;

# ***Same bottom Cargo & Export Transshipment Scenario: with transshipment (vessel change) & outbound...***

Route -: SGSIN -> INNSA -> INMUN -> PKKHI (POL) Singapore (SGSIN) (VI) -: (PoT1) Nhava Sheva (INNSA) (V1) -: (PoT2) INMUN (V1 -> V2) -: (POD) Karachi (PKKHI) (V2). Container is transhipped at INMUN with vessel change from V1 to V2				
Port	Message Type	Vessel Type Movement (3.4.1)	Type of Cargo (3.4.6.1)	Cargo Movement Value (3.4.6.1)
INNSA (V1)	SAM 1	FI	TR	FT
INNSA (V2)	SDM 1	II	TR	FT
INMUN (V1)	SAM 2	II	TR	TC
INMUN (V2)	SDM 2	FI	TR	TC

SAM1-FI-TR-FT; SDM1-II-TR-FT; SAM2-II-TR-TC, SDM 2- FI-TR-TC

# *Export Scenario*

Vessel Route -: INDIG -> INNSA -> GBFXT -> GBMAN  
 Port or Origin (POO) - ICD Dighe (INDIG)  
 Port of Loading (POL) - Nhava sheva (INNSA)  
 Port of Discharge (POD) - Felixtowe (GBFXT)  
 Final Place of Delivery (FPD) -> Manchester (GBMAN)

Scenario 1: Container/Cargo picked from ICD Dighe (INDIG) of Nhava Sheva and delivery at Manchester ICD of Great Britain  
 Scenario 2: Container/Cargo picked from NS CFS of Nhava Sheva and delivery at Manchester ICD of Great Britain  
 Scenario 3: Container/Cargo picked from Nhava Sheva Port(SEA) for factory Stuffed cargo (Clearance happening at port) & delivery at Manchester ICD of Great Britain

SCMT Fields	ICD/SEZ (Scenario 1)	CFS (scenario 2)	Factory Stuffed (Scenario 3)
Last Port of Departure	Nhava Sheva Sea port	Nhava Sheva Sea port	Nhava Sheva Sea port
Destination Port (3.4.6.3)	FPD value (GBMAN) of Great Britain	FPD value (GBMAN)	-GBMAN
Port of Acceptance (3.4.6.5)	As per BL	As per BL	As per BL
Port of Receipt (3.4.6.5)	As per BL	As per BL	-As per BL

**Inland movement between ICD/CFS to Gateway port to be covered through CIM**

# *FAQs*



## Registration Related Queries

S.No	Query	Remarks
5	<p>Some of the members are the Authorised Sea Carriers ("ASC") for a carrier and maybe an Authorised Sea Agent ("ASA") for other carriers. It is requested that the portal should allow both registrations. If line is registering as ASC but they want ASA to file manifest on their behalf how would ASC authorize ASA to file manifest on their behalf. Do ASC need to add ASA as an entity under authorized operations / authorized persons so that all authorized users of ASA becomes automatically eligible to file manifest on behalf of ASC.</p>	<p>The person (also Entity) responsible for operating the vessel is Authorised Sea carrier. Any agent also can file on behalf of the Authorised Sea Carrier, but the ASC should be mentioned.</p> <p>There is no need for special authorisation. The Authorisation is implicit.</p>
6	<p>Further, in the presentation circulated by CBIC on June 15, 2019, it is stated that the ASC is the Indian entity representing the Master of the vessel that shall have to be registered with the Indian Customs to transact business under the new regulations and ASA are the agents acting on behalf of the Authorised Sea Carrier(ASC). Considering most of the members represent the Master of the vessel and are also agents of the carrier, not ASC, it is a confusing explanation/definition. We request a clarity on this.</p>	<p>Above definition should clarify the same.</p>

## Process Related Queries

S.No.	Query	Remarks
1.	<p>With the new SCMT guidelines, there is change in process whereby the HBL information goes directly to Customs for filing instead of through the S/line IGM.</p> <p>In the previous process there was a check of the House Bill of Lading ("HBL") prior to IGM filing by Shipping line as HBL is supposed to be a replica of the Master Bill of Lading ("MBL", the bill of lading issued by Carrier) and only few changes such as (Shipper, consignee, notify parties) are allowed. Considering the current SCMT will allow NVOCC/Forwarder/CHA to submit the entire Housing Bill of Lading details such as BL description, Equipment, UNNO, IMCO, Pkgs etc directly to Customs, it will lead to discrepancies in the data input by Shipping Line and NVOCC/Forwarder/CHA, thereby creating confusion / errors / /delays in the process of filing of the IGM due to probable mismatch.</p> <p>Although the NVOCC/Forwarder/CHA is allowed to file the documents directly under SCMT, the liability and responsibility seems to be on the Carrier. It should be clarified that the onus of details filled should be on the party filing the details, therefore we request ownership, responsibility and liability to be clearly defined for such cases. In the current format the sole responsibility of details filled is upon the vessel operating agent, whereas the NVOCC/Forwarder/CHA is authorized to file in the SCMT directly, without any responsibility or liability, which is incorrect and unacceptable. We request, therefore your kind attention on the issue and request you to please review the process.</p>	<p>Since the HBL is being filed earlier, the proper co-ordination between consolidators is expected. The Message on filing CSN with summary parameters such as MBL no, Number of Packages, Transport Equipment would be made available to the consolidator. Proper care to be taken to ensure that Matching should be done based above parameters.</p> <p>Limited Liability with respect to data not known to the Carrier would be with NVOCC. Correctness of the other data known to the carrier and also carrier should Ensure that Data is submitted in time to customs.</p>
2.a	Clarity on the compulsory fields in the manifest.	The Compulsory fields are mentioned in the Message Implementation Guidelines
2.b	On the numbering sequence of PORT of call: please clarify what will be the sequence Nos. would it be for example: Port (No. -2), Port (No.-1), Port (No.0) being the port actually called, Port (No.1), Port (No.2)	(-3,-2,-1 - last three ports of call ; 0 - current port of call ; 1,2,3 - next three ports of call)
2.c	Will a co-loader party file Arrival manifest without sharing the details to ASC ?	All other person issuing BL can file CSN and share CSN details to Authorised Sea Carrier
2.d	Whether Slot operators can file their manifest separately?	As above

## Process Related Queries

S.No.	Query	Remarks
2.e	Whether the provision is made for the system to recognize the main manifest filed by ASC ?	Yes
2.f	For ROB/same bottom cargo, what are the minimum details required? Will HSN code or just short cargo description be accepted?	<b><u>Policy issue</u></b>
2.g	We request clarity on the concept/design planned behind introduction of CSN/PCIN/MCIN - scenario wise.	Explained in the slide.
2.h	We request to define the details of codes for Domestic transshipment / Foreign transshipment / types of Cargo movement?	DT,FT,LC,TI,TC
2.i	We also request you to provide details of codes required for type of transport means & transport means identity field.	10-IMO vessel ; 11 - non IMO Vessel ; Transport Means Identity - IMO number of the vessel
2.j	We seek a clarification on whether HS Code should be 6 digits or 8 digits.	6 digits
2.k	What would denote being Port of Receipt	Port of Destination as per BL
2.l	As per technical document (1.6.4.38) Invoice field is mandatory for Arrival Manifest & Departure manifest which needs to optional.	<b><u>Policy issue</u></b>
2.m	Crew list, ship stores, general declarations etc. which presently are submitted in IMO format pdf copies in E-sanchit/PCS. As per the new SCMT regulations, the agencies have to input these details for every vessel calling basis the below mentioned lists submitted by Master in the manifest manually. 3.4.7 : Person onboard; 3.4.7.1: Person Details; 3.4.7.2 Person Identity; 3.4.7.3 Visa Details; 3.4.7.4 Crew effect; 3.4.8 Ship stores Suggestion would be a excel format or IMO formats which are in use to uploaded on e-sanchit /PCS etc with document ref number to be input in the manifest. Clarity in this regard is necessary.	Utility would have facility to upload from excel ; the final format to be json format.

## IT Related Queries

S.No.	Query	Remarks
1	<p>The following formats and structure of SCMT are still pending to be published from CBIC teams:</p> <ol style="list-style-type: none"> <li>Cargo Summary Notification (CSN): Structure, fields, Sample files and schema are pending. This was to be published in the ICEGATE website in week 24/25.</li> <li>SCMT *.JSON files format: JSON files formats of all the various routing options possible is still pending to be published.</li> <li>SCMT Schema: The current SCMT schema files shared earlier has errors. This was mentioned in the 7th Jun'19 meeting to which we are yet to receive a response from the CBIC teams.</li> <li>Acknowledgement formats: Fields, formats and sample files of all the current SCMT files including CSN are pending. We require clarity as to how would the handshake/flow of information happen between the various stakeholders of the SCMT ecosystem.</li> </ol>	<ol style="list-style-type: none"> <li>Published in ICEGATE</li> <li>Will be published soon</li> <li>Revised format would be published soon</li> <li>Already part of the format. Sample data would be given.</li> </ol>
2	<p><b>Values missing / length issues in the following fields:</b></p> <p><b>A. Declaration Reference (3.4.1)</b></p> <ol style="list-style-type: none"> <li>Reporting Event - field length presently mentioned as 2 whereas existing values are of length 3 (SAM, SAA, SEI, SDM, SDA, SDN) . As discussed, would be increased to 4.</li> <li>Vessel Type - Movement mentioned as FI/I1/ RI fields only whereas in the ppt shared on 7th Jun'19 (Page No. 11/33) there is an IF movement (Indian to Foreign) which should be included but is missing.</li> <li>JOB NO. &amp; DATE - Need clarification from where this will be available?</li> <li>Manifest no. &amp; date - If this is IGM no.&amp; IGM date then it should not be Mandatory, because IGM no. &amp; date will be received once IGM filed in ICEGATE. Need more clarity on this?</li> <li>Shipping line code &amp; Authorised Sea Carrier Code - Which 10 digit code? or whether PAN no. is to be LINE pan no. to be updated in both the fields?</li> <li>Equipment Load status - Need clarity whether it is FCL or LCL or any other details to be considered?</li> <li>Event Date - what details to be considered in this field?</li> <li>Equipment status - What details to be considered in this field?</li> </ol>	<ol style="list-style-type: none"> <li>Changed already. Revised format to be uploaded</li> <li>FI covers both Foreign to India as well as India to Foreign movement</li> <li>The filer/submitter would give it. It should not repeat in a day</li> <li>Rotation Number will be communicated by Customs</li> <li>It is PAN</li> <li>It is FCL/LCL</li> <li>Event Date is Optional</li> <li>List of Values given in the MIG</li> </ol>

## IT Related Queries

S.No.	Query	Remarks
2 (Cont.)	<p><b>B. Authorised Person (3.4.2)</b></p> <ol style="list-style-type: none"> <li>1. Submitter code — which is 15-digit code required?</li> <li>2. Shipping Line Bond Number - Is this a continuity bond number? Need clarity?</li> </ol> <p><b>C. Vessel Details (3.4.3)</b></p> <ol style="list-style-type: none"> <li>1. Mode of Transport — Type = C whereas expected value is a Number (1=Sea, 2=Rail, 3=Truck, 4=Air). This needs to be corrected.</li> <li>2. Type of Transport means — presently mentioned as IMO/IATA/Lloyd. Master list is still missing.</li> <li>3. Transport Means Identity — seems to be similar to Type of transport means — Won't this be duplicating the earlier value or a different value is expected —Need clarity</li> </ol> <p><b>D. Voyage Details (3.4.4)</b></p> <ol style="list-style-type: none"> <li>1. Cargo Description — Is the list of values (LOV –Masters) to be referred from CAR DESC field master where value ranging from 0 to 9 are mentioned (Refer old SCMT document reference Version 1.0 dated 18.01.2019) in Annexure 5 — Code list (Page 49/50).</li> </ol> <p><b>E. Ship Itinerary (3.4.4.1)</b></p> <ol style="list-style-type: none"> <li>1. Ship Itinerary sequence — Need clarity on the total no of sequence numbers which needs to be mentioned —This was supposed to be a Policy Decision which was pending. Details mentioned below</li> </ol>	<ol style="list-style-type: none"> <li>1. It is the PAN No. of the authorized person</li> <li>2. Continuity Bond</li> </ol> <ol style="list-style-type: none"> <li>1. The value will be number only, but the format of the field is string</li> <li>2. Will be included. For IMO vessels, it is 10 and for non IMO vessels, it is 11</li> <li>3. It is different from Type. This is the actual ID No. like IMO no. etc.</li> </ol> <ol style="list-style-type: none"> <li>1. Yes, the code list can be referred to.</li> </ol> <ol style="list-style-type: none"> <li>1. It will be from -3 to +3, 0 being the port where manifest is filed.</li> </ol>

## IT Related Queries

S.No.	Query	Remarks
2 (Cont.)	<p><b>F. MC Reference (3.4.6.1)</b></p> <ol style="list-style-type: none"> <li>1. Line No — Increase in the field length may be required as line no would have to be mentioned for the entire vessel including same bottom cargo.</li> <li>2. Cargo Movement — The values though are provided in your presentation of 7th Jun'19 (refer Page No 10/33 —Types of Cargo) as IM, OB-DT, OB-FT, CG, EX but No values found for Domestic Transshipment (DT) and Foreign Transshipment (FT). Need clarity.</li> <li>3. Consolidator Indicator — Which code should be insert In this field?</li> <li>4. Previous Declaration - What type of details expected in this field?</li> </ol> <p><b>G. Master Supplementary Declaration (3.4.6.2)</b></p> <ol style="list-style-type: none"> <li>1. CSN Submitted Type — field length, Type along with Master list of values missing in the structure.</li> <li>2. CSN Submitted by - field length, Type missing in the structure.</li> <li>3. CSN Reporting Type - field length, Type missing in the structure.</li> <li>4. CSN Number - field length, Type missing in the structure.</li> <li>5. CSN Date - field length, Type missing in the structure.</li> <li>6. Previous MCIN - field length, Type missing in the structure.</li> <li>7. Split Indicator - field length, Type missing in the structure.</li> <li>8. Number of packages - field length, Type missing in the structure.</li> <li>9. Type of Package - field length, Type missing in the structure.</li> </ol>	<ol style="list-style-type: none"> <li>1. It can currently take values up to 9999. Can be further expanded if required.</li> <li>2. Clarified separately with given examples.</li> <li>3. S - Straight BL, C- Consolidated BL, H - House BL. Elaborated in the Presentation</li> <li>4. Elaborated in the Presentation</li> </ol> <p>➤ CSN Format uploaded on website. Elaborated in the Presentation.</p>

## Need Confirmation on Below Understanding

S.No.	Query	Remarks
1	<p><b>A. Vessel Details (3.4.3)</b></p> <ol style="list-style-type: none"> <li>1. Mode of Transport.: Will the value here by default will always be "1" for Sea?</li> <li>2. Type of Transport Means: Will the value here by default will always be "IMO"</li> <li>3. Purpose of Call: Need confirmation that the value would be referenced basis the Annexure Code 5 list (refer Page No 46-47) of the old SCMT document dated 18th Jan'19 - refer Code_type = PURP_CALL having value between 1-23.</li> </ol> <p><b>B. Voyage Details (3.4.4)</b></p> <ol style="list-style-type: none"> <li>1. Conveyance Reference Number: Will the value here be VIA Number of the vessel?</li> </ol> <p><b>C. MC Reference (3.4.6.1)</b></p> <ol style="list-style-type: none"> <li>1. Would the value of Line no change if SAM/ SDM needs to be declared for 2 different Indian port of calls. Need clarity as to how this would be handled. Line No.: This will be serial No. in sequential order for all Master BL's - Need confirmation</li> </ol> <p><b>D. MC Transport Location Customs (3.4.6.3)</b></p> <ol style="list-style-type: none"> <li>1. First Port of Entry/ Last Port of Departure: Header mentions as for SAM and SDM = M (Mandatory) whereas the field mentions O (Optional) — further for SAM would the value be of the first Indian port of entry and for SDM it would be the last Indian port of departure — if so what value to be shown in case of same bottom cargo.</li> <li>2. Destination Port(Port/ICD/ CFS/ SEZ) — Please confirm custom will new 6 digit codes list of CFS as presently CFS codes is for 10 digit.?</li> </ol>	<ol style="list-style-type: none"> <li>1. Yes</li> <li>2. The default values would be 10, 11</li> <li>3. Yes. The PURP_CALL directory can be referred to</li> </ol> <ol style="list-style-type: none"> <li>1. It is the Voyage Call Number issued by Port</li> </ol> <ol style="list-style-type: none"> <li>1. Yes. The line number would change. Only MCIN would be the reference</li> </ol> <ol style="list-style-type: none"> <li>1. It is a mandatory field. For same bottom cargo also, entry or departure port can be given depending on whether it is SAM or SDM</li> <li>2. Destination Port will be 10 digit Custodian code</li> </ol>

## Need Confirmation on Below Understanding

S.No.	Query	Remarks
1 (Cont.)	<p><b>E. MC Transport Document (3.4.6.5)</b></p> <ol style="list-style-type: none"> <li>1. Port of Acceptance (Coded): Could we confirm that the value expected in this data field = POL (Port of loading) of the BL for both SAM and SDM?</li> <li>2. Port of Receipt: Could we confirm that the value expected in this data field = FPD (Final place of destination) of the BL for both SAM and SDM</li> <li>3. Consignor's Code: What value is expected — Is it IEC code — Given in SAM = O and SDM = M - Need confirmation</li> <li>4. Consignor Code Type : What value is expected</li> <li>5. Consignee Code : What value is expected — Is it IEC code — Given in SAM = M and SDM = 0 - Need confirmation</li> <li>6. Type of Code : Is it the PAN or the IEC code expected as an input — Was pending POLICY DECISION as per inputs received in the meeting of 7th Jun'19 - Need confirmation</li> <li>7. Type of Notified Party Code: What value is expected?</li> <li>8. Invoice Value of Consignment: Presently kept as O, but CSLA in their earlier representation had mentioned that this value is not stated in the Bill of lading. Further, in shipping practice such knowledge of value would lead to increase in limitation of liability and therefore higher insurance premium.</li> </ol> <p><b>F. MC Item Details (3.4.6.5.1)</b></p> <ol style="list-style-type: none"> <li>1. UNO Code &amp; IMDG Code: In the current structure for both SAM=SDM this field is mentioned as M (Mandatory). This needs to be amended and made as O (Optional) when Hazardous cargo is referenced in the BL.</li> <li>2. Cargo Item Sequence no &amp; Cargo item description: What details to be considered in this field?</li> </ol>	<ol style="list-style-type: none"> <li>1. Yes, It is the port of loading</li> <li>2. Yes</li> <li>3. It is IEC, therefore mandatory for exports</li> <li>4. Code Type is IEC</li> <li>5. IEC Hence, Mandatory for import</li> <li>6. Code type is IEC</li> <li>7. Pan of the notified party</li> <li>8. It can be optional for Consolidated BL. <u>Policy decision</u></li> </ol> <ol style="list-style-type: none"> <li>1. ZZZ can be quoted for non Haz cargo</li> <li>2. These are to be given for non referenced cargo. They are optional for consolidated cargo, where item details would be given in the CSN</li> </ol>



## Need Confirmation on Below Understanding

S.No.	Query	Remarks
<b>1</b> (Cont.)	<p><b>G. MC Transport Equipment (3.4.6.5.2)</b></p> <ol style="list-style-type: none"> <li>1. Type: The value here will be "CN". Refer Page 56 in Seam Manifest Manual- Vol 1, where the Values are provided but current under Equipment Sequence No.</li> <li>2. Equipment Identifier. --- Container no. will be alpha-numeric. As per vol-1 only " C " available.</li> <li>3. Additional equipment hold --- Optional column but what type of details expected?</li> <li>4. Event Date---Which date should be inserted?</li> <li>5. Other equipment id---Required more details?</li> <li>6. Equipment status---Please define types of status of equipment to be inserted?</li> </ol> <p><b>H. HC Reference (3.4.6.7.1)</b></p> <ol style="list-style-type: none"> <li>1. Reporting Event: Need clarity on Reporting event /CSN no. / CSN Date / CSN site id. From where these details will be available.</li> </ol> <p><b>I. HC Declaration Customs (3.4.6.7.2)</b></p> <ol style="list-style-type: none"> <li>1. Doc Type: What value is expected?</li> <li>2. Doc No. &amp; Doc Date: Would PCIN No. be going in this section. If this understanding is correct, then the field length provided in SCMT manual is "10", but in the PCIN length is "18" in the presentation shared on 07th Jun'19.</li> </ol> <p><b>J. HC Declarations Customs Section (3.4.6.7.2)</b></p> <ol style="list-style-type: none"> <li>1. Subline No: This will be sequential No. for all House BL's under each Master BL</li> </ol> <p>3.4.6.7.9: HC UCR: Need clarity.</p> <p>3.4.6.7.10: HC Additional Declaration: Need clarity.</p> <p>3.4.6.7.11: HC Supporting Documents: Need clarity.</p>	<ol style="list-style-type: none"> <li>1. It Will be CN</li> <li>2. It will be the actual alphanumeric container number</li> <li>3. Wagon no. in case a rake cargo</li> <li>4. Event date is optional</li> <li>5. It is optional</li> <li>6. Default would be 127 - For successfully loaded containers. Other codes list is annexed in the MIG</li> </ol> <ol style="list-style-type: none"> <li>1. Elaborated in the Presentation</li> </ol> <ol style="list-style-type: none"> <li>1. This has been removed.</li> <li>2. This has been replaced with fields to capture MCIN/PCIN/CSN numbers. The length of the field has also been kept as 20. The revised CSN MIG may be referred.</li> </ol> <ol style="list-style-type: none"> <li>1. Yes</li> </ol> <p>Optional field, if UCR is available.</p> <p>For future use</p> <p>For future use</p>

## Need Confirmation on Below Understanding

S.No.	Query	Remarks
1 (Cont.)	<p><b>MC Transport Equipment (3.4.6.5.2)</b></p> <ol style="list-style-type: none"><li>1. Container Weight: This would have the VGM weight value. It is mentioned as 0 for both SAM = SDM. This is conditional under which circumstances?</li></ol> <p><b>MC Itinerary (3.4.6.5.3):</b></p> <ol style="list-style-type: none"><li>1. Next Port of call coded: If the Final place of destination is the port where the SAM is getting filed what would be the value required in this field as there would be no next port of call for this BL/Container.</li></ol>	<ol style="list-style-type: none"><li>1. It would be optional, if it not containerised.</li> <li>1. For LC Cargo, there will not be any next port. Otherwise, even for TI cargo, the next ports details will have to be given</li></ol>

# ***Request Clarity on Below Points...***

<b>Sr. No.</b>	<b>Query</b>	<b>Remarks</b>
<b>3.1</b>	If CSN No. and PCIN No. is available, then we need not send details of the House related data in the SCMT Files except PCIN No.?	Only CSN number needs to be forwarded.
<b>3.2</b>	How would the lines get the CSN and PCIN no. if already filed with Customs?	The Line no would be in the order of filing arrival manifest. Subline no would be in the order of filing CSN for that particular Line. Response Payload can be downloaded to understand the line no/subline of the cargo.
<b>3.3</b>	If MCIN No. is available, then we need not send details of the Master related data in the later SCMT Files except MCIN No. + fields whose value would change (For eg: Cargo movement, Type of Cargo) — eg: Vessel having a route as Jebel Ali (AEJEA) Nhava Sheva (INNSA) Mundra (INMUN). SAM 1 filed at INNSA. For SAM 2 to be filed at INMUN the same MCIN would be referred.	Yes. Understanding is correct.

# ***Need Confirmation on the Conditionally Mandatory Fields...***

<b>Section</b>	<b>Field Name</b>	<b>SAM</b>	<b>SDM</b>	<b>ODeX Remarks</b>
<b>Master Supplementary Declaration (3.4.6.2)</b>	MCIN	O	O	If MCIN value is available, then providing data in "MC Location Customs (3.4.6.3)", "MC Transhipper (3.4.6.4)", "MC Transport Document (3.4.6.5)", "MC Item Details (3.4.6.5.1) " "MC Transport Equipment (3.4.6.5.2)" is non-mandatory at next Indian Port of calls for the Vessel Route.
<b>HC Declaration Customs (3.4.6.7.2)</b>	Doc No./Doc Date (PCIN)	O	O	If PCIN No. is available then providing data in "HC Location Customs (3.4.6.7.3)", "HC Transhipper (3.4.6.7.4)", "HC Transporter Document (3.4.6.7.5)", "HC Item Details (3.4.6.7.6)" , "HC Transport Equipment (3.4.6.7.7)" is non-mandatory.
<b>MC Reference (3.4.6.1) and HC Declaration Customs (3.4.6.7.2)</b>	Type of Cargo	M	M	If Type of Cargo is "IM", then Consignor Details are non-mandatory except "Consignor City (3.4.6.5)" & "Consignor Country Code (3.4.6.5)"
<b>MC Reference (3.4.6.1) and HC Declaration Customs (3.4.6.7.2)</b>	Type of Cargo	M	M	If Type of Cargo is "EX", then Consignee Details are non-mandatory except "Consignee City (3.4.6.5) " & "Consignee Country Code (3.4.6.5)"
<b>MC Reference (3.4.6.1) and HC Declaration Customs (3.4.6.7.2)</b>	Type of Cargo	M	M	If Type of Cargo is "CG", then both Consignor & Consignee entire details are mandatory (3.4.6.5)
<b>MC Reference (3.4.6.1) and HC Declaration_Customs (3.4.6.7.2)</b>	Cargo Movement	M	M	If a Cargo is going from Singapore to Karachi via Indian Ports (i.e Vessel will halt at Nhava Sheva & Mundra), then for such Cargo what are the Mandatory fields for Consignor, Consignee & Notified Party Details.

***Thank You!***