SCMTR related Clarifications

S. No.	Issue	Explanation
1	**FROB (Foreign Onboard) cargo declaration:** FROB (Foreign Onboard) cargo declaration with minimum fields which was agreed by Customs SCMT team is not yet provided or mentioned in the MIG documents released on ICEGATE, neither has been shared separately to shipping lines/agents. As per SCMT guideline, FROB cargo is required to be filed for SAM/SDM filing and FROB CSN files though getting validated in all segments does not return a successful PCIN No. Issue raised with CBIC teams and awaiting resolution. The format of FROB cargo should be provided on top priority basis as lines need to modify their system accordingly.	Requirements for FROB cargo have been published separately on ICEGATE in the file titled SCMTR- Object Mapping for Different Scenarios.
2	Once PCIN is started then SDM filing by the lines should be restricted to filing PCIN numbers and not get tied down with filing of the entire shipping bill details in the SDM. (This kills the purpose of smart filing and leads to manual and unproductive work at lines end). Need your comments.	This is how it is envisioned. In the previous reference of HC, Please give "S" when referring to one SB. If multiple SBs are getting consolidated, give "B". It may be appreciated that the details of BL are not captured entirely in SB and hence those details will have to be furnished.
3	Guidelines are required for liquid cargo break bulk shipment. Since these are not containerized cargo, so container segment with details like Equipment id, Equipment size, container weight, container agent code etc. should not be required. Even in existing system container segment is not required for break bulk/liquid cargo.	The purpose of asking Equipment ID is restricted to identification of any equipment (not necessarily container) carrying the cargo. Hence, any identification like a berth number, tank no. etc. would suffice for bulk cargo
4	Need clarification regarding cargo matrix for domestic transshipment cargo (Eg : Import cargo originated from New York and meant for final destination Mundra port via Nhava Sheva port). In this scenario whether the cargo matrix at first filing port i.e. at Nhava Sheva port would be TR + DT or "IM + DT". Also during SDM filing if the cargo matrix would be again "TR +DT" or "IM +DT" or "IM + TC".	The consignment that originates from a foreign country and is to be landed at Mundra will be denoted as DT at Nhava Sheva (with regards to the given example). While filing SDM too, it will be denoted as DT. Since the consignment is actually an import from a foreign country to be cleared at an Indian port, it would remain IM at all stages, whether at Nhava Sheva or

		Mundra
5	For foreign transshipment (Container discharged temporarily at Indian port & loaded on next vessel), The cargo matrix should be "TR + TC" on 1st vessel & the same cargo matrix will be used when exported on the next vessel. (Need clarification with similar examples)	Yes
6	Clarity required if container segment will be required for break bulk / liquid cargo. In existing IGM filing system container segment is not required for break bulk/liquid cargo.	Yes. Clarified in Pt. 6 above
7	Need clarity on Nepal and Bhutan Shipments which gets moved from Kolkata/ Haldia or Vizag ports – These are usually tagged with TC cargo movement, but the CNEE/ NP won't be having a PAN No. as they are non-Indian entities. There could also be cases where the movement from Indian port to NPKTM/ NPBRG or BTTHI would be Merchant HAULAGE and hence ATP (transhipper) details will not be available or known during filing.	The ASC/ATP will be an Indian entity and their PAN can be provided. For Nepal/Bhutan shipments, the transhipment will either be done by the ASC or by a transhipper like CONCOR. Either way, they will be registered with PAN under SCMTR
8	For DPD/DPD, DPD/CFS and pure CFS shipment, how the CFS details to be mentioned in location customs (for each category). Because the movement of containers to CFS should not be affected for DPD/CFS shipments. Secondly for CFS movement containers bond number of CFS is necessary to be mentioned in EDI, because in INCCU, INMAA in current 1.5 EDI, the CFS bond number is declared while filing the IGM.	CFS Custodian code (10-digit) can be mentioned in Location Customs. For any LC cargo, the destination location can either be the terminal code (in case of DPD/DPD) or the custodian code of the CFS. For movement to CFS, TG bond will be given at the time of CIM-DP filed while exiting gateway port.
9	In Itinerary segment whether only the POL and POD details to be mentioned or transshipment port details to be added. Example shipment from AUBNE to INNSA via	The itinerary is from where the consignment was loaded to where the consignment is cleared. So for the given example, if the cargo is loaded at

	SGSIN, then the itinerary should be AUBNE-SGSIN and SGSIN to INNSA or only AUBNE to INNSA.	AUBNE and cleared at INNSA1, the itinerary segment should be AUBNE-SGSIN, SGSIN-INNSA1
10	While filing SAM or SDM, the VOA has to incorporate the CSN number of EDI filed by other MLO/NVOCC or all the PCIN number to be added and the CBIC has to provide sample EDI towards merger of CSN numbers in SAM and SDM	An outbound message will go to the consolidator (whose PAN is referenced in the CSN) from Indian Customs giving CSN details. ASC will also be a consolidator. Further, an enquiry has been given in the login of the ASC on ICEGATE about the CSNs manifested for its vessel (VCN)
11	While submission of CSN or SAM for one vessel arriving at Nhava sheva and carrying shipment to Mundra (next port of call) for local shipment at Mundra, the location customs details should be TR-DT or IM-DT in the first submission at Nhava sheva and in second submission at Mundra it should be IM-LC.	This has been answered above
12	On above point for any ICD shipment via Mundra (having no service via Nhava Sheva), while submission of first CSN/SAM for Nhava Sheva the location customs should be TR-TI and in Mundra EDI submission it should be IM-TI.	This depends on where the consignment is cleared. If it gets cleared at Mundra. It is out of the purview of the Indian Customs. If it gets cleared at an ICD, the consignment is still IM and movement is to be denoted as TI.
13	After submission of EDI (CSN/SAM or SDM) while sending the "ack" file, all errors (schema or data errors) should be given together instead of return the ack file with one by one error. It is very difficult for shipping line to submit the EDI multiple times towards rectification of errors one by one.	This is being considered at the moment. It may be appreciated that this has more to do with the json parsing and the version of the jar available. This has very little to do with Indian Customs. Assistance at every level is being provided for filing the json message successfully.
14	While filling SAM/SDM and VOA is quoting MCIN/PCIN shared by COA. What details are required in this case? At present our system is also capturing for POL & POD along with M/PCIN to calculate cargo movement changes at each port. (Need clarification on the same). Also VOA has to provide voyage equipment details (all containers loaded on vessel),	A matrix showing the details required for every combination of Consolidated and Previous Declaration flags is available as SCMTR- Object Mapping for Different Scenarios available on the ICEGATE Website. CSN and Equipment details enquiry for a vessel (VCN) has been enabled in the login of the ASC

	reference our previous meeting DG systems team suggested that vessel wise container report will be provided. Any update on the same?.	on ICEGATE
15	Regarding ASR message - When (timeline) liner will receive PCIN (of SB) from ICEGATE, as COA will have to file CSN then share with VOA also.	The CIN is generated at the time of goods registration for every Shipping Bill (SB). The public enquiry on ICEGATE for shipping bill status also reflects CIN details now

16	It is important to consider few scenarios outlined below while a conclusion is drawn on the procedural approach towards integration of CSN (s) from the perspective of a VOA .
	
	i . The ENTITY who files SAM/SDM is a pure vessel operator:-
	
	    => It releases space or " slots " to co-loaders (MLO or NVOCC)
	
	ii . The ENTITIES who file SAM/SDM operate on a " consortium " through slot exchange arrangement:-
	
	    => Each ENTITY (who are slot operators) owns fixed " slots " to be released to co-loaders (MLO or NVOCC)
	
	iii . The ENTITY who files SAM/SDM is a carrier (i.e., a box operator) as well as a vessel operator:-
	
	    => It operates it's own fleet of containers
	
	    => It releases space or " slots " to co-loaders (MLO or NVOCC)
		Yes. In all the cases, one entity will be responsible for filing of SAM/SDM. It can be the vessel operator or one of the line operator's part of co-loaders consortium. Other co-loaders can file CSNs and share the MCIN with the entity filing the SAM/SDM which will act as the carrier.
		
		The Shipping Line which finally takes responsibility to operate Vessel will be required to file SAM/SDM. Only vessel operator would be aware of crew details etc. It may be appreciated that the Arrival manifest is not only about the cargo but also has other details.

	As per guidelines, the feeder operator is not required to do registration as ATP. They should be required to do registration under ASC category. But still some customs locations insist them to do registration for ATP category.	Different advisories have been shared and webinars conducted to provide clarity. Please approach the jurisdictional nodal officer for SCMTR in case of any doubt.
17	There are shipping agents representing shipping lines who don't have shipping line code, Can these shipping agent file their SCMT documents (SAM & SDM) with ASA registration only without declaring PAN of ASC.	Now the foreign shipping line code directory has also been published and can be used directly. It includes almost all the major container cargo lines. For bulk cargo, a single entry for shipping line code as "BLK" has been created. If any containerized line is still missing, details of the same may be shared.
18	For break bulk vessels/tramp operations, In most of the cases the foreign vessel owners are not registered with Indian Customs. They appoint shipping agents to operate the vessel for one call only. They do not have shipping line code with Indian customs. In the existing system the shipping agent mention their pan number in shipping line & shipping agent field to file import general manifest/export manifest. In SCMT system too, the registered shipping agent (ASA) pan number should be allowed in both the fields ASC & ASA to file the manifest without any need of declaring shipping line (ASC) pan number & shipping agent (ASA) pan number separately.	The Indian entities operating the vessel will have to register as ASC. They will act as ASC only. On the issue of registering as ASC using the single line code "BLK" in the registration, clarification has been given multiple times through advisories, PNs and even in the latest webinar.
19	When the shipping line files the SOC boxes or SOC tanks manifest, wherein lines need to show the Tank or SOC operators PAN no on the container level for auto debit & credit process?	Yes
20	Some occasions, the importer brings the cargo in SOC boxes and they pay the customs duty for both cargo as well as the container, in such a scenario what line have to show at the container level? If the shipping line PAN no is declared in the container level, once the Importer pay the customs duty shipping line will get auto credit?	Yes. An option will be provided to the Customs officers to re-credit the Bond.

21	For personal effect cargo which IEC code we have to show in the CSN.	Crew effects are only to be given in SEI. For UB, they can give the PAN of the party. Or the Passport number of the UB.
22	Address Proof Issue - While registration they ask for Telephone/ Electricity Bill and Rental Agreement copy of the company as Address Proof but in our case A. Kolkata / Chennai / Cochin - We don't have Telephone Bill / Electricity Bill / Rental Agreement for STAR SHIPPING as address proof. B. Mumbai - We have uploaded Rental agreement as document type (which is valid as per their List) for STAR SHIPPING but they rejected and raised query to upload valid address proof. Electricity bills are in the name of the owners. Therefore it does not match with our company details. But when we upload the lease agreement with electricity bill of the owner it gets rejected.	Please consult the nodal SCMTR officer
23	Vessel is coming to India at Nhava Sheva and next Port of call will be Karachi and again calling to Mundra, in that case then should we declare Mundra containers (Indian Port domestic cargo) details in the 1st SAM or not?	Yes. All containers aboard at INNSA1 to be declared in SAM filed there. Vessel movement will be RI in this case and VM bond to be furnished in vessel details
24	Where we want to put the empty containers details in vessel declaration or with domestic container details?	Empty containers are to be declared only In Voyage Equipment details. Same bottom cargo should be declared in cargo with FT.
25	The above situation but with same bottom cargo?	
26	When we have to put (declare) the vessel husbanding details (i.e. Crew details, vessel details with currency and ship store details.) in SAM or put before in Fal IMO conventions particular format and mention nom in the SAM with IRN no (if ASA or ASC as a VOA).	Please refer the MIG for ASC/ASA. The message/event in which each tag is to be mentioned is clearly specified there. Most of these details have to be given in SEI message.

27	Will MCIN be generated after filing SAM and CSN/PCIN will be received and distributed to customers or MCIN will be generated and every customer has to file CSN for their respective BL which will be auto linked with MCIN .	MCIN will be generated every time the details of a consolidated BL are furnished. If these are furnished in CSN, then MCIN will be generated then and can just be referred in previous declaration in SAM. If no CSN is filed for that BL and all the details are given in SAM itself, then MCIN will be generated on filing SAM. The MIG can be referred. The details of the mapping with regards to consolidated Indicator and previous declaration combination the different CIN generation is given in the MIG
28	EGI having sub-Agent at certain locations in India therefore do we require to file two National Bonds (EGI & BOXCO Shpg. Services) or one Bond of EGI covering all India locations will be sufficient to comply with Govt. regulation. Currently we submit EGI Bonds for locations under our sub-agent territory also.	One entity, one bond for pan India ops
29	Itinerary of SEZ SHIPMENT – Basically SEZ containers will move via CFS, hence there should be three itineraries is required but still there is no clarification from customs. In SEZ itineraries should be as follows a) POL to POD (NEYORK TO NHAVA SHEVA) b) POD to CFS (NHAVA SHEVA TO SPEEDY CFS) c) CFS to SEZ (SPEEDY CFS to SEZ DAHEJ) Need confirmation from CBIC that they expected the above itineraries in SEZ movement.	Yes
30	HUB CARGO In console shipment, MBL place of delivery as – Nhava sheva but F/F asking Shipping lines to file few Hbl's as local and few for ICD's. for ICD cargo they will carry their cargo after customs escorting and trucking by separate arrangement by their own. In this scenario how to proceed to SAM / CSN filing. Need sample format of CSN.	The consolidator can file for the BL till Nhava Sheva. For the subsequent movement CSN- Domestic (or SCD) can be filed by the carrier. SCD already included in the MIG.

31	There is no process given for extension of the bond for not exported containers beyond 180 days in SCMT guideline. Need clarification how extension process will happen through SCMT system.	Bond extension facility is available with Port of registration
32	How will National bond will function for Shipping agent representing multiple shipping lines.	Single Bond. As and when the containers are re-exported, it will get credited
33	How will shipping line will get report of debited & credited containers from their national bond.	A Bond ledger is already available for other types of Bonds in the ICEGATE login of the submitter. Similarly, CG bond ledger will also be made available within the ICEGATE login
34	SAM/SDM filed by Agency staff in other ports are filing under their User ID and their PAN when uploading into ICEGATE even though the bond will be carrying same PAN number of the shipping line and Identity, so how will the PIC filing be able to see into the system as his PAN will be different.	Bond ledger details will be available in the login of the bond executioner only
35	The Shipping Agents appointed on behalf of more than one Principals / Multiple Lines, are registered only once as the PAN No of the Agency is one. As per the manual existing process, the S/Lines are applying and getting separate Line wise Bond individually.	Clarified above. One CG bond would suffice for all the container operations of the entity