

JAWAHARLAL NEHRU PORT AUTHORITY

ADMINISTRATION BUILDING, SHEVA, URAN

MINUTES OF THE PORT CUSTOMERS' MEETING HELD ON 12TH JUNE 2024 AT 1100 HRS AT ADMINISTRATION BUILDING, SHEVA, NAVI MUMBAI

Chairman, JNPA presided over the Port Customers' Meeting.

The details of persons who attended the meeting are given in Annexure-I to the Minutes.

The General Manager (Traffic), JNPA welcomed all the attendees present. He informed that meeting will begin with the presentation from IPGL, followed by presentation on online port pass system which is an important issue highlighted by many port users. He further informed that thereafter, other common agenda points related to all terminals will be taken up, and issue related to individual terminals may be discussed at terminal level and unresolved issues will be taken up for discussion subsequently.

Before IPGL presentation, Chairman, JNPA briefed about IPGL that this company is formed by Ministry of Ports, Shipping and Waterways for looking after port operations outside country. Shahid Beheshti Port Chabahar Iran is the first such project of company in operation since 2018. Chairman further added that on May 13, 2024 company has entered into long term contract of 10 years for equipping and operation of this terminal and this terminal will be gateway to not only Iran but Central Asia and Europe also.

IPGL representative Shri Nitin informed during presentation that this Port is situated in Sistan and Baluchistan Province, at the mouth of the Strait of Hormuz. The port is strategically located to provide connectivity to Afghanistan, Iran, Central Asia & Eastern Europe, enhance trade and reduce dependence. Presently, the Terminal has 640 Mtrs. Container berth and 600 Mtrs. Multicargo berth. All necessary equipment/ Infrastructure is in place for handling of Container and Multipurpose cargo. The terminal is equipped with 6 nos. of mobile harbor cranes and in future it is planned to procure 4 RMQCs and 16 RTGCs and Reach stakers. In order to promote the trade, the Shahid Beheshti terminal is offering some discounts in tariff. Deendayal & JNPA ports also offer some discounts in tariff for cargo to Shahid Beheshti terminal. Chairman narrated the major challenges in the Chabahar Port and also informed about the remedial measures/support to overcome these challenges.

Subsequently, DGM, MS presented a presentation on issuing 'Online Gate pass' for the entry in JNPA Terminals which is prepared based on requirements/demand to JNPA and in discussion with CISF. This online system is uploaded on JNPA website and will be operational from 15th July 2024. Chairman informed that this online pass system shall resolve the issue of emergency as well as long term passes and minimum information need to be asked.

After presentation, agenda points of Port Users were taken up for discussion:

1. Penalizing for delay in providing TTs under the hook:

As per the prevalent printed Tariff of all the Terminals, import delivery even for ODC is to be given to importer from CY. Similarly, for exports the ODC is to be delivered at Export Yard by Exporter/CFS. Whereas in actuality CFSs are asked to take ODC Import delivery or put export boxes "under the hook". CFSs have been following this practice, however there are concerns as CFSs are being penalized for any delay in providing TTs under the hook. The delay could be due to terminal issues and not attributed to CFSs (CFSAI)

Discussion- CFS suggested that as per tariff in all Terminals ODC cargo movement is wharf to CY or CY to Wharf. But if the TT is not provided under hook, then the charges are levied to CFS Operators which is not justified. Only NSFT charge to the CFS Operators for not providing TT under hook even though we are having 2 days' free period. NSFT informed that as per T&C of the separate agreement with lines, the ODC cargo is to be taken under hook delivery. Hence, the charges are levied to lines and not to CFS operator. NSFT is ready to give additional facilities like parking space, window slots to lines, additional time but urged to take the delivery under hook only. NSFT also addressed to CFS Operator to have a meeting with lines for any issue but delivery has to be taken under hook as per agreement with lines.

ACTION: Port shall conduct a meeting separately to sort out the issue since this is related with only one Terminal. (By: GMT)

2. FIFO in Container Delivery: FIFO is not followed by most of the terminals. Mostly PGR accrues on these containers, especially when Import delivery cycle is impacted due any reason such as issue with congestion within terminal, delays associate or due traffic restrictions imposed by Traffic Police from time to time. Such containers get buried in the stack and Terminals d not give priority to those boxes as the freshly arrived containers get the priority (CFSAI)

Discussion- CFS raised the grievance that due to not following of FIFO, some containers get buried in the stack. The container buried is not delivered due to reluctance for shifting of containers. Since such containers are not delivered in time, then the issues of ground rent, issues with consignees and customs arises. In GTI delivery is given in time and more responsive to such containers. Chairman urged other Terminals to analyze GTI practice and follow objectively to resolve the issue. Also CFS can deploy more TTs after evacuation of the containers in particular stack of buried container. Chairman also directed to monitor for one or two months to see how grave the issue is.

ACTION-Terminals to analyze the prevailing practice at GTI and try to adopt the same. The monitoring to be done to see the improvement or analyze the intensity of the issue and to see how grave it is. (BY: GMT)

3. Inter-terminal transfer of Empty TTs:

Intra Terminal Transfer is going very well with 3 terminals but with BMCT being isolated, and with minimal internal connectivity (barring one gate). We have been requesting JNPA/BMCT to permit CFS TTs dropping an export and ready to pick up Import at other terminals to and from BMCT Terminals (CFSAI)

Discussion- CFS have urged for the empty TT taking CFS containers delivery from BMCT and scanning containers movement to BMCT through ITRHO road. Consultant, JNPA informed that for empty TT movement of CFS delivery will be hurdle as the ITRHO road is very small. It is easy within other Terminals but for BMCT it is very difficult and can be eased after coastal berth bridge. Chairman directed to analyze the existing traffic movement on ITRHO road and check the feasibility of empty TT movement during low traffic span.

ACTION: To check feasibility for empty TT movement after analyzing the traffic movement on ITRHO road. (By: GMT)

4. Delay of 6-8 hrs for delivery of containers after discharge:

After discharge of containers at the terminals, around 6-8 hours are required by the terminal for providing PIN allocations & Customs scanning report. CFS loses 8 hours of crucial time. (CFSAI)

Discussion- CFS urged that evacuation of containers is possible only after 6 to 8 Hrs of discharge of container when pin is generated and requested for immediate delivery after discharge or free period after pin allocation. Terminals informed that to avoid the traffic

congestion and obstacles in yard, delivery is started only after 8 hrs of discharge. Chairman directed since free period definition cannot be changed, the issue has to be resolved by increasing the efficiency and reducing the delay time.

ACTION: Steps be taken by Terminals to increase the efficiency and reduce the delay time for timely delivery of containers.
(BY: All Terminals)

5. Blockage of outbound traffic:

Request JNPA as the landlord Port to take up with Navi Mumbai Traffic Police for allowing CFS TT movements for EX-IM containers during traffic blockage (CFSAI)

Discussion- CFS urged to intervene with traffic police for not blocking the CFS TTs during VIP visit or Ganeshutsav period. Chairman told that on Port request, Traffic Police co-operates by allowing CFS TTs during such situations. However, Port will have a meeting with Navi Mumbai Police to address this issue for smooth movement of CFS TTs.

ACTION: Port shall conduct a meeting with Navi Mumbai Police to address the issue.
(By: GMT)

6. Transportation of scanning ICD containers by terminals:

Scanning of ICD rail bound import to be done by terminals themselves and billed to lines (avoid lines using private TT and coordinating all around) before moving ICD imports RCY. (MANSA)

Import ICD containers are shifted to the rail yard by the terminal upon discharge from the ship. The scanning list is usually generated before the arrival of the vessel which is communicated to the port terminal by customs. Presently, the scanning process is managed by the shipping line through private transporter which delays the scanning process and increases the dwell time. Since there are five scanners functional at JN Port, the scanning percentage of import ICD containers has also increased significantly. The dwell time of scanning cases can be reduced significantly if the terminal is engaged in the scanning activity. Containers selected for scanning can be taken to the scanning site directly from the wharf area by the terminals themselves which will help in reducing the dwell time and handling costs.
(CSLA)

CSLA urged for scanning of ICD containers to be done by Terminals. DP World told that terminal TTs cannot be used for scanning of containers as it may damage scanners. Nowhere in the World Terminal TTs are used for scanning the containers outside. Chairman told CSLA that your concern is right but solution given is not possible, we will have to see for other solution.

7. Sharing of tally sheets with MLOs:

Tally sheet to be shared with respective MLOs directly by the port terminal – Presently BMCT terminal is sharing tally sheet with vessel operator only. All other terminal is sharing tally sheet with all respective MLOs. BMCT should be directed to follow standard process which other terminal is following. (MANSA)

BMCT informed that they are sharing the tally sheets to VOA and lines can obtain from VOA. CSLA informed that other terminals except BMCT are sharing the tally sheets. Chairman directed BMCT to discuss the issue with management of BMCT and share the tally sheets to lines also as it is sent electronically and do not involve cost.

ACTION: BMCT to discuss the issue internally and share the tally sheets to lines also. (BY: BMCT)

8. Scanning issue at BMCT:

The scanning process of BMCT terminal is very much complicated process. The SSR is submitted to BMCT by shipping line much in advance as soon as scanning list is generated by customs. But when vehicles are placed, it is reported by BMCT that the scanning selected containers have not been planned for gate pass. Many times, vehicles are forced to move out of the port area due to their internal planning / system issue. The gate pass / loading & offloading yard location plan doesn't reflect to the RTG operator. Sometimes containers are not located for the location given on the GATE PASS. The average scanning time at BMCT terminal is 5-6 hour per container. BMCT should be directed to prepare plan at the time of SSR submission by the shipping line only. Scanning process should be completed within 1 hour as being done by other terminal. (MANSA)

BMCT informed that scanning process has been streamlined for last 01 months now and there are no delays. Dedicated yard has been allocated for offloading of containers after completion of scanning process. Any issues faced may be brought to notice for action.

9. SMTP for ICD Containers:

Most of the terminal requires SMTP document to release Import ICD Containers. Port terminals are getting SMTP data directly from PCS. Still terminals require SMTP details (Indent) from shipping line to release the containers. The containers remain on hold status until SMTP document is not submitted to terminal which delays the evacuation process and increasing dwell time. All terminal should be directed to release containers basis on SMTP data received from PCS system.

Without SMTP list – Sometimes SMTPs are not generated by customs system due to technical reason. If terminal doesn't receive SMTP from customs/ PCS, they should inform share without SMPT list to shipping line so that the matter could be taken up with customs for early generation of all pending SMTP documents. (MANSA)

Discussion- As such there is no issue at all. If there is a delay for SMTP from Customs, the container is loaded on rake over the entry inward message from Customs.

ACTION: To analyze of any delay from Customs, in SMTP clearance. (BY: CUSTOMS)

10. Port Passes:

Online process for daily/weekly port entry pass – Presently there is online process at DP World, APMT & BMCT for daily or weekly port entry pass. The verification & approval process takes the whole day and the pass is issued mostly in evening hours or on the next day. The one-day pass is mostly required for critical visit (Survey of damage container, problematic case, malfunction cases, urgent vessel operation matter etc.), such pass should be issued within 2 hours of the application. If the process will take full day, it will defeat basis objective of issuing one-day pass.

Long term port entry pass should have validity for minimum 1 year and to be issued online – Presently long-term port entry pass is having validity of six months only. Mumbai port & other major ports have longer validity period for long term port entry pass. Mumbai port provides three-year validity for long term port entry pass. The renewal process requires same set of documents to be submitted again to the port authority, the process takes minimum one-month time. The long-term port entry pass should have longer validity period similar to Mumbai port. Also, presently hard copy documents are submitted manually for new & renewal of long-term port entry pass. There should be online system to submit all the documents and within a timeframe the new / renewed pass should be issued through online system. (MANSA)

ACTION: JNPA will be starting online port passes with minimum required documents thereby the issue of emergency/long term passes will be solved permanently. (BY: DGM, MS)

11. Collection of Ground Rent on DPD-CFS containers:

Shipping Agents are still receiving invoices from all Terminals other than APMT(GTI) and BMCT for ground Rent of DPD-CFS containers in contravention of provision at para 4.4 of Public Notice No. 77/2017 which inter alia categorically states that, "For any delay in evacuation of container from Terminal (beyond free period allowed by

each Terminal Operator), CFSs will be responsible for payment of “Port charges” to Terminal [charged by Terminal Operator for keeping the container beyond free period). At present, Terminal are charging to shipping lines.” The issue has been deliberated in the PTFC meeting held on 27/04/2023. Consequent to the representation received about delay in clearance of containers covered under DPD-CFS from the ports to CFS, after detailed consultation with the stakeholders, Public Notice no. 39/2023 dtd. 28.04.2023 was issued by Mr. D. S. Garbyal, Commissioner of Customs(NS-Gen.), Mumbai Customs Zone-II, reiterating the provision contained in para 4.4 of public Notice no. 77/2017 dtd. 21.06.2017. Further, the Port Terminals were also directed not to insist for opening of PDA accounts to importers/CFSs in Public Notice No. 39/2023 dtd. 28.04.2023. It was also envisaged at para 4, interlia that, “A Task Force comprising of representatives of CFS, Terminals, BCBA, Shipping Lines headed by ADC(CCSP) will meet once in fortnight to discuss issues concerning delay beyond free time in clearance of DPD-CFS containers”, which may have to start holding its fortnightly meetings to sort out this long pending vexatious issue and take preventive and corrective measures to preclude any recurrence of the same. (MANSA)

ACTION: Terminals informed that as per directives from Customs, status quo is being maintained. Customs will check and revert back. (BY: CUSTOMS)

12. Minimum 30 Day Prior Intimation Before Any Increase in The Tariff / Charges:

As requested several times earlier too, since the CSLA member lines need to give minimum 30 days’ notice to their clients before implementing any increases, JNPA / respective terminals too may please give at least 30 days’ notice, if not more, to CSLA / lines before effecting any increase in their tariffs / charges. (CSLA)

Discussion-CSLA requested for the minimum 30 days period intimation before implementation of any tariff increase as they have to inform Customs and notice to Trade is to be given. In most of the cases the 30 days advance intimation of tariff revision is given. In case of urgent revision, Port may share the draft proposal in advance .

ACTION: In case of urgent revision, Port / Terminals to send a draft copy of proposed request for increase of tariff to CSLA. (BY: GMT / GMF & TERMINALS)

13. Reporting of physical seal number:

The seal numbers of import by rail containers are not checked by the port terminal. Many a times, containers arrive at ICD with different seal numbers. Such seals are not reported by the terminal before the departure of train

from the port area. The customs & other authorities always ask for discharge seal status. In absence of terminal status, the adjudication process is delayed. The terminal should be directed to check & report physical seal number at least when containers are shifted to container rail yard. (CSLA)

Discussion- Basically this is the issue related to the wrong seal number on document and physical seal number is different. Whenever the container is discharged and then reaches to ICD, persons at ICD finds different seal. Shipping Line should ensure that they do not make mistake at Port of loading. Customs informed that at least shipping line should have the document of origin of Port of loading with seal number mentioned in it. (For 20' containers, it is inherent issue but for 40' containers it should not happen). CSLA requested to simplify the process if seal number is different.

ACTION: Customs will analyze and If it is possible to simplify the process. (By: CUSTOMS)

14. The weight of the empty container if found exceptional must be reported to the shipping line while discharging from the vessel:

Recently containers which were filed as empty units have been found loaded when container shifted in the CFS or ICD. Customs have been raising query as to why terminals are not checking the weight of the container especially for empty container when found excessive weight. Port terminals should be directed to check & report such exception cases when the weight of the empty container is found excessive. (CSLA)

Discussion- On RMQCs the weight of container is displayed but not recorded and Operator also cannot check or cross verify the weight of the container with declared weight. Connectivity of the container discharged with system is difficult since not connected with Terminal System.

ACTION: Terminals to check the feasibility for recording the weight of the containers discharged displayed on RMQC and comparison be done with declared weight. (By: Terminals)

15. BMCT accepting vessels with length of 400 metres a welcome move :

It is requested that provisions be made or infrastructural upgrade be done (from the marine point of view, like turning circle) for accepting 400 mtrs vessels at other terminals too which are upgrading themselves, like APMT/ NSFT/ NSIGT, which can then handle this size of vessels from an operational point of view, post

the upgradation of these terminals, which in turn will make JNPA more competitive vis a vis Mundra for instance. (CSLA)

NSFT requested for developing another vessel turning circle for berthing 400 mtrs length vessels at other terminals also. JNPA Dy. Conservator informed that JNPA can develop another circle for berthing of bigger vessels up to 400 mtrs length but can be berthed at APMT Terminal only. Bigger vessels cannot be berthed at all other terminals on north side due to environmental issues and no scope for widening for another vessel turning circle.

16. Maritime Single Window (MSW) :

Needs to be aligned with all the departments (Customs/ Immigration/ PHO/ PORT etc.) to avoid duplication of work for the lines which is what is happening now. JNPA is requested to kindly coordinate with the relevant agencies in this regard. (CSLA)

MoPSW is trying hard for maritime single window. PHO has already come on Board and immigration will also be taken care for single window system.

17. Common ITV maintenance area for all ITV's plying inside the port area (DP World)

JNPA has started the process of tendering the spaces inside the Port on temporary license basis for ITV maintenance.

18. Barricading escape line no. 3 required (DP World):

It is under tendering process by JNPA, PP&D

19. Other points / issues discussed with the permission of chair

a) SOP for Trailors damaging property inside Port: (Transporter Association)

Transporter informed that when damage occurs, TTs are held up to 5 to 6 days and money is demanded by Terminals for damages which transporter is not liable to pay. As per Govt. rules the Insurance covers for the third party damage also. So Transporters requested that damage claim should be recovered from Insurance Company. Holding of TTs is not allowed as per Govt law also

**ACTION: SOP be prepared for the incidence of damages to property by TTs.
(By GMT)**

b) DP World – Gate closing for 6 to 8 hours – Transport Association:

DP World in case of breakdown of equipment or other reasons, sometimes but not regularly closes the gate for 6 to 8 hrs. In such situations, the intimation shall be sent by DP World to CPP.

ACTION: (BY : DP World)

c) Periodic Congestion – BCBA:

BCBA pointed out that if the containers are stuck up in traffic, leaving from CPP/CFS, then they must be allowed after cut off also as was done earlier. Terminals will take care provided shipping lines come forward and intimate in time about such stuck up containers in the interest of extra weightage to Exporters. **ACTION: (By Terminals)**

d) Break down TTs movement – Transporter Association:

Transporters feels for taking out Break down TT outside. Permission takes a lot of time. The online pass system will be started from 15th July and shall resolve the issue.

e) Green channel for refer containers at NSICT:

Due to road widening issue Green Channel for refer containers at NSICT is not possible. During peak period, some of the refer containers are diverted through NSIGT Gate. NSICT to discuss internally for some modality for Green channel to refer containers. **(By NSICT)**

f) Parking issue for vehicles waiting for Form 13: Transporter Association:

In CPP all the undocumented containers as well as ICD containers are taken in and 4 parking spaces are also created by JNPA so no TT should stand on road.

g) New Gate Pass Generation at CPP -Transporter Association:

To avoid the misconception of transporters that if old pass goes to Customs then container goes for scanning, a new gate pass is regenerated at CPP.

h) Repairing of Wagon locks – (Central Railway)

The Wagons on the rakes sometimes due to one or two locks issue goes empty which is a national loss. Central Railway requested terminals for holding works day/night for such repairs.

ACTION: To call the meeting of Safety Officers of all Terminal along with JNPA Safety Officers to prepare SOP and addressing hazard by safety net. (By : GMT)

i) Widening of Khopta Chirner road -Transporter Association:

Chairman directed to submit the representation in writing to study and to checkup what best can be done.

j) Evacuation of Import containers:

Whenever there is vessel operation, Terminal do not give equipment for delivery. Terminals to look into it. **(By : TERMINALS)**

At the end Chairman briefed three important developments:

- i) Starting of Integrated Agro Processing Unit facility inside Port within 1&1/2 years which will be 1st in India to process all fruits, vegetables
- ii) State of art empty container yard will be started within 2 years
- iii) Auctioning of land for warehousing/tank farms

Annexure-1

LIST OF ATTENDEES OF PORT CUSTOMERS MEETING HELD

ON 12th June, 2024 AT JNPA

Sr. No.	Name of the Personnel	Name of Association
01	Shri Unmesh Sharad Wagh, Chairman	JNPA
02	Shri. Girish Thomas, G.M (Traffic)	JNPA
03	Capt. Balasaheb Pawar, Dy. Conservator	JNPA
04	Shri. V.S. Babaram, DGM (LBS)	JNPA
05	Shri. S. V. Kawathekar, DGM (ICD)	JNPA
06	Shri S .K. Kulkarni, DGM (T-C&C)	JNPA
07	Capt. S. S. Jadhav, Harbour Master	JNPA
08	Shri Pankaj Kamal, DGM(Finance)	JNPA
09	Shri Suhas Kamtikar, DGM(M.S)	JNPA
10	Shri Ravi D Rao, Sr. Manager (Traffic)	JNPA
11	Shri S. M. Ingole, Sr. Manager (ICD)	JNPA
12	Shri. RKB Yadav, Consultant	JNPA
13	Shri R.H. Mahadik, Manager(Traffic)	JNPA
14	Shri Kamlesh Kumar, Additional Commissioner	CUSTOMS
15	Shri Ritesh Kale	CONCOR
16	Shri Mani Bharathi.E	CISF
17	Shri. Sachin Mhatre	DP World
18	Capt. Aniruddha Lele	NSFT
19	Shri Raja Mitra	NSDT
20	Shri Deepak Thakur	APMT
21	Shri Faiz Sayyed	BMCT
22	Shri A. Rajesh	CENTRAL RAILWAY
23	Shri Anil.S.Thakur	CONCOR
24	Shri Sunil Vaswani	CSLA
25	Shri Umesh Grover	CFSAI
26	Shri Paresh.K.Thakkar	BCBA
27	Shri Nitin Shah	IPGL
28	Shri Vedant Puri	SEAWORLD
29	Shri Vedit Puri	SEAWORLD
30	Shri Rajesh Mehra	SEAWORLD
31	Shri Amit.B.Mhatre	SEAHORSE SHIP.AGENCIES
32	Shri Vishwas.R. Bhoir	MCS (I) PVT LTD
33	Shri Manoj Kumar	CENTRAL RAILWAY
34	Shri Paresh Vaivade	J.M.BAXI
35	Shri Avinash Satardekar	BMCT

36	Shri Vineet Tanwar	GTI (APMT)
37	Shri Prashant Gawand	DFPCL
38	Shri Santosh Jadhav	J.M.BAXI &CO.
39	Shri Kalpesh Jadhav	YML
40	Shri Sandeep Tawde	EVERGREEN
41	Shri Sunil Shetty	KMTC
42	Shri Kiran Kamath	ADANI LOGISTICS
43	Shri Shripad	CMA CGM
44	Shri S.Srinivas	CFSAI
45	Shri VijayKumar N	CFSAI
46	Shri Salim Shikalgar	CFSAI
47	Shri Vijay Kurkute	RELTOR CONTAINER
48	Shri Pandhari Ganjave	NSCOWA
49	Shri Amit Potdar	NSCOWA
50	Shri Sanjay Potdar	NSCOWA
51	Shri Sunil Gholap	NSCOWA
52	Shri Vinaya Bhoir	RCTWA
53	Shri Pravin Paithankar	MHV & ISCOM
54	Shri Persey Vapiwala	CFSAI
55	Capt. Ashoo Singhal	CSLA
56	Shri Rajendra Coimbatore	NSFT
57	Shri Sai Vinay	PRIMUS PARTNERS