

## **PROCEDURES BEEN COMPLIED BY THE SHIPPING LINES FOR MOVING EXIM LADEN AND EMPTY CONTAINERS.**

### **PARTIES INVOLVED:**

CONTAINER OPERATORS / VESSEL OPERATORS / EXPORTERS/ IMPORTERS / TERMINALS - CFS - PORTS (CUSTODIANS)

### **TRANSACTION - FLOW OF IMPORTS AND EXPORTS**

- ▶ CONTRACT BETWEEN CONTAINER OPERATOR - EXPORTER
- ▶ SLOTS ON OWN/CONSORTIUM VESSELS OR ARRANGEMENT BETWEEN THE CONTAINER LINES & MAIN LINE OR FEEDER OPERATORS
- ▶ RECEIPT OF CONTAINERS FROM EXPORTERS/ BY THE TERMINALS UPON COMPLYING CUSTOMS PROCEDURES
- ▶ LOADING OF CONTAINER ON TO THE PLANNED DIRECT OR FEEDER VESSEL
- ▶ CONTAINER LINE ARRANGEMENT OF TRANSHIPMENT PORTS FOR TERMINATION OF LOCAL CARGO OR FOR ONCARRYING THE CONTAINER'S TO THE AGREED DESTINATION THROUGH OWN/ CONTRACTED MOTHER VESSELS.
- ▶ SHIPPING LINE ( CONTAINER LINES) RELEASES THE B/L TO THE EXPORTERS UPON COMPLIANCE OF PROCEDURES.
- ▶ TRANSHIPMENT OF CONTAINERS - DEPENDS ON THE SECTOR/DESTINATION - SOMETIMES CONTAINER MAY HAVE TRANSHIPMENT IN TWO PORTS, HOWEVER, B/L WILL ONLY INDICATE LOAD PORT AND FINAL DESINATION SINCE IT IS THE SHIPPING LINES (CONTAINER LINES) RESPONSIBILITY AND LIABILITY TO DELIVER THE CONTAINER AT FINAL DESTINATION AS PER CONTRACT ( B / L )
- ▶ ISSUANCE OF DELIVERY ORDERS AT DESTINATION BY THE SHIPPING LINE BASIS SURRENDERING OF ORIGINAL B/L - TRANSFER OF TITLE OF GOODS/PAYMENT.
- ▶ SIMILAR PROCEDURE IS ADOPTED FOR EXPORTS FROM INDIA.
- ▶ **FOREIGN TRANSHIPMENT PORTS** - COLOMBO / SINGAPORE / PORT KELANG /HONGKONG / DURBAN / SALALAH / SHANGHAI / BANGKOK ETC
- ▶ TRANSHIPMENT CONTAINERS WILL NOT BE MOVED OUT OF PORT EXCEPT INTERNAL TRANSFER BETWEEN ONE TERMINAL TO ANOTHER TERMINAL BASIS VESSEL'S AVAILABILITY FOR LOADING EITHER TO THE TRANSHIPMNT INDIAN PORT OR TO THE FINAL DESTINATION.