

An ISO 9001 : 2008 Port



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Tfc/GZZY-241/SOP/Pre Gate

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Trade Circular

Sub: **Standard Operating Procedure (SOP) for commencement of Pre-Gate facility for Road Bound Containers at M&Q Block, Sonai**

Standard Operating Procedure (SOP) for commencement of Pre-Gate facility at erstwhile M&Q Block, Sonai as per notification issued by **Customs vide Notification No. 68/2021, dated 10.01.2022** to be followed for movement of all Road borne export load containers would be as mentioned below from **11.02.2022**. The facility however shall be under trial from 06.02.2022 and would run full fledged w.e.f. **11.02.2022** :-

- 1) The Pre-Gate facility will have only one entry gate towards the Sonai Road which will be manned by PSO personnel who will check the availability of Truck Chit (TCN) before allowing entry.
- 2) All road-borne export load containers, including containers stuffed and sealed at Container Freight Stations (CFSs) and Direct Port Entry (DPE) - facilitated cargo, will be routed through the Pre-Gate Facility, with the following exceptions:
 - i) Over Dimension Cargo (ODC) will continue to enter NSD premises directly.
 - ii) Reefer (refrigerated) load containers will be continued to enter NSD as usual.
 - iii) Cargo classified as Hazardous-1 category will continue to enter NSD premises directly.
- 3) All the formalities and paper work related to Customs shall be carried out at the Pre-Gate container office which will be manned by Customs officials round the clock. Seal check and any other activities that are required by Customs to generate **Let Export Order** and **Allow Shipment** will be carried out at this facility.
- 4) After that the trucks will move along the designated route towards the 8 NSD Gate to enter the Container Terminal for dropping off the container by travelling for 30 meters on the public road between the two notified areas. Entry of trucks into the Dock through 8NSD Gate from Pre Gate will be on 24X7 basis. No road restriction is applicable for those trucks routing through Pre Gate.

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- 5) The facility has only one exit gate directly opening on CGR Road opposite to 8NSD Gate. The concerned CHAs accompanying the container shall cooperate with the PSO/Police to ensure that the trailers exiting the Pre-Gate facility cross the 30 meter stretch of CGR Road and enter the Docks through Gate No.8, NSD without any diversion / pilferage etc.
- 6) SMPK shall take adequate steps to ensure that the traffic through the dedicated corridor in the Pre Gate facility is smooth so that LEO granted containers do not miss the vessel cut off time. However, it will be the responsibility of the concerned CHA to ensure entry of container to the Docks through Gate No. 8 within cut off time of the vessel.
- 7) The time of reckoning for entry of container in the Dock shall be the time recorded at the 8 NSD Gate.
- 8) CISF posted at 8 NSD entry gate will update the TCN and check the correctness of other documents as per existing procedure.
- 9) After entry in the Container Terminal, the laden trucks will directly go to the unloading point for unloading through Tablets based interface.
- 10) Empty trucks will directly go to the Exit gate for gate out. Truck drivers will hand over one copy of TCN to the CISF posted at exit gate.
- 11) CISF on checking the correctness of the document will allow exit of the Trucks.
- 12) For Back loading – Truck will go to the loading point for loading of import containers and follow the existing procedure.



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