



COAI Response on Consultation Paper on Licensing Framework and Regulatory Mechanism for Submarine Cable Landing in India

We thank the Authority for providing us the opportunity to share the response to this consultation paper on Licensing Framework and Regulatory Mechanism for Submarine Cable Landing in India.

1. India is located at a strategic and geographically significant position in the global submarine cable network, where every cable system that connects to Europe and Southeast Asia inevitably must transit through it.
2. It is pertinent to note that Submarine cables play a vital role in the Digital Network Infrastructure of India. They provide the country with high-capacity, reliable connectivity to the rest of the world, enabling the transmission of large amounts of data across long distances. These submarine cables thus are vital for the growth and development of India's digital economy. They enable the country to access the global internet and facilitate the exchange of information, ideas, and resources with the rest of the world.
3. As we are aware, Internet traffic has grown multiple times in India in tune with Digital India Mission thus enabling the availability of Mobile Internet connectivity. Therefore, these cables play a pivotal role in carrying the Internet data across the world.
4. Further, it is also pertinent to mention that the data traffic is set to increase to a greater extent due to the launch of 5G and as a result proliferation of Data Centers in India. In light of the expansion of Data, it is important to satiate the rising demand. Submarine cable capacity must therefore be raised accordingly, which will ultimately necessitate significant investments and take a lot of time for infrastructure deployment.
5. Additionally, **the Telecom Regulatory Authority of India in its Recommendations on “Regulatory Framework for Promoting Data Economy Through Establishment of Data Centres, Content Delivery Networks, and Interconnect Exchanges in India”** dated 18/11/2022, had **recommended to waive off the Right of Way (RoW) charges** for laying and maintaining Optical fibre cables (OFC) for Cable Landing Stations in order to encourage and support the new Cable Landing Stations. Further, **it recommended that Coastal states intending to promote setting up of Cable Landing Stations (CLS) may consider incentives and facilitations as has been done by State of Gujarat in its IT/ITeS Policy 2022-27.** These are positive recommendations and should be implemented.
6. It is further noted that building more cable landing station (CLS) facilities in the nation is fraught with difficulty. The current CLS approval procedure is incredibly slow, causing significant delays and, frequently, taking years to complete. Because of this, time-sensitive approval methods must be used to shorten and speed up the process.
7. **The process of obtaining approvals for repairs and maintenance of undersea cables is also very cumbersome. It is most important to ensure that permissions for repairs of undersea cable repairs and maintenance are granted in a timely manner. The time taken in getting the permissions/ approvals for repairs unfortunately remain**



the biggest contributor to the delay in cable repairs. In order to achieve shorter cable repair time, it is pertinent to **streamline the permission/ approval process.** A **single-window approval process** with a reasonable timeframe for such approvals should be put in place.

8. Approvals sought by TSPs can be enabled on Saral Sanchar portal. Timelines should be prescribed and if no objection/ approval are received within the stipulated timeline, then the application should be deemed approved.
9. In light of all the observations listed above, we submit that:
 - a) **CLS should be mandated as infrastructure of critical national importance** and measures be taken to protect, both subsea as well as terrestrial fiber cables connecting to the CLS.
 - b) Cable laying & repair services should be designated as 'Critical & Essential Services' and should have priority for 'Permits in Principle' and clearances from Government agencies.
 - c) Access Facilitation charges and co-location charges paid to CLS should be allowed as pass-through expenses to help the ILDO make the connectivity charges more competitive.
 - d) **The Approval process for CLS should be simplified and made online with time bound approval process and if no objection/ approval is received within the stipulated time, then the application should be deemed approved.** List of all existing processes with recommendations to ease process of cable laying and repair, is enclosed at Annexure-A.
 - e) We further **submit that onerous requirements of mandatory presence of DoT officials on ships should be removed and the TSPs should be entrusted with the activity of capturing of GPS co-ordinates that is done currently by the DoT officials.**
 - f) We understand that there is no restriction for NLDO to create the Indian undersea submarine cable network for domestic traffic and allow both networks (land and undersea) to connect with each-other, however clarity on the same would be welcome.
 - g) We understand that stub-cables are permitted to be laid from the CLS through beach manholes into territorial waters and should continue to remain as an optional arrangement at the choice of ILDOs, however clarity on the same would be welcome.

It is with this background in mind that we provide our response to questions raised by the TRAI in the paper.



Q.1. What limitations are being posed by existing licensing and regulatory provisions for laying submarine cables and setting up of CLS in India? Please answer with the detailed justification for changes required, if any.

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Q.2. Which of the conditions, as stated in Para 2.10 be made applicable on the ILD licensee for applying permission /security clearance for laying and maintaining the submarine cable and setting up CLS in India? Please answer with the detailed justification.

COAI Response:

Members will respond individually.

Q.3. Would an undersea cable repair vessel owned by an Indian entity help overcome the issues related to delays in undersea cable maintenance? Please provide justification for your answer.

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Q.4. If the answer to the above question is yes, then please suggest possible mechanisms along with detailed justification and financial viability analysis for implementing this proposal.

COAI Response:

- a) Yes, repair vessel owned by an Indian entity will help overcome the issues related to delays in undersea cable maintenance and obviate the need of high dependency on the foreign vessel providers for repairing the subsea cable along the Indian coastline.
- b) The development of an Indian ecosystem in this segment will eliminate the dependency on foreign-based repair vessels, providing a new opportunity to Indian Industry under the 'Make in India' and leading to improvements in overall costs and time. This will also help build local skillsets.
- c) Currently, all marine repair activities in and around Indian waters are supported by just two large marine service providers. Singapore and Dubai are the main bases for these marine service businesses. Along the Indian coast lines, there is a significant reliance on these service companies for cable repair. Additionally, it takes a long time to mobilise the repair ships from Dubai or Singapore. There is NO service provider available in India right now.
- d) Given that at present there are 17 submarine cables that are terminating in India and also number of new cables are under planning/ construction that will soon make a landfall at different coastal cities **it may be a welcome step to have an undersea cable repair vessel owned by an Indian entity to help** overcome the issues related to delays in undersea cable repairs and maintenance. This will significantly help reduce the time required for repairs and maintenance of cables.



- e) However, **it is most important to ensure that permissions for repairs of undersea cable repairs and maintenance are granted in a timely manner. The time taken in getting the permissions/ approvals for repairs unfortunately remain the biggest contributor to the delay in cable repairs. In order to achieve shorter cable repair time, it is pertinent to streamline the permission/ approval process.** A single-window approval process may be put in place. Further, for the industry, this would be an efficient solution (controlling repair costs) and will ultimately attract more investment for undersea cables.
- f) Thus, given the critical nature of submarine cables for digital communications, foreign vessels should be granted timely permissions to carry out repairs and maintenance. The approval process and accompanying requirements for foreign ships, and crew members to enter territorial waters and get repairs done should be made faster and easier.
- g) Further having an Indian vessel could address the following:
- i. Currently, foreign vessels take 30 days, depending upon the availability of the vessel and its transit to an Indian port. With an Indian vessel, this time could be significantly reduced.
 - ii. Total cost of a 30-day mobilization and demobilization period is currently levied on cable owners. Undersea cable repair vessels owned by an Indian entity would reduce the foreign exchange spent by the country.
 - iii. Typically, 20 to 30 days are consumed in trying to comply with the various port and permit formalities of Indian ports. This can be easily avoided by having an Indian Flag vessel and crew.
 - iv. The availability of Indian vessels will improve cable infrastructure availability which will therefore improve the overall digital economy of the country.
- h) **Therefore, in-order to promote the entry of Indian entities into this recognized business, the Government may consider the following:**
- i. This work should be given the same status as that enjoyed by SEZs and a tax exemption introduced, since this will result in a reduction of FOREX spent by the country.
 - ii. A single window clearance mechanism for permits and approvals for a longer period of validity should be introduced and customs duty / GST norms relaxed.
 - iii. Existing / planned routes should be tagged as critical cable corridors. These corridors should have regular patrolling by the coast guard and a set of clear guidelines concerning maritime activities in such corridors should be released with a view to safeguarding cable assets.
 - iv. Necessary space should be allocated to Indian operators to set up a 'Cable Depot' (Bonded warehouse) close to the base port of the repair vessel.
 - v. Capital cost of repair vessels and cable depots could be a one-time investment. All operational costs and capital recovery should be recovered



from users of the repair vessel. The government could provide an incentive and support and encourage Indian entities and/or Indian ILDOs to form a consortium that owns a cable ship with the Indian Flag stationed at the Indian port within the country.

- i) While we support the initiative of bringing Indian companies into this business through various enabling government policies, it is important to recognize that the development of the whole Indian ecosystem may take some time.
- j) **Therefore, utilization of Indian vessels should be kept optional for ILDOs at this stage. Also, the Government must address the issues related to Ease of Doing Business and address forthwith the huge delays in granting permissions to foreign vessels to carry out repairs and maintenance.**

Q.5. What measures should be undertaken for promoting Domestic submarine cables for connecting coastal cities in India? What limitations are being posed by existing licensing and regulatory provisions for laying domestic submarine cables in India? What are the changes required in the existing licensing and regulatory framework? Please answer in detail with the supporting document, if any.

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Q.6. Are any limitations being envisaged in respect of getting permissions and/or associated charges/ fee for laying domestic submarine cable and its Cable Landing Station? What are the suggested measures to overcome limitations, if any?

COAI Response

- a) Domestic submarine cables are undersea telecommunications cables that are used to connect two or more points within the same country and have an important role to play.
- b) NLDOs should continue to have the freedom to lay and use fiber both on land and under water and also be permitted to use the same cable infrastructure for domestic connectivity under their respective license agreements.
- c) While we understand that there is no explicit prohibition on NLDOs on creating an Indian underseas submarine cable network for domestic traffic and connecting both networks (land and undersea), however clarity on this would be welcome.
- d) Further, there may be several challenges for laying domestic submarine cables in India.
 - i. First, there are strict requirements for obtaining permits and clearances in laying domestic submarine cables. These requirements can be complex and



time-consuming to navigate, which can create barriers for companies wishing to enter the market.

- ii. Permits and clearances are required mainly from DoT and different units under MoD and MHA for laying submarine cables in Indian Territorial waters.
 - iii. Environment Impact Assessment and Coastal Region Zone clearances from Ministry of Environment and Forest are mandatory.
 - iv. After obtaining these clearances, permission is required from Maritime Board of the respective State.
- e) It is thus clear that various clearances are required for laying Domestic Submarine Cables, and such clearances should be reduced to facilitate a comprehensive and a simple process.
- f) The measures that can be undertaken to promote Domestic submarine cables are as follows:
- i. The Government can simplify the licensing and regulatory process for laying both international and domestic submarine cables. This could involve streamlining the application process, reducing the number of required approvals, and providing more clarity on the requirements and restrictions for laying cables.
 - ii. The Government can create awareness among State Governments of domestic submarine cables through education and outreach efforts which could involve highlighting potential economic benefits of connecting coastal cities through these cables.
- d) Laying of Domestic Submarine Cables for connecting coastal cities in India should be encouraged. The same should be under the NLD licence. Only NLD licence owners should be allowed to undertake this activity.

Q.7. Will it be beneficial to lay Stub-Cables in India? If yes, what should be the policy, licensing, and regulatory framework for laying, operationalizing, and maintaining the stub cable in India? Please answer in detail with the supporting documents, if any.

COAI Response:

- a) We understand that Stub cables are not prohibited and there have been past use cases of stub cables being laid, however, we submit that stub-Cables should be kept optional for ILDOs.
- b) Laying of stub-cables can also improve efficiency, provide a more technically viable future extension and reduce the time required to complete new submarine cable projects.



- c) However, stub-cables have not found much traction with operators in other leading countries. Also, maintaining stub-cables over a period of time is challenging and costly.
- d) The stub Cable are a feature of limited coastlines with minimal area available for setting up CLS and may have no utility for India. In past some operators had laid stub cables, however, the same were could not be utilised at all, as the specifications and technologies kept evolving.
- e) In India, there is a need to diversify CLS availability from the current concentration in Mumbai and Chennai and promoting stub cables may not have the desired impact.
- f) **However, laying of stub cables should be optional and should not be mandatory. The same can be driven by the business needs of a particular TSPs.**
- g) Further, we reiterate that while laying of stub cables is not prohibited and is allowed, clarity is required for the process to be followed for laying stub cables along with ongoing submarine cable projects.

Q.8. What challenges are being posed by existing telecom licensing and /or any other framework for establishing terrestrial connectivity between different CLSs in India? What are possible solutions to such challenges? Please support your answer with detailed justification.

COAI Response:

- a) Establishing terrestrial connectivity between different CLSs in India is not prohibited. There are no regulatory hurdles in connecting one CLS with another as long as the connectivity is through an NLDO.
- b) We do not believe licensing challenges are there since there is no restriction on the interconnection between CLSs. The interconnection between various CLSs in India is quite a common practice since it provides diversity and necessary resiliency into the network. Every CLS owner by design is allocating space and power to other operators to bring their network into CLS. Operators are free to extend this capacity from that CLS to their PoP or other CLSs.

Q.9. In comparison with other leading countries, what further measures must be undertaken in India for promoting investment to bring submarine cable in India? Please answer in detail with the supporting documents, if any.

COAI Response:

- a) As the world continues to consume ever-increasing volumes of data, the demand for bandwidth is predicted to roughly quadruple every two years in the near future. The significant rise in global demand will make it harder to sustain infrastructure growth. In



light of this, there are a number of actions to encourage investment in Submarine Cables in India:

- b) Develop a comprehensive policy framework: A clear and stable policy framework can attract investment in submarine cables by providing a predictable and transparent regulatory environment. This can include measures such as tax incentives, land acquisition policies, and licensing procedures.
- c) Encourage private sector participation: The Government can facilitate private sector participation in submarine cable projects through measures such as public-private partnerships, concessions, and build-operate-transfer models. This can help to spread the risk and cost of such projects across multiple stakeholders. This should **provide carrier/competition neutral and un-prejudiced nature of operations as well as help reduce lead time of approval processes.**
- d) Promote digital infrastructure: Investment in submarine cables is closely linked to the overall development of digital infrastructure in a country. The Government can promote the development of digital infrastructure through measures such as investing in broadband infrastructure, promoting digital literacy, and supporting the growth of the digital economy. **This should also provide carrier/competition neutral and un-prejudiced nature of operations as well as help reduce lead time of approval processes.**
- e) Create an enabling environment: To attract investment in submarine cables, it is important to create an enabling environment that is conducive to business. This can include measures such as improving the ease of doing business, reducing bureaucracy, and providing a stable and secure investment environment.
- f) The onerous requirements of mandatory presence of DoT officials on ships should be removed and the TSPs should be entrusted with the activity of capturing of GPS co-ordinates instead of DoT official. DoT may specify fixed time intervals for capturing of GPS co-ordinates and service provider may be asked to submit a map by plotting the captured GPS co-ordinates along with an undertaking and other document with DoT. If for some reason the requirement of presence of DoT officials cannot be waived off, then, the cost of presence of DoT officials should be borne by the Government and nominated DoT official should be available on the ship within a fixed time-period.
- g) Promote international collaboration: India can also promote investment in submarine cables by collaborating with other countries and international organizations. This could include joint ventures, bilateral agreements, and participation in regional and international initiatives.
- h) We further submit the following to encourage investment in the cable systems and CLS:
- i. **Charges paid to other TSPs may be allowed as pass through:** While the infrastructure sharing between various licenses is permitted under various licenses / authorisation, the charges paid towards the same are not allowed as deduction from



Adjusted Gross Revenue. Such a regime impacts the overall ecosystem unnecessarily, hindering the economies of scale from operating for network opex and capex while also increasing the cost of investments. We recommend that the following should be allowed as eligible deductions for TSPs:

- Charges paid by one TSP to another TSP for sharing of its network.
 - Annual Access Facilitation Charges at CLS / Alternative Locations.
 - Annual Operation & Maintenance Charges at CLS / Alternative Locations.
 - Co-location charges.
- ii. **Cable laying & repair services** should be designated as 'mission critical and should have priority for 'Permits in Principle' and clearances from Government agencies with shortened approval timelines from various agencies, minimal physical documentation. The permission should be generated online in a time-bound manner and the concept of deemed approval should be brought-in.
- iii. **Currently, MOHA & MOD approval is provided at different sites. A single window clearance** for all the required permits (MOD, MOHA, Cable Landing Station, Cable Repair permission) should be explored as one of the probable solutions to significantly reducing turnaround times.
- iv. There should be defined turnaround timeline (TATs) for granting clearance and approvals for all such Permit/applications with mechanism to track of status of an application in a reliable and transparent manner.
- v. **Auto renewal option should be available for MOD & MOHA clearance** if there is no major change to the data provided in the original request. Also, the option of taking approval for only incremental changes can be considered. MOD & MOHA approval and other associated approvals could be provided in stipulated timelines, i.e., 1 month.
- vi. **Exempt CLSs from GST.** Since it is essential to global connectivity and India competing with other leading economies to promote herself as an international data hub, CLSs should be exempt from GST.

List of all existing processes with recommendations to ease process of cable laying and repair, is enclosed at Annexure-A.

Annexure-A

Sl. No.	PERMIT	AUTHORITY	EXISTING PRACTICES/ PROCEDURE	RECOMMENDATION
1	MOHA (Ministry of Home Affairs)- Clearance for the Foreign national crew members	<ul style="list-style-type: none"> • MHA (Ministry of Home Affairs) • applications routed through DOT , Ministry of Communication, Delhi) 	<p>Submission to DOT for MOHA through on line URL link. DOT has given the User ID & Password to Telecommunication companies to upload the foreign national's details in the MHA portal for their MOHA clearances</p> <p>Documents required -</p> <ol style="list-style-type: none"> 1. Photographs of foreign national crew members in JPG format under 2MB 2. Colour Passport copy of the foreign national crew members 3. Personal-Passport Details 4. Advance Information Sheet <p>DOT issues MOHA clearances upon receipt of MHA/IB clearances from Ministry,</p> <p>Timeline – Minimum 3-4 Months</p>	<ol style="list-style-type: none"> 1. Time taken is too long. 2. No visibility of progress of application process 3. No access to Agents. Only landing party/ Telecom agencies can apply to DOT. 4. No visits allowed for checking with DOT. 5. If one crew application is having issues from Embassy, whole application gets held up. 6. The 'On line' process should give access to verify progress / status. 7. Utilization of Technical / project crew, once cleared by MOHA, should be permitted to be used in other projects also.
2.	MOD (Ministry of Defence) clearance for vessels deployed in Indian waters for project	<ul style="list-style-type: none"> • MOD (Ministry of Defence)/ Navy • Applications routed through DOT 	<ul style="list-style-type: none"> • Application through 'on line' portal of DOT • DOT has provided User ID & Password to Telecom companies <p>Documents required to upload in DOT SCP Online Portal</p> <ul style="list-style-type: none"> • Vessels statutory certificates including H&M Insurance certificate copy • Letter to DOT from landing parties for MOD clearance for vessel. • The RSEE Form and related documents should sign & stamp by the respective landing parties • Project related documents • Contract copy 	<ul style="list-style-type: none"> • Time taken is too long. • No access to Agents. Only landing party/ Telecom agencies can apply to DOT. The landing parties agents should be able to approach directly to DOT. • DOT does not provide any access to know progress of clearances. Needs to be considered. • On – Line status should be available for applications in Portal.

			<ul style="list-style-type: none"> Map & coordinates of project/ laying/ repair area <p>On scrutiny the MOD/ Navy issues confirmation to DOT</p> <p>DOT issues MOD clearance on their letterhead</p> <p>Timeline – Approx. 2-3 Months</p>	
3	SPL (Specified Period License) for Vessels	Directorate General of Shipping (DG Shipping)	<p>SPL necessary as per section 407 of MS Act 1958 for any Foreign Flag Vessel to do Coastal engagement.</p> <p>INSA NOC is presently waived off view no Indian Flag Cable Ship available with Indian Vessel Owners.</p> <p>Documents required with SPL letter duly signed & stamped by the landing party or vessel owner :-</p> <ol style="list-style-type: none"> Statutory certificates Copy of Valid P&I Insurance Copy of Hull & Machinery Insurance Complete contracts copy between landing party and Vessel Copy of Crew list Form “E” -duly filed and signed with seal by Applicant DG Shipping administrative fee to be paid <p>Vessel owner or Indian landing party operator needs to deploy the Indian crew and trainee cadets as per DGS guidelines.</p> <p>SPL application submitted prior minimum three working days from the date of laycan. The late submission causes Late Fee.</p> <p>Timeline – Minimum 4 to 5 Working Days.</p>	<ul style="list-style-type: none"> No need to INSA NOC – The competitive edge needs to be ‘quality based’ and on availability of best resources worldwide. Applications being submitted by E mail at present. Needs e- governance module and should be ‘on – line’ submission with all documents. Human Interface should be minimized. Vessel owners need to ensure that all Vessel certificates are valid for the project duration and there is no need of extensions. Application has to be once for all. Need of employment of Indian Crew/ trainees on cable project ships should be waived off. The crew & Technicians on these ships are highly technical and are employed accordingly.

4	NED (Non-Employee Duty Pass) clearance from ONGC for the onboard crew of Vessels	ONGC / ILD (Indian Landing Party)	<p>All onboard crew to have the NED Passes</p> <p>Documents required :-</p> <ol style="list-style-type: none"> 1. NED application form 2. Crew's details 3. Copies Seaman book <p>Clearance time: 02 -3working days.</p>	<p>Requirement should be waived off for Cable Ships employments as the crew / technicians are not being employed on ONGC or other oil exploration installations.</p> <p>The crew are employed exclusively for particular Cable project and do not engage in ONGC platforms.</p> <p>This is only requirement of ODAG for NSC inspections and requirement should be reconsidered.</p>
5	<p>Navigational Warning (NAVAREA) clearance for the Vessels working in Indian Waters</p> <p>(Provided for navigational warnings to Ships in Indian waters)</p> <p>NAVAREA issued by National Hydrographic Office, Govt. of India</p>	<p>Indian Navy / HQ ODAG And Directorate General of Shipping (DG Shipping) (Incase of Safety Fairways)</p>	<p>Application submitted to Navy by letter providing details as follows :-</p> <ol style="list-style-type: none"> 1. Block coordinates with cable fault coordinates 2. Details of other coordinates which vessel operating during subsea cable route survey or repairs. <p>If the area coordinate do not come under Safety Fairways, HQ ODAG/Navy forwards to NHO (National Hydrographic Office) at Dehradun for issuance of navigational warning message. Clearance Time: 05 to 07 working days.</p> <p>If the coordinates come under Safety Fairways (TSS) then Navarea has to be routed through DG Shipping for their NOC first. Thereafter it goes to Navy / ODAG and then NHO Dehradun for issuance of warning messages. Clearance Time: 10 to 15 working days.</p>	<p>The NAVAREA warning and NSC can be merged requirement and once NSC is done, NAVAREA should follow. It can be joint application.</p>

6	Naval Security Clearance (NSC)	HQ ODAG/Navy	<p>Carried out by Navy team once MOD clearance signal is received. Application needs to be submitted to ODAG with following documents :-</p> <ol style="list-style-type: none"> i. Naval Inspection and Clearance application letter from ILD ii. MOD clearance letter copy for vessel from DOT iii. MOHA Clearance copy for vessel from DOT. iv. SPL clearance letter from DGS v. NOC from ONGC (only for Western Region) vi. NED passes vii. Copy of Hull & Machinery Insurance viii. Contract copy ix. Copy of Crew list x. Compliance of V-SAT System Compliance certification. <ul style="list-style-type: none"> • NSC application (file) to be submitted one week prior planned inspection date. • NSC teams (ODAG) board the vessel at Port of c <p>Clearance Time: 02 working days.</p>	<ol style="list-style-type: none"> 1. NED Passes requirement needs to be waived off. 2. Combined application can be made for NAVAREA 3. Statutory clearance requirement only should be checked.
7	ONGC NOC (No Objection Certificate) – applicable only for West Coast of India	ONGC	<p>Applied to ONGC once MOD clearance is obtained with project details. Primarily to verify no project clashes of pipe lines occur in area.</p> <p>Documents required to be submitted by Landing Party</p> <ul style="list-style-type: none"> • Request letter from Indian landing party with Appendix (indicating Route Position List, Straight Line Diagram, Work Area Chart /Area Coordinate diagram / Map, Work Area Coordinates & Duration of Repair Work/Plan of Work) • Methodology of Submarine Fiber Optic Cable Repair Operation • Certificate of Class • Anchorage pattern • MOD clearance letter of DOT <p>Clearance Time: 15 to 20 working days</p>	<p>Time taken is too long and should be considered for application and approval by e – mail</p>

8	Customs - Vessel Importation	Indian Customs / CBEC (Ministry of Finance, Government of India)	<p>In compliance with Section 46 of Custom Act 1962 an Importer needs to present Bill of Entry for goods for home consumption. In addition as per Customs Notification No. 34 / 2019 dtd 30 Sep 2019 the Custom duty & IGST on the cable laying/ repair ops vessels are NIL subject to Condition 105 submitting bond by the Importer reg. requirement of Importation of Cable Ship work in Indian Customs waters.</p> <p>Documents required :-</p> <ol style="list-style-type: none"> 1. IEC (Import Export Code) – of Importer 2. GST Registration certificate of Importer 3. AD (Bank Authorization dealer code) from Importer Bank – from ILD 4. PAN (Permanent Account Number) of Importer – from ILD/ importer 5. Import Invoice Cum Packing List – from vessel owner 6. Vessel Invoice along with Appendix giving Specification of Vessel & onboard equipment, spares, and consumables etc. 7. Invoice for onboard Bunker/Fuels and consumables/ Oil, Thinners Assorted, Grease & Chemicals, onboard Provision etc. 8. Invoice for onboard Marine Gas Oil (MGO) 9. Bill of Lading - 10. Technical Write-up/ Catalogue etc 11. Contract Copy – from ILD 12. Chartered Engineer Certificate <p>The importer needs to submit bond to Customs for condition 105 of the notification.</p> <p>Procedure :</p> <ul style="list-style-type: none"> • Bill of Entry submission with documents in Customs EDI system 	<ul style="list-style-type: none"> • Process is too long & vessel is held up at port for Import/ Export formalities. • Varying process at various ports. On East coast Conversion / Reversion are done prior Import/ Export. • Faceless assessment takes longer and many times outstation assessing officers do not fully understand vessel’s role and avoidable queries are raised, which pertain to general ‘goods’. This causes delay in getting assessments. <p>Proposal :-</p> <ul style="list-style-type: none"> • Need for adopt uniform process at all Indian ports • May consider waiving off ‘Faceless assessment’ for cable ships, in view of technical nature of work done by the vessels • Else if Faceless assessment is mandatory requirement, it should be done at any other station dealing with vessels and not general goods. • Need to combine process of Import + conversion or Re- Export + Reversion together in order to cut time of vessel long stay at ports. • At Many ports only Conversion or Reversion activities are done as the vessel call is for project period only. Import / Re-Export process can be cut to minimum.
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9.	Customs – Vessel Conversion	Indian Customs / CBEC (Ministry of Finance, Government of India)	<p>All vessels deployed in Indian waters are also required to be converted to coastal run after importation. On the West Coast this exercise is carried out. Conversion is completed only after the Importation process is completed and Out of Charge Bill of Entry is obtained.</p> <p>The documents required :-</p> <ul style="list-style-type: none"> • Complete Inventory of the vessel (6 copies) • Valid SPL Copy • Import Bill of Entry – Duty Paid and Out of Charge <p>Procedure :-</p> <ul style="list-style-type: none"> • Conversion permission from DC(PG) • Processing Bill of Entry for consumables/ goods • Custom Boarding & Examination • Conversion approval & Certificate Issue <p>Clearance Time: 02 -3 working days.</p>	
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10	Customs – Vessel re-Export & Reversion to Foreign going status	Indian Customs / CBEC (Ministry of Finance, Government of India)	<p>Vessel needs to come back to Port for Re-Export and Reversion Process</p> <p>Re- Export Processed at Export dept. in Customs. Reversion process done at DC(PG)</p> <p>The documents required :-</p> <ul style="list-style-type: none"> • Re- export Invoices • GR Waiver from Bank • Import Bill of Entry – Duty Paid Challan <p>Procedure :-</p> <ul style="list-style-type: none"> • Processing of Shipping Bill through Customs EDI system • Shipping Bill no. generated in System • Re- export permission from DC(Export) • Custom Boarding & Examination • Issue of Let Export Order. • Reversion process Scrutiny at DC(PG) once LEO issued. • Certificate Issue <p>Clearance Time: 01 -2 working days.</p>	
11	Port Clearance	Indian Customs	<p>Issued by Customs Export dept. after vessel's Re- export / Reversion process once vessel is ready for departure</p>	<p>Needs to be available 24x7 basis. At times PC are delayed due non – availability of Custom Officials.</p>