

		<p style="text-align: center;">सीमा शुल्क के प्रधान आयुक्त का कार्यालय सीमा शुल्क सदन, मुंद्रा, कच्छ, गुजरात OFFICE OF THE PRINCIPAL COMMISSIONER OF CUSTOMS CUSTOMS HOUSE, MUNDRA, KUTCH, GUJARAT <u>Email-adj-mundra@gov.in</u></p>	
A	FILE NO. फ़ाइल संख्या	GEN/ADJ/ADC/535/2025-Adjn-O/o Pr. Commr- Cus-Mundra	
B	OIO NO. आदेश संख्या	MCH/ADC/ZDC/80/2026-27	
C	PASSED BY जारीकर्ता	Dipak Zala, Additional Commissioner of Customs/अपर आयुक्त सीमा शुल्क, Custom House, Mundra/कस्टम हाउस, मुंद्रा।	
D	DATE OF ORDER आदेश की तारीख	12.05.2026	
E	DATE OF ISSUE जारी करने की तिथि	12.05.2026	
F	SCN F. No. & Date कारण बताओ नोटिस क्रमांक	VIII/48-06/ADJ/ADC/MCH/2024-25 date 13.02.2025	
G	NOTICEE/ PARTY/ IMPORTER नोटिसकर्ता/पार्टी/आयातक	<ol style="list-style-type: none"> 1. M/s. Ocean Green Energy(IEC- AAHFO4390G) 2. Shri Jitin Bajaj, Partner of M/s Ocean Green Energy 3. Shri Manu Vora, Partner of M/s Ocean Green Energy 4. M/s Shivam Clearing Agency (Mumbai) Pvt Ltd. 5. Shri Ranjit Behera, Branch Manager of M/s Shivam Clearing Agency(Mumbai) Pvt Ltd 	
H	DIN/दस्तावेज़ संख्या पहचान	20260571MO000000C0E8	

1. यह अपील आदेश संबंधित को निःशुल्क प्रदान किया जाता है।

This Order - in - Original is granted to the concerned free of charge.

2. यदि कोई व्यक्ति इस अपील आदेश से असंतुष्ट है तो वह सीमा शुल्क अपील नियमावली 1982 के नियम 3 के साथ पठित सीमा शुल्क अधिनियम 1962 की धारा 128 A के अंतर्गत प्रपत्र सीए- 1- में चार प्रतियों में नीचे बताए गए पते पर अपील कर सकता है-

Any person aggrieved by this Order - in - Original may file an appeal under Section 128 A of Customs Act, 1962 read with Rule 3 of the Customs (Appeals) Rules, 1982 in quadruplicate in Form C. A. -1 to:

**“ सीमा शुल्क आयुक्त (अपील),
चौथी मंजिल, हुडको बिल्डिंग, ईश्वर भुवन रोड, नवरंगपुरा, अहमदाबाद-380 009”
“THE COMMISSIONER OF CUSTOMS (APPEALS),
Having his office at 4th Floor, HUDCO Building, Ishwar Bhuvan Road,
Navrangpura, Ahmedabad-380 009.”**

3. उक्त अपील यह आदेश भेजने की दिनांक से 60 दिन के भीतर दाखिल की जानी चाहिए ।

Appeal shall be filed within sixty days from the date of communication of this order.

4. उक्त अपील के पर न्यायालय शुल्क अधिनियम के तहत 5/- रुपए का टिकट लगा होना चाहिए और इसके साथ निम्नलिखित अवश्य संलग्न किया जाए-

Appeal should be accompanied by a fee of Rs. 5/- under Court Fee Act it must accompanied by –

- (i) उक्त अपील की एक प्रति और

A copy of the appeal, and

- (ii) इस आदेश की यह प्रति अथवा कोई अन्य प्रति जिस पर अनुसूची-1 के अनुसार न्यायालय शुल्क अधिनियम-1870 के मद सं०-6 में निर्धारित 5/- रुपये का न्यायालय शुल्क टिकट अवश्य लगा होना चाहिए ।

This copy of the order or any other copy of this order, which must bear a Court Fee Stamp of Rs. 5/- (Rupees Five only) as prescribed under Schedule – I, Item 6 of the Court Fees Act, 1870.

5. अपील ज्ञापन के साथ ड्यूटी/ ब्याज/ दण्ड/ जुर्माना आदि के भुगतान का प्रमाण संलग्न किया जाना चाहिये ।
Proof of payment of duty / interest / fine / penalty etc. should be attached with the appeal memo.

6. अपील प्रस्तुत करते समय, सीमा शुल्क (अपील) नियम, 1982 और सीमा शुल्क अधिनियम, 1962 के अन्य सभी प्रावधानों के तहत सभी मामलों का पालन किया जाना चाहिए ।

While submitting the appeal, the Customs (Appeals) Rules, 1982 and other provisions of the Customs Act, 1962 should be adhered to in all respects.

7. इस आदेश के विरुद्ध अपील हेतु जहां शुल्क या शुल्क और जुर्माना विवाद में हो, अथवा दण्ड में, जहां केवल जुर्माना विवाद में हो, Commissioner (A) के समक्ष मांग शुल्क का 7.5% भुगतान करना होगा।

An appeal against this order shall lie before the Commissioner (A) on payment of 7.5% of the duty demanded where duty or duty and penalty are in dispute, or penalty, where penalty alone is in dispute.

BRIEF FACTS OF THE CASE:

Intelligence was garnered that M/s. Ocean Green Energy, IEC- AAHFO4390G D-1st Floor, C-1053, Central Bazar, Varachha Road, Opp. Varachha Police Station, Varachha, Surat, Gujarat, 395006 (hereinafter referred to as the “importer” or “Ocean Green”) were importing restricted products falling under Customs Tariff Heading (CTH) 2710 which as per the import policy can be imported by State Trading Enterprises (STEs) only. All goods, import of which is permitted only with an Authorisation/Permission/License or in accordance with the procedure prescribed in a notification/public notice are ‘Restricted’ goods. Restricted items are importable under certain conditions with the necessary approvals from the relevant Competent Authority. According to the intelligence, the said entities were resorting to the said illicit import by mis-declaring the consignments as “Mixed Hydrocarbon Oil (MHO)” and mis-classifying them under Customs Tariff Item (CTI) 27101990 wherein the import policy is “Free”. Therefore, 10 containers covered under 01 Bill of Entry, pertaining to the Importer were put on hold by DRI Noida Regional Unit (hereinafter referred to as “DRI”) on 15.02.2024 for examination by officers of DRI. The details of which are as follows:

Sl. No.	BE No.	BE date	Name of the Importer	Container No	CHA
1.	2112373	12/02/24	OCEAN GREEN ENERGY	MEDU 1708907	SHIVAM CLEARING AGENCY (MUMBAI) PVT LTD
2.	2112373	12/02/24	OCEAN GREEN ENERGY	MEDU 2020631	SHIVAM CLEARING AGENCY (MUMBAI) PVT LTD
3.	2112373	12/02/24	OCEAN GREEN ENERGY	MEDU 3751646	SHIVAM CLEARING AGENCY (MUMBAI) PVT LTD
4.	2112373	12/02/24	OCEAN GREEN ENERGY	MSDU 1763861	SHIVAM CLEARING AGENCY (MUMBAI) PVT LTD
5.	2112373	12/02/24	OCEAN GREEN ENERGY	MSMU 1335392	SHIVAM CLEARING AGENCY (MUMBAI) PVT LTD
6.	2112373	12/02/24	OCEAN GREEN ENERGY	SEGU 3971605	SHIVAM CLEARING AGENCY (MUMBAI) PVT LTD
7.	2112373	12/02/24	OCEAN GREEN ENERGY	DFSU 1279315	SHIVAM CLEARING AGENCY (MUMBAI) PVT LTD
8.	2112373	12/02/24	OCEAN GREEN ENERGY	FCIU 5993409	SHIVAM CLEARING AGENCY (MUMBAI) PVT LTD
9.	2112373	12/02/24	OCEAN GREEN ENERGY	GLDU 9442072	SHIVAM CLEARING AGENCY (MUMBAI) PVT LTD

10.	2112373	12/02/24	OCEAN GREEN ENERGY	GLDU 9485069	SHIVAM CLEARING AGENCY (MUMBAI) PVT LTD
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2. Thereafter, the said containers covered under the above-mentioned Bill of Entry were subjected to examination on 13.03.2024 in the presence of the following persons/representatives detailed below:

S. No	Bill Of Entry No	No of container	Examination date	CHA/Authorised Representative	Container Freight Station	Representative of CFS
1	2112373 Dt. 12.02.2024	10	13.03.2024	Shri Chavada Kishorsinh Karubha Auth Representative of M/s Shivam Clearing Agency (Mumbai) Pvt Ltd,	Hind Terminal Pvt Ltd (HTPL) CFS, APSEZ	Shri Uresh Dawada, Senior Executive of Hind Terminal Pvt Ltd (HTPL) CFS,

2.(i) And whereas, during the examination, Shri Chavada Kishorsinh Karubha - Authorised Representative of M/s Shivam Clearing Agency (Mumbai) Pvt Ltd provided the relevant documents viz Bills of Entry along with the corresponding Invoice and packing list as well as chemical Analysis Report. The details of the consignments as per documents provided are detailed as under:

S.No	Bill Of Entry No	Goods Description (as per Bill of Entry)	Name of the Supplier (as per Bill of Entry)	Chapter Heading (as per BOE)	Ass. Value (In Rupees)	Gross Weight (Kgs)
1	2112373 Dt. 12.02.2024	Mixed Hydrocarbon Oil	M/s Taurus International (FZE)	27101990	1,29,17,212/-	189595
TOTAL					1,29,17,212/-	189595

2.(ii). And whereas during the course of examination, it was observed that Flexi bags containing yellow colored liquid substance were kept inside the containers. The images of the

are

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container along with the flexi bag given below:

(Pictures of the flexibag containers in the consignment)





(Graphical representation of a Flexi bag container- picture taken from open source)

2(iii). Representative sample was drawn from one randomly selected container of the Bill of Entry. After collecting the sample, the DRI Officer resealed the container with the bottle seal provided by the custodian. The proceedings were documented in panchnama dated 13.03.2024

3. Sample was then sent to the lab of CRCL, Vizag for testing purpose and identification of the goods comprising the consignment. The details of the samples sent to the CRCL Lab are as detailed below:

S.No	Bill of Entry No and date	Sample No
1	2112373 Dt. 12.02.2024	OA2- A215384

4. And whereas CRCL tested the sample and sent the respective Test Report of the above sample on 03.06.2024. The test reports is reproduced below:

<p>भारत सरकार वित्त मन्त्रालय, राजस्व विभाग सीमा शुल्क प्रयोगशाला 5वींमंजिल, सीमा शुल्ककार्यालय पोर्टएरिया, विशाखापत्तनम- 530 001</p>		<p>Government of India Ministry of Finance Department of Revenue CUSTOM HOUSE LABORATORY 5th FLOOR CUSTOM HOUSE, PORT AREA VISAKHAPATNAM – 530 001. Tel/Fax: 0891-2562900 e-mail :-chemical_examiner@yahoo.com</p>
TEST REPORT		Date: 31.05.2024
Lab NO.: 09-DRI	Date: 10.04.2024	
F. No: DRI/NRU/CI-26/Int-0/Enq-13/2024/491	Date of Drawn: 13.03.2024	
Sample No. & Seal No: OA2-A215384		
Sample Received from: DRI Noida Regional Unit		
Description of Sample: Mixed Hydrocarbon Oil		
Date of Receipt: 10.04.2024		
Sample Plan: Sample not Drawn by this laboratory.		
<p>Report: The sample is in the form of pale yellow colored oily liquid. It is mainly composed of mineral hydrocarbon oil having mineral oil content more than 70 % by weight. It has the following characteristics</p>		
Appearance = pale yellow, <i>clear & bright</i>		
Acidity (Inorganic) = Nil		
Ash content = Nil		
Carbon residue content = 0.21 % by wt.		
Distillation:		
Temp. at 95% (v/v) recovered : 353.8 °C		
Flash Point = 27.3 °C		
Kinematic Viscosity at 40°C = 3.78 cSt		
Density at 15°C = 0.8384 gr/ml		
Total Sulphur = 32.96 mg/Kg		
Water content = Nil		
Cetane Index = 56.1		
<p>The sample has been tested for all the characteristics parameter tested above. The sample meets all the stringent parameters of Automotive Diesel fuel (Bharat stage IV) as mentioned in IS 1460:2017, except flash point, which was deliberately increased by adding lighter hydrocarbons/ Naptha, so that the product does not match with IS 1460:2017 with reference to flash point.</p>		
<p>However the sample is mainly composed of diesel fraction (above 95% and less than 98%) as per GCMS pattern.</p>		
<p>The sample is adulterated diesel for Automotive fuel, <i>in vesico</i> is reflect to the definition of " adulteration as mentioned in 5.1 of marketing discipline guidelines published by PSU's.</p>		
<p>There is no specification available "mixed hydrocarbon oil" in any National/ International Standards. Sealed remnant sample returned herewith.</p>		
End of the Report		
Note 1: The results relate only to the items tested.	 प्रदीप मारु / PRADEEP MAROO रासायन परीक्षक ग्रेड-1 Chemical Examiner Grade-1 सीमा शुल्क प्रयोगशाला Custom House Laboratory विशाखापत्तनम-530 035 Visakhapatnam-530 035	
Note 2: Sample not Drawn by this laboratory.		
Note3: The report shall not be reproduced except in full without approval of this laboratory.		
Note4: Remnant sample should be collected within 30 days otherwise it will be disposed off.		

5(a). And whereas the parameters of the Test Report suggested that the goods being imported in the said containers were Adulterated Diesel for automotive Fuel in respect to the definition of "Adulteration as mentioned in 5.1 of marketing discipline guidelines published by PSU's."

5(b). Further, from a study of articles available on open sources it was found that Gas Oil (GO) is essentially a fuel for diesel engines and being used as fuel for marine, off highway, and stationary diesel engines. Gas oil is a fuel oil produced from crude oil by oil refineries. It consists of a group of petroleum distillation products which are intermediate between kerosene and lubricating oil. It is also known as diesel distillate, and is used for making diesel fuel, home heating oil, and as the starting material for other products.

There is no essential difference between gas oil and diesel fuel, other than that it may not meet environmental standards for automotive diesel engines

5(c). Further, based on the analysis of the test report, the sample pertaining to BE no 2112373 Dt. 12.02.2024 can be classified as gas oil. The fuel exhibits characteristics typical of gas oil, including a moderate viscosity (3.78 cSt), a relatively low flashpoint (27.3°C), and a distillation range that aligns with middle distillates. The sulphur content (32.96 mg/kg) further supports its classification as gas oil specifications. Additionally, the low carbon residue of 0.21% w/w suggests that the fuel is likely to burn cleanly, a key property for gas oils used in engines and industrial applications. Therefore, given these factors, it is appropriate to classify this sample as gas oil.

5(d). Further, Gas Oil which is appropriately classifiable under Customs Tariff Heading 27101941 does not stipulate any import condition of conforming to any BIS standard. However, the parameters of Gas oil as per BIS IS: 17789:2022 have been taken here for reference purposes.

The specifications of Gas Oil as per IS:17789 are reproduced below:

Table 1 Requirements for Gas Oil
(Clauses Foreword, 4.3 and 7.1)

Sl No.	Characteristic	Requirement	Methods of Test, Ref to Part of IS 1448/ISO
(1)	(2)	(3)	(4)
i)	Density at 15 °C, kg/m ³	780 to 900	Part 167/ Part 16 ¹⁾
ii)	Kinematic viscosity at 40 °C, mm ² /s, <i>Max</i>	10	Part 25/Sec 1
iii)	Total sulphur, mass percent	0.004-3.5	Part 153 (For sulphur range – 30 to 500 ppm) ISO 8754 (For sulphur range – 0.03 percent to 3.5 percent)
iv)	Flash point, °C, <i>Min.</i>	40.0	Part 20 ¹⁾ /Part 21
v)	Pour point, °C, <i>Max</i>	+ 24	Part 10/Sec 2
vi)	Distillation:		
	a) 10 percent recovery at °C (T-10)	To report	Part 18
	b) 50 percent recovery at °C (T-50)	To report	
	c) 90 percent recovery at °C (T-90), <i>Max.</i>	390	
vii)	Cetane index, <i>Min</i>	30	Part 174
viii)	Water and sediments, volume percent	To report	Part 41

¹⁾ In case of dispute, this shall be the referee method.

Specifications of Gas Oil as per IS 17789

5(e). Furthermore, as per the amendment to the Gas Oil Standard BIS IS 17789 dated January 2023, the sulphur content range has been revised to 1.5-3.5. The amendment of Gas Oil dated January 2023 is reproduced below for ready reference.

AMENDMENT NO. 1 JANUARY 2023**TO****IS 17789 : 2022 GAS OIL — SPECIFICATION***(Page 2, Clause 3.1, Para 2, line 2)* — Add following line at the end:

‘This gas oil used as refinery intermediate and not intended to be used as a fuel.’

[Page 2, Table 1, Sl No. (iii), col 2] — Substitute ‘total sulphur, mass percent²⁾’ for ‘Total sulphur, mass percent’*[Page 2, Table 1, Sl No. (iii), col 3]* — Substitute ‘1.5-3.5’ for ‘0.004-3.5’*(Page 2, Table 1)* — Add the following below Table 1,¹⁾:²⁾ Indian refineries may opt for lower sulphur content on the basis of agreement between seller and purchaser.’**Amendment to Gas Oil dated January 2023**

6. And whereas on analysis of the parameters detailed in the Test Reports vis-à-vis the parameters stipulated in the BIS standards of Gas Oil (IS 17789:2022), it appeared in accordance with the intelligence, that goods being imported appeared to be mis-declared, Further while the parameters of Gas Oil mentioned in the Indian Standard (IS 17789:2022) serve as a reference, it is important to note that Gas Oil is not strictly limited to these parameters. The lab report specifically indicates that the product is primarily composed of diesel fractions (95% to 98%) as per the GCMS pattern, which further supports its classification as Gas Oil. Further, Gas Oil falls under Customs Tariff Item 27101941 which does not have any import condition of conforming to IS 17789 and following conclusion appeared to flow from the analysis:

Sl. h No.	Bill of Entry No.	Date of Bill of Entry	No. i of container s	Product description as Pper the analysis of the Test report
1.	2112373	12.02.2024	10	Gas Oil

2112373 dated 12.02.2024 appear to conform to the specifications which pertain to the Gas oil. The items Gas oil are restricted and can be imported by the State Trading Enterprises (STEs) only.

7. In the light of the parameters of the Test Report the goods imported under BE no. 2112373 dt 12.02.2024 appear to be liable to be classified under CTH 27101941 under the description of Gas oil. The relevant description of CTH 27101941as per Customs Tariff Act’1985 is as below:

2710 19 39	--- Aviation turbine fuels, kerosene type conforming to standard IS 1571	kg.	5.00	5.00	---	11.00	0.50	17.105	State Trading Enterprises	Exemption: See Ntfn 52/2017-Cus. dated 30.06.2017 Import as per Policy Condition (5) of Chapter 27 ACD Nil by Ntfn 32/2022-Cus. Excise Duty by Ntfn 11/2017-CE dated 30.06.2017
--- Gas oil and oils obtained from gas										
2710 19 41	--- Gas oil	kg.	5.00	5.00	---	18.00	0.50	24.490	State Trading Enterprises	Import as per Policy Condition (5) of Chapter 27
2710 19 42	--- Vacuum gas oil	kg.	5.00	5.00	---	18.00	0.50	24.490	State Trading Enterprises	Import as per Policy Condition (5) of Chapter 27
2710 19 43	--- Light diesel oil conforming to standard IS 15770	kg.	5.00	5.00	---	18.00	0.50	24.490	State Trading Enterprises	Import as per Policy Condition (5) of Chapter 27

8. Further, as per ITC(HS), 2022, Schedule 1: Import Policy, Section V: Mineral Products, Chapter 27: Mineral Fuels, Mineral Oils And Products Of Their Distillation; Bituminous Substances; Mineral Waxes: Goods falling under the description of "Gas oil" the import policy makes the goods restricted by way of importation by State Trading Enterprises only by virtue of Policy Condition No. 5 which prescribes "Import allowed through IOC subject to para 2.21 of Foreign Trade Policy, except for the companies who have been granted rights for marketing of transportation fuels in terms of Ministry of P&NGs Resolution No. P23015/1/2001-MKT. Dated 8.3.2002 including HPCL, BPCL and IBP who have been marketing transportation fuels before this date". The screenshots of the relevant extracts are as below:

27101941	--- Gas oil and oils obtained from gas oil: --- Gas oil	State Trading Enterprise	Import as per Policy Condition (5) of Chapter 27.
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Product Description and Import Policy

Sl.No.	Notes	Notification No.	Notification Date
1	Import of naphtha is free.		
2	Import of SKO shall be allowed through State Trading Enterprises (STEs) i.e. IOC, BPCL, HPCL and IBP for all purposes with STC being nominated as a State Trading Enterprise (STE) for supplies to Advance Licence holders. Advance Licence holders shall however, have the option to import SKO from the above mentioned STEs including STC		
3	Import is restricted in terms of Interim PIC Procedure of Rotterdam Convention on Prior Informed Consent procedure for hazardous chemicals and pesticides.		
4	Automobile industries, having RandD registration, are allowed to make free import of reference fuels (Petrol and Diesel) which are not manufactured in India, up to maximum of 5 KL per annum, subjects to the condition that the said imported reference fuels shall be used for RandD and emission testing purposes only		
5	Import allowed through IOC subject to para 2.21 of Foreign Trade Policy, except for the companies who have been granted rights for marketing of transportation fuels in terms of Ministry of P&NGs Resolution No. P23015/1/2001-MKT. Dated 8.3.2002 including HPCL, BPCL and IBP who have been marketing transportation fuels before this date.	08/2023	29/05/2023

Policy Condition (5) of Chapter 27 of ITC (HS) Import Policy

9. Further, during the course of the investigation, it appeared that the CHA was actively involved in assisting and facilitating the improper import and clearance of the restricted goods namely "Gas Oil" as mentioned above, therefore search was attempted at the premises of CHA M/s Shivam Clearing Agency (Mumbai) Pvt Ltd, however the address of the firm M/s Shivam Clearing Agency (Mumbai) Pvt Ltd was found non-existent at the given address. Outcome of the visit was submitted by the Intelligence Officer, DRI in his visit note dated 30/04/2024.

10. And whereas, summons were issued to the importer M/S Ocean Green Energy on 21.06.2024 for appearance on 03.07.2024. Vide Email dated 02.07.2024 Sh Manu Vora, Partner, M/s Ocean green energy expressed inability to attend to the summons and requested for a further date. Therefore fresh summons dated 05.07.2024 were issued to the importer M/S Ocean Green Energy for appearance on 18.07.2024. Again Vide E-mail Dated 16.07.2024, Shri Jitin Bajaj, Partner of M/s Ocean green energy, requested for a further date. Therefore fresh summons were again issued to the importer M/S Ocean Green Energy on 24.07.2024 for appearance on 05.08.2024. Shri Jitin Bajaj Partner of M/s Ocean Green Energy appeared on 05.08.2024 and tendered his voluntary statement under Section 108 of the Customs Act 1962, wherein he inter-alia stated:

- o *I hereby state that I am the partner of the firm M/s Ocean Green Energy. The other partner of the firm is Sh Manubhai Vora. I look after the work related to sales of the firm. Sh Manubhai Vora looks after the purchase of the firm. M/s Ocean Green Energy was established in 2021, and is engaged in the import and trading of Mix Hydrocarbon Oil. The registered office of the Company is C-1053, Central Bazar, Opp. Varachha police station, Varachha, Surat Gujarat-395006. There are currently two employees working for the firm, both of them look after the accounting and normal routine work related to the firm.*

As far as my personal details are concerned, I am a B.Com Graduate from Delhi University, which I completed in 2002. After completing my graduation I started working along with my father in our family clothing business in Chandani Chowk, then in the year 2021 I ventured into the trading and import business of this Mix Hydrocarbon Oil and registered my firm in January June 2021.

As far as my personal Details are concerned, I am married and I live with my mother, my wife and one daughter at the above-mentioned address only.

- o *Question 1: Please provide a certified copy of the Buyer-seller agreement for the consignments.*

Answer: There is no buyer-seller agreement between us and the overseas supplier.

- *Question 2: Please state with whom and how do you place an order with the overseas supplier.*

Answer: The order is generally placed by me with the overseas suppliers over the Mobile phone.

- *Question 3: How many consignments have you imported till now.*

Answer: We have imported approx. 60 consignments of oil till now including that which have been put on hold by DRI Noida.

- *Question 4: Please submit the details of the overseas suppliers of MHO (Mineral Hydrocarbon Oil) imported by you which have been put on hold by DRI at Mundra.*

Answer: We generally import through two selected suppliers i.e. M/s Bio Energia FZE and M/s Taurus International FZE. I contact a person namely Sh. Najmul Mujawar who looks after the sales of M/s Bio Energia FZE in Dubai and similarly Sh. Arvind Avasthi, who looks after the sales of M/s Taurus International FZE in Dubai.

- *Question 5: What is the status of the overseas supplier of the import of MHO (Mineral Hydrocarbon Oil)?*

Answer: To my knowledge all the overseas suppliers, are traders only.

- *Question 6: What are your payment terms with the overseas supplier?*

Answer: Once an order is finalized over the mobile phone, full advance payment is made through SWIFT then the overseas suppliers send the consignment to the designated port in India.

- *Question 7: Please describe your product viz MHO (Mix Hydrocarbon Oil) and state the characteristic parameters/specifications based on which the declaration has been made.*

Answer: To my understanding, MHO is Mix Hydrocarbon Oil. As far as the parameters/specification of the product i.e. MHO is concerned I do not know in detail. MHO is used for industrial purposes.

- *Question 8: If you are not aware of the parameters/specifications of the MHO (Mineral Hydrocarbon Oil) then on what basis it is being imported by you?*

Answer: The requirement of oil (MHO) is communicated to us by our clients and based on the requirement we place orders with overseas suppliers. After that, we communicate the same requirement to the overseas supplier from Dubai. We are just traders of the product and work on the market demand.

- *Question 9: Please provide certified copies of the Chemical Analysis report or Test report of the consignment of MHO (Mix hydrocarbon Oil) imported by you.*

Answer: I have submitted copy of the chemical Analysis/test report that has been provided by the supplier in respect of the consignments put on hold.

- *Question 10: In the said reports it has been mentioned that the tests conducted are as per ASTM testing standards. In the light of your reply to question no.05 wherein you had mentioned that all your suppliers are traders, is the report of the supplier without any technical qualification mentioned therein, is valid and proper?*

Answer: I am not aware about his technical qualification and competency to issue the lab report but since it was provided by the supplier, I have submitted the same

- *Question 11: Please state whether the goods pertaining to the said consignment has been declared as MHO in the invoice, packing list based on the parameters mentioned in the chemical analysis report.*

Answer: I am not sure about it but I think the supplier has considered these parameters while declaring the goods declared so in the import documents.

- *Question 12: Do you have any literature or documents that can help you classify your product as MHO according to the chemical analysis report provided by the overseas supplier?*

Answer: We do not have any documents or literature that helped us in the classification of the product as MHO according to the test report provided by the overseas supplier. Our CHA only guided us in the classification of the same as MHO.

- *Question 13: Please provide the Details of the refinery/oil firm from where each consignment has originated/been manufactured.*

Answer: I am not aware of the source of purchase of MHO by my overseas supplier.

- *Question 14: Please provide the Chemical Analysis Report issued by the Original manufacturer/refinery/oil firm for each of the consignments that are put on hold by the office of DRI, along with a Certified copy of the invoice generated by the firm to the*

overseas supplier and Details (contact details and correspondence addresses) of all traders between the overseas supplier and the Original manufacturer/ refinery for each consignment.

Answer: I have submitted copy of the chemical Analysis/test report provided by the overseas supplier for the Bill of Entry. I do not have Chemical Analysis Report provided by the original manufacturer. I have submitted the invoices pertaining to the consignment that was put on hold by your office. Further, I am not aware of the address and details of the traders as sought by you.

- *Question 15: In the light of your reply to question no 12 above. Kindly detail the basis of the classification of the consignment under CTI 27101990 and declaration of the same as Mix Hydrocarbon Oil.*

Answer: We declared the product as MHO (Mineral Hydrocarbon Oil) and classified it under CTH 27101990 as per the discussions with the CHA and as per the general practice of the trade.

- *Question 16: Please provide a Certified copies of each :*

Load Port report

surveyor report of the port

Compliance report.

Answer: No such document or report is available with me, nor has been provided by the overseas supplier.

- *Question 17: Please refer to the reply of Question 02 and 04 above and provide the certified copies of communication (emails/ letters etc.) with the overseas suppliers w.r.t. the consignments.*

Answer: As stated by me above all the communication with the supplier happens telephonically over mobile phone and hence no such copies of communication (emails/ letters etc.) are available with me

- *Question 18: Please provide details of key officials (name and designation) of your company.*

Answer: I look after the work related to sales of the firm. My other partner, Sh Manu bhai Vora looks after the purchase of the firm. There is one employee in the company who looks after the accounting related works.

- Question 19: Please provide a Certified copy of the Invoice for each consignment, including itemized description, quantities, values, and any applicable discounts or rebates.

Answer: M/s Ocean Green Energy, has imported about 60 Consignments of Mix/mixed Hydrocarbon oil since July 2021, including the one that have been put on hold by DRI. I am submitting the documents such as Bill of Lading, Bill of Entry, invoice and packing list of the consignment that has been put on hold by DRI Noida Regional Unit.

- Question 20: Please provide a Certified copy of bank statement indicating payments made to suppliers for consignments.

Answer: I am submitting the SWIFT transaction receipt related to my consignment, that has been put on hold by your office.

- Question 21. Please provide the details of the warehouse/storage place where the imported goods are stored after their import by your firm.

Answer. M/s Ocean Green Energy does not have any warehouse/storage place where the imported goods are stored as the MHO imported by the firm after customs clearance is delivered directly to the buyers.

- Question 22. Please peruse the test report submitted by CRCL Vizag dated 03.06.2024 with regard to the test memo dated 09.04.2024 pertaining to samples drawn from your consignment on hold at Mundra port covered under BOE no 2112373 Dt. 12.02.2024. As per the parameters described in the test report, the conclusion can be arrived at, regarding the goods is "Gas Oil". Please peruse the said report and offer your comments.

Answer. I have seen the copy of the test report dated 08.04.2024 of the CRCL Vizag in respect of the sample drawn from the consignment covered under BOE no 2112373 Dt. 12.02.2024 pertaining to M/s Ocean Green Energy and I have signed the said report as a token of having seen it. I have also perused the parameters detailed in the test report and I submit that I agree with the parameters of the report of CRCL and that the goods can be concluded as "Gas Oil".

- Question 23. Your kind attention is invited to the conclusion of the test report wherein the parameters suggest that the oil can be concluded as "Gas Oil". whereas you have declared the same as Mixed Hydrocarbon Oil in BOE no 2112373 Dt. 12.02.2024, filed by you. The test report suggests misdeclaration on your part. Please offer your comment in this regard.

Answer. I agree that the description given in BOE no 2112373 Dt. 12.02.2024, and the conclusions of the test reports of CRCL dated 03.06.2024 are different. The Bill of Entry was filed on the basis of the order placed by me with the overseas supplier and the import documents provided by me. I had specifically ordered for Mixed Hydrocarbon oil but as per the report I can see that the supplier has sent wrong item by mistake and not the one that I ordered. I regret for the mistake and having accept the findings of the CRCL, Vizag, I request that the same may be re-exported back to the supplier.

- *Question 24. Your kind attention is again invited to the conclusion of the test report pertaining to BOE no. 2112373 Dt. 12.02.2024 wherein the oil has been found to be "Gas Oil", on the basis of the analysis of the test report of CRCL, Vizag. In light of the test report and your reply to question No 23 above, do you agree that the Gas Oil, imported by you in consignment covered under BOE no 2112373 Dt. 12.02.2024 is correctly classifiable under CTH 27101941 and not 27101990 as classified by you in the bill of entry filed by you?*

Answer. In view of the conclusion of the CRCL report, I agree that the correct classification of the oil in the consignment covered under BOE no 2112373 Dt. 12.02.2024 is under CTH 27101941, however, we had ordered for Mixed Hydrocarbon oil only, classifiable under CTH 27101990.

- *Question 25. Please refer to your reply to questions number 24 above wherein you have agreed that the correct classification of the oil i.e. Gas Oil, is a restricted item and can only be imported by STE (State Trading Enterprise). Please offer your comments about this.*

Answer. Yes, I have been shown the said provisions and I have come to know that Gas Oil is restricted a item and can only be imported by STE (State Trading Enterprise). In view of this fact and also as stated by me, since it is not as per my order and as requested by me in reply to questions no 24 above, I once again request that the consignment may be reexported back to the overseas supplier.

11. And whereas, summons were also issued to the CHA M/s Shivam Clearing Agency (Mumbai) Pvt Ltd on 05.07.2024 for appearance on 16.07.2024. Vide E-mail dated 19.07.2024 M/s Shivam Clearing Agency (Mumbai) Pvt Ltd requested to be given the date i.e 23.07.2024 for appearance, however again vide E-mail dated 23.07.2024, they expressed their inability to attend the office and requested for a further date for appearance. Further a fresh summons was issued to CHA M/s Shivam Clearing Agency

(Mumbai) Pvt Ltd on 24.07.2024, for appearance on 09.08.2024. Shri Ranjit Behera S/o Shri Benu Behera Branch Manager of M/s Shivam Clearing Agency (Mumbai) Pvt. Ltd, appeared on 09.08.2024 and tendered his voluntary statement under Section 108 of the Customs Act'1962 wherein he inter-alia stated:

- *I submit that I completed my High School from Kama Guru High School, Kamaguru, Odissa in the year 2010, after that I completed my diploma in Electrical Branch in 2013. I started working as a container surveyor at Mundra Port from 2014. After that I worked with different firms such as M/s Bright Shiptrans, M/s A. R. Shipping etc. In 2023, I started working with M/s Shivam Clearing Agency (Mumbai) Pvt. Ltd. As a Branch manager, I manage all the Customs clearance work at Mundra Port on behalf of M/s Shivam Clearing Agency (Mumbai) Pvt. Ltd. I am living with my wife Ms Chinmayi Behera on the above-mentioned local address in Mundra. Certain Questions were put before me to which I replied as under:*

- *Question 1: Please explain the business of M/s Shivam Clearing Agency (Mumbai) Pvt. Ltd.?*

Answer: M/s Shivam Clearing Agency (Mumbai) Pvt. Ltd. is Pvt Limited Firm in which, Shri Santosh Thavi and his wife Ms. Saroj Thavi are the directors of this firm. As stated by me above the firm is engaged in the custom clearance of import and export consignments at Nhava Sheva Port and Mundra port.

- *Question 2: Please state the present location of Shivam Clearing Agency (Mumbai) Pvt. Ltd.*

Answer: Presently the local office of Shivam Clearing Agency (Mumbai) Pvt. Ltd. is located at Plot No. 176, Ward -4A, Adipur, Kachchh, Gujrat. The head office of Shivam Clearing Agency (Mumbai) Pvt. Ltd. situated at Room no. 411, Sangharsh Sadan A, FER Bandar, Mumbai, Maharashtra- 400027.

- *Question 3: How many people are working in M/s Shivam Clearing Agency (Mumbai) Pvt. Ltd.? Please provide their details, designation, responsibilities and Mobile no*

Answer: A total of 5 people including me work in Shivam Clearing Agency (Mumbai) Pvt. Ltd. at Mundra Port, whose details are as under:

<i>Name</i>	<i>Designation/ Work Assigned</i>	<i>Mobile No.</i>
<i>Shri Pradeep Rajput</i>	<i>Accountant</i>	<i>9327677224</i>
<i>Shri Narpat Singh Jadeja</i>	<i>Field Work at Mundra Port</i>	<i>7567104810</i>
<i>Shri Dilli Rao</i>	<i>Field Work at Mundra Port</i>	<i>9898816912</i>
<i>Shri Uday Rajput</i>	<i>Documentation work</i>	<i>9099474809</i>
<i>Shri Kishor Singh Chavada</i>	<i>Field Work at Mundra Port</i>	<i>8238507925</i>

- *Question No.4: Please elaborate the nature of filed work of the staff detailed above?*

Answer. These employees mainly handle logistic work like bringing new clients, loading and unloading of cargo, grounding of container for examination and, dispatch of the consignment after examination and out of charge is given by the Customs.

- *Question 5: Please name the companies/firms for whom M/s Shivam Clearing Agency (Mumbai) Pvt Ltd are providing customs clearance services?*
Answer: Our major clients include:
M/s Mahakali Eco Energy.
M/s Ocean Green Energy.
These are the client to whom M/s Shivam Clearing Agency (Mumbai) Pvt Ltd are providing customs clearance services at Mundra Port. However, I have no knowledge regarding the head office client's details. Only Shri Santosh Thavi, Director of the firm can provide this information.
- *Question 6: What are the other ports where you are providing customs clearance services?*
Answer: As per my knowledge, major business of M/s Shivam Clearing Agency (Mumbai) Pvt Ltd is at Nhava Sheva and Mundra.
- *Question 7: How do M/s Shivam Clearing Agency (Mumbai) Pvt Ltd provide customs clearance facilities? Please explain the same with regard to the functioning of your firm.*
Answer: Our clients forward the import documents by courier only. Documents are examined by the staff who later on prepare check list which is sent to the clients for approval. Once the checklist is approved, the bill of entry is filed online on the ICEGATE website at the Mumbai office. Shri Uday Rajput filed Bill of entry online. After it is approved, the examination of the cargo is conducted by the customs officers in the presence of the Authorised representative of the firm. After the examination and out-of-charge given by the customs the documents are handed over to the transporter who is engaged by the importer only for delivery at the designated address.
- *Question 8: Please define payment terms of M/s Shivam Clearing Agency (Mumbai) Pvt Ltd with the mentioned firms in Sl. No.5.*
Answer: Many CHAs were doing MHO work in Mundra, so I also started it in Nov 2023. I had connected these two clients with M/s Shivam Clearing Agency (Mumbai) Pvt Ltd and charged Rs 5000/- plus GST per container from them, out of which I gave Rs. 1000/- to 1200/- per container to M/s Shivam Clearing Agency (Mumbai) Pvt Ltd and the rest remained with me to manage the Mundra office.
- *Question 09: Please state, who gets the examination conducted at the port for the import consignment of M/s Shivam Clearing Agency (Mumbai) Pvt Ltd?*
Answer: Shri Kishor Singh Chavada gets the examination conducted at Mundra port.
- *Question 11: Are you aware that some containers which have been declared to contain MHO have been put on hold by the DRI Noida Regional unit at Mundra port?*
Answer: Yes, DRI Noida Regional Unit has put on hold some consignments of MHO as detailed Below:

Sl. No.	Importer Name	Bill of Entry	Containers
1	M/S Mahakali Eco Energy	2112175 Dt. 12.02.2024	10

2	M/S Ocean Green Energy,	2112373 Dt. 12.02.2024	10
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- *Question 12: What were the documents that were provided by the importer in respect of containers put on hold and as mentioned in question above?*
Answer: M/S Mahakali Eco Energy and M/S Ocean Green Energy forwarded invoices, packing list and Bill of Lading through courier on the basis of which we file the respective bill of entry.
- *Question 13: What is the Item "MHO/ Mix Hydrocarbon Oil/Mixed Hydrocarbon Oil/Mineral Hydrocarbon Oil", mentioned in the Bills of entries filed by you on behalf of these importers?*
Answer: As per the information provided by the importer it is a type of petroleum product.
- *Question 14: Please state, what is the use of MHO?*
Answer: I have no information regarding the use of MHO.
- *Question 15: Have you been provided with any chemical analysis report/ test report of the product by the importer issued by the supplier.*
Answer: No, we have not been provided with any chemical analysis report or test report by the importer issued by the importer.
- *Question 16: If no chemical analysis report/ test report of the product is submitted by the importer than what was the basis of classification of the product under Chapter Heading 27101990 in the category of item "Others"*
Answer: CTH mentioned on the invoice of the supplier itself which were provided by the importer. The Bill of entry was therefore filed accordingly.
- *Question 17: Please peruse the respective test reports of consignments that have been put on hold by DRI Noida regional Unit and are mentioned in reply to question 11 above. The test results of each of the consignment have been summarized in the table below.*

Sl. No.	Importer Name	Bill of Entry	Sample/ Seal No.	Test Report Result	Lab Name
1	M/s Mahakali Eco Energy	2112175 Dt. 12.02.2024	MA3-A215388	Automotive Diesel Fuel BSIV (IS 1460:2017)	CRCL
	M/s Ocean Green Energy,	2112373 Dt. 12.02.2024	OA2-A215384	Gas Oil	CRCL

Please peruse the test reports and offer your comments.

Answer: I have perused both the test reports detailed above. I have also gone through the parameters mentioned in both the test reports and signed the test reports as a token of having seen the same. After testing of the sample, the lab has come to a conclusion that the consignment does not consist of MHO but Automotive Diesel Fuel and Gas Oil as mentioned in the respective report.

- Question 18: Do you agree with the outcome of the test reports and the result mentioned therein?
 Answer: Yes, I agree with the conclusion arrived at by the lab as mentioned in both the test reports.
- Question 19: Please give your opinion on whether MHO as declared by you in the bills of entry and the item identified as per the test result of the respective item are same or different?
 Answer: It is evident that the goods identified by the laboratory as per the test report and the declaration made in the Bill of Entry are different.
- Question 20. Your kind attention is invited to the conclusion of the test report for the sample of M/S Mahakali Eco Energy wherein the oil has been found to be “Automotive Deisel Fuel BSIV as per IS 1460:2017”, on the basis of the conclusion of CRCL lab, and hence are classifiable under CTH 27101944. Hence, the goods are actually ADF as per IS 1460:2017 and are classifiable under CTH 27101944. Do you agree that the ADF as per IS 1460:2017 imported in consignment covered under BOE no 2112175 Dt. 12.02.2024 filed by M/s Shivam Clearing Agency (Mumbai) Pvt Ltd and imported by M/S Mahakali Eco Energy, is correctly classifiable under CTH 27101944 and not 27101990.
 Answer: In view of the CRCL report, I am in agreement with the conclusion that the correct classification of the oil in the consignment covered under BOE no 2112175 Dt. 12.02.2024 should be under CTH 27101944. The declaration of the item made in the bill of entry is incorrect and wrong.
- Question 21: Your kind attention is invited to the conclusion of the test report wherein the parameters suggest that the oil can be concluded as “Gas Oil”. Whereas M/s Shivam Clearing Agency (Mumbai) Pvt Ltd have declared the same as Mixed Hydrocarbon Oil in BOE No. 2112373 Dt 12.02.2024 filed by M/s Shivam Clearing Agency (Mumbai) Pvt Ltd. On the basis of the parameters given by CRCL lab, the goods are actually Gas Oil which is correctly classified under CTH 27101941. Do you agree that the GAS oil imported in consignment covered under Bill of Entry no 2112373 Dt 12.02.2024 imported by M/S Ocean Green Energy is correctly classifiable under CTH 27101941 and not 27101990?
 Answer: In view of the conclusion made as per the parameters given by CRCL report, I agree that the correct classification of the oil in the consignment covered under Bill of Entry no 2112373 Dt 12.02.2024 should be under CTH 27101941. The declaration of the item made in the bill of entry is also incorrect and wrong.
- Question 22: Please take cognizance of your reply to the question no 20 and 21 above and state whether the goods declared in the Bills of entries were mis-declared.
 Answer: I agree that the goods identified by the labs and the one declared in the Bills of entry are different. However, I wish to submit that the declaration and classification in the bill of entry was made on the basis of the documents and information provided by importer.
- Question 22: Please take cognizance of the reply to question no 22 above. The items identified by the lab comprising the consignments and classifiable under the said

headings are not freely importable as they are restricted in nature and can only be imported by STEs (State Trading Enterprises). Then why Bill of Entry has been filed by way of misdeclaration for restricted items.

Answer: I again submit that the Bill of entry was filed on the basis of documents and information provided by the importer in which the CTH was already mentioned and declared in the invoice of the supplier. The issue of mis-declaration can only be explained by the importer and the supplier.

12. And whereas, investigation and other proceedings of the case could not be completed within stipulated period of six months, an extension of further six months was sought from the Competent Authority, which was accordingly granted vide letter dated 14.08.2024.

13. Further, in view of the Test Reports, it appeared that the imported goods were mis-declared as “Mixed Hydrocarbon Oil” and mis-classified under CTH: 27101990 instead of CTH: 27101941 by the importer with the intent of importing “Gas Oil” which are restricted commodities and *can be imported by STEs only as per the import policy as brought out above.* As a result, it seems that they attempted to import the restricted commodities by mis-declaring the same. Consequently, the imports made by the importer under 2112373 Dt. 12.02.2024 appeared to be illicit and in gross violation of the relevant provisions of the Foreign Trade Policy 2023, the Import Policy conditions, and the Customs Act of 1962. Therefore, the goods imported under the aforementioned Bills of Entry at Mundra Port seemed liable for confiscation under the provisions of Section 111(d), (f), (l), and (m) of the Customs Act, 1962. As a result, the consignments were seized vide Seizure memos as detailed below:

S.No	Bill Of Entry No and Date	Seizure memo DIN no.	Seizure date
1	2112373 Dt. 12.02.2024	202410DDZ80000888A76	08.10.2024

14. LEGAL PROVISIONS

14.1 From the foregoing it appears that the goods in the instant case, Automotive Diesel Fuel is correctly classifiable under CTH 2710 1944,. The relevant portion of the Customs tariff head 2710 reads as under:

SECTION-V

CHAPTER-27

(1)	(2)	Policy	Remarks
2710	Petroleum oils and oils obtained from bituminous minerals, (other than crude) preparations not elsewhere specified or included, containing by weight 70% or more of petroleum oils or of oils obtained from bituminous		

		minerals, these oils being the basic constituents of the preparations other than those containing bio-diesel and other than waste oils		
		Petroleum oils and oils obtained from bituminous minerals (other than crude) and preparations not elsewhere specified or included, containing by weight 70% or more of petroleum oils or of oils obtained from bituminous minerals, these oils being the basic constituents of the preparations, other than those containing biodiesel and other than waste oils:		
2710 19	--	Other :		
27101941	---	Gas oil	State trading enterprises	Import as per policy conditions (5) of Chapter 27

14.2 Policy Conditions of Chapter 27:

- (1) ----.
- (2) ----.
- (3) ----.
- (4) ----.
- (5) *Import allowed through IOC subject to para 2.20 of Foreign Trade Policy, except for the companies who have been granted rights for marketing of transportation fuels in terms of Ministry of P&NG's Resolution No. P23015/1/2001-MKT. Dated 8.3.2002 including HPCL, BPCL & IBP who have been marketing transportation fuels before this date.*

14.3. Section 3 of The Foreign Trade (Development and Regulation) Act, 1992 :

Powers to make provisions relating to imports and exports. –

- (1) ----
- (2) *The Central Government may also, by Order published in the Official Gazette, make provision for prohibiting, restricting or otherwise regulating, in all cases or in specified classes of cases and subject to such exceptions, if any, as may be made by or under the Order, the import or export of goods.*
- (3) *All goods to which any Order under sub-section (2) applies shall be deemed to be goods the import or export of which has been prohibited under section 11 of the Customs Act, 1962 (52 of 1962) and all the provisions of that Act shall have effect accordingly.*

14.4. Section 2(2) of the Customs Act, 1962:

“assessment” means determination of the dutiability of any goods and the amount of duty, tax, cess or any other sum so payable, if any, under this Act or under the Customs Tariff Act, 1975 (hereinafter referred to as the Customs Tariff Act) or under any other law for the time being in force, with reference to-

- (a) the tariff classification of such goods as determined in accordance with the provisions of the Customs Tariff Act;
- (b) the value of such goods as determined in accordance with the provisions of this Act and the Customs Tariff Act;
- (c) exemption or concession of duty, tax, cess or any other sum, consequent upon any notification issued therefore under this Act or under the Customs Tariff Act or under any other law for the time being in force;
- (d) the quantity, weight, volume, measurement or other specifics where such duty, tax, cess or any other sum is leviable on the basis of the quantity, weight, volume, measurement or other specifics of such goods;
- (e) the origin of such goods determined in accordance with the provisions of the Customs Tariff Act or the rules made thereunder, if the amount of duty, tax, cess or any other sum is affected by the origin of such goods;
- (f) any other specific factor which affects the duty, tax, cess or any other sum payable on such goods, and includes provisional assessment, self-assessment, re-assessment and any assessment in which the duty assessed is nil;

14.5 Section 2(14) of the Customs Act, 1962: "dutiable goods" means any goods which are chargeable to duty and on which duty has not been paid;

14.6 Section 2(16) of the Customs Act, 1962: "entry" in relation to goods means an entry made in a bill of entry, shipping bill or bill of export and includes the entry made under the regulations made under Section 84.

14.7 Section 2 (33) of the Customs Act 1962 :

"prohibited goods" means any goods the import or export of which is subject to any prohibition under this Act or any other law for the time being in force but does not include any such goods in respect of which the conditions subject to which the goods are permitted to be imported or exported have been complied with ;

14.8 Section 2(39) of the Customs Act'1962-

"smuggling", in relation to any goods, means any act or omission which will render such goods liable to confiscation under section 111 or section 113;

14.9 Section 17 of the Customs Act, 1962:

Assessment of duty. – (1) An importer entering any imported goods under section 46, or an exporter entering any export goods under section 50, shall, save as otherwise provided in section 85, self-assess the duty, if any, leviable on such goods.

(2)

(3)

(4) Where it is found on verification, examination or testing of the goods or otherwise that the self-assessment is not done correctly, the proper officer may, without prejudice to any other action which may be taken under this Act, re-assess the duty leviable on such goods.

14.10. Section 46(4) and 46(4A) of the Customs Act, 1962 :

(4) The importer while presenting a bill of entry shall make and subscribe to a declaration as to the truth of the contents of such bill of entry and shall, in support of such declaration, produce to the proper officer the invoice, if any, and such other documents relating to the imported goods as may be prescribed

(4A) The importer who presents a bill of entry shall ensure the following, namely: -

(a) the accuracy and completeness of the information given therein;

(b) the authenticity and validity of any document supporting it; and

(c) compliance with the restriction or prohibition, if any, relating to the goods under this Act or under any other law for the time being in force.

14.11. Section 112 of the Customs Act, 1962 :

Penalty for improper importation of goods, etc.- Any person, - (a) who, in relation to any goods, does or omits to do any act which act or omission would render such goods liable to confiscation under section 111, or abets the doing or omission of such an act, or (b) who acquires possession of or is in any way concerned in carrying, removing, depositing, harbouring, keeping, concealing, selling or purchasing, or in any other manner dealing with any goods which he knows or has reason to believe are liable to confiscation under section 111, shall be liable, -

(i) in the case of goods in respect of which any prohibition is in force under this Act or any other law for the time being in force, to a penalty [not exceeding the value of the goods or five thousand rupees], whichever is the greater;

(ii) in the case of dutiable goods, other than prohibited goods, subject to the provisions of section 114A, to a penalty not exceeding ten per cent. of the duty sought to be evaded or five thousand rupees, whichever is higher :

Provided that where such duty as determined under sub-section (8) of section 28 and the interest payable thereon under section 28AA is paid within thirty days from the date of communication of the order of the proper officer determining such duty, the amount of penalty liable to be paid by such person under this section shall be twenty-five per cent. of the penalty so determined;

(iii) in the case of goods in respect of which the value stated in the entry made under this Act or in the case of baggage, in the declaration made under section 77 (in either case hereafter in this section referred to as the declared value) is higher than the value thereof, to a penalty not exceeding the difference between the declared value and the value thereof or five thousand rupees, whichever is the greater;

(iv) in the case of goods falling both under clauses (i) and (iii), to a penalty not exceeding the value of the goods or the difference between the declared value and the value thereof or five thousand rupees, whichever is the highest;

(v) in the case of goods falling both under clauses (ii) and (iii), to a penalty not exceeding the duty sought to be evaded on such goods or the difference between the declared value and the value thereof or five thousand rupees, whichever is the highest”

14.12. Section 114AA of the Customs Act, 1962 – Penalty for use of false and incorrect material. - If a person knowingly or intentionally makes, signs or uses, or causes to be made, signed or used, any declaration, statement or document which is false or incorrect in any material particular, in the transaction of any business for the purposes of this Act, shall be liable to a penalty not exceeding five times the value of goods.

14.13 Section 3 of the Petroleum Act, 1934

Import, transport and storage of petroleum.—(1) No one shall import, transport or store any petroleum save in accordance with the rules made under section 4. (2) Save in accordance with the conditions of any licence for the purpose which he may be required to obtain by rules made under section 4, no one shall import petroleum Class A, and no one shall transport or store any petroleum.

14.14 Section 4 of the Petroleum Act, 1934 Rules for the import, transport and storage of petroleum.—

The Central Government may makes rules—

- a) prescribing places where petroleum may be imported and prohibiting its import elsewhere;*
- b) regulating the import of petroleum;*
- c) prescribing the periods within which licences for the import of petroleum Class A shall be applied for, and providing for the disposal, by confiscation or otherwise, of any [petroleum Class A] in respect of which a licence has not been applied for within the prescribed period or has been refused and which has not been exported;*
- d) regulating the transport of petroleum;*
- e) specifying the nature and condition of all receptacles and pipe-lines in which petroleum may be transported;*
- f) regulating the places at which and prescribing the conditions subject to which petroleum may be stored;*
- g) specifying the nature, situation and condition of all receptacles in which petroleum may be stored;*
- h) prescribing the form and conditions of licences for the import of 5 [petroleum Class A], and for the transport or storages of any petroleum, the manner in which applications for such licences shall be made, the authorities which may grant such licences and the fees which may be charged for such licences;*
- i) determining in any class of cases whether a licence for the transport of petroleum shall be obtained by the consignor, consignee or carrier;*
- j) providing for the granting of combined licences for the import, transport and storage of petroleum, or for any two of such purposes;*
- k) prescribing the proportion in which any specified poisonous substance may be added to petroleum, and prohibiting the import, transport or storage of petroleum in which the proportion of any specified poisonous substance exceeds the prescribed proportion; and*
- l) generally, providing for any matter which in its opinion is expedient for proper control over the import, transport and storage of petroleum including the charging of fees for any services rendered in connection with the import, transport and storage of petroleum.*

14.15 Rule 4 of Petroleum Rules, 2002: Approval of containers. –

(1) Containers exceeding one litre in capacity for petroleum Class A and five litres in capacity for petroleum Class B or petroleum class C, shall be of a type approved by the Chief Controller.

(2) Where the approval of the Chief Controller is sought to a type of container not previously

approved, an application together with copies of drawings thereof to scale showing the design, materials to be used, the method of construction and capacity of the container together with two samples containers and a fee of rupees one thousand for scrutiny shall be submitted to the Chief Controller.

(3) Nothing in sub-rules (1) and (2) shall apply to containers in the possession of the Defence Forces of the Union.

14.16 Rule 6 of Petroleum Rules, 2002: Containers for petroleum Class B and Class C

(1) Containers for petroleum class B or petroleum class C shall be constructed of steel or iron and be of a type approved by the Chief Controller.

(2) An air space of not less than 5 percent of its capacity shall be kept in each container for

petroleum Class B and not less than 3 percent of its capacity in each container for petroleum Class C.

(3) Nothing in this rule shall apply to containers in the possession of the Defence Forces of the Union.

14.17 Rule 25 of Petroleum Act, 2002: Petroleum to be imported by land only at authorized places.

No petroleum shall be imported into India by land except at places specially authorized for the purpose by the Central Government.

14.18 Rule 30 of Petroleum Act, 2002: Restriction on passengers, combustible and inflammable cargo –

Save as provided in rules 38,39 and 52 and clause, (b) of rule 60, no ship, vessel or vehicle shall carry petroleum petroleum Class A or petroleum Class B and Class C in bulk if it is carrying passengers or any combustible cargo other than petroleum: Provided that nothing in this rule shall prohibit the use of dunnage for packing purposes in the case of coastwise transport of petroleum Class A otherwise than in bulk.

14.19 Rule 35: Tank fittings on ships or vessels. –

The following provisions shall apply for the transport of petroleum other than petroleum Class C in ship or other vessels, namely: -

(a) All tanks shall be fitted with independent approved filling and suction pipes and valves, or with stand pipes with blank flanges, all pipes being carried down nearly to the bottom of the tanks, and no petroleum in bulk shall be taken on board or discharged except through such pipes and valves, unless otherwise permitted by the Chief Controller in writing;

- (b) All tanks shall be fitted with manholes having screw-down cover with petroleum-tight joints and, in the case of tanks intended for use with petroleum class A, with ventilators or relief valves of approved pattern properly protected with wire gauge of a mesh not less than 11 meshes to linear centimeter; and*
- (c) Ventilators similarly protected shall be fitted to all spaces, around tanks.*

15. Whereas it appears from the foregoing paras that:

- (i) As per condition No.5 of Import Policy of Chapter 27, the import of Gas Oil which was imported by M/s Ocean Green Energy in the consignment seized by DRI, by way of mis-declaration, is allowed only through IOC subject to para 2.21 of Foreign Trade Policy, except for the companies who have been granted rights for marketing of transportation fuels in terms of Ministry of P&NGs Resolution No. P23015/1/2001-MKT. Dated 8.3.2002 including HPCL, BPCL and IBP who have been marketing transportation fuels before the said date. Thus it is evident that the said goods are not freely importable but can be imported only by State Trading Enterprises such as IOCL, HPCL, BPCL and IBP.
- (ii) M/s Ocean Green Energy appear to be well aware about the said restriction imposed by the Policy. As such it appears that in order to circumvent the said provision in collusion with the CHA namely M/s Shivam Clearing Agency (Mumbai) Pvt Ltd along, as well as Overseas Suppliers namely M/s Taurus International (FZE) Dubai devised a modus operandi to import Gas Oil- (restricted commodity), in the garb of importing freely importable goods.
- (iii) In accordance with the said modus operandi, the importer resorted to the import of Gas Oil by declaring the same as "Mixed Hydrocarbon Oil (MHO)". They classified the said goods i.e "Mixed Hydrocarbon Oil (MHO)" under Customs Tariff Heading (CTH) 27101990 which pertains to "Others" where no restriction was prescribed in the Import Policy. In accordance with said modus operandi, the suppliers namely M/s Taurus International (FZE) in Dubai appear to have deliberately declared the said goods in the import documents viz invoices and the corresponding packing list as "Mixed Hydrocarbon Oil (MHO)".
- (iv) It appears that on the basis of fudged and fabricated documents namely invoice, Packing List and Chemical Analysis Report, the Importer namely M/s Ocean Green Energy filed Bill of Entries wherein they declared the goods as "Mixed Hydrocarbon

Oil (MHO))”and classified the same under Chapter Heading 27101990 wherein no restriction was in force in terms of the Import Policy.

- (v) It further appears that M/s Ocean Green Energy all along were aware of the fact that the items which they sought to import actually were restricted items and as such they were not eligible to import the Gas Oil. The documents were manipulated so that the same could be cleared on the basis of the mis-declaration and mis-classification of the goods with the Customs at Mundra Port.
- (vi) During the course of the investigations, M/s Ocean Green Energy as well as their related entities involved in the case, were asked to submit supporting and related relevant documents, like buyer seller agreement, details of refinery/oil firm from where the consignment originated, copies of communication made with the supplier, copies of export declaration form filed in the supplier country etc pertaining to the said consignments vide summons issued to them. The said documents were called for as they would have enabled the identification of the commodity imported by M/s Ocean Green Energy in the consignment under investigation. It appears that the documents were deliberately not submitted by them so as to prevent the identification of the commodity by the Officers of the DRI.
- (vii) In order to ascertain the exact nature of the goods and to confirm the identity, samples were drawn from the consignment which were sent to Government Lab namely CRCL, Vizag. The parameters of the test conducted by the Lab clearly suggest that the commodity covered under the consignments pertaining to the importer as declared in the import documents and the Bill of Entry were different and not as per the import documents filed by the importer. The parameters of the samples drawn from the consignment covered under BE 2112373 Dt. 12.02.2024 on being tested and analysed, indicate that all the parameters pertain to Gas Oil.
- (viii) The commodity sought to be actually imported viz, Gas Oil under the subject consignments find specific mention in different tariff Item and not the tariff Item in which they were declared in the import documents i.e 27101990 which does not lay down any restriction if the goods are covered under the said CTH and are classified accordingly. It appears that the item has been given description Mixed Hydrocarbon Oilso that the same can be classified in the category of Chapter Heading 27101990 pertaining to others deliberately where there is no restriction in the import of commodities falling in the said category of the Customs Tariff Act’1985.

- (ix) The importer failed to provide any document to substantiate the chemical composition/constituent if any of Mixed Hydrocarbon Oil. It appears that the misclassification was done deliberately so as to mislead the department. The correct classification is 27101941 pertaining to "Gas Oil". The act of mis-declaration and misclassification leading to the import of restricted goods namely Gas Oil has been categorically accepted and acknowledged in their respective voluntary statements by M/s Ocean Green Energy and the CHA M/s Shivam Clearing Agency (Mumbai) Pvt Ltd.
- (x) M/s Ocean Green Energy are not an STE entity and hence they are not eligible to import the said restricted goods. Therefore they appeared to resort to the act of mis-declaration and mis-classification so as to import the said restricted goods.
- (xi) M/s Ocean Green Energy failed to submit any document in support of the item Mixed Hydrocarbon Oil declared by the supplier in the import documents and Bill of Entry filed by M/s M/s Shivam Clearing Agency (Mumbai) Pvt Ltd. Even subsequently during the course of the investigations after the containers were put on hold, till date they have not been able to submit any such document to substantiate the identity of the goods in accordance with declaration in Invoice & Packing list as well as bill of entries.
- (xii) M/s Ocean Green Energy failed to provide specific use of the item "Mixed Hydrocarbon Oil". On being asked in his voluntary statement tendered under Section 108 of the Customs Act'1962 whether he was aware about the parameters/specifications of the MHO, Shri Jitin Bajaj, Partner of M/s Ocean Green Energy, replied that he is unaware of the specification. He also failed to provide information about the specific industry which used the Mixed Hydrocarbon Oil. Further, he could not state anything about the parameters/specification of Mixed Hydrocarbon Oil. Further even the CHA could not give any information about the use of the Mixed Hydrocarbon Oil. This suggests that they were not aware about the use of the said commodity i.e "Mixed Hydrocarbon Oil" as the same was not intended to be imported actually in the containers put on hold and subsequently examined by the Officers of the DRI.
- (xiii) The party also appear to have violated the provisions of Petroleum Act,1934. The goods were imported in gross violation of the said provisions. The Petroleum Act,

1934, classifies petroleum products into 3 categories based on their flash points as under:

S.No	Petroleum products Class	Flash Point
1	Class A	Below 23°C (73°F)
2	Class B	Between 23°C and 65°C (73°F to 149°F)
3	Class C	Between 65°C and 93°C (149°F to 200°F)

Further, as per the test reports the goods in question here fall under the “Class B” category of petroleum products as per the Petroleum Act 1934. Class B petroleum products are hazardous, and their import, storage, and transport are strictly regulated. Now to import the class B category of petroleum products an Importer has to follow certain rules and require certain certifications as discussed below:

1. *Class B petroleum products must be handled with proper care due to their flammable nature. The Petroleum Act and the Petroleum Rules, 2002, mandate the use of appropriate containers for the storage and transport of such products. Flexi bags are not suitable for carrying Class B petroleum products because they do not meet the stringent safety standards for the containment of flammable liquids. Containers used for storing and transporting Class B petroleum must be certified as per PESO standards and must be explosion-proof and fire-resistant to prevent any accidental ignition. The use of Flexi bags, which are typically not compliant with these safety norms, violates this requirement.*
2. *Any importer dealing with Class B petroleum products must have requisite licenses and approvals, such as an import license from the Petroleum and Explosives Safety Organization (PESO).*

By importing restricted Class B petroleum in Flexi bags in total disregard of the safety norms which could lead to serious mishaps, it appears that M/s Ocean Green Energy ,in the greed for earning illicit profits have put the public and the environment at great risk.

- (xiv) Shri Jitin Bajaj, Partner of M/s Ocean Green Energy, on being shown the Test Reports and the parameters mentioned therein has accepted the conclusions and findings of the Test Reports of CRCL. He has also accepted that the consignments were mis-declared and misclassified. On the basis of the conclusions of the Test Reports he agreed that the respective consignments comprised of Gas Oil as suggested in the said Test Report. However he has sought to shift the onus and blame for mis-declaration upon the supplier and has claimed that the issue of the

mis-declaration can be explained by the supplier. He has sought to project his innocence in the case which however was not the case. The fact that the importer has not produced any document from the supplier or the supplier has not issued any clarification till date, suggests that the consignment was as per the orders placed by M/s Ocean Green Energy.

- (xv) The provisions of Section 17 (1) of the Customs Act, 1962 read with Section 2 (2) of the Customs Act and CBIC Circular No. 17/2011-Customs dated 08.04.2011 lay down onus on the importer and the CHAs to determine duty, classification etc. by way of self-assessment. The importer, at the time of self-assessment, is required to ensure that he declared the correct classification, applicable rate of duty, value, benefit of exemption notifications claimed, if any, in respect of the imported goods while presenting the Bill of Entry. By furnishing incorrect and wrong information in the import documents, it appears that M/s Ocean Green Energy and the CHA M/s Shivam Clearing Agency (Mumbai) Pvt Ltd appear to have violated the provisions of the said Section 17(1) read with Section 2(2) of the Customs Act'1962.
- (xvi) In terms of Section 46(4) of the Customs Act, 1962, the importer has to certify the truth of the contents of the Bills of Entry. Further, in terms of Section 46 (4A) of the Customs Act, 1962, the importer who presents a bill of entry shall ensure the accuracy and completeness of the information given therein; shall ensure the authenticity and validity of any document supporting it; and shall ensure compliance with the restriction or prohibition, if any, relating to the goods under this Act or under any other law for the time being in force. In the instant case it appears that the importer was fully aware of the actual goods imported by them. Also on being shown with the Test Reports, Shri Jitin Bajaj, Partner of M/s Ocean Green Energy has accepted that they had mis- declared the description imported under subject bills of entry before the custom authorities in his voluntary statement. Thus, in view of the facts discussed in the foregoing paras and material evidences available on records, it appears that the importer has contravened the provisions of Section 46(4) and 46(4A) of the Customs Act, 1962, in as much as they had intentionally mis-declared the description of the goods imported by them with a malafide intention to import a restricted good under the garb and guise of a freely importable good.
- (xvii) Further, by attempting to import restricted goods, the importer- M/s Ocean Green Energy appear to have indulged in the act of smuggling as defined under Section 2(39) of the Customs act'1962. With the introduction of self-assessment and

consequent upon amendments to Section 17 of the Customs Act, 1962 w.e.f. 08.04.2011, it was the obligatory on their part to declare the actual description and correct classification of the goods imported by them and pay the duty applicable in respect of the said goods. Therefore, by not disclosing the true and correct facts to the proper officer, at the time of filing of Bill of Entry for the respective consignment, the importer appears to have indulged in mis-declaration and mis-classification by way of suppression of facts and willfully mis-declared and mis-classified the imported goods with intent to import restricted goods. Thus, the importer appears to have contravened the provisions of Section 46(4) & 46(4A) of the Customs Act, 1962, in as much as they have mis-classified and mis-declared the goods imported by them by suppressing the true and actual description of the goods, while filing the declaration seeking clearance at the time of importation of impugned goods.

(xviii) The facts and the investigations have revealed that the CHAs- M/s Shivam Clearing Agency (Mumbai) Pvt Ltd was actively involved in facilitating and assisting the customs clearance of the restricted goods namely Gas Oil in the garb of Mixed Hydrocarbon Oil. The CHA appear to have failed to fulfil the following obligations as prescribed under Regulation 10 of Customs Broker Licensing Regulation 2018-

(d) advise his client to comply with the provisions of the Act, other allied Acts and the rules and regulations thereof, and in case of non-compliance, shall bring the matter to the notice of the Deputy Commissioner of Customs or Assistant Commissioner of Customs, as the case may be;

(e) exercise due diligence to ascertain the correctness of any information which he imparts to a client with reference to any work related to clearance of cargo or baggage;

(g) co-operate with the Customs authorities

M/s Shivam Clearing Agency (Mumbai) Pvt Ltd appear to have not advised their client as obligated vide obligation (d) of the Regulation 10 to comply with the provisions of the Act, other allied Acts and the rules and regulations thereof. They further did not bring the violations and contraventions of the import of restricted goods by way of mis-declaration and mis-classification to the notice of the Deputy Commissioner of Customs or Assistant Commissioner of Customs as required under the Regulation. They did not advise them against importing restricted commodities by way misclassification and mis-declaration in flexi bags in violation of the provisions of

the Customs Act'1962 and the Petroleum Act'1934. M/s Shivam Clearing Agency (Mumbai) Pvt Ltd appear to also have violated the obligation (e) as they did not exercise due diligence to ascertain the correctness of the details and documents provided by the importer for filing of bill of entries. They have been found to be in the business of customs clearance for a considerable period of time yet they did not ask for any proper chemical/analysis report from the importer in support of the details and the description filed by them in the Bills of Entry in respect of the goods sought to be imported under vide the consignments under investigation. In fact they submitted the fudged and fabricated parameters reproduced by the supplier as Chemical Analysis Report alongwith the bills of entries in support of the goods misdeclared as Mixed Hydrocarbon Oil. M/s Shivam Clearing Agency (Mumbai) Pvt Ltd also did not co-operate with the Customs authorities as provided under obligation (q) of the Regulation 10 of the CBLR. During the course of the investigation they did not disclose vital information relating to the case on their own. However, on being shown the relevant documents subsequently they have accepted the Lab Reports and have also accepted that the consignments were mis-declared and misclassified in their voluntary statements.

Thus the CHA- Shivam Clearing Agency (Mumbai) Pvt Ltd appear to have acted in tandem with the importer- M/s Ocean Green Energy in the illicit and illegal import of the restricted commodity. They have attempted to project their innocence in the case by stating that they filed import documents on the basis of the documents provided by the importer but considering the goods and the Chapter of the goods they had the responsibility of ensuring that the importer does not indulge in the illicit act of smuggling of restricted commodities or violate the provisions of Customs Act'1962 which rested on their shoulders in accordance with the obligations laid down in Regulation 10 of the Customs Broker Licensing Regulation 2018. But they have been found to have not observed and complied with the obligations prescribed under the Customs Broker Licensing Regulation 2018.

- (xix) The consignment consisting of 10 containers pertaining to one BE which appear to be imported by way of mis-declaration and mis-classification as Mixed Hydrocarbon Oil in the manner as discussed above in contravention of Section 17 (1), Section 46(4) and 46(4A) ,and appear liable for confiscation in terms of Section 111(d), (f), (l) and (m) of Customs Act, 1962. Further, Shri Jitin Bajaj and Shri Manu Vora, both Partners of M/s Ocean Green Energy, M/s Ocean Green Energy, M/s Shivam Clearing Agency (Mumbai) Pvt. Ltd and Shri Ranjit Behera S/o Shri Benu Behera Branch Manager of M/s Shivam Clearing Agency (Mumbai) Pvt. Ltd, for their respective roles in the

instant case appear to have rendered themselves liable for imposition of penalty under Section 112 (a) or (b), and 114 AA of the Customs Act'1962.

16. ROLE PLAYED BY THE ENTITIES IN THE CASE:

A. Role played by the Importer- M/S Ocean Green Energy:

Whereas it appears that M/s Ocean Green Energy deliberately resorted to illicit import of restricted goods (Gas Oil) under the guise of "Mixed Hydrocarbon Oil (MHO)" to bypass import restrictions applicable to non-State Trading Enterprises (STEs). They misused Customs Tariff Heading 27101990 ("Others") to declare the goods as freely importable. It appears that M/s Ocean Green Energy colluded with supplier-M/s Taurus International (FZE) to submit falsified invoices, packing lists, and chemical Analysis Reports that misrepresented the true nature of the goods. They further failed to declare the correct classification and description of goods during self-assessment under Section 17(1) of the Customs Act, 1962, and provided inaccurate and incomplete information in the Bills of Entry, violating Sections 46(4) and 46(4A) of the Customs Act, 1962. It appears that M/s Ocean Green Energy were fully aware that the imported items were restricted commodities (Gas Oil) and not "Mixed Hydrocarbon Oil," as evidenced by voluntary statements. They deliberately withheld key documents, including buyer-seller agreements and export declarations, to prevent the identification of the goods. The mis-declared goods namely Gas Oil have been categorized as hazardous Class B petroleum products (Gas Oil) but were imported in unsafe Flexi bags, violating and compromising safety norms mandated by the Petroleum Rules, 2002. The misdeeds and malafide acts of M/s Ocean Green Energy appear to be confirmed from the fact that they accepted the findings of the lab tests conducted by CRCL, which confirmed the goods as Gas Oil. They have attempted to pass the responsibility for their malafide act of importing restricted goods on the shoulders of the supplier. The illicit acts of M/s Ocean Green Energy which include misdeclaration, misclassification, and illegal importation of restricted petroleum products appear to violate multiple provisions of the Customs Act, 1962, the Foreign Trade Policy, and the Petroleum Act, 1934 for financial gain. The illicit import of the said restricted goods viz Gas Oil appears to amount to act of smuggling as defined under Section 2(39) of the Customs Act'1962. Thus, for their acts of omission and commission in the case borne out by the investigation, M/s Ocean Green Energy appear to have rendered themselves liable for penalty under the provisions of Sections 112 (a) or (b) and 114 AA of the Customs Act'1962.

B. Role played by Shri Jitin Bajaj, partner of M/s Ocean Green Energy -

Shri Jitin Bajaj has been found to be one of the partners of the Importer- M/s Ocean Green Energy. He has been found to be actively involved in the affairs of the firm and specifically looked after the sales of the firm. He appears to be fully aware that the imported goods were restricted commodity (Gas Oil) and intentionally mis-declared them as "Mixed Hydrocarbon Oil (MHO)" to bypass import restrictions imposed by the Customs Tariff and Foreign Trade Policy. He appears to have deliberately failed to provide relevant supporting documents, including buyer-seller agreements, export declarations, or specific uses of the purported "Mixed Hydrocarbon Oil,". This further appears to substantiate the charge of consciously importing restricted goods in the guise of mis-declared goods. As a partner of the firm, Shri Jitin Bajaj failed to declare the actual description, classification, and applicable duty of the imported goods, thereby violating the provisions of Section 17(1) of the Customs Act, 1962. Shri Jitin Bajaj accepted the findings of CRCL lab tests that identified the goods as Gas Oil but attempted to shift blame onto the shoulders of the suppliers. He failed to ensure compliance of licensing and safety requirements mandated for handling Class B petroleum products. He appears to have withheld vital documents and information during the investigation to prevent the identification of the true nature of the goods. As a key decision-maker, Shri Jitin Bajaj knowingly engaged in acts that meet the definition of smuggling under Section 2(39) of the Customs Act, 1962, and appears to have thereby rendered himself liable for penalty under the provisions of Sections 112 (a) or (b) and 114 AA of the Customs Act'1962.

C. Role played by Shri Manu Vora, partner of M/s Ocean Green Energy -

Shri Manu Vora is the other partner of the Importer- M/s Ocean Green Energy. He has been found to be looking after the purchase related works of the firm. Thus he appears to be a key and very important entity of the firm who appears to be directly responsible for illicit import and procurement of Gas Oil in the garb of "Mixed Hydrocarbon Oil (MHO)". He therefore appears to have played a decisive role in the mis-declaration and mis-classification of the goods consisting of the consignment. He also failed to ensure compliance of licensing and safety requirements mandated for handling Class B petroleum products. As a key decision-maker, Sh Manubhai Vora appears to have also knowingly engaged in acts that meet the definition of smuggling under Section 2(39) of the Customs Act, 1962, and therefore appears to have thereby

rendered himself liable for penalty under the provisions of Sections 112 (a) or (b) and 114 AA of the Customs Act'1962

D. Role played by the CHA- M/s Shivam Clearing Agency (Mumbai) Pvt Ltd

Similarly, it appears that M/s Shivam Clearing Agency (Mumbai) Pvt Ltd the CHA of the Importer-M/s Ocean Green Energy was also equally involved in the illicit import of the restricted goods namely restricted items (Gas Oil) under the guise of freely importable goods labelled as "Mixed Hydrocarbon Oil (MHO)." As a Customs House Agent, they did not advise M/s Ocean Green Energy to comply with the applicable laws under the Customs Act, 1962, and the Petroleum Act, 1934. They similarly allowed misclassification and misdeclaration of restricted petroleum products as "Mixed Hydrocarbon Oil (MHO)." M/s Shivam Clearing Agency (Mumbai) Pvt Ltd appear to have failed to exercise due diligence and did not verify the accuracy and the authenticity of import documents, including invoices and chemical analysis reports. This becomes more important and critical in view of the kind of goods being imported. M/s Shivam Clearing Agency (Mumbai) Pvt Ltd filed false/fabricated documents, enabling the import of restricted petroleum products in unsafe Flexi bags, violating the Petroleum Act, 1934, and Customs Act, 1962. For their acts of omission and commission in the case borne out by the investigation, which amounts to smuggling in accordance with Section 2(39) of the Customs Act'1962, M/s Shivam Clearing Agency (Mumbai) Pvt Ltd appeared to have rendered themselves liable for penalty under the provisions of Sections 112 (a) or (b) and 114 AA of the Customs Act'1962

E. Role Played by Shri Ranjit Behera Manager of M/s Shivam Clearing Agency (Mumbai) Pvt. Ltd

Shri Ranjit Behera has been found to be working in the capacity of Manager of M/s Shivam Clearing Agency (Mumbai) Pvt. Ltd. In his voluntary statement tendered under Section 108 of the Customs Act'192, he has stated that he is handling documentation work and providing customs clearance services to various importers on behalf of M/s Shivam Clearing Agency (Mumbai) Pvt. Ltd at Mundra Port. Thus he is in a key and important position in the firm. He appears to have not discharged his responsibility properly and thus appears to have facilitated the illicit import of restricted goods by M/S Ocean Green Energy. As he has himself submitted that he was looking after documentation, he appears to have not exercised due diligence while scrutinizing and thereafter filing of the Bills of Entry. He also appears to have played a role in the mis-classification of the goods under the category of "Others" of Chapter

2710. He should have refrained and advised M/s Ocean Green Energy from indulging in illicit and illegal import of the restricted goods. For his failure to discharge his duties responsibly and in accordance with the obligations laid down in the Regulation 10 of Customs Broker Licensing Regulation 2018, Shri Ranjit Behera appears to have rendered themselves for penalty under the provisions of Sections 112 (a) or (b) and 114 AA of the Customs Act'1962 for his role in the in the case as discussed supra.

17. Accordingly, **M/s Ocean Green Energy**(IEC-AAHFO4390G) 1st Floor, C-1053, Central Bazar, Varachha Road, Opp. Varachha Police Station, Varachha, Surat, Gujarat, 395006, were hereby called upon to show cause in writing to the Additional Commissioner of Customs, 5B, Port User Building, Mundra Port, Mundra, Gujarat – 370421 as to why:-

- (i) The declared classification of the impugned goods i.e. Gas Oil having total quantity 189.595 mis-declared as Mixed Hydrocarbon Oil under Customs Tariff Item 27101990 under Bill of Entry no. 2112373 Dt. 12.02.2024 should not be rejected and re-classified under the Customs Tariff Item 27101941.
- (ii) Gas Oil sought to be imported by them in 10 containers pertaining to one BOE having declared value of Rs **1,29,17,212/- (Rs. One Crore Twenty Nine, Seventeen Thousand, Two Hundred and Twelve only)** seized under Section 110 of the Customs Act'1962 vide Seizure Memorandum dt 08.10.2024 lying seized at Mundra Port should not be confiscated under Sections 111(d), (f), (l) & (m) of the Customs Act'1962.
- (iii) Penalty should not be imposed upon them under Section 112 (a) or (b) and 114 AA of the Customs Act'1962.

18. Accordingly, **Shri Jitin Bajaj S/o Vijay Bajaj Bajaj partner of M/s Ocean Green Energy** (B-4/1201, Celebrity Green, Near Happy Hallmark Shoppers, Vesu, Surat, Gujarat-395007) was hereby called upon to show cause in writing to the Additional Commissioner of Customs, 5B, Port User Building, Mundra Port, Mundra, Gujarat–370421 as to why penalty should not be imposed upon him under Section 112 (a) or (b) and 114 AA of the Customs Act'1962, for his role in the illicit import of restricted commodity namely Gas Oil in the manner as discussed above.

19. Accordingly, Sh. Manu Vora partner of M/s Ocean Green Energy(C-1053, Central Bazar, Opp. Varachha Police Station, Varachha, Surat Gujarat-395006) was hereby called upon to show cause in writing to the Additional Commissioner of Customs, 5B, Port User Building, Mundra Port, Mundra, Gujarat – 370421as to why penalty should not be imposed upon him under Section 112(a) or (b) and 114 AA of the Customs Act'1962, for his role in the illicit import of restricted commodity namely Gas Oil in the manner as discussed above

20. Accordingly, **M/s Shivam Clearing Agency (Mumbai) Pvt Ltd**, Customs House Agent-CHA (Plot. no 176 Ward 4A Adipur, Kachchh Gujrat) were hereby called upon to show cause in writing to the Additional Commissioner of Customs, 5B, Port User Building, Mundra Port, Mundra, Gujarat – 370421as to why penalty should not be imposed upon them under Section 112(a) or (b) and 114AA of the Customs Act'1962, for their role in the illicit import of restricted commodity namely Gas Oil in the manner as discussed above.

21. Accordingly, **Shri Ranjit Behera, Branch Manager of M/s Shivam Clearing Agency (Mumbai) Pvt Ltd- CHA**, (Plot No 6/A Siddharth Nagar, Baroi, Kachchh, Gujarat-370421), was hereby called upon to show cause in writing to the Additional Commissioner of Customs, 5B, Port User Building, Mundra Port, Mundra, Gujarat, 370421, as to why penalty should not be imposed upon him under Section 112 (a) or (b) and 114 AA of the Customs Act'1962, for his act and omission as discussed above.

WRITTEN SUBMISSION AND PERSONAL HEARING

22.1 M/s. Ocean Green Energy (**Noticee no. 1**), Shri Jitin Bajaj (**Noticee no. 2**) , Shri Manu Vora (**Noticee no. 3**), through their authorized representative, Shri Anil Kumar Pundir, Advocate, submitted their written submissions dated 02.07.2025, wherein they submitted that:-

- The Show Cause Notice has been issued primarily on the basis of the Test Report of CRCL, Vizag dated 03.06.2024. The Test Report states that the sample meets all the stringent parameters of Automotive Diesel fuel (Bharat Stage IV) as per IS 1460:2017 except flash point (deliberately increased by adding lighter hydrocarbons/Naphtha). The product does not match IS:1460:2017 with reference to flash point. It is mainly composed of diesel fraction (95% to 98%) as per GCMS patterns and is termed as Adulterated Diesel. There is no specification available for “Mixed Hydrocarbon Oil” under any National/International standards.
- SCN seeks to re-classify the goods as Gas Oil under CTH 27101941 on the basis of open source information and certain analysis of the test report parameters

(viscosity 3.78 cSt, flash point 27.3°C, sulphur content etc.). However, the SCN has relied upon invalid and irrelevant facts while ignoring the deficiencies in the Test Report.

- The Test Report is deficient because it has tested only 11 parameters whereas IS 1460:2017 prescribes 21 parameters for Automotive Diesel Fuel. It does not conclusively establish the goods as Automotive Diesel (due to flash point mismatch) nor as Gas Oil. It contains assumptions and is not clear and specific.
- The SCN has failed to establish that the goods conform to the specifications of Gas Oil as per BIS IS 17789:2022. The Test Report nowhere mentions that the product is Gas Oil.
- As per statutory definitions in the Tariff, hydrocarbon oil is classifiable as Automotive Diesel only if it conforms to IS 1460:2005 and as Gas Oil only if it conforms to IS:17789. The SCN has failed to establish conformity with either standard. Therefore, the declared classification under CTH 27101990 as Mixed Hydrocarbon Oil is correct and there is no violation of FTP/import policy.
- The partners have stated in their statements that they are traders importing Mixed Hydrocarbon Oil as per market demand communicated by clients. They placed orders with overseas suppliers accordingly and have no mala fide intent. No wrongful act or violation has been proved.

22.2 Shri Anil Pundir, Advocate, authorized representative of M/s. Ocean Green Energy (Noticee no. 1), appeared for personal hearing on 02.07.2025. During the course of the hearing, he submitted that a detailed reply to the Show Cause Notice (SCN) will be filed. He further stated that the test report provided by CRCL, Vizag, does not clearly indicate whether the impugned goods are Gas Oil or Mineral Hydrocarbon Oil (MHO). He also pointed out that all 21 parameters have not been tested in the said report, which are essential to determine whether the impugned goods qualify as canalised products.

22.3 M/s. Ocean Green Energy vide their letter dated 28.04.2026 submitted that they are willing to re-export the above-mentioned goods back to the supplier and therefore requested to grant permission for re-export of the goods. They further requested to decide the case on merit basis and they don't want any personal hearing in this matter.

22.4 In compliance to the principal of natural justice, personal hearing dated 08.05.2025, 02.07.2025 and 14.10.2025, were given to the Shri Jitin Bajaj (Noticee no. 2), Shri Manu Vora (Noticee no. 3), M/s Shivam Clearing Agency (Mumbai) Pvt Ltd. (Noticee no. 4), and Shri Ranjit Behera (Noticee no. 5), but neither they nor their authorized representative appeared for personal hearing in the subject case.

DISCUSSION AND FINDINGS

23. I have carefully gone through the Show Cause Notice, the relied upon documents, the submission made by the Noticee's both in written and in personal hearing, the legal provisions and the records available before me. I find that in the present case, principle of natural justice have been complied with and therefore, I proceed to decide the case on the basis of applicable laws/rules, written submissions and documentary evidences available on record.

23.1 I now proceed to decide the issues framed in the instant SCN before me. On a careful perusal of the subject Show Cause Notice and case records, I find that following main issues are involved in this case, which are required to be decided at the stage of adjudication: -

- (i) The declared classification of the impugned goods i.e. Gas Oil having total quantity 189.595 mis-declared as Mixed Hydrocarbon Oil under Customs Tariff Item 27101990 under Bill of Entry no. 2112373 Dt. 12.02.2024 should not be rejected and re-classified under the Customs Tariff Item 27101941.
- (ii) Gas Oil sought to be imported by them in 10 containers pertaining to one BOE having declared value of Rs. 1,29,17,212/- (Rs. One Crore Twenty Nine Lakh, Seventeen Thousand, Two Hundred and Twelve only) seized under Section 110 of the Customs Act'1962 vide Seizure Memorandum dt 08.10.2024 lying seized at Mundra Port should not be confiscated under Sections 111(d), (f), (l) & (m) of the Customs Act'1962.
- (iii) Penalty should not be imposed upon M/s. Ocean Green Energy, under Section 112 (a) or (b) and 114 AA of the Customs Act'1962.
- (iv) Penalty should not be imposed upon Shri Jitin Bajaj, Partner of M/s Ocean Green Energy, Shri Manu Vora, Partner of M/s Ocean Green Energy, M/s Shivam Clearing Agency (Mumbai) Pvt Ltd., and Shri Ranjit Behera, Branch Manager of M/s Shivam Clearing Agency(Mumbai) Pvt Ltd under Section 112 (a) or (b) and 114 AA of the Customs Act'1962

24. I find that as per intelligence, M/s. Ocean Green Energy, were importing restricted products falling under Customs Tariff Heading (CTH) 2710 which as per the import policy can be imported by State Trading Enterprises (STEs) only. All goods, import of which is

permitted only with an Authorisation/Permission/License or in accordance with the procedure prescribed in a notification/public notice are 'Restricted' goods. Restricted items are importable under certain conditions with the necessary approvals from the relevant Competent Authority. According to the intelligence, the said entities were resorting to the said illicit import by mis-declaring the consignments as "Mixed Hydrocarbon Oil (MHO)" and mis-classifying them under Customs Tariff Item (CTI) 27101990 wherein the import policy is "Free". Therefore, 10 containers covered under 01 Bill of Entry, pertaining to the Importer were put on hold by DRI Noida Regional Unit (hereinafter referred to as "DRI") on 15.02.2024 for examination by officers of DRI. The details of which are as follows:



Sl. No.	BE No.	BE date	Name of the Importer	Container No	CHA
1.	2112373	12/02/24	OCEAN GREEN ENERGY	MEDU 1708907	SHIVAM CLEARING AGENCY (MUMBAI) PVT LTD
2.	2112373	12/02/24	OCEAN GREEN ENERGY	MEDU 2020631	SHIVAM CLEARING AGENCY (MUMBAI) PVT LTD
3.	2112373	12/02/24	OCEAN GREEN ENERGY	MEDU 3751646	SHIVAM CLEARING AGENCY (MUMBAI) PVT LTD
4.	2112373	12/02/24	OCEAN GREEN ENERGY	MSDU 1763861	SHIVAM CLEARING AGENCY (MUMBAI) PVT LTD
5.	2112373	12/02/24	OCEAN GREEN ENERGY	MSMU 1335392	SHIVAM CLEARING AGENCY (MUMBAI) PVT LTD
6.	2112373	12/02/24	OCEAN GREEN ENERGY	SEGU 3971605	SHIVAM CLEARING AGENCY (MUMBAI) PVT LTD
7.	2112373	12/02/24	OCEAN GREEN ENERGY	DFSU 1279315	SHIVAM CLEARING AGENCY (MUMBAI) PVT LTD
8.	2112373	12/02/24	OCEAN GREEN ENERGY	FCIU 5993409	SHIVAM CLEARING AGENCY (MUMBAI) PVT LTD
9.	2112373	12/02/24	OCEAN GREEN ENERGY	GLDU 9442072	SHIVAM CLEARING AGENCY (MUMBAI) PVT LTD
10.	2112373	12/02/24	OCEAN GREEN ENERGY	GLDU 9485069	SHIVAM CLEARING AGENCY (MUMBAI) PVT LTD

24.1. I find that the said containers covered under the above-mentioned Bill of Entry were examination on 13.03.2024 and during the course of examination, it was observed that Flexi bags containing yellow colored liquid substance were kept inside the containers.

24.2 I find that representative sample was drawn from one randomly selected container of the Bill of Entry. The representative sealed sample was then sent to the lab of CRCL, Vizag for testing purpose and identification of the goods comprising the consignment. The details of the samples sent to the CRCL Lab are as detailed below:

S.No	Bill of Entry No and date	Sample No
1	2112373 Dt. 12.02.2024	OA2- A215384

24.3 I find that CRCL tested the sample and sent the respective Test Report of the above sample on 03.06.2024. The test reports is reproduced below:

भारत सरकार वित्त मन्त्रालय, राजस्व विभाग सीमा शुल्क प्रयोगशाला 5वींमंजिल, सीमा शुल्ककार्यालय पोर्टपरिया, विशाखापत्तनम- 530 001		Government of India Ministry of Finance Department of Revenue CUSTOM HOUSE LABORATORY 5 th FLOOR CUSTOM HOUSE, PORT AREA VISAKHAPATNAM - 530 001. Tel/Fax: 0891-2562900 e-mail :-chemical_examiner@yahoo.com
TEST REPORT		Date: 31.05.2024
Lab NO.: 09-DRI		Date: 10.04.2024
F. No: DRI/NRU/CI-26/Int-0/Enq-13/2024/491		Date of Drawn: 13.03.2024
Sample No. & Seal No: OA2-A215384		
Sample Received from: DRI Noida Regional Unit		
Description of Sample: Mixed Hydrocarbon Oil		
Date of Receipt: 10.04.2024		
Sample Plan: Sample not Drawn by this laboratory.		
Report: The sample is in the form of pale yellow colored oily liquid. It is mainly composed of mineral hydrocarbon oil having mineral oil content more than 70 % by weight. It has the following characteristics		
Appearance = pale yellow, <i>clear & bright</i> Acidity (Inorganic) = Nil Ash content = Nil Carbon residue content = 0.21 % by wt. Distillation: Temp. at 95% (v/v) recovered : 353.8 °C Flash Point = 27.3 °C Kinematic Viscosity at 40°C = 3.78 cSt Density at 15°C = 0.8384 gr/ml Total Sulphur = 32.96 mg/Kg Water content = Nil Cetane Index = 56.1		
The sample has been tested for all the characteristics parameter tested above. The sample meets all the stringent parameters of Automotive Diesel fuel (Bharat stage IV) as mentioned in IS 1460:2017, except flash point, which was deliberately increased by adding lighter hydrocarbons/ Naptha, so that the product does not match with IS 1460:2017 with reference to flash point.		
However the sample is mainly composed of diesel fraction (above 95% and less than 98%) as per GCMS pattern.		
The sample is adulterated diesel for Automotive fuel, <i>in respect of</i> is reflect to the definition of " adulteration as mentioned in 5.1 of marketing discipline guidelines published by PSU's.		
There is no specification available "mixed hydrocarbon oil" in any National/ International Standards. Sealed remnant sample returned herewith.		
End of the Report		 प्रदीप मारु / PRADEEP MAROO रसायन परीक्षक ग्रेड-1 Chemical Examiner Grade-1 सीमा शुल्क प्रयोगशाला Custom House Laboratory विशाखापत्तनम-530 035 Visakhapatnam-530 035
Note 1: The results relate only to the items tested. Note 2: Sample not Drawn by this laboratory. Note3: The report shall not be reproduced except in full without approval of this laboratory. Note4: Remnant sample should be collected within 30 days otherwise it will be disposed off.		

24.4 In view of the above test report, I find that the parameters of the Test Report suggested that the goods being imported in the said containers were Adulterated Diesel for

automotive Fuel in respect to the definition of “Adulteration as mentioned in 5.1 of marketing discipline guidelines published by PSU’s.”

24.5 I find that from a study of articles available on open sources it was found that Gas Oil (GO) is essentially a fuel for diesel engines and being used as fuel for marine, off highway, and stationary diesel engines. Gas oil is a fuel oil produced from crude oil by oil refineries. It consists of a group of petroleum distillation products which are intermediate between kerosene and lubricating oil. It is also known as diesel distillate, and is used for making diesel fuel, home heating oil, and as the starting material for other products. There is no essential difference between gas oil and diesel fuel, other than that it may not meet environmental standards for automotive diesel engines.

24.6 I find that based on the analysis of the test report, the sample pertaining to BE no 2112373 Dt. 12.02.2024 can be classified as gas oil. The fuel exhibits characteristics typical of gas oil, including a moderate viscosity (3.78 cSt), a relatively low flashpoint (27.3°C), and a distillation range that aligns with middle distillates. The sulphur content (32.96 mg/kg) further supports its classification as gas oil specifications. Additionally, the low carbon residue of 0.21% w/w suggests that the fuel is likely to burn cleanly, a key property for gas oils used in engines and industrial applications. Therefore, given these factors, it is appropriate to classify this sample as gas oil.

24.7 I find that Gas Oil is appropriately classifiable under Customs Tariff Heading 27101941, does not stipulate any import condition of conforming to any BIS standard. However, the parameters of Gas oil as per BIS IS: 17789:2022 have been taken here for reference purposes.

The specifications of Gas Oil as per IS:17789 are reproduced below:

Table 1 Requirements for Gas Oil
(Clauses Foreword, 4.3 and 7.1)

SI No.	Characteristic	Requirement	Methods of Test, Ref to Part of IS 1448/ISO
(1)	(2)	(3)	(4)
i)	Density at 15 °C, kg/m ³	780 to 900	Part 167/ Part 16 ¹⁾
ii)	Kinematic viscosity at 40 °C, mm ² /s, <i>Max</i>	10	Part 25/Sec 1
iii)	Total sulphur, mass percent	0.004-3.5	Part 153 (For sulphur range – 30 to 500 ppm) ISO 8754 (For sulphur range – 0.03 percent to 3.5 percent)
iv)	Flash point, °C, <i>Min.</i>	40.0	Part 20 ¹⁾ /Part 21
v)	Pour point, °C, <i>Max</i>	+ 24	Part 10/Sec 2
vi)	Distillation:		
	a) 10 percent recovery at °C (T-10)	To report	Part 18
	b) 50 percent recovery at °C (T-50)	To report	
	c) 90 percent recovery at °C (T-90), <i>Max.</i>	390	
vii)	Cetane index, <i>Min</i>	30	Part 174
viii)	Water and sediments, volume percent	To report	Part 41

¹⁾ In case of dispute, this shall be the referee method.

Specifications of Gas Oil as per IS 17789

Furthermore, as per the amendment to the Gas Oil Standard BIS IS 17789 dated January 2023, the sulphur content range has been revised to 1.5-3.5. The amendment of Gas Oil dated January 2023 is reproduced below for ready reference.

AMENDMENT NO. 1 JANUARY 2023

TO

IS 17789 : 2022 GAS OIL — SPECIFICATION

(Page 2, Clause 3.1, Para 2, line 2) — Add following line at the end:

‘This gas oil used as refinery intermediate and not intended to be used as a fuel.’

[Page 2, Table 1, SI No. (iii), col 2] — Substitute ‘total sulphur, mass percent²⁾’ for ‘Total sulphur, mass percent’

[Page 2, Table 1, SI No. (iii), col 3] — Substitute ‘1.5-3.5’ for ‘0.004-3.5’

(Page 2, Table 1) — Add the following below Table 1,¹⁾:

²⁾ Indian refineries may opt for lower sulphur content on the basis of agreement between seller and purchaser.’

Amendment to Gas Oil dated January 2023

24.8 On analysis of the parameters detailed in the Test Reports vis-à-vis the parameters stipulated in the BIS standards of Gas Oil (IS 17789:2022), I find that goods being imported are mis-declared as ‘MHO’. Further while the parameters of Gas Oil mentioned in the Indian Standard (IS 17789:2022) serve as a reference, it is important to note that Gas Oil is not strictly limited to these parameters. The lab report specifically indicates that the product is primarily composed of diesel fractions (95% to 98%) as per the GCMS pattern, which further supports its classification as Gas Oil. Further, Gas Oil falls under Customs Page 43 of 61

Tariff Item 27101941 which does not have any import condition of conforming to IS 17789 and following conclusion appeared to flow from the analysis:

Sl. No.	Bill of Entry No.	Date of Bill of Entry	No. of containers	Product description as per the analysis of the Test report
1.	2112373	12.02.2024	10	Gas Oil

2112373 dated 12.02.2024 conform to the specifications which pertain to the Gas oil. The items Gas oil are restricted and can be imported by the State Trading Enterprises (STEs) only.

24.9 In the light of the parameters of the Test Report the goods imported under BE no. 2112373 dt 12.02.2024 are liable to be classified under CTH 27101941 under the description of Gas oil. The relevant description of CTH 27101941 as per Customs Tariff Act 1985 is as below:

2710 19 39	--- Aviation turbine fuels, kerosene type conforming to standard IS 1571	kg.	5.00	5.00	---	11.00	0.50	17.105	State Trading Enterprises	Exemption: See Ntn 52/2017-Cus. dated 30.06.2017 Import as per Policy Condition (5) of Chapter 27 ACD Nil by Ntn 32/2022-Cus. Excise Duty by Ntn 11/2017-CE dated 30.06.2017
--- Gas oil and oils obtained from gas										
2710 19 41	--- Gas oil	kg.	5.00	5.00	---	18.00	0.50	24.490	State Trading Enterprises	Import as per Policy Condition (5) of Chapter 27
2710 19 42	--- Vacuum gas oil	kg.	5.00	5.00	---	18.00	0.50	24.490	State Trading Enterprises	Import as per Policy Condition (5) of Chapter 27
2710 19 43	--- Light diesel oil conforming to standard IS 15770	kg.	5.00	5.00	---	18.00	0.50	24.490	State Trading Enterprises	Import as per Policy Condition (5) of Chapter 27

24.10 Further, I find that as per ITC(HS), 2022, Schedule 1: Import Policy, Section V: Mineral Products, Chapter 27: Mineral Fuels, Mineral Oils And Products Of Their Distillation; Bituminous Substances; Mineral Waxes: Goods falling under the description of "Gas oil" the import policy makes the goods restricted by way of importation by State Trading Enterprises only by virtue of Policy Condition No. 5 which prescribes "Import allowed through IOC subject to para 2.21 of Foreign Trade Policy, except for the companies who have been granted rights for marketing of transportation fuels in terms of Ministry of P&NGs Resolution No. P23015/1/2001-MKT. Dated 8.3.2002 including HPCL, BPCL and IBP who have been marketing transportation fuels before this date". The screenshots of the relevant extracts are as below:

27101941	---	Gas oil and oils obtained from	State Trading	Import as per Policy Condition
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gas oil: ---- Gas oil

Enterprise

(5) of Chapter 27.

Product Description and Import Policy

Sl.No.	Notes	Notification No.	Notification Date
1	Import of naphtha is free.		
2	Import of SKO shall be allowed through State Trading Enterprises (STEs) i.e. IOC, BPCL, HPCL and IBP for all purposes with STC being nominated as a State Trading Enterprise (STE) for supplies to Advance Licence holders. Advance Licence holders shall however, have the option to import SKO from the above mentioned STEs including STC		
3	Import is restricted in terms of Interim PIC Procedure of Rotterdam Convention on Prior Informed Consent procedure for hazardous chemicals and pesticides.		
4	Automobile industries, having RandD registration, are allowed to make free import of reference fuels (Petrol and Diesel) which are not manufactured in India, up to maximum of 5 KL per annum, subjects to the condition that the said imported reference fuels shall be used for RandD and emission testing purposes only		
5	Import allowed through IOC subject to para 2.21 of Foreign Trade Policy, except for the companies who have been granted rights for marketing of transportation fuels in terms of Ministry of P&NGs Resolution No. P23015/1/2001-MKT. Dated 8.3.2002 including HPCL, BPCL and IBP who have been marketing transportation fuels before this date.	08/2023	29/05/2023

Policy Condition (5) of Chapter 27 of ITC (HS) Import Policy

24.11 Policy Condition (5) of Chapter 27 of ITC (HS) Import Policy: As per Policy Condition 5 of Chapter 27, only State Trade enterprises can import the said goods. The said policy was amended by Notification No. 27/2015-2020 dated 16.09.2021. The same is produced below:

Government of India
Ministry of Commerce & Industry
Department of Commerce
Directorate General of Foreign Trade

Notification No. ~~27~~²⁷/2015-2020
New Delhi, Dated: 16th September, 2021

Subject: Amendment of policy condition no. 5 of Chapter 27 of ITC (HS), 2017, Schedule – I (Import Policy).

S.O.(E): In exercise of powers conferred by Section 3 read with Section 5 of FT (D&R) Act, 1992, read with paragraph 1.02 and 2.01 of the Foreign Trade Policy, 2015-2020, as amended from time to time, the Central Government hereby amends policy condition no.5 of Chapter 27 of ITC (HS), 2017, Schedule – I (Import Policy) as under:

Existing Policy Condition	Revised Policy Condition
Import allowed through IOC subject to para 2.20 of Foreign Trade Policy, except for the companies who have been granted rights for marketing of transportation fuels in terms of Ministry of P and NGs Resolution No. P23015/1/2001-MKT. Dated 8.3.2002 including HPCL, BPCL and IBP who have been marketing transportation fuels before this date.	Import allowed through IOC subject to para 2.20 of Foreign Trade Policy, except for the companies who have been granted rights for marketing of transportation fuels in terms of MoP&NG Resolution No. P-23015/1/2001-MKT dated 08.03.2002 for products excluding gasoline conforming to standard IS 2796 (ITC HS Code: 27101241) and Automotive diesel fuel, not containing biodiesel, conforming to standard IS 1460 (ITC HS Code 27101944) which would be allowed to be imported by entities in terms of MoPNG Resolution No. P-12029(11)/2/2018-OMC-PNG dated 08.11.2019".

2. **Effect of the Notification:** Policy condition no.5 of Chapter 27 of ITC (HS), 2017, Schedule – I (Import Policy) amended in terms of Government Resolution No. P-12029(11)/2/2018-OMC-PNG dated 08.11.2019.

24.12 From above, it is seen that import of restricted goods is allowed subject to para 2.20 of Foreign Trade Policy (now para 2.21 of FTP) and the same is produced below:

2.20 State Trading Enterprises (STEs)

(a) State Trading Enterprises (STEs) are governmental and nongovernmental enterprises, including marketing boards, which deal with goods for export and /or import. Any good, import or export of which is governed through exclusive or special privilege granted to State Trading Enterprise (STE), may be imported or exported by the concerned STE as per conditions specified in ITC (HS). The list of STEs notified by DGFT is in Appendix-2J.

(b) Such STE(s) shall make any such purchases or sales involving imports or exports solely in accordance with commercial considerations, including price, quality, availability, marketability, transportation and other conditions of purchase or sale in a non discriminatory manner and shall afford enterprises of other countries adequate opportunity, in accordance with customary business to compete for participation in such purchases or sales.

(c) DGFT may, however, grant an authorisation to any other person to import or export any of the goods notified for exclusive trading through STEs.”

24.13 I find that in the instant case, the importer M/s. Ocean Green Energy is neither a STE (State Trading Enterprise) nor any authorization has been granted by DGFT to the Importer for import of said restricted goods.

24.14 I find that M/s. Ocean Green Energy, have also violated the provisions of Petroleum Act, 1934. The goods were imported in gross violation of the said provisions. The Petroleum Act, 1934, classifies petroleum products into 3 categories based on their flash points as under:

S.No	Petroleum products Class	Flash Point
1	Class A	Below 23°C (73°F)
2	Class B	Between 23°C and 65°C (73°F to 149°F)
3	Class C	Between 65°C and 93°C (149°F to 200°F)

Further, as per the test reports the goods in question here fall under the “Class B” category of petroleum products as per the Petroleum Act 1934. Class B petroleum products are hazardous, and their import, storage, and transport are strictly regulated. . The Petroleum Act, 1934 and the Petroleum Rules, 2002, mandate the use of appropriate containers for the storage and transport of such products. Flexi bags are not suitable for carrying Class B petroleum products because they do not meet the stringent safety standards for the containment of flammable liquids. Containers used for storing and transporting Class B petroleum must be certified as per PESO standards and must be explosion-proof and fire-resistant to prevent any accidental ignition. The use of Flexi bags, which are typically not compliant with these safety norms, violates this requirement.

In reference to above, Public Notice no. 08/2024 dated-27.09.2024 was also issued by the Principal Commissioner, Mundra Customs. As per Public Notice no. 08/2024 dated-27.09.2024 and Petroleum Rules, 2002 framed under Petroleum Act, 1934, it is clear that flexi bags fitted in general purpose 20 feet containers are not covered under the definition of container falling under Petroleum Rules, 2002. Hence, the goods imported above in Flexi Bags are in violation of the Public Notice No. 08/2024 read with Petroleum Rules, 2002.

25. I find that the provisions of Section 17(1) of the Customs Act, 1962 read with Section 2(2) of the Customs Act, 1962 and CBIC Circular No. 17/2011-Customs dated 08.04.2011 lay down the onus on the importer and the CHAs to determine duty, classification etc. by way of self-assessment. The importer, at the time of self-assessment, is required to ensure that he declares the correct classification, applicable rate of duty, value, benefit of exemption notifications claimed, if any, in respect of the imported goods while presenting the Bill of Entry. By furnishing incorrect and wrong information in the import documents, I find that M/s. Ocean Green Energy have violated the provisions of the said Section 17(1) read with Section 2(2) of the Customs Act, 1962. Further, in terms of Section 46(4) of the Customs Act, 1962, the importer has to certify the truth of the contents of the Bills of Entry. In as much as Shri Jitin Bajaj, Partner of M/s. Ocean Green Energy, in his voluntary statement dated 05.08.2024, accepted the test report of CRCL, Vizag, pertaining to the goods imported under subject Bill of Entry and agreed that the correct classification of the oil in the consignment covered under BOE No. 2112373 dated 12.02.2024 is under CTH 27101941. Thus, in view of the facts discussed in the foregoing paras and material evidences available on records, I find that the importer has contravened the provisions of Section 46(4) and 46(4A) of the Customs Act, 1962, inasmuch as they had intentionally mis-declared the description of the goods imported by them with a malafide intention to import a restricted good under the garb and guise of a freely importable good.

26. CONFISCATION OF GOODS:

26.1 I find that the Show Cause Notice has proposed confiscation of the impugned goods under Sections 111(d), 111(f), 111(l) and 111(m) of the Customs Act, 1962. In this regard, I find that as far as confiscation of goods is concerned, Section 111 of the Customs Act, 1962 defines the confiscation of improperly imported goods. The relevant legal provisions of Section 111(d), 111(f), 111(l) and 111(m) of the Customs Act, 1962 are reproduced below:

“...

(d) any goods which are imported or attempted to be imported or are brought within the Indian customs waters for the purpose of being imported, contrary to any prohibition imposed by or under this Act or any other law for the time being in force;

(f) any dutiable or prohibited goods required to be mentioned under the regulations in an arrival manifest, import manifest or import report which are not so mentioned;

(l) any dutiable or prohibited goods which are not included or are in excess of those included in the entry made under this Act, or in the case of baggage in the declaration made under section 77;

(m) any goods which do not correspond in respect of value or in any other particular with the entry made under this Act or in the case of baggage with the declaration made under section 77 in respect thereof, or in the case of goods under transshipment, with the declaration for transshipment referred to in the proviso to sub-section (1) of section 54;

..."

26.2 I find that M/s. Ocean Green Energy filed Bill of Entry No. 2112373 dated 12.02.2024 at Mundra Port declaring the description of the goods as "Mixed Hydrocarbon Oil" and classifying the same under CTI 27101990. Upon examination and testing of the representative sample drawn from the consignment by the Central Revenue Control Laboratory (CRCL), Vizag, the goods were found to be "Gas Oil" classifiable under CTH 27101941.

Thus, there is no ambiguity that the goods were mis-declared by the importer with respect to description, classification and import policy status. The goods actually imported i.e. "Gas Oil" are restricted goods under Policy Condition No. 5 of Chapter 27 of ITC(HS) and can be imported only by State Trading Enterprises (STEs) or entities specifically authorized by DGFT. M/s. Ocean Green Energy is neither a STE nor does it possess any such authorization from DGFT.

26.3 I find that the Importer has violated the Policy Condition (5) of the ITC(HS) for Exports and Imports 2015-2020 for Chapter 27 which mandates that *"Import allowed through IOC subject to para 2.20 of Foreign Trade Policy, except for the companies who have been granted rights for marketing of transportation fuels in terms of MoP&NG Resolution No. P-23015/1/2001-MKT dated 08.03.2002..."*

By mis-declaring the restricted goods as "Mixed Hydrocarbon Oil" under CTH 27101990 (Free), the importer has deliberately attempted to circumvent the import restrictions. Therefore, the goods are liable for confiscation under Section 111(d) of the Customs Act, 1962.

26.4 I also find that the goods were imported in Flexi bags fitted inside general purpose 20 feet containers. As per the test report, the flash point of the goods is 27.3°C, which places them under Class B petroleum products as per the Petroleum Act, 1934 (flash point between 23°C and 65°C). Import, transport and storage of Class B petroleum products are strictly regulated under the Petroleum Rules, 2002. Flexi bags are not approved containers for transportation of Class B petroleum products as they do not meet the safety standards prescribed under the said Rules and Public Notice No. 08/2024 dated 27.09.2024 issued by this office. Thus, the goods have also been imported in violation of the provisions of the Petroleum Act, 1934 and Rules made thereunder, rendering them liable for confiscation under Section 111(d) of the Customs Act, 1962 on this count as well.

26.5 Further, the goods declared as "Mixed Hydrocarbon Oil" under CTH 27101990 in the Bill of Entry do not correspond with the actual goods found on testing i.e. "Gas Oil" classifiable under CTH 27101941. The description, classification and policy status mentioned in the Bill of Entry are completely at variance with the actual nature of the goods. Therefore, the goods are also liable for confiscation under Section 111(m) of the Customs Act, 1962.

26.6 Since the goods were not correctly declared in the Bill of Entry and the import manifest/IGM in respect of the actual description and classification, the goods are also liable for confiscation under Section 111(f) and 111(l) of the Customs Act, 1962.

26.7 Accordingly, in the manner as discussed above and in contravention of Section 17(1), Section 46(4) and 46(4A) of the Customs Act, 1962, I find that the said acts of omission and commission on the part of the importer have made the imported goods under Bill of Entry No. 2112373 dated 12.02.2024 in 10 containers having declared assessed value of Rs. 1,29,17,212/- (Rupees One Crore Twenty Nine Lakh Seventeen Thousand Two Hundred and Twelve Only), liable for confiscation under Section 111(d), 111(f), 111(l) and 111(m) of the Customs Act, 1962.

27. IMPOSITION OF REDEMPTION FINE IN LIEU OF CONFISCATION UNDER SECTION 125 OF THE CUSTOMS ACT, 1962:

27.1 As the impugned goods have been held liable for confiscation under Sections 111(d), 111(f), 111(l) and 111(m) of the Customs Act, 1962, I now proceed to consider

whether an option to redeem the goods on payment of redemption fine under Section 125 of the Customs Act, 1962 should be given to the importer.

27.2 Section 125(1) of the Customs Act, 1962 reads as under:

"Section 125. Option to pay fine in lieu of confiscation.—

(1) Whenever confiscation of any goods is authorised by this Act, the officer adjudging it may, in the case of any goods, the importation or exportation whereof is prohibited under this Act or under any other law for the time being in force, and shall, in the case of any other goods, give to the owner of the goods ... an option to pay in lieu of confiscation such fine as the said officer thinks fit."

27.3 A plain reading of the above provision shows that imposition of redemption fine is an option in lieu of confiscation. It provides for an opportunity to the owner of confiscated goods for release of confiscated goods by paying redemption fine where there is no restriction on policy provision for domestic clearance. In the present case, the goods are restricted/prohibited in nature for the importer (non-STE) and have been imported in violation of Policy Condition No. 5 of Chapter 27 as well as the provisions of the Petroleum Act, 1934 and Petroleum Rules, 2002. Therefore, the goods are not fit for clearance for home consumption.

27.4 During the adjudication proceedings, M/s. Ocean Green Energy vide their letter dated 28.04.2026 have requested for permission to re-export the consignment, stating that they are willing to send the goods back to the supplier. They have also submitted that they do not wish to avail personal hearing and have requested the case to be decided on merits. As the importer has sought re-export of the goods, an option to re-export can be given to the Noticee, as the goods are not fit for clearance for home consumption due to non-fulfilment of import policy. I find that the goods once confiscated can be redeemed under Section 125 of the Customs Act, 1962. However, redemption is not a right but a discretion to be exercised by the Adjudication Authority.

27.5 I further observe that ordering confiscation without allowance for re-export would not serve any meaningful revenue purpose. Such a course would only result in unnecessary litigation and prolonged detention of containers at the port without yielding any revenue to the Government. The goods in question are not per se banned items; rather, their import is regulated and conditional. The confiscation ordered herein is thus a

legal consequence of non-fulfilment of statutory conditions and absence of requisite authorisation.

27.6 In view of the above discussion, I am of the considered view that the ends of justice would be met by allowing redemption of the subject goods for the limited purpose of re-export. Imposition of redemption fine along with penalty is sufficient to address the violation and convey a clear deterrent message to similarly placed importers. At the same time, this course ensures that the goods do not enter the domestic market in violation of statutory conditions. Therefore, exercising powers under Section 125 of the Customs Act, 1962, I deem it appropriate to allow the importer an option to redeem the goods for the limited purpose of re-export on payment of redemption fine under the provisions of Section 125 of the Customs Act, 1962.

28. Submission by Noticees regarding non-applicability of penalty under Section 112 and 114AA of the Customs Act, 1962.

I have carefully gone through all the facts of the case, the material evidence on record, the voluntary statements of all the Noticees recorded under Section 108 of the Customs Act, 1962, the test report of CRCL Vizag, and the written submissions made by the Noticees in response to the Show Cause Notice. Accordingly, I find that the submission of the Noticees that penalty under Section 112 and Section 114AA of the Customs Act, 1962 is not imposable upon them is factually incorrect, misleading and is a deliberate attempt to wriggle out of their liability established clearly by the material evidence on record and their own voluntary statements recorded under Section 108 of the Customs Act, 1962. The submissions of the Noticees are therefore devoid of any merit and are liable to be rejected. It would now be appropriate to lift the veil on the role of each Noticee individually and the same is being discussed and justified hereinafter noticee-wise.

DISCUSSION ON IMPOSITION OF PENALTIES ON NOTICEES

29. Penalty on M/s. Ocean Green Energy (Importer):

29.1 I find that M/s. Ocean Green Energy filed Bill of Entry No. 2112373 dated 12.02.2024 declaring the goods as "Mixed Hydrocarbon Oil" classifiable under CTH 27101990 (Free), whereas the goods on testing by CRCL, Vizag were found to be "Gas Oil" classifiable under CTH 27101941, which is a restricted item under Policy

Condition No. 5 of Chapter 27 of ITC(HS) and can be imported only by State Trading Enterprises (STEs). Hence, the imported goods covered under Bill of Entry No. 2112373 dated 12.02.2024 were mis-declared by the importer, M/s. Ocean Green Energy, with respect to description and classification, to circumvent the import policy.

29.2 M/s. Ocean Green Energy deliberately withheld key documents, including buyer-seller agreements, load port reports, surveyor reports, and export declarations, to prevent the identification of the goods. The mis-declared goods namely Gas Oil have been categorized as hazardous Class B petroleum products but were imported in unsafe Flexi bags, violating and compromising safety norms mandated by the Petroleum Rules, 2002. The malafide acts of M/s. Ocean Green Energy are confirmed from the fact that they accepted the findings of the lab tests conducted by CRCL, Vizag which confirmed the goods as Gas Oil. They have attempted to pass the responsibility for their malafide act of importing restricted goods onto the shoulders of the supplier, claiming that wrong goods were sent by mistake. However, no corroborative evidence such as purchase orders, buyer-seller agreements, email or chat correspondence with the supplier showing that they had ordered only "Mixed Hydrocarbon Oil" and had protested upon receiving wrong goods has been produced. This clearly suggests that the consignment was as per the orders placed by M/s. Ocean Green Energy and the claim of wrong delivery is merely an afterthought to escape penal liability. The illicit acts of M/s. Ocean Green Energy, which include mis-declaration, misclassification and illegal importation of restricted petroleum products, violate multiple provisions of the Customs Act, 1962, the Foreign Trade Policy and the Petroleum Act, 1934, for financial gain. The illicit import of the said restricted goods viz Gas Oil amounts to an act of smuggling as defined under Section 2(39) of the Customs Act, 1962. Thus, for their acts of omission and commission in the case, as borne out by the investigation, M/s. Ocean Green Energy have rendered themselves liable for penalty under the provisions of Section 112(a)(i) of the Customs Act, 1962.

I find that imposition of penalty under Section 112(a) and 112(b) simultaneously amounts to imposition of double penalty; therefore, I refrain from imposition of penalty under Section 112(b) of the Act.

Further, M/s. Ocean Green Energy knowingly and intentionally filed the Bill of Entry containing false and incorrect declarations in material particulars namely description and classification of goods, and further caused to be used fabricated invoices, packing lists and Chemical Analysis Report in support thereof, thereby

rendering themselves liable for penalty under Section 114AA of the Customs Act, 1962.

30. Penalty on Shri Jitin Bajaj, Partner of M/s. Ocean Green Energy:

30.1 Shri Jitin Bajaj has been found to be one of the active partners of the firm M/s. Ocean Green Energy, specifically looking after the sales of the firm. He was fully aware that the imported goods were a restricted commodity (Gas Oil) and intentionally mis-declared them as "Mixed Hydrocarbon Oil (MHO)" to bypass import restrictions imposed by the Customs Tariff and Foreign Trade Policy. In his voluntary statement dated 05.08.2024, Shri Jitin Bajaj accepted the test report of CRCL, Vizag and admitted that the correct classification of the goods in the consignment covered under BOE No. 2112373 dated 12.02.2024 is under CTH 27101941, i.e. Gas Oil. He, however, tried to shift the blame on the supplier, stating that wrong goods were sent by mistake. He failed to provide relevant supporting documents, including buyer-seller agreements, export declarations, or specific uses of the purported "Mixed Hydrocarbon Oil", and had protested upon receiving wrong goods. This suggests that the consignment was as per the orders placed by the importer and the claim of wrong delivery is merely an afterthought to escape penal liability.

30.2 As an active partner of the firm responsible for ensuring compliance, Shri Jitin Bajaj failed to declare the actual description, classification and applicable duty of the imported goods, thereby violating the provisions of Section 17(1), Section 46(4) and Section 46(4A) of the Customs Act, 1962. He failed to ensure compliance with licensing and safety requirements mandated for handling Class B petroleum products. He withheld vital documents and information during the investigation to prevent the identification of the true nature of the goods. As a key decision-maker, Shri Jitin Bajaj has knowingly engaged in acts that meet the definition of smuggling under Section 2(39) of the Customs Act, 1962, and has thereby rendered himself liable for penalty under the provisions of Section 112(a)(i) of the Customs Act, 1962.

I find that imposition of penalty under Section 112(a) and 112(b) simultaneously amounts to imposition of double penalty; therefore, I refrain from imposition of penalty under Section 112(b) of the Act.

Further, Shri Jitin Bajaj knowingly and intentionally filed the Bill of Entry containing false and incorrect declarations in material particulars namely description

and classification of goods, and further caused to be used fabricated invoices, packing lists and Chemical Analysis Report in support thereof, thereby rendering himself liable for penalty under Section 114AA of the Customs Act, 1962.

31. Penalty on Shri Manu Vora, Partner of M/s. Ocean Green Energy:

31.1 Shri Manu Vora is the other partner of M/s. Ocean Green Energy and has been found to be specifically looking after the purchase-related work of the firm. He is therefore a key and directly responsible entity for the illicit procurement and import of Gas Oil under the guise of "Mixed Hydrocarbon Oil (MHO)". As the partner in charge of purchases, he was the person who placed orders with the overseas supplier, M/s. Taurus International FZE, Dubai. The purchase function by its very nature involves knowledge of the product being ordered, its specifications, its price and its regulatory status. His claim that he was merely placing orders as per market demand communicated by clients cannot be accepted. A trader dealing in petroleum products over the course of approximately 60 consignments cannot be ignorant of the nature and regulatory status of the goods being repeatedly imported.

31.2 Shri Manu Vora failed to ensure compliance with licensing and safety requirements mandated for handling Class B petroleum products. Despite being the partner responsible for purchase, he did not insist on obtaining a Chemical Analysis Report or test report from the original manufacturer establishing the nature and specifications of the goods being ordered. He also failed to ensure that any buyer-seller agreement, refinery certificate or export declaration from the supplier country was obtained, which would have conclusively established the nature of the goods. His deliberate failure to obtain and provide these documents to the investigating authorities further substantiates the charge that the goods were knowingly ordered as Gas Oil and not as Mixed Hydrocarbon Oil. He thus appears to have been complicit in the entire modus operandi of importing restricted goods under a false declaration. The illicit import of Gas Oil in the manner described amounts to an act of smuggling under Section 2(39) of the Customs Act, 1962. Shri Manu Vora has thereby rendered himself liable for penalty under the provisions of Section 112(a)(i) of the Customs Act, 1962.

I find that imposition of penalty under Section 112(a) and 112(b) simultaneously amounts to imposition of double penalty; therefore, I refrain from imposition of penalty under Section 112(b) of the Act.

Further, Shri Manu Vora knowingly and intentionally caused to be filed the Bill of Entry containing false and incorrect declarations in material particulars namely description and classification of goods and further caused to be used fabricated invoices, packing lists and Chemical Analysis Report, in support thereof, thereby rendering himself liable for penalty under Section 114AA of the Customs Act, 1962.

32. Penalty on M/s. Shivam Clearing Agency (Mumbai) Pvt. Ltd., CB:

32.1 M/s. Shivam Clearing Agency (Mumbai) Pvt. Ltd., as the Customs Broker, filed the subject Bill of Entry using their license. Shri Ranjit Behera, Branch Manager of M/s. Shivam Clearing Agency (Mumbai) Pvt. Ltd., in his voluntary statement dated 09.08.2024, accepted that the goods identified by CRCL and the declaration made in the Bills of Entry are different, and agreed that the correct classification of the oil in the consignment covered under BOE No. 2112373 dated 12.02.2024 is under CTH 27101941. He, however, tried to shift the entire responsibility on the importer stating that the Bill of Entry was filed on the basis of documents and information provided by the importer, including the CTH already mentioned in the supplier's invoice. He further stated that the misdeclaration can be explained only by the importer and the supplier.

32.2 This defence is not acceptable. As a licensed Customs Broker, M/s. Shivam Clearing Agency (Mumbai) Pvt. Ltd. was duty bound under the Customs Brokers Licensing Regulations, 2018 to exercise due diligence, advise the client properly and ensure correctness of classification and compliance with the import policy. They failed to insist on a Chemical Analysis Report from a competent and recognized laboratory for such sensitive petroleum products. The CB's own Branch Manager admitted in his statement that no Chemical Analysis Report or test report was provided by the importer and that the classification was done solely on the basis of the CTH mentioned in the supplier's invoice. Relying blindly on a classification suggested in the supplier's own invoice — without any independent verification whatsoever — for a product falling in Chapter 27 which contains numerous restricted petroleum products, constitutes a grave failure of due diligence. They did not advise M/s. Ocean Green Energy to comply with the applicable laws under the Customs Act, 1962 and the Petroleum Act, 1934. In fact, M/s. Shivam Clearing Agency (Mumbai) Pvt. Ltd. submitted a fudged and fabricated Chemical Analysis Report provided by the overseas supplier along with the Bills of Entry in support of the goods misdeclared as Mixed Hydrocarbon Oil, thereby actively facilitating the mis-declaration of restricted Gas Oil as freely importable Mixed

Hydrocarbon Oil. Their conduct enabled the import of restricted petroleum products in unsafe Flexi bags, violating the Petroleum Act, 1934 and Customs Act, 1962. For their acts of omission and commission in the case, which amount to smuggling in accordance with Section 2(39) of the Customs Act, 1962, M/s. Shivam Clearing Agency (Mumbai) Pvt. Ltd. have rendered themselves liable for penalty under the provisions of Section 112(a)(i) of the Customs Act, 1962.

I find that imposition of penalty under Section 112(a) and 112(b) simultaneously amounts to imposition of double penalty; therefore, I refrain from imposition of penalty under Section 112(b) of the Act.

Further, M/s. Shivam Clearing Agency (Mumbai) Pvt. Ltd. knowingly and intentionally filed the Bill of Entry containing false and incorrect declarations in material particulars namely description and classification of goods, and further caused to be used fabricated invoices, packing lists and Chemical Analysis Reports in support thereof, thereby rendering themselves liable for penalty under Section 114AA of the Customs Act, 1962.

33. Penalty on Shri Ranjit Behera, Branch Manager of M/s. Shivam Clearing Agency (Mumbai) Pvt. Ltd.:

33.1 I find that Shri Ranjit Behera was working as the Branch Manager of M/s. Shivam Clearing Agency (Mumbai) Pvt. Ltd. at Mundra Port and was handling all customs clearance work on behalf of the CHA at Mundra Port. He, in his voluntary statement dated 09.08.2024, admitted that he had connected the clients M/s. Ocean Green Energy and M/s. Mahakali Eco Energy with M/s. Shivam Clearing Agency (Mumbai) Pvt. Ltd. and was handling the documentation and customs clearance work. He accepted that no Chemical Analysis Report or test report was provided by the importer and that the CTH was taken from the supplier's invoice. He accepted the test report of CRCL, Vizag and agreed that the correct classification of the goods in the consignment covered under BOE No. 2112373 dated 12.02.2024 is under CTH 27101941, and that the declaration in the Bill of Entry is incorrect and wrong. His defence that the Bill of Entry was filed on the basis of documents provided by the importer and that the mis-declaration can only be explained by the importer and the supplier is not acceptable.

33.2 Shri Ranjit Behera, as the Branch Manager responsible for documentation and customs clearance work at Mundra Port, was the key operational figure managing the clearance of the impugned consignment. He received the import documents from the importer, prepared the checklist, supervised the classification under CTH 27101990. Being a specialist in customs clearance at Mundra Port and having dealt with MHO consignments since November 2023, he had sufficient reason to believe that the goods declared as "Mixed Hydrocarbon Oil" under the freely importable category were actually restricted petroleum products. He failed to exercise due diligence in scrutinizing the import documents and in verifying the actual nature of the goods. He did not advise the importer against importing restricted commodities by way of misclassification and mis-declaration, nor did he bring the violation to the notice of the concerned Customs authority. By actively participating in the clearance of goods which he knew or had reason to believe were liable to confiscation under Section 111 of the Customs Act, 1962, Shri Ranjit Behera has rendered himself liable for penalty under Section 112(b)(i) of the Customs Act, 1962.

I find that imposition of penalty under Section 112(a) and 112(b) simultaneously amounts to imposition of double penalty; therefore, I refrain from imposition of penalty under Section 112(a) of the Act.

Further, Shri Ranjit Behera was actively involved in facilitating the filing of the Bill of Entry containing false and incorrect declarations in material particulars namely description and classification of goods, and further caused to be used fabricated invoices, packing lists and Chemical Analysis Reports in support thereof, thereby rendering themselves liable for penalty under Section 114AA of the Customs Act, 1962.

34. In view of the aforesaid discussions and findings, I pass the following order:

ORDER

34.1 Order for Classification, Confiscation and Redemption

- i. I order to reject the declared classification of the impugned goods i.e. 'Gas Oil' having total quantity 189.595 MTs mis-declared as 'Mixed Hydrocarbon Oil' under Customs Tariff Item 27101990 imported vide Bill of Entry No. 2112373

dated 12.02.2024 and order to re-classify the same under the Customs Tariff Item 27101941.

ii. I order to confiscate the impugned goods i.e. Gas Oil sought to be imported by **M/s. Ocean Green Energy**, in 10 containers pertaining to Bill of Entry No. 2112373 dated 12.02.2024, having declared value of **Rs. 1,29,17,212/- (Rupees One Crore Twenty Nine Lakh Seventeen Thousand Two Hundred and Twelve Only)** seized under Section 110 of the Customs Act, 1962, lying seized at Mundra Port under Sections 111(d), 111(f), 111(l) & 111(m) of the Customs Act, 1962. However, I give an option to the Importer to redeem the goods only for re-export purpose, upon payment of redemption fine of **Rs. 12,90,000/- (Rupees Twelve Lakh Ninety Thousand Only)** under the provisions of Section 125 of the Customs Act, 1962.

34.2 Penalty Under Section 112(a) and/or 112(b) of the Customs Act, 1962.

i. I impose a penalty of **Rs. 6,30,000/- (Rupees Six Lakh Thirty Thousand Only)** on **M/s. Ocean Green Energy**, under Section 112(a)(i) of the Customs Act, 1962. However, I do not impose penalty under Section 112(b) of the Customs Act, 1962, for the reasons discussed above.

ii. I impose a penalty of **Rs. 50,000/- (Rupees Fifty Thousand Only)** on **Shri Jitin Bajaj, Partner of M/s. Ocean Green Energy**, under Section 112(a)(i) of the Customs Act, 1962. However, I do not impose penalty under Section 112(b) of the Customs Act, 1962, for the reasons discussed above.

iii. I impose a penalty of **Rs. 25,000/- (Rupees Twenty Five Thousand Only)** on **Shri Manu Vora, Partner of M/s. Ocean Green Energy**, under Section 112(a)(i) of the Customs Act, 1962. However, I do not impose penalty under Section 112(b) of the Customs Act, 1962, for the reasons discussed above.

iv. I impose a penalty of **Rs. 25,000/- (Rupees Twenty Five Thousand Only)** on **M/s. Shivam Clearing Agency (Mumbai) Pvt. Ltd., Customs Broker**, under Section 112(a)(i) of the Customs Act, 1962. However, I do not impose penalty under Section 112(b) of the Customs Act, 1962, for the reasons discussed above.

v. I impose a penalty of **Rs. 10,000/- (Rupees Ten Thousand Only)** on **Shri Ranjit Behera, Branch Manager of M/s. Shivam Clearing Agency (Mumbai) Pvt. Ltd.**, under Section 112(b)(i) of the Customs Act, 1962. However, I do not impose penalty under Section 112(a) of the Customs Act, 1962, for the reasons discussed above.

34.3 Penalty Under Section 114AA of the Customs Act, 1962.

i. I impose a penalty of **Rs. 25,000/- (Rupees Twenty Five Thousand Only)** on **M/s. Ocean Green Energy**, under Section 114AA of the Customs Act, 1962.

ii. I impose a penalty of **Rs. 10,000/- (Rupees Ten Thousand Only)** on **Shri Jitin Bajaj, Partner of M/s. Ocean Green Energy**, under Section 114AA of the Customs Act, 1962.

iii. I impose a penalty of **Rs. 10,000/- (Rupees Ten Thousand Only)** on **Shri Manu Vora, Partner of M/s. Ocean Green Energy**, under Section 114AA of the Customs Act, 1962.

iv. I impose a penalty of **Rs. 10,000/- (Rupees Ten Thousand Only)** on **M/s. Shivam Clearing Agency (Mumbai) Pvt. Ltd., Customs Broker**, under Section 114AA of the Customs Act, 1962.

v. I impose a penalty of **Rs. 5,000/- (Rupees Five Thousand Only)** on **Shri Ranjit Behera, Branch Manager of M/s. Shivam Clearing Agency (Mumbai) Pvt. Ltd.**, under Section 114AA of the Customs Act, 1962.

35. This OIO is issued without prejudice to any other action that may be taken against the Noticees under the provisions of the Customs Act, 1962 or rules made thereunder or under any other law for the time being in force.

36. The Show Cause Notice issued vide F. No. VIII/48-06/ADJ/ADC/MCH/2024-25 dated 13.02.2025 is hereby disposed of on the above terms.

DIPAK ZALA

**ADDITIONAL COMMISSIONER OF CUSTOMS,
MUNDRA CUSTOMS HOUSE**

To,

- 1. M/s Ocean Green Energy, (IEC- AAHFO4390G)**
1st Floor, C-1053, Central Bazar, Varachha Road,
Opp.Varachha Police Station, Varachha, Surat, Gujarat, 395006
- 2. Shri Jitin Bajaj**
Partner of M/s Ocean Green Energy
B-4/1201, Celebrity Green, Near Happy Hallmark Shoppers,
Vesu, Surat, Gujarat-395007
- 3. Shri Manu Vora**
Partner of M/s Ocean Green Energy
1st Floor, C-1053, Central Bazar, Varachha Road, Opp.
Varachha Police Station, Varachha, Surat, Gujarat, 395006
- 4. M/s Shivam Clearing Agency (Mumbai) Pvt Ltd ,**
Address-1:Plot No 176 Ward 4A Adipur,
Kachchh Gujrat-370205

Address 2:Room No. 411, Sangharsh Sadan, FER Bandar,
Mumbai Maharashtra-400027
- 5. Shri Ranjit Behera,**
Branch Manager of M/s Shivam Clearing Agency (Mumbai) Pvt Ltd
Plot No 6A Siddharth Nagar,
Baroi, Kachchh Gujarat- 370421

Copy to:

1. The Deputy Director, Directorate of Revenue Intelligence, Noida
2. The Dy./Asstt. Commissioner (RRA/TRC), Customs House, Mundra.
3. The Dy./Asstt. Commissioner (EDI), Customs House, Mundra... (with the direction to upload on the official website immediately)
4. The Deputy/Assistant Commissioner of Customs, Group-I, Custom House, Mundra.