

	<p>OFFICE OF THE COMMISSIONER</p> <p>CUSTOM HOUSE, KANDLA</p> <p>NEAR BALAJI TEMPLE, NEW KANDLA</p> <p>Phone : 02836-271468/469 Fax: 02836-271467</p>
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DIN- 20250771ML0000555CEO		
A	File No.	GEN/ADJ/ADC/2289/2023-ADJN-O/o-Commr-Cus-Kandla
B	Order-in-Original No.	KND-CUSTM-000-COM-07-2025-26
C	Passed by	M. Ram Mohan Rao, Commissioner of Customs, Custom House, Kandla.
D	Date of Order	30.06.2025
E	Date of Issue	02.07.2025
F	SCN No. & Date	GEN/ADJ/ADC/2289/2023-ADJN dated 29.12.2023
G	Noticee / Party / Importer / Exporter	M/s. Glentech Industries Pvt. Ltd and others

1. This Order-in-Original is granted to the concerned free of charge.
2. Any person aggrieved by this Order - in - Original may file an appeal under Section 129 A (1) (a) of Customs Act, 1962 read with Rule 6 (1) of the Customs (Appeals) Rules, 1982 in quadruplicate in Form C. A. -3 to:

Customs Excise & ServiceTax Appellate Tribunal, West Zonal Bench,
2nd Floor, Bahumali Bhavan Asarwa,
Nr. Girdhar Nagar Bridge, Girdhar Nagar, Ahmedabad-380004
3. Appeal shall be filed within three months from the date of communication of this order.
4. Appeal should be accompanied by a fee of Rs.1000/- in cases where duty, interest, fine or penalty demanded is Rs. 5 lakh (Rupees Five lakh) or less, Rs. 5000/- in cases where duty, interest, fine or penalty demanded is more than Rs. 5 lakh (Rupees Five lakh) but less than Rs.50 lakh (Rupees Fifty lakhs) and Rs. 10,000/- in cases where duty, interest, fine or penalty demanded is more than Rs. 50 lakhs (Rupees Fifty lakhs). This fee shall be paid through Bank Draft in favour of the Assistant Registrar of the bench of the Tribunal drawn on a branch of any nationalized bank located at the place where the Bench is situated.
5. The appeal should bear Court Fee Stamp of Rs.5/- under Court Fee Act whereas the copy of this order attached with the appeal should bear a Court Fee stamp of Rs.0.50 (Fifty paise only) as prescribed under Schedule-I, Item 6 of the Court Fees Act, 1870.
6. Proof of payment of duty/fine/penalty etc. should be attached with the appeal memo.
7. While submitting the appeal, the Customs (Appeals) Rules, 1982 and the CESTAT (Procedure) Rules, 1982 should be adhered to in all respects.
8. An appeal against this order shall lie before the Appellate Authority on payment of 7.5% of the duty demanded wise duty or duty and penalty are in dispute, or penalty wise if penalty alone is in dispute.

Brief Facts of the Case:

The information gathered by the Directorate of Revenue Intelligence(referred as 'DRI' hereinafter) indicated that M/s. Tata International Limited, Office No. 11, Ground Floor, Plot No. 40, Sector 8, Gandhidham, Kachchh-370201 (IEC 388024291), (herein after referred as 'M/s TIL' for sake of brevity), have imported 20300 MTs goods consisting of 75% RBD Palm Olein (i.e. Refined Bleached and Deodorised Palm Olein) by mis-declaring the same as "Crude Palm Oil (Edible Grade) in Bulk" (herein after referred to as 'CPO') in the vessel "MT-Distyia Pushti", at Deendayal Port, Kandla with intent to evade Customs duty. The intelligence also indicated that a Singapore based trading entity M/s. Glentech Ventures PTE Ltd. Singapore(referred as 'M/s. GVPL' hereinafter) (Indian sister concern -M/s. Glentech Industries Private Limited(referred as 'M/s. GIPL')),whose operations were managed by Shri Sudhanshu Agarwal and was looking into purchase of the said cargo from Indonesian Mill Owners and sell to M/s. TIWA, UAE(referred as 'M/s. TIWA' hereinafter) who in turn would sell the consignment to its Indian Counterpart/sister concern M/s. TIL, India. It was also gathered that Master of the vessel along with the Chief Officer of the vessel had manipulated the documents related to the said consignment on the vessel for mis-declaration of the goods.

2. Acting on the said intelligence, the vessel "MT-Distyia Pushti" was boarded by the Officers of DRI, Gandhidham Regional Unit along with officers of Customs House, Kandla and Chemical Examiner, CRCL, Kandla under Panchnama dated 02/03.01.2022 [**RUD No. 01**]. During the course of search/rummaging of the vessel, various documents such as (1) Pre cargo meeting documents, (2) Manifest, (3) Mate receipt, (4) Tanker Bill of Lading at Port of Kuala Tanjung, Indonesia, (6) Statement of the Facts, (7) Notice of readiness, (8) Letter of Protest showing 69 MTs shortage of loaded RBD Palm Olein, (9) Testing and sampling reports were taken and placed in a file marked as "Made up file containing e-mail printouts and print outs of ledgers, Pro-forma Invoices, Sales Contract etc." and the same were retrieved along with other documents, as mentioned in the Panchnama dated 02/ 03.01.2021.

2.1 Shri Bhaskar, Master of the Vessel "MT-Distyia Pushti" also provided the STORAGE plan of the vessel and informed that there were 16 Tanks for storage of the cargo in the Vessel. Out of the 16 tanks only 15 were loaded with cargo having quantity around 20300 MT and one tank was empty. During the course of Panchnama, printouts of documents/files available in computer system installed in ship's office were taken. During scrutiny of the files available in the ship's office of the vessel, two documents namely pre cargo meeting for Dumai Port, Indonesia and Kuala Tanjung port, Indonesia which were containing description of cargo as CPO and RBD Palmolein & PFAD respectively were found. Shri Jyotiyana Kulmohit, Chief Officer of the vessel MT Distya Pushti confirmed that the said documents pertained to the cargo loaded on the vessel. During search, the Master of the vessel, Shri Bhaskar informed that their management team of M/s. Phelix Shipping Ventures Pvt. Ltd had directed them not to disclose the actual load port documents to anyone. During the course of rummaging, a sealed packet was found in the cabin of the Chief Officer who stated that the said packet contained the actual load port documents having correct description and other particulars. The said envelope was marked as "VOY-07/2021, DUMAI & KUALA TANJUNG, CPO, RBD & PFAD, NOT TO BE USED, FOR REFERENCE ONLY". The documents contained in the said sealed packet were having description of goods as CPO for Dumai Port and RBD Palm

Olein & PFAD for Kuala Tanjung port. The documents contained in the sealed packet were placed in a made-up file marked as Made-Up File-2.

2.2 The DRI and Customs officers again boarded the vessel 'MT-Distya Pushti' and examined the cargo in the presence of master of the vessel and others under Panchnama dated 03/04.01.2022 [**RUD No. 02**] to draw representative samples from each of the 15 tanks in triplicate in which the cargo imported by M/s. TIL., had been stored. During Panchnama total 45 representative samples (03 from each tank) from 15 tanks were drawn and sealed with CUSTOM lac seal.

2.3 Another simultaneous search was carried out by DRI officers on 02.01.2022 under running Panchnama dated 02.01.2022 [**RUD No.03**] at the residence premises of Shri Sudhanshu Agarwal situated at House No. 801, Earth Court-1, Jaypee Greens, Greater Noida, GautamBudh Nagar - 201308 (UP) and office premises of M/s. GIPL, situated at No. 508, 5th Floor, Wegmans Business Park, Plot No. 3, Sector-Knowledge Park-III, SurajpurKasna Main Road, Greater Noida, Gautam Budh Nagar-201308 (UP). During the course of search, various documents as mentioned in the Panchnama were withdrawn for further investigation.

2.4 During Panchnama proceeding Shri Sudhanshu Agarwal informed that he looks after the work of four companies namely M/s. GIPL (engaged in trading of Mentha Oil and Palm Oil), M/s. GVPL (engaged in facilitating activity related to charter vessel to M/s. TIL), M/s. Glentech Global Ltd. and M/s. Pt Glentech Global Resources, Indonesia.

2.5 Another simultaneous search was carried out by DRI officers on 03.01.2022 under Panchnama dated 03.01.2022 [**RUD No.04**] at the office premises of M/s. Midas Tankers Pvt. Ltd & M/s. Phelix Shipping Ventures Pvt. Ltd., both situated at 617, the Great Eastern Galleria, Nerul Sector 4, Navi Mumbai 400706. During the Panchnama proceedings the e-mail id accounts@phelixship.com in respect of the office correspondence of M/s. Midas Tankers Pvt. Ltd was opened and print outs of certain emails were taken and placed in two made up files.

2.5.1 During the Panchnama proceedings, on being inquired about the documents viz. Bill of Lading and other shipping documents, Shri Sanjay Ganpat Shedekar informed that the same are available at the premises of M/s. Phelix Shipping Ventures Pvt Ltd., situated at 207 of The Great Eastern Galleria. The premises of M/s. Phelix Shipping Ventures Pvt. Ltd., situated at 207 of The Great Eastern Galleria were also searched. During the Panchnama proceedings, printouts relevant to the inquiry were taken from the mail id: technical@phelixships.com. During the Panchnama, printouts relevant to the inquiry were taken out from the mail id operations@midasship.com and the same were resumed under Panchnama dated 03.01.2022.

2.6 TESTING OF SAMPLES:

2.6.1 The said vessel contained 15 tanks of imported goods. The samples from each tank were systematically drawn under above Panchnama dated 03/04.01.2022. These samples along with the samples handed over by the

captain of the vessel 'MT Distya Pushti', during his statement dated 02/03.01.2022 were sent to CRCL, Vadodara for testing. After analysis of the samples, test reports No. RCL/2242 to RCL/2260 of samples were submitted by the Chemical Examiner. **[RUD No. 05]**.

2.6.2 On perusal of the test report of the sample "Slop P" **[RUD No. 06]**, which was handed over by the Captain of the vessel during his statement dated 02/03.01.2022, describing the same as "PFAD", it appears that the goods have the characteristics of Palm Fatty Acid Distillate (PFAD). The parameters are as under: -

- | | |
|--------------------------------|----------------|
| 1. Moisture content | = 0.05% |
| 2. Saponification value | = 200.6 |
| 3. Iodine Value | = 52.7 |
| 4. Acid Value | = 208.5 |
| 5. Free Fatty Acid | = 95.1% |
| (As Palmitic Acid) | |

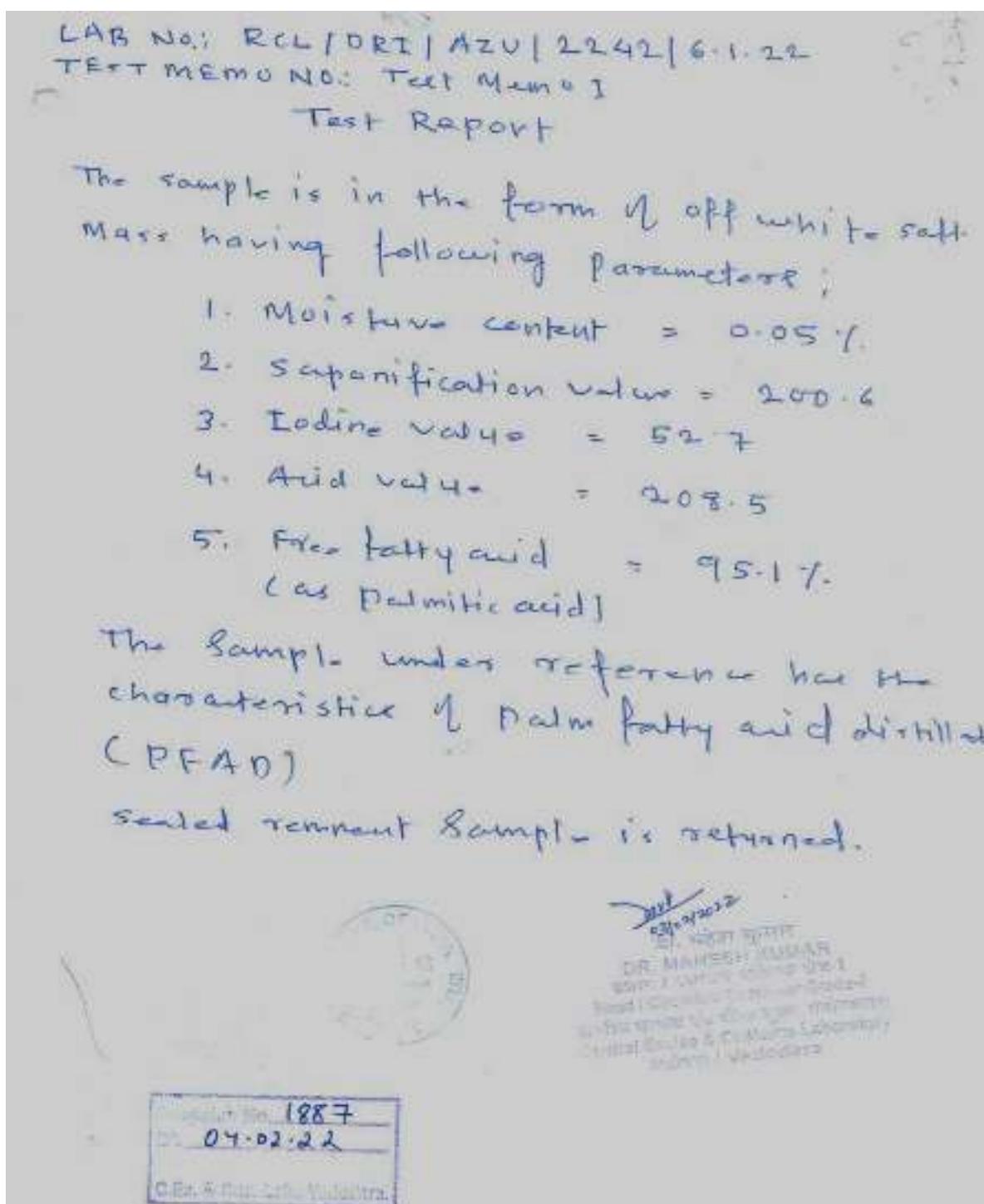


Image1: Scanned image of Test Report issued by CRCL Vadodara.

Perusal of the above test report confirms that PFAD was loaded on the vessel at load port.

2.6.3 Similarly, on perusal of the test report of the sample “7P” [RUD No. 07], which was handed over by the captain of the vessel during his statement dated 02/03.01.2022, describing the same as “RBD”, it appears that the goods meet the requirement of RBD Palmolein. The scanned image of the above said test report is reproduced herein below:



DLR No.: TC344219000001711F
Lab.No. RCL/DRI/AZU/2244

REPORT OF LABORATORY ANALYSIS

Date: 04.02.2022

Report of Laboratory Analysis

Discipline: Chemical Testing

Group: Oil & Fats

Test Report No.: RCL/DRI/AZU/2244

Date of Issue: 04.02.2022

Part A: Particular of sample

Sample submitted by : IO, DRI/AZU

Your ref:-DRI/AZU/GI-02/INT-22/2021

Address: DRI/AZU

Sample Drawn by: Customer

Sample described as: Crude Palm Oil

Mark Sample No.: 7P

Colour & form of sample: Pale yellow turbid oily liquid **Date of Receipt:** 06.01.2022

Report of Laboratory Analysis:

The sample is in the form of pale yellow turbid oily liquid. It is free from sediments, suspended and other foreign matter, separated water, added colouring and flavouring substances.

S. No	Quality Parameters	Unit	Prescribed standards as per (a) provisions of the FSS Act, Rules and Regulations &	Test Results	Test Method
1	Refractive Index at 40°C	-	1.4550-1.4610	1.4551	FSSAI Manual of Methods of Analysis Food Year 2016 (Oil and Fats), M - 5.0 /IS-548(P-I)-1964 M-10
2	Saponification value	-	195-205	197.1	FSSAI Manual of Methods of Analysis Food Year 2016 (Oil and Fats), M - 9.0 /IS-548(P-I)-1964 M-15
3	Iodine value (Wij's method)	-	54-62	58.79	FSSAI Manual of Methods of Analysis Food Year 2016 (Oil and Fats), M - 12.0 /IS-548(P-I)-1964 M-14
4	Unsaponifiable matter	%	Not more than 1.2	0.60	FSSAI Manual of Methods of Analysis Food Year 2016 (Oil and Fats), M - 10.0 /IS-548(P-I)-1964 M-8
5	Acid Value, max	-	Not more than 0.6	0.21	IS-548(P-I)-1964 M-7
6	Free Fatty Acid as Palmitic acid	%	-	0.10	FSSAI Manual of Methods of Analysis Food Year 2016 (Oil and Fats), M - 11.5

Handwritten signature and date: 04/02/2022
 ON, RAJESH KUMAR
 Deputy Commissioner, GST-1
 Kandla
 Central Excise & Customs Laboratory
 Department of Revenue, Ministry of Finance
 Government of India

U.I.R No.: TCS4421900001711F

Lab.No. RCL/DR/A/Z/U/2244

Date: 04.02.2022

7	Test for Mineral oil	-	Negative	Negative	FSSAI Manual of Methods of Analysis Food Year 2016 (Oil and Fats), M-28.0/IS-548(P-II)-1964
8	Test for Argemone oil	-	Negative	Negative	FSSAI Manual of Methods of Analysis Food Year 2016 (Oil and Fats), M - 30/IS-548(P-II)-1964
9	Test for Rancidity	-	Negative	Negative	FSSAI Manual of Methods of Analysis Food Year 2016 (Oil and Fats), M-37.0/IS-548(P-II)-1964
10	Cloud Point	^o C	Not more than 18	10	FSSAI Manual of Methods of Analysis Food Year 2016 (Oil and Fats), M-17.0
11	Carotenoids	mg/kg	-	Below detectable limits	FSSAI Manual of Methods of Analysis Food Year 2016 (Oil and Fats), M - 36
12	Moisture & insoluble impurities, max	% by mass	0.25	0.09	FSSAI Manual of Methods of Analysis Food Year 2016 (Oil and Fats), M - 3.0 /IS-548(P-I)-1964 M-5&6

Opinion: Above analyzed parameters reveals that the sample u/r meets the requirement of RBD Palmolein as per the standards laid down under regulation 2.2.1 (16) of food safety and standards (food products standards and food additives) Regulation, 2011 and provision of food safety and standards act 2006.

Sealed remnant sample returned herewith.

Note 1. Tested Sample(s) not drawn by the laboratory.

2. Test results relate to the submitted sample(s) only.

3. Test report shall not be reproduced except in full, without written approval of the laboratory.



(Signature)
 (Dr. MAHESH KUMAR)
 Head/Chemical Examiner Gr. I
 Central Excise & Customs Laboratory,
 Vadodara

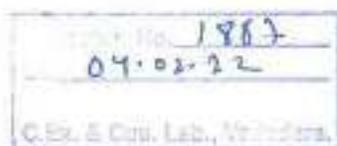


Image2: Scanned Image of Test Report issued by Head/ Chemical Examiner, C.Ex. & Customs Laboratory, Vadodara

As per the opinion offered in the aforementioned test report submitted by the Head/ Chemical Examiner, C.Ex. & Customs Laboratory i.r.o. sample "7P", reveals that *"the sample meets the requirement of RBD Palmolein"*. Perusal of the above test report confirms that the sample meets the requirement of RBD Palmolein and accordingly it appears that the RBD Palmolein was loaded on the vessel at load port.

2.6.4 The samples of the goods imported by declaring the same as CPO were drawn under Panchnama dated 03/04.01.2022. As per the opinion offered by the Head/ Chemical Examiner, C.Ex., & Customs Laboratory Vadodara in the test report of the sample "7S/S-1" [RUD No. 08], *"the sample does not meet the requirement of Crude Palm Oil & Palm Oil (Raw)"*. It is further submitted that the *"Carotenoids content in the sample is below the limit; Palm Oil normally contains 500-700 ppm carotenoids. In view of the above it is concluded that*

sample u/r is an admixture of Crude Palm Oil, Palmolein and other palm based oil”.

It is pertinent to mention here that the same opinion was offered by the Head/ Chemical Examiner, CRCL in respect of other samples drawn from the respective 15 tanks under Panchnama dated 03/04.01.2022.

Therefore, it is safe to conclude that all the samples are admixture of Crude Palm Oil, Palmolein and other palm-based oil in the test report. For better comprehension, the scanned image of one of the test reports is reproduced below:



REPORT OF LABORATORY ANALYSIS
 ULR No.: TC844219000001695 F
 Lab.No. RCL/DRI/AZU/ 2246
 Date: 02.02.2022

Report of Laboratory Analysis
Discipline: Chemical Testing
Group: Oil & Fats
Test Report No.: RCL/DRI/AZU/ 2246
Part A: Particular of sample
Sample submitted by: IO, DRI/AZU
Address: DRI/AZU
Sample described as: Crude Palm Oil
Colour & form of sample: Reddish Orange oily liquid
Report of Laboratory Analysis:
 The sample is in the form of reddish orange oily liquid.

Date of Issue: 02.02.2022
Your ref:- DRI/AZU/GI-02/INT-22/2021
Sample Drawn by: Customer
Mark Sample No.:- 7S/S-1
Date of Receipt: 06.01.2022

S. No	Quality Parameters	Unit	Prescribed standards as per (a) provisions of the FSS Act, Rules and Regulations & IS-8323-2018	Test Results	Test Method
1	Moisture & insoluble impurities, max	% by mass	0.25	0.06	FSSAI Manual of Methods of Analysis Food Year 2016 (Oil and Fats), M - 3.0 /IS-548(P-I)-1964 M-5&6
2	Refractive Index at 50°C	-	1.4491-1.4532	1.4547	FSSAI Manual of Methods of Analysis Food Year 2016 (Oil and Fats), M - 5.0 /IS-548(P-I)-1964 M-10
3	Saponification value	-	195-205	197.0	FSSAI Manual of Methods of Analysis Food Year 2016 (Oil and Fats), M - 9.0 /IS-548(P-I)-1964 M-15
4	Iodine value (Wij's method)	-	45-56	57.3	FSSAI Manual of Methods of Analysis Food Year 2016 (Oil and Fats), M - 12.0/IS-548(P-I)-1964 M-14
5	Unsaponifiable matter	%	Not more than 1.2	0.90	FSSAI Manual of Methods of Analysis Food Year 2016 (Oil and Fats), M - 13.0/IS-548(P-I)-1964 M-8
6	Acid Value, max	-	Not more than 10.0	5.72	IS-548(P-I)-1964 M-7
7	Free Fatty Acid as Palmitic acid	%	Not more than 10.0	2.61	FSSAI Manual of Methods of Analysis Food Year 2016 (Oil and Fats), M - 11.8

MVP
 07/02/2022
 02/02/2022
 02/02/2022

ULR No.: TC84421900001695F
Lab.No. RCL/DRE/AZU/7246

Date: 02.02.2023

8	Test for Mineral oil	-	Negative	Negative	FSSAI Manual of Methods of Analysis Food Year 2016 (Oil and Fats), M-28.0/IS-548(P-II)-1964
9	Test for Argemone oil	-	Negative	Negative	FSSAI Manual of Methods of Analysis Food Year 2016 (Oil and Fats), M-30/IS-548(P-II)-1964
10	Test for Rancidity	-	Negative	Negative	FSSAI Manual of Methods of Analysis Food Year 2016 (Oil and Fats), M-37.0/IS-548(P-II)-1964
11	Melting Point	°C	Not more than 39.0	35.0	FSSAI Manual of Methods of Analysis Food Year 2016 (Oil and Fats), M-8.0/IS-548(P-I)-1964 M-9
12	Cloud Point	°C	---	14.0	FSSAI Manual of Methods of Analysis Food Year 2016 (Oil and Fats), M-17.0
13	Carotenoids	mg/kg	500-700 Ref. Bailey's Industrial Oil and Fat Products, Vol. 2	196.3	FSSAI Manual of Methods of Analysis Food Year 2016 (Oil and Fats), M-36
14	Deterioration of Bleachability Index (DOBI)	-	1.68-2.30 - Poor grade 2.31 - 2.92 - Fair grade 2.93-3.24 - Good grade >3.24 - Excellent grade	0.57	ISO-17932:2011(EN)

Opinion: Above analysed parameters reveals that the sample u/r does not meet the requirement of Crude Palm Oil & Palm Oil (Raw) as per norms under the regulation 2.2.1 (16) of food safety and standards (food products and food additive) Regulation, 2011 and provision of food safety and standards act 2006 and rules made there under & IS-8323-2018 respectively.

2. Carotenoids content in the sample u/r is below the limit. However, crude palm oil normally contains 500-700 ppm carotenoids (Ref. Bailey's Industrial Oil and Fat Products, Vol.2 page 340).

In view of the above, it is concluded that sample u/r is an admixture of Crude Palm Oil, Palmolein and other palm based oil.

Sealed remnant sample returned herewith.

Note 1. Tested Sample(s) not drawn by the laboratory.

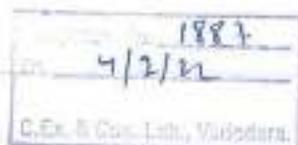
2. Test results relate to the submitted sample(s) only.

3. Test report shall not be reproduced except in full, without written approval of the laboratory.



"End of Report"

(Dr. MAHESH KUMAR)
Head/Chemical Examiner Gr. I
Central Excise & Customs Laboratory,
Vadodara
Central Excise & Customs Laboratory
Vadodara



2 | Page

Image3: - Scanned image of one of test reports given by Head/ Chemical Examiner Gr.I, C.Ex. & Customs, Vadodara.(remaining all reports attached in RUDs)

The perusal of the test reports suggest that the goods imported by M/s. TIL, by declaring the same as Crude Palm Oil, do not conform to the parameters of Crude Palm Oil & Palm Oil (raw), but is an admixture of Crude Palm Oil, Palmolein and other palm based oil. The test reports of other samples drawn under Panchnama dated 03/04.01.2022 confirms that in all the samples, the Carotenoid content is below the limit. Thus, from the test reports, it appears that M/s. TIL have mis-declared the goods imported by them as Crude Palm Oil.

2.6.5 From the test reports as discussed hereinabove, it appears that the goods imported by M/s. TIL by declaring the same as Crude Palm Oil do not possess the characteristics of Crude Palm Oil, but, is an admixture of Crude Palm Oil, Palmolein and other palm based oil. On the contrary, from the test report of samples handed over by the Captain of the vessel, it appears that RBD and PFAD were also loaded on the vessel at load ports. Thus, it appears that the goods imported by M/s. TIL is not Crude Palm Oil but is an admixture of Crude Palm Oil, Palmolein and other palm-based oil, but, in order to escape from the payment of duties at higher rates, M/s. TIL have knowingly declared the goods as CPO.

2.7. Filing of Bills of Entry:

2.7.1 M/s. TIL filed 83 Bills of Entry all dated 16.12.2021. On perusal of the details of Bills of Entry it appears that M/s. TIL have filed above Bills of Entry by declaring the goods as "CRUDE PALM OIL (EDIBLE GRADE) IN BULK" and have classified the product under CTH 15111000. The declared quantity is 20300.234 MT and assessable value was Rs. 203,84,62,207/-.

2.8 Seizure and Provisional Release of imported goods vide 'MT Distya Pushti':

2.8.1 The evidences/documents, gathered/recovered during Panchnama dated 02/03.01.2022, prima-facie suggest that 4999.869 MT CPO was loaded from Dumai Port, Indonesia and 15000.225 MT Refined Bleached Deodorised Palmolein (RBD Palmolein) and 300.140 MT Palm Fatty Acid Distillate (PFAD) were loaded from Kuala Tanjung Port, Indonesia on the said vessel "MT Distya Pushti".

The preliminary investigation revealed that blending of the above goods was done on the vessel during its voyage from Kuala Tanjung Port, Indonesia to Kandla Port, India in the ratio of 24.7% CPO, 74.1% RBD and 1.2% PFAD.

2.8.2 Thus, it appeared that the importer M/s. TIL have mis-declared the goods as "Crude Palm Oil (Edible Grade) and imported by classifying the same under CTH 15111000. However, on preliminary investigation, it appeared that the goods imported by M/s. TIL fall under CTH 15119090 and not under 15111000. Thus, it appeared that the goods imported by M/s. TIL, imported vide 83 Bills of Entry, by mis-declaring the same as CPO were in contravention of provisions of the Customs Act, 1962 and therefore rendered the goods (non-seized- cleared) in past liable for confiscation under Section 111 of the Customs Act, 1962. Further, the said vessel MT Distya Pushti (IMO No. 9179127), which was used for transportation of the said mis-declared cargo also became liable for confiscation under the provisions of Section 115(2) of the Customs Act, 1962. Therefore, the said 20300.234 MT goods, having declared assessable value of Rs. 203,84,62,207/-, imported by M/s. TIL, under the said 83 Bills of Entry and also the vessel MT Distya Pushti, having insured value of Rs. 57,35,40,000/- were placed under seizure under Section 110(1) of the Customs Act, 1962, vide Seizure Memo F. No. CUS/SIIB/FUP/1/2022-SIIB-O/o Commr-Cus-Kandla dated 14.01.2022, issued by the Preventive Officer, Custom House, Kandla.

2.8.3 The goods imported and seized under Panchnama dated 02/03.01.2022 under section 110 of the Customs Act, 1962 were provisionally released on execution of PD Bond of an amount of Rs. 206,73,59,038/- and Bank Guarantee of an amount of Rs. 20,67,35,904/- on the request of the importer M/s. TIL, vide letter F. No. CUS/SIIB/FUP/1/2022-SIIB-O/o Commr-Cus-Kandla dated 03.02.2022.

2.9. SCRUTINY OF DOCUMENTS/RECORDS:

During investigation searches were conducted at various premises and statements of various persons were recorded. During searches incriminating documents were recovered/retrieved. During recording of statements also some documents were produced. The scrutiny of the records/documents revealed that the importer had imported 15000 MT RBD, 5000 MT CPO and 300 MT PFAD, which were procured/purchased from the suppliers in Indonesia. The scrutiny of relevant documents is discussed here in below: -

2.9.1 SCRUTINY OF DOCUMENTS RESUMED FROM THE OFFICE PREMISES OF M/S. GLENTECH INDUSTRIES PVT. LTD:

The office premises of M/s. GIPL, 508, 5th Floor, Wegmans Business Park, Plot No. 3, Knowledge Park-III, Greater Noida, UP was searched under Panchnama dated 02.01.2022 and documents as mentioned in the Panchnama were resumed. These documents contained purchase and sales invoices and various other documents such as COO certificates etc.

SCRUTINY OF INVOICES

2.9.1.2 File marked at Sr. No. 7 of the Annexure-A to the above Panchnama dated 02.01.2022 [**RUD NO.3**] contains documents pertaining to purchase of imported goods in Indonesia. M/s. TIWA had purchased 4999.868 MT CPO, 15000 MT RBD and 300 MT PFAD in Indonesia. The details of the few invoices is as under: -

2.9.1.3 Page No. 85 of the above mentioned file is an invoice bearing No. CPO/I/004 showing purchase of 2499.869 MT Crude Palm Oil (Edible Grade) in Bulk. The above goods were purchased by M/s. GVPL, Singapore from M/s. PT. Kharisma Pemasaran Bersama Nusantara, Indonesia (referred as 'M/s. KPBN' hereinafter) for USD 3294827.34. For better comprehension, the scanned image of the above invoice is reproduced below:-

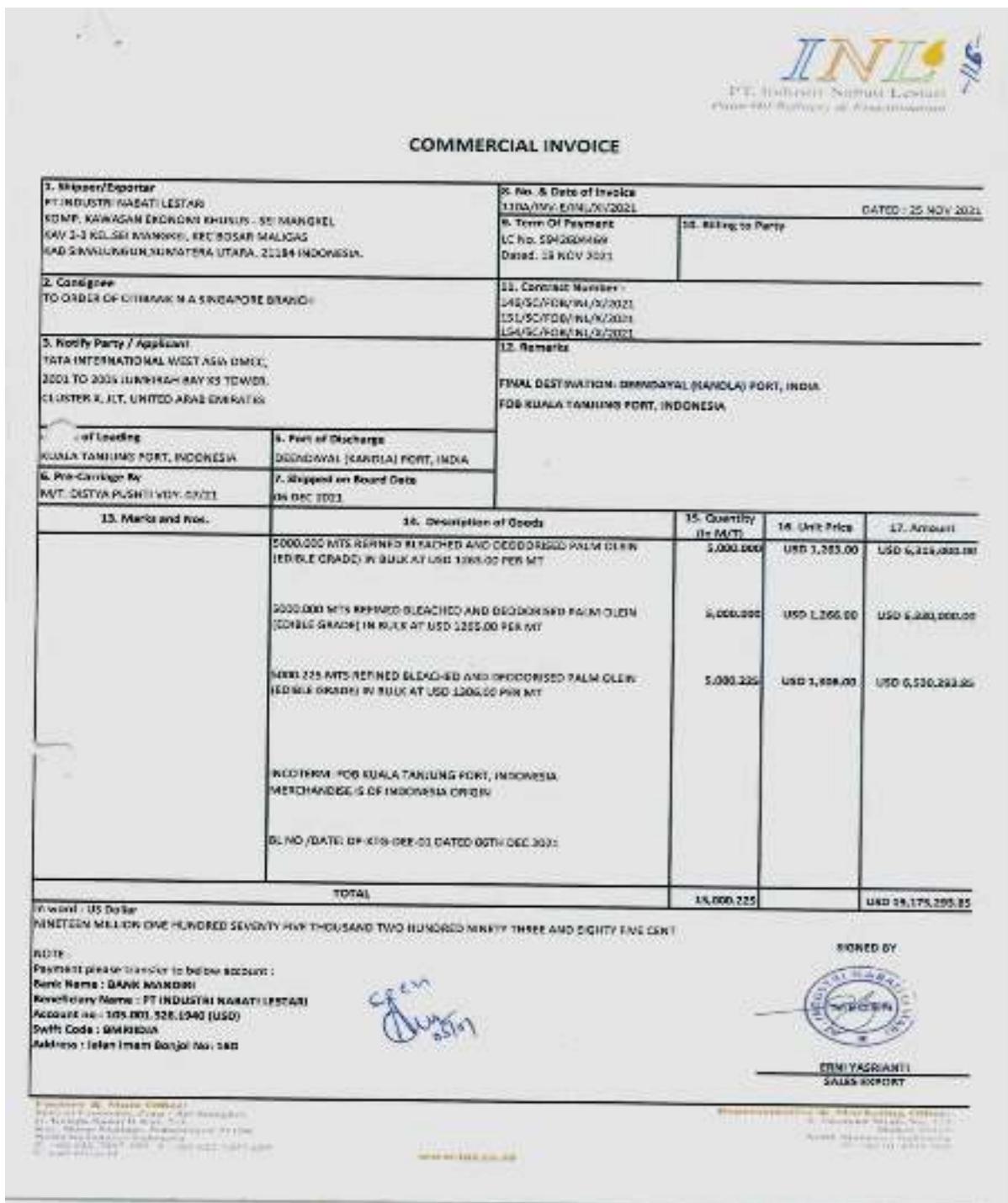


Image5: Scanned copy of the invoice No. 110A/INV-E/INL/XI/2021 dated 25.11.2021, showing purchase of 15000.225 MT Refined Bleached and Deodorised Palm Olein (Edible Grade) in Bulk.

From the above invoice, it can be seen that 15000.225 MT Refined Bleached and Deodorised Palm Olein (Edible Grade) in Bulk were purchased by M/s. TIWA from M/s. INL, Indonesia for USD 19175293.85. It is pertinent to mention here that in the present case, the importer M/s. TIL had purchased the goods from M/s. TIWA.

2.9.1.7 Similarly, Page No. 115 of the above mentioned file is an invoice No. 110B/INV-E/INL/XI/2021 dated 25.11.2021, showing purchase of 250 MT Palm Fatty Acid Distillate in Bulk. The above goods were purchased by M/s. TIWA from M/s. INL, Indonesia for USD 294000. The scanned image of the above invoice is reproduced below: -



COMMERCIAL INVOICE

1. Shipper/Exporter PT. INDUSTRI NABATI LESTARI KAWASAN EKONOMI KHUSUS DE RANGKEDI KAWASAN KEL. SE. RAMOH, KEC. BOGOR MAJUSAS KAB. SIMALUNGUR, SUMATERA UTARA, 21194 - INDONESIA		8. No. & Date of Invoice 110B/INV-E/INL/XI/2021 DATED: 25 NOV 2021		
2. Consignee PT. TIWA DE ITIBANK N.A. SINGAPORE BRANCH		9. Term of Payment LC No. 554760488 Dated: 10 NOV 2021	10. Billing to Party	
3. Notify Party / Applicant: TATA INTERNATIONAL WEST ASIA DMCC, UNIT 10 205, EMIRAH RAJ AL ZAWAR, CLUSTER 3, (LT), UNITED ARAB EMIRATES		11. Contract Number(s) 169/21/PC/091/01/2021 169/21/PC/091/01/2021		
4. Port of Loading KUALA TANGUNG PORT, INDONESIA		5. Port of Discharge BENDAYAI (KANDLA) PORT, INDIA		
6. Pre-Carriage By SAT. CUSTYAFUSUBI NOV. 09/21		7. Shipped on Board Date 05 DEC 2021		
12. Remarks FINAL DESTINATION: BENDAYAI (KANDLA) PORT, INDIA. FOB KUALA TANGUNG PORT, INDONESIA				
13. Marks and Nos.	14. Description of Goods	16. Quantity (In MT)	15. Unit Price	17. Amount
	250.000 MTS PALM FATTY ACID DISTILLATE (PFA) IN BULK AT USD 1160.00 PER MT	250.00	USD 1,181.00	USD 295,250.00
	50.000 MTS PALM FATTY ACID DISTILLATE (PFA) IN BULK AT USD 1156.00 PER MT	50.00	USD 1,156.00	USD 57,800.00
INCOTERM: FOB KUALA TANGUNG PORT, INDONESIA MERCHANDISE IS OF INDONESIA ORIGIN B/L NO/DATE OF B/L: DCE-02 DATED 05TH DEC 2021				
TOTAL		300.00		USD 353,050.00
In words: 1/3 Dollar TWO HUNDRED NINETY FIVE THOUSAND ONLY				
NOTE: Payment please transfer to below account: Bank Name: BANK MANDIRI Beneficiary Name: PT. INDUSTRI NABATI LESTARI Account No: 105.000.325.3940 (USD) Swift Code: BMSBID3A Address: Jalan Imam Bonjol No. 16D			SIGNED BY   HIMPUNAN SALES ORDER	

Image6: - Scanned copy of invoice No. 110B/INV-E/INL/XI/2021 dated 25.11.2021, showing purchase of 250 MT Palm Fatty Acid Distillate in Bulk.

From the above invoice, it can be seen that 250 MT Palm Fatty Acid Distillate in Bulk were purchased by M/s. TIWA from M/s. INL, Indonesia for USD 294000. In the present case the, supplier of the goods is M/s. TIWA.

2.9.1.8 Similarly, Page No. 114 of the above mentioned file is an invoice No. 110C/INV-E/INL/XI/2021 dated 05.12.2021, showing purchase of 50.140 MT Palm Fatty Acid Distillate in Bulk. The above goods were purchased by M/s. TIWA from M/s. INL, Indonesia for USD 61722.34. The scanned image of the above invoice is reproduced below:



Image7: - Scanned copy of invoice No. 110C/INV-E/INL/XI/2021 dated 05.12.2021, showing purchase of 50.140 MT Palm Fatty Acid Distillate in Bulk.

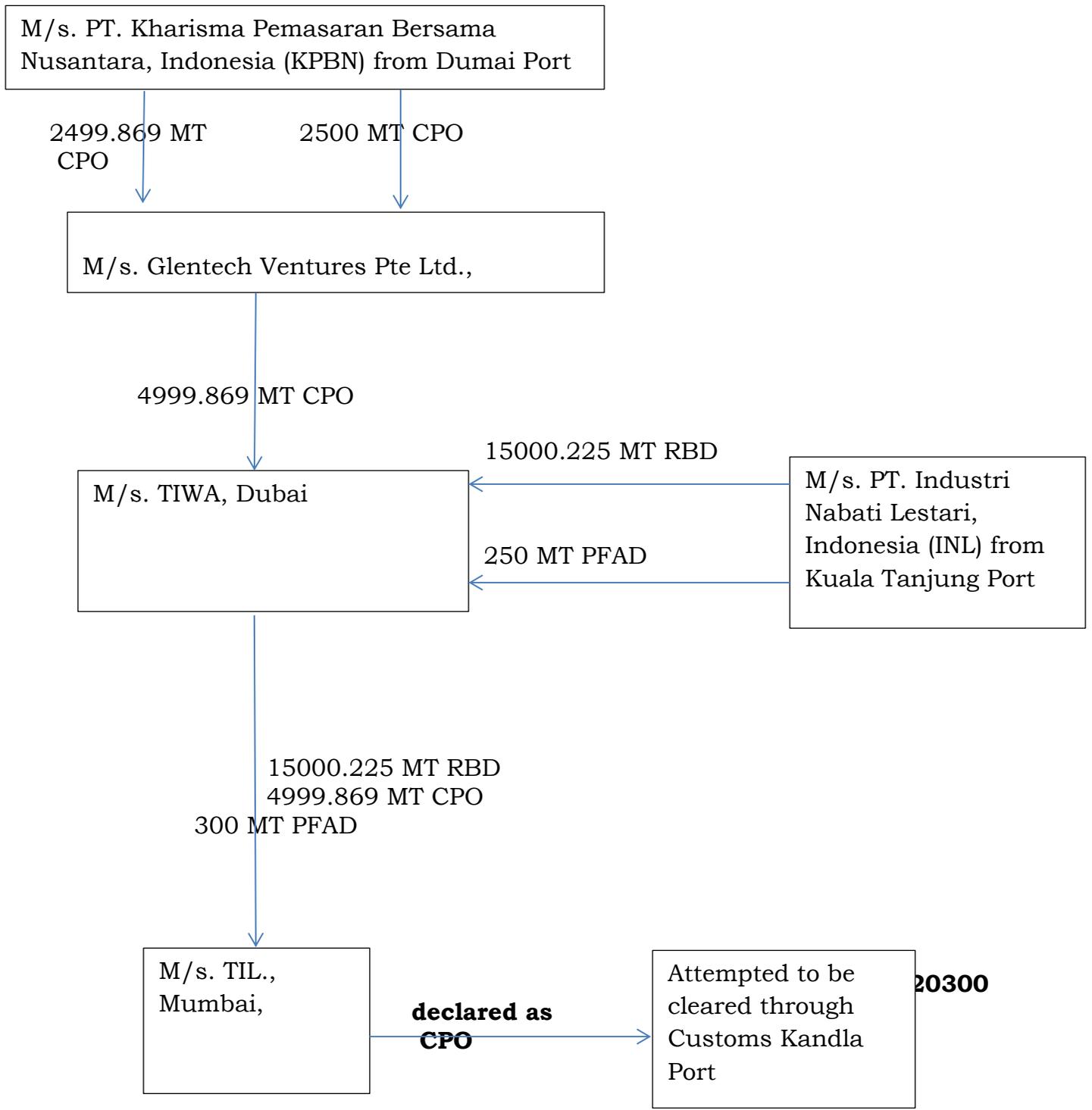
From the above invoice, it can be seen that 50.140 MT Palm Fatty Acid Distillate in Bulk were purchased by M/s. TIWA from M/s.INL, Indonesia for USD 61722.34. In the present case, the supplier of the goods is M/s. TIWA.

2.9.1.9 Page No. 103 of the above mentioned file is an invoice bearing No. SINDK03285/SINDK03286 dated 16.12.2021, issued by M/s. TIWA, Dubai to M/s. TIL., Mumbai, showing sale of 15300.365 MT CPO and 4999.869 MT CPO for USD 20365397.83 USD and 6860970.24 USD, respectively. The scanned image of the above invoice is reproduced below:-



Image8: Scanned copy of invoice bearing No. SINDK03285/SINDK03286 dated 16.12.2021

M/s. TIWA had purchased 4999.868 MT CPO, 15000 MT RBD and 300 MT PFAD in Indonesia. However, in the sales invoice, they have shown sale of 15300.365 MT CPO and 4999.869 MT CPO to M/s. TIL. Thus, it appears that in order to hide the actual identity of the goods, the importer has manipulated the documents to show import of CPO instead of CPO, RBD and PFAD, actually imported by them, in order to escape from the payment of higher rate of Customs duties. For better comprehension, a flowchart depicting movement of goods under different invoices i.r.o. consignment imported vide vessel 'MT Distya Pushti V.MID-DP-07/21' is as below: -



Picture depicting movement of Goods and invoices' declaration i.r.o consignment imported vide vessel MT Ditya Pushti MID-DP-07/21

SCRUTINY OF SALES/ PURCHASE CONTRACTS

2.9.1.13 Page Nos. 15-13 of the above mentioned file is Contract Number 153/SC/FOB/INL/X/2021 dated 19.10.2021 between M/s. GVPL, Singapore (Buyer) and M/s. INL, Indonesia (Seller). The contract is for purchase of 200 MT Palm Fatty Acid Distillate @ USD 930.00 for total amount of USD 1,86,000.00 by M/s. GVPL, Singapore. The scanned image of the above contract is reproduced below:

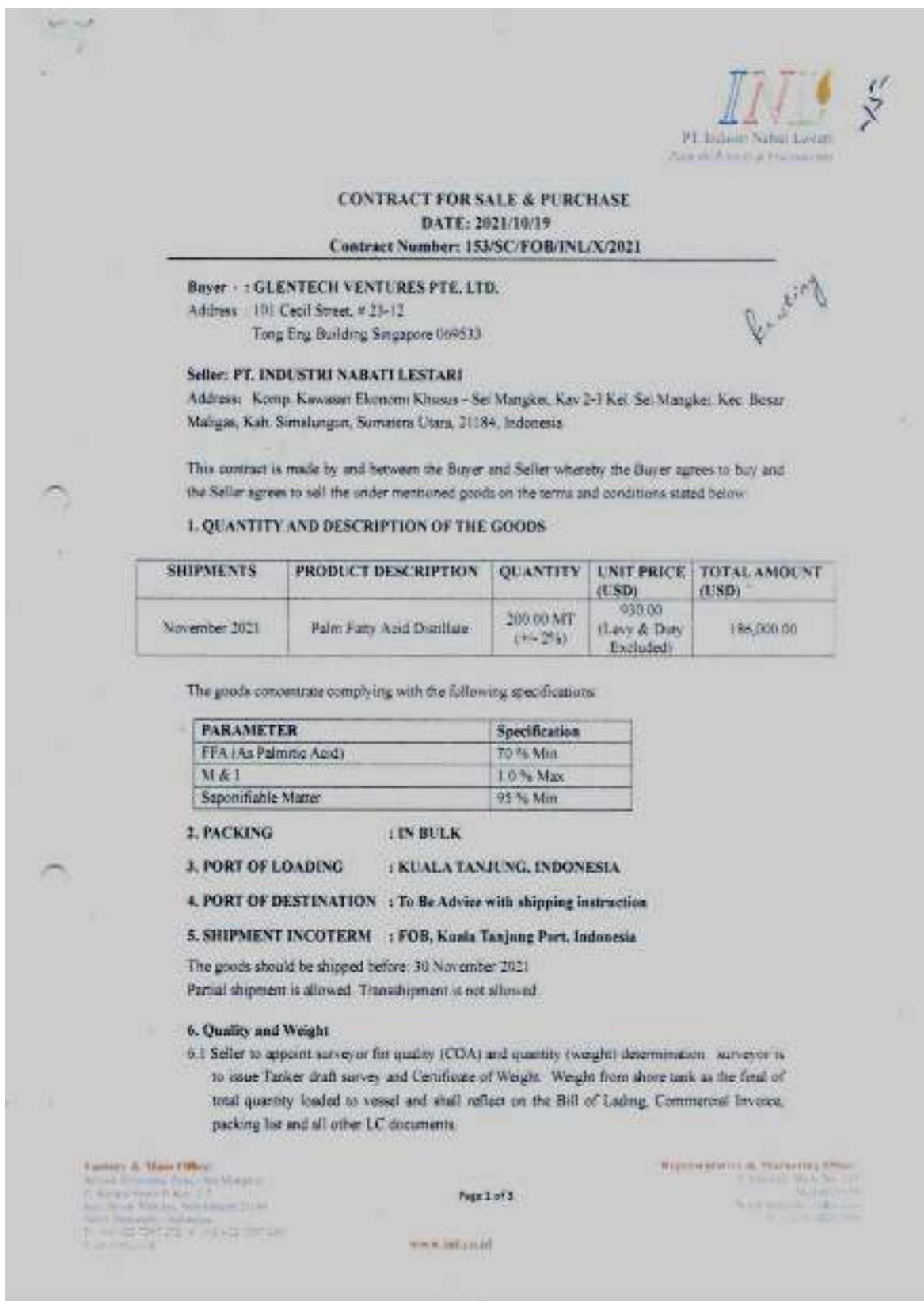


Image12: Scanned image of contractNo. 153/SC/FOB/INL/X/2021 dated 19.10.2021 for illustration purpose.

2.9.1.14 Page Nos. 12-4 of the above mentioned file are three Contracts bearing No. 154/SC/FOB/INL/X/2021 dated 19.10.2021, Contract No.146/SC/FOB/INL/ X/2021 dated 06.10.2021 and Contract No. 151/SC/FOB/INL/X/2021 dated 07.10.2021 between M/s. GVPL., Singapore (Buyer) and M/s. INL, Indonesia (Seller). Each contract is for purchase of 5000 MT RBD. The scanned image of the above contract is reproduced below: -

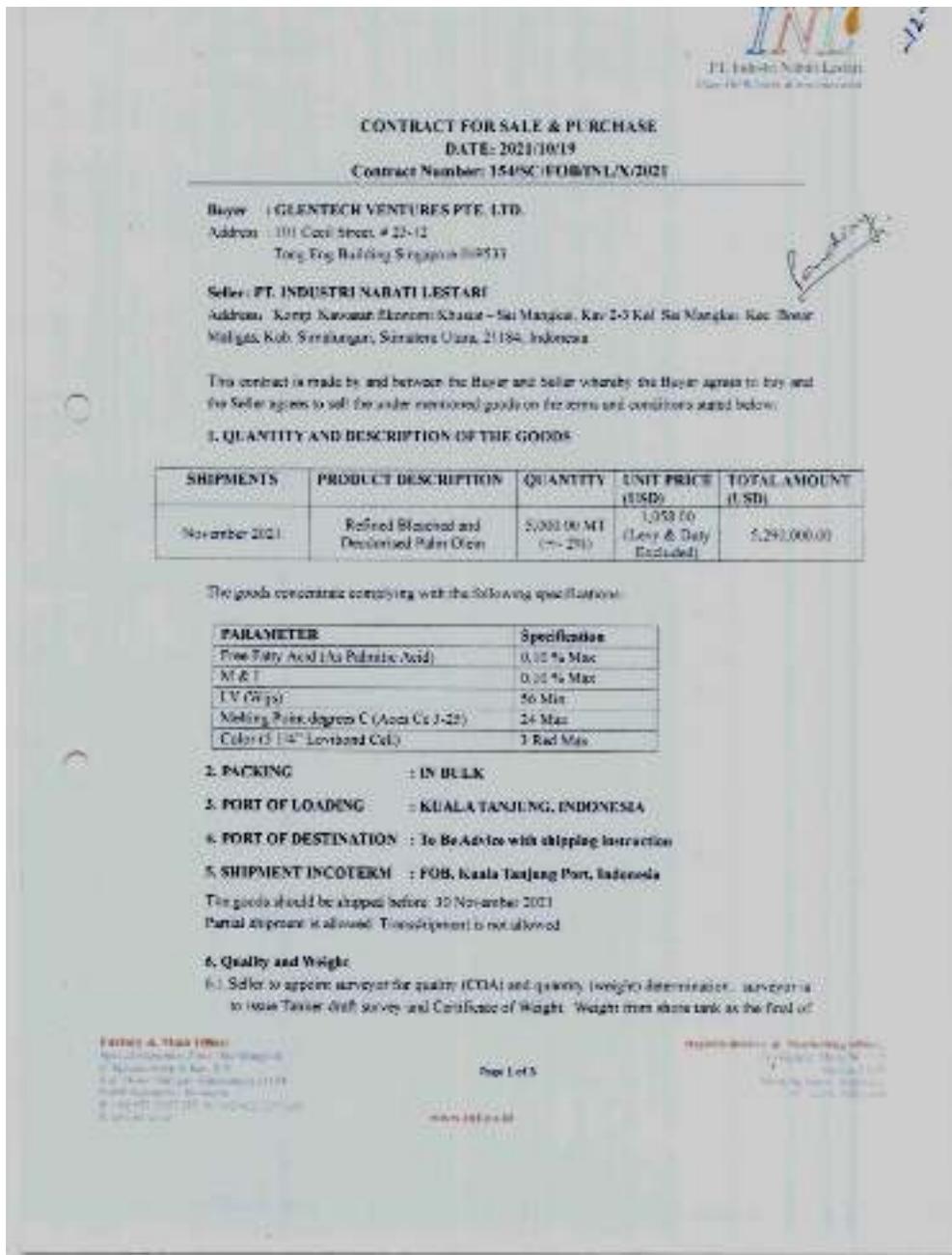


Image13: Scanned image of aforementioned contracts for purchase of 5000MT RBD Palmolein(for illustrative purpose)

The perusal of the abovementioned contracts reveals that M/s. GVPL, Singapore (Buyer) had entered into contract with M/s. INL, Indonesia (Seller) for purchase of 15000 MT RBD. Besides other particulars, the contracts also contain parameters of the goods to be purchased i.e. RBD, packing details, port of loading etc.

SCRUTINY OF SHIPPING CERTIFICATE

2.9.1.15 Page No. 81 of the above mentioned file is a Shipping Certificate dated 02.12.2021, issued by PT. Urban Shipping Agency (USA), Indonesia. As per the above certificate 2499.869 MT CPO was shipped through vessel MT DistyaPushti, Voyage No. MID-DP-07/21 from Dumai port, Indonesia. The port of discharge is Deendayal (Kandla) port, India and BL No. DUM/DEE/02 dated 01.12.2021. The scanned image of the above Shipping Certificate is reproduced below:



PT. URBAN SHIPPING AGENCY (U.S.A)
 Komplek Bumi Dasar Formal
 Jin. Bempurna No.3, RT 007 Kel. Ratu Sims,
 Kec. Dumai Selatan, Dumai 28225, Riau - Indonesia
 Telp. +62-765-8810644 / +62-765-4370662
 Email : dumai@agencyurban.net

Website : agencyurban.net

DATE: 02/12/2021

SHIPPING CERTIFICATE

TO WHOM IT MAY CONCERN

VESSEL AND VOYAGE NUMBER : MT DISTYA PUSHTI VOY. MID-DP-07/21
 COMMODITY : CRUDE PALM OIL (EDIBLE GRADE) IN BULK
 QUANTITY SHIPPED : 2,499.869 MTS
 PORT OF LOADING : DUMAI PORT, INDONESIA
 PORT OF DISCHARGE : DEENDAYAL (KANDLA) PORT, INDIA
 B/L NUMBER : DUM/DEE/02
 B/L DATE : 01/12/2021
 FLAG : INDIA
 YEAR BUILT : 1998
 CLASSIFICATION SOCIETY : IRS - INDIAN REGISTER OF SHIPPING

WE HEREBY CERTIFYING THAT THE CARRYING VESSEL "MT DISTYA PUSHTI VOY. MID-DP-07/21" IS A SEAWORTHY VESSEL, NOT MORE THAN 25 YEARS OLD, AND HAS BEEN REGISTERED WITH AN APPROVED CLASSIFICATION SOCIETY (IRS - INDIAN REGISTER OF SHIPPING).

YOURS FAITHFULLY,


 AS AGENT FOR AND BEHALF OF THE MASTER
 CAPTAIN BHASKAR

Image14: Scanned image of Shipping Certificate dated 02.12.2021, issued by PT. Urban Shipping Agency (USA), Indonesia i.r.o. 2499.869 MT CPO from Dumai Port, Indonesia

The perusal of the above certificate reveals that 2499.869 MTs of CPO were loaded from Dumai port, Indonesia in subject vessel MT Distya Pushti Voy. MID-DP-07/21.

2.9.1.16 Similarly, Page No. 82 of the above mentioned file is also a Shipping Certificate dated 02.12.2021, issued by PT. Urban Shipping Agency (USA), Indonesia. As per the above certificate 2500 MT CPO was shipped through vessel MT Distya Pushti, Voyage No. MID-DP-07/21 from Dumai port, Indonesia. The port of discharge is Deendayal (Kandla) port, India and BL No. DUM/DEE/01 dated 01.12.2021. The scanned image of the above Shipping Certificate is reproduced below:

PT. URBAN SHIPPING AGENCY (U.S.A)
 Komplek Bumi Desa Permai
 Jln. Sempurna No.3, RT 007 Kel. Fatu Sima,
 Kec. Dumai Selatan, Dumai 28025, Riau - Indonesia
 Telp. +62-765-9910844 / +62-765-4370892
 Email : dumai@agencyurban.net
 Website : agencyurban.net

DATE: 02/12/2021

SHIPPING CERTIFICATE

TO WHOM IT MAY CONCERN

VESSEL AND VOYAGE NUMBER : MT DISTYA PUSHTI VOY. MID-DP-07/21
 COMMODITY : CRUDE PALM OIL (EDIBLE GRADE) IN BULK
 QUANTITY SHIPPED : 2,500 MTS
 PORT OF LOADING : DUMAI PORT, INDONESIA
 PORT OF DISCHARGE : DEENDAYAL (KANDOLA) PORT, INDIA
 B/L NUMBER : DUM/DEE/01
 B/L DATE : 01/12/2021
 FLAG : INDIA
 YEAR BUILT : 1988
 CLASSIFICATION SOCIETY : IRS – INDIAN REGISTER OF SHIPPING

WE HEREBY CERTIFYING THAT THE CARRYING VESSEL "MT DISTYA PUSHTI VOY. MID-DP-07/21" IS A SEAWORTHY VESSEL, NOT MORE THAN 25 YEARS OLD, AND HAS BEEN REGISTERED WITH AN APPROVED CLASSIFICATION SOCIETY (IRS – INDIAN REGISTER OF SHIPPING).

YOURS FAITHFULLY,

 AS AGENT FOR AND BEHALF OF THE MASTER
 CAPTAIN BHASKAR

Image 15: Scanned image of Shipping Certificate dated 02.12.2021, issued by PT. Urban Shipping Agency (USA), Indonesia i.r.o. 2500 MT CPO from Dumai Port, Indonesia

The perusal of the above certificate reveals that 2500 MT CPO was loaded from Dumai port, Indonesia in vessel MT Distya Pushti Voy MID-DP-07/21.

2.9.1.17 File marked at Sr. No. 6 of the Annexure-A to the Panchnama [RUD NO. 3] contains documents viz. charter agreement of vessel, purchase contract, e-mail correspondence, inspection report etc.

SCRUTINY OF CHARTER PARTY AGREEMENT, E-MAILS, VOYAGE ORDERS ETC.

2.9.1.18 Page Nos. 71-69 of the above mentioned file is charter agreement dated 03.11.2021 of the vessel 'MT Distya Pushti'. The agreement is between

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+ 3 GRADES OF MIN 20,000 MT PALM OIL PRODUCTS (EXCLUDING STEARIN/PALM ACID BUT INCLUDING ABOUT 400 MT PFAD WHICH WILL BE BLENDED) WITH 2% MORE IN CHOPT AWYNS

INTENDED BREAKDOWN:

5,000 MT CPO - INTENDED PORT: DUMAI

15,000 MT PALM OLEIN - INTENDED PORT: KUALA TANJUNG

ABOUT 400 MT PFAD - INTENDED PORT: KUALA TANJUNG

CHARTERERS WARRANTS THAT MIN CARGO WILL BE 20,000 MTS AND ABOVE BREAKUP CAN BE CHANGED AS PER CHARTERERS REQUIREMENT

CHARTERER HAS OPTION TO DO ITT BLENDING IN PORT KLANG/TANJUNG BBUAS AT CHARTERER'S TIME AND COSTS - OWNER IS TO PROVIDE MINIMUM 2000 MT SPACE FOR BLENDING PURPOSE

OWNER WARRANTS LAST 3 CARGOES ARE CLEAN, UNLEADED AND NOT ON POSFA BANNED LIST LAST CARGO - OWNER CONFIRMS

OWNER WARRANTS LAST 3 CARGOES ARE LOADED WITH MINIMUM 80% VOLUME CAPACITY - OWNER CONFIRMS

CHARTERER WILL BLEND 10,000MT OLEIN WITH 5000 MT CPO AND 2000MT PFAD, AND REMAINING 5000MT OLEIN WILL BE IMPORTED/MANIFESTED TO INDIA AS OLEIN ONLY - OWNER CONFIRMS

HEATING INSTRUCTIONS: CHARTERER AND OWNER CONFIRM

DURING VOYAGE FOR CPO AND OLEIN: 32 to 40 DEG C

MAINTAIN 45 TO 50 DEG C UNTIL BLENDING IS COMPLETED

DISCHARGE TEMPERATURE: 50 TO 55 DEG C AS PER POSFA'S RECOMMENDED HEATING INSTRUCTIONS

If this Charter Party is for a full cargo, then it shall be the quantity the Vessel can carry if loaded to her minimum permissible freeboard for the voyage, but not exceeding what the Vessel can, in the Master's judgment, reasonably stow and carry over and above her tackle, apparel, stores, and furniture, sufficient space to be left in the expansion tanks to provide for the expansion of the cargo. In no event shall Charterer be required to furnish cargo in excess of the quantity stated as the Vessel's capacity for cargo plus 10% of that quantity. If less than a full cargo is to be carried, the quantity stated shall be the minimum quantity which the Charterer is required to supply.

C. Loading Port.

25P/158 DUMAI AND KUALA TANJUNG, INDONESIA (DUMAI FOLLOWED BY KUALA TANJUNG AS PER LAYCAN CHARTERER HAS WITH SHIPPERS)

Readiness Date: 29th NOVEMBER 2021

Cancelling Date: 29th NOVEMBER 2021 (1239)

D. Discharging Port.

1-25P/158 NEW MANGALORE AND/OR INPT AND/OR KANDLA, INDIA (WCI RANGE) OR 1-25P/158 MYKK, INDIA (ECT RANGE)

CHARTERER SHALL CONFIRM DISCHARGE PORT PRIOR LOADING

E. Total Laytime.

12500 MTPH SHINC REV

F. Freight Rate.

**USD 40.00 PMT BASIS 2/1 FOR INPT OR KANDLA
USD 19.00 PMT BASIS 2/1 FOR NEW MANGALORE ONLY
USD 42.00 PMT BASIS 2/2 FOR WCI RANGE
USD 17.00 PMT BASIS 2/1 FOR MYKK RANGE
USD 38.50 PMT BASIS 2/2 FOR MYKK RANGE**

Freight Payable at:

Edwan Marik

Thus, as per the above clauses, the Charterer will blend the goods viz. Olein, CPO and PFAD.

2.9.1.19 Page No. 149 of the above file is print out of an e-mail correspondence dated 17.11.2021 from Amit Agarwal (operations@glentech.co) to Amit Thakkar (amit.thakkar@tatainternational.com) and others. Vide above mail, it has been instructed to open LC to PT INL for total 15250 MT (15,000 MT RBD & 250 MT PFAD). The scanned image of the above page is reproduced below:

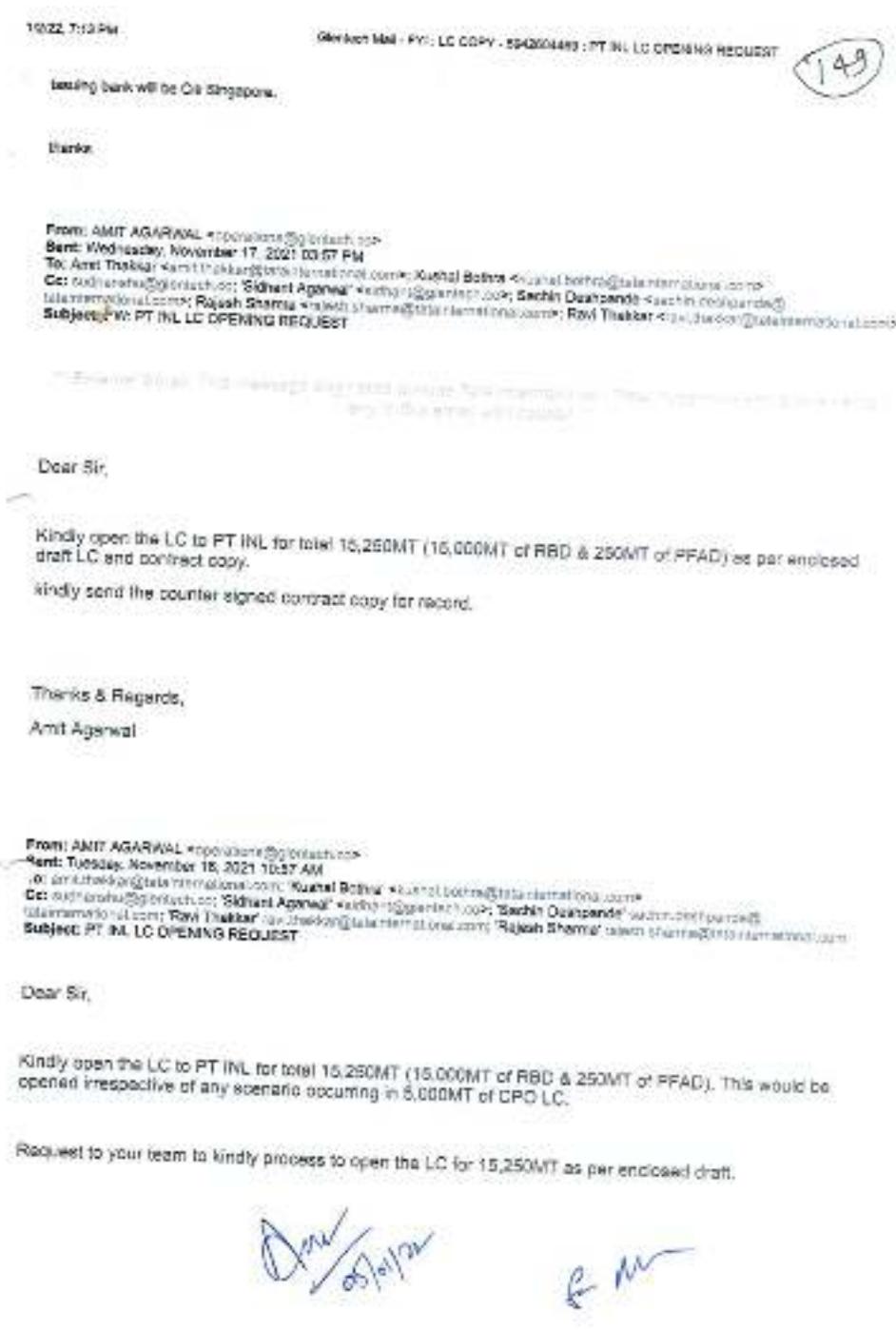


Image17: E-mail from operations@glentech.co to amit.thakkar@tatainternational.com regarding opening of LC

It is pertinent to mention here that 15000 MT RBD and 300 MT PFAD was purchased from M/s.INL, Indonesia. This e-mail confirms the fact that 15000 MT RBD and 300 MT PFAD were purchased by the supplier in Indonesia.

2.9.1.20 Page No. 151 of the above mentioned file is print out of an e-mail correspondence dated 17.11.2021 from Amit Agarwal (operations@glentech.co)

to Ravi Thakkar, Amit Thakkar of M/s.TIL. The mail suggests that details of contracts with INL have been enclosed. The details pertain to 15,000 MT RBD & 250 MT PFAD. The scanned image of the above page is reproduced below:

12/22, 7:13 PM
 Glentech Mail - FYI : LC COPY - 5942604489 - PT INL LC OPENING REQUEST 151

From: Sachin Deshpande <sachin.deshpande@tatainternational.com>
Sent: Friday, November 19, 2021 5:41 PM
To: AMIT AGARWAL <operations@glentech.co>
Cc: suchanshu@glentech.co; 'Sidhant Agarwal' <sidhant@glentech.co>; Rajesh Sharma <rajesh.sharma@tatainternational.com>; 'Vijay Glentech Commercial' <commercial@glentech.co>; Ravi Thakkar <ravi.thakkar@tatainternational.com>; Amit Thakkar <amit.thakkar@tatainternational.com>; Kushal Bothra <kushal.bothra@tatainternational.com>; Shipping <shipping@glentech.co>
Subject: LC COPY - 5942604489 : PT INL LC OPENING REQUEST

Dear Amit Ji,

PFA the LC Copy dated 18-12-2021

From: AMIT AGARWAL [mailto:operations@glentech.co]
Sent: Wednesday, November 17, 2021 20:50
To: Ravi Thakkar; Amit Thakkar; Kushal Bothra
Cc: suchanshu@glentech.co; 'Sidhant Agarwal'; Sachin Deshpande; Rajesh Sharma; 'Vijay Glentech Commercial'
Subject: RE: PT INL LC OPENING REQUEST

Dear Team,

Please find enclosed the separate contracts of INL (product wise) for your reference.

SR NO	CONTRACT	CONTRACT NO.	BUMENT DATE	PRODUCT	QTY MT	APPROX UNIT PRICE PMT USD (FOB)	DUTYLEVY	PMT PRICE INCLUDING DUTYLEVY	VALUE IN USD
1	INL	146	Nov-21	RBD	5,000.00	1015	248	1263	6,315,000.00
2	INL	161	Nov-21	RBD	5,000.00	1016	248	1268	6,330,000.00
3	INL	154	Nov-21	RBD	5,000.00	1058	248	1306	6,520,000.00
4	INL	153	Nov-21	PFAD	200.00	800	251	1151	236,200.00
5	INL	163	Nov-21	PFAD	50.00	905	251	1156	67,800.00
					15,250.00				19,469,000.00

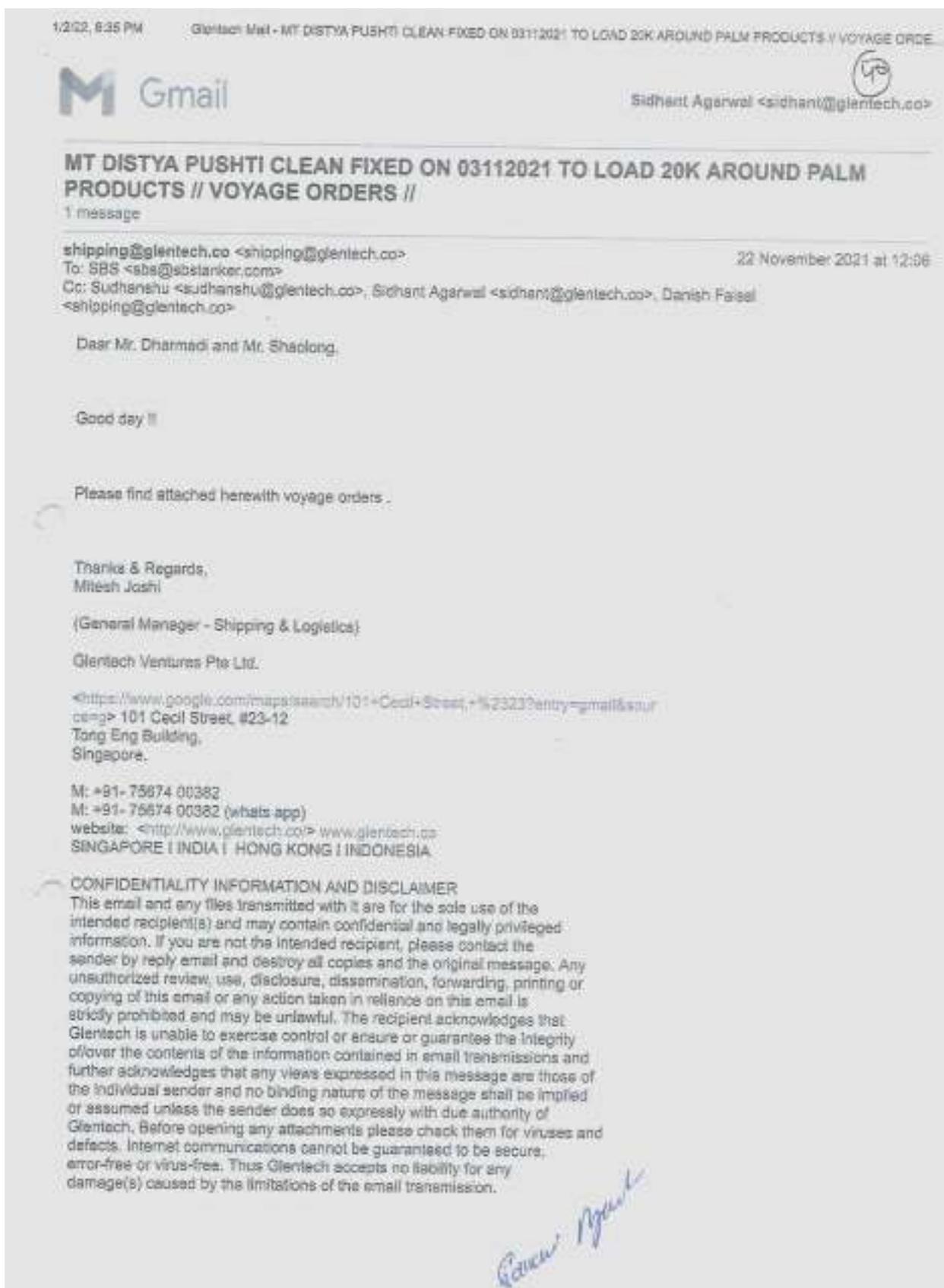
Amw
 21/12/21

Ravi Thakkar

Image18: E-mail from Sachin.deshpande@tatainternational.com (Executive of M/s. TIL) to operations@glentech.co (VP, M/s. GIPL) regarding request for opening of LC.

It is pertinent to mention here that the name of the party for 15000 MT RBD and 250 MT PFAD is mentioned as "INL", which is nothing but M/s. INL, Indonesia, from whom 15000 MT RBD and 300 MT PFAD were purchased in Indonesia.

2.9.1.21 Page Nos. 40-34 of the above mentioned file are print out of an e-mail correspondence dated 22.11.2021 from mail id shipping@glentech.co to sbs@sbstanker.com and voyage order, enclosed with the above mail. The scanned image of the same is reproduced below: -



1/2/22, 8:35 PM

Glentech Mail - MT DISTYA PUSHTI CLEAN FIXED ON 03/12/2021 TO LOAD 20K AROUND PALM PRODUCTS P VOYAGE ORDE...

Voyage Orders MT DISTYA PUSHTI.pdf
583K

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WE ADVISE HERewith VOYAGE INSTRUCTION FOR THE ABOVE VESSEL.
PLEASE CONFIRM MASTER IS INSTRUCTED ACCORDINGLY

W/TIME, PLEASE KINDLY ASK MASTER/AGENT START TO UPDATE ETA TO ALL CONCERNED PARTIES.

AA) LOAD PORT(S)

CHARTERERS ADVISE THE VESSEL IS IMMEDIATELY TO PROCEED TO LOAD PORT(S) AND PLEASE ENSURE ALL CARGO TANKS, PUMPS AND PIPES ARE CLEANED AND SUITABLY FIT TO LOAD THE GRADE AS FOLLOWS:

LAYCAN: 23 – 26th Nov, 2021

LOADPORT: DUMAL KUALA TANJUNG, INDONESIA & LINGGI MELAKA, MALAYSIA
CARGO TO LOAD: CRUDE PALM OIL / RBD PALMOLEIN / PFAD
QUANTITY: 5000 Mts CPO / 15000 Mts Olein / 250 Mts PFAD

PLEASE ADVISE LOADING PLAN (STOWAGE PLAN) TANK BY TANK, AND ESTIMATED INTAKE BOTH METRIC TONNES AND BBLs AND EXPECTED SAILING DRAFT AFTER LOADING.

IF THE SHIP'S FIGURES DIFFER FROM SHGRE FIGURES BY AN AMOUNT IN EXCESS OF 1.13 PCT, MASTER IS NOT TO SIGN BILL OF LADING AND IN SUCH CASE, MASTER IS TO CONTACT CHARTERERS IMMEDIATELY.

MASTER IS TO ENSURE THAT THE VESSEL WILL COMPLY AT ALL TIMES WITH INTERNATIONAL LOADING REGULATIONS. IN THIS RESPECT, MASTER SHOULD ENSURE THAT THE VESSEL IS LOADED SO AS TO MEET THE LOADLINE REQUIREMENTS OF ALL THE DISCHARGE RANGES OF THE GOVERNING CHARTER PARTY.

VESSEL TO ARRIVE AT LOADPORT WITH SUITABLE BALLAST IN ACCORDANCE WITH TERMINAL REGULATIONS AND WITH ALL CARGO TANKS/LINES/PUMPS THOROUGHLY CLEANED, STRIPPED, DRAINED, FREE OF ALL RESIDUES FROM PREVIOUS CARGO AND TO BE ACCEPTABLE TO INSPECTORS FOR THE LOADING OF DESIGNATED CARGO/GRADE(S).

IF FREE PRATIQUE IS NOT GRANTED PROMPTLY ON ARRIVAL MASTER MUST IMMEDIATELY PROTEST IN WRITING TO PORT AUTHORITIES AND OWNERS SHALL ATTACH SUCH PROTEST TO THEIR DEMURRAGE CLAIM.

VESSEL SHOULD ARRIVE AT LOADPORT WITH SUFFICIENT BUNKERS TO PERFORM THE COMPLETE VOYAGE UNDER OUR CHARTER. IF OWNERS REQUIRE ADDITIONAL BUNKERING ARRANGEMENTS, OWNERS ARE REQUIRED TO NOTIFY CHARTERERS OF THEIR INTENTIONS WELL IN ADVANCE.

BB) DISCHARGE PORTS

MAX ARRIVAL DRAFT RESTRICTION AT DISCHARGE PORT, XXXX

CC) NOTIFYING PARTIES – LOAD PORT(S)

MASTER IS TO NOTIFY ETA AT LOADPORT (IN LOCAL TIME) IMMEDIATELY ON SAILING FROM PREVIOUS DISPORT, AND 96 / 72 / 48 / 24 HOURS PRIOR TO ARRIVAL, ADDRESSED TO THE FOLLOWING:

(I) CHARTERERS:

e) Performance charter : GLENTECH VENTURES PTE LTD
101, Cecil Street, 323-12 Tong Eng Building,
Singapore 069533, Singapore
shipping@glentech.co
operations@glentech.co

Payment Charter : Tata International west asia DMCC
Unit no: 2001 – 2005, Jumeirah Bay Tower X3, Plot no JLT-PH1
X3A, Jumeirah Lakes Towers, Dubai, United Arab Emirates

Glentech Mail

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Tel: +9714 5149206
 email: ravi.thakkar@tatainternational.com;
umr.thakkar@tatainternational.com

-DEMURRAGE IF ANY TO BE BORNE BY GLENTECH VENTURES PTE LTD

(2) SUPPLIERS:

DUMAI:
 PT. KHARISMA PEMASARAN BERSAMANSANTARA
 (PT. KPB NUSANTARA) MEDAN BRANCH ON BEHALF
 OF PT. PERKEDUNAN NUSANTARA - III
 JALAN BALAI KOTA NO. 8 MEDAN 20111
logswit@inacom.co.id
diksi.nemasurank3@holding-perkebunan.com

KUALA TANJUNG:
 PT INDUSTRI NABATI LESTARI
 KOMP. KAWASAN EKONOMI KHUSUS-SEIMANGKEL, KAV.2-3, KEL. SEIMANGKEI KEK BOSAR,
 MALIGAS, KAB. SIMALUNGUN,
 SUMATRERA UTARA, 21184, INDONESIA
nglia_r_admu@inl.co.id; raovatv_ibratim@inl.co.id;
 Contact : +62 812-6372-969

3) OTHER PARTIES:

(4) BROKERS:

MASTER TO ADVISE IMMEDIATELY ANY CHANGE IN ETA AT LOADPORT OR DISPORT EXCEEDING 6 HOURS WHILST ON PASSAGE WITH REASON FOR SAME.

DD) NOTIFYING PARTIES – DISCHARGE PORT(S)
 MASTER IS TO NOTIFY ETA AT DISCHARGE PORT (IN LOCAL TIME) IMMEDIATELY ON SAILING FROM PREVIOUS PORT, AND 96 / 72 / 48 / 24 HOURS PRIOR TO ARRIVAL. ADDRESSED TO THE FOLLOWING:

- 1) CHARTERERS : GLENTECH VENTURE PTR LTD
commercial@glentech.co; operations@glentech.co; shipping@glentech.co
 (2) RECEIVERS : TBA
 (3) OTHER PARTIES:
 (4) BROKERS:

EE) NOMINATED AGENTS

LOADPORT AGENT: The Details of the Load Port Vessel Agent is As:-

DUMAI:
 PT.URBAN SHIPPING AGENCY (USA)
 BARAKOMINDO SHIPPING PT.
 komplek bumi dasar permai
 Jalan sempurna no. 3 ri 007 kel. Ratu sima kec. Dumai selatan
 Dumai 28825 - Riau - Indonesia
 Tlp. +62-765-4370692 / +62-765-9910844

Eman Muan

(3)

Pic. Ajaat sindrajat
 Mob. +62-813-7195-9243
 WA. +62-813-6404-4825
 Email : dumsj@barakomindo.com (general),
 Ajatsr2nd@yahoo.com (private)
 Backup email : dumul@agencyurban.net

KUALA TANJUNG:

PT. Uda Seroja Jaya – Batam Head Office:
 Dapur 12, kel. Sei Pebungut Kec. Sagulung,
 Kota Batam, Provinsi Kepulauan Riau
 Mob/Wa: 0812 621 7879, 0821 6432102 : PIC Iskandar.Z.
 Private: iskandar@udaseroja.com, iskandar.usdu@gmail.com

LANNGI MELAKA:

" MARITIME NETWORK SDN BHD
 NO.11-G, JALAN RAMIN 2/KS7,
 BANDAR BOTANIC, 41200 KLANG,
 SELANGOR DARUL EHSAN
 MOBILE - +6016 6643828 / +6014 3613828 RK MORTHY
 +6012 2336978 DATO SERI JAYA
 Fax : +60(3) 33190585
 E-mail : enquiry@maritime-net.com; jaya@maritime-net.com "

DISPORT AGENT : Details of the Discharge Port Agent.

KANDLA:KANDLA:

Samudra Marine Services Pvt. Ltd., (Agency Division)
 Level 2, La-Shewa Building, 233,
 P D'Mello Road, Opposite G.P.O
 Fort , Mumbai 400 001
 Tel : +91 22 2270 1125 / 26 / 27
 Fax: +91 22 2270 1128
 Email: agency@samudramarine.com
 Website : www.samudramarine.com
 PIC :
 Ketan +91 8879005881 Skype: ketan_smspl
 Nitin +91 8879005886 Skype: nitin_smspl
 Mathew +91 8879005882 Skype: minan_smspl
 Girish +91 8879765039 Skype: girish_smspl
 Hari Shyam +91 94268 19533 / +91 76980 91999

THE ETA'S AS ABOVE SHOULD BE SENT EVEN IF
 THE VESSEL HAS NOT YET SAILED FROM THE PREVIOUS PORT. IN THIS EVENT, THE ETA SHOULD BE S
 ENT BY OWNERS OR AGENTS ON THE MASTER'S BEHALF.

ETA MSG TO ADVISE:

- (1) POSITION IN LAT/LONG.
- (2) SPEED.
- (3) DESTANT TO GO.
- (4) DESTANT MADE GOOD.
- (5) WIND/SEA STATE.
- (6) ANY ANTICIPATED DELAYS OR DIVERSION DUE TO ADVERSE WEATHER CONDITION. (IF APPLICABLE)

Samer Dhanu

(35)

- (8) BERTHING SCHEDULE OR ANY ANTICIPATED DELAY FOR EACH PORT (MASTER TO CHECK AND LIAISE CLOSELY WITH AGENT)
- (9) STATING CURRENT ETA LOAD THE VESSEL IS HEREBY AUTHORIZED TO TENDER NOTICE OF READINESS (TO ALL THE ABOVE PARTIES) AND TO BERTH PRIOR TO COMMENCEMENT OF LAYCAN AND IN ANY EVENT THE LAYCAN SPECIFIED IN THE CHARTER PARTY SHALL PREVAIL.

MASTER TO NOTIFY CONFIRMATION OF NOTICE OF READINESS TENDERED, INCLUDING DATE AND TIME, TO THE ABOVE PARTIES. PLEASE KEEP US FULLY ADVISED OF VESSEL'S MOVEMENTS AT LOADPORT.

MASTER TO ISSUE LETTERS OF PROTEST IF THE TERMINAL RESTRICTS THE LOADING RATE SIGNIFICANTLY LESS THAN THE CAPABILITY OF THE VESSEL TO RECEIVE CARGO. STATEMENT OF FACTS MUST BE SIGNED BY (LOADING TERMINAL/SUPPLIER'S) REPRESENTATIVE. IF THEY REFUSE TO SIGN, MASTER MUST ISSUE A CONTEMPORANEOUS PROTEST TO THEM. OWNER TO INSTRUCT AGENTS TO RELEASE PORT AND VESSEL'S MOVEMENT INFORMATION TO GLENTECH VENTURE PTE LTD.

BLENDING :

DUE TO COVID RESTRICTIONS AT PORT KLANG BLENDING OPERATION CAN NOT BE HAPPEN THERE. SO NOW BLENDING OPERATION TO BE PERFORMED IN LINNGI, MELAKA PORT NEAR TO PORT KLANG MALAYSIA.

BLENDING OPERATION WILL BE HANDLED BY GEOCHEM SURVEYORS AND SURVEYORS WILL RAISE / ASSIST WITH STANDARD BLENDING OPS. AS PER OUR DECIDED. 10,000 MTS OLEIN WILL BLEND WITH 5000 MTS CPO + 250 MTS PFAD. REMAINING 5000 MTS OLEIN WILL IMPORT IN INDIA SEPARATELY.

IN SHORT, VESSEL WILL DISCHARGE 15000 MTS CPO AT KANDLA + 5000 MTS OLEIN AT KANDLA.

VESSEL TO ISSUE NON NEGOTIABLE COPY OF SWITCH BL IMMEDIATELY AFTER THE BLENDING AND SAILING OF VESSEL FROM MALAYSIA FOR FILING IGM AT DISCHARGE PORT.

IN ABSENCE OF THE OBL, VESSEL TO DISCHARGE THE CARGO BASIS CORPORATE LOI FROM GLENTECH VENTURES PVT LTD.

-SWITCHING B/L-

OWNER TO ISSUE SECOND SET (GLOBAL) BILLS OF LADING IN SINGAPORE OR ANY OTHER PLACE REQUIRED BY CHARTERERS, THROUGH AGENT NOMINATED BY OWNERS AT THE COST WHICH IS TO BE MUTUALLY AGREED WITH CHARTERERS. ONCE THE FULL FIRST SET (LOCAL) BILLS OF LADING ARE SURRENDERED TO VESSEL OWNERS ARE TO ISSUE/RELEASE THE SECOND SET (GLOBAL) BILLS OF LADING TO CHARTERER SIMULTANEOUSLY.

ON REQUEST AND TO FORWARD COPIES OF THE STATEMENT OF FACTS AND NOTICE OF READINESS AS SOON AS POSSIBLE AFTER VESSEL HAS COMPLETED LOADING.

UPON COMPLETION OF LOADING THE VESSEL IS TO PROCEED TO DISCHARGE PORT FOR ORDERS AND THE MASTER IS TO NOTIFY GLENTECH VENTURE PTE LTD THE ETA (IN LOCAL TIME) AT NEXT PORT AND FOLLOWING INFORMATION :

- B/L QUANTITY
- B/L DATE, SHIPPER, CONSIGNEE, CONSIGNOR, DESTINATION
- FULL TIME SHEET / REASONS FOR DELAY IF ANY
- LETTERS OF PROTEST ISSUED IF ANY
- SAMPLES ON BOARD
- SAILING DRAFT SPECIFYING WHETHER SEA, BRACKISH OR FRESH WATER
- FULL LIST OF CARGO DOCUMENTS ON BOARD STATING NUMBERS OF ORIGINALS AND COPIES.

ESTIMATED ARRIVAL DRAFT FORE AND AFT NEXT PORT SPECIFYING WHETHER CALCULATED FOR SEA, BRACKISH OR FRESH WATER.

Sdms *Yam*

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PLEASE ADVISE IN WRITING OWNERS' P AND I CLUB WORKING FOR LOI FOR NON-
PRODUCTION OF B/L AND CHANGE OF DESTINATION
IN CASE OF NEED AND ADDRESS/FAX NUMBER WHERE SAME SHOULD BE SENT.

EMERGENCY CONTINGENCY COMMUNICATION

OWNERS ARE TO FOLLOW THESE INSTRUCTIONS IN THE CASE OF AN EMERGENCY SUCH AS COLLISION/GROUNDING/FIRE/POLLUTION OR ANY OTHER INCIDENT WHERE IMMEDIATE ASSISTANCE IS REQUIRED OR ADVERSE MEDIA COVERAGE MAY BE EXPECTED. THE AIM OF THESE INSTRUCTIONS IS TO ASCERTAIN THE NATURE OF THE EMERGENCY, WHAT STEPS ARE BEING TAKEN AND TO SPEED UP APPROPRIATE RESPONSE. THIS SHOULD BENEFIT ALL PARTIES CONCERNED.

IN CASE OF EMERGENCY, OIL SPILL, ETC OWNERS ARE REQUIRED TO IMMEDIATELY COMMUNICATE BY TELEPHONE TO CHARTERERS AS PER CONTACT DETAILS LISTED BELOW AND CONFIRM IN WRITING THE FOLLOWING INFORMATION:

- NAME OF VESSEL
- DATE AND EXACT TIME OF INCIDENT
- POSITION OF THE VESSEL
- NAME/NATIONALITY AND TYPE OF OTHER VESSEL(S) INVOLVED NATURE AND EXTENT OF DAMAGE
- WHETHER THE EMERGENCY IS ESCALATING OR UNDER CONTROL ANY OTHER RELEVANT DETAILS RELATING TO THE INCIDENT

THANKS & BEST REGARDS

Edwin Aguirre

Image19: Scanned copy of E-mail from shipping@glentech.co to sbs@sbstanker.com enclosing voyage order of MT Distya Pushti.

As per the voyage order, the load ports are Dumai, Kuala Tanjung, Indonesia and Linggi Melaka, Malaysia; Cargo to be loaded is Crude Palm Oil/RBD Palmolein/PFAD; Quantity 5000 MT CPO, 15000 MT Olein, 250 MT PFAD.

As regards blending, vide aforementioned e-mails, it is mentioned that due to covid restrictions, blending operation cannot happen at Klang port and blending operation to be performed at nearby port Linggi Melaka; Blending operation will be handled by Geochem Surveyors; 10000 MT Olein will be blended with 5000 MT CPO and 250 MT PFAD and remaining 5000 MT Olein will be imported in India separately; Vessel will discharge 15000 MT CPO and 5000 MT Olein at Kandla; vessel will issue switch BL immediately after blending and sailing of vessel from Malaysia for filing IGM at discharge port; owner to issue second set (Global) Bills of Lading in Singapore or any other place required by charterers, through agents nominated by owners at the cost

which is to be mutually agreed with charterers; once the first set of Bills of Lading are surrendered, vessel owners has to issue second set of Bills of Lading to charterer simultaneously.

From the foregoing, it is safe to conclude that 5000MT CPO, 10000MT RBD Palmolein and 250MT PFAD were loaded at different ports under different B/Ls and the blending operations of 5000MT CPO, 10000MT RBD Palmolein and 250MT PFAD was undertaken onboard vessel during the voyage. As per the Switching BL Cause of the Voyage Order and Charter Party, the original Bills of lading were switched to second set of Bills of Lading showing description as CPO only which otherwise, was admixture of CPO, RBD Palmolein and PFAD.

2.9.1.22 Page No.146 of the above mentioned file is print-out of an email correspondence dated 25.11.2021 from Mr. Amit Thakkar (amit.thakkar@tatainternational.com) to Shri Sudhanshu Agarwal of M/s Glentech (Sudhanshu@glentech.co) & Shri Sidhant Agarwal of M/s. Glentech (sidhant@glentech.co) wherein discussion w.r.t. the terms for 20250MT shipment have been conveyed by Mr Amit of M/s. TIL to M/s. GIPL, as per terms: -

5000 MT CPO to be procured from M/s. KPBN; 15000MT RBD Palmolein and 250 MT PFAD from INL; Blended cargo would be 5000 MT, 10000 MT RBD Palmolein and 250 MT PFAD totalling to 15000 MT approx.; Balance 5000 MT RBD Palmolein shall be loaded separately and sold independently as RBD Palmolein; Entire cargo of 20000 MT shall be sold off before arrival of the vessel in India; Tata trade margin shall be USD 25 per MT.

The scanned image of the above mail is reproduced below:-

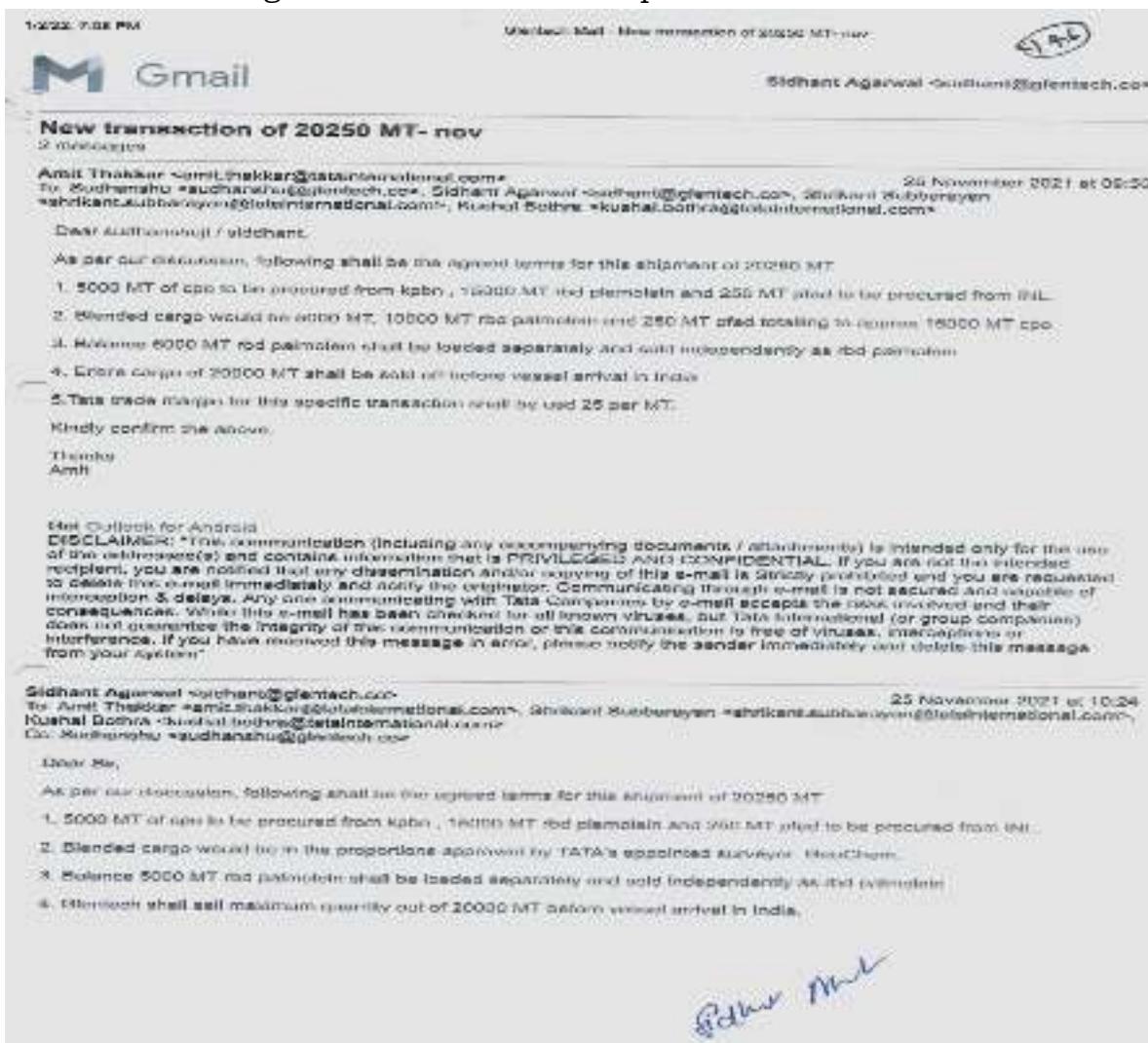


Image20: Scanned copy of the e-mail correspondence between M/s. TIL and M/s. GIPL

From the above e-mail and terms for the shipment, it is clear that it was pre-decided that 15000 MT RBD and 5000 MT CPO shall be procured separately and blended before arrival of the cargo into India.

2.9.2 SCRUTINY OF DOCUMENTS RESUMED FROM THE VESSEL MT DISTYA PUSHTI Voy. MID-DP-07/21:

The vessel Distya Pushti was boarded by the Officers of DRI, Gandhidham Regional Unit along with officers of Customs House, Kandla under Panchnama dated 02/03.01.2022. **[RUD-1]**

During the course of search / rummaging of the vessel under Panchnama dated 02/03.01.2022, documents/records were withdrawn.

2.9.2.1 During the course of rummaging, a sealed packet marked as **"VOY-07/2021, DUMAI & KUALA TANJUNG, CPO, RBD & PFAD, NOT TO BE USED, FOR REFERENCE ONLY"** was recovered from the cabin of Chief Officer. The Chief Officer informed that the said packet contained the actual load port documents having correct description and other particulars. The sealed packet was opened and the documents were placed in a file marked as **Made-Up File-2 of [RUD-1]**.

The documents pertained to loading of goods CPO from Dumai Port and RBD Palm Olein & PFAD from Kuala Tanjung port. The above file contains documents pertaining to loading of imported goods in Indonesia.

2.9.2.2 Page No. 311 of the above mentioned file is 'Statement of Facts', issued by M/s. Phelix Shipping Ventures Pvt. Ltd., showing details of loading of 15000.225 MT RBD Palmolein and 300.140 MT PFAD in vessel 'Distya Pushti' from 03.12.2021 to 06.12.2021 at Kuala Tanjung Port, Indonesia.

The scanned image of the above page is reproduced below: -

Phelix Shipping Ventures Private Limited



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STATEMENT OF FACTS

Vessel: **MT DISTYA PUSHTI** (Type: OIL & CHEM. TANKER)

Voyage No.	2021		Charterers	PHOENIX VENTURES PVT. LTD.
On Time / Voyage Charter			Cargo Receiver / Recipients	PT. INDA SEMPURNA
Loading: RBD PALMOLEIN and PFAD			Port	KUALA TANJUNG, INDONESIA
Date Arrived	03-Dec-21		Terminal	ICTMT
Date Sailed	06-Dec-21		Agents	PT. INDA SEMPURNA
Cargo Loaded in MTs			Inspectors	GEOCHEM
Product	As Per B/Ls	As Per Ship	No of Manifold Connections Provided by ship & 3000	
RBD PALMOLEIN	15000.225 MT	14851.709 MT	No of Manifold Connections Provided by ship: 1000' 1000' (CLEAN) & 1000' (PFAD)	
PFAD	300.140 MT	288.907 MT		
Activity			Date /	Time
BOSP			03.12.2021	2200
NOR Tendered			03.12.2021	2200
PUSH			03.12.2021	2245
First Discharge			03.12.2021	2245
Tugs Made Fast: Pwd and All			03.12.2021	2254
First Line Ahove			04.12.2021	0105
Tugs Cast Off: Pwd and All			04.12.2021	0130
Pilot away			04.12.2021	0130
All Fast of Jolly KIMT			04.12.2021	0130
Singing Down			04.12.2021	0203
Surveyor on board			04.12.2021	0254
Key meeting			04.12.2021	0315-0334
Tank inspection			04.12.2021	0324-0404
NOR Accepted			04.12.2021	0401
Cargo Hose connection to 8" at No. 4 Manifold (P)			04.12.2021	0441
Commence Loading: RBD PALMOLEIN through No. 4 Manifold			04.12.2021	0455
Cargo Hose connection to 8" at No. 5 Manifold (P)			04.12.2021	0504
Commence Loading: RBD PALMOLEIN through No. 5 Manifold			04.12.2021	0512
Cargo Hose connection to 8" for PFAD at BUCH (P) COU			04.12.2021	0524
Commence Loading: PFAD			04.12.2021	0533
Ceased loading: RBD PALMOLEIN by terminal			04.12.2021	0600
Cargo Hose Disconnection at No. 3 manifold (P)			04.12.2021	0617
Resumed Loading: RBD PALMOLEIN by terminal through No. 4 manifold			04.12.2021	0648
Cargo Hose connection to 8" at No. 5 Manifold (P)			04.12.2021	0704
Resumed Loading: RBD PALMOLEIN by terminal through No. 5 manifold			04.12.2021	0800
Ceased Loading: PFAD			04.12.2021	0934
Cargo Hose Disconnection for PFAD			04.12.2021	0935
Commence Loading: RBD PALMOLEIN			04.12.2021	0935
U-lagging and Cargo Calculations			04.12.2021	0935-1000
Awaiting Certification by all parties			04.12.2021	1100-1200
Re-lagging and Cargo Calculations			04.12.2021	1200-1400
Awaiting Certification by all parties			04.12.2021	1400-1510
2nd Re-lagging and Cargo Calculations			04.12.2021	1510-1610
2nd Re-lagging and Cargo Calculations			04.12.2021	1624-1712
Cargo Hose Disconnection			04.12.2021	1848
Documents on board			04.12.2021	2000

DELAYS/STOPPAGES DURING PORT STAY ON SHIP'S TERMINAL'S SIGNATURE'S AND

04.12.2021/0500 LT	04.12.2021/0600 LT	DELAY IN ACCEPTING NOR
04.12.2021/1200 LT	04.12.2021/1800 LT	CEASED LOADING REEL BY TERMINAL

Vessel No. 80
 Form - 216-02
 P1: *[Signature]*
 P2: *[Signature]*

Date: 04 July 2017
 ORIGINAL DOCUMENT
 Free from any other Writen Guarantee
 Page 1 of 1
 File: Ship

Image21: Scanned copy of 'Statement of Facts', issued by M/s. Phelix Shipping Ventures Pvt. Ltd.

2.9.2.3 The perusal of the above page shows that the Charterers are M/s. GVPL, date of arrival of vessel was 03.12.2021 and date of sailing was 06.12.2021. Name of Supplier is M/s. INL, Name of Inspectors was shown as 'Geochem'. As per the above statement of facts, 15000.225 MT RBD Palmolein and 300.140 MT PFAD were loaded in vessel 'Distya Pushti' at Kuala Tanjung Port, Indonesia from 03.12.2021 to 06.12.2021.

Thus, from the above details, it is crystal clear that 15000.225 MT RBD Palmolein and 300.140 MT PFAD were loaded in vessel 'Distya Pushti' at Kuala Tanjung Port, Indonesia.

2.9.2.4 Page No. 309 of the above mentioned file is 'Notice of Readiness, issued by Capt. Bhaskar, M/s. Phelix Shipping Ventures Pvt. Ltd., showing arrival of the vessel at Kuala Tanjung Port at 22.00 hrs of 03.12.2021 for loading of 15000 MT RBD Palmolein and 250 MT PFAD in vessel 'Distya Pushti'. The scanned image of the above page is reproduced below:-

Phelix Shipping Ventures Private Limited



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	Name of Vessel: <u>DISTYA PUSHTI</u>
	Port of: <u>KUALA TANJUNG, INDONESIA</u>
	Date: <u>03-12-21</u>
NOTICE OF READINESS	
To: <u>LONDONS MASTER</u> <u>KTMT</u> <u>TO WHOM EVER IT MAY CONCERN</u>	
Dear Sirs,	
Please be advised of the arrival of the above vessel at the port of <u>KUALA TANJUNG, INDONESIA</u> at <u>22:00</u> hrs today the <u>03-12-21</u>	
The vessel is in all respects ready to commence <u>LOADING/DISCHARGING</u> a full cargo of	
<u>15000</u>	MT of <u>RBD PALMOLEIN</u> In bulk and
<u>250</u>	MT of <u>PFAD</u> In bulk.
Time to commence in accordance with the terms and conditions of the Governing Charter Party	
Date: <u>03-12-21</u>	Place: <u>KUALA TANJUNG, INDONESIA</u>
Please acknowledge receipt of this Notice of Readiness by signing and returning duplicate	
Yours truly,	
Signature: <u>CAPT BHASKAR</u>	
Received By/Accepted By: _____	
Signature:	[Seal]
Date and Hour: <u>04.12.21</u> AT <u>04.24</u> HOURS	
SUBJECT TO ALL TERMS CONDITIONS AND OR EXCEPTIONS OF THE GOVERNING CHARTER PARTY.	

Version No: 00
FORM - OTR - 01

Dated: 1 July 2017
Phelix Shipping Ventures Pvt.LTD.

See
16
01/01/21

Page 1 of 1

Image22: Scanned copy of 'Notice of Readiness', issued by M/s. Phelix Shipping Ventures Pvt. Ltd.

The perusal of the above page shows that the vessel 'Distya Pushti' arrived at Kuala Tanjung Port, Indonesia on 03.12.2021 for loading of 15000 MT RBD Palmolein and 250 MT PFAD.

2.9.2.5 Page No. 305 of the above mentioned file is 'Ullage Report', issued by M/s. Phelix Shipping Ventures Pvt. Ltd., after loading PFAD. Similarly, Page No. 303 of the above file is 'Ullage Report', issued by M/s. Phelix Shipping Ventures Pvt. Ltd., after loading RBD Palmolein. The copies of Page No. 303 and 305 are as reproduced below: -

Phelix Shipping Ventures Private Limited



ULLAGE REPORT

DATE : 6-Dec-2021 TERMINAL : JETTY KTM
 VESSEL : 'MT DASTYA PURNYA'
 PORT : RUMAH TANGKUNG, INDONESIA VOYAGE : 07/21 (CARGO - RBD PALMOLIM)
 OPERATION: DEPARTURE ULLAGE REPAIR/CHARTER LOADING AND PALMOLIM

TANK NO.	UTI ULLAGE	ULLAGE AFTER APPLYING CORRECTION	TOTAL OBSRVD VOLUME CUB.MTRS	FREE WATER		GROSS OBSRVD VOLUME CUB.MTRS	TEMPERATURE	DENSITY	QUANTITY MT
				DIP CM	VOLUME CUB.MTRS				
1 PORT									
1 STBD									
2 PORT									
2 STBD									
3 PORT	6.790	6.265	1806.684			1806.684	33.600	0.90145	1627.734
3 STBD	6.800	6.275	1802.307			1802.307	33.600	0.90145	1624.889
4 PORT	7.880	7.355	1610.306			1610.306	32.500	0.90215	1439.915
4 STBD	7.500	6.975	1689.202			1689.202	32.000	0.90260	1524.966
5 PORT	5.480	4.955	2025.084			2025.084	32.500	0.90215	1826.930
5 STBD	5.500	5.105	2025.084			2025.084	32.500	0.90215	1826.930
6 PORT	8.840	8.315	1455.715			1455.715	32.500	0.90215	1313.273
6 STBD	8.600	8.075	1489.465			1489.465	32.500	0.90215	1343.720
7 PORT	7.410	6.885	1334.367			1334.367	33.000	0.90180	1203.242
7 STBD	7.430	6.905	1331.583			1331.583	33.000	0.90180	1200.822
SL PORT									
SL STBD									
TOTAL			16876.696			16575.696	AVERAGE	0.9020	14951.798

See attached

Tf = 9.66 m

Ta = 9.66 m

Idt: Nil

Trim= 0.00 m

REMARKS:

- 1) TANK GAUGING BY UTI No. 6283
- 2) VESSEL ROLLING AND ROCKING MODERATELY AT TIME OF GAUGING AND WAS AT BERTH
- 3) INSUFFICIENT TIME ALLOWED FOR SETTLING OF FREE WATER.
- 4) CALCULATED DENSITY AS GIVEN BY LOAD PORT SURVEYOR.



303

Phelix Shipping Ventures Private Limited



ULLAGE REPORT

DATE : 6 Dec 2021
 VESSEL : 'M.T. DISTYA PUSHTI'
 PORT : KUALA TANJUNG, INDONESIA
 TERMINAL : JETTY KJMT
 VOYAGE : 07/21 (CARGO - PFAD)
 OPERATION: DEPARTURE ULLAGE BEFORE/ AFTER LOADING FUEL

TANK NO.	UTI ULLAGE	ULLAGE AFTER APPLYING CORRECTION	TOTAL OBSVD VOLUME CUB MTRS	FREE WATER		GROSS OBSVD VOLUME CUB MTRS	TEMPERATURE	DENSITY	QUANTITY MT
				DIP CM	VOLUME CUB MTRS				
1 PORT									
1 STBD									
2 PORT									
2 STBD									
3 PORT									
3 STBD									
4 PORT									
4 STBD									
5 PORT									
5 STBD									
6 PORT									
6 STBD									
7 PORT									
7 STBD									
SL. PORT	8.590	8.066	344.761			344.761	64.000	0.8670	296.907
SL. STBD									
TOTAL			344.761			344.761			296.907
TY = 9.55 m		Tx = 9.55 m		Lmt: Nil		AVERAGE		0.8670	
Trim = 0.00 m									

Handwritten note: 100% RBD

REMARKS:

- 1) TANK GAUGING BY UTI No. 6983
- 2) VESSEL ROLLING AND PITCHING MODERATELY AT TIME OF GAUGING AND WAS AT BERTH
- 3) INSUFFICIENT TIME ALLOWED FOR SETTLING OF FREE WATER
- 4) CALCULATED DENSITY AS GIVEN BY LOAD PORT SURVEYOR



CHIEF OFFICER



INSPECTOR

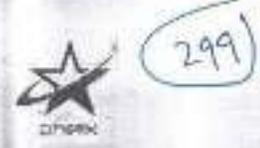


305

Image23: Scanned copies of Ullage Reports.

2.9.2.6 Page No. 299 and 297 of the above mentioned file are 'Letter of Protest', issued by M/s. Phelix Shipping Ventures Pvt. Ltd., showing difference in quantity of RBD and PFAD as per ship's figures and Bill of Lading, respectively. This shows that RBD and PFAD were loaded at port Kuala Tanjung.

Phelix Shipping Ventures Private Limited



Letter of Protest

for

Difference in Cargo Quantity

Vessel: **M.T. DISTYA PUSHTI** Voyage No. **0721**
 At (Port) **KUALA TANJUNG**
 Terminal/Berth **INDONESIA**
 (Date) **JETTY KTMT**
3-Dec-21

To,
 (Supplier / Terminal) OR 'TO WHOM IT MAY CONCERN'

Dear Sir

On completion of loading, differences were observed between ship's figures and bill of lading figures as per details given here under:-

S No	PRODUCT	SHIP'S RECEIVED FIGURE MT (WITH OUT VEF)	SHIP'S RECEIVED FIGURE (WITH VEF)	B/L FIGURE	DIFFERENC E(WITH OUT VEF)	DIFFERENCE (WITH VEF)
1	RBD PALMOLEIN	14951.786	14973.959	15000.225	-48.427	-36.266
					-0.323%	-0.175%

I, therefore protest the above difference. Please note that this letter is in lieu of the Clousing by me of the Bill of Lading in respect of the above-mentioned difference. It is my understanding that this procedure is in accordance with your own request and in respect of any claims which may arise out of such difference, this letter shall be regarded by you as evidence of the quantity to dispute just as if the same had been endorsed in the Bill of Lading.

[Signature]

Master
 MT Distya Pushti
 Capt Bhaskar
 (* Delete if not applicable)
 Acknowledged copies of this letter forwarded to:
 CC: Owners -
 CC: * Charterers -
 CC: Port Agents
 CC:
 CC:



*For receipt only
 Without prejudice*

*Seen
 14/01/22*

Version No: 00
 Form - OTK-18

Dated: 1 July 2017
 CONTROLLED DOCUMENT
 Frequency: As and When Generated

Page 1 of 1
 File: Ship

Image24: Scanned copies of Letter of Protest i.r.o RBD Palmolein.

Phelix Shipping Ventures Private Limited



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Letter of Protest

for

Difference in Cargo Quantity

Vessel: **MT DISTYA PUSHTI** Voyage No. **07/21**
 At (Port) **KUALA TANJUNG**
 Terminal/Berth **INDONESIA**
JETTY KTM7
 (Date) **5-Dec-21**

To,
 (Supplier / Terminal) OR 'TO WHOM IT MAY CONCERN'

Dear Sir

On completion of loading, differences were observed between ship's figures and bill of lading figures as per details given here under-

S No	PRODUCT	SHIP'S RECEIVED FIGURE MT (WITH OUT VEF)	SHIP'S RECEIVED FIGURE (WITH VEF)	B/L FIGURE	DIFFERENCE (WITH OUT VEF)	DIFFERENCE (WITH VEF)
1	PFAD	298.907	299.350	303.140	-1.233	-0.790
					-0.411%	-0.263%

I, therefore protest the above difference. Please note that this letter is in lieu of the Clausuring by me of the Bill of Lading in respect of the above-mentioned difference. It is my understanding that this procedure is in accordance with your own request and in respect of any claims which may arise out of such difference, this letter shall be regarded by you as evidence of the quantity to dispute just as if the same had been endorsed in the Bill of Lading.

[Signature]
 Master
 MT Distya Pushti
 Capt Bhaskar
 (* Delete if not applicable)



*For receipt only
 Without prejudice*

Acknowledged copies of this letter forwarded to:
 CC: Owners -
 CC: * Charterers -
 CC: Port Agents
 CC:
 CC:

*Seen
 07/07/21*

Version No. 00
 Form - QTK-19

Dated: 1 July 2017
 CONTROLLED DOCUMENT
 Frequency: As and When Generated

Page 1 of 1
 File: Ship

Image25: Scanned copies of Letter of Protest i.r.o PFAD.

2.9.2.7 Page No. 221 of the above file is 'Sample Receipt/Distribution Instruction' dated 06.12.2021, issued by Geo-Chem Far East Pte Ltd., Indonesia. The scanned image of the above page is reproduced below:

quantity, respectively. This shows that RBD and PFAD were loaded in the vessel at port Kuala Tanjung.



PT. TRUST CERTIFIED INTERNATIONAL
Representative of



PT. LEON TESTING AND CONSULTANCY
Latah Divestment Group Company

(163)

Date	: 04/12/2021		
Vessel	: M/T. DISTYA PUSHTI	Voyage No.	: 07/21
Commodity	: PALM FATTY ACID DISTILLATE (PFAD) IN BULK		
Stowage	: SLOP P.		
Loading Port	: KUALA TANJUNG, INDONESIA		
Discharging Port	: DEENDAYAL(KANDLA), INDIA		
Shipper/Receiver	: PT. INDUSTRI NABATI LESTARI		

NOTICE OF DISCREPANCY

To : MASTER/CHIEF OFFICER ON BEHALF OF THE VESSEL OWNER

As independent surveyor nominated to carry out an independent survey during the loading of the above - mentioned cargo, we have to draw your attention to the discrepancy for the quantity variance as follows: -

Date	: 05/12/2021		
Bill of Lading quantity	: 300.140	Metric Tons	
Ship's Loaded quantity	: 298.907	Metric Tons	
Difference	: -1.233	Metric Tons	
Percentage	: -0.411%		

Therefore, on behalf of our principal, we are compelled to file this Notice of Discrepancy and reserve the matter to you and your owners on the consequences resulting thereof.



Issued By:



For Receipt Only
Without Prejudice

Grand Palace Kemayoran A - 25 Jl Benyamin Suseb Block A5 Kemayoran Jakarta Pusat 10630
Telp. +62 21-22605900, +62 21-22608699

Acknowledge Receipt By:

Jan 21/12

Image28: Scanned copy of 'Notice of Discrepancy' i.r.o. PFAD



Date : 04/12/2021
 Vessel : M/T. DISTA PURITI Voyage No. : 07/21
 Commodity : SEPTED BLEACHED AND DEODORISED PALM OLEIN (BIDDLE GRAIN) IN BULK
 Stowage : SP, SS, AP, 6S, SP, SS, 4P, 6S, 7P AND 7S.
 Loading Port : KUALA TANJUNG, INDONESIA
 Discharging Port : BRIDGE DUDGE, ISRA
 Shipper/Receiver : PT. INDUSTRI NADATI LESTARI

NOTICE OF DISCREPANCY

To : MASTER/CHIEF OFFICER ON BEHALF OF THE VESSEL OWNER

As independent surveyor nominated to carry out an independent survey during the loading of the above - mentioned cargo, we have to draw your attention to the discrepancy for the quantity variance as follows:-

Date	:	06/12/2021	
Bill of Lading quantity	:	15,000.000	Metric Tons
Ship's Loaded quantity	:	14,961.798	Metric Tons
Difference	:	-38.202	Metric Tons
Percentage	:	-0.255%	

Therefore, on behalf of our principal, we are compelled to file this Notice of Discrepancy and reserve the matter to you and your owners on the consequences resulting thereof.



**For Receipt Only
Without Prejudice**



Issued By:

Acknowledge Receipt By:

Grand Palace Kersayoran A - 25 J. Benyamin Sueeb Blok AS Kemayoran Jakarta Pusat 10530
Telp. +62 21-22605900, +62 21-22606699

*See
21/12/21*

Image29: Scanned copy of 'Notice of Discrepancy' i.r.o. RBD Palmolein

2.9.2.11 Similarly, page No. 153 of the above mentioned file is ‘Ship’s Cargo Statement’, issued by Geo-Chem, showing loading of RBD and also the difference in quantity of RBD as per ship’s figure and shore figure. This shows that RBD was loaded in the vessel at port Kuala Tanjung, Indonesia.

153



SHIP'S CARGO STATEMENT

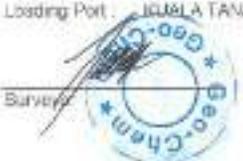
VESSEL NAME : MT. DISTYA PUSHTI
 VOYAGE NO. : 0702
 LOADING PORT : KUALA TANJUNG, INDONESIA
 DISTRICT : DEENDAYAL, ANDHRA PRADESH
 DATE : DECEMBER 04, 2021
 QTY / COMMODITY : MT / RBD (PALM OLEIN IN BULK)
 SHIPPER / SELLER : PT. INDUSTRI SABATI LESTARI

MEASUREMENTS ON SHORE :		AFTER LOADING				
SHIPS TANK NO.	SOUNDING / ULLAGE (M)	CORR. SOUNDING / ULLAGE (M)	TEMP. (°C)	DENSITY (KG/L)	VOLUME (M³)	QTY. ONBOARD IN (MT)
3P	6.780	6.265	33.5	0.90148	1,823,884	1,827,734
3S	6.800	6.275	33.5	0.90140	1,822,307	1,824,688
4P	7.850	7.305	32.5	0.90215	1,618,306	1,456,588
4S	7.900	7.375	32.0	0.90250	1,689,202	1,524,505
5P	5.480	4.965	32.5	0.90215	2,025,084	1,826,900
5S	5.550	5.100	32.5	0.90215	2,055,084	1,826,900
6P	8.840	8.315	32.5	0.90215	1,455,716	1,315,273
6S	8.800	8.075	32.5	0.90215	1,489,490	1,345,720
7P	7.410	6.685	33.0	0.90180	1,304,267	1,300,267
7S	7.450	6.805	33.0	0.90180	1,351,583	1,200,622
TOTAL :						14,951,798

REMARKS :
 SHORE FIGURE = 15,000,225 TONS
 SHIPS FIGURE = 14,951,798 TONS
 DIFFERENCE = -48,427 TONS
 PERCENTAGE = 0.323 %
 BRAUGHT -
 BEFORE : FWD : 7.20 METRES, AFT : 7.30 METRES & LIST : G ° PORT/STBD
 AFTER : FWD : 6.60 METRES, AFT : 6.60 METRES & LIST : G ° PORT/STBD

- This is to certify that the above measurements are taken and calculated jointly with the ship's Chief Officer.
 - Density Table Provided by Terminal
 - Ullage and Temperature taken by UTI NO. 62603
 - Vessel Rolling and Pitching During Ullage On board

Loading Port : KUALA TANJUNG, INDONESIA



FOR ULLAGE & TEMPERATURE
 Master / Chief Officer

[Signature]



MT. DISTYA PUSHTI
 VESSEL ROLLING AND PITCHING
 NOT RECORDED AT TIME OF LOADING

See 2/10/21

Image31: Ship’s Cargo Statement’ at Kuala Tanjung, Indonesia showing RBD Palmolein was loaded on the vessel.

2.9.2.12 Page No. 129 of the abovesaid file is ‘Sequences of Loading’ dated 04.12.2021 showing stowage plan of 15000 MT RBD and 250 MT PFAD in different tanks of the vessel. This shows that RBD & PFAD were to be loaded in the vessel at port Kuala Tanjung.




PT. USDA SEROJA JAYA
Jl. Aroeboesat Kanan, 51463 Dumai, Riau, Indonesia. ☎ +62 822 22177 ext. 10000
KUDADA TANGUNG AGENCY

MANIFEST

MT. No.	Bill of Lading	Shipment Number	Commodity/Weight	Number of Packages	Description of Goods
07/21	PT. USDA SEROJA JAYA KUDADA TANGUNG AGENCY Jl. Aroeboesat Kanan, 51463 Dumai, Riau, Indonesia. ☎ +62 822 22177 ext. 10000 KUDADA TANGUNG AGENCY	01/01	CRUDE PALM OIL (EDIBLE GRADE)	2500	CRUDE PALM OIL (EDIBLE GRADE)
07/21	PT. USDA SEROJA JAYA KUDADA TANGUNG AGENCY Jl. Aroeboesat Kanan, 51463 Dumai, Riau, Indonesia. ☎ +62 822 22177 ext. 10000 KUDADA TANGUNG AGENCY	02/01	CRUDE PALM OIL (EDIBLE GRADE)	2499.869	CRUDE PALM OIL (EDIBLE GRADE)
07/21	PT. USDA SEROJA JAYA KUDADA TANGUNG AGENCY Jl. Aroeboesat Kanan, 51463 Dumai, Riau, Indonesia. ☎ +62 822 22177 ext. 10000 KUDADA TANGUNG AGENCY	03/01	CRUDE PALM OIL (EDIBLE GRADE)	2499.869	CRUDE PALM OIL (EDIBLE GRADE)
TOTAL					



Image33: - Scanned copy of Manifest issued by PT.USDA Seroja Jaya i.r.o Vessel 'MT Distya Pushti MID-PD-Voy/ 07/21' bound to be sailed on 06.12.2021

2.9.2.14 Page No. 111 of the above file is 'Manifest' of cargo shipped on MT Distya Pushti VOY. MID-DP-07/21 dated 01.12.2021, issued by PT. Urban Shipping Agency at Dumai Indonesia, showing details of Bills of Lading. According to which, 2500 MTS and 2499.869 MT of Crude Palm Oil (Edible Grade) in Bulk were loaded in the vessel MT Distya Pushti - 07/21 at Dumai Indonesia Port under B/L No. DUM/DEE/01 and DUM/DEE/02 respectively. The destination port is shown as Kandla. This shows that 4999.869MTS of CPO were loaded in the said vessel at Dumai Indonesia port. This is also supported by Mate's receipt dated 01.12.2021 at Page No. 109 of the above file.

PT. Urban Shipping Agency
Dumai Indonesia

MANIFEST

Of Cargo Shipped on MT DISTYA PUSHTI VOY. MID-DP-07/21 Master CAPTAIN BISHGAR From DUMAI PORT, INDONESIA to DEODULAL (KANDLA) PORT, INDIA

B/L No.	Matra & Nos.	Number of Packages	Quantity	Stowage	Description of Goods	Shipper	Notify / Consignee
0000001	-	0 BALE	2499.869 MT	0 H. 0 P. 0 S.	CRUDE PALM OIL (CPO) IN PACKING BAGS	PT. KANDLA PULVERISASI BERKAS (KAB) INDUSTRIAL, PT. SPS NEARHTAUX, MIKROSIKAMBA DA BUNYAL OF PT. PEROPSIKAN KEBUNTAHAN - 01, LUBAN RAU MOTOLO SO. BERTAN 0111	SHANGHAI TO ORDER OF TATA INTERNATIONAL, WADJAL DACC 001 TO 001, JAMBUKA ANY 02 TOWNS, CLOUTIER E, (A.T. F.0 BUK 00010, DUMAI, BERTI ARAB ESTIMATE)
0000001	-	0 BALE	2 499 869 MT	0 H. 0 P. 0 S.	CRUDE PALM OIL (CPO) IN PACKING BAGS	PT. KANDLA PULVERISASI BERKAS (KAB) INDUSTRIAL, PT. SPS NEARHTAUX, MIKROSIKAMBA DA BUNYAL OF PT. PEROPSIKAN KEBUNTAHAN - 01, LUBAN RAU MOTOLO SO. BERTAN 0111	SHANGHAI TO ORDER OF TATA INTERNATIONAL, WADJAL DACC 001 TO 001, JAMBUKA ANY 02 TOWNS, CLOUTIER E, (A.T. F.0 BUK 00010, DUMAI, BERTI ARAB ESTIMATE)
TOTAL			4999.869 MT				

Scan of original

Dumai, 01st December 2021
PT. Urban Shipping Agency
Dumai, Indonesia
K. H. Sutrisno

Image34: Scanned copy of 'Manifest' of cargo dated 01.12.2021 – CPO shipped on MT Distya Pushti Voy.MID-DP-07/21 at Dumai, Indonesia

2.9.2.15 Page No. 93 of the above file is 'Statement of Facts(Loading)', issued by M/s. SUCOFINDO dated 30.11.2021, showing details of loading of 2499.869 MT CPO in vessel 'Distya Pushti' from 29.11.2021 to 01.12.2021 at DUMAI Port, Indonesia. The scanned image of the above page is reproduced below:

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STATEMENT OF FACTS (Loading / Discharge)



	Date : NOVEMBER 30, 2021		
Vessel / Voyage No.	: MT. DISTYA PUSHTI / 07/21		
Consignment	: CRUDE PALM OIL (EDIBLE GRADE) IN BULK		
Shore Tank No.	: 06, 12 (INSTALATION PT. SAN)		
Stowage	: 1P, 1S, 2P, 2S		
Applicant for Survey	: SURVEY LOADING		
Shipper	: PT. KHARISMA PEMASARAN BERSAMA NUSANTARA ON BEHALF PT. PERKEBUNAN NUSANTARA V		
Notify	: GLENTECH VENTURES PTE LTD		
Port Of Loading	: DUMAI, INDONESIA		
Port Of Discharge	: DEENDAYAL, INDIA		
Shore Figure	: <u>2499.859</u> MT		
Ships Figure	: _____ MT		
Difference	: _____ MT		
TIME LOG			
Vessel Arrived At Morning	: ON NOVEMBER 29, 2021 at 21.12 Local Time (*)		
N.O.R. Tendered	: ON NOVEMBER 29, 2021 at 21.12 Local Time		
Arrival Dumai	: ON NOVEMBER 29, 2021 at 04.06 Local Time		
S.P.O.B	: ON NOVEMBER 29, 2021 at 22.00 Local Time		
Free Partique Granted	: ON NOVEMBER 30, 2021 at 07.45 Local Time		
H.P.O.B	: ON NOVEMBER 30, 2021 at 09.08 Local Time		
Berthed	: ON NOVEMBER 30, 2021 at 10.54 Local Time		
Surveyor On Board	: ON NOVEMBER 30, 2021 at 11.18 Local Time		
Commenced Tank Inspection	: ON NOVEMBER 30, 2021 at 11.30 Local Time		
Completed Tank Inspection / Accepted	: ON NOVEMBER 30, 2021 at 12.15 Local Time		
Cargo pumping from PT. SAN			
Hose Connected	: ON DECEMBER 01, 2021 at 02.35 Local Time		
Commenced Loading / Discharging	: ON DECEMBER 01, 2021 at 02.40 Local Time		
Completed Loading / Discharging	: ON DECEMBER 01, 2021 at 15.55 Local Time		
Hose Disconnected	: ON DECEMBER 01, 2021 at 17.40 Local Time		
Calculation And Reporting Completed	: ON DECEMBER 01, 2021 at 18.00 Local Time		
Vessel Sailed / ETD	: ON DECEMBER 01, 2021 at 20.00 Local Time		
<p>Yours Faithfully,</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  Inspector/Surveyor </div> <div style="text-align: center;">  Master / Chief Officer </div> </div> <div style="text-align: center; margin-top: 10px;">  </div> <p style="color: blue; font-weight: bold; margin-top: 10px;">Please Refer To Vessel SOF</p>			
FOR/KSP-AGRI/02	Rev : 01	Tgl. Berlaku : 11/07/2019	Hal. 1 dari 1 hal

Luar
my office

Image35: Scanned copy of 'Statement of Facts' dated 30.11.2021 – CPO shipped on MT Distya Pushti Voy.MID-DP-07/21 at Dumai, Indonesia.

2.9.2.16 Page No. 91 of the above file is 'Statement of Facts (Loading)', issued by M/s. SUCOFINDO dated 30.11.2021, showing details of loading of 2500 MT CPO in vessel 'Distya Pushti' from 29.11.2021 to 01.12.2021 at DUMAI Port, Indonesia. The scanned image of the above page is reproduced below:

91

STATEMENT OF FACTS
 (Loading / Discharge)



Vessel / Voyage No.	MT. DISTYA PUSHTI / 07/21	Date : NOVEMBER 30, 2021
Consignment	CRUDE PALM OIL (EDIBLE GRADE) IN BULK	
Store/Tank No.	06 (INSTALLATION PT. SAN)	
Stowage	1P, 1S, 2P, 2S	
Applicant for Survey	SURVEY LOADING	
Shipper	PT. IGHAARIMA PEMASARAN BERSAMA NUSANTARA ON BEHALF PT. PERKEBUNAN NUSANTARA III	
Notify	GLENTech VENTURES PTE LTD	
Port Of Loading	DUMAI, INDONESIA	
Port Of Discharge	DEENDAYAL, INDIA	
Shore Figure	2500.000	MT
Ships Figure		MT
Difference		MT

TIME LOG

Vessel Arrived At Morong	ON NOVEMBER 29, 2021	at 21.12	Local Time *)
N.O.R. Tendered	ON NOVEMBER 29, 2021	at 21.12	Local Time
Arrival Dumai	ON NOVEMBER 29, 2021	at 04.06	Local Time
S.P.O.B	ON NOVEMBER 29, 2021	at 22.00	Local Time
Free Particulars Granted	ON NOVEMBER 30, 2021	at 07.45	Local Time
H.P.O.B	ON NOVEMBER 30, 2021	at 09.00	Local Time
Berthed	ON NOVEMBER 30, 2021	at 10.54	Local Time
Surveyor On Board	ON NOVEMBER 30, 2021	at 11.18	Local Time
Commenced Tank Inspection	ON NOVEMBER 30, 2021	at 11.30	Local Time
Completed Tank Inspection / Accepted Cargo pumping from PT. SAN	ON NOVEMBER 30, 2021	at 12.15	Local Time
Hose Connected	ON NOVEMBER 30, 2021	at 14.00	Local Time
Commenced Loading / Discharging	ON NOVEMBER 30, 2021	at 15.10	Local Time
Completed Loading / Discharging	ON DECEMBER 01, 2021	at 02.35	Local Time
Hose Disconnected	ON DECEMBER 01, 2021	at 02.40	Local Time
Calculation And Reporting Completed	ON DECEMBER 01, 2021	at 18.00	Local Time
Vessel Sailed / ETD	ON DECEMBER 01, 2021	at 18.00	Local Time

Yours Faithfully,



Inspector/Surveyor

Acknowledged by,




Master / Chief Officer

Please Refer to Vessel SOF

FORM/SP/AGRI/62	Rev: 01	Tgl. Berlaku: 11/07/2019	Hal. 1 dari 1 hal.
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Image36: Scanned copy of 'Statement of Facts' dated 30.11.2021 – CPO shipped on MT Distya Pushti Voy.MID-DP-07/21 at Dumai, Indonesia.

2.9.2.17 Page No. 87 of the above mentioned file is 'Notice of Discrepancy', issued by SUCOFINDO, showing difference in quantity of CPO as per ship's loaded quantity and Bill of Lading quantity, respectively. This shows that CPO was loaded in the vessel at port DUMAI.

2.9.2.18 Page No. 71 of the above mentioned file is 'Report of sampling and distribution of samples' issued by SUCOFINDO shows the samples of CPO were taken from 1P, 1S, 2P, 2S of 'MT Distya Pushti' only. This shows that one set of samples was for the consignee and another to be retained by vessel.

2.9.3 SCRUTINY OF DOCUMENTS PRODUCED BY SHRI BHASKER, MASTER OF THE VESSEL ‘MT Distya Pushti’ DURING RECORDING OF HIS STATEMENT DATED 03.01.2022 [RUD-9]:

2.9.3.1 Page No. 21 (reproduced herein as below) of the above mentioned documents is ‘Tanker Bill of Lading No. DP-KTG-DEE-01 dated 06.12.2021’ issued by M/s. PT. USDA Seroja Jaya, Kuala Tanjung. As per the said B/L 15000.25MTS REFINED BLEACHED AND DEODORISED PALM OIL (EDIBLE GRADE) IN BULK was loaded on vessel MT Distya PushtiVoy.07/21 showing HSN 15119037 from Kuala Tanjung. The name of the shipper is M/s. INL, Indonesia and Name of the Notified Party is M/s. TIWA.

Tanker Bill of Lading
B/L NO: DP-KTG-DEE-01

FIRST ORIGINAL

Shipped in accordance with conditions by
 Shipper
 PT. INDUSTRI NABATI LESTARI
 KOMP. KAWIRAN KHONGOM KHUSUS-88 MANGKEL
 KAYU-D, KEL. SE. MANONKE KEC. BUKIT MAL. STOK
 KAB. SIMALINGUN, SUMATERA UTARA, 21184, INDONESIA

Consignee / Order of:
 TO ORDER OF CITIBANK N.A SINGAPORE BRANCH

Notify Address:
 TATA INTERNATIONAL WEST ASIA DMCC
 2001 TO 2009 JUMBIHAY WAY X3 TOWER,
 CLUSTER K, JLT, UNITED ARAB EMIRATES

The Name of the vessel MT. DISTYA PUSTHI VOY. 07/21	Flag INDIA	Master CAPT. BHASKAR
At the port of KUALA TANJUNG PORT, INDONESIA	To be delivered to the port of DEENDAYAL (KANGLA) PORT, INDIA	
Quantity or bulk used by the Shipper to be: (Name of Product) REFINED PALM OIL AND DEODORIZED PALM OIL (EDIBLE GRADE) IN BULK	QUANTITY (In Metric Tonnage, rounded) 15,000.25 MT	

VESSEL IMO NO. 817812P
 H.S. CODE: 15119037
 INCOTERMS: FOB KUALA TANJUNG PORT, INDONESIA

CLEAN ON BOARD
 06 DECEMBER 2021

FREIGHT PAYABLE AS PER CHARTER PARTY

OCEAN CARRIAGE STOWAGE: SP, 35, 4F, 4S, 5P, 5S, 5T AND 7S

This shipment of 15,000.25 Metric Tons was loaded on board the Vessel as part of one original lot of 15,000.25 Metric Tons agreed to be shipped to the port of discharge or to any other port as the Vessel can safely go, always subject upon prior payment of freight as agreed. The Bill of Lading hereon is issued for which the Vessel is released from all responsibility to the extent it would be if one set only were issued from INL.

The quantity, measurement, weight, gauge, quality, nature and value and actual condition of the cargo as shown in the Vessel and the Master, to be delivered to the port of discharge or to any other port as the Vessel can safely go, always subject upon prior payment of freight as agreed. Cargo is warranted free of damage to Vessel except for the usual risks inherent in the carriage of the commodity as described.

This shipment is carried under and subject to the terms of the Charterparty dated 11th NOVEMBER 2021 between AS PER CHARTER PARTY as Charter and AS PER CHARTER PARTY as Charterer, and all conditions, clauses and stipulations whatsoever of the said Charterparty apply to and govern the rights (reserved) by Charterer. The Charterparty, New York Charter and Part of Western Charter Clause as set out on the reverse of the Bill of Lading are hereby incorporated herein and shall remain in full force and effect as if they were printed in the back hereof.

The Master is authorized to sign for all receipts in connection with the cargo as shown on bills of Lading in Clean Form. The freight is payable in advance and is earned irrespective of whether the cargo is or is not loaded or unloaded.

The Owners shall have an absolute lien on the cargo for all freight, dead freight, demurrage, damages for stowage and all other charges due under the above-mentioned Charterparty and this Bill of Lading, together with the mate and receipts, notwithstanding any limitation of time, and shall be entitled to detain or otherwise dispose of the property banded and apply the proceeds towards satisfaction of such liability.

The contract of carriage evidenced by this Bill of Lading is between the shipper, consignee and/or owner or charterer of the Vessel named herein to carry the cargo described above.

It is understood and agreed that, unless this Bill of Lading is signed by the person, firm or corporation or other legal entity whatsoever, it or shall be deemed to be false with respect to the shipment of cargo, unless it is signed or issued, in accordance with, the provisions, it shall be subject to any other laws and regulations in force in the country of origin or holder of said shipment or under any responsibility with respect thereto, all limitations of or coverations from liability and all defenses provided by law or by the terms of the contract of carriage shall be available to such party.

All of the provisions, written, printed or stamped on this Bill of Lading are part of this Bill of Lading Contract.

In witness whereof the charterer has signed **THREE ORIGINALS**
 Bill of Lading of this tenor and date, one of which being acknowledged, the others will be void.

Dated at **KUALA TANJUNG, INDONESIA** this **05th** day of **DECEMBER** year **2021**

As Agent for the Shipper and on behalf of Capt. BHASKAR

Image 38: ‘Tanker Bill of Lading No. DP-KTG-DEE-01 dated 06.12.2021’

2.9.3.2 Page No. 15 (as below) of the said documents is ‘Tanker Bill of Lading No. DP-KTG-DEE-02 dated 05.12.2021’ issued by M/s. PT. USDA Seroja Jaya, Kuala Tanjung. As per the said B/L 250.000 MTS ‘PALM FATTY ACID DISTILATE (PFAD) IN BULK’ was loaded on vessel MT Distya Pushti Voy.07/21 showing HSN 3823 1920 from Kuala Tanjung. The name of the shipper is M/s. INL, Indonesia and Name of the Notified Party is M/s. TIWA

Shipped in apparent good order and condition by
 Shipper
PT INDUSTRI NISATI LESTARI
 KOMP. KAWASAN EKONOMI KHUSUS-SEI MANGKELI,
 KAV.2-3, KEL.SE MANGKELI KEC BOSAR MALIGAS,
 KAB. SIMALUNGUN, SUMATERA UTARA, 21184, INDONESIA

Tanker Bill of Lading 15
 BL NO: DP-KTG-DEE-02

Consignee: Order of
 TO ORDER OF CITIBANK NLA SINGAPORE BRANCH

FIRST ORIGINAL

Notify Address
TATA INTERNATIONAL WEST ASIA DMCC
 2001 TO 2005 JUMEIRAH BAY X3 TOWER,
 CLUSTER X, JLT, UNITED ARAB EMIRATES

On board the vessel MT. DISTYA PUSHTI VOY. 0121	Flag INDIA	Master CAPT. BHASKAR
At the port of KUALA TANJUNG PORT, INDONESIA	To be delivered to the port of DENDAYAL (KAROLA) PORT, INDIA	
A quantity in bulk said by the Shipper to be: COMMODITY (Name of Product) PALM FATTY ACID DISTILLATE (PFAD) IN BULK	QUANTITY (In metric tons, barrels, gallons) 250.000 MT	

VESSEL IMO NO: 9178127
 H.S. CODE: 3823.19.20
 INCOTERMS: FOB KUALA TANJUNG PORT, INDONESIA

CLEAN ON BOARD
 DECEMBER 05TH, 2021

FREIGHT PAYABLE AS PER CHARTER PARTY

OCEAN CARRIAGE STOWAGE: SLOP P

This shipment of **250,000** Metric tons was loaded on board the Vessel as part of one original set of **250,145** Metric tons stowed in **SLOP P** with no segregation as to parcels. For the whole shipment **THREE (3)** sets of Bill of Lading have been issued for which the Vessel is relieved from all responsibilities to the extent it would be if one set only would have been issued.

The quantity, measurement, weight, gauge, quality, nature and value and actual condition of the cargo unknown to the Vessel and the Master, to be delivered to the port of discharge or so near thereof as the Vessel can safely get, always after upon prior payment of freight as agreed. Cargo is warranted free of damage to Vessel except for the usual risks inherent in the carriage of the commodity as described.

This shipment is covered under and subject to the terms of the Charter dated **02ND NOVEMBER 2021** between **AS PER CHARTER PARTY** as Owner and **AS PER CHARTER PARTY** as Charterer, and all conditions, clauses and exceptions whatsoever of the said Charter apply to and govern the rights and liabilities in this shipment. The Clause Paramount, New Jersey Clause and Both to Harter Collision Clause as set out on the reverse of this Bill of Lading are hereby incorporated hereto and shall remain in effect even if unenforceable in the United States of America. General Average payments according to the York-Antwerp Rules (1974).

The Master is authorized to act for all interests in arranging for salvage assistance in terms of Lloyd's Open Form. The freight is payable in full and is earned in accordance with loading, stowage, tally and cargo lost or not lost or abandoned.

The Owners shall have an absolute lien on the cargo for all freight, dead freight, demurrage, damages for detention and all other charges due under the above-mentioned Charter or under this Bill of Lading, together with the costs and expenses, including attorney's fees, of enforcing same, and shall be entitled to sell or otherwise dispose of the property bailed and apply the proceeds towards satisfaction of such liability.

The contract of carriage evidenced by this Bill of Lading is between the shipper, consignee and the owner or demise charterer of the Vessel named herein to carry the cargo described above.

It is understood and agreed that, other than said ship owner or demise charterer, no person, firm or corporation or other legal entity whatsoever, is or shall be deemed to be liable with respect to the shipment as carried, unless as herein set out in contract or in tort. If, however, it shall be admitted that any other than said ship owner or demise charterer is carrier or bailee of said shipment or under any responsibility with respect thereto, all limitations of or exemptions from liability and all defenses provided by law or by the terms of the contract of carriage shall be available to such other.

All of the provisions written, printed or stamped on either side hereof are part of this Bill of Lading Contract.

In Witness Whereof, the Master has signed **3 (THREE) ORIGINALS** Bills of Lading of this tenor and that, one of which being accomplished, the others will be void.

Issued at **KUALA TANJUNG, INDONESIA** on **05TH** day of **DECEMBER** year **2021**
 [Signatures and stamps of PT Industri Nisati Lestari and Capt. Bhaskar]
 As Agent: **Wibisono, Satrio** on behalf of Capt. BHASKAR
 Member of MT DISTYA PUSHTI VOY. 0121

Image39: Scanned copy of 'Tanker Bill of Lading No. DP-KTG-DEE-02 dated 05.12.2021'

2.9.3.3 Page No. 09 of the above mentioned documents is 'Tanker Bill of Lading No. DP-KTG-DEE-03 dated 05.12.2021' issued by M/s. PT. USDA Seroja Jaya, Kuala Tanjung. As per the said B/L, 50.140 MTS 'PALM FATTY ACID DISTILATE (PFAD) IN BULK' was loaded on vessel MT Distya Pushti Voy. 07/21 showing HSN 3823 19 20 from Kuala Tanjung. The name of the shipper is M/s. INL, Indonesia and Name of the Notified Party is M/s. TIWA.

2.9.3.5 Comparison of Bills of Lading No. DP-KTG-DEE-01 dated 06.12.2021, DP-KTG-DEE-02 & DP-KTG-DEE-03 dated 05.12.2021 vis-à-vis B/L No. KTG/DEE/01 to KTG/DEE/20 dated 28.11.2021 and B/L No. KTG/DEE/21 to KTG/DEE/83 dated 30.11.2021:

B/L Nos. DP-KTG-DEE-01 dated 06.12.2021, DP-KTG-DEE-02 & DP-KTG-DEE-03 dated 05.12.2021	B/L Nos. KTG/DEE/01 to KTG/DEE/20 dated 28.11.2021, B/L. KTG/DEE/21 to KTG/DEE/83 dated 30.11.2021
<p>These BLs are in respect of 15000.250 MTS REFINED BLEACHED AND DEODORISED PALM OIL (EDIBLE GRADE) IN BULK loaded on vessel MT Distya Pushti Voy.07/21 showing HSN 15119037 from Kuala Tanjung and 300.140 MTS 'PALM FATTY ACID DISTILATE (PFAD) IN BULK' was loaded on vessel MT Distya Pushti Voy.07/21 showing HSN 3823 19 20 from Kuala Tanjung respectively.</p> <p>These BLs were kept sealed inside the cabin of the Chief Officer of the vessel and resumed under Panchnama during rummaging.</p>	<p>These BLs are in respect of 20300.365 MT CRUDE PALM OIL (EDIBLE GRADE) IN BULK loaded on vessel MT Distya PushtiVoy. 07/21 showing HSN 15111000 from DUMAI Port, Indonesia.</p> <p>These are the BLs which were meant to be submitted at Customs Port, Kandla, India and were switch BL which are switched by the vessel owner as per the terms of the charter party agreement and voyage order after blending of 15000.250 MTs RBD Palmolein, 300.140MTs PFAD, and 5000MTS CPO., declaring entire quantity as CPO only</p>

On comparison of the "B/L DP-KTG-DEE-01 dated 06.12.2021, DP-KTG-DEE-02 & DP-KTG-DEE-03 dated 05.12.2021" with "B/L KTG/DEE/01 to KTG/DEE/20 dated 28.11.2021 and B/L KTG/DEE/21 to KTG/DEE/83 dated 30.11.2021", it appears that the original BLs issued at the port of load are in respect of 15000.250 MTS REFINED BLEACHED AND DEODORISED PALM OIL (EDIBLE GRADE) IN BULK loaded on vessel MT Distya Pushti Voy. 07/21 showing HSN 15119037 from Kuala Tanjung port and 300.140 MTS 'PALM FATTY ACID DISTILATE (PFAD) IN BULK' loaded on vessel MT Distya Pushti Voy. 07/21 showing HSN 38231920 from Kuala Tanjung port whereas the latter ones are in respect of CRUDE PALM OIL (EDIBLE GRADE) IN BULK loaded on vessel MT Distya Pushti Voy. 07/21 showing HSN 15111000 from DUMAI Port, Indonesia.

From the above, it is apparent that though RBD and PFAD were loaded in the vessel at Kuala Tanjung port, the B/Ls were manipulated to show that the entire cargo loaded in the vessel was CPO.

2.9.4 SCRUTINY OF DOCUMENTS RESUMED FROM THE OFFICE PREMISES OF M/S. MIDAS TANKER & M/S. PHELIX SHIPPING VENTURES PVT. LTD:

2.9.4.1 The office premises of M/s. Midas Tanker & M/s. Phelix Shipping Ventures Pvt. Ltd were searched under Panchnama dated 03.01.2022 and documents as mentioned in the Panchnama were resumed under above Panchnama. The document at Page No. 31 and 34 are the copies of the original Bills of Lading i.e. DUM/DEE/02 and DUM/DEE/01 dated 01.12.2021 respectively. As per the above B/L 2499.869 MTS and 2500 MTS CPO were loaded from DUMAI Port, Indonesia. The name of the supplier is M/s. KPBN, Consignee is M/s. TIWA and notified party is M/s. GVPL, Singapore. Thus, it is

apparent that 4999.869MTS CPO was loaded in the vessel in 'MT Distya Pushti' in tanks 1P, 1S, 2P, 2S.

2.9.4.2 Page No. 19 is the copy of E-mail correspondence dated 02.12.2021[**RUD-4**] from operations@midasship.com to 'Distya Pushti-MASTER' regarding blending of cargo. As per the above mail, the instructions for blending 15000MTS of olein with 5000 MT CPO and 250MT PFAD were communicated. The scanned image of the said page is reproduced below: -

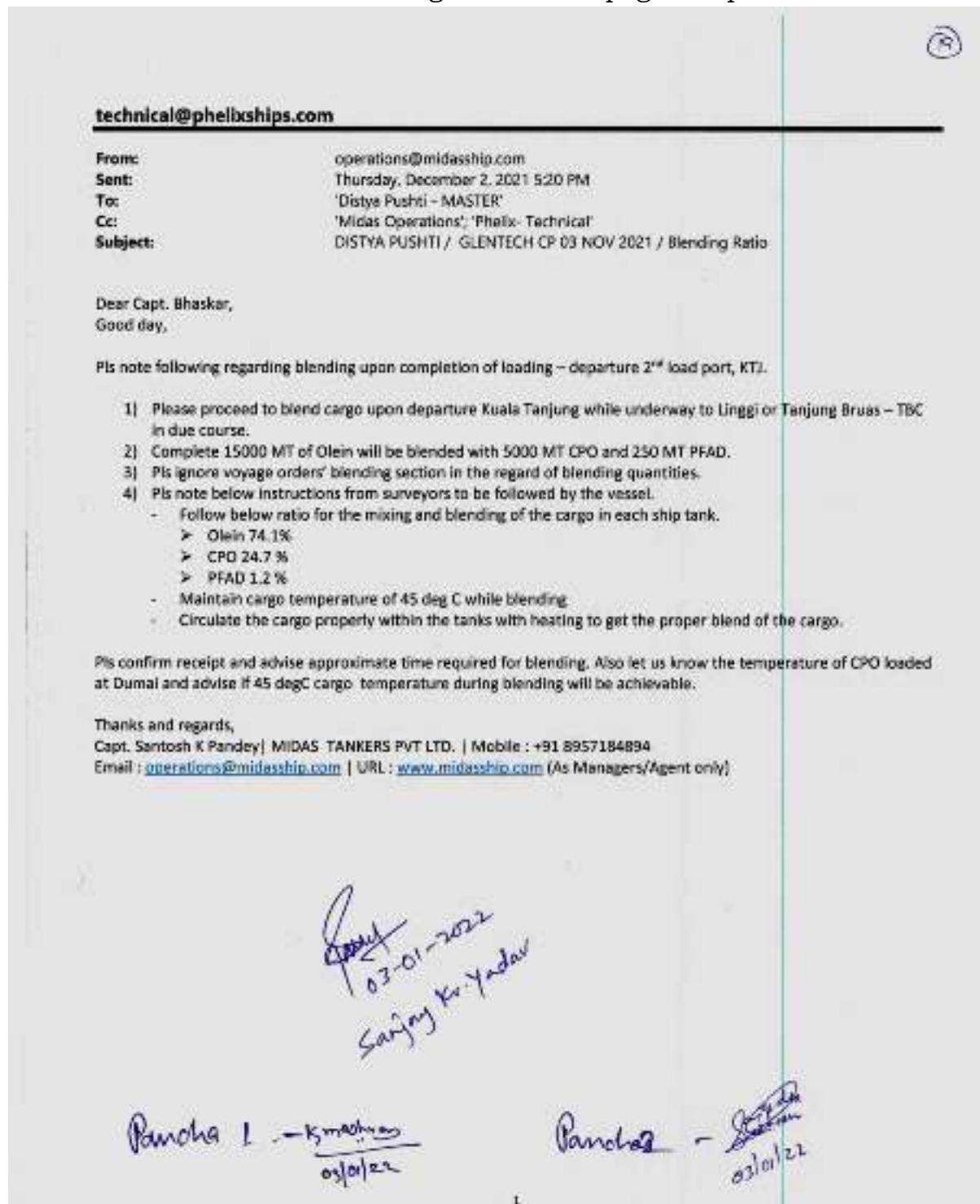
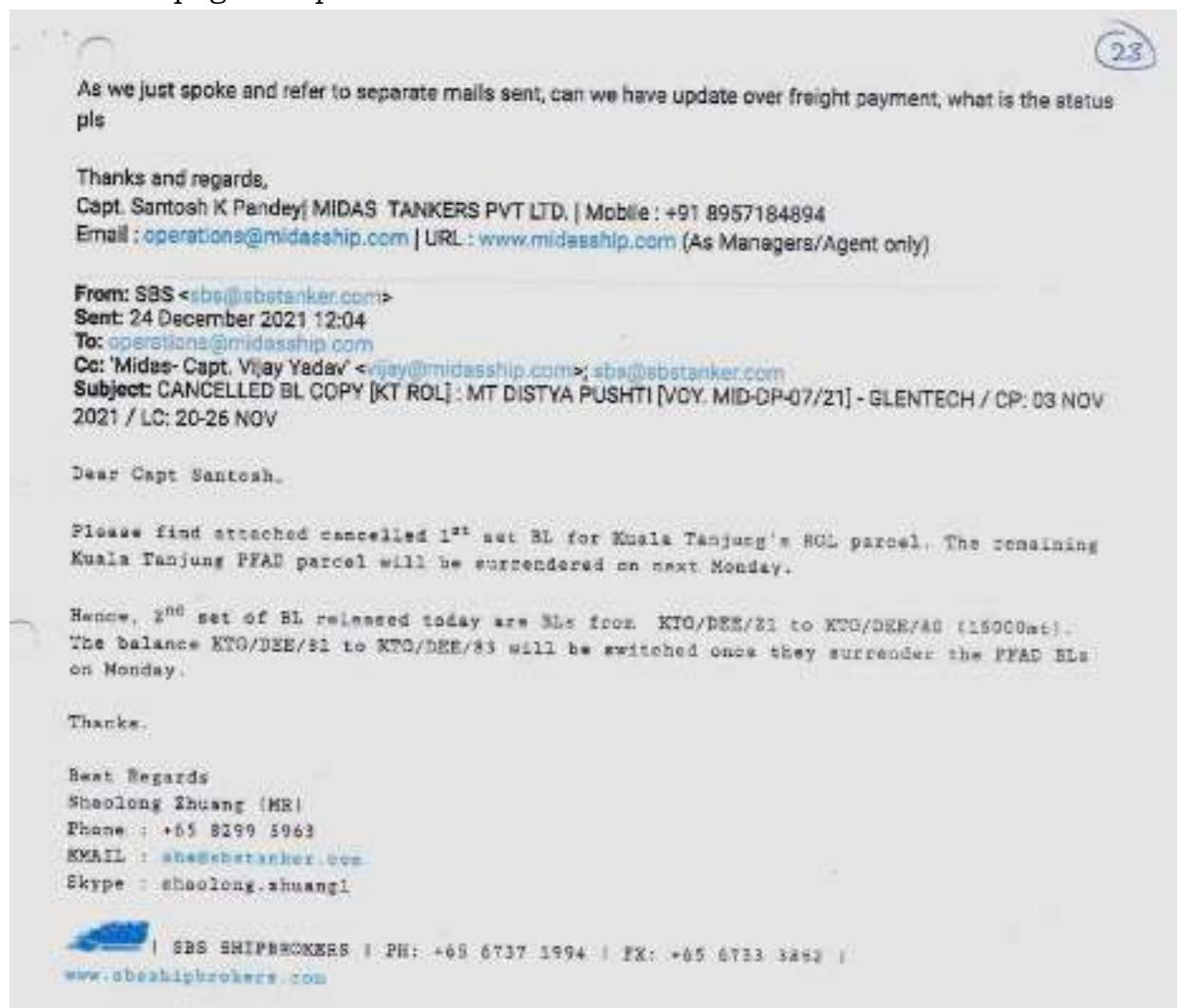


Image41: Scanned image of copy of E-mail correspondence dated 02.12.2021 from operations@midasship.com to 'Distya Pushti-MASTER' regarding blending of cargo.

2.9.4.3 Page No. 23 is the copy of E-mail correspondence dated 24.12.2021[**RUD-4**] from sbs@sbstanker.com to operations@midasship.com regarding instructions in relation to switching of Bills of Lading of RBD Palmolein and PFAD with all B/Ls of CPO were communicated. As per which, the cancelled 1st set of Bills of Lading for Kuala Tanjung was forwarded. And the 2nd set of BL bearing Nos. KTG/DEE/21 to KTG/DEE/80 (15000 MT). It is also mentioned that the remaining B/L viz. KTG/DEE/81 to KTG/DEE/83 will

be switched once they surrender the PFAD BLs on Monday. The scanned image of the said page is reproduced below: -



2.9.5 SCRUTINY OF DOCUMENTS PRODUCED BY SHRI SIDHANT AGARWAL, DIRECTOR OF M/S. GIPL, DURING RECORDING OF HIS STATEMENT DATED 29.01.2023: -

2.9.5.1 Shri Sidhant Agarwal, Director of M/s. GIPL, Greater Noida, U.P. during recording of his statement dated 29.01.2023, produced a file containing Page No. 1 to 104. **[RUD-10]**

2.9.5.2 Page No. 104 of the above mentioned file is Certificate of Origin bearing No. 4863/CO-CC/XII/2021 dated 08.12.2021, issued by Kamar Dagang Dan Industry Sumatera Utara. As per the said Certificate, the goods viz. 300.140 MTs PFAD, shipped to M/s. TIWA by M/s. INL through vessel 'MT Distya Pushti' vide B/L No. DP-KTG-DEE-02 & DP-KTG-DEE-03 both dated 05.12.2021, were of Indonesian Origin.

2.9.5.3 Similarly, Page No. 103 of the above mentioned file is Certificate of Origin bearing No. 4862/CO-CC/XII/2021 dated 08.12.2021 issued by KamarDagang Dan Industry Sumatera Utara. As per the said Certificate, the goods viz. 15000.225 MTS RBD Palmolein (Edible) Grade, shipped to M/s. TIWA by M/s. INL through vessel 'MT Distya Pushti' vide B/L No. DP-KTG-DEE-01 dated 06.12.2021, were of Indonesian Origin.

From the above Certificates of Origin, it appears that the goods viz. 300.140 MT PFAD and 15000.225 MT RBD were purchased by M/s. TIWA from M/s. INL and loaded into the vessel Distya Pushti. Further, another Certificate of Origin, wherein goods viz. 20300.234 MT CPO of Indonesian Origin is shown. Thus, it appears that they have fabricated the Certificate of Origin.

2.9.5.4 Page Nos. 101 and 102 of the said file are Certificates of Origin bearing Reference No. 0007002/KDM/2021 and Ref. No. 0007001/KDM/2021 both dated 04.12.2021 issued by Pt. Sarana Agro Nusantara, Republic of Indonesia. As per the said Certificates, the goods viz. 2500 MTs and 2499.869 MTs CPO, to the order of M/s. TIWA by M/s KPBN through vessel 'MT Distya Pushti' vide B/L No. DUM/DEE/01 and DUM/DEE/02 both dated 01.12.2021, were of Indonesian Origin.

2.9.5.5 Page No. 98 & 99 of the above file is weight and quality certificate dated 08.12.2021, issued by M/s. Pt. Leon Testing and Consultancy. The above certificate pertains to 300.140 MTs PFAD loaded into Slop P of the vessel 'MT Distya Pushti'. As per the test result of the said cargo, the following specifications are mentioned: -

<i>“Free Fatty Acid (As Palmitic)</i>	<i>91.81%</i>
<i>Moisture and Impurities</i>	<i>0.32%</i>
<i>Saponifiable Matter</i>	<i>98.42”</i>

2.9.5.6 Page No. 90 & 91 of the above file is weight and quality certificate dated 08.12.2021, issued by M/s. Pt. Leon Testing and Consultancy. The above certificate pertains to 15000.225 MTs RBD Palmolein (Edible Grade) loaded into the vessel 'MT Distya Pushti'. As per the test result of the said cargo, the following specifications are mentioned: -

<i>“Free Fatty Acid (As Palmitic)</i>	<i>0.062%</i>
<i>Moisture and Impurities</i>	<i>0.04%</i>
<i>IV(WIJS)</i>	<i>56.65</i>
<i>Melting point</i>	<i>22.5 Deg. C</i>
<i>Colour</i>	<i>2.8 (RED)”</i>

2.10 CONCLUSION OF INVESTIGATION I.R.O. IMPORT OF CONSIGNMENT VIDE VESSEL- 'MT DISTYA PUSHTI'

A. On scrutiny of the documents as discussed hereinabove, it appears that 5000 MT CPO, 15000 MT RBD and 300 MT PFAD were purchased/ M/s. GVPL/M/s. TIWA in Indonesia from M/s. KPBN and M/s. INL. The 'CPO' was loaded on the vessel Distya Pushti at Dumai port whereas RBD and PFAD were loaded on the said vessel at Kuala Tanjung port as per below mentioned table.

B/L no.	Date	Item description	CTH	Qty	Port of loading	Port of discharge	Consignee
DUM/DEE/01 &02	02.12.2021	Crude Palm Oil (Edible Grade) in bulk	1511 1000	4999.869 MTS	Dumai	Kandla Port	M/s. KPBN
DP-KTG-DEE-01	06.12.2021	Refined Bleached & Deodorised Palmolein (Edible Grade) in Bulk	1511 9037	15000.225 MTS	Kuala Tanjung	Kandla Port	M/s. INL
DP-KTG-DEE-02	05.12.2021	Palm Fatty Acid Distillate (PFAD) in Bulk	3823 1920	250 MTS	Kuala Tanjung	Kandla Port	M/s. INL

DP-KTG-DEE-03	05.12.2021	Palm Fatty Acid Distillate (PFAD) in Bulk	3823 1920	50.140 MTS	Kuala Tanjung	Kandla Port	M/s. INL
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B. Further, as per the Charter agreement dated 03.11.2021 of the vessel 'MT Distya Pushti' between M/s. Midas Tankers Pvt. Ltd., Mumbai (Owner) and Performance Charterer M/s.GVPL, Singapore and Payment Charterer M/s. TIWA, 5000 MT CPO was to be loaded from Dumai port, Indonesia; 15000 MT Palm Olein and about 400 MT PFAD from Kuala Tanjung port, Indonesia. As per the instructions from the management team of M/s. Midas Tankers Pvt. Ltd., vide E-mail dated 02.12.2021 to the Master of the Vessel was instructed to proceed to blend the entire 15000MTs of Olein with 50000 MT CPO and 250 MT PFAD while underway to Linggi or Tanjung Bruas.

C. Similarly, instructions in context of switching of Bills of Lading of RBD Palmolein and PFAD with all B/Ls of CPO were communicated to the master of the vessel by the M/s. Midas Tankers Pvt. Ltd. Further, the original bills of lading of RBD and PFAD were replaced with the manipulated Bills of Lading, showing the cargo as CPO. It was also instructed to conceal the original load port documents and to produce the manipulated Bills of Lading declaring the goods as CPO at the port of discharge, i.e. Kandla.

D. As the manipulated Bills of Lading, IGM were filed declaring the goods as CPO and M/s TIL had filed 83 bills of entry dated 16.12.2021 and the description of goods mentioned as CPO (Edible Grade)in Bulk.

From the investigation conducted, it appears that the importer M/s. TIL in active connivance of M/s. GIPL, attempted to import admixture of CPO, RBD and PFAD, falling under CTH 15119090 through Kandla Customs Port, by way of mis-declaration of the same as CPO falling under CTH 15111000 and suppression of the facts of actual loaded goods on the vessel MT Distya Pushti, to evade higher customs duty payment to Indian Customs.

INVESTIGATION IN RESPECT OF PREVIOUSLY IMPORTED CARGO

3. It was further gathered during the course of investigation of import by M/s. TIL vide vessel 'MT Distya Pushti' that they had imported admixture of CPO, RBD and PFAD, in the manner of mixing/blending the said constituents on board vessel 'MT Distya Pushti Voy.07/21' previously as well. It is further gathered from the documentary as well as oral evidences, that M/s. TIL had imported admixture of CPO, RBD and PFAD, in the import consignments and in the documents presented before Customs mis-declared the cargo as CPO and classified the same under CTH 15111000 by suppressing the facts that the goods imported were admixture of CPO, RBD and PFAD, which merits classification under CTH 15119090. The above act on the part of importer resulted into short payment of Customs duties by ex-bond filers in the previous consignments as well.

3.1. It was further gathered that the import of CPO was undertaken by M/s TIL, using similar *modus operandi* in the previous imported consignments imported vide Vessels “FMT GUMULDUR V.202109”, “MT HONG HAI6 V.2106”, “MT FMT EFES V.202111” as per below mentioned details, which resulted in short payment of Customs duties by various ex-bond filers: -

3.2 The details of the 12199.71 MT of admixture imported vide vessel FMT GUMULDUR V.202109 was purchased from M/s TIWA and declared as CPO in the bill of entry before Indian Customs is as below mentioned table:

Sr. No.	COMMODITY loaded at load Port	QTY (MTs)	SUPPLIER (M/s.)	LOAD PORT	Warehouse Bill of Entry no.	Bill of Entry date
1	CPO	3499.71	OLAM	DUMAI, INDONESIA	5302477, 5302489,	03.09.2021
	RBD PALM OLEIN	8500	INL	KUALA TANJUBG, INDONESIA	5302500, 5302513, 5302519	
	PFAD	200	INL	KUALA TANJUBG, INDONESIA	& 5302523	
	Total	12199.7				

3.3 The details of the 15462.070 MT of admixture imported vide vessel MT HONG HAI6 V.2106 was purchased from M/s. Tata International Singapore PTE Ltd and declared as CPO in the bill of entry before Indian Customs is as below mentioned table:

Sr. No.	COMMODITY loaded at load Port	QTY (MTs)	LOAD PORT	Warehouse Bill of Entry no.	Bill of Entry date
1	RBD PALM OLEIN	6513.520	KUALA TANJUBG, INDONESIA	5916265, 5916285, 5916291 &	20.10.2021
	CPO	8948.550	Phuket, Thailand	5916292	
	Total	15462.070			

3.4 The details of the 12959.31MT of admixture imported vide vessel MT FMT EFES VOY. 202111 was purchased from M/s. TIWA and declared as CPO in the bill of entry before Indian Customs is as below mentioned table:

Sr. No.	COMMODITY loaded at load Port	QTY (MTs)	SUPPLIER (M/s.)	LOAD PORT	Warehouse Bill of Entry no.	Bill of Entry date
3	RBD PALM OLEIN	5086.015	PT INL	KAULA TANJUNG, INDONESIA	6212683 &	11.11.2021
	CPO	7873.290	THA CHANG	PHUKAT PORT, THAILAND	6212824	
	<i>Total</i>	12959.31				

4. Filing of Warehouse Bills of Entry:

4.1 M/s. TIL had filed 12 Warehouse Bills of Entries at Kandla Customs House as mentioned in **Annexure-A** to this notice, declaring the cargo as “CPO”, wherein, it appears that blending of goods was undertaken onboard vessel(s). The copies of said W.H. Bills of Entries are already available with the importer M/s. TIL. With respect to the aforementioned W.H. Bills of Entry, it appears that the goods have been mis-declared as ‘CPO’ by M/s. TIL which are further sold, and subsequently cleared by various importers by filing Ex-Bond Bills of Entry for Home Consumption as per **Annexure- B** attached to this notice. The copies of such Bills of Entry are available with the respective Ex-Bond filers of the said cargo.

4.2 Further, M/s. GIPL (IEC:AAICG1071A) had filed the Ex-Bond BoE for Home consumption in respect of clearance of goods imported vide aforementioned vessels, as listed under **Annexure – C** to this show cause, by declaring the goods as CPO under CTH 15111000 in the said Bills of Entry. The copies of such Bills of Entry are already available with them[M/s. GIPL]

5. TARIFF CLASSIFICATION OF CPO & Admixture of RBD Palmolein, CPO and PFAD:

Crude palm Oil is classifiable under the chapter heading 15111000 of the Customs Tariff attracting duties leviable thereunder while admixture of RBD Palmolein, CPO and PFAD falls under the Chapter Heading is under CTH 15119090 of the Customs Tariff and attracts duties leviable thereunder.

6. SCRUTINY OF DOCUMENTS (i.r.o. previously imported consignments)

The investigation was conducted in respect of cargo imported vide vessel “MT Distya Pushti Voy. 07/21” and was extended to previously imported consignments by M/s. TIL vide vessels MT FMT Gumuldur 202109, MT HONG HAI6 V.2106, MT FMT EFES 202111 vide W.H. Bills of Entry as per Annexure-

A. Further investigations revealed that M/s. TIL in connivance with M/s GIPL and other stakeholders viz. Vessel owners, M/s. TIWA, UAE, M/s. Tata International Singapore PTE Ltd.(referred as 'M/s. TISPL' hereinafter), M/s.GVPL, had filed such Bills of Entry by mis-declaring and mis-classifying the cargo as CPO, with intent to earn commission on the same for use of its brand name to import cargo and suppress the description of actually imported goods. These goods were subsequently cleared by various importers who purchased these goods from M/s. TIL and filed the Ex-Bond Bills of Entry for Home Consumption had paid lesser amount of customs duty, thus, this entire planning of importing goods by way of mis-declaration by M/s. TIL led to evasion of customs duty by various beneficiaries viz., ex-bond filers (as listed in Annexure –B to this show cause).

6.1 During the course of investigation, statements of various persons were recorded and documents were produced during the statements of concerned persons.

Statements of various concerned persons were recorded as mentioned below: -

- 1** Statement of Shri Amit Agarwal, Asstt. Vice President M/s. GIPL& M/s. GVPL., Singapore recorded on 05.01.2022 **[RUD No.11]**
- 2** Statement of Shri Sachin Deshpande, Executive of M/s TIL was recorded on 06.01.2022 under Section 108 of the Indian Customs Act, 1962 **[RUD No. 12]**
- 3** Statement of Shri Sachin Deshpande, Executive of M/s TIL was recorded under Section 108 of the Indian Customs Act, 1962 on 07.01.2022 **[RUD No. 13]**
- 4** Statement of Shri Amit Thakkar was recorded on 07.01.2022 under Section 108 of the Customs Act **[RUD No. 14]**
- 5** Statement of Shri Shrikant Subbarayan, Head of Agri Business Division of M/s.TIL was recorded under Section 108 of the Customs Act, 1962 on 08.01.2022 **[RUD No. 15]**
- 6** Statement of Shri Sidhant Agarwal, Director of M/s. GIPL dated 27.01.2022 **[RUD No. 16]**
- 7** Statement of Shri Sidhant Agarwal Director of M/s. GIPL dated 28.01.2022 **[RUD No. 17]**
- 8** Statement of Shri Sudhanshu Agrawal, Ex-CEO of M/s. GIPL dated 27.01.2022 **[RUD No. 18]**
- 9** Statement of Shri Sudhanshu Agrawal, representative and founder of M/s. GVPL dated 28.01.2022 **[RUD No. 19]**
- 10** Statement of Shri Sudhanshu Agrawal, ex-CEO of M/s. GIPL dated 29.01.2022 **[RUD No. 20]**

- 11** Statement of Shri Shrikant Subbarayan, Head – Minerals & Agri Trading Business, M/s. TIL., Mumbai dated on 20.05.2023 [**RUD No. 21**]

Statements recorded: -

6.1.1 Statement of Shri Amit Agarwal, Asstt. Vice President M/s. GIPL& M/s. GVPL, Singapore was recorded on 05.01.2022 [**RUD No. 11**], wherein *interalia* he stated that: -

- M/s. GIPL is engaged in trading of imported edible oils viz. Crude Palm Oil, Refined, Blended & Deodorized (RBD) Palm Oil and Palm Fatty Acid Distillery (PFAD) and in export of Mentha Oil which M/s. GIPL purchases from domestic market.
- that M/s. GIPL has purchased the imported aforesaid Palm Oil from M/s. TIL., Mumbai; that he is engaged in preparing Sale contracts/Bond to Bond Agreement with Domestic buyers of Crude Palm Oil (CPO), Refined, Blended & Deodorized (RBD) Palm Oil and Palm Fatty Acid Distillery (PFAD). Further when they receive advance payment from buyers of said oils, he used to issue Delivery Order (DO).
- On being asked regarding sales of the said oils he stated that Shri Sudhanshu Agarwal, former CEO of M/s. GIPL and father of Shri Sidhant Agarwal, one of the Directors of M/s. GIPL, looks after sales of M/s. GIPL and he used to be in contact with buyers of Crude Palm Oil (CPO), Refined, Blended & Deodorized (RBD) Palm Oil and Palm Fatty Acid Distillery (PFAD).
- On being asked regarding business relation of aforesaid companies of Glentech Group with M/s. TIL& their Overseas affiliate companies, he stated that an agreement for commodity supply and service agreement dated 09.03.2021 has been entered between M/s. GIPL& M/s. TIL. As per the said agreement M/s. TIL shall import the Commodity/(ies) viz. Crude Palm Oil/Soya Oil/PFAD and other Edible Oils from the overseas Supplier or from TIL's Affiliates on behalf of M/s. GIPL; that he was the authorized signatory of M/s. GIPL for the said agreement. It is further stated that an agreement dated 09.03.2021 for Commodity Supply and Services has been entered between M/s. GIPL& M/s. TISPL. As per the Scope of the Agreement M/s. GIPL agrees and acknowledges that M/s. TISPL can import the commodity (ies) from the overseas supplier through M/s. GVPL and/or onward sell the same in Indian market through M/s.GIPL at its sole discretion and option. On being asked he stated that

he was the authorized signatory of M/s. GIPL/ M/s.GVPL for the said agreement.

- Further in addition to above he stated that as per the aforesaid two agreements M/s. TIL& its affiliate companies will buy the goods from the overseas supplier through M/s. GVPL only in overseas country and further M/s. TIL will import the said goods in India on behalf of M/s. GIPL. Further, after importation the said goods, the same to be handed over to M/s. GIPL only.
- He was shown page No. 148 to 152 of file No. 06 resumed under Panchnama dated 02.01.2022 drawn at office premises of M/s. GIPL viz., printout of emails sent or received by me from employees of M/s. TIL through his official email ID operations@glentech.co and on being asked regarding content of the said mail, he stated that he has requested to employees of M/s. TIL for opening Bank Letter of Credit (LC) in respect to the 15000MTs RBD and 250 MTs PFAD and he also requested them not to open LC for 5000 MTs Crude Palm Oil (CPO). Further, it is stated that vide aforesaid mail, he sent draft Letter of Credit to them (employees of M/s. TIL). On being asked regarding mail dated 17.11.2021 (20:50 PM) he stated that vide the said mail he sent details of contracts of M/s. TIWA, UAE with PT Industri Nebati Lestari (INL) w.r.t. supply of said 15000MTs RBD & 250 MTs PFAD.
- He was shown the contract No. TIWA/2122/CPO-RBD/0001 dated 24.11.2021 entered between M/s. GVPL, Singapore and M/s. TIWA, UAE for supply of 5000 MTs (+/- 2% at seller's option) Crude Palm Oil (CPO) by M/s. GVPL to M/s. TIWA, which was resumed under Panchnama date 02.01.2022 drawn at office premises of M/s. GIPL. The said contract was signed by him on behalf of M/s. GVPL. On being asked,he stated that the said 5000 MTS CPO first purchased by M/s. GVPL from M/s. KPBN, Indonesia and then sold to M/s. TIWA as per contract dated 24.11.2021.
- It is stated that the said consignment of 15000MTs of RBD, 5000 MTs CPO & 300 MTs PFAD (50MTS added later vide contract No. 170/SC/FOB/INL/XII/2021) was loaded in ship namely MT Distya Pushti at Indonesia on 06.12.2021. Further the said cargo in same ship was imported in India by M/s. TIL from M/s. TIWA and the said ship MT Distya Pushtialong with the said 20300 MTs (15000 MTs RBD+ 5000 MTS CPO + 300 MTs PFAD) (approx.) cargo arrived at Kandla Port recently.

- He was shown the page No. 108 to 116 of file No. 07 resumed under Panchnama dated 02.01.2022 drawn at office premises of M/s. GIPL. In this context, he stated that said pages (114-116) are (i) commercial invoices issued by INL to M/s. TIWA w.r.t. sell of RBD & PFAD and description of goods mentioned therein are correct. The pages (111-113) are Tanker Bill of Lading wherein shipper is mentioned as M/s. INL, Indonesia, Notify party as M/s. TIWA, Name of the ship as M/T. Distya Pushti Voy. 07/21, Loading port as Kuala Tanjung Port, Indonesia & delivered port was mentioned as Deendayal (Kandla) Port, India. In the said Bill of lading, the description of goods mentioned as RBD Palm Oil & PFAD which is correctly mentioned. Page No. 110 is Certificate of Origin w.r.t. aforesaid goods supplied by INL to M/s. TIWA, wherein goods description is mentioned as RBD Palm Oil & PFAD which is correctly mentioned. Page No. 108 & 109 are Shipping Certificate, wherein the description of goods loaded in M/T. Distya Pushti Voy. 07/21 are mentioned as RBD Palm Oil & PFAD.
- On being asked he stated that in all the three type of documents description of goods supplied by M/s INL to M/s. TIWA are correctly mentioned as RBD Palm Oil & PFAD and the said goods loaded in M/T. Distya Pushti Voy. 07/21 on 06.12.2021 at Kuala Tanjung Port, Indonesia and further the same ship arrived at Kandla Port recently.
- On being asked regarding the page No. 107 of file No. 7 resumed under Panchnama dated 02.01.2022 drawn at office premises of M/s. GIPL, he stated that the said page is Certificate of Origin issued by Dubai Chamber in respect of goods imported by M/s. TIL from M/s. TIWA and description of goods was mentioned as Crude Palm Oil (Edible Oil) in Bulk, quantity was mentioned as 20300.234 MTs, name of the vessel is mentioned as MT Distya Pushti- 07/21.
- On being asked that when the goods purchased by M/s. TIWA from INL & M/s. GVPL from Indonesia and loaded in MT Distya Pushti- 07/21 at Indonesia and further same was further sold to M/s. TIL vide the same vessel, then why the description of goods were mentioned as Crude Palm Oil (Edible Oil) in Bulk instead of RBD Palm Oil & PFAD in Certificate of Origin & in IGM filed by M/s. TIL., he stated that he doesn't know anything and didn't make any correspondence with M/s. TIL or M/s. TIWA.

6.1.2 Statement of Shri Sachin Deshpande, Executive of M/s TIL was recorded under Section 108 of the Indian Customs Act, 1962 on 06.01.2022[**RUD No. 12**]& 07.01.2022 [**RUD No.13**] wherein he *inter alia* stated that he looks after the documentation part of import of different types of oils and voluntarily produced the documents viz. Sample copy of sale purchase contract of M/s. TIL with M/s. TIWA DMCC, UAE, LC copy, copy of purchase contracts Bills of lading etc w.r.t. consignment vide 'MT Distya Pushti'. He also produced the summary of previous consignment for importation of CPO the details and quantities etc.

Further, vide statement dated 07.01.2022, he *inter-alia* in response to question no. 13 has stated that in previous 03 vessels RBD & PFAD were also imported; that the details of previous imports are as under: -

Sr No	VESSEL NAME	Letter of Credit (LC)	SELLER	Actual goods loaded and declared at load port	QTY (MTs)	SUPPLIER	LOAD PORT	Warehouse Bill of Entry no.	Bill of Entry date	Description of imported goods declared in bill of entry before Indian Customs	QTY (MTs)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
1	FMT GUMU LDUR	5940604359 dated 11.08.2021	M/s. TIWA	CPO	3499. 71	M/s OLAM	DUM AI, INDO NESI A	53024 77,	03.09 .2021	CPO	1219 9.71
				RBD PALM OLEIN	8500	M/s PTIN L	KUAL A TANJ UBG, INDO NESI A	53024 89, 53025 00, 53025 13, 53025			
				PFAD	200	M/s PTIN L	KUAL A TANJ UBG, INDO NESI A	19 & 53025 23			
				Total	1219 9.7						
2	MT HONG	YUDOCB212 024/25/26	M/s. Tata	RBD PALM OLEIN	6513. 520		KUAL A TANJ	59162 65, 59162	20.10 .2021	CPO	1546 2.070

	HAI6	dated 20.09.2021	International Singapore PTE Ltd, (herein referred as M/s TISPL)				UBG, INDO NESI A	85, 59162 91 & 59162 92				
				CPO	8948. 550		Phuket, Thailand					
				Total	1546 2.070							
3	MT FMT EFES VOY. 2021 11	5944604443 & 5945604443 both dated 22.10.2021	M/s. TIWA	RBD PALM OLEIN	5086. 015	M/s PT INL	KAULA TANJ UNG, INDO NESI A	62126 83 & 62128 24	11.11 .2021	CPO	1295 9.31	
				CPO	7873. 290	M/s THA CHA NG	PHUK AT PORT, THAI LAND					
				Total	1295 9.31							

He also produced copies of Original Invoices issued to M/s. TIWA or M/s. TISPL by the suppliers w.r.t aforesaid 02 old consignments (Sr. 1 & 2 of aforesaid table); copy of original Bill of Ladings with respect to aforesaid 03 old consignments and stated that descriptions of goods were mentioned as CPO, RBD Palm Olein & PFAD which were actually imported by M/s. TIL and the same were loaded in respective vessels at load port.

6.1.3. Statement of Shri Amit Thakkar was recorded on 07.01.2022 and documents produced during the statement [RUD No.14] under Section 108 of the Customs Act wherein *inter-alia* he stated that his job at M/s. TIL (Agri Division) includes Domestic procurement as well import procurement of oil; that M/s. TIL deals in Trading Business which includes Trading/Trade Facilitation of Edible Oil/Pulses; Vide said statement he further elaborated the terms Trading and Trade Facilitation; that the Trading Activity of M/s. TIL includes procurement of edible oil product/pulses through Domestic Market as well as through Importations; and that in Trade Facilitation, client through

Broker as well as their own and even sales Relations Team of M/s. TIL would approach to the potential client for business. Then M/s. TIL facilitate them by paying to the supplier on their behalf i.e., Opening a letter of Credit/made cash payment against Documents (CAD) in account of M/s. TIL or their subsidiaries. Further M/s. TIL negotiate the terms and conditions and thereafter entered into an Agreement and also ask them to deposit the security deposit i.e. margin money. Subsequently, after securing the full payment i.e. Value of Cargo/Goods + Processing Fees the delivery order is issued. Vide said statement dated 07.01.2022, it is stated that: -

- M/s. TIL's role is of Trade Facilitator, M/s. TIL facilitated M/s. GIPL, for procurement of Oil products i.e. CPO, RBD, PFAD, Soya Oil etc.; that the stage wise steps which were followed for execution of the above said work is as under: -

1. *Client Agreement dated 9.3.2021 between M/s. TIL & M/s. GVPL Agreement was already in existence.*
2. *Details (i.r.o. vessel MT Distya Pushti) of the purchase contract of 20300 MT between M/s. GVPL& Suppliers from Indonesia were shared through E-Mail dated 8.11.2021(From Amit Agarwal (operations@glentech.co to Ravi Thakkar (ravi.thakkar@tatainternational.com)); that M/s. TIL forwarded their response through E-Mail (amit.thakkar@tatainternational.com) on 25.11.2021 9.51 AM. The response was forwarded to Mr. Sudhanshu & Mr. Sidhant Agarwal (both of M/s.GIPL), Mr. Shrikant Subbarayan, Head of Agri Division of M/s. TIL and Mr.Kushal Bothra, Manager of Agri Division of M/s. TIL.*

It is further stated that as per the above said mail, they had conveyed the agreed terms for the shipment of 20250 MT. Agreed terms are as under: -

- *5000 MT of CPO to be procured from KPBN (PT.Perkebunan Nusantara III (PERSERO)); 15000 MT RBD Palmolein and 250 MT PFAD to be procured from INL (INL).*
- *Blended cargo would be 5000 MT, 10000 MT RBD Palmolein 250 MT PFAD totalling to approx. 15000 MT CPO.*
- *Balance 5000 MTRBD Palmolein shall be loaded separately and sold independently as RBD Palmolein.*
- *Entire cargo of 20000 MT shall be sold off before vessel arrival in India.*

- *Tata trade margin for this specific transaction shall be USD 25 per MT.*

It is stated that M/s. TIL forwarded the above mail for their confirmation and they received the confirmation through E-mail dated 25.11.2021; 10:25 A.M. (sidhant@glentech.co) vide their e-mail. He produced the copy of the above said mail. Subsequently, purchase contract was executed wherein Buyer is M/s. TIWA and Seller is M/s. INL for 15000 MT of RBD & 300 MT of PFAD. Further he stated that since the purchase contract of M/s. KPBN could not be transferred to M/s. TIWA, the purchase was undertaken from M/s. GVPL for 5000MT of CPO. He produced a copy of the above said contract) on FOB basis.

3. Then they opened the LC in favour of M/s. INL for 15000 MT of RBD & 300 MT of PFAD and in favour of M/s. GVPL for 5000MT of CPO. He produces a copy of the LC in respect of purchase of 5000MT of CPO in favour of M/s. GVPL).
4. *Then vessel was arranged by M/s. GVPL. Accordingly, charter agreement was executed between M/s. Midas Tankers Pvt. Ltd & M/s. GVPL, wherein M/s. GVPL is operational Charter, M/s. TIWA were the payment charterer.*
5. *Email was received from Shipping and Logistics department of M/s. GVPL (shipping@glentech.co) on 24.11.2021 12:12 regarding appointment of M/s. Geo Chem as a surveyor/Inspector Agency at the load port. He reproduces the content of the above said email: -
“We hereby nominate you for the subject cargo at DUMAI, Kuala Tanjung and Linggi. Vessels ETA to Dumai O/a 26.10.2021.
Port rotation and cargo nomination as follow.*
 1. *Dumai*
Agents: Urban Shipping Agency
Shipper:KPBN III and KPBN V-5000 MTS CPO
 2. *Kuala Tanjung*
Agents:Urban Shipping Agency
Shipper:PT INL-15000 MTS Olein & 250 MTs PFAD
 - 3 *Linggi*
Agents: Maritime NETwrk SDN BHD
Ops:CARGO OPS(Other than loading)
6. *Subsequently, Crude Palm Oil (CPO)(5000 MT) was loaded from Dumai & 15000 MT Refined Bleached DeodorisedPalmolein (RBD) and 300 MT Palm Fatty Acid Distillation (PFAD) at Kuala Tanjung port, Indonesia. He stated that as operational charterer entire*

blending operation had been undertaken in supervision by M/s. GVPL and he's not fully aware exactly where and how it took place.

- On being asked about the details of Bills of Entry (along with details of imported commodities, quantity etc.) filed for the current import consignment by M/s. TIL before Kandla Customs, he produced summary sheet containing details of 83 Bills of Entries filed by M/s. TIL at Kandla Port w.r.t. goods imported via Vessel namely MT Distya Pushti wherein the description of goods mentioned as Crude Palm Oil (CPO)(Edible Grade) in Bulk, Country of Origin: ID (Indonesia), Port of Shipment(for Sr. No. 1 to 16 & 18 to 21): IDDUM and For Sr. No. 17,22 to 83): IDKTJ in the said Bills of Entries. Qty in 80 bills of entry is 250 MT each, wherein B/E No. 67144238-Qty. 249.869 MT, B/E No.671448(Qty. 50 MT) & B/E No. 6714454-Qty. 50.365 MT.
- On being asked as to from whom the said imported goods were purchased by M/s. TIL, it is stated that M/s. TIL purchased the said goods from M/s. TIWA.
- He affirmed that the same goods viz. 5000MTs CPO, 15000MTs RBD & 300 MTs PFAD which have been purchased by M/s. TIWA from M/s. GVPL & M/s. INL (M/s. INL), Indonesia were sold was further sold by M/s. TIWA to M/s. TIL.
- On being asked about the entries in the aforesaid 83 Bills of Entry all dated 16.12.2021 as to whether it matches with the entries mentioned in the Bill of Lading (original and other one) for the said consignment, he denied the same and stated that w.r.t goods purchased by M/s. TIWA from M/s. GVPL &M/s INL, Indonesia, goods description mentioned in the Bills of Lading were 5000MTs CPO, 15000MTs RBD & 300 MTs PFAD and mentioned in Original Bills of Lading i.e. DUM/DEE/01-02 dated 1.12.2021, DP-KTG-DEE-01-02-03 dated 5-6.12.2021 whereas as per the 83 Bills of Entry, the description of Goods is shown as CPO (Edible Grade)in Bulk. He produces copies of the Bills of lading No. KTG/DEE/81 to 83.
- On being asked about any declaration in the documents filed before the Kandla Customs w.r.t. current consignment that RBD Olein and PFAD was also loaded in the said vessel, he stated that they have submitted the appropriate documents before the Customs Authority at Kandla as resultant product after blending to derive better quality of CPO, which was certified by the surveyor before arrival in India and accordingly same were appropriately declared as CPO before the Customs.
- He affirmed that the "RBD" and "PFAD" were loaded on Kuala Tanjung Port, Indonesia and CPO was loaded in DUMAI port. He also accepted

that post blending local B/Ls were switched to Global B/L and that these products have not been declared in the documents filed before Kandla Customs and M/s. TIL has submitted the 'CPO' B/L/documents to the Customs Authority.

- When the goods purchased by M/s. TIWA from M/s INL & M/s. GVPL. were 15000MTs RBD & 300 MTs PFAD, 5000MTs CPO and the same were loaded in MT Distya Pushti- 07/21 at Indonesia and further the same were further sold to M/s. TIL vide the same vessel, In this context, on being asked about the reason for description of goods mentioned as Crude Palm Oil (Edible Oil) in Bulk instead of RBD Palm Oil, PFAD & CPO in Certificate of Origin & in IGM & aforesaid 83 Bills of Entries filed by M/s. TIL before Kandla Customs, it is stated that as per their client M/s.GIPL, three different cargoes purchased in Indonesia and blended to derive better quality CPO as required and desired by buyers in India and accordingly, post blending and certification received from the surveyors certifying the cargo as CPO and they got certificate of Origin issued from Dubai Chamber, M/s. TIL has accordingly filed the documents for CPO with Customs. He produced a copy of the Country-of-Origin Certificate No. 2117495 dated 20.12.2021.
- On being asked as to why was M/s. GVPL directing the vessel's persons/shipping agent for blending & for switching of Bill of Lading Whereas, the goods were imported by M/s. TIL from their affiliate company M/s. TIWA, Dubai; title of the said goods was with M/s. TIWA, Dubai, it is stated that the M/s. TIL was providing trade facilitation services to M/s GIPL, and entire sourcing and purchase in Indonesia had been undertaken by M/s. GVPL. In the charterer agreement M/s. GVPL is the operational charterer and accordingly directions were issued by M/s. GVPL.
- He produced the copy of Charter party agreement.
- On being asked as to what directions were given to vessel agents/vessel persons with respect to the current import consignment of your company and reasons thereof, it is stated that as per the charterer agreement M/s. GVPL is the operational charter and accordingly directions were issued by M/s. GVPL.
- He produced the details of previous import through Vessel Name "MT FMT Gumuldur", "MT HONG HAI", "MT FMT EFES VOY. 202111".B/E Date 3.9.2021, 20.10.2021 & 11.11.2021 respectively as below: -

Details of goods imported by M/s. TIL. (except MT Distya Pushti)											
Sr. No	VESSEL NAME	Letter of Credit (LC)	SELLER	COMMODITY loaded at load Port	QTY (MTs)	SUPPLIER	LOAD PORT	Bill of Entry no.	Bill of Entry date	Description of imported goods declared in bill of entry	QTY (MTs)
1	FMT GUMULDUR	594060435 9 dated 11.08.2021	M/s. TIWA	CPO	3499.71	OLAM	DUMAI, INDONESIA	5302477, 5302489, 5302500, 5302513, 5302519 & 5302523	03.09.2 021	CPO	12199.71
				RBD PALM OLEIN	8500	PTINL	KUALA TANJUBG, INDONESIA				
				PFAD	200	PTINL	KUALA TANJUBG, INDONESIA				
				Total	12199.7						
2	MT HONG HAI	YUDOCB212 024/25/26 dated 20.09.2021	M/s. TISPL	RBD PALM OLEIN	6513.520		KUALA TANJUBG, INDONESIA	5916265, 5916285, 5916291 & 5916292	20.10.2 021	CPO	15462.070
				CPO	8948.550		Phuket, Thailand				
				Total	15462.070						
3	MT FMT EFES VOY. 202111	594460444 3 & 594560444 3 both dated 22.10.2021	M/s. TIWA	RBD PALM OLEIN	5086.015	PT INL	KAULA TANJUNG, INDONESIA	6212683 & 6212824	11.11.2 021	CPO	12959.31
				CPO	7873.290	THA CHANG	PHUKAT PORT, THAILAND				
				Total	12959.31						

- He affirmed the fact that Blending process and switch of Bill of Lading were undertaken/ followed in the similar manner of the current consignment i.e. onboard vessel “MT Distya Pusti” in the aforesaid old 03 consignment also. Further he stated that even though M/s. TIL had procured CPO, RBD & PFAD through M/s. GVPL and their identified suppliers in earlier consignments also and blended there off to derive better quality of CPO, which was certified by the surveyor before arrival in India and accordingly, they declared as CPO before the Customs.

6.1.4. A Statement of Shri Shrikant Subbarayan, Head of Agri Business Division of M/s. TIL was recorded under Section 108 of the Customs Act, 1962 on 08.01.2022 [RUD No. 15], wherein *inter alia* he stated that he is responsible for delivering business performance as per business plan. They deal in commodities like pulses and grains, oils and oilseeds, sugar; that their activities include Trading and Trade facilitation; that the trading means the firm is buying/selling, importing/exporting where the risk or reward is theirs’(M/s. TIL); that in Trade Facilitation, they enable Third Party to do the transaction were in lieu of margin money. Thus, they have a fixed profit and price risk averse. For the oil business transactions, only Trade Facilitation activity is carried out by them. It is stated that the term "margin money" used above refers to the advance payment provided to the company by a third party to protect it from the risk of price fluctuations. In trade facilitation, the company assists third parties in purchasing oil commodities by opening letters of credit (LCs) on their behalf to suppliers based in foreign countries. Before

opening the LCs, the original contracts are transferred to the company's name. Prior to entering into the said purchase contract, the company always has a sales contract with the third party, in which the margins for the transaction are agreed upon and the material is presold to the third party. The company handles the financial aspects of the said sale/purchase trade facilitation activity and manages the risk until its funds are returned. His responsibility is to monitor and supervise five traders working under him. He regularly tracks and discusses with these five traders whether the business is going according to plan; that he is the approving authority at M/s/ TIL for finalizing any deal in above mentioned two categories viz. Trading and Trade Facilitation. It is further stated that the cargo belongs to the third party and they look after the finance part of the said cargo. He further stated that: -

- *for the custom related purpose, the importer will be M/s. TIL. And the supplier will be either, M/s. TIWA, UAE or TISPL, Singapore.*
- *since entire transactions was about facilitating the M/s. GVPL's trade, hence the purchase of the cargo, the blending of the cargo was all per the instructions issued by M/s. GVPL, as he was the ultimate buyer after the import of the said cargo into the India.*

6.1.5. Statement of Shri Sidhant Agarwal, Director of M/s. GIPL recorded under Section 108 of the Customs Act, 1962

A statement of Shri Sidhant Agarwal, Director of M/s. GIPL was recorded on 27/28.01.2022 **[RUD No 16 & 17 respectively]**, wherein, *interalia* he stated that M/s. GVPL. entered in contract with KPBN, Indonesia for supply of Crude Palm Oil and accordingly same was supplied by M/s. KPBN, Indonesia to M/s. GVPL; that further, as per agreement between M/s. TIWA & M/s. GVPL, the said goods were supplied to M/s. TIWA; that the said CPO, RBD & PFAD were blended on Vessel 'MT Distya Pushti' and further the said blended goods by imported by 'M/s. TIL' at Kandla Port; that as per understanding between M/s. TIL & M/s. GIPL, the said imported blended goods would be sold to buyers by M/s. GIPL & M/s. TIL; that the requirement to blend has been stated as there was demand of CPO having FFA value below 3.5; that accordingly they then inquired at Indonesia to ascertain the way or place to obtain the CPO having FFA value below 3.5. Against which, it was learnt by them that naturally CPO having FFA value below 3.5 was very rare. But the same can be obtained by blending three different products i.e. CPO, PFAD & RBD Olein only and product can be made marketable as per buyer's requirement. It is further stated that: -

- M/s. TIL was the importer w.r.t. consignments imported vide vessel MT FMT Gumuldur (Sep. 2021), Hong Hai (Oct. 2021) & MT FMT EFES (Nov. 2021) & MT Distya Pushti;
- that w.r.t. all the aforesaid consignments of goods imported by M/s. TIL., M/s. TIL was financial charter who make arrangement Letter of Credit (LC) in overseas country for purchasing the said goods and M/s. GVPL was operational charter; that apart from that M/s. TIL & M/s. GIPL are business partner also; Goods imported vide vessel namely, MT FMT Gumuldur, MT Hong Hai & MT FMT EFES were further sold in India on Bond to Bond basis by M/s. GIPL as well as M/s. TIL;
- On being asked about the details of goods imported through vessel namely, MT FMT Gumuldur V.202109, MT Hong Hai6 V.2106 & MT FMT EFES VOY. 202111 and details of further sale of goods, it is stated that the goods imported vide said vessels are as below : -

Details of goods imported by M/s. TIL which were further sold to M/s. GIPL										
Sr No	VESSEL NAME	SELER	COMMODITY loaded at load Port	QTY (MTs)	SUPPLIER (M/s.)	LOAD PORT	Bill of Entry no.	Bill of Entry date	Description of imported goods declared in bill of entry	QTY (MTs)
1	FMT GUMULDUR	M/s. TIWA	CPO	3499.71	OLAM	DUMAI, INDONESIA	5302477, 5302489, 5302500, 5302513, 5302519 & 5302523	03.09.21	CPO	12199.71
			RBD PALM OLEIN	8500	INL	KUALA TANJUBG, INDONESIA				
			PFAD	200	INL	KUALA TANJUBG, INDONESIA				
			Total	12199.7						
2	MT HONG HAI	M/s. TISPL	RBD PALM OLEIN	6513.520		KUALA TANJUBG, INDONESIA	5916265, 5916285, 5916291 & 5916292	20.10.21	CPO	15462.070
			CPO	8948.550		Phuket, Thailand				
			Total	15462.07						
3	MT FMT EFES VOY. 202111	M/s. TIWA	RBD PALM OLEIN	5086.015	INL	KAULA TANJUNG, INDONESIA	6212683 & 6212824	11.11.21	CPO	12959.31
			CPO	7873.290	THACHANG	PHUKAT PORT, THAILAND				
			Total	12959.31						

- That M/s. GIPL & M/s. TIL mutually decided to import the blended goods obtained through blending of CPO with RBD & PFAD in one specific ratio.
- that their first consignment with M/s. TIL import of 2500 MTs CPO and M/s. GIPL purchased through Bond from M/s. TIL on dated 11.5.2021. It was normal CPO, wherein FFA value (Free Fatty Acid) was around 4.5 to 5, due which some difficulties were experienced in selling the above said CPO. Then on the basis of the market survey it was found by them there is a demand of CPO having FFA value below 3.5. Accordingly, they then

inquired at Indonesia to ascertain the way or place to obtain the CPO having FFA value below 3.5. Against which, it was learnt that naturally CPO having FFA value below 3.5 is very rare. But the same can be obtained by blending three different products i.e. CPO, PFAD & RBD olein only and product can be made marketable as per buyer's requirement. Accordingly, above matter was conveyed to M/s. TIL. In response, M/s. TIL confirmed to proceed. Further, accordingly, the next consignments were ordered and goods obtained after blending of CPO with RBD Palmolein or PFAD were imported. The said blended goods imported through vessel namely MT FMT Gumuldur, Hong Hai & MT FMT EFES, were further sold by M/s. GIPL& M/s. TIL to buyers in domestic market.

- That the blending ratio is suggested by the surveyor which were nominated by M/s. TIL. It is further stated that in case of consignment imported through vessel "MT HONG HAI 6" & "MT.FMT EFES" M/s. TIL had nominated surveyor namely "AM SPEC". Further, the ratio of blending was decided on availability of quantity of CPO & RBD. As per availability of CPO & RBD surveyor decided the quantity of PFAD which required to blend with CPO & RBD.
- It is stated that the said blended goods have better quality than normal CPO due to lower FFA value i.e. below 3.5, hence, blended goods have more market demand in India. It is also stated that as refined product i.e. RBD Palmolein for which FFA value is less than 0.1% is mixed with normal CPO, therefore the FFA value of the said blended goods/resultant goods is lesser than normal CPO.
- It is stated that the refined goods viz. RBD & PFAD are part of the said resultant/ blended goods w.r.t. the Distya Pushti consignment around 74.1% RBD Palmolein & 1.2% PFAD which are refined goods. Further, w.r.t. to consignment imported through MT FMT Gumuldur, Hong Hai & MT FMT EFES, the ratio of refined goods are as under: -

Sr. No.	Name of the Vessel	Quantity of RBD Palmolein (%)	Qty. of PFAD (%)
01.	MT FMT Gumuldur	69.67	1.64
02.	Hong Hai	42.12	--
03.	MT FMT EFES	39.25	--

- He produced the following documents duly signed with date: -
 - (i) Documents related to import of goods through MT FMT Gumuldur by M/s. TIL having page no 01 to 346 containing Agreement of M/s. GVPL as well as M/s. TIWA with suppliers of CPO, RBD Palmolein& PFAD, Charterer Party Agreement, LCs, copy of BL, Country of Origin Certificate, into bond Bill of Entry for warehousing,

agreement of M/s. GIPL with M/s. TIL, agreements with buyers of M/s. GIPL etc.

- (ii) Documents related to import of goods through Hong Hai by M/s. TIL having page no 01 to 539 containing Agreement of M/s. GVPL as well as M/s. TISPL, Singapore with suppliers of CPO & RBD Palmolein, Tanker Voyage Charterer Party Agreement, LCs, copy of BL, Country of Origin Certificate, into bond Bill of Entry for warehousing, agreement of M/s. GIPL with M/s. TIL, agreements with buyers of M/s. GIPL etc.
- (iii) Documents related to import of goods through MT FMT EFES by M/s. TIL having page no 01 to 211 containing Agreement of M/s. GVPL as well as M/s. TIWA, with suppliers of CPO & RBD Palmolein, Tanker Voyage Charterer Party Agreement, copy of BL, Country of Origin Certificate, into bond Bill of Entry for warehousing, agreement of M/s. GIPL with M/s. TIL, agreements with buyers of M/s. GIPL etc.

6.1.6. A Statement of Shri Sudhanshu Agrawal, ex-CEO and representative of M/s. GIPL was recorded on 27.01.2022/28.01.2022 [**RUD No.18 & 19 respectively**] under Section 108 of the Customs Act, 1962 wherein *interalia* he stated that the first consignment they dealt with M/s. TIL was when they imported 2500 MTs CPO through vessel MT Splendour and they purchase through Bond from M/s. TIL on dated 11.05.2021. It was normal CPO, wherein FFA (Free Fatty Acid) was around 4.5 to 5.1 add and that they experienced difficulties in selling the above said CPO; then they carried out the market survey and found that there is a demand of CPO having FFA value below 3.5. Then, they inquired at Indonesia to ascertain the way or place to obtain the CPO having FFA value below 3.5. Against which, it is learnt that naturally it is not possible to obtain CPO having FFA value below 3.5 but the same can be obtained by blending three different products i.e. CPO, PFAD & RBD olein only and product can be made marketable as per buyer's requirement. Accordingly, above matter was conveyed to M/s. TIL. In response, M/s. TIL informed that they would check the risk & legal aspect and then will confirm. After a longtime they confirmed to proceed. Further, accordingly, the next consignments were ordered and imported. He produced the details of the same as below.

Sr. No.	Vessel Name	Seller	COMMODITY	Qty. Break Up (Approx.)	Total Qty (In Mts)
1	MT FMT GUMULDUR	OLAM	CPO	3500	12100

		INL	RBD	8400	
		INL	PFAD	200	
2	MT HONG HAI 6	THA CHANG	CPO	6000	15600
		THANA PALM	CPO	3000	
		INL	RBD	6600	
3	MT.FMT EFES	THA CHANG	CPO	8000	13000
		INL	RBD	5000	
4	MT.DISTYA PUSHTI	KPBN	CPO	5000	20300
		INL	RBD	15000	
		INL	PFAD	300	

He confirmed that above said consignments were imported by blending of three different products in the above given proportion/ quantities.

- On being asked as to who decides the blending ratio, it is stated that it is mainly suggested by the surveyor, nominated by M/s TIL and may be appointed by them. It is further stated that right to choose of the surveyor always remains with M/s TIL. More particularly, he stated that in case of consignment imported through vessel “MT HONG HAI 6” & “MT.FMT EFES”, M/s TIL had nominated surveyor. Further, the ratio depends upon the availability of material i.e. CPO, RBD & PFAD.
- On being asked to explain the reason as to why there is a demand for so called CPO with FFA value below 3.5, it is stated that it is a market practice and whatever he gathered from his experience since 2014 & interaction with the end users, it is learnt that time in refining process as well as costing is lesser.

6.1.7 A further statement of Shri Sudhanshu Agrawal, representative and founder of M/s. GVPL was recorded on 28.01.2022 under Section 108 of the Customs Act, 1962 [**RUD No.19**], wherein *inter-alia* he stated that he had knowledge that blending will take place and affirmed that originally idea of blending is through market survey by them and same was approved by M/s TIL. Hence, M/s. GVPL and M/s TIL have full knowledge about blending as it was required to make product marketable and after blending also, they name the product at Crude Palm Oil; that in Bond-to-Bond Sell, bond is executed on stamp paper of Rs.300/- in between seller and buyer and simultaneously, bond invoice is generated. The above sell is considered as sell outside India and as such no GST as well as Customs is payable in Bond-to-Bond sell; that whosoever files Ex-bond Bills of Entry would pay GST and Customs Duty; that they being the operational Charter, they are responsible for any demurrage charges, dead freight and any other liability of vessel arises during operation only; Cargo is insured by M/s. TIL. As such Blending is done as per guidance

of the surveyor; that as operational charter, they do not carry the whole risk, that full finance is of M/s. TIL, right to refusal is with M/s. TIL.

- That blending is done as per the charter party agreement and been done under the supervision/guidance of surveyor. Surveyor always nominated by M/s. TIL.

6.1.8. A further statement of Shri Sudhanshu Agrawal, *ex-CEO* of M/s. GIPL was recorded under Section 108 of Customs Act, 1962 on 29.01.2022 **[RUD No. 20]** wherein *interalia* he stated and affirmed that in the following consignments, blending took place: -

Sr. No	VESSEL NAME	SELLER	COMMODITY loaded at load Port	QTY (MTs)	SUPPLIER	LOAD PORT	Bill of Entry no.	Bill of Entry date	Description of imported goods declared in bill of entry	QTY (MTs)
1	MT Splendor	M/s. TISPL	CPO	1934.237	Olam Inter. & Pt. ICHtiar Gusti Pudi	DUMAI, INDONESIA			CPO	1934.237
			PFAD	4999.966						
			Total	6934.203						
2	FMT GUMULDUUR	M/s. TIWA	CPO	3499.71	OLAM	DUMAI, INDONESIA	5302477, 5302489,	03.0 9.21	CPO	12199.71
			RBD PALM OLEIN	8500	PTINL	KUALA TANJUBG, INDONESIA	5302500, 5302513, 5302519 &			
			PFAD	200	PTINL	KUALA TANJUBG, INDONESIA	5302523			
			Total	12199.7						
3	MT HONG HAI	M/s. TISPL	RBD PALM OLEIN	6513.520		KUALA TANJUBG, INDONESIA	5916265, 5916285, 5916291	20.1 0.21	CPO	15462.070
			CPO	8948.550			Phuket, Thailand			
			Total	15462.07						
4	MT FMT EFES VOY. 202111	M/s. TIWA	RBD PALM OLEIN	5086.015	PT INL	KAULA TANJUNG, INDONESIA	6212683 & 6212824	11.1 1.21	CPO	12959.31
			CPO	7873.290	THA CHANG	PHUKAT PORT, THAILAND				
			Total	12959.31						

- W.r.t to the above, it is stated that Blending was done in Malaysian port/Thailand Port and as per his memory it was done either at Linggi Port or Port Klang and Phuket port (Thailand). Further, it is informed

that in case of cargo imported through FMT Gumuldur, the blending was done on board/ship. But in case of other two cargo mentioned at Sr. No. 3 & 4, it was top blending meaning to say that CPO was added to the RBD filled up tank of the vessel and then stirring process were carried out.

- It is further stated that blending is done by the vessel owner company and as per the instructions issued by us after getting concurrence from M/s. TIL. On being ask he produce the copy of document i.e. standard form letter of indemnity to be given in return for loading into cargo tanks without cleaning or conducting any special treatment of cargo tanks issued by M/s. TIL vide letter dated 17.8.2021 in favour of M/s. TELCOM International Trading PTE Ltd., in case of cargo imported through Vessel namely MT FMT GUMULDUR VOY 202109.
- That M/s. GIPL and M/s. TIL are on the equal platform as far as the policy decision/execution/risk/loss etc. is concerned. And that the imported cargo is being also sold by both of them.

6.1.9 A further statement of Shri Shrikant Subbarayan, Head – Minerals & Agri Trading Business, M/s. TIL., Mumbai was recorded under Section 108 of the Indian Customs Act, 1962 on 20.05.2022[**RUD No.21**] wherein *inter-alia*, he stated that there is more demand of CPO having FFA value below 3.5 in market and proposed for blending of three different product i.e. CPO, PFAD & RBD Olien to obtain CPO having FFA value below 3.5; that after making market survey as well as checking risk & legal aspect w.r.t. blending process/Importation of Blending Products, M/s. TIL agreed for the same. And accordingly, they gave their concurrence for importation of goods to be brought after blending. He produced details of consignment imported by us & M/s. GIPL are as below: -

Sr. No.	Vessel Name	Seller	COMMODITY	Qty. Break Up (approx.)	Total Qty (In Mts)
1	MT FMT GUMULDUR	OLAM	CPO	3500	12100
		INL	RBD	8400	
		INL	PFAD	200	
2	MT HONG HAI 6	THA CHANG	CPO	6000	15600
		THANA PALM	CPO	3000	
		INL	RBD	6600	
3	MT.FMT EFES	THA CHANG	CPO	8000	13000
		INL	RBD	5000	
4	MT.DISTYA PUSHTI	KPBN	CPO	5000	20300
		INL	RBD	15000	
		INL	PFAD	300	

- He confirmed that above said consignments declared as CPO were imported after blending of three different products i.e. CPO,RBD & PFAD in different proportion. And that the whole process of blending was done as per the instruction of M/s. GIPL/M/s.GVPL& under supervision of surveyor.
- That in all the consignments imported vide vessel namely MT FMT Gumuldur, MT HONG HAI 6, MT.FMT EFES & MT. Distya Pushti, goods were termed as CPO as it was a blended goods i.e. CPO (resultant goods obtained after blending of CPO, RBD or PFAD) having FFA below 3.5.

6.2 SCRUTINY OF DOCUMENTS

During the course of investigation, it appears that manipulation of documents was done by importers i.r.o previously imported consignments imported vide three different vessels, viz. “MT FMT GUMULDUR V.202109, MT HONG HAI6 V.2106, MT FMT EFES V.202111”to suppress the facts from Indian Customs. These documents consist of purchase contracts, invoices, charter party, original and switch B/Ls etc. Further, Shri Sidhant Agarwal, Director, M/S. GIPL & M/s. GVPL, Shri Sudhanshu Agarwal, Ex-CEO of M/s. GIPL & M/s. GVPL, Shri Sachin Deshpande, Executive of M/s. TIL, Shri Amit Thakkar, Agri Division M/s. TIL have admitted in their statements to having procured different quantity of CPO, RBD Palmolein and PFAD and blend the same before import into India and mis-declare the same as CPO The scrutiny i.r.o. such previously imported consignments viz. is elaborated herein below, vessel wise: -

SCRUTINY OF DOCUMENTS I.R.O. IMPORT OF GOODS VIDE VESSEL MT FMT GUMULDUR V.202109

6.2.1. During investigation, statements of the various concerned persons were recorded wherein they produce various documents which reveal that M/s. TIL had filed the following Warehouse (W.H.) B.Es for import of total 12100.02 MT of cargo by declaring the same as CPO imported vide vessel MT Gumuldur V.202109, which are further sold to buyers at India and are subsequently cleared by various importers by filing Ex-Bond Bills of Entry for Home Consumption. The following table shows the list of W.H. B.E. filed by M/s. TIL i.r.o. import of consignment imported vide the said vessel

CUSTOM HOUSE CODE	W.H. BE NUMBER	BE DATE	NAME OF THE IMPORTER (M/s)	QUANTITY	UQC
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1	INIXY1	5302519	03-09-2021	TIL	980.00	MTS
2	INIXY1	5302477	03-09-2021	TIL	69.71	MTS
3	INIXY1	5302489	03-09-2021	TIL	1470.00	MTS
4	INIXY1	5302513	03-09-2021	TIL	490.00	MTS
5	INIXY1	5302500	03-09-2021	TIL	6640.31	MTS
6	INIXY1	5302523	03-09-2021	TIL	2450.00	MTS
TOTAL Qty.					12100.02	MTS

6.2.2 The scrutiny of documents produced by Shri Sidhant Agarwal[**RUD-22**] i.r.o VESSEL MT FMT GUMULDUR V.202109is discussed herein as below: -

A. SCRUTINY OF SALES/PUCHASE CONTRACTS of CPO, RBD and PFAD FROM DIFFERENT SUPPLIERS:

The file produced contains document i.r.o import vide vessel MT FMT GUMULDUR [**RUD-22**] reveals that they M/s. GVPL / M/s. TIWA, UAE / M/s. TISPL had entered into the following contract nos. with Seller INL, Indonesia (referred as 'INL') to procure respective goods as per below mentioned table: -

Pg. No. of file of [RUD-22]	Product Description	Qty (about)	Contract No. and date	Sale Agreement Between
285 to 289	Refined Bleached and Deodorised Palm Olein	2000 MT	094/SC/FOB/INV/VII/2021 Revision I dated 13.07.2021 [RUD No.22]	M/s. GVPL & M/s. INL revised to Title - M/s. TIWA DMCC, UAE and M/s. INL, Indonesia.
291 to 295	Refined Bleached and Deodorised Palm Olein	3000 MT	100/SC/FOB/INV/VII/2021 Revision I dated 12.07.2021[RUD No.22]	M/s. GVPL & M/s. INL revised to Title - M/s. TIWA DMCC, UAE and M/s. INL, Indonesia.
297 to 301	Refined Bleached and Deodorised Palm Olein	2000 MT	101/SC/FOB/INL/VII/2021 Revision I dated 19.07.2021 [RUD No.22]	M/s. GVPL & M/s. INL revised to Title - M/s. TIWA DMCC, UAE and M/s. INL, Indonesia.

303 to 307	Refined Bleached and Deodorised Palm Olein	1500 MT	106/SC/FOB/INV/VII/2 021 Revision-I dated 21.07.2021 [RUD No.22]	M/s. GVPL & M/s. INL revised to Title - M/s. TIWA DMCC, UAE and M/s. INL, Indonesia.
309 to 313	Palm Fatty Acid Distillate	200 MT	107/SC/FOB/INV/VII/2 021 dated 22.07.2021 [RUD No.22]	M/s. GVPL & M/s. INL revised to Title - M/s. TIWA DMCC, UAE and M/s. INL, Indonesia.
281 to 283	CPO	1500 MT	EO/S/01212/ 21 dated 22.07.2021	M/s. TIWA UAE and M/s. Olam International Limited, Indonesia
277 to 279	CPO	2000 MT	EO/S/01247/ 21 dated 03.08.2021	M/s. TIWA UAE and M/s. Olam International Limited, Indonesia

From the perusal of the above contracts, it is revealed that M/s. GVPL had entered into sale and purchase contract with M/s. INL, Indonesia, FOB incoterms: Kuala Tanjung, Indonesia for procurement of approx. 8500 MT of Refined Bleached and Deodorised Palm Olein and in contract with M/s. Olam International Limited, Indonesia, FOB incoterms: Dumai, Indonesia 200 MT of Palm Fatty Acid Distillate, and are at the page no. 318 to 346 of the file produced during recording of the statements under section 108 of the Customs Act, 1962 by Shri Sidhant Agarwal, Director of M/s. GIPL i.r.o. imports vide vessel MT FMT Gumuldur V.202109.

These contracts were further revised in so much that the name of the buyer was changed to M/s. TIWA DMCC, UAE later, which are at Page No. 285 to 313 of the said file. Further, it is also gathered that M/s. TIWA DMCC, UAE had entered into sales Contract No. EO/S/01212/21 dated 22.07.2021 entered between Seller M/s. Olam International Limited, Indonesia and buyer M/s. TIWA for sale/purchase of 1500 MT of Crude Palm Oil and a sales Contract No. EO/S/01247/21 dated 03.08.2021 entered between Seller Olam International Limited, Dumai, Indonesia and buyer M/s. TIWA for sale/purchase of 2000 MT of Crude Palm Oil. Scanned images of one of the Contracts i.r.o. CPO and RBD Palmolein each are reproduced herein below: -

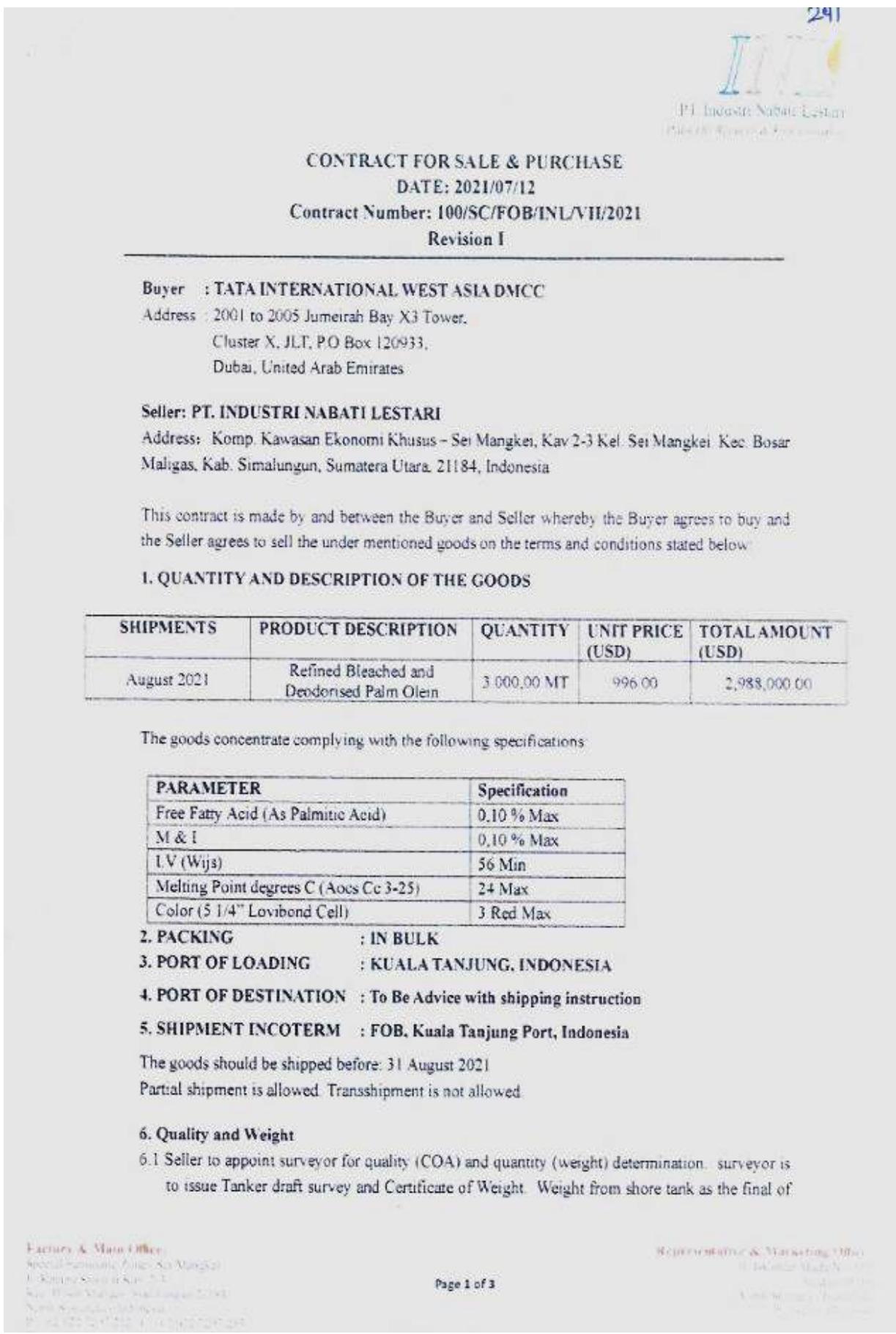


Image 42 : Scanned copy of Contract No. 100/SC/FOB/INV/VII/2021 Revision I dated 12.07.2021 for procurement of RBD



Image 43.: Scanned copy of one of Contract with M/s. Olam International Ltd. i.r.o. purchase of CPO.

6.2.3. Further page no. 315-317 of the said file produced by Shri Sidhant Agarwal, wherein an email is forwarded to irawaty_ibrahim@inl.co.id with CC: Sudhanshu@glentech, sidhant@glentech.co, commercial@glentech.co, bearing subject Trade Confirmation for PFAD 200 MT- August -2021, wherein it is informed to INL by operations@glentech.co that: -

“We wish to inform that for all below contracts the LC will be issued by M/s. Tata International West DMCC,”

From: zulia_r_adha@vni.co.id <zulia_r_adha@vni.co.id>
 Sent: Tuesday, August 3, 2021 10:29 AM
 To: 'AMIT AGARWAL' <operations@elentech.co>; 'Irawaty Ibrahim' <irawaty_ibrahim@vni.co.id>
 Cc: 'Sudhanahu' <sudhanahu@elentech.co>; 'Sidhant Agarwal' <sidhant@elentech.co>; commercial@elentech.co
 Subject: RE: TRADE CONFIRMATION FOR PFAD 200 MT -AUGUST 2021
 Importance: High

Dear Pak Amit

Good Day
 Please find the draft LC as per attached highlighted in yellow font. Then kindly return for verify.
 Thanks

Regards
 L J A
 PT. INDUSTRI NABATI LESTARI
 Palm Oil Refinery & Fractionator

From: AMIT AGARWAL <operations@elentech.co>
 Sent: 29 July 2021 12:05
 To: 'Irawaty Ibrahim' <irawaty_ibrahim@vni.co.id>; zulia_r_adha@vni.co.id
 Cc: 'Sudhanahu' <sudhanahu@elentech.co>; 'Sidhant Agarwal' <sidhant@elentech.co>; commercial@elentech.co
 Subject: FW: TRADE CONFIRMATION FOR PFAD 200 MT -AUGUST 2021

Dear Ibu,

We wish to inform you that for all below contracts the LC will be issued by TATA INTERNATIONAL WEST ASIA DMCC.
 Kindly arrange to make the below contracts in the name of TATA INTERNATIONAL WEST ASIA DMCC to issue the LC.

TATA INTERNATIONAL WEST ASIA DMCC
 Offices: 2001 to 2005 Jumeirah Bay X3 Tower, Cluster X, JLT, P.O Box 120933,
 Dubai, United Arab Emirates

INL Contract Details						
RBD PLAM OLEIN						
Sl. No.	Contract No.	Dated	Product	Qty MT	Unit Price in USD PMT included Levy/Duty	TOTAL VALUE IN USD PMT
1	100/SC/FOB/INL/VII/2021	12.07.2021	RBD	3000	996	2,988,000.00
2	094/SC/FOB/INL/VII/2021	13.07.2021	RBD	2000	998	1,996,000.00
3	101/SC/FOB/INL/VII/2021	19.07.2021	RBD	2000	1051	2,102,000.00
4	106/SC/FOB/INL/VII/2021	21.07.2021	RBD	2000	1048	2,096,000.00
5	109/SC/FOB/INL/VII/2021	23.07.2021	RBD	1000	1078	1,078,000.00
				10000		10,260,000.00

INL Contract Details						
Sl. No.	Contract No.	Dated	Product	Qty MT	Unit Price in USD PMT	TOTAL VALUE IN USD PMT
1	107/SC/FOB/INL/VII/2021	22.07.2021	PFAD	200	975	195,000.00

Kindly Note: In above Unit Prices the Levy/Duty for August-21 month is include @ USD 171 PMT.

I am also enclosing the draft LC for your check and confirms to issue.

Thanks & Regards,
 Amit Agarwal

Image 44: Scanned Copy of the E-mail i.r.o. trade confirmation of 200MT PFAD.

B. SCRUTINY OF LETTERS OF CREDIT, DEBIT ADVICE AND CHARTER PARTY AGREEMENT

6.2.4. The letters of Credit were issued by the Order of M/s. TIWA, UAE i.r.o. procurement of 8500MT Refined Bleached and Deodorised Palm Olein and 200 MT PFAD and 3500 MT CPO to be loaded on vessel MT FMT Gumuldur Voy 202109.

Page No. of file	LC No./ Date	Beneficiary (In favour of)	i.r.o purchase of goods viz.,
263 to 271	Letter of Credit, Ref 5940604359 dated 11.08. 2021 [RUD No. 22]	INL, Indonesia [at Kuala Tanjung]	2000MTs RBD Palmolein as per contract No. 094/SC/FOB/INL/ VII/2021 Revision I dtd 13.07.2021 3000MTS RBD Palmolein as per contract no. 100/SC/FOB/INL/ VII/2021 Revision -I dated 12.07.2021, 2000MTS RBD Palmolein as per. 101/SC/FOB/INL/VII/2021 Revision -I dated 21.07.2021, 1000MTS RBD Palmolein as per. 106/SC/FOB/VII/2021 Revision -I dated 21.07.2021, 200 MTS PALM FATTY ACID DISTILLATE (PFAD) IN BULK as per contract No.107/SC/FOB/ INL/VII/2021 dated 21.07.2021.
292	Letter of Credit Ref no. 5940604359 dated 12.08.2021 [RUD NO 22]	INL, Indonesia [at Kuala Tanjung]	1500MTS RBD Palmolein as per contract No. 106/SC/FOB/INL/ VII/2021 Revision -I dated 21.07.2021. (##Point 4 to be read as 1500MTs)
259 to 262	Letter of Credit Ref No. 5949604349 dated Aug 10, 2021 [RUD No 22]	M/s. Olam International Limited, Indonesia [at Dumai, Indonesia]	1500MT CRUDE PALM OIL (EDIBLE GRADE) IN BULK @ USD 1120 PMT and 2000MTS CRUDE PALM OIL (EDIBLE GRADE) IN BULK @ USD 1150 PMT incoterms: FOB DUMAI PORT, INDONESIA AS PER CONTRACTs No. EO/S/01212/21 dated 22.07.2021 and EO/S/01247/21 dated 03.08.2021, with origin: Indonesia.

Furthermore, the aforementioned LCs clearly mentions the incoterms: FOB Kuala Tanjung, Indonesia, and at Sr. No. 7 of said terms mentioning, *“Comingling of Cargo of Same Grade and Specification is allowed”*.

From the cojoined reading of aforementioned contracts and Letters of Credit, it is revealed that M/s. GVPL Had entered into sale and purchase contract with INL for procurement of approx. 8500 MT of Refined Bleached and Deodorised Palm Olein and 200 MT of Palm Fatty Acid Distillate, and M/s TIWA DMCC, UAE with M/s. Olam International PTE LTd. for about 3500 MTs CPO at Dumai, Indonesia. Further, the letters of Credit were issued by the Order of M/s. TIWA, UAE i.r.o. procurement/ purchase of 8500MT Refined

Bleached and Deodorised Palm Olein and 200 MT PFAD and 3500 MT CPO and loaded on vessel MT FMT Gumuldur Voy 202109.

6.2.5. Furthermore, a debit advice has been issued in this context by Citi bank dated 25.08.2021 by the Order of TIWA, UAE to beneficiary M/s. Telcom International Trading PTE Ltd., Singapore, which is owner of the Vessel MT FMT Gumuldur.



Image45: Scanned image of Debit Advice by Order of M/s TIWA DMCC UAE to Beneficiary M/s. Telcom International Trading PTE Ltd., Singapore.

The said payment was i.r.o. the services utilized by M/s TIWA, UAE and M/ GVPL as per the charter party agreement dated 30.07.2021 between Charters: -

Performance Charter: M/s. GVPL, Singapore;

Payment Charter: M/s. TIWA, UAE.

&

Disponent Owners:M/s. Telcom International Trading Pte Ltd. or its nominee Relogistics Solution Pvt. Ltd., the vessel owner. Scanned copy of same is reproduced herein below: -

(24)



CHARTERPARTY DTD : 30TH JULY 2021 AT SINGAPORE

CHTRS :

Performance charter : GLENTECH VENTURES PTE LTD
201, Cecil Street, 223-12 Tong Eng Building,
Singapore 069533, Singapore
:commercial@glentech.co, operations@glentech.co

Payment Charter : Tata International west asia DMCC
Unit no: 2001 – 2005, Jumeirah Bay Tower X3, Plot no JLT-PH2
X3A, Jumeirah Lakes Towers, Dubai, United Arab Emirates
Tel: +9714 5149206
email: ravi.thakkar@tatainternational.com; amit.thakkar@tatainternational.com

DEMURRAGE IF ANY TO BE BORNE BY GLENTECH VENTURES PTE LTD

DISPONENT OWNERS : TELCOM INTERNATIONAL TRADING PTE LTD OR ITS NOMINEE RELOGISTICS SOLUTION PTE LTD

VESSEL : 1. MT FMT GUMULDUR
BUILT 2009, MALTA FLAG, ABS CLASS
14,368MT SDWT ON 8.695 M SDRAFT
LOA/BEAM 142.98M/21.70 M
MARINELINE 784 COATED CARGO TANKS / DECK STEAM HEATER

ITINERARY:

30-04 AUG	HALDIA (OTHER OPS + CREW CHANGE)
09-09 AUG	PORT KLANG (BUNKERS)
10-12 AUG	DUMAI (LOAD)
13-15 AUG	KUALA TANJUNG (LOAD)
16-18 AUG	SOUTHERN PORT, KRABI THAILAND (LOAD)
27-30 AUG	KANDIA (DISCHARGE)
	(855 AGW+WP+WOG)

30, Bukit Batok Street 23, #06-11, Midview Building, Singapore 659578 Telephone: (65) 6515 5684 Fax: (65) 6316 4342
E-mail: telcom@telcom-int.com • Homepage: <http://www.telcom-int.com>



LAST 3 CARGOES :

TK	1ST LAST (T9C)	2ND LAST	3RD LAST
5L5	MTBE	GASOIL	LCCB
1P	PARAXYLENE	GTL LIGHT PARAFFIN	LINEAR ALKYL BENZENE
4A	PARAXYLENE	GTL LIGHT PARAFFIN	SEVENE ANODIMMERDELETER
2P	PARAXYLENE	LINEAR ALKYL BENZENE	LINEAR ALKYL BENZENE
2S	PARAXYLENE	LINEAR ALKYL BENZENE	LINEAR ALKYL BENZENE
3P	PARAXYLENE	GTL LIGHT PARAFFIN	SEVENE ANODIMMERDELETER
3S	PARAXYLENE	GTL LIGHT PARAFFIN	MTBE
4P	PARAXYLENE	LINEAR ALKYL BENZENE	LINEAR ALKYL BENZENE
0S	PARAXYLENE	LINEAR ALKYL BENZENE	LINEAR ALKYL BENZENE
5P	GTL LIGHT PARAFFIN	MTBE	EMC 110
5S	GTL LIGHT PARAFFIN	MTBE	EMC 110
6P	PARAXYLENE	LINEAR ALKYL BENZENE	LINEAR ALKYL BENZENE
6S	PARAXYLENE	LINEAR ALKYL BENZENE	LINEAR ALKYL BENZENE
7P	PARAXYLENE	GTL LIGHT PARAFFIN	BENZENE
7S	PARAXYLENE	GTL LIGHT PARAFFIN	MTBE

*VESSEL WILL NOT STOW ANY POP INTO COT 1S & 3P

FOR

P/CGO : 12,500MT 1-3 GRADE PALM OIL PRODUCTS WITH 5% MOLCO, IN BULK, AND AWWNS

(NO FREE MINERAL ACID CONTENT, WATER CONTENT IN CARGO TO BE LESS THAN 1%)

CARGO BREAKDOWN:

1.5KT CPO (DUMAI)

8.8KT OLEIN + 200MT PFAD (KUALA TANJUNG)

2KT CPO (SOUTHERN PORT, KRABI THAILAND)

LOAD : 3SP 15B KUALA TANJUNG, INDONESIA + DUMAI, INDONESIA + SOUTHERN PORT KRABI, THAILAND

DISCHARGE : 1SP 15B KANDLA, INDIA

LAYCAN : 11-15 AUGUST 2021

FREIGHT : USD 41.00 PMT BASIS 3:1

OWNERS BANK ACCOUNT DETAILS AS BELOW:

NAME : TELCOM INTERNATIONAL TRADING PTE LTD

ACCOUNT NO : 0001-019356-01-2

SWIFT CODE : DBSSSGSGXXX

BANK : DBS Bank Ltd.

50, Bukit Batok Street 23, #06-11, Midview Building, Singapore 659578 Telephone: (65) 6515 5684 Fax: (65) 6316 4342

E-mail: telcom@telcom-int.com • Homepage: <http://www.telcom-int.com>

Image46: Charter Party dated 30.07.2021

According to the said charter Party agreement dated 30.07.2021 at Singapore was entered between vessel broker M/s. Telcom Singapore, M/s. GVPL (as performance charter), M/s. TIWA (as Payment Charterer), the said vessel undertook voyage as per below mentioned itinerary: -

“30-04 AUG Haldia (OTHER OPS+CREW CHANGE)

09-09 AUG PORT KLANG (BUNKERS)

10-12 AUG DUMAI (LOAD)

13-15 AUG KUALA TANJUNG (LOAD)

16-18 AUG SOUTHERN PORT, KRABI THAILAND (LOAD)

27-30 AUG KANDLA (DISCHARGE)

...

WITH CARGO BREAKDOWN :

1.5KT CPO(DUMAI)

8.8KT OLEIN + 200 MT PFAD (KUALA TANJUNG)

2KT CPO (SOUTHERN PORT, KRABI THAILAND)

.....

.....

-SWITHCING CLAUSE

“ OWNER TO ISSUE SECOND SET (GLOBAL) BILLS OF LADING IN SIGAPORE OR ANY OTHER PLACE REQUIRED BY CHARTERRES THROUGH AGENT NOMINATED BY OWNERS AT THE COST WHICH IS TO BE MUTUALLY AGREED WITH CHARTERES. ONCE THE FULL FIRST SET (LOCAL) BILLS OF LADING ARE SURRENDERED TO VESSEL OWNERS ARE OT ISSUE/ RELEASE THE SECOND SET (GLOBAL) BILLS OF LADING TO CHARTERER WITHIN 24 HOURS SIMULTANEOUSLY. OWNER WILL EMAIL A SIGNED NON NEGOTIABLE COPY OF SECOND (GLOBAL) SET BILLS OF LADING TO CHARTERER FOR FILING MANIFEST ONLY WITH INDIAN CUSTOMS, SWITCH BL COST WILL BE ON CHARTERES ACCOUNT.”

C. Original Bills of Lading raised by the Master of vessel at ports of Indonesia

6.2.6. Furthermore, the Tanker Bill of Lading No. KTG/DEE/01 (to be used with charter-parties) issued at Kuala Tanjung Indonesia at 17-08-2021 by Capt. Sanjay Kumar [Pg. 239 of RUD No. 22] i.r.o. 2000MT RBD Palm Olein in Bulk, 3000 MT RBD Palm Olein in Bulk, 2000MT RBD Palm Olein in Bulk, 1400.309 MT RBD Palm Olein in Bulk as per contracts no. 094/ SC/FOB/INL/VII/2021 dated 13.07.2021, 100/ SC/FOB/INL/VII/2021 dated 12.07.2021, 101/ SC/FOB/INL/VII/2021 dated 19.07.2021, 106/SC/FOB/INL/VII/2021 REVISION I dated 21.07.2021 stowed in 1P, 2P, 2S, 3S, 4P, 6P, 7P and 7S respectively, freight payable as per charter party agreement dated 31.07.2021, and the Tanker Bills of Lading No. KTG/DEE/02 (to be used with charter- parties) issued at Kuala Tanjung Indonesia at 16-08-2021 by Capt. Sanjay Kumar i.r.o. 200MT PFAD in Bulk as per Contract No. 107/SC/FOB/INL/VII/2021 dated 22.07.2021. These B/Ls which clearly shown respective quantity i.e. 8400.309 MT RBD Palm Olein, and 200 MT PFAD were loaded on the Vessel MT FMT Gumuldur VOY 202109 on 16-17 Aug, 2021 respectively.

Herein below is reproduction of scanned image of such B/Ls: - -

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TANKER BILL OF LADING - B/L No. KTG/DEE/02
TO BE USED WITH CHARTER PARTIES

Shipper
PT. INDUSTRI NABATI LESTARI
KOMP. KAWASAN EKONOMI KHUSUS-SEI MANGKE,
KAV.2-3 KEL. SEI MANGKE KEC BOBAR MALIGAS
KAB. SIMALUNGUN, SUMATERA UTARA, 21184, INDONESIA

Consignee
TO ORDER OF CITIBANK N. A., SINGAPORE BRANCH

Notify address
YATA INTERNATIONAL WEST ASIA DWOC
OFFICES 2001 TO 2005 JUMRAH BAY X3 TOWER, CLUSTER X,
JLT, P.O BOX 123003, DUBAI, UNITED ARAB EMIRATES

FIRST ORIGINAL

Vessel	Part of loading
MT. PNT GUMILDUR VOY 202102	KUALA TANJUNG PORT, INDONESIA

Port of discharge
DEENDAYAL (KANDLA) PORT, INDIA

Shipper's description of goods 200.000 MTS PALM FATTY ACID DISTILLATE (PFAD) IN BULK AS PER CONTRACT NO.107/SC/FOB/MLM/2021 DATED: 22.07.2021 CLEAN ON BOARD DATE : 16 th AUGUST 2021 FREIGHT PAYABLE AS PER CHARTER PARTY FOB KUALA TANJUNG PORT, INDONESIA OCEAN CARRIAGE STORAGE: SLOP C.	Gross Weight 200 MT VESSEL IMO NO. 9427076 U.S. CODE: 3823 19 20
--	---

(If used on dock at Shipper's risk, the Carrier not being responsible for loss or damage notwithstanding)

Freight payable as per CHARTER PARTY DATED 31TH JULY 2021 Received on account of freight : Time used for loading days hours	SHIPPED at the Port of Loading in apparent good order and condition on board the Vessel for carriage to the Port of Discharge or to other Ports as the may solely get the goods specified above. Weight, measure, quality, quantity, condition, contents and name unknown. SHIPPER warrant the Master or Agent of the said Vessel has agreed the number of B/Ls of Lading indicated below at the time and date any and which being accomplished the others shall be void. FOR CONDITIONS OF CARRIAGE SEE OVERLEAF
---	--

Freight payable at Number of original B/L <div style="text-align: center; font-size: large;">THREE (3)</div>	Place and Date of Issue KUALA TANJUNG, INDONESIA, 16 th AUGUST 2021 Signature  AS MASTER OR AGENT ON BEHALF OF THE MASTER: SANJAY KUMAR
--	--

Image47 : Scanned copy of Original B/L No. KTG/DEE/02 dated 16.08.2021 at Kuala Tanjung, Indonesia i.r.o loading of 200MT PFAD

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TANKER BILL OF LADING B/L No. DMI / DEE / 02
TONE USED WITH CHARTER-PARTIES

Shipper
PT EKA DURA INDONESIA
JL. PULO AYANG RAYA BLOK OR-1
KAWASAN INDUSTRI PULOGADUNG
JAKARTA 13030, INDONESIA

Consignee
TO ORDER OF CITIBANK N.A., SINGAPORE

Notify address
TATA INTERNATIONAL WEST ASIA DMCC
OFFICES 2001 TO 2005 JUMEIRAH BAY X3 TOWER,
CLUSTER X, JLT, P.O BOX 120933,
DUBAI, UNITED ARAB EMIRATES

Vessel	Port of loading
MT. FMT GUMULDUR VOY 202109	DUMAI PORT, INDONESIA

Port of discharge
DEENDAYAL (KANDLA) PORT, INDIA

Shipper's description of goods	Gross Weight
CRUDE PALM OIL (EDIBLE GRADE) IN BULK	1000 MT
"SHIPPED CLEAN ON BOARD" DATED 12TH AUGUST 2021	
FREIGHT PAYABLE AS PER CHARTER PARTY	
H.S. CODE: 15111000	
VESSEL IMO NO. 9427976	
OCEAN CARRIAGE STOWAGE: 48, 5P AND 5B	



This shipment of 1000 Liquid Metric Tons was loaded on the Vessel as part of one original lot of 3188.714 Liquid Metric Tons stowed in 48, 5P AND 5B with no segregation as to parcels. For the whole shipment 03 (THREE) sets of Bill of Lading have been issued for which the Vessel is relieved from all responsibilities to the extent it would be if one set only would have been issued. The Vessel undertakes to deliver only that portion of the cargo actually loaded which is represented by the percentage that the total amount specified in the Bill(s) of Lading bears to the total of the commingling shipment delivered at destination. Neither the Vessel nor the owners assume any responsibility for the consequences of such commingling nor for the separation thereof at the time of delivery in respect of the quality, colour and specification of the cargo.

(of which _____ is on deck at Shipper's risk the Carrier not being responsible for loss or damage however arising)

Freight payable as per CHARTER PARTY 30TH JULY 2021 Received on account of freight Time used for loading days hours	SHIPPED at the Port of Loading in apparent good order and condition on board the Vessel for carriage to the Port of Discharge or to other Ports as may safely get the goods specified above. Weight, measure, quality, quantity, condition, contents and value unknown. BILLTAGESS whereof the Master or Agent of the said Vessel has signed the number of Bills of Lading indicated below of this tenor and date, any one which being accomplished the others shall be void. FOR CONDITIONS OF CARRIAGE SEE OVERLEAF
---	--

Freight payable at Number of original B/L <p style="text-align: center;">THREE (3)</p>	Place and date of issue DUMAI PORT, INDONESIA 12TH AUGUST 2021 Signature <div style="text-align: center;">   AS AGENTS FOR AND ON BEHALF OF THE MASTER CAPT. SANJAY KUMAR </div>
--	---

FIRST ORIGINAL

copy for
DL
Copies

Image 49.: Scanned copy of Original B/L No. DMI/DEE/02 dated 12.08.2021 at DUMAI, Indonesia on Vessel MT FMT GUMULDUR 202109 i.r.o. loading of 1000 MT of CPO

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TANKER BILL OF LADING (TO BE USED WITH CHARTER PARTIES)

Shipper:
PT. SUMBER TAN AGUNG RESOURCES
JL. PANGERAN DIPONEGORO NO. 51
MADRAS HULU MEDAN POLONIA,
KOTA MEDAN SUMATERA UTARA 20152, INDONESIA

Consignee:
TO ORDER OF CITIBANK N.A., SINGAPORE

Notify address:
TATA INTERNATIONAL WEST ASIA DMCC
OFFICES 2001 TO 2005 JUMEIRAH BAY X3 TOWER,
CLUSTER X, JLT, P.O BOX 120003,
DUBAI, UNITED ARAB EMIRATES

Vessel: MT. FMT GUMULDUR VOY 202109 **Port of loading:** DUMAI PORT, INDONESIA

Part of discharge: DEENDAYAL (KANCLA) PORT, INDIA

Shipper's description of goods: CRUDE PALM OIL (EDIBLE GRADE) IN BULK **Gross Weight:** 1999.971 MT

SHIPPED CLEAN ON BOARD DATED 12TH AUGUST 2021

FREIGHT PAYABLE AS PER CHARTER PARTY

H.S. CODE: 15111000

VESSEL IMO NO. 9427975

OCEAN CARRIAGE STOWAGE : 48 SP AND 58

This shipment of 1999.971 Liquid Metric Tons was loaded on the Vessel as part of one original lot of 3699.714 Liquid Metric Tons stowed in 48 SP AND 58 with no segregation as to permits. For the whole shipment 03 (THREE) sets of Bill of Lading have been issued for which the Vessel is relieved from all responsibilities to the extent it would be if one set only would have been issued. The Vessel undertakes to deliver only that portion of the cargo actually loaded which is represented by the percentage that the total amount specified in the Bill(s) of Lading bears to the total of the commingling shipment delivered at destination. Neither the Vessel nor the owner's assume any responsibility for the consequences of such commingling nor for the separation thereof at the time of delivery in respect of the quality, colour and specification of the cargo.

(of which an equal of Shipper's risk to Charterer)

Freight payable as per CHARTER PARTY 30TH JULY 2021

Received on account of freight

Time used for loading days hours.

SHIPPED in the Port of Loading in apparent good order and condition on board the Vessel for carriage to the Port of Discharge or as near thereto as the way wills, per the goods specified above. Weight, amount, quality, quantity, condition, contents and value unknown. IN WITNESS whereof the Master or Agent of the said Vessel has signed the number of Bills of Lading indicated below at the time and date, any one when being accomplished the others shall be void.

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

Freight payable at	Place and date of issue
	DUMAI PORT, INDONESIA 12TH AUGUST 2021
Number of original Bill	Signature
THREE (3)	
	AS AGENTS FOR AND ON BEHALF OF THE MASTER, CAPT. SANJAY KUMAR

Image 50: Scanned copy of Original B/L No. DMI/DEE/03 dated 12.08.2021 at Port of Loading: Dumai, Indonesia i.r.o. 1999.971 MT CPO on Vessel MT FMT GUMULDUR 202109.

E. Switched/Manipulated Bills of Lading raised for the purpose of production before Indian Customs

6.2.8. As per the switching cause of the tripartite agreement entered between the vessel broker, M/s. TIWA, M/s. GVPL, it appears that the aforementioned Bills of Lading viz., were switched and a second set of Bills of Lading[switch B/L] bearing No. KTG/DEE-01 to KTG/DEE-51 [TO BE USE WITH CHARTER PARTIES] were issued by Capt. Sanjay Kumar.

6.2.9 Out of the switch B/Ls No. KTG/DEE-01 to KTG/DEE-51, B/L No. KTG/DEE/01 to 14 dated 12.08.2021 were i.r.o. 245 MTs CPO each showing loading of same at DUMAI, Indonesia. A sample of such B/L is as under: -

FIRST ORIGINAL

TANKER BILL OF LADING
B/L No. KTG/DEE/09

TO BE USED WITH CHARTER PARTIES

SHIPPER
TATA INTERNATIONAL WEST ASIA DMCC
OFFICES 2301 TO 2305 JUMEIRAH BAY X3 TOWER,
CLUSTER X, J.T, P.O BOX 120933,
DUBAI UNITED ARAB EMIRATES

CONSIGNEE
TO ORDER

RECEIVED AT
TATA INTERNATIONAL LTD
OFFICE NO. 11, GROUND FLOOR, PLOT NO.40, SECTOR NO.8
GANDHIDHAM KACHHRA, GULBART, 370021, INDIA

VESSEL
Part of loading DUMAI PORT, INDONESIA
MT. FMT GUMULDUR VOY 202109

PORT OF DISCHARGE
DEENDHAR (KANDLA) PORT, INDIA

Shippers description of goods	Gross Weight
CRUDE PALM OIL (EDGE GRADE) IN BULK	245.00 MTS

INC: 0385024291
GST: 34AAACT3199F12E
PAN: AAAC73199F
EMAIL: RAVI.THAKKAR(AT)TATAINTERNATIONAL.COM
H.S. CODE: 15111000
VESSEL IMO NO: 9427976

"FREIGHT PREPAID"
CLEAN ON BOARD

THIS SHIPMENT OF 245,000 METRIC TONS WAS LOADED ON BOARD THE VESSEL AS PART OF ONE ORIGINAL LOT OF 12100,023 METRIC TONS STOWED IN TANKS 1P,2P,2S,3S,4P,4S,5P,5S,6P,6S,7P,7S AND BLOC C WHERE 3488,714 METRIC TONS WAS COMMINGLED INTO THE SAME TANKS ON 21ST AUGUST 2021, 200,000 METRIC TONS, 8400,309 METRIC TONS THAT WAS LOADED INTO THE SAME TANKS AT KUALA TANJUNG ON 19TH AUGUST 2021 AND 17TH AUGUST 2021 WITH NO SEGREGATION AS TO PARCELS. FOR THE WHOLE SHIPMENT 51 SETS OF BILL OF LADING HAVE BEEN ISSUED, FOR WHICH THE VESSEL IS RELIEVED FROM ALL RESPONSIBILITIES TO THE EXTENT IT WOULD BE IF ONE SET ONLY WOULD HAVE BEEN ISSUED. THE VESSEL UNDERTAKES TO DELIVER ONLY THAT PORTION OF THE CARGO ACTUALLY LOADED UNDER THIS B/L, WHICH IS REPRESENTED BY THE PERCENTAGE THAT THE TOTAL AMOUNT SPECIFIED IN THE BILL(S) OF LADING BEARS TO THE TOTAL OF THE COMMINGLING SHIPMENT DELIVERED AT DESTINATION. NEITHER THE VESSEL NOR THE OWNERS ASSUME ANY RESPONSIBILITY FOR THE CONSEQUENCES OF SUCH COMMINGLING NOR FOR THE SEPARATION THEREOF AT THE TIME OF DELIVERY.

Shipped as per the Bill of Lading in several lots with and without marks as shown on the Bill of Lading in full compliance with the Charter Party conditions of carriage.

Received on account of freight: _____

Have used for loading: _____ days _____ hours.

Freight payable at: _____

Number of original B/L: **THREE (3)**

Place and date of issue: **SINGAPORE AS AT DUMAI PORT, INDONESIA, 12TH AUGUST 2021**

Signature: 
AS AGENTS FOR AND ON BEHALF OF THE MASTER,
CAPT. SANJAY KUMAR

Image 51 : Scanned copy of switched B/L No. KTG/DEE/09 dated 12.08.2021

6.2.10 Similarly, Bill of Lading no. KTG/DEE/15 dated 12.08.2021 is i.r.o. 69.714MTs CPO showing loading of same at DUMAI, Indonesia issued by Capt. Sanjay Kumar;

Further, out of switch B/L No. KTG/DEE-01 to KTG/DEE-51, B/L No. KTG/DEE/16 to 50 dated 17.08.2021 are for 245 MTs CPO each at Kuala Tanjung, KTG/DEE/51 dated 17.08.2021 is for 25.309MT CPO at Kuala Tanjung, Indonesia were issued by Capt. Sanjay Kumar, mentioning: -

THIS SHIPMENT OF 245,000 METRIC TONS WAS LOADED ON BOARD THE VESSEL AS PART OF ONE ORIGINAL LOT OF 12100,023 METRIC TONS STOWED IN TANKS 1P,2P,2S,3S,4P,4S,5P,5S,6P,6S,7P,7S AND BLOC C WHERE 3488,714 METRIC TONS WAS COMMINGLED INTO THE SAME TANKS ON 21ST AUGUST 2021, 200,000 METRIC TONS, 8400,309 METRIC TONS THAT WAS LOADED INTO THE SAME TANKS AT KUALA TANJUNG ON 19TH AUGUST 2021 AND 17TH AUGUST 2021 WITH NO SEGREGATION AS TO PARCELS. FOR THE WHOLE SHIPMENT 51 SETS OF BILL OF LADING HAVE BEEN ISSUED, FOR WHICH THE VESSEL IS RELIEVED FROM ALL RESPONSIBILITIES TO THE EXTENT IT WOULD BE IF ONE SET ONLY WOULD HAVE BEEN ISSUED. THE VESSEL UNDERTAKES TO DELIVER ONLY THAT PORTION OF THE CARGO ACTUALLY LOADED UNDER THIS B/L, WHICH IS REPRESENTED BY THE PERCENTAGE THAT THE TOTAL AMOUNT SPECIFIED IN THE BILL(S) OF LADING BEARS TO THE TOTAL OF THE COMMINGLING SHIPMENT DELIVERED AT DESTINATION. NEITHER THE VESSEL NOR THE OWNERS ASSUME ANY RESPONSIBILITY FOR THE CONSEQUENCES OF SUCH COMMINGLING NOR FOR THE SEPARATION THEREOF AT THE TIME OF DELIVERY.

Shipped as per the Bill of Lading in several lots with and without marks as shown on the Bill of Lading in full compliance with the Charter Party conditions of carriage.

Received on account of freight: _____

Have used for loading: _____ days _____ hours.

Freight payable at: _____

Number of original B/L: **THREE (3)**

Place and date of issue: **SINGAPORE AS AT DUMAI PORT, INDONESIA, 12TH AUGUST 2021**

Signature: 
AS AGENTS FOR AND ON BEHALF OF THE MASTER,
CAPT. SANJAY KUMAR

Perusal of the said B/L clearly shows that the said quantity 245Mts was loaded on board vessel MT FMT Gumuldur Voy. 202109 as part of one lot of

12100.023MT stowed in tanks 1P, 2P, 2S, 3S, 4P, 4S, 5P, 5S, 6P, 6S, 7P, 7S AND SLOP C WHERE 3499.714 METRIC TONS WAS COMMINGLED INTO THE SAME TANKS ON 21ST AUGUST 2021, 200.000 METRIC TONS, 8400.309 METRIC TONS THAT WAS LOADED INTO THE SAME TANKS AT KUALA TANJUNG ON 16TH AUGUST 2021 AND 17TH AUGUST 2021 as per charter party dated 30.07.2021.

F. Sale of total 12100.023 MT of admixture (CPO, RBD and PFAD) to M/s TIL by mentioning the Goods as CPO.

6.2.11 Page No. 229 is copy of an invoice bearing No. PCSDK02078 dated 12.08.2021 which was raised by M/s. TIWA to M/s. TIL, with mention of description of goods: Crude Palm Oil, Qty: 12100.023 MTs of CPO and B/L No. KTG/DEE-01 to KTG/DEE-51. Scanned copy of the said invoice is produced herein below :-

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TATA
COMMERCIAL INVOICE

TATA INTERNATIONAL WEST ASIA DMCC
2001 TO 2805 JUMEIRAH BAY X3 TOWER, CLUSTER X, JLT
P.O BOX 120933, DUBAI, UNITED ARAB EMIRATES.

TO:

<p>TATA INTERNATIONAL LIMITED OFFICE NO. 11, GROUND FLOOR, NO. 40, SECTOR NO. 8, GANDHIDHAM, KACHCHH, GUJARAT- 370201 INDIA IEC: 0388024291 GSTIN: 24AAACT3198F1ZE</p>	<p>INVOICE NO : PCSDK02078 INVOICE DATE : 12/08/2021 BILL OF LADING NO. : KTG/DEE - 01 TO KTG/DEE - 51 SHIPMENT DATE : 12/08/2021 VESSEL NAME : MT. FMT GUMULDUR VOY 202109 PORT OF LOADING : DUMAI PORT , INDONESIA PORT OF DISCHARGE : DEENDAYAL PORT, KANDLA PAYMENT TERM : CASH AGAINST DOCUMENTS</p>	
--	---	--

NO	DESCRIPTION OF GOODS	QTY (MT)	UNIT PRICE CFR (USD)	TOTAL VALUE CFR (USD)
	CRUDE PALM OIL (EDIBLE GRADE) IN BULK H.S CODE 15111000	12100.023	1179.07	14,266,774.118
				14,266,774.118

FOURTEEN MILLION TWO HUNDRED SIXTY-SIX THOUSAND SEVEN HUNDRED SEVENTY-FOUR AND CENTS ONE HUNDRED EIGHTEEN

FOR TATA INTERNATIONAL WEST ASIA DMCC







COO #: 20834785
COO Date: 31-Aug-2021
Invoice #: PCSDK02078
Invoice Date: 12-Aug-2021

Image 52: Scanned copy of invoice dated 12.08.2021

6.2.12. From the scrutiny of the above documents as mentioned from A to F viz., sales-purchase contracts, LC, Bills of Lading (original as well as switched), invoices, etc as discussed herein above, it is safe to conclude that the goods viz. 8400.309 MT RBD Palm Olein, 200MT PFAD were procured/purchased by M/s. TIWA in Indonesia from M/s. INL and loaded on the vessel at Kuala Tanjung, Indonesia on 16-17 August, 2021 and the goods viz., 2999.971 MT of Crude Palm Oil (Edible Grade) in Bulk was loaded on the vessel at Dumai Port, Indonesia on 12 August, 2021 on the vessel MT FMT Gumuldur Voy 202109; that the comingling of cargo was carried out and the Original Bills of Lading were switched into the second (Global) set of Bills of Lading analogous to the process of blending/ comingling carried out in MT Distya Pushti. From the above, it is amply clear that switch B/L are meticulously prepared showing different quantities of goods, viz. 12100.02 MT of CPO loaded at different ports in Indonesia which is nothing but aggregate of 3499.71 MT CPO, 8400.309 MT RBD Palmolein and 200 MT PFAD loaded at Dumai and Kuala Tanjung Port of Indonesia respectively. However, as per the itinerary of the vessel MT FMT Gumuldur V.202109 the said vessel was at Dumai Port around 10-12th August for loading 1.5MT CPO, the vessel was at Kuala Tanjung around 13-15th August, 2021 for loading 8.8MT Olein + 200 MT PFAD. The Original Bills of lading at Kuala Tanjung were i.r.o. RBD Palmolein and PFAD, these BL were switched with new set of BL's showing description of goods as CPO were issued by vessel owner. It is therefore, safe to conclude that the sales contracts were for procurement of CPO, RBD Palmolein PFAD, invoices and Bills of Lading were issued i.r.o respective goods at ports at Indonesia, that the blending took place during the voyage of the vessel, and new set of BL showing entire goods as CPO were issued with an intent to mis-declare the goods at discharge port and evade duties of customs at the port of discharge, i.e. Kandla.

SCRUTINY OF DOCUMENTS I.R.O. IMPORT OF GOODS VIDE VESSEL MT HONG HAI6 V.2106

6.2.13. During investigation, statements of the various concerned persons were recorded wherein they produce various documents which reveal that M/s. TIL had filed the following Warehouse (W.H.) B.Es for import of total 15462.07MTs of cargo by declaring the same as CPO imported vide vessel MT Hong Hai6 V.2106. The details is as below:

Sl. No.	CUSTOM HOUSE CODE	W.H. BE NUMBER	BEDATE	DESCRIPTION OF GOODS MENTIONED IN THE W.H. B.E.	QUANTITY	UQC

1	INIXY1	5916265	20-10-2021	CRUDE PALM OIL OF (EDIBLE GRADE) IN BULK	65.52	MTS
2	INIXY1	5916292	20-10-2021	CRUDE PALM OIL OF (EDIBLE GRADE) IN BULK	6448	MTS
3	INIXY1	5916285	20-10-2021	CRUDE PALM OIL OF (EDIBLE GRADE) IN BULK	3220.2	MTS
4	INIXY1	5916291	20-10-2021	CRUDE PALM OIL OF (EDIBLE GRADE) IN BULK	5728.35	MTS
Total					15462.07	MTS

6.2.14. Further, as per the statement and scrutiny of documents produced by Shri Sachin Deshpande, Executive of M/s. TIL during recording of his statement dated 06.01.2022, 07.01.2022 and letter dated 08.01.2022 and as per the statement and scrutiny of documents produced by Shri Sidhant Agarwal, Director of M/s. GIPL dated 28.01.2023 and 29.01.2023, it is revealed that they had actually imported the following cargo vide MT HONG HAI6 VOY.2106 as below: -

VESS EL NAME	Letter of Credit (LC)	SELLE R	COM MOD ITY load ed at load Port	QTY (MTs)	SU PP LI E R	LOAD PORT	Ware hous e Bill of Entr y no.	Bill of Entr y date	Descri ption of import ed goods declar ed in bill of entry	QTY (MTs)
(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
MT HONG HAI6 VOY.2 106	YUDOCB212 024/25/26 dated 20.09.2021 [RUD No23]	M/s. TISPL	RBD PAL M OLEI N CPO	6513.520 8948.550		KUALA TANJUB G, INDONE SIA Phuket, Thailand	5916 265, 5916 285, 5916 291 & 5916 292	20.10 .2021	CPO	15462.070
			Total	15462.07 0						

6.2.15. During therecording of the statement of Shri Sidhant Agarwal, Director of M/s. GIPL, a file containing Page No. 1 to 439 [RUD No. 23] consisting of various documents viz., invoices, sales-purchase contracts, Bills of Lading, LC etc. in respect of purchase and import of cargo vide vessel MT Hong Hai6 V.2109 was produced. The scrutiny of said documents is discussed herein as below: -

A. SCRUTINY OF SALES/PURCHASE CONTRACTS:

M/s. GVPL / M/s. TIWA, UAE / M/s. TISPL had entered into the following contract nos. with Sellers at Indonesia and Thailand to procure respective goods as per below mentioned table:-

Pg no. of file	Product Description	Quantity	Contract No. and date	Contract/Agreement Between
491 to 495	Refined Bleached and Deodorised Palm Olein (RBD Palmolein)	600 MT	106B/SC/FOB/INL/VII/2021 Revision I dated 21.07.2021 [RUD No. 23]	M/s. GVPL and INL, Indonesia. Revised to Buyer - M/s TISPL, Singapore
	Refined Bleached and Deodorised Palm Olein (RBD Palmolein)	1,000 MT	109/SC/FOB/INL/VII/2021 dated 23.07.2021 and revised vide 109/SC/FOB/INL/VII/2021 REVISION II dated 23.07.2021 [RUD No.23]	M/s. GVPL and INL, Indonesia. Revised to Buyer - M/s. TISPL and M/s. INL, Indonesia
497 to 501	Refined Bleached and Deodorised Palm Olein (RBD Palmolein)	4,913 MT	120/SC/FOB/INL/VIII/2021 dated 16.08.2021 [RUD No.23]	M/s. TISPL and INL, Indonesia.
507 to 513	Crude Palm Oil, in Bulk	2,000 MT	Sales Agreement No. BSO640113 dated 23.07.2021 revision date 17.08.2021 [RUD No.23]	M/s. Thana Palm Products Company Limited, Thailand and M/s. TISPL/signed M/s. GVPL
515 to 519	Crude Palm Oil, in Bulk	1,000 MT	Sales Agreement No. BSO640138 dated 27.08.2021 [RUD No.23]	M/s. Thana Palm Products Company Limited, Thailand and M/s. TISPL/signed by M/s. GVPL
503	Crude Palm Oil (CPO)	About 4,000 MT	CPO2564/00362 dated 01.09.2021 [RUD No.23]	M/s. TISPL and Tha Chang Oil Palm Industries Co. Ltd. Thailand
505	Crude Palm Oil (CPO)	About 2,000 MT	CPO 2564/00366 dated 08.09.2021 [RUD No.23]	M/s. TISPL and Tha Chang Oil Palm Industries Co. Ltd. Thailand

From the perusal of the above contracts, it is revealed that M/s. GVPL had entered into sale and purchase contract with M/s. INL (M/s. INL), Kuala Tanjung, Indonesia for procurement of approx. 6513 MT of Refined Bleached and Deodorised Palm Olein i.r.o. imports vide vessel MT Hong Hai6 V. 2106. Further, it is also gathered that initially these contracts were between M/s GVPL & M/s. INL, Indonesia; that these contracts were revised in so much that the name of the buyer was changed to M/s. TIWA later. Further, it is also gathered that M/s. TIWA had entered into sales Contract No. with Seller M/s Thana Palm Products Company Limited, Thailand for purchase of 3000 MT of

Crude Palm Oil (CPO). M/s. TIWA also entered into purchase contract with M/s. Tha Chang Oil Palm Industries Co. Ltd., Thailand to procure/purchase approx. 6000 MTs of CPO. Scanned images of one of the contracts i.r.o. RBD Palmolein and CPO each are reproduced herein below: -

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CONTRACT FOR SALE & PURCHASE
DATE: 2021/07/21
Contract Number: 106B/SC/FOB/INL/VII/2021
Revision I

Buyer : TATA INTERNATIONAL SINGAPORE PTE LIMITED
 Address : 11 KEPPEL ROAD #10-03 ABI PLAZA
 SINGAPORE-089057

Seller: PT. INDUSTRI NABATI LESTARI
 Address: Komp. Kawasan Ekonomi Khusus - Sei Mangkei, Kav 2-3 Kel. Sei Mangkei. Kec. Bosar
 Maligas, Kab. Simalungun, Sumatera Utara, 21184, Indonesia

This contract is made by and between the Buyer and Seller whereby the Buyer agrees to buy and the Seller agrees to sell the under mentioned goods on the terms and conditions stated below:

1. QUANTITY AND DESCRIPTION OF THE GOODS

SHIPMENTS	PRODUCT DESCRIPTION	QUANTITY	UNIT PRICE (USD)	TOTAL AMOUNT (USD)
September 2021	Refined Bleached and Deodorised Palm Olein	600.00 MT (+/- 2%)	1,091.00	654,600.00

The goods concentrate complying with the following specifications:

PARAMETER	Specification
Free Fatty Acid (As Palmitic Acid)	0,10 % Max
M & I	0,10 % Max
I.V (Wtjjs)	56 Min
Melting Point degrees C (Aocs Cc 3-25)	24 Max
Color (5 1/4" Lovibond Cell)	3 Red Max

- 2. PACKING : IN BULK**
- 3. PORT OF LOADING : KUALA TANJUNG, INDONESIA**
- 4. PORT OF DESTINATION : To Be Advice with shipping instruction**
- 5. SHIPMENT INCOTERM : FOB, Kuala Tanjung Port, Indonesia**

The goods should be shipped before 30 September 2021
 Partial shipment is allowed. Transshipment is not allowed

6. Quality and Weight

6.1 Seller to appoint surveyor for quality (COA) and quantity (weight) determination. surveyor is

Factory & Main Office:
 Kawasan Ekonomi Khusus Sei Mangkei
 B. Kertajaya Kav 2-3
 Sei Mangkei, Kabupaten Simalungun 21184
 North Sumatera, Indonesia
 P. 02122 297 212 1 - 142422 209 244
 E. info@inl.co.id

Representative & Marketing Office:
 3, Jendral Sudirman No. 117
 Medan 20139
 North Sumatera, Indonesia
 P. 061 421 4521 464

Image53. Copy of contract with M/s. INL, Indonesia for procurement of RBD



THA CHANG OIL PALM INDUSTRIES CO., LTD.
 79 MOO 3 THACHANG SURATTHANI THAILAND 84150

TEL: +66 77 277777 FAX: +66 77 277799









CPO2564/00362 September 1, 2021

TO: TATA INTERNATIONAL SINGAPORE PTE LIMITED
Address : 11 KEPPEL ROAD #10-03 ABI PLAZA
 SINGAPORE-089057

Dear Sir, We confirm having today sold to you as follows:-

GOODS: Crude Palm Oil (CPO)
QUANTITY: ABOUT 4,000.00 MT
PACKING: Tank Car (No container and Flexibag)
PRICE: 1,160.00 USD/MT FOB, Phuket, Thailand
AMOUNT: ABOUT 4,640,000.00 USD
SHIPMENT: September 2021
PAYMENT: LC at sight

The seller and the buyer agreed to use seller weight as final weight.
 The Default Rate 15% Per Year From The Due Payment Date.

Remark Specification at Phuket port
 Free Fatty Acid, as Palmitic acid (%) 5.00 max
 Moisture and Insoluble Impurities (%) 0.50 max
 The seller and buyer are agree to use independent surveyor weight as final weight.

Arbitration : It has been agreed that all disputes in connection with contract or the execution thereof shall be settled by friendly negotiation. If no settlement can be reached, the case in disputes shall then be submitted for arbitration in Singapore. This shall be governed by and construed in accordance with the laws of Singapore. Sole Arbitrator to be appointed for arbitration . The decision made by the Singapore International Arbitration Centre (SIAC) shall be accepted as final and binding upon both parties. The fees for arbitration shall be borne by the losing party unless otherwise awarded by the commission.

Account Name: Tha Chang Oil Palm Industry Co.,Ltd.
 Account Number: 827-1-36692-0
 Bank name: KRUNG THAI BANK SWIFT Code: KRTHTHBKXXX
 Account Opening Branch: SRIVICHAI BRANCH
 Branch code : 200827
 Bank Address: 67/83 SRIVICHAI ROAD , MAKHAM TIA SUB DISTRICT, MUEANG SURAT THANI , SURAT THANI 84000

Please sign and revert us


 for Tha Chang Oil Palm Industries Co.,Ltd.



Image 54 : Scanned image of contract entered by M/s. TISPL with M/s. Tha Chang Oil Palm Oil Palm Products Ltd.

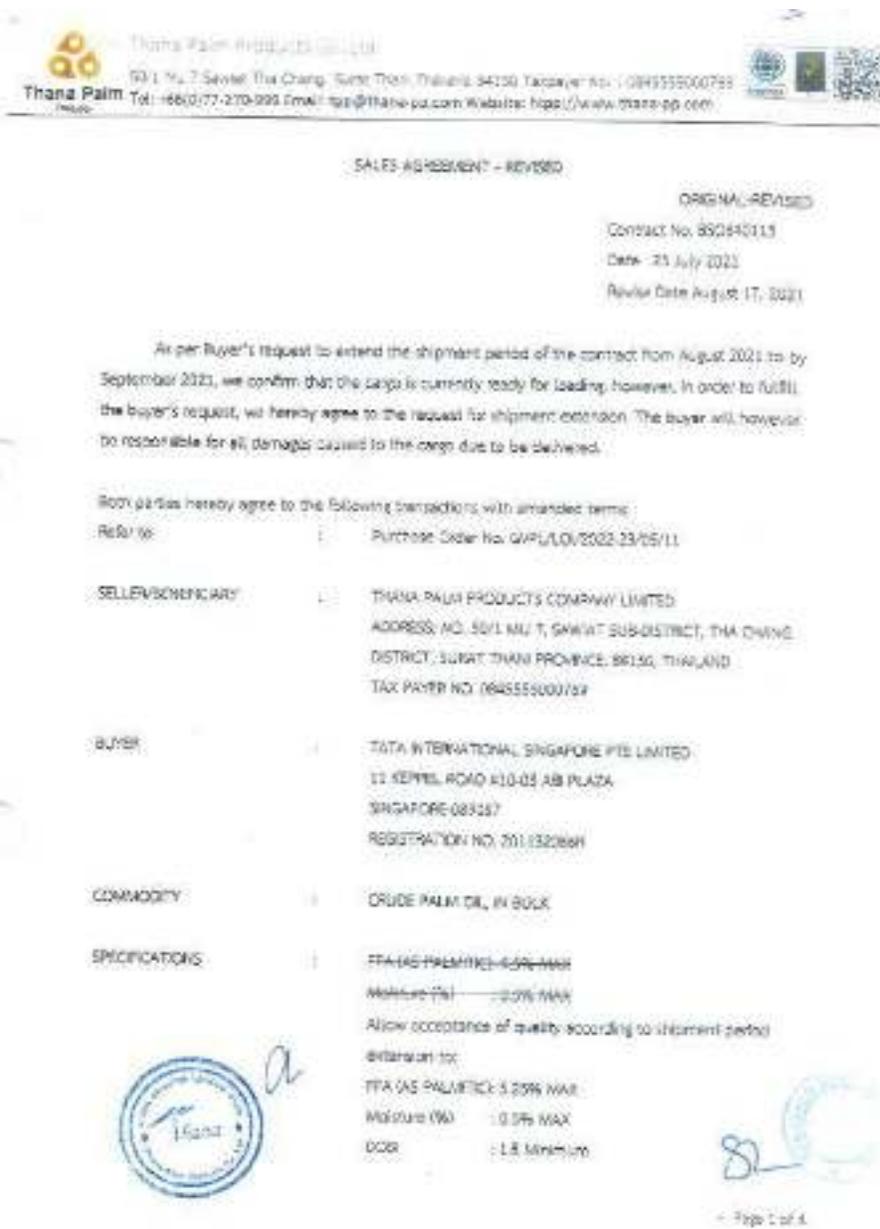


Image 55: Scanned image of contract entered by M/s. TISPL with M/s. Thana Palm Products Co. Ltd.

B. SCRUTINY OF INVOICES, LC & E-MAIL CORR. ETC

6.2.17 As per the above-mentioned contracts, various invoices were raised by M/s. INL, Indonesia, M/s. Thana Chang Oil Palm Products Ltd., Thailand, M/s. Thana Palm Products Co. Ltd. in context of sale of CPO to M/s. TISPL w.r.t respective quantity of goods sold as per below mentioned table: -

Page No. of the said File	Invoice No. and Date	Issued by/to	Product Desc.	Quantity (MT)	Remarks
379	No.090/INV-E/INL/IX/ 2021 dated 27.09.2021	M/s. INL, Indonesia/ M/s. TISPL	RBD Palm Olein	6513.52	B/L No. KTG/DEE/01 dated 30.09.2021, Loading Port: Kuala Tanjung, Indonesia vide

					LC No. YUDOCB212025
381	IV64100002 dated 07.10.2021	M/s. Thana Palm Products Company Limited/ M/s. TISPL	CPO	1020	B/L No. HH6V2106 PHU-02, Loading Port: Phuket, Thailand, Country of Export: Thailand As per Contract No. BSO640138 revised date 27.08.2021 LC No. YUDOCB212024
383	IV64100001 dated 07.10.2021	M/s. Thana Palm Products Co. Ltd. Thailand / M/s. TISPL	CPO	1980.35	B/L No. HH6V2106 PHU-01 Loading Port: Phuket, Thailand, Country of Export: Thailand As per Contract No. BSO640113 revised date 17.08.2021 LC No. YUDOCB212024
385	IV2109-0001A dated 07.10.2021	M/s. Thana Chang Oil Palm Industries Co. Ltd., Thailand / M/s. TISPL	CPO	5948.50	As per Contract No. CPO2564/00362 dated 01.09.2021 CPO2564/0366 dated 08.09.2021 B/L No. HH6V2106 PHU-03 & HH6V2106 PHU-04 Loading Port: Phuket, Thailand LC: YUDOCB212026
Total				15462.37 MTs	

The scanned images of the above invoices are as under: -



COMMERCIAL INVOICE

1. Shipper/Exporter PT.INDUSTRI NABATI LESTARI KOMP. KAWASAN EKONOMI KHUSUS SEI MANGKEI KAV 2-3 KEL SEI MANGKEI, KEC BOSAR MALISAS KAB SIMALUNGUN, SUMATERA UTARA, 21184 INDONESIA.		8. No. & Date of Invoice 090/INV-E/INL/IX/2021 DATED : 27 SEPTEMBER 2021		
2. Consignee TO ORDER OF THE HONGKONG AND SHANGHAI BANKING CORPORATION LIMITED, SINGAPORE		9. Term Of Payment LC NO: YUDOCB212025		
3. Notify Party / Applicant TATA INTERNATIONAL SINGAPORE PTE LIMITED KEPPEL ROAD, HEX10-03 ABU PLAZA SINGAPORE-089057		10. Issuing Bank HSBC SINGAPORE, GLOBAL TRADE AND RECEIVABLES FINANCE TRANSACTION SERVICES TEAM, 20 PASIR PANJANG ROAD (EAST LOBBY), HEX 12-21 MAPLE TREE BUSINESS CITY SINGAPORE 117439.		
4. Port of Loading KUALA TANJUNG PORT, INDONESIA		11. Contract Number : 106B/SC/FOB/INL/VII/2021 REV: I DATED 21/07/2021 109/SC/FOB/INL/VII/2021 REV: II DATED 23/07/2021 120/SC/FOB/INL/VII/2021 DATED 16/08/2021		
5. Port of Discharge DEENDAYAL (KANDLA) PORT, INDIA		12. Remarks FINAL DESTINATION: DEENDAYAL (KANDLA) PORT, INDIA FOB KUALA TANJUNG PORT, INDONESIA		
6. Pre-Carriage By MT. HONG HAI 6 VDY, 2106		7. Shipped on Board Date 30 SEPTEMBER 2021		
18. Marks and Nos.		14. Description of Goods		
		15. Quantity (in M/T)	16. Unit Price	
			17. Amount	
		REFINED BLEACHED AND DEODORISED PALM OLEIN (EDIBLE GRADE) IN BULK QUANTITY: 600 MTS AT USD 1,091 PER MT AS PER CONTRACT NO.106B/SC/FOB/INL/VII/2021 REVISION I DATED: 21.07.2021 QUANTITY: 1,000 MTS AT USD 1,121 PER MT AS PER CONTRACT NO.109/SC/FOB/INL/VII/2021 REVISION II DATED: 23.07.2021 QUANTITY: 4,913.520 MTS AT USD 1,174 PER MT AS PER CONTRACT NO.120/SC/FOB/INL/VII/2021 DATED: 16.08.2021 INCOTERMS: FOB KUALA TANJUNG PORT, INDONESIA MERCHANDISE IS OF INDONESIA ORIGIN BL NO /DATE: KTG/088/01 DATED 30 SEPTEMBER 2021 LC NO: YUDOCB212025 DATED 20/09/2021	600.000 1,000.000 4,913.520	USD 1,091.00 USD 1,121.00 USD 1,174.00
TOTAL		6,513.520	USD 7,544,072.48	
In word : US Dollar SEVEN MILLION FIVE HUNDRED FORTY FOUR THOUSAND SEVENTY TWO AND FORTY EIGHT CENT ONLY				
NOTE : Payment please transfer to below account : Bank Name : BANK MANDIRI Beneficiary Name : PT INDUSTRI NABATI LESTARI Account no : 105.001.326.1940 (USD) Swift Code : BMRINDJA Address : Jalan Imam Bonjol No: 15D		SIGNED BY ZULIA RIZKI ADHA SALES EXPORT		

Image 56 :Scanned copy of the Invoice No.090/INV-E/INL/IX/2021 dated 27.09.2021 [Pg- 379] i.r.o. RBD Palmolein

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THANA PALM PRODUCTS COMPANY LIMITED
 ADDRESS: NO. 50/1 MU 7 SAWIAT SUB-DISTRICT, THA CHANG DISTRICT,
 SURAT THANI PROVINCE, 84150, THAILAND TAX PAYER NO. 0845555000789
 TEL +66(0)77-270-999
 EMAIL: BANTHITA@THANA-PP.COM
 WEBSITE: WWW.THANA-PP.COM



COMMERCIAL INVOICE

ORIGINAL

Invoice to: TATA INTERNATIONAL SINGAPORE PTE LIMITED 11 KEPPEL ROAD #10-03 ABI PLAZA SINGAPORE-089057		Date of Invoice: OCTOBER 7, 2021
		Invoice No.: IV64100002
		Shipment Date: OCTOBER 8, 2021
		Vessel: MT HONG HAI 8 V.2108
		B/L No.: HH8V2108PHU-02
Consignee: TO ORDER OF HSBC BANK SINGAPORE		Country of Export: THAILAND
Notify: TATA INTERNATIONAL SINGAPORE PTE LIMITED 11 KEPPEL ROAD #10-03 ABI PLAZA SINGAPORE-089057		Country of Origin of Goods: THAILAND
		Country of Ultimate Destination: INDIA
		Shipper: THANA PALM PRODUCTS COMPANY LIMITED ADDRESS: NO. 50/1 MU 7 SAWIAT SUB-DISTRICT, THA CHANG DISTRICT, SURAT THANI PROVINCE, 84150 THAILAND. TAX PAYER NO. 0845555000789 TEL +66(0)77-270-999
Referred to P.O. or L/C Number	YUDOC8212024	Payment By: 100% IRREVOCABLE LC AT SIGHT
Referred to contract number	BS0540138	
Incoterms:	FOB PHUKET, THAILAND	
Port of Loading	PHUKET, THAILAND	
Port of Destination	DEENDAYAL (KANDLA) PORT, INDIA	

ITEMS	DESCRIPTION	QUANTITY (METRIC TON)	PRICE PER UNIT (USD)	AMOUNT (USD)
1	CRUDE PALM OIL (EDIBLE GRADE), IN BULK, HS CODE: 15111000 SPEC: FFA 5.00% MAX M&I: 0.5%MAX DOBI: 2.0MIN (AS PER PORAM)	1,020,000	1,190,000	1,213,800,000
TOTAL F.O.B. USD		1,020,000	1,190,000	1,213,800,000
Total US Dollars: USD ONE MILLION TWO HUNDRED THIRTEEN THOUSAND EIGHT HUNDRED ONLY				

Shipping Marks
 1. In Bulk
 2. Ocean Carriage Stowage

Country of Origin : Thailand
Total Net Weight: 1,020 MT
Total Gross Weight: 1,020 MT

REMARKS:
 1. Contract Quantity of 1000 MT can be varied by a 2%
 2. Packing: One lot.

Certified Correct:
 Thana Palm Products Company Limited

Charanya Laobandit
 Authorized Signature

Image 57: Scanned copy of the Commercial Invoice No. IV64100002 dated 07.10.2021/ Pg No. -381/ i.r.o. CPO



THANA PALM PRODUCTS COMPANY LIMITED
 ADDRESS: NO. 50/1 MU 7 SAWIAT SUB-DISTRICT, THA CHANG DISTRICT,
 SURAT THANI PROVINCE, 84150. THAILAND TAX PAYER NO. 0845555000769
 TEL +66(0)77-270-999
 EMAIL: BANTHITA@THANA-PP.COM
 WEBSITE: WWW.THANA-PP.COM



COMMERCIAL INVOICE ORIGINAL

Invoice to:		Date of Invoice: OCTOBER 7, 2021
TATA INTERNATIONAL SINGAPORE PTE LIMITED 11 KEPPEL ROAD #10-03 ABI PLAZA SINGAPORE-089057		Invoice No.: IV64100001
		Shipment Date: OCTOBER 6, 2021
		Vessel: MT HONG HAI 6 V.2106
		B/L No.: HHBV2106PHU-01
Consignee: TO ORDER OF HSBC BANK SINGAPORE		Country of Export: THAILAND
Notify:		Country of Origin of Goods: THAILAND
TATA INTERNATIONAL SINGAPORE PTE LIMITED 11 KEPPEL ROAD #10-03 ABI PLAZA SINGAPORE-089057		Country of Ultimate Destination: INDIA
		Shipper:
		THANA PALM PRODUCTS COMPANY LIMITED ADDRESS: NO. 50/1 MU 7 SAWIAT SUB-DISTRICT, THA CHANG DISTRICT, SURAT THANI PROVINCE 84150 THAILAND TAX PAYER NO. 0845555000759 TEL +66(0)77-270-999
Referred to P.O. or L/C Number	YUOOCB212024	Payment By: 100% IRREVOCABLE LC AT SIGHT
Referred to contract number	BS0640113 -REVISED	
Incoterms:	FOB PHUKET, THAILAND	
Port of Loading	PHUKET, THAILAND	
Port of Destination	DEENDAYAL (KANDLA) PORT, INDIA	

ITEMS	DESCRIPTION	QUANTITY (METRIC TON)	PRICE PER UNIT (USD)	AMOUNT (USD)
1	CRUDE PALM OIL (EDIBLE GRADE), IN BULK, HS CODE: 15111000 SPEC: FFA ≤ 25% MAX M&I: 0.5% MAX DOBI: 1.3MIN (AS PER PORAM)	1,980.350	1,105.000	2,188,286.750
TOTAL F.O.B. USD		1,980.350	1,105.000	2,188,286.750
Total US Dollars: USD TWO MILLION ONE HUNDRED EIGHTY-EIGHT THOUSAND TWO HUNDRED EIGHTY-SIX AND SEVENTY-FIVE CENTS				

Shipping Marks
 1. In Bulk
 2. Ocean Carriage Stowage

Country of Origin : Thailand
 Total Net Weight: 1,980.350 MT
 Total Gross Weight: 1,980.350 MT

REMARKS:
 1. Contract Quantity of 2000 MT can be varied by ± 2%
 2. Packing: One lot

Certified Correct:
 Thana Palm Products Company Limited

Chareeya Laobandit
 Authorized Signature

Image 58 : Scanned copy of the invoice No. IV64100001 dated 07.10.2021/Pg No. 383/ i.r.o. CPO

Thailand. Such LC are at Page No. 457 to 489 of the said file applied by M/s. TISPL, Singapore, to respective beneficiaries.

6.2.18. Page No. 523-525 of the said file is the e-mail correspondence dated 10.09.2021 from shipping@glentech.co.in to Banitha Laobandit of M/s. Thana Palm Products, Thailand, from Mitesh Joshi, General Manager (Shipping and Logistics) of M/s. GVPL, intimating to change the contract in favour of M/s. TISPL, Singapore. The scanned copy of the same is reproduced herein below:

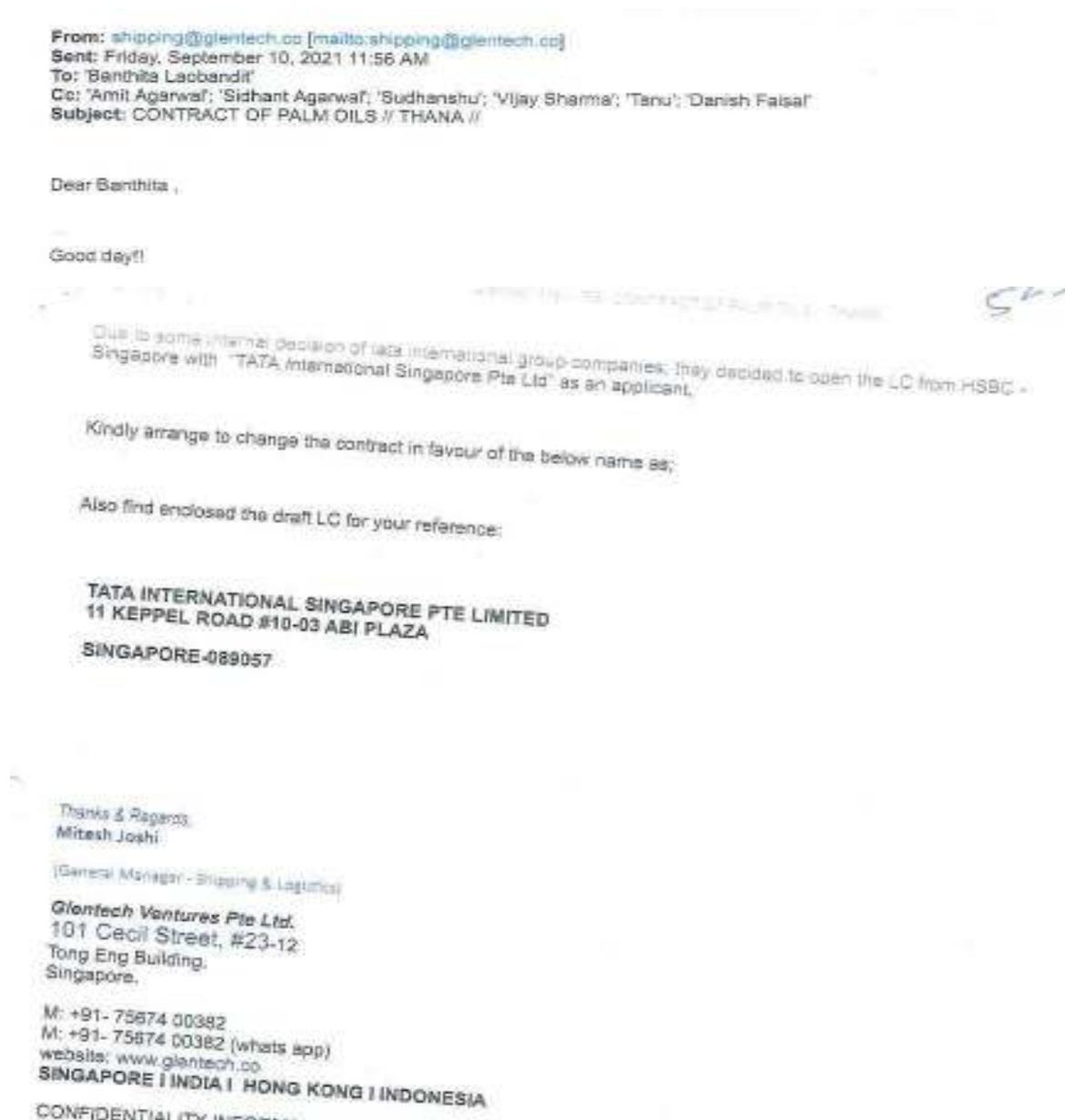


Image 60 : Scanned copy of email w.r.t. amendment contract which was earlier made in favour of M/s. TIL/ M/s .GVPL to the favour of M/s. TISPL

C. SCRUTINY OF CHARTER PARTY AGREEMENT & PAYMENT THEREOF

6.2.19. Page No. 391 to 455 of the above mentioned file is the Charter Party dated 09.09.2021 **[RUD No 21]** between M/s. TIWA/ Tata International West Asia/M/s. TISPL/M/s. TIL and M/s. Oka Tanker PTE Ltd., Singapore

i.r.o. Vessel Hong Hai6, with clauses w.r.t blending of cargo/ top loading of cargo, scanned image of which is reproduced herein below: -

“ -OWNER/MASTER TO ALLOW TO RECIRCULATE CARGOS AFTER TOP UP LOADING IF TERMINAL PERMITS

- FOR BL SWITCH, TO USE BELOW AGENT AT SINGAPORE, SWITCH COST ON CHARTERER'S ACCOUNT

.....

.....

WITH FURTHER RIDER CLAUSES VIZ.,

.....

.....

9. OWNER TO ISSUE SECOND SET (GLOBAL) BILLS OF LADING IN SINGAPORE OR ANY OTHER PLACE REQUIRED BY CHARTERERS, THROUGH AGENT NOMINATED BY CHARTERERS AT THE COST AGREED BY CHARTERERS. ONCE THE FULL FIRST SET (LOCAL) BILLS OF LADING ARE SURRENDERED TO VESSEL OWNER'S APPOINTED AGENT (WHO WAS NOMINATED BY THE CHARTERERS) ARE TO ISSUE/RELEASE THE SECOND SET (GLOBAL) BILLS OF LADING TO CHARTERER. IN PRACTICAL WORKING, THE OWNER AGENT WILL SUBMIT THE SECOND SET BL AT CHARTERERS BANK AND COLLECT FIRST SET BL FROM CHARTERERS BANK. OWNERS WILL EMAIL A SIGNED NON-NEGOTIABLE COPY OF SECOND (GLOBAL) SET BILLS OF LADING (EVEN IF FIRST SET OF ORIGINAL BILL OF LADINGS HAS NOT BEEN SURRENDERED TO OWNERS OR THEIR AGENT) TO CHARTERER FOR FILING MANIFEST ONLY WITH INDIAN CUSTOMS. SWITCH BL COST WILL BE ON CHARTERERS ACCOUNT. BL CAN BE SWITCHED MULTIPLE TIMES AT CHARTERERS COST. BL CAN BE SWITCHED AFTER DISCHARGE OF CARGO ALSO.

10. OWNER SHALL BLEND TWO-THREE OR MORE CARGO(ES) OF DIFFERENT GRADES AND THE OWNER SHALL ALSO GIVE ONE PRODUCT BL OF CPO (CRUDE PLAM OIL) AS SWITCH BL. OWNER SHALL GIVE NON-NEGOTIABLE COPY (IE., NNBL) OF BL IMMEDIATELY OF CPO AFTER LOADING FOR FILING IGM/COO.

.....

Blending operation will be taken care by the Owner and his crew members. Charterers will also appoint surveyor for sampling and supervision.

.....

Blending will be taken care in any port situated in other country except Indonesia it has to be mutually decided between the Owner and Charterers regarding place of blending (i.e. name of port and country).

*ALL THE BLENDING OPERATION COST WOULD BE FOR CHARTERER'S ACCOUNT.
#ACCEPTED#*

CHARTERERS ALLOW 36HRS TO COUNT AS LAYTIME FOR ITT/BLENDING. ANY TIME FROM VESSEL ANCHOR TILL SURVEYOR AWAY TO COUNT AS LAYTIME. BUT ANY TIME USED MORE THEN 36HRS ON ITT NOT TO COUNT AS LAYTIME, AND SAME DEMURRAGE RATE APPLICABLE, TO BE SETTLED AS DEMURRAGE IN CASE LAYTIME

USED UP. NO ADDITIONAL COST ON CHRTRS INCLUDING BUT NOT LIMITED ADDITIONAL BUNKER CHARGES, HEATING CHARGES ETC.

.....”

6.2.20. Further, Page No. 389 is the copy of the telegraphic transfer document no. SWIFT MT103, a document issued by DBS on the order of M/s. TISPL, Singapore, Beneficiary: - M/s. OKA Tankers PTE Ltd., Singapore, w.r.t invoice no. 20211008-01 raised by M/s. OKA Tanker i.r.o. MT Hong HAI6 CP date 09.09.2021 to Charterer M/s. TISPL, for quantity 15472.07 MT of CPO at Load Port : Kuala Tanjung, Indonesia and Phuket, Thailand. The scanned image of the invoice and telegraphic transfer document is reproduced as below:

-

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 OKA Tanker	OKA Tanker Pte Ltd 77 High Street Road High Street Plaza, #08-10 Singapore 179433 Tel: +65 62661749 Co. Reg. No.: 201629365D GST Reg. No.: 201629365D				
FREIGHT INVOICE					
To : Tata International Singapore Pte Ltd Attn : Accounts Department	Invoice No. 20211008-01 Date 8th October 2021 Payment Term :-				
S/No Description	Amount				
Vessel Name : MT HONG HAI 6 CP Date : 9th September, 2021 Charterer : Tata International Singapore Pte Ltd Load Port : Kuala Tanjung, Indonesia : Phuket, Thailand Discharge Port : Kandla, India Cargo/Quantity : CPO Total Quantity : 15,462.07 MT Base Freight Rate : US\$40 per MT Additional Load Port : US\$2.00 per MT Total Freight Payable : US\$8649,406.94 <i>This payment is not related to any US Sanctioned Countries/ Entities. Payment shall be made in full without any bank deduction to our bank account.</i>	USS				
Payment should be made by crossed cheque or T/T Beneficiary Name : OKA TANKER PTE. LTD. Swift Code : UOVBSGSG Bank USD A/C N: 379-901-436-8 Bank Name : UNITED OVERSEAS BANK LIMITED Bank's Address : 25 BENDEMEER ROAD #01-561/563 SINGAPORE 330025					
<table border="1" style="border-collapse: collapse;"> <tr> <td style="padding: 2px;">GST @ 0% :</td> <td style="width: 50px;"></td> </tr> <tr> <td style="padding: 2px;">Grand Total : :</td> <td style="padding: 2px;">US\$8649,406.94</td> </tr> </table>		GST @ 0% :		Grand Total : :	US\$8649,406.94
GST @ 0% :					
Grand Total : :	US\$8649,406.94				
					

Image61: Scanned copy of the freight invoice raised by M/s. OKA Tanker to M/s. Tata Singapore PTE Ltd.

		Indonesia			3P, 3S, 4P, 4S, 5P, 5S, 6P, 6S
373	HH6V2106 PHU-01 dated 06.12.2021	Phuket, Thailand	CPO	1980.350	3P, 3S, 6P, 6S
375	HH6V2106PHU-02 dated 06.10.2021	Phuket, Thailand	CPO	1020	3P, 3S, 6P, 6S

Perusal of the above Bills of lading, indicate that 6513.32 MT of RBD Palm Olein was loaded onto the vessel MT Hong Hai6 V.2106 at Kuala Tanjung, Indonesia as per the above-mentioned stowage, shipper- M/s. INL, Indonesia, notified party- M/s TISPL. Herein below is the scanned image of this B/L.

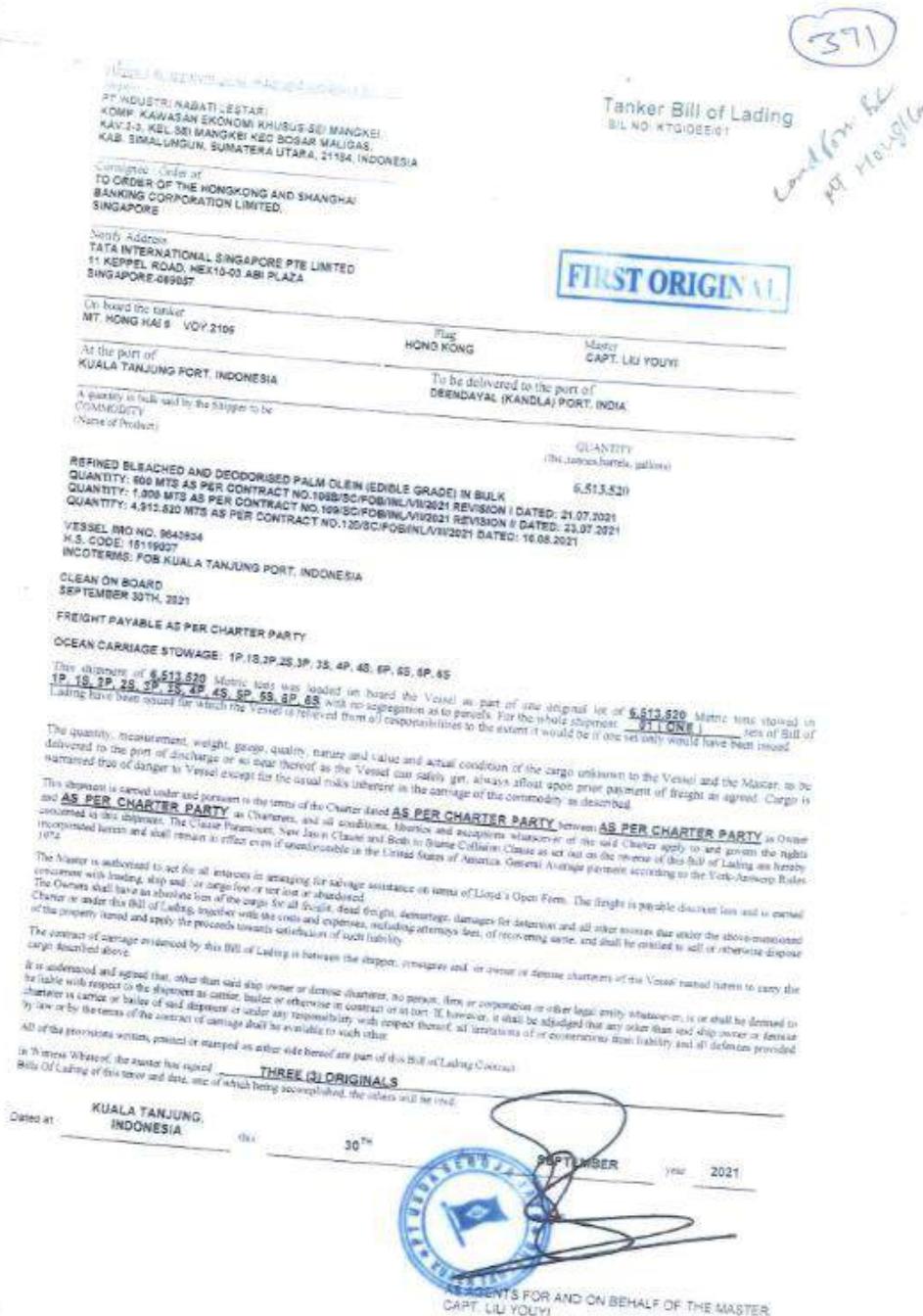


Image63.: Scanned copy of Original Bill of Lading KTG/DEE/01 issued at Indonesia w.r.t loading of 6513.32 MT of RBD Palmolein

Further perusal of Bill of lading(B/L) issued at Phuket, Thailand indicate that CPO was loaded at Phuket, Thailand on 06.12.2021 and such B/Ls was issued by the vessel owner, with mention that loading of above two cargo, both of one original lot of 3000.350 MTS stowed in 3P, 3S, 6P, 6S only. It mentions the name of the shipper as Thana Palm Products Company Limited, Thailand, notified party- M/s. TISPL which clearly shows that the respective quantity i.e. 1020 MT CPO and 1980.350 MT of Crude Palm Oil(Edible Grade) in Bulk was loaded on the Vessel MT Hong Hai6 V.2106 on 6th October, 2021 at Phuket Thailand and stowed in tanks 3P, 3S, 6P, 6S and thus loaded on top where RBD Palmolein was already stowed on board vessel MT HongHai6 V.2106. Herein below is scanned image of sample B/L issued at Thailand.



Image 64.: Scanned copy of one of the original B/L issued at Thailand.

E. SWITCHED/MANIPULATED BILLS OF LADING RAISED FOR THE PURPOSE OF DECLARATIONS BEFORE INDIAN CUSTOMS

6.2.22. As per the switching cause of the Charter Party dated 09.09.2021 entered between the charterers, viz M/s. TIWA/ Tata International West Asia/ M/s. TISPL/ M/s.TIL, and the vessel owner, M/s. OKA Tankers International Ltd, the Bills of Lading KTG/DEE/01 i.r.o 6513.520 MT of RBD Palmolein were switched and a second set of Bills of Lading Bearing No. KTG/DEE/01 to KTG/DEE/27 dated 30.09.2021 were issued mentioning the description of goods as CPO. Out of these 27 B/Ls, B/Ls No. KTG/DEE/01 to 26 dated 30.09.2021 is for 248MTs of Crude Palm Oil each and B/L No.KTG/DEE/27 dated 30.09.201 is for 65.520MT of Crude Palm Oil, showing port of loading Kuala Tanjung with port of discharge at Kandla Port. Thus, totalling to 6513.520MTs of CPO. It also mentioned: -

This shipment of **248.00** Liquid Metric Tons was loaded on the Vessel as part of one original lot of **15,462.070** Liquid Metric Tons stowed in **1P, 1S, 2P, 2S, 3P, 3S, 4P, 4S, 5P, 5S, 6P, 6S** with no segregation as to parcels. For the whole shipment 63 (SIXTY THREE) sets of Bill of Lading have been issued for which the Vessel is relieved from all responsibilities to the extent it would be if one set only would have been issued. The Vessel undertakes to deliver only that portion of the cargo actually loaded which is represented by the percentage that the total amount specified in the Bill(s) of Lading bears to the total of the commingling shipment delivered at destination. Neither the Vessel nor the owners assume any responsibility for the consequences of such commingling nor for the separation thereof at the time of delivery in respect of the quality, colour and specification of the cargo.

(of which on deck at Shipper's risk, the Carrier not being responsible for loss or damage howsoever arising)

Image 65: Snapshot from the switched B/L. KTG/DEE/01 to 26 dated 30.09.2021

Shipper's description of goods	Gross Weight
CRUDE PALM OIL (EDIBLE GRADE) IN BULK	65.520 MTS
IEC:0389024291	
GST :24AAACT3198F1ZE	"FREIGHT PREPAID"
PAN:AAACT3198F	
EMAIL:RAVI.THAKKAR(AT)TATAINTERNATIONAL.COM	CLEAN ON BOARD
H.S. CODE: 15111000	
VESSEL IMO NO. 9640934	

This shipment of **65.520** Liquid Metric Tons was loaded on the Vessel as part of one original lot of **15,462.070** Liquid Metric Tons stowed in **1P, 1S, 2P, 2S, 3P, 3S, 4P, 4S, 5P, 5S, 6P, 6S** with no segregation as to parcels. For the whole shipment 63 (SIXTY THREE) sets of Bill of Lading have been issued for which the Vessel is relieved from all responsibilities to the extent it would be if one set only would have been issued. The Vessel undertakes to deliver only that portion of the cargo actually loaded which is represented by the percentage that the total amount specified in the Bill(s) of Lading bears to the total of the commingling shipment delivered at destination. Neither the Vessel nor the owners assume any responsibility for the consequences of such commingling nor for the separation thereof at the time of delivery in respect of the quality, colour and specification of the cargo.

(of which on deck at Shipper's risk, the Carrier not being responsible for loss or damage howsoever arising)

Image 66: Snapshot from the switched B/L No. KTG/DEE/27 dated 30.09.2021

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TANKER BILL OF LADING
B/L No. **KTG/DEE/26**

TO BE USED WITH CHARTER-PARTIES

CODE NAME: DODGENELL EDITION 1984

Shipper:
TATA INTERNATIONAL SINGAPORE PTE LIMITED
11 KEPPEL ROAD, # 10-03 ABI PLAZA
SINGAPORE-089057

Consignee:
TO ORDER

Notify address:
TATA INTERNATIONAL LTD
OFFICE NO. 11, GROUND FLOOR, PLOT NO 40, SECTOR NO 8
GANDHIDHAM KACHCHH, GUJRAT, 370201, INDIA

Vessel: **MT. HONG HAI 8 VOY. 2106** Port of loading: **KUALA TANJUNG PORT, INDONESIA**

Port of discharge: **DEENDAYAL (KANDLA) PORT, INDIA**

Shipper's description of goods	Gross Weight
CRUDE PALM OIL (EDIBLE GRADE) IN BULK	248.00 MTS

IEC:0388024291
GST :24AAACT3198F12E
PAN:AAACT3198F
EMAIL:RAVI.THAKKAR(AT)TATAINTERNATIONAL.COM
H.S. CODE: 15111000
VESSEL IMO NO. 9943934

"FREIGHT PREPAID"
CLEAN ON BOARD

This shipment of **248.00** Liquid Metric Tons was loaded on the Vessel as part of one original lot of **15,462.070** Liquid Metric Tons stowed in **1P, 1S, 2P, 2S, 3P, 3S, 4P, 4S, 5P, 5S, 6P, 6S** with no segregation as to parcels. For the whole shipment 63 (SIXTY THREE) sets of Bill of Lading have been issued for which the Vessel is relieved from all responsibilities to the extent it would be if one set only would have been issued. The Vessel undertakes to deliver only that portion of the cargo actually loaded which is represented by the percentage that the total amount specified in the Bill(s) of Lading bears to the total of the commingling shipment delivered at destination. Neither the Vessel nor the owners assume any responsibility for the consequences of such commingling nor for the separation thereof at the time of delivery in respect of the quality, colour and specification of the cargo.

Received on account of freight: _____

Time used for loading: _____ days _____ hours

Freight payable at: _____

Number of original B/L: **THREE (3)**

Place and date of issue:
KUALA TANJUNG PORT, INDONESIA,
30TH SEPTEMBER 2021

Signature: _____

AS AGENTS FOR AND ON BEHALF OF THE MASTER,
CAPT LIU YOUYI

Image 67: A copy of one of the switched B/L amongst the B/L Nos. KTG/DEE/ 1 to 26.

Similarly, the remaining sets of Bills of Lading are from KTG/DEE/28 to 39 all dated 06.10.2021 are i.r.o 248 MTs each of CPO loaded at Phuket, Thailand. Bill of Lading No. KTG/DEE/40 dated 06.10.2021 is i.r.o. 24.350MTs of CPO at Phuket, Thailand. Further Bills of Lading No. KTG/DEE/41 to 63 dated 07.10.2021 are i.r.o. 248MTs of CPO and B/L/ No. KTG/DEE/64 dated 07.10.2021 is i.r.t. 244.200MTs of CPO loaded at Phuket, Thailand. The total of quantity of goods loaded under said B/Ls is 8948.55MTs of CPO loaded at Phuket Thailand on 06th and 7th Oct, 2021. A sample copy of the B/L issued by Capt. Liu Youyi at Phuket, Thailand is as below: -

M/s. TISPL from M/s Tha Chang Oil Palm Industries Co. Ltd. and M/s. Thana Palm Products Co. Ltd. was loaded on the vessel at Phuket, Thailand on 6th and 7th October, 2021 on the vessel MT Hong Hai6 V.2106; that the comingling of cargo was carried out and the Original Bills of Entry were switched into the second (Global) set of Bills of Lading analogously to the process of blending/comingling carried out in the vessel MT Distya Pushti V.072021 and MT Gumuldur V.202109. Further, M/s. TIWA/ Tata International West Asia/ M/s. TISPL/ M/s. TIL and M/s. Oka Tanker PTE Ltd., Singapore had entered into charter party dated 09.09.2021 with explicit mention of switching clause that owner shall blend two-three or more cargo(es) of different grades and the owner shall also give one product BL of CPO(Crude Palm Oil) as switch BL; Further, documents viz. LC shows that M/s. TIWA made payments towards the freight charges of the said vessel MT. FMT EFES V.2021111 for its voyage from Indonesia to India. It is therefore, safe to conclude that the sales contracts were for the procurement of CPO, RBD Palmolein, invoices and Bills of Lading were issued i.r.o these goods at ports at Thailand and Indonesia respectively, that the blending took place on board vessel, and new set of BL showing entire goods as CPO were issued by the vessel owner. All the above documents conclusively establish that though CPO, RBD were purchased in Thailand and Indonesia, the importer M/s. TIL in connivance with vessel owner had manipulated the documents to camouflage the import of above goods and prepared another set of documents showing loading /import of entire goods as CPO. These documents were presented before Customs authorities with intent to mis-declare the goods at discharge port and evade duties of customs at the port of discharge, i.e. Kandla.

SCRUITNY OF DOCUMENTS i.r.o. IMPORT OF GOODS VIDE VESSEL MT.FMT EFES V.202111

6.2.24. During investigation, statements of the various concerned persons were recorded wherein they produce various documents which reveal that M/s. TIL had filed the following Warehouse (W.H.) B.Es for import of total 12959.31MT vide vesselMT.FMT EFES V.202111by mis-declaring the same as CPO. The details are as below:

Sl. No.	CUSTOM HOUSE CODE	W.H. BE NUMBER	BEDATE	NAME OF THE IMPORTER (M/s)	Description Of goods	QUANTITY (MTs)
1	INIXY1	6212683	11-11-2021	TIL	CPO	5086.015
2	INIXY1	6212824	11-11-2021	TIL	CPO	7873.29
					Total	12959.31

6.2.25. Further, as per the statement and scrutiny of documents produced by Shri Sidhant Agarwal, Director of M/s. GIPL dated 28.01.2023 and 29.01.2023, it is revealed that they had actually imported the following cargo vide respective Vessels as below: -

VESS EL NAM E	Letter of Credit (LC)	SELLER	COMM ODITY loaded at load Port	QTY (MTs)	SUPPLIE R	LOAD PORT	Warehouse Bill of Entry no.	Descripti on of imported goods declared in bill of entry
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(10)
MT FMT EFES VOY. 2021 11	594460 4443 & 594560 4443 both dated 22.10.2 021	TIWA	RBD PALM OLEIN	5086.015	M/s. INL	KAULA TANJUNG, INDONESIA	6212683 & 6212824, both dated 11-11-2021	CPO
			CPO	7873.290	THA CHANG	PHUKET PORT, THAILAND		
			Total	12959.31				

A. SCRUTINY OF SALES/PURCHASE CONTRACTS

6.2.26 The documents produced w.r.t. import vide vessel MT.FMT EFES V.2021111 **[RUD-24]** during the statement of Shri Sidhant Agarwal dated 28.01.2022 reveal that M/s. GVPL & M/s. TISPL, had entered into the following contract nos. with Sellers at Indonesia and Thailand to procure respective goods as per below mentioned table: -

Pag e No.	Product Description	Quantity	Contract No. and date	Sale Agreement Between (M/s.)
207	Refined Bleached and Deodorised Palm Olein	5000 MT	142/SC/FOB/INV/IX/ 2021 dated 30.09.2021 [RUD NO 24]	M/s. GVPL and M/s. INL, Indonesia
199	Crude Palm Oil	3000 MT	CPO2564/00396 dated 05.10.2021 [RUD No. 24]	M/s. TISPL/ M/s. GVPL Singapore and M/s. Tha Chang Palm Industries Co. Ltd. Thailand
197	Crude Palm Oil	5000 MT	CPO 2564/00392 dated 30.09.2021 [RUD No 24]	M/s. TISPL/ M/s. GVPL Singapore and M/s. Tha Chang Palm Industries Co. Ltd. Thailand
	Total	13000MT		

The scanned images of one of such contracts are as below:



Image69: Scanned copy of the Contract No. 142/SC/FOB/INL/IX/2021 dated 30.09.2021 i.r.o. 5000 MT RBD Palmolein

From the above, it is revealed that M/s. GVPL. & M/s. TIWA DMCC, UAE had entered into sale and purchase contract No. 142/SC/FOB/INL/IX/2021 dated 30.09.2021 with M/s. INL, Indonesia for procurement of approx. 5000 MT of RBD Palmolein and which is at page no. 207 to 212 of the above said file produced during recording of the statements under section 108 of the customs act, 1962 of Shri Sidhant Agarwal, Director of M/s. GIPL i.r.o. imports vide vessel MT FMT EFES.

B. SCRUTINY OF INVOICES/BILLS OF LADING/ CHARTER PARTY ETC.

6.2.27 Page No. 163 is copy of Invoice No. 102/INV-E/INL/X/2021 dated 23.10.2021 [RUD 24] issued by M/s Pt. Industri Nebati Lestari, Indonesia to M/s. TIWA, UAE for Bills of Lading No. KTP/DEE/01 dated 26.10.2021, w.r.t

5086.015MTS of Refined Bleached and Deodorised Palm Olein (Edible Grade) in Bulk as per contract No. 142/SC/FOB/INL/IX/2021 dated 30.09.2021 loaded on vessel MT FMT EFES V.202111 from Kuala Tanjung Port, Indonesia. Payment made as per LC No. 5944604443 dated 22.10.2021.



COMMERCIAL INVOICE

1. Shipper/Exporter: PT. INDUSTRI MABATI LESTARI RUMAH KAWASAN DEKAT KM. 5 JALAN DEWASARI RAY 2-3 RT. 03 MANDALAY, DESA BAKAR WILAYAH KABUPATEN LAMPUNG UTARA, PROVINSI LAMPUNG		5. No. & Date of Invoice: 102/INV-E/INL/X/2021 DATED: 23 OCTOBER 2021		
2. Consignee: TO ORDER OF CITIBANK N.A. JAWA BARU BRANCH		3. Terms of Payment: LC NO: 5944604443	4. Billing to Party:	
3. Notify Party / Applicant: TATA INTERNATIONAL, WEST ASIA BRCC 3001 TO 3005 JEMBRAN RAY XI TOWER CLUSTER K.I.I.T. UNITED NAGASARAI		22. Remarks: FINAL DESTINATION: DEBENDAYAL (KANDLA) PORT, INDIA FOR KUALA TANJUNG PORT, INDONESIA		
4. Port of Loading: KUALA TANJUNG PORT, INDONESIA	5. Port of Discharge: DEBENDAYAL (KANDLA) PORT, INDIA			
6. Pre-Carriage By: MT. FMT EFES V. 202111	7. Shipped on Board Date: 24 OCTOBER 2021			
13. Marks and Nos.	14. Description of Goods: 5086.015 MTS REFINED BLEACHED AND DEODORISED PALM OLEIN EDIBLE GRADE IN BULK AT USD 1174.00 PER MT AS PER CONTRACT NO. 142/SC/FOB/INL/IX/2021 (DATE: 30.09.2021) INCOTERM: FOB KUALA TANJUNG PORT, INDONESIA MERCHANTS USE OF INDONESIAN OIL BLIND: KTP/DEE/02 (DATE: 31 OCTOBER 2021) LC NO: 5944604443 DATED 22.10.2021	15. Quantity (kg/MT) 5,086.015	16. Unit Price USD 1,174.00	17. Amount USD 5,978,893.00
TOTAL		5,086.015		USD 5,978,893.00
IN WORDS: US Dollar FIVE MILLION NINE HUNDRED SEVENTY THOUSAND NINE HUNDRED EIGHTY ONE AND SIXTY ONE CENT ONLY				
NOTE: Payment please transfer to below account: Bank Name: BANK MANDIRI Beneficiary Name: PT. INDUSTRI MABATI LESTARI Account no.: 186.301.834.1645 (IND) Swift Code: BMRIIDJA Address: Jalan Imam Bonjol No. 500			ISSUED BY SALES EXPORT	

Image 70: Scanned copy of Invoice No. 102/INV-E/INL/X/2021 dated 23.10.2021 i.r.o purchase of RBD

6.2.28. Page 165 of the containing documents i.r.o. import of consignments vide vessel MT EFES V.2021111 is a copy of Invoice No. IV2110-0001A dated 31.10.2021 [RUD 24] issued by M/s Tha Chang Oil Palm Industries Co. Ltd. to M/s. TIWA, UAE for Bills of Lading No. KTP/DEE/02, PHP/DEE/03 both dated 31.10.2021 loaded on vessel MT FMT EFES V.202111 from Phuket Port, Thailand and Port of Discharge as Kandla, India in respect of 4920.806 MTS Crude Palm Oil (Edible Grade) in Bulk as per contract No.

26-29 OCT PHUKET

06 NOV KANDLA

WITH CARGO BREAKDOWN :

4-5KT OLEIN (KUALA TANJUNG)

8-9KT CPO(PHUKET)

.....

-SWITHCING CLAUSE

“OWNER TO ISSUE SECOND SET (GLOBAL) BILLS OF LADING IN SINGAPORE OR ANY OTHER PLACE REQUIRED BY CHARTERES THROUGH AGENT NOMINATED BY OWNERS AT THE COST WHICH IS TO BE MUTUALLY AGREED WITH CHARTERES. ONCE THE FULL FIRST SET (LOCAL) BILLS OF LADING ARE SURRENDERED TO VESSEL OWNERS ARE TO ISSUE/ RELEASE THE SECOND SET (GLOBAL) BILLS OF LADING TO CHARTERER WITHIN 24 HOURS SIMULTANEOUSLY. OWNER WILL EMAIL A SIGNED NON NEGOTIABLE COPY OF SECOND (GLOBAL) SET BILLS OF LADING TO CHARTERER FOR FILING MANIFEST ONLY WITH INDIAN CUSTOMS, SWITCH BL COST WILL BE ON CHARTERES ACCOUNT.”

	CLEAN RECAP 133
16 OCTOBER 2021	
DANISH / BENJAMIN,	
**MAIN TERMS AND RIDER AS PER LAST AS DISCUSSED AND ALSO INCLUDED YOUR CLAUSE AS YOU MENTIONED THAT SHIPPING TIME NOT TO COUNT AS LAYTIME. KINDLY PLEASE DECLARE DISPORT INTENTION.	

WE ARE PLEASE TO RECAP ON BEHALF OF TELCOM INTERNATIONAL TRADING PTE LTD THAT CHTRS, GLENTECH VENTURES PTE LTD / TATA INTERNATIONAL HAVE FIXED CLEANED THE FOLLOWING VESSEL ON THE FOLLOWING TERMS AND CONDITIONS.	
KINDLY PLEASE REVIEW THE ENSURE THAT ALL TERMS ARE AS AGREED AND SHOULD CHTRS NOT REVERT WITH ANY AMENDMENTS WITHIN 24 HOURS THEN THIS FIXTURE IS DEEN ENFORCED AS RECAP AS FOLLOWS	
CHTRS ARE TO REVERT ON THE TOP LOADING / BLENDING SEQUENCE AND AS WELL AS TO CONFIRM THAT VESSEL IS ALLOWED TO TOP LOAD IN PHUKET, THAILAND. CHTRS TO FURNISH OWNERS WITH VOYAGE INSTRUCTIONS DETAILING AS SUCH. OWNERS TO REVERT WITH PROPOSED STOW IN ACCORDANCE.	

CHARTERPARTY DTD : 12 OCTOBER 2021	
CHTRS :	GLENTECH VENTURES PTE LTD AS PERFORMANCE CHTRS TATA INTERNATIONAL WEST ASIA DMCC AS PAYMENT CHTRS EXCEPT IN CASE OF DEMURRAGE WHERE GLENTECH WILL BE RESPONSIBLE FOR PAYMENT
DISPONENT OWNERS :	TELCOM INTERNATIONAL TRADING PTE LTD OR ITS NOMINEE RELOGISTICS SOLUTION PTE LTD
VESSEL :	MT FMT EFES '008' BUILT 2016, MALTA FLAG, ABS CLASS 14,374MT SDRY ON 8.7 M SDRAPT LOA/DRAM 142.90M/21.70 M MARINE LINE COATED CARGO TANKS / DECK STEAM STAINLESS STEEL HEATER STAINLESS STEEL HEATING COILS IN SLOP TANKS
ITINERARY:	
04 OCT	DEPARTED SORAR
16-19 OCT	HALDIA
23-24 OCT	KUALA TANJUNG
26-29 OCT	PHUKET
06 NOV	KANDLA



CLEAN
RECAP

173

16 OCTOBER 2021

DANISH / BENJAMIN,

**MAIN TERMS AND RIDER AS PER LAST AS DISCUSSED AND ALSO INCLUDED YOUR CLAUSE AS YOU MENTIONED THAT SHIPPING TIME NOT TO COUNT AS LAYTIME. KINDLY PLEASE DECLARE DISPORT INTENTION.

+++

WE ARE PLEASE TO RECAP ON BEHALF OF TELCOM INTERNATIONAL TRADING PTE LTD THAT CHTRS, GLENTECH VENTURES PTE LTD / TATA INTERNATIONAL HAVE FIXED CLEANED THE FOLLOWING VESSEL ON THE FOLLOWING TERMS AND CONDITIONS.

KINDLY PLEASE REVIEW THE ENSURE THAT ALL TERMS ARE AS AGREED AND SHOULD CHTRS NOT EVERT WITH ANY AMENDMENTS WITHIN 24 HOURS THEN THIS FIXTURE IS DEEM ENFORCED AS RECAP AS FOLLOWS

CHTRS ARE TO REVERT ON THE TOP LOADING / BLENDING SEQUENCE AND AS WELL AS TO CONFIRM THAT VESSEL IS ALLOWED TO TOP LOAD IN PHUKET, THAILAND. CHTRS TO FURNISH OWNERS WITH VOYAGE INSTRUCTIONS DETAILING AS SUCH. OWNERS TO REVERT WITH PROPOSED STOW IN ACCORDANCE.

++++

CHARTERPARTY DTD : 12 OCTOBER 2021

CHTRS : GLENTECH VENTURES PTE LTD AS PERFORMANCE CHTRS
TATA INTERNATIONAL WEST ASIA DMCC AS PAYMENT CHTRS EXCEPT IN CASE OF DEMURRAGE WHERE GLENTECH WILL BE RESPONSIBLE FOR PAYMENT

DISPONENT OWNERS : TELCOM INTERNATIONAL TRADING PTE LTD OR ITS NOMINEE RELOGISTICS
OLUTION PTE LTD

VESSEL : MT FMT EFES '008'
BUILT 2016, MALTA FLAG, ABS CLASS
14,374MT SDWT ON 8.7 M SDRAPT
LOA/BEAM 142.90M/21.70 M
MARINELINE COATED CARGO TANKS / DECK STEAM STAINLESS STEEL HEATER
STAINLESS STEEL HEATING COILS IN SLOP TANKS

ITINERARY:

06 OCT DEPARTED SOHAR
16-19 OCT HALDIA
23-24 OCT KUALA TANJUNG
26-29 OCT PHUKET
06 NOV KANDLA

50 Bukit Batok Street 23, #06-11, Midview Building, Singapore 659578 Telephone: (65) 6515 5684 Fax: (65) 6316 4342

E-mail: telcom@telcom-int.com • Homepage: <http://www.telcom-int.com>



CLEAN
RECAP (132)

INCURRED OUTSIDE OF SHIP'S MANIFOLD INCLUDING THE (+/-)0.5% TOLERANCE LOSS ALLOWABLE IN THIS TRADE. THE CARRIER'S LIABILITY SHALL CEASE UPON PASSING THE SHIP'S MANIFOLD PROVIDED THAT THERE IS NO BOB ON BOARD AND THAT THE TANKS HAVE BEEN WELL SWEPT.

-VSL NOT TO PERFORM ANY INTERIM VOYAGE.

-IF VESSEL'S LAST PORT OF CALL WAS CHINA OR HAS CALLED ANY CHINESE PORT WITHIN THE LAST 14 DAYS OR ANY CREW FOUND TO HAVE SYMPTOMS RELATED AND/OR SUSPECTED TO BE COVID-19 ON VESSEL'S ARRIVAL AT PORTS, CHARTERER SHALL NOT BE LIABLE FOR ANY QUARANTINE AND/OR WAITING TIME IMPOSED BY PORT AUTHORITIES FOR ANY LOADING AND DISCHARGING PORTS UNDER THIS CHARTER PARTY. ALL TIME LOSS SHALL BE SOLELY FOR OWNERS' ACCOUNT.

-VSL'S LAST 3 CARGOES IN TANKS, LINES AND PUMPS UNDER THIS CHARTERPARTY SHALL BE CLEAN AND UNLEADED. FOR THIS SHIPMENT ONLY: THE VSL'S FIRST LAST CARGO NOT TO APPEAR ON LATEST POSPA INTERNATIONAL LIST OF BANNED IMMEDIATE PREVIOUS CARGOES.

WHARFAGE, DOCKAGE, FREIGHT TAX (IF ANY), FOR OWNERS' ACCOUNT.

-CHTRS NOMINATED AGENT AT BOTH ENDS PROVIDED FEES COMPETITIVE

-FULL FREIGHT PAYABLE WITHIN 3 BANKING DAYS AFTER LOADING UPON CHARTERERS EMAILED RECEIPT OF FREIGHT INVOICE BUT ALWAYS BBB. IN THE CASE OF PREPAID FREIGHT WL, FUNDS HAS TO BE SIGHTED BY OWNERS OR WITH RECEIPT OF CHARTERERS REMITTANCE SLIP BEFORE OBL RELEASE.

-Y/A RULES AS REVISED IN 1994 TO APPLY.

-SA/ARE AS PER SIAC TERMS UNDER ENGLISH LAW TO APPLY.

-NOR +6 OR ALL MADE FAST WHICH EVER IS EARLIER AND 3 HRS FOR CARGO DOCS SIGNING FOR OWNERS ACCOUNT OVER AND ABOVE FOR CHTRS ACCOUNT AT EACH PORT

-CHTRS NOMINATED SURVEYOR FOR BLENDING AT SOUTHERN PORT KRABI, THAILAND

SURVEYOR	: SA-WOON SIRIPRAKON
COMPANY	: GEO-CHEM (THAILAND) CO., LTD. 1 MD TOWER, 22ND FLOOR UNIT F, SOI BANGNA TRAD 25, BANGNA-TRAD ROAD, KWANG BANGNA MUEN, KHUET DANGNA BANGKOK 10260 THAILAND
TEL	: +662 173 5896-9 EXT 18
FAX	: +662 173 5899
H/P	: +668 1937 1939
EMAIL	: SANGOB.S@GEOCHEM.CO.TH

-ALL CHARGES/DUES RELATED TO CARGOES WILL BE UNDER CHARTERERS ACCOUNT WHEREAS ALL DUES/CHARGES RELATED TO VESSEL WILL BE UNDER VESSEL OWNERS' ACCOUNT.

-OWNER TO CLEAN TANKS, LINES, PUMPS TO CHARTERER'S INSPECTOR'S SATISFACTION.

-OWNER TO PRESENT TO CHARTERER ANY DEMURAGE CLAIM WITHIN 90 DAYS AFTER COMPLETION OF DISCHARGE, OTHERWISE OWNERS TO WAIVE ANY SUCH CLAIM. CHARTERER TO REMIT PAYMENT TO OWNERS WITHIN 30 DAYS UPON RECEIPT OF INVOICE.

50 Bukit Batok Street 23, #06-11, Midview Building, Singapore 659578 Telephone: (65) 6515 5684 Fax: (65) 6336 4342
E-mail: telcom@telcom-int.com • Homepage: <http://www.telcom-int.com>

Image 72: Scanned image of Charter Party dated 12.10.2021

Further, Page No. 185 of the above mentioned file is Invoice No. TT-MS072-1121 dated 01.11.2021 raised by M/s. Telcom, Singapore as per Charter Party Agreement dated 12.10.2021 to M/s TIWA, UAE mentioning port of loading as Kuala Tanjung, Indonesia + Phuket, Thailand with discharge location as Kandla. Further the Vessel No. mentioned on the same is MT FMT EFES 202111 for charging freight of USD 505412.90 i.r.o. loading 2952.484MT of CPO, 4920.806MT of CPO and 5086.015 RBD Palmolein. Scanned copy of the said invoice is as below: -

		Telecom International Trading Pte Ltd 5D Bukit Batok Street 23, #05-11, Midview Building, Singapore 659578 Tel: (65) 6515 5884 Fax: (65) 6316 4302 Coy Reg : 200405577M E-mail: ops@telcom-int.com Homepage: http://www.telcom-int.com	
		(15)	
NEEDS: Telo International West Asia DWCC Unit #2001/2004, Jumeirah Bay Tower K3, Plot No. JLT-7H2 K3A, Jumeirah Lakes Tower, P.O. Box 125935, Dubai, United Arab Emirates Attn : Accounts Department		TAX INVOICE NO. : TT-MS072-1121 TAX INVOICE DATE : 1st November 2021 DUE DATE : IMMEDIATE CURRENCY : USD	
FIXTURE NO TLS0041/21	CHARTER PARTY DTD 12TH OCT 2021	LOADING PORT KUALA TANJUNG, INDONESIA + PHUKET, THAILAND	DISCHARGE LOCATION(S) KANDLA, INDIA
DESCRIPTION MT FMT EFES Voyage No - 2021111 Freight for 1 Grade Crude Palm Oil Freight for 1 Grade Crude Palm Oil Freight for 1 Grade RBD Palm Olein	QUANTITY (MT) 2,952.484 4,920.816 5,086.015	UNIT PRICE (USD) USD 39.00 USD 39.00 USD 39.00	AMOUNT (USD) USD 115,146.88 USD 191,811.43 USD 198,354.69
Payment Terms) : Full freight to be paid upon completion of loading			TOTAL AMOUNT USD 606,412.92
Please remit above amount IN FULL by Telegraphic Transfer without deduction of charges. Any late payment shall be subject to interest charge of 2% per month compounded daily.			
Name Telecom International Trading Pte Ltd Name of Bank DBS Bank Ltd Bank Address 12 Marina Boulevard, DBS Asia Central, Marina Bay Financial Centre Tower 3, Singapore 018962 Account No 0201-612356-01-2 Swift Code DBS33088			
E. S. O. E.			
			

Image73.: Scanned copy of Invoice No. TT-MS072-1121 dated 01.11.2021 issued by M/s. Telcom International PTE Ltd.

D. Original Bills of Lading raised by the Master of vessel at ports at Indonesia and Thailand,

6.2.29. Furthermore, the Tanker Bills of Lading No. KTP/DEE/01 dated 26.10.2021 issued at Kuala Tanjung Indonesia [pg 171 of RUD No. 24] Capt. Julio Uytiepo Conejero, Master of Mt FMT EFES w.r.t. loading of 5086.015 MTS Refined Bleached and Deodorised Palm Olein as per contract No. 142/SC/FOB/INL/IX/2021 dated 30.09.2021 on board tanker MT FMT EFES Voy. 202111 stowed in 1P, 1S, 2P, 2 2P, 2S, 3S, 4P, 6P, 7P and 7S respectively, freight payable as per charter party dated 12.10.2021. It mentions the name of the shipper as Pt. Industri Nebati Lestaro, Indonesia, notified party- M/s. TIWA UAE, which clearly shows that 5086.015 MT RBD Palm Olein was loaded on the Vessel MT FMT EFES Voy.202111 on 26th October, 2021 at Kuala Tanjung, Indonesia.

Tanker Bill of Lading

Shipped in accordance with order and conditions of
 Shipper: PT INDUSTRI NABATI LESTAR
 KOMP. KAWASAN EKONOMI KHUSUS-SEI MANGKEI, KAV 2.3
 KEL. SEI MANGKEI KEC BOSAR MALIGAS, KAB. SIMALUNGUN,
 SUMATERA UTARA, 21184, INDONESIA

B/L NO. KTG/DEE/01

(171)

Consignee/Order of
 TO ORDER OF CITIBANK N.A. SINGAPORE BRANCH

Notify address
 TATA INTERNATIONAL WEST ASIA DMCC
 2001 TO 2005 JUMEIRAH BAY X3 TOWER,
 CLUSTER X, JLT, UNITED ARAB EMIRATES

FIRST ORIGINAL

On board the tanker	Flag	Master
MT FMT EFES VOY. 202111	MALTA	CAPT. JULIO UYTIEPO CONEJERO
Loaded at the port of	To be delivered to the port of	
KUALA TANJUNG PORT, INDONESIA	DEENDAYAL(KANDLA) PORT, INDIA	

A quantity in bulk said by the Shipper to be:

COMMODITY (Name of Product)	QUANTITY (lbs., tonnes, barrels, gallons)
5086.015 MTS REFINED BLEACHED AND DEODORISED PALM OLEIN (EDIBLE GRADE) IN BULK AS PER CONTRACT NO.142/SC/FOB/INLX/2021 DATED: 30.09.2021 INCOTERM: FOB KUALA TANJUNG PORT, INDONESIA	5086.015 MTS

VESSEL IMO NO. 9427990
 FREIGHT PAYABLE AS PER CHARTER PARTY
 H.S. CODE 15119037
 CLEAN ON BOARD
 OCTOBER 26TH, 2021

OCEAN CARRIAGE STORAGE 1P, 1S, 2P, 2S, 3P, 3S, 4P, 4S, 5P, 5S, 6P, 6S, 7P, 7S, SLOP C

This shipment of 5086.015 Metric tons was loaded on board the Vessel at port of the original bill of 5086.015
1P, 1S, 2P, 2S, 3P, 3S, 4P, 4S, 5P, 5S, 6P,
 Metric tons stowed in 6S, 7P, 7S, SLOP C with no segregation as to parcels. For the whole shipment 01(ONE) sets
 of Bill of Lading have been issued for which the Vessel is relieved from all responsibilities to the extent it would be if one set only would have been issued. The Vessel
 undertakes to deliver only that portion of the cargo actually loaded which is represented by the percentage that the total amount specified in the Bill(s) of Lading bears to
 the total of the commingling shipment delivered at destination. Neither the Vessel nor the owners assume any responsibility for the consequences of such commingling nor
 for the separation thereof at the time of delivery in respect of the quality, colour and specification of the cargo.

The quantity, measurement, weight, gauge, quality, nature and value and actual condition of the cargo unknown to the Vessel and the Master, to be delivered to the port of
 discharge or so near thereto as the Vessel can safely get, always aboard upon prior payment of freight as agreed. Cargo is warranted free of danger to Vessel except for the
 usual risks inherent in the carriage of the commodity as described.

This shipment is carried under and pursuant to the terms of the Charter dated 12 OCTOBER 2021
 Between AS PER CHARTER PARTY As Disponent Owner and AS PER CHARTER PARTY As Charterers, and all conditions, Liberties
 And exceptions whatsoever of the said Charter apply to and govern the rights of the parties concerned in this shipment. The Clause Paramount, New Jason Clause and
 both to Blame Collision Clause as set out on the reverse of this Bill of Lading are hereby incorporated herein and shall remain in effect even if unenforceable in the United
 States of America. General Average payment according to the York-Antwerp Rules 1974, as amended 1984.
 The Master is authorized to act for all interests in arranging for salvage assistance on terms of Lloyd's Open Form. The freight is payable discountless and is deemed
 earned upon loading, who and/or cargo lost or not lost or abandoned.
 The Owners shall have an absolute lien on the cargo for all freight, Deadweight, demurrage, damages for detention and all other monies due under the above mentioned
 Charter or under this Bill of Lading, together with the costs and expenses, including attorneys fees, of recovering same, and shall be entitled to sell or otherwise dispose of
 the property bailed and apply the proceeds towards satisfaction of such liability.

The contract of carriage evidenced by this Bill of Lading is between the shipper, consignee and/or owner of the cargo and the owner or demise charterers of the Vessel
 named herein to carry the cargo described above.
 It is understood and agreed that, other than said shipowner or demise charterer, no person, firm or corporation or other legal entity whatsoever, is or shall be deemed to be
 liable with respect to the shipment as carrier, bailee or otherwise in contract or in tort. If, however, it shall be adjudged that any other than said shipowner or demise
 charterer is carrier or bailee of said shipment or under any responsibility with respect thereto, all limitations of or exonerations from liability and all defenses provided by
 law or by the terms of the contract of carriage shall be available to such other.

All of the provisions written, printed or stamped on either side hereof are part of this Bill of Lading Charter.
 In Witness Whereof, the master has signed THREE (3) ORIGINALS
 Bills of Lading of this tenor and date, one of which being accomplished, the others will be void
 Dated at KUALA TANJUNG, INDONESIA this 26TH OCTOBER, 2021



AS AGENTS FOR AND ON BEHALF OF THE MASTER MT. FMT EFES
 CAPT. JULIO UYTIEPO CONEJERO

Image74.: Scanned copy of Original Bill of Lading No. KTG/DEE/01 dated 12.10.2021 showing loading of 5086.015 MTS of RBD Palmolein at Kuala Tanjung, Indonesia

6.2.30 Page No. 159 of RUD-24 as reproduced below is shipping certificate dated 26.10.2021 issued by Pt. USDA SEROJA JAYA, at Kuala Tanjung, Indonesia ir.o. 5086.015 MTs of RBD Palmolein under B/L No. KTG/DEE/01 dated 26.10.2021 on board vessel MT. FMT EFES VOY.202111



PT. USDA SEROJA JAYA

AGENCY DIVISION

HEAD OFFICE : B & G TOWER 10TH FLOOR, MEDAN 20111 - INDONESIA
 TELP: +62 (61) 4102 999, FAX : +62 (61) 4102 10040, EMAIL : USDA.MEDAN@USDA.CO.ID

INSA No. 159/INSA.VIII/90

BRANCH BELAWAN - KUALA TANJUNG - DUMAI - BATAM - PADANG - PALEMBANG - GRESIK - BALIKPAPAN - KUMAI - BITUNG

26th OCTOBER 2021

SHIPPING CERTIFICATE

VESSEL : MT. FMT EFES VOY. 202111
 COMMODITY : 5086.015 MTS REFINED BLEACHED AND DEODORISED PALM OLEIN (EDIBLE GRADE)
 IN BULK AS PER CONTRACT NO.142/SC/FOB/INL/IX/2021 DATED: 30.09.2021
 INCOTERM: FOB KUALA TANJUNG PORT, INDONESIA
 TOTAL QUANTITY : 5,086.015 MTS
 PORT OF LOADING : KUALA TANJUNG, INDONESIA
 PORT OF DISCHARGE : DEENDAYAL (KANDLA) PORT, INDIA
 BL NO/DATE : KTP/DEE/01 DATED 26.10.2021

WE CERTIFYING THAT THE CARRYING VESSEL "MT. FMT EFESVOY. 202111" IS A SEAWORTHY VESSEL, NOT MORE THAN 25 YEARS OLD, AND HAS BEEN REGISTERED WITH AN APPROVED CLASSIFICATION SOCIETY (AMERICAN BUREAU OF SHIPPING).



AS AGENT FOR AND ON BEHALF OF THE MASTER,
 MASTER: CAPT. JULIO UYTIEPO CONEJERO

Image75: Scanned Copy of Shipping certificate dated 26-10-2021 issued by Capt. Julio Uytiepo Conejero, Master of "MT FMT EFES VOY.202111" in respect of 5086.015 RBD

From the perusal of the above, it clearly shows that 5086.015 MTS of RBD Palmolein was loaded on vessel MT FMT EFES 202111 and shipped on 26.10.2021.

Tanker Bill of Lading
B/L NO. KTP/DEE/02

FIRST ORIGINAL

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Shipper:
THA CHANG OIL PALM INDUSTRIES CO. LTD.
79 MOO 3 THACHANG DISTRICT, THACHANG,
SURATTHANI, 84155 THAILAND

Consignee/Order of:
TO ORDER OF CITIBANK N.A. SINGAPORE BRANCH

Notify address:
TATA INTERNATIONAL WEST ASIA DMCC
2001 TO 2000 JUMEIRAH BAY AS TOWER,
CLUSTER X, J.T. UNITED ARAB EMIRATES

On board the tanker	Flag	Master
MT FMT EFES VOY: 202111	MALTA	CAPT. JULIO UYTIEPO CONEJERO

Loaded at the port of	To be delivered to the port of
PHUKET PORT, THAILAND	DEENDAYAL(KANDLA) PORT, INDIA

A quantity in bulk said by the Shipper to be :

COMMODITY (Name of Product)	QUANTITY (In tonnes, barrels, gallons)
CRUDE PALM OIL (EDIBLE GRADE) IN BULK PARAMETER specification FFA (AS PALMITIC) 5.0 PCT MAX M AND I 5.5 PCT MAX QUANTITY: 5000.00 MTS AS PER CONTRACT NO CPC0256400302 DATED 30.10.2021 VESSEL IMO NO. 9627980 FREIGHT PAYABLE AS PER CHARTER PARTY H.S. CODE 15111000 INCOTERM: FOB PHUKET PORT, THAILAND CLEAN ON BOARD OCTOBER 31, 2021 DORM CHARGE STORAGE: C,1P,1S,2P,2S,3P,3S,4P,4S,5P,5S,6P,6S	4,920,808 MTS

This shipment of 4,920,808 MTS Metic tons was issued on board the Vessel as per of one original set of 7,872,290 MTS Metic tons issued in C,1P,1S,2P,2S,3P,3S,4P,4S,5P,5S,6P,6S,7P,7S with no segregation as to parcels. For the whole quantity 01(ONE) sets.

All Bills of Lading have been issued for which the Vessel is relieved from all responsibility as to the extent it would be if one set only would have been issued. The Vessel is relieved to deliver only that portion of the cargo actually loaded which is represented by the percentage that the gross amount specified in the Bill of Lading bears to the total of the corresponding shipment delivered at destination. Neither the Vessel nor the person issuing any responsibility for the consequences of such commingling nor for the separation thereof at the time of delivery in respect of the quantity, colour and specification of the cargo.

The quality, measurement, weight, gauge, quality, nature and value and actual condition of the cargo unknown to the Vessel and the Master, to be delivered to the port of discharge or at any other place as the Vessel may safely get, always at least as per agreement of freight as agreed. Cargo is warranted free of damage in Vessel except for the usual risks inherent in the carriage of the commodity as described.

This shipment is dated under and subject to the terms of the Charter party 12TH OCTOBER 2021

Issued AS PER CHARTER PARTY As Disponent Owner and AS PER CHARTER PARTY As Charterer, and all conditions, liberties and exceptions whatsoever of the said Charter apply to and govern the rights of the parties concerned in this shipment. The Charter Party, New York Clause and Bill of Lading Clause as set out on the reverse of this Bill of Lading are hereby incorporated herein and shall remain in effect even if whatsoever in the United States of America. General Average payment according to the York-Antwerp Rules 1974, as amended 1990.

The Master is authorized to act for all interests in arranging for salvage assistance on terms of Lloyd's Open Form. The freight is payable immediately and is earned irrespective of loading, stowage, cargo loss or not lost or abandoned.

The Charterer shall have an Absolute Lien on the cargo for all freight, Deadweight, demurrage, charges for detention and all other monies due under the above mentioned Charter or under this Bill of Lading, together with the costs and expenses, including attorneys fees, of recovering same, and shall be entitled to sell or otherwise dispose of the property herein and apply the proceeds towards satisfaction of such liability.

The contract of carriage evidenced by this Bill of Lading is between the shipper, consignee and/or owner of the cargo and the owner or demise charterer of the Vessel named herein to carry the cargo described above.

It is understood and agreed that, other than said shipper or demise charterer, no person, firm or corporation or other legal entity whatsoever, is or shall be deemed to be liable with respect to the shipment to carrier, broker or otherwise, in contract or in tort, if, however, it shall be adjudged that any other than said shipper or consignee, charterer or broker or owner of said shipment or under any responsibility with respect thereto, all liabilities of or a contribution from liability and all damages provided by law or by the terms of the contract of carriage shall be applied to such other.

All of the provisions written, printed or stamped on either side hereof are part of this Bill of Lading Contract.

In Witness Whereof, the master has signed THREE (3) ORIGINALS

Bills of Lading of this tenor will issue, one of which being accomplished, the others will be void.

Issued at PHUKET, THAILAND on 31ST day of OCTOBER 2021




 Wilhelmsen Ships Service (Thailand) Ltd.
 WSS (TH)
 As Agents Only
 Wilhelmsen Ships Service (Thailand) Limited
 As agents for and behalf of Master MT. FMT EFES
 CAPT. JULIO UYTIEPO CONEJERO

Image77: Scanned copy of Tanker Original B/ L No. KTP/DEE/02 dated 31.10.2021 issued at Phuket, Thailand

From the above it is forthcoming that 5086.015 MT of RBD Palmolein was actually loaded onto the vessel at Kuala Tanjung, Indonesia on 26.10.2021 and 7872.29 MT of Crude Palm Oil (Edible Grade) in Bulk is actually loaded onto the vessel on 31.10.2021 at Phuket, Thailand. Therefore, total quantities of 12959.31 MT of aforementioned cargos were loaded on vessel MT FMT EFES V.202111.

6.2.32. Page No. 183 of the said file is the copy of the email from Sachin.deshpande@tatainternational.com to Sudhanshu, Sidhant Agarwal and

others sending the payment details dated 03.11.2021 i.r.o. telegraphic transfer of USD 5,05,413 from M/s.TISPL towards Telcom International Trading PTE Ltd. (the vessel owner).

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PAYMENT DETAILS : FYI : MT FMT EFES V2
09 Nov / Freight Invoice - Ops Matter External

Sachin Deshpande <sachin.deshpande@tatainternational.com>
to me, Ravi, AMIT, Sudhanshu, Sidhant, Amit, Kushal, Rajesh

Dear Team,

Please find below the freight Payment details

03 Nov 2021	Freight	TATA	TELCOM	USD
	SG-Telegraphic Transfer	INTERNATIONAL SINGAPORE P.L.	INTERNATIONAL TRADING PTE.LT	505413.00
	PALAK SIVELANI Credit	007200220210022	0850956000	
	#	USD	0001014356012	

From: Danish Faisal [mailto:shipping@glentech.co]

Sent: Monday, November 01, 2021 4:47 PM

To: Sachin Deshpande <sachin.deshpande@tatainternational.com>; Ravi T

Cc: 'AMIT AGARWAL' <operations@glentech.co>; 'Sudhanshu' <sudhanshu.tatainternational.com>; Kushal Bothra <kushal.bothra@tatainternational.co

Subject: RE: FYI : MT FMT EFES V2109 202111 / GLENTECH/TATA / CP 12 O

** External Email: This message originated outside

Dear Sachin,

Good day,

Kindly find the attached for your ref.

Thanks & Regards,

SM Danish Faisal

Image78: Scanned copy of the email dated 01.11.2021 intimating the payment details

From the above, it is clear that M/s. TISPL had paid towards the freight charges of 5086.015 MTS of RBD Palmolein from Kuala Tanjung, Indonesia., 4920.806 MTS of CPO at Phuket, Thailand, and 2952.484 MT of CPO at Phuket, Thailand.

E. Switched/Manipulated Bills of Lading raised for the purpose of production before Indian Customs

6.2.33. As per the switching cause of the charter party agreement dated 12.10.2021 agreement entered between the charterers, viz M/s. TIWA, UAE as Payment Charter, M/s. GVPL, Singapore, as performance charter and the vessel owner, M/s. Telcom International Trading PTE Ltd, Singapore it appears that the original Bills of Lading No. KTP/DEE/01 dated 26.10.2021 issued at Kuala Tanjung, Indonesia i.r.o. 5086.015MT of RBD Palm Olein were switched and a second set of Bills of Lading Bearing No. KTG/DEE-01 to KTG/DEE-21 dated 26.10.2021 were issued, out of which KTG/DEE/01 to 20 dated 26.10.2021 are for 250MTs mentioning description of goods as CPO loaded on the vessel and KTG/DEE/21 dated 26.10.2021 is for 86.015MT mentioning

description of goods as CPO loaded on the vessel at Kuala Tanjung with port of discharge at Kandla Port, India with the mention of: -

This shipment of **250.00** Liquid Metric Tons was loaded on the Vessel as part of one original lot of **12,959.305** Liquid Metric Tons stored in **1P, 1S, 2P, 2S, 3P, 3S, 4P, 4S, 5P, 5S, 6P, 6S, 7P, 7S AND SLOP C** where 5088.015mt was loaded into the same tanks on 28th October 2021 and 7,873.290mt that was commingled into the same tanks at Phuket on 31st October 2021 with no segregation as to parcels. For the whole shipment 54 (FIFTY FOUR) sets of Bill of Lading have been issued for which the Vessel is relieved from all responsibilities to the extent it would be if one set only would have been issued. The Vessel undertakes to deliver only that portion of the cargo actually loaded which is represented by the percentage that the total amount specified in the Bill(s) of Lading bears to the total of the commingling shipment delivered at destination. Neither the Vessel nor the owners assume any responsibility for the consequences of such commingling nor for the separation thereof at the time of delivery in respect of the quality, colour and specification of the cargo.

SHIPPER
TATA INTERNATIONAL WEST ASIA (WOC)
3101 TO 2008, JUMEIRAH BAY 33 TOWER,
CLUSTER A, JLT, P O BOX 120032 DUBAI,
UNITED ARAB EMIRATES

CONSIGNEE TO ORDER

Notify address
TATA INTERNATIONAL LTD
OFFICE NO. 11, GROUND FLOOR, PLOT NO.60, SECTOR
80X DANUH DHAM KACIPURH, SURAB, 61000, INDI

Vessel Part of loading KUALA TANJUNG PORT, INDONESIA
MT. FAT EPES VOY. 20211

Port of loading
KUALA TANJUNG PORT, INDONESIA

Port of discharge
DEENADYAL (KANDLA) PORT, INDIA

Item's description of goods	Gross Weight
CRUDE PALM OIL (SOUBLE GRADE) IN BULK	250.00 MTS

INCOTERMS: DAP
GST: 12AAACT3138FT7E
BANK: AACT3138P
EMAIL: RANTHAI@CAR@TATINTERNATIONAL.COM
U.S. CODE: 3311000
VESSEL NO: 042786

Remarks:
This shipment of **250.00** Liquid Metric Tons was loaded on the Vessel as part of one original lot of **12,959.305** Liquid Metric Tons stored in **1P, 1S, 2P, 2S, 3P, 3S, 4P, 4S, 5P, 5S, 6P, 6S, 7P, 7S AND SLOP C** where 5088.015mt was loaded into the same tanks on 28th October 2021 and 7,873.290mt that was commingled into the same tanks at Phuket on 31st October 2021 with no segregation as to parcels. For the whole shipment 54 (FIFTY FOUR) sets of Bill of Lading have been issued for which the Vessel is relieved from all responsibilities to the extent it would be if one set only would have been issued. The Vessel undertakes to deliver only that portion of the cargo actually loaded which is represented by the percentage that the total amount specified in the Bill(s) of Lading bears to the total of the commingling shipment delivered at destination. Neither the Vessel nor the owners assume any responsibility for the consequences of such commingling nor for the separation thereof at the time of delivery in respect of the quality, colour and specification of the cargo.

Number of original B/L: THREE (3)

Place and date of issue: SINGAPORE AS AT KUALA TANJUNG PORT, INDONESIA, 26TH OCTOBER 2021

Signature: [Signature]

AS AGENTS FOR AND ON BEHALF OF THE MASTER:
CAPT. JULIUS T. EPO CONLERO

Image 79.: - Scanned copy of one of the switched B/L No. KTG/DEE/01 dated 26.10.2021

F. Sale of total 12959.31 MT of admixture (CPO and RBD) by to M/s TIL by mentioning the Goods as CPO

6.2.34. At Page No. 113 of the said file is an Invoice No. SINDK03162 dated 08.11.2021 [RUD No 24] which is raised by M/s. TIWA UAE to M/s. TIL, with mention of description of Goods: Crude Palm Oil, Qty: 12959.31, Total Value: 16,074,981.11 USD.

INVOICE



Sell to:
Tata International Ltd
 7th Floor, Trent House, G - Block, Plot N
 Bandra-Kurla Complex, Bandra East, Mu
 India

TATA INTERNATIONAL WEST ASIA DMCC
 Office No: 2001 to 2005, 20th Floor, Jumeirah Bay
 X-3 Tower, X Cluster, JLT, PO Box 120933, Dubai, UAE
 Dubai

T +971 4 562 3900
 F +971 4 514 8206

Delivered to:
 Tata International Ltd
 7th Floor, Trent House, G - Block, Plot N
 Bandra-Kurla Complex, Bandra East, Mu
 India

Terms Of Delivery Reference Vessel Info: **Cost Insurance & Freight:**
 CONDK00517

Date:	8 November 2021
Invoice:	SINDK03162
Terms of Payne:	100% CAD
Due Date:	8 November 2021

Customer P.O. CONDK00517 Customer No. C002589

Item	Description	Pieces	Quantity	Price	Amount
	Shipment No. PSSDK02598				
IT254	CRUDE PALM OIL		5086.015 MT	1240.42 MT	6308794.73
	CRUDE PALM OIL				
	Specifications				
	Grade: CRUDE PALM OIL				
	Shipment No. PSSDK02599				
IT254	CRUDE PALM OIL		7873.29 MT	1240.42 MT	9765135.38
	CRUDE PALM OIL				
	Specifications				
	Grade: CRUDE PALM OIL				
				Total MT	12,959.31
				Total USD	16,074,881.11



Image 80: Scanned copy of invoice dated 08.11.2021 raised by M/s. TIWA to M/s. TIL. after issuance of switch B/L.

6.2.35 From the scrutiny of the documents as discussed herein above, it is safe to conclude that the goods viz. 5086.015 MT of RBD Palm Olein was procured/purchased by M/s. TIWA, UAE in Indonesia from M/s. Pt. Industri Nebati Lestari, Indonesia and was loaded on the vessel at Kuala Tanjung, Indonesia on 26th October, 2021 and the goods viz., 7872.29 MT of Crude Palm Oil (CPO) was procured/purchased by M/s. TIWA, UAE from M/s. Tha Chang Oil Palm Industries Co. Ltd. was loaded on the vessel at Phuket, Thailand on 31st October, 2021 on the vessel MT FMT EFES Voy. 2021111; that the cargo was stowed as mentioned in the original Bills of Lading in the same tanks where CPO was loaded at Phuket Thailand on 31.10.2021; that the comingling of cargo was carried out and the Original Bills of Entry were switched into the second (Global) set of Bills of Lading analogously to the process of blending/comingling carried out in the vessel MT Distya Pushti V.072021, MT. HongHai6 V.2106 and MT GUMULDUR VOY. 202109. Further, M/s. GVPL, Singapore & M/s. TIWA DMCC, UAE had entered into charter party agreement dated 12.10.2021 with M/s. Telcom International Trading PTE Ltd, Singapore with explicit mention of blending option and the switching

clause. Further, M/s. TIWA made payments towards the freight charges of the said vessel MT FMT EFES V.2021111 for its voyage from Indonesia to India.

6.2.36. All the above documents conclusively establish that though CPO, RBD and PFAD were purchased in Indonesia, the importer M/s. TIL in active connivance of M/s. GVPL and vessel owner viz. M/s. Telkom International Trading PTE Ltd, Singapore manipulated the documents to camouflage the import of above goods and prepared another set of documents showing loading /import of CPO on the vessel. Such action led to evasion of customs duty on import of such goods at the time of clearance of such goods from Customs Port, i.e. Kandla.

OUTCOME OF THE INVESTIGATION:

7.1 From the above scrutiny of documents gathered during the course of investigation viz. Contracts of sales- purchase with sellers at Indonesia/ Thailand, copies of invoices, copies of original and switched Bills of Ladings, charter party agreements with various vessel owners, LC etc., it is gathered that M/s. TIL in association with M/s. GIPL and vessel owner viz. M/s. Telkom International Trading PTE Ltd., Singapore/ M/s. OKA Tankers PTE Ltd., Singapore had procured CPO, RBD Palmolein, PFAD from different sellers at Thailand and Indonesia respectively and imported the goods viz. CPO, RBD and PFAD, by blending them on board vessels "FMT GUMULDUR V.202109", "MT HONG HAI6 V.2106", "MT FMT EFES V.2021111"; that M/s. TIL were aware that the blending on board vessel has to be undertaken in order to make it marketable in domestic market; that post blending/comingling, the said goods become admixture of CPO, RBD, PFAD. M/s. TIL (as financial charterer) and M/s. GIPL (as operational charterer) had entered into charter party agreement with vessel owners. Such agreements with the vessel owner were agreed upon by all parties with explicit condition of having blending as well as switching of B/L clauses. M/s. Oka Tankers PTE Ltd., Singapore, and M/s. Telkom International PTE Ltd., Singapore had inserted these clauses and subsequently charged for the same from M/s. TIL, which they agreed to pay vide said agreement(s). The documentary evidences also indicate that the payment charterer viz. M/s. TIL had made the payments to the vessel owners. Thus, by allowing the blending of different cargos on board vessel, M/s. Oka Tankers PTE Ltd., Singapore, and M/s. Telkom International PTE Ltd., Singapore had concerned themselves in the wrongful act of blending the cargo and camouflaging the documents by switching the original Bills of Lading with second set of Bills of Lading with mis- declaration of the goods as CPO. They were in due knowledge of such wrongful act on the part of themselves, had

been instrumental in the entire scheme of mis-declaration of goods imported into India. M/s. TIL classified the goods so mis-declared goods under CTH 15111000 in the 12 W.H Bills of Entry as mentioned in Annexure-A to this show cause, which were otherwise an admixture of 3499.71MTs of CPO, 8500MTs of RBD Palm Olein and 200MTs of PFAD imported vide vessel MTs Gumuldur Voy202109, 8948.55MTs of CPO, 6513.52MTs of RBD Palmolein imported vide vessel Hong Hai6 V.2106 and 7873.29MTs CPO and 5086.015MTs RBD Palmolein imported vide vessel MT FMT EFES VOY.202111, with an intent to suppress the correct description of goods and to evade the appropriate duties of Customs at the time of clearance and to earn commission on such imports. M/s. TIL mis-declared the entire cargo as 'CPO' in the documents presented before Customs Authorities at Kandla. Such imported goods were cleared by them as well as further sold in the domestic market.

7.2 Further, it was only when a case was booked by the investigative agency in respect of 20300 MTs of goods imported vide 'MT Distya Pushti', they admitted that they had imported the said goods i.r.o. 3 previous consignments vide vessels MT Gumuldur V.202109, Hong Hai6 V.2106, MT EFES V.202111 using similar modus operandi as in respect of import of consignments on 'MT Distya Pushti'. A Show Cause Notice to the effect is already issued to M/s. TIL in this context. Thus, by such act they had suppressed this information from the Customs department and continued mis-declaring the said goods in the 12 W.H. Bills of Entry(Annexure- A) and subsequently which were cleared by various importers resulting into short payment of duties of Customs of account of mis-declaration and mis-classification in W/H BoE as mentioned in table below:

Sr. No.	VESSEL NAME	SELLER	COMMODITY loaded at load Port	QTY (MTs)	SUPPLIER (M/s.)	LOAD PORT	Ware house Bill of Entry no.	Bill of Entry date	Description of imported goods declared in bill of entry	QTY (MTs)
1	FMT GUMULDUR V.202109	M/s. TIWA	CPO	3499.71	OLAM	DUMAI, INDONESIA	5302477,	03.09.2021	CPO	12199.71
			RBD PALM OLEIN	8500	INL	KUALA TANJUBG, INDONESIA	5302489, 5302500,			
			PFAD	200	INL	KUALA TANJUBG, INDONESIA	5302513, 5302519 & 5302523			
			<i>Total</i>	12199.7						

2	MT HONG HAI6 V.2106	M/s. TISPL	RBD PALM OLEIN	6513.520		KUALA TANJUBG, INDONESIA	5916 265, 5916	20.10 .2021	CPO	15462. 070
			CPO	8948.550		Phuket, Thailand	285, 5916 291 & 5916 292			
			Total	15462.070						
3	MT FMT EFES VOY. 202111	M/s. TIWA	RBD PALM OLEIN	5086.015	PT INL	KAULA TANJUNG, INDONESIA	6212 683 &	11.11 .2021	CPO	12959. 31
			CPO	7873.290	THA CHANG	PHUKAT PORT, THAILAND	6212 824			
			Total	12959.31						

7.3 The buyers/importers, filed the corresponding Bills of Entry for Home Consumption in respect of the aforementioned W.H Bills of Entry by M/s. TIL.(as per Annexure-A), mentioning the description of goods as ‘CPO’, which is incorrect in as much as the said goods were *admixture of CPO, RBD Palmolein and PFAD* as discussed hereinabove. Further the buyers of such goods from M/s. TIL importers had already cleared the said goods from the warehouse by way of Filing Ex- Bond Bills of Entry for Home Clearance (as per Annexure –B) and thus short paid the duties of Customs on account of mis-declaration and mis-classification of the goods. The total differential duty recoverable on such goods imported and cleared already by mis-declaring the goods as CPO, misclassifying the same under CTH 15111000 in Bills of Entry for Home Consumption by M/s. GIPL is as per Annexure –C to this show cause notice. The differential duty is required to be recovered from them by invoking the provisions of Section 28(4) of the Customs Act, 1962 as they had suppressed the information regarding actual contents of the cargo from the department. In the said Bills of Entry for home consumption, the ex-bond filer viz. M/s. GIPL had actually imported ‘*admixture of Crude Palm Oil, Palmolein and other Palm based oil*’ by mis-declaring the same as ‘*Crude Palm Oil*’, by classifying it under CTH 15111000 instead of correct classification under CTH 15119090(Others-Palmolein), which is the appropriate classification of imported goods.

7.4 Further, M/s. GIPL had filed the Ex-Bond BoE for Home consumption for clearance of goods imported vide aforementioned vessels viz. MT FMT Gumuldur V.202109, MT Hong Hai6 V.2106, MT FMT EFES V202111 as per Bills of Entry tabulated in Annexure –C to this show cause notice. Vide said Bills of Entry M/s. GIPL had declared assessable value of Rs.1,95,22,675/- and accordingly M/s. GIPL had paid Rs.33,32,084/-. The actual assessable value appears to be Rs. 1,99,86,219/- and duty payable appears to be Rs.

55,60,125/- . Thus, such act on the part of M/s. GIPL leads to short payment of Customs duties by way of mis-declaring and misclassifying the goods as 'CPO' under CTH 15111000 instead of declaring the said goods under CTH 15119090 (Others- Palmolein), which is correct classification of subject goods. From the above, it appears that despite having knowledge of the correct nature of said imported goods M/s GIPL had paid lesser amount of customs duty and defrauded the government exchequer. The same is required to be recovered from them on account of mis-classification and mis-declaration.

8 CLASSIFICATION OF GOODS IMPORTED:

8.1 As discussed in the preceding paragraphs, though it appears that M/s.TIL had purchased and imported different goods, viz., CPO, RBD and PFAD, however, in the import documents presented before Customs, they declared the product as CPO, by classifying the same under CTH 15111000. However, from the test reports, evidences recovered during investigation and statements of various persons recorded revealed that M/s. TIL had procured CPO, RBD and PFAD from the suppliers in Indonesia and blended all the three products during voyage of the vessels as discussed above.

8.2 In view of the above, the product imported by M/s. TIL is not CPO but admixture of Crude Palm Oil, Palmolein and other palm-based oil. Therefore, it is safe to conclude that the classification presented by M/s. TIL vide 12 W.H. Bills of Entry i.e. 15111000 and subsequently cleared vide 104 BoE for Home Consumption by various importers is not the correct classification. Thus, they have wrongly classified the product under CTH 15111000 and the said classification is required to be rejected and the goods need to be reclassified under appropriate CTH which is 15119090. The Customs Tariff Heading 1511 covers Palm Oil and its fractions, whether or not Refined, but not chemically modified. The Tariff Sub-Headings of CTH 1511 are as under: -

Tariff Item		Description of goods
(1)	(2)	(3)
15111000	-	Crude oil
151190	-	Other:
15119010	---	Refined bleached deodorised palm oil
15119020	---	Refined bleached deodorised Palmolein
15119030	---	Refined bleached deodorised palm stearin
15119090	---	Other

8.3 From the tariff sub-headings, it can be seen that CTH 15111000 covers Crude Palm Oil. The product in question imported by M/s. TIL is not Crude Palm Oil, but, is an admixture of Crude Palm Oil, Palmolein and other palm-based oil. Therefore, the product imported by M/s. TIL viz. admixture of Crude Palm Oil, Palmolein and other palm-based oil merits classification under CTH 15119090. Therefore, the correct classification of goods imported by M/s. TIL is 15119090. Hence, the classification of the imported goods, done by M/s. TIL under CTH 15111000, is required to be rejected and goods is to be re-classified under CTH 15119090.

8.4 Further, the goods imported by M/s. TIL at Kandla Port, India by mis-declaring the same as Crude Palm Oil (CPO), under CTH 15111000 attracts duties of customs over different period of time during 2021-22, as per the following duty structure: -

DUTY STRUCTURE ON CPO UNDER CTH 15111000 OVER DIFFERENT PERIOD OF TIME

Effective Date	BCD (%)	AIDC (%)	SWS (%)	IGST (%)
30.06.2021 to 10.09.2021	NIL [BCD as per Ntn No. 34/2021 – Cus. dated 29.06.2021]	17.5% [AIDC @ 17.5% as per Ntn No. 11/2021 - Cus dated 01.02.2021]	1.75	5
11.09.2021 to 13.10.2021	2.5% [BCD @ 2.5%, amended vide Ntn No. 42/2021- Cus. dated 11.09.2021; Exemption from BCD on CPO withdrawn vide Ntn. 43/2021 dated 10.09.2021]	20% [AIDC @ 20%, Ntn. No. 11/2021 - Cus dated 01.02.2021 amended vide Ntn No. 42/2021-Cus. dated 10.09.2021]	2.25	5
14.10.2021 to 20.12.2021	NIL [as amended vide Ntn No. 42/2021- Cus. dated 11.09.2021]	7.5% [AIDC @ 7.5% as amended vide Ntn. No. 49/2021- Cus dated	0.75	5

21.12.2021 to 15.02.2022	NIL	7.5%	0.75	5
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8.4.1 However, the goods actually imported viz., admixture of Crude Palm Oil, Palmolein and other palm-based oil which merits classification under CTH 15119090 (Others- Palmolein) attracts duties as per the following duty structure: -

**DUTY STRUCTURE ON ADMIXTURE OF CPO, RBD PALMOLEIN& PFAD
UNDER CTH 15119090 OVER DIFFERENT PERIOD OF TIME**

Effective Date	BCD (%)	AID C (%)	SWS (@10% of all duties) (%)	IGS T (%)
30.06.2021 to 10.09.2021	37.5% [BCD @37.5% as per Ntn No. 34/2021 – Cus. dated 29.06.2021]	NIL	3.75%	5%
11.09.2021 to 13.10.2021	32.50% [BCD @ 32.5%, amended vide Ntn No. 42/2021- Cus. dated 11.09.2021]	NIL	3.25%	5%
14.10.2021 to 20.12.2021	17.50% [as amended vide Ntn No. 48/2021- Cus. dated 11.09.2021]	NIL	1.75%	5%
21.12.2021 to 15.02.2022	12.5% [as amended vide Ntn no. 5.3/2021-Cus dated 20.12.2021]	NIL	1.25%	5%

8.4.2. From the above, it is apparent that the duty on goods falling under CTH 15111000 vis-a vis duty on the goods falling under CTH 15119090, which is the correct classification of actually imported goods appears to be lesser at different points of time. Despite being aware of the true nature of the impugned goods, the manner adopted by the importer for mis-classification of impugned goods for the sole purpose of claiming lower rates of duty appears to be indicative of their *Mensrea*. Therefore, by not declaring the true and correct facts, at the time of import in the W.H. bills of entry, M/s.TIL mis-declared and misclassified the goods as ‘CPO’ appears to have indulged in mis-declaration & misclassification and suppression of facts with intent to evade payment of applicable BCD and Additional duty of Customs. In view of the foregoing, the amount of customs duty short paid duty on account of mis-declaration and misclassification by M/s. TIL and other ex-Bond filers of the Bills of Entry for

Home Consumption as per Annexure-B is required to be recovered from such importers. The above action on the part of Ms/. TIL and such Ex-Bond filers of Bills of Entry for Home Consumption rendered the goods liable for confiscation under Section 111 of the Customs Act, 1962, which are already cleared on payment of lesser amount of customs duty.

9. STATUTORY LEGAL/PENAL PROVISIONS UNDER CUSTOMS ACT, 1962:

9.1 Section 17(1) of Customs Act 1962:

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.

9.2 Section 46 of the Customs Act, 1962 - Entry of goods on importation:

(1) The importer of any goods, other than goods intended for transit or transshipment, shall make entry thereof by presenting electronically on the customs automated system to the proper officer a bill of entry for home consumption or warehousing in such form and manner as may be prescribed:

Provided

(2)

(3)

(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'.

9.3 Section 15 of the Customs Act, 1962: Date for determination of rate of duty and tariff valuation of imported goods.—

*(1) 1[The rate of duty 2[***]] and tariff valuation, if any, applicable to any imported goods, shall be the rate and valuation in force,—*

(a) in the case of goods entered for home consumption under section 46, on the date on which a bill of entry in respect of such goods is presented under that section;

(b) in the case of goods cleared from a warehouse under section 68, on the date on which 3[a bill of entry for home consumption in respect of such goods is presented under that section];

(c) in the case of any other goods, on the date of payment of duty: 4[Provided that if a bill of entry has been presented before the date of entry inwards of the vessel or the arrival of the aircraft by which the goods are imported, the bill of entry shall be deemed to have been presented on the date of such entry inwards or the arrival, as the case may be.]

9.4 Section 28 of the Customs Act, 1962 Recovery of 2[duties not levied or not paid or short-levied or short-paid] or erroneously refunded.

(1)

(2)

(3)

(4) Where any duty has not been levied or not paid or has been short-levied or short-paid or erroneously refunded, or interest payable has not been paid, part-paid or erroneously refunded, by reason of—

(a) collusion; or

(b) any wilful mis-statement; or

(c) suppression of facts,

by the importer or the exporter or the agent or employee of the importer or exporter, the proper officer shall, within five years from the relevant date, serve notice on the person chargeable with duty or interest which has not been so levied 11[or not paid] or which has been so short-levied or short-paid or to whom the refund has erroneously been made, requiring him to show cause why he should not pay the amount specified in the notice.

9.5 SECTION 111 - Confiscation of improperly imported goods etc.:

The relevant clauses of Section 111 are reproduced below:

The following goods brought from a place outside India shall be liable to confiscation:

(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;

(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;

(o) any goods exempted, subject to any condition, from duty or any prohibition in respect of the import thereof under this Act or any other law for the time being in force, in respect of which the condition is not observed unless the non-observance of the condition was sanctioned by the proper officer.

9.6 SECTION 114A - Penalty for short-levy or non-levy of duty in certain cases:

Where the duty has not been levied or has not been short-levied or the interest has not been charged or paid or has been part paid or the duty or interest has been erroneously refunded by reason of collusion or any wilful misstatement or suppression of facts, the person who is liable to pay the duty or interest, as the case may be, as determined under sub-section (2) of section 28 shall, also be liable to pay a penalty equal to the duty or interest so determined.

9.7. Section 30 of the Customs Act, 1962:

Delivery of arrival manifest or import manifest or import report.

30.(1) The person-in-charge of —

- (i) a vessel; or
- (ii) an aircraft; or
- (iii) a vehicle,

carrying imported goods or export goods or any other person as may be specified by the Central Government, by notification in the Official Gazette, in this behalf shall, in the case of a vessel or an aircraft, deliver to the proper officer an arrival manifest or import manifest by presenting electronically prior to the arrival of the vessel or the aircraft, as the case may be, and in the case of a vehicle, an import report within twelve hours after its arrival in the customs station, in such form and manner as may be prescribed and if the arrival manifest or import manifest or the import report or any part thereof, is not delivered to the proper officer within the time specified in this sub-section and if the proper officer is satisfied that there was no sufficient cause for such delay, the person-in-charge or any

other person referred to in this sub-section, who caused such delay, shall be liable to a penalty not exceeding fifty thousand rupees:

Provided that the Principal Commissioner of Customs or Commissioner of Customs may, in cases where it is not feasible to deliver arrival manifest or import manifest by presenting electronically, allow the same to be delivered in any other manner.

(2) The person delivering the arrival manifest or import manifest or import report shall at the foot thereof make and subscribe to a declaration as to the truth of its contents.

(3) If the proper officer is satisfied that the arrival manifest or import manifest or import report is in any way incorrect or incomplete, and that there was no fraudulent intention, he may permit it to be amended or supplemented.

9.8 Section 132 of the Customs Act, 1962 -False declaration, false documents etc.:

Whoever makes, signs or uses, or causes to be made, signed or used, any declaration, statement or document in the transaction of any business relating to the customs, knowing or having reason to believe that such declaration, statement or document is false in any material particular, shall be punishable with imprisonment for a term which may extend to two years, or with fine, or with both.

10. Obligations under Self-Assessment and Penal liability under Section 114A of the Customs Act, 1962

Section 17 of the Customs Act, 1962, was substituted with effect from 08.04.2011 introducing self-assessment of goods imported by the importers. Accordingly, self-assessed warehouse Bills of Entry vide which the impugned goods of quantity 40521.398 MTs were imported through vessels viz., MT FMT Gumuldur V.202109, MT Hong Hai6 V.2106, MT FMT EFES V202111 by M/s. TIL were self-assessed by M/s. TIL. These subject goods were subsequently cleared by various importers as such as per Annexure -B to this show cause by way of mis-declaration and misclassification of the goods as CPO under CTH 15111000. The said imported goods were however, an admixture of CPO, RBD Palmolein and PFAD which merits classification under CTH 15119090 (Others-

Palmolein). Such act on the part of M/s. TIL resulted into short payment of Customs Duty by the different ex-bond filers as per **Annexure- B.**

Under the self-assessment procedure, it is obligatory on the part of importers to declare all the particulars such as description of the goods, appropriate CTH so as to arrive at a proper assessment of the applicable rate of duties by the proper Customs officer. While claiming any classification, it is obligatory on the part of the importer to check applicability of classification claimed by them to the imported goods. Despite being aware of the true nature of the impugned goods, the manner adopted by the importer for misclassification of impugned goods for the sole purpose of claiming lower rate of Basic Customs duty appears to be indicative of their *Mensrea*. Therefore, by not declaring the true and correct facts, at the time of import in the warehouse bills of entry, M/s. TIL mis-declared and misclassified the goods as 'CPO' appears to have indulged in mis-declaration & misclassification and suppression of facts with intent to evade payment of applicable BCD and Additional duty of Customs. These goods mis-declared in W.H. Bills of Entry were subsequently led to the clearance of the self-assessed imported goods before the Customs by such importers who purchased said goods from M/s. TIL thus, leading to short payment of duties.

M/s. GIPL, being one of them had filed the following Ex Bond BoE for Home consumption despite having knowledge of the correct nature of said goods and had paid lesser amount of customs duty to the tune of Rs. 22,27,321/- (Rupees Twenty-Two Lakhs Twenty Seven Thousand Three Hundred and Twenty - One only)

It is well settled principle in law that buyers (Filers of Bills of Entry for Home Consumption in this case) are obligated to verify the source/antecedent of their supply (M/s TIL in the instant case); Caveat emptor "let the buyer beware." Potential buyers are warned by the phrase to do their research and ask pointed questions of the seller. The seller isn't responsible for problems that the buyer encounters with the product after the sale, which in this case such filers of Bills of Entry for Home Consumption have done so by mis-declaring with an intent to suppress and falsify. The onus was on such filers of ex-Bond Bills of Entry for Home Consumption to perform due diligence before making the purchase and subsequent removal of goods from warehouse by filing Ex-BoEs.

Thus, in view of the omissions and commissions mentioned above, the total amount of duties which were short paid by 22,27,321/- (Rupees Twenty-Two Lakhs Twenty Seven Thousand Three Hundred and Twenty - One only) is

due to be recovered from M/s. GIPL, being a filer of Ex-BoE for Home Consumption by invoking extended period of limitation. Also, by such act of purchase of goods without verifying the correctness of the goods being purchased by them from M/s. TIL, and M/s. GIPL they have indulged themselves in such act of omission which rendered themselves liable to imposition of penalty under provisions of the Customs Act, 1962.

11. The subject SCN is being issued in view of the provisions of Section 28(4) of the Customs Act, 1962, under which Show Cause Notice is required to be given within period of five years where any duty has not been levied or not paid or has been short-levied or short-paid, by reason of suppression by the importer or the exporter or the agent or employee of the importer or exporter.

12. ROLE PLAYED BY VARIOUS COMPANIES/PERSONS:

This appears a case of connivance amongst all the parties involved, wherein every stakeholder involved was aware of their illegal role being played by them. It appears that each stake holder intended to suppress the facts before Indian Customs, to mis-declare the subject cargo to defraud the government exchequer. There are evidences of determinative character which complied with the inference arising from the dubious conduct of stakeholders seems to lead to the conclusion it was all planned to mis-declare the subject cargo and suppress the information from the department. The role in brief is reproduced below: -

12.1 M/s. TATA INTERNATIONAL LTD:

12.1.1. Scrutiny of the various documents/records as well as facts stated by various persons during investigation revealed that M/s. TIL and M/s. GIPL, in connivance with each other devised a strategic plan to import admixture of CPO, RBD and PFAD, by mis-declaring the same as CPO. They purchased CPO, RBD and PFAD in Indonesia from different suppliers. M/s. TIL facilitated M/s. GIPL, for procurement of Oil products i.e. CPO, RBD, PFAD from Indonesia. They gave go ahead to M/s. GIPL to enter into Charter Agreement with M/s. Oka Tankers PTE Ltd., Singapore & M/s. Telcom International Trading PTE. Ltd., Singapore for transporting the goods viz. RBD Palmolein, CPO, PFAD from different ports at Indonesia/ Thailand to India through vessels viz., MT FMT Gumuldur V.202109, MT Hong Hai6 V.2106, MT FMT EFES V202111 as discussed in foregoing paragraphs; loaded on the vessels. As per the said Charter Agreement, after loading the above goods on vessel, blending of the above goods was carried out with the help of Owners of the vessel. After

blending, they manipulated various documents to show the goods imported as CPO and presented the same before Customs. M/s. TIL filed W.H. Bills of Entry for entire quantity of 40486.172 MTs cargo, by mis-declaring the same as CPO, though they knew that the goods imported were actually admixture of CPO, RBD and PFAD. M/s. TIL classified the goods so mis-declared under CTH 15111000, with an intent to evade the appropriate duties of Customs by M/s. GIPL & others and to earn commission.

12.1.2 From the above, it appears that M/s. TIL, Mumbai imported '*admixture of Crude Palm Oil, Palmolein and other Palm based oil*' by mis-declaring the same as '*Crude Palm Oil*', classifying under CTH 15111000 instead of correct classification under CTH 15119090, which is the appropriate classification of the goods viz. '*admixture of Crude Palm Oil, Palmolein and other Palm based oil*', imported by them. It further appears that M/s. TIL played active role in ensuring the blending of CPO, PFAD & RBD Olien, which is not only prohibited, but also the act of agreeing/allowing to blend clearly demonstrates that the entire activity right from planning, creation, monitoring and managing of all the operations was with a mala fide intention of evading customs duty. Thus, this appears to be is a clear case of suppression of information from the department and mis-declaration.

12.1.3 The above action on the part of M/s. TIL had rendered the goods liable for confiscation under Section 111 of the Customs Act, 1962. The acts of omission and commission on the part of M/s. TIL rendered the imported goods liable for confiscation under Section 111(d), 111(f), 111(l) and 111(m) of the Customs Act, 1962 and rendered themselves liable to penalty under Section 112(a), 112(b), 114A and 114AA, 117 of the Customs Act, 1962.

12.2 M/s. GLENTECH INDUSTRIES PRIVATE LIMITED:

12.2.1 Scrutiny of the various documents/records, as well as facts stated by various persons during investigation, as discussed hereinabove, revealed that M/s. GIPL and M/s. TIL, in connivance with each other devised a strategic plan to import admixture of CPO, RBD and PFAD, by mis-declaring the same as CPO. They purchased CPO, RBD and PFAD in Indonesia from different suppliers. They entered into Charter Agreement with M/s. OKA Tankers PTE Ltd., Singapore and M/s. Telcom Trading International PTE Ltd., Singapore for transporting the goods from Indonesia to India through vessels MT FMT Gumuldur V.202109, MT Hong Hai6 V.2106, MT FMT EFES V202111; loaded CPO on the vessels at different ports at Indonesia/ Thailand. As per the Charter Agreement, after loading the above goods on vessel, blending of the

above goods was carried out with the help of the Owner(s) of the vessel(s). After blending, they arranged manipulated various documents to show the goods imported as CPO and presented the same before Customs. As per the instructions of Charterers, the original documents viz. Bills of Lading etc. were secreted in the vessel and intentionally not produced before Customs. After import of the goods into India, the importer M/s. TIL filed Bills of Entry, by mis-declaring the goods as CPO, though they knew that the goods imported are admixture of CPO, RBD and PFAD. Further, after import of the goods into India, it was the responsibility of M/s. GIPL to sell the goods into Indian market. Thus, M/s. GIPL were the beneficial owner of the goods in question. The goods so mis-declared and mis-classified under CTH 15111000, with intent to evade the appropriate duties of Customs. M/s. GIPL, had filed the Ex Bond BoE for Home Consumption despite having knowledge of the correct nature of said goods; they had suppressed the information from the department and cleared the subject goods by mis-declaring and mis-classifying the same as 'CPO' in Ex-Bond Bills of Entry which resulted into short payment of duty as per **Annexure-C** to this show cause.

12.2.2 Thus, M/s. GIPL played active role in the purchase, transport, blending of the cargo during voyage of the vessels and import of the said goods by mis-declaring the same as CPO. From the above, it appears that M/s. GIPL actively connived in the import of '*admixture of Crude Palm Oil, Palmolein and other Palm based oil*' by mis-declaring the same as '*Crude Palm Oil*', classifying under CTH 15111000 instead of correct classification under CTH 15119090, which is the appropriate classification of the goods imported viz. '*admixture of Crude Palm Oil, Palmolein and other Palm based oil*'. It further appears that M/s. GIPL played active role in ensuring the blending of CPO, PFAD & RBD olein, which is not only prohibited, but also the act of agreeing/allowing to blend clearly demonstrates that the entire activity right from planning, creation, monitoring and managing of all the operations was with a mala fide intention of evading customs duty. Thus, this appears to be is a clear case of mis-declaration.

12.2.3 M/s. GIPL had filed the following Ex Bond BoE for Home consumption despite having knowledge of the correct nature of the said goods had suppressed such information from the department and had paid lesser amount of customs duty on goods already cleared by them by way of filing Ex- Bond Bills of Entry, which is mentioned as per Annexure C, having assessable value of Rs. 199,86,219/-. Thus, the differential duty of 22,27,321/- (Rupees Twenty-Two Lakhs Twenty Seven Thousand Three Hundred and Twenty - One

only)has been short paid by them on account of suppression, mis-declaration and misclassification of goods in the respective Ex- Bond Bills of Entry is to be recovered from them. The above action on the part of M/s. GIPL had rendered the goods(non-seizure – cleared in past) liable for confiscation under Section 111 of the Customs Act, 1962, which had already been cleared by them on payment of lesser amount of Customs Duty. The acts of omission and commission on the part of M/s. GIPL rendered the imported goods (non-seized – cleared in past) liable for confiscation under Section 111(d), 111(f), 111(l) and 111(m) of the Customs Act, 1962 and rendered themselves liable to penalty under Section 112(a), 112(b), 114A and 114AA, 117 of the Customs Act, 1962.

12.3. M/s. OKA Tankers Pvt. Ltd. and M/s. Telcom International PTE Ltd.

12.3.1. M/s. OKA Tankers Pvt. Ltd., 77 High Street Road, #8-10, High Street Plaza, Singapore 17943 were owner of the vessel MT Hong Hai6 and M/s. Telcom International PTE Ltd., 50 Bukit Batok Street 23, #06-11, Midview Building, Singapore 659578, were the owners of the vessels 'MT FMT Gumuldur', 'MT FMT EFES'. They entered into Tanker Voyage Charter Party agreement with M/s. TIWA, UAE/M/s. TISPL/ M/s. TIL and M/s. GIPL for transporting cargo from the ports in Indonesia/ Thailand to Kandla port in India. Further, as per the agreement, the above goods were to be blended on board, which were confirmed by all the parties viz. payment charterer, operational charterer and despondent owners; actively connived to replace the original BLs prepared at the port of loading with manipulated BLs after blending of the cargo on board; to present the manipulated documents before Customs at the time of arrival of the cargo at discharge port. The switching of Bills of Lading was done by the crew of the vessel owners, under guidance of their management. The Vessel owners viz., M/s. OKA Tankers Pvt. Ltd. and M/s. Telcom International PTE Ltd. entered into agreement which allowed blending of cargo i.e. CPO, RBD Palmolein and PFAD on board vessel, which is otherwise prohibited. Therefore, by indulging in such act of blending on board, manipulation of documents viz. IGM, Bills of Lading etc. in connivance with M/s. GIPL and M/s. TIL., allowing their conveyance to be used in such a manner which rendered the goods (non-seized – cleared in past) as well as vessel (non-seized – cleared in past) liable for confiscation under section 111 and 115 of the Customs Act, 1962. Accordingly, by indulging in such act of omission and commission, on their part abetted the importer to import goods by mis-declaring the same as CPO, by classifying the same under CTH 15111000, by allowing comingling/blending of cargo with led to evasion of the Customs Duty. Accordingly, it appears that they are liable for penal action

under Sections under 112(a) & 112(b), 114A, 114AA and 117 of the Customs Act, 1962.

12.3.2. The indulging in the act of manipulation of the documents is punishable offence and thus by concerning themselves in such act of manipulation of documents concerned themselves liable to be charged for violations of Section 30 (Arrival Manifest production) read with Section 38 (Production of the documents) of the Customs Act, and therefore liable to be charged under Section 132 (false documentation). Further, he also concerned themselves in mis-declaration of goods by manipulating the actual documents for filing IGM with intent to help the importer M/s. TIL to evade Customs Duty. By such acts of omission and commission, the goods so imported(non-seized and cleared) by mis-declaring the same as CPO became liable for confiscation and they rendered themselves liable to penalty under Section 112(a), 112(b), 114A, 114AA and 117 of the Customs Act, 1962 and also under Section 132 and 135(1) of the Customs Act, 1962.

12.4. ROLE OF CAPT. SHRI SANJAY KUMAR, MASTER OF VESSEL MT FMT GUMULDUR V.202109:

12.4.1 Capt. Shri Sanjay Kumar, Master of vessel 'MT FMT Gumuldur V.202109' looked after the supervision of all activities relating to the vessel and responsible for all activities pertaining to the vessel including issuance of documents like Bill of Lading, Mate receipt, IGM/EGM related Customs documentation etc. Therefore, a summons dated 20.12.2023 was issued to him (via e-mail) to join the investigation, which was not responded to by him nor the vessel owner. Further, he allowed blending of 3499.71 MT Crude Palm Oil (CPO), loaded from Dumai (Indonesia), 8400.309 MT RBD and 200 MT PFAD, loaded from Kuala Tanjung Port, Indonesia and accordingly as per the instructions of their management; presented manipulated BLs, showing import of CPO thereby hiding the true nature of the goods onboard vessel. Thus, he was instrumental in blending of all the three cargos loaded on the vessel, preparation of manipulated documents, and presenting manipulated documents before Customs at the port of discharge, i.e., Customs, Kandla. It is pertinent to mention here that he issued/signed the switched Bill of lading by mis-declaring the goods as CPO instead of admixture of CPO and RBD Plamolein and filed the same before Indian Customs.

12.4.2 Thus, he failed in discharging his duties in the capacity of Master of vessel to declare and submit the documents received at load port at the discharge port with correct descriptions and other material particulars.

Instead, he produced false documents viz. switched/ manipulated Bills of Lading before Customs for clearance of the cargo and suppressed the original Bills of Lading issued at the port of load. Thus, he abetted in blending/comingling of the goods onboard vessel, failed in declaring the correct particulars of the subject cargo in the documents, abetted in manipulation of original documents pertaining to the subject imported goods and mis-declared the same as 'CPO' instead of 'admixture of Crude Palm Oil, RBD Palmolein and PFAD'. He actively assisted the importer to enable them to mis-declare the imported goods as 'CPO'.

12.4.3 The act of manipulation of the documents is punishable offence and he rendered himself liable to be charged for violations of Section 30 (Arrival Manifest production) read with Section 38 (Production of the documents) of the Customs Act, and therefore liable to be charged under Section 132 (false documentation). Further, he also concerned himself in mis-declaration of goods by manipulating the actual documents for filing IGM with intent to help the importer M/s. TIL to evade Customs Duty. By such acts of omission and commission, the goods so imported by mis-declaring the same as CPO became liable for confiscation and he rendered himself liable to penalty under Section 112(a), 112(b), 114A, 114AA and 117 of the Customs Act, 1962 and also under Section 132 and 135(1) of the Customs Act, 1962.

12.5. ROLE OF CAPT. SHRI LIU YOUYI, MASTER OF VESSEL MT. HONG HAI6 V.2106:

12.5.1 Capt. Shri Liu Youyi, Master of Vessel MT. Hong Hai6 V.2106, looked after the supervision of all activities relating to the vessel and responsible for all activities pertaining to the vessel including issuance of documents like Bills of Lading, IGM/EGM related Customs documentation etc. Therefore, a summons dated 20.12.2023 was issued to him (via e-mail) to join the investigation, which was not responded to by him nor the vessel owner. Further, he allowed blending of 8948.55 MT Crude Palm Oil (CPO), loaded from Phuket (Thailand), 6513.52 MT RBD, loaded from Kuala Tanjung Port, Indonesia and accordingly as per the instructions of their management, presented manipulated BLs, showing import of CPO thereby hiding the true nature of the goods onboard vessel. Thus, he was instrumental in blending of all the three cargos loaded on the vessel, preparation of manipulated documents, and presenting manipulated documents before Customs at the port of discharge, i.e. Customs, Kandla. It is pertinent to mention here that he issued/signed the switched Bill of lading by mis-declaring the goods as CPO

instead of admixture of CPO and RBD Palm olein and filed the same before Indian Customs.

12.5.2 Thus, he failed in discharging his duties in the capacity of Master of vessel to declare and submit the documents received at load port at the discharge port with correct descriptions and other material particulars. Instead, he produced false documents viz. switched/ manipulated Bills of Lading before Customs for clearance of the cargo and suppressed the original Bills of Lading issued at the port of load. Thus, he abetted in blending/comingling of the goods on-board vessel, failed in declaring the correct particulars of the subject cargo in the documents, abetted in manipulation of original documents pertaining to the subject imported goods and mis-declared the same as 'CPO' instead of 'admixture of Crude Palm Oil, RBD Palm olein and PFAD'. He actively assisted the importer to enable them to mis-declare the imported goods as 'CPO'.

12.5.3 The act of manipulation of the documents is punishable offence and he rendered himself liable to be charged for violations of Section 30 (Arrival Manifest production) read with Section 38 (Production of the documents) of the Customs Act, and therefore liable to be charged under Section 132 (false documentation). Further, he also concerned himself in mis-declaration of goods by manipulating the actual documents for filing IGM with intent to help the importer M/s. TIL to evade Customs Duty. By such acts of omission and commission, the goods so imported by mis-declaring the same as CPO became liable for confiscation and he rendered himself liable to penalty under Section 112(a), 112(b), 114A, 114AA and 117 of the Customs Act, 1962 and also under Section 132 and 135(1) of the Customs Act, 1962.

12.6. ROLE OF CAPT. SHRI JULIO UTIYEPO CONEJERO, MASTER OF VESSEL MT FMT EFES VOY.202111:

12.6.1 Capt. Shri Julio Utiyepo Conejero, Master of Vessel MT FMT EFES Voy.202111, looked after the supervision of all activities relating to the vessel and responsible for all activities pertaining to the vessel including issuance of documents like Bills of Lading, IGM/EGM related Customs documentation etc. Therefore, a summons dated 20.12.2023 was issued to him (via e-mail) to join the investigation, which was not responded to by him nor the vessel owner. Further, he allowed blending of 7873.290 MT Crude Palm Oil (CPO), loaded from Phuket (Thailand), 5086.015 MT RBD, loaded from Kuala Tanjung Port, Indonesia and accordingly as per the instructions of their management, presented manipulated BLs, showing import of CPO thereby hiding the true

nature of the goods onboard vessel. Thus, he was instrumental in blending of all the three cargos loaded on the vessel, preparation of manipulated documents, and presenting manipulated documents before Customs at the port of discharge, i.e. Customs, Kandla. It is pertinent to mention here that he issued/signed the switched Bill of lading by mis-declaring the goods as CPO instead of admixture of CPO and RBD Plamolein and filed the same before Indian Customs.

12.6.2 Thus, he failed in discharging his duties in the capacity of Master of vessel to declare and submit the documents received at load port at the discharge port with correct descriptions and other material particulars. Instead, he produced false documents viz. switched/ manipulated Bills of Lading before Customs for clearance of the cargo and suppressed the original Bills of Lading issued at the port of load. Thus, he abetted in blending/comingling of the goods onboard vessel, failed in declaring the correct particulars of the subject cargo in the documents, abetted in manipulation of original documents pertaining to the subject imported goods and mis-declared the same as 'CPO' instead of 'admixture of Crude Palm Oil and RBD Palm Olein'. He actively assisted the importer to enable them to mis-declare the imported goods as 'CPO'.

12.6.3 The act of manipulation of the documents is punishable offence and he rendered himself liable to be charged for violations of Section 30 (Arrival Manifest production) read with Section 38 (Production of the documents) of the Customs Act, and therefore liable to be charged under Section 132 (false documentation). Further, he also concerned himself in mis-declaration of goods by manipulating the actual documents for filing IGM with intent to help the importer M/s. TIL to evade Customs Duty. By such acts of omission and commission, the goods so imported by mis-declaring the same as CPO became liable for confiscation and he rendered himself liable to penalty under Section 112(a), 112(b), 114A, 114AA and 117 of the Customs Act, 1962 and also under Section 132 and 135(1) of the Customs Act, 1962.

12.7 SHRI SIDHANT AGARWAL, DIRECTOR OF M/S. GLENTECH INDUSTRIES PRIVATE LIMITED:

12.7.1 Shri Sidhant Agarwal, Director of M/s. GIPL and M/s. GVPL, Singapore was the key person in the entire racket of import of '*admixture of Crude Palm Oil, Palmolein and other Palm based oil*', by mis-declaring the same as Crude Palm Oil. M/s. GVPL, Singapore purchased and/or arranged purchase of the goods CPO, RBD and PFAD in Indonesia and sold to/ changed

the contracts to the name of M/s. TIWA, UAE/ M/s. TISPL, who in turn sold the goods to M/s. TIL., Mumbai, the importer and filer of W.H. Bills of Entry of the goods in the present case, as per the agreement between M/s. TIWA&M/s. GVPL. The said goods viz. CPO, RBD & PFAD were blended during voyage of the Vessels MT Gumuldur, CPO & RBD were blended during the voyage of MT Hong Hai6 and CPO & RBD were blended during the voyage of MT FMT EFES at the behest of charterer M/s. GIPL and M/s. GVPL (operational charterer). The importer, M/s. TIL filed the W.H. Bills of Entry, by mis-declaring the goods as CPO, by classifying the same under CTH 15111000. Further, after import of the goods into India, it was the responsibility of M/s. GIPL to sell the goods into Indian market. Further, M/s. GIPL Thus, M/s. GIPL were the beneficial owner of the goods in question. They had filed the ex-bond Bills of Entry which led to evasion of 22,27,321/- (Rupees Twenty-Two Lakhs Twenty Seven Thousand Three Hundred and Twenty - One only) of Customs Duty on account of mis-declaration and mis-classification.

12.7.2 Further, M/s. GIPL in connivance with M/s. TIL entered into agreement with respective vessel owners for transporting the goods into India. It was decided to blend the goods onboard during voyage of the vessel. The instructions for blending were given by M/s. GIPL to M/s. Midas Tankers Pvt. Ltd. Thus, Shri Sidhant Agarwal, Director of M/s. GIPL played active role in ensuring the blending of CPO, PFAD & RBD Palmolien. The above act of import of goods by blending the three products right from planning, creation, monitoring and managing of all the operations was with a mala fide intention to evade Customs duty. Thus, he knowingly played an important role in effecting the said unscrupulous import which became liable to confiscation under Section 111 of the Customs Act, 1962. The acts of omission and commission on the part of Shri Sidhant Agarwal rendered the imported goods (non-seized- cleared in past) liable for confiscation under Section 111(d), 111(f), 111(l) and 111(m)of the Customs Act, 1962. He had knowingly and intentionally caused to be made, signed or used documents relating to import of goods by mis-declaring it as CPO, which he knew or had reason to believe were false and incorrect in material particulars. Hence, the said act on his part rendered him liable for penalty under Section 112(a), 112(b), 114A and 114AA, 117 of the Customs Act, 1962.

12.8 SHRI SUDHANSU AGARWAL, REPRESENTATIVE AND EX-CEO OF M/S. GIPL:

12.8.1 Shri Sudhanshu Agarwal, Representative and Ex-CEO of M/s. GIPL is looking after all the business affairs of the company. He used to

execute business deals of M/s. GIPL, got business support through M/s. GVPL, which is parent company of M/s. GIPL M/s. GIPL entered into contract with the vessel owners to blend the different cargoes viz. CPO, RBD Palmolein and PFAD as discussed in foregoing paras and accordingly issued directions for blending of CPO, RBD & PFAD. He was in direct touch with Shri Amit Thakkar of M/s. TIL to obtain concurrence for blending of goods; and also appointed the surveyor, in agreement with M/s. TIL who approved the blending plan. He on behalf of M/s. GIPL, being operational charterer floated inquiry with the vessel broker for requirement of vessel with blending facility only.

12.8.2 Though the title of the goods always remained with M/s. TIL, he passed the orders/directions in connivance with M/s. TIL. M/s. GIPL in connivance with M/s. TIL imported the cargo after blending RBD, CPO, PFAD on board and indulged in bond to bond sale of the said quantity of 40486.172 MT of imported cargo through vessels MT FMT Gumuldur, MT Hong Hai6, MT FMT EFES which were mis-declared as CPO under CTH 15111000 instead of appropriate CTH 15119090 with an intent to evade the Customs duty by them as well as to make it marketable and to sell such goods in Indian market. By such acts of omission and commission he has rendered himself liable to penalty for mis-declaration of imported goods under section 112(a) and 112(b) of the Customs Act, 1962. He had knowingly and intentionally caused to be made, signed or used documents relating to import of goods by mis-declaring it as CPO, which he knew or had reason to believe were false and incorrect in material particulars. Hence, the said act on his part rendered him liable for penalty under Section(s) 112(a), 112(b), 114A and 114AA, 117 of the Customs Act, 1962.

12.9 ROLE OF SHRI AMIT THAKKAR, SENIOR MANAGER, M/S. TATA INTERNATIONAL LTD (AGRI DIVISION):

12.9.1 Shri Amit Thakkar, Senior Manager, M/s. TIL (Agri Division) was aware of the fact that "RBD" and "PFAD" were loaded at Kuala Tanjung Port, Indonesia and CPO was loaded in DUMAI port and Phuket Port, Thailand. He was also aware that after blending, the original BLs were switched and were replaced by manipulated BLs, showing entire cargo as CPO. Despite the facts that he knew that the goods imported were not CPO, but an admixture of CPO, RBD and PFAD, BL and other documents, showing import of CPO were submitted before the Customs Authority. He admitted that post blending of the goods onboard, the original Bills of Lading were switched to Global Bills of Lading, showing entire quantity as CPO.

12.9.2 Thus, Shri Amit Thakkar played active role in import of admixture of CPO, RBD and PFAD, by mis-declaring the same as CPO, classifying under CTH 15111000 instead of appropriate CTH 15119090 with an intent to evade the Customs duty. By such acts of omission and commission he has rendered himself liable to penalty for mis-declaration of imported goods under section 112 (a) and 112(b) of the Customs Act, 1962. He had knowingly and intentionally caused to be made, signed or used documents relating to import of goods by mis-declaring it as CPO, which he knew or had reason to believe were false and incorrect in material particulars. Hence, the said act on his part rendered him liable for penalty under Section 112(a), 112(b), 114A and 114AA, 117 of the Customs Act, 1962.

12.10 ROLE OF SHRI SHRIKANT SUBBARAYAN, HEAD OF AGRI (BUSINESS) DIVISION, M/S. TIL (AGRI DIVISION):

12.10.1 Shri Shrikant Subbarayan had given approval for finalizing the deal in providing Trade Facilitation to M/s. GVPL. He approved the final contract between M/s. TIL and M/s. GVPL to facilitate the latter in import of goods by way of mis-declaration and mis-classification of goods. He was aware of the purchase of CPO, RBD and PFAD in Indonesia, blending of all the three cargo onboard, preparation of manipulated documents. He was also aware that at the time of import the W.H. Bills of Entry were filed mis-declaring the goods as CPO, by classifying the same under CTH 15111000, though he knew that the goods imported is admixture of CPO, RBD and PFAD, which merits classification under CTH 15119090 (non –seized and cleared), with an intent to earn commission and evade the Customs duty. By such acts of omission and commission he has rendered himself liable to penalty under section 112 (a) and 112(b) of the Customs Act, 1962. He had knowingly and intentionally caused to be made, signed or used documents relating to import of goods by mis-declaring it as CPO, which he knew or had reason to believe were false and incorrect in material particulars. Hence, the said act on his part rendered him liable for penalty under Section 114A, 114AA and 117 of the Customs Act, 1962.

12.11 ROLE OF SHRI AMIT AGARWAL, ASSTT. VICE PRESIDENT, M/S. GLENTECH INDUSTRIES PRIVATE LIMITED & M/S. GLENTECH VENTURE PTE LTD., SINGAPORE:

12.11.1 He was actively involved in purchase of imported cargo imported in the name of M/s. TIL, from overseas suppliers. Being Authorized Signatory of M/s. GIPL, he was instrumental in entering into the agreement for commodity supply and service agreement dated 09.03.2021 between M/s. GIPL& M/s. TIL.

He was aware of the fact that CPO, RBD and PFAD were purchased from the overseas suppliers in Indonesia. He was also aware that the above goods were blended on board vessel. Being authorised signatory, he concerned himself in signing of charter party agreement with M/s Telcom International PTE Ltd and M/s. Oka Tankers PTE Ltd. As per the agreement, CPO was to be loaded from Dumai port and RBD and PFAD were to be loaded from Kuala Tanjung port. After loading the above goods, all the goods were blended on board. After blending, manipulated documents, switch BL was prepared, showing cargo as CPO, though it was an admixture of CPO, RBD and PFAD.

12.11.2 Thus, he was actively involved in the acts of omission and commission to assist the importer to import goods by mis-declaring the same as CPO, by classifying the same under CTH 15111000, though the goods imported was admixture of CPO, RBD and PFAD, which merits classification under CTH 15119090, with an intent to evade the Customs duty. The above act on his part rendered the goods liable for confiscation and rendered himself liable to penalty under section 112(a), 112(b), 114A, 114AA and 117 of the Customs Act, 1962.

13 LIABILITY TO CONFISCATION OF THE IMPORTED GOODS, WHICH WERE NOT SEIZED AND CLEARED:

13.1 Further, In view of the above, it appears that **M/s. Tata International Ltd** wilfully mis-declared, mis-stated and suppressed the facts regarding description and classification of the impugned goods at the time of filing W.H. Bills of Entry and which were subsequently cleared by various ex-bond filers vide various Bills of Entry (as detailed in **Annexure – B**) and had claimed lower rates of Customs duties as discussed herein above. Due to this deliberate act of mis-classification and mis-declaration in the import of entire quantity of 40521.39 MT vide vessels MT FMT Gumuldur V.202109, MT Hong Hai6 V.2106 and MT FMT EFES V.202111 on the part of M/s. TIL and leading to short payment of Customs duties by various Ex-bond filers on goods non-seized and already cleared by them. Further, by this deliberate act of mis-declaration and mis-classification appears to be with intent to evade Customs duty.

13.2 It further appears that since the duty on the goods imported by M/s. TIL, Office No. 11, Ground Floor, Plot No. 40, Sector 8, Gandhidham, Kachchh-370201 was short levied on account of suppression and misclassification, which is liable to be demanded and recovered under the provisions of Section 28(4) of the Customs Act, 1962, rendering the said goods liable for confiscation

under Section 111 of the Customs Act, 1962, M/s. TIL also appears liable for imposition of penalty under section 112(a) and 112(b) of the Customs Act, 1962 and 207 MT of the said goods cleared by M/s GIPL also appears to be liable for confiscation (non-seized- cleared in past). M/s. GIPL also appears liable for imposition of penalty under section 112(a) and 112(b) of the Customs Act, 1962.

14 CALCULATION OF DIFFERENTIAL DUTY RECOVERABLE:

14.1. M/s. TIL and M/s. GIPL, in connivance with each other devised a strategic plan to import admixture of CPO, RBD and PFAD, by mis-declaring the same as CPO. They purchased CPO, RBD and PFAD in Indonesia/ Thailand from different suppliers. They entered into Charter Agreement for transporting the goods from Indonesia and Thailand to India with M/s. OKA Tankers PTE Ltd. through vessel 'MT Hong Hai6 V.2106' and M/s. Telkom International PTE Ltd, through vessels 'MT FMT Gumuldur V.202109' and 'MT FMT EFES V.202111' having blending facility and switching of Bills of Lading clause in the agreements. The details of the goods loaded at different ports and imported via different vessels and after blending, the goods described in the bill of entry are as per below mentioned table--

Sr. No.	VESSEL NAME	COMMO DITY loaded at load Port	QTY (MTs)	LOAD PORT	Bill of Lading no.	Ware House Bill of Entry
1	FMT GUMULDUR Voy.202109	CPO	3499.71	DUMAI, INDONESIA	DMI/DEE/02 and DMI/DEE/03 dated 12.08.2021	5302477, 5302489, 5302500, 5302513, 5302519 & 5302523 ; all dated 03.09.2021
		RBD PALM OLEIN	8400.300	KUALA TANJUBG, INDONESIA	KTG/DEE/01 dated 17.08.2021	
		PFAD	200	KUALA TANJUBG, INDONESIA	KTG/DEE/02 dated 16.08.2021	
		Total	12100.01			
2	MT HONG HAI6 V.2106	RBD PALM OLEIN	6513.520	KUALA TANJUBG, INDONESIA	KTG/DEE/01 dated 30.09.2021	5916265, 5916285, 5916291 & 5916292 all dated 20.10.2021
		CPO	8948.550	Phuket, Thailand	HH6V2106PHU-02 , HH6V2106PHU-02 dated 06.10.2021	
		Total	15462.07			
3	MT FMT EFES VOY. 202111	RBD PALM OLEIN	5086.015	KAULA TANJUNG, INDONESIA	KTP/DEE/01 dated 26.10.2021	6212683 & 6212824 ; both dated

		CPO	7873.290	PHUKET PORT, THAILAND	KTP/DEE/02 and PHP/DEE/03 dated 31.10.2021	11.11.2021
		Total	12959.31			

In view of above, total 40521.398 MT of admixture of CPO, RBD and PFAD were imported through the above mentioned 03 vessels viz., MT FMT Gumuldur V.202109, MT Hong Hai6 V.2106, MT FMT EFES V202111 and mis-declared the same as CPO before Customs Authorities at Kandla Port.

14.2 The documentary as well as oral evidences, as discussed in brief in foregoing paras conclusively establish that though M/s. TIL had imported admixture of CPO, RBD and PFAD and while filing warehouse bill of entry at the Kandla port, M/s TIL in the import documents mis-declared the entire quantity of 40521.39 MT cargo as CPO brought into the country vide vessels MT FMT Gumuldur V.202109, MT Hong Hai6 V.2106, MT FMT EFES V202111 and mis-classified the same under CTH 15111000 by suppressing the facts that the goods imported were actually admixture of CPO, RBD and PFAD, CPO and RBD respectively which merits classification under CTH 15119090. The above act on the part of M/s. TIL subsequently resulted in short payment of customs duties by M/s. GIPL to the tune of Rs, 22,27,321/- and thus, defrauding the government exchequer.

14.3 CBIC vide following notification have notified the tariff rate of items vide various non- tariff notification of Customs. The notifications applicable on the date of presentation of Bills of Entry for Home consumption by M/s. GIPL are:- Notification No. 73/2021 – Customs (N.T.) dated 15.09.2021, 87/2021- Customs (N.T.) dated 15.09.2021, 87/2021- Customs (N.T.) dated 29.10.2021, 95/2021 dated 30.11.2021 and 06/2022 dated 31.01.2022 respectively. The tariff rate (USD per metric Ton) are notified therein, and mentioned as below:-

Notification No.	Sr No.	Chapter/ heading/ sub-heading/ tariff item	Description of Goods	Tariff rate (US\$ per metric Ton)
73/2021- Customs (N.T.) dated 15.09.2021	6 of Table - I	15119090	Others - Palmolein	1162
87/2021- Customs (N.T.) dated 29.10.2021	6 of Table -I	15119090	Others - Palmolein	1261
95/2021 dated 30.11.2021	6 of Table -I	15119090	Others - Palmolein	1336
06/2022 dated 31.01.2022	6 of Table -I	15119090	Others - Palmolein	1376

14.3 Further, M/s. GIPL had filed the self- assessed Ex-Bond BoE for Home consumption for clearance of goods (**approx. 207 MT**) imported vide aforementioned vessel as discussed above(**Annexure-C**). The above act on the part of importer resulted into short payment of Customs duties which appears to be payable under CTH 15119090 as per the below mentioned Customs Tariff notifications:

DUTY STRUCTURE ON ADMIXTURE OF CPO, RBD PALMOLEIN& PFAD UNDER CTH 15119090 OVER DIFFERENT PERIOD OF TIME

Effective Date	BCD (%)	AID C (%)	SWS (@10% of all duties) (%)	IGS T (%)
30.06.2021 to 10.09.2021	37.5% [BCD @37.5% as per Ntn No. 34/2021 – Cus. dated 29.06.2021]	NIL	3.75%	5%
11.09.2021 to 13.10.2021	32.50% [BCD @ 32.5%, amended vide Ntn No. 42/2021- Cus. dated 11.09.2021]	NIL	3.25%	5%
14.10.2021 to 20.12.2021	17.50% [as amended vide Ntn No. 48/2021- Cus. dated 11.09.2021]	NIL	1.75%	5%
21.12.2021 to 15.02.2022	12.5% [as amended vide Ntn no. 5.3/2021-Cus dated 20.12.2021]	NIL	1.25%	5%

Further, the duty paid by M/s. GIPL vis-à-vis duty actually payable by M/s. GIPL is tabulated as per Annexure –C to this show Cause.

14.4 The total differential duty recoverable on the goods, imported by mis-declaring the goods as CPO, mis-classifying the same under CTH 15111000 amounts to Rs.22,27,321/- (Rupees Twenty-Two Lakhs Twenty Seven Thousand Three Hundred and Twenty - One only) in respect of goods already cleared by them having assessable value arrived as per the aforementioned tariff notification is Rs.1,99,86,219/- (Rupees One Crores, Ninety-nine Lakhs, Eighty-six Thousand two hundred and nineteen only). The differential duty is required to be recovered from them by invoking the provisions of Section 28(4) of the Customs Act, 1962 along with interest under Section 28AA.

15. SHOW CAUSE:

15.1. Now therefore, it is proposed that M/s. GIPL having its registered office at 508, 5th Floor, Wegmans Business Park, Plot No. 3, Sector-Knowledge Park-III, Surajpur Kasna Main Road, Greater Noida, Gautam Budh Nagar-201308

(UP), may be called upon to show cause in writing to the Commissioner of Customs, Kandla as to why: -

- (i) The declared classification of the subject goods under CTH 15111000 in the Ex- Bond Bills of Entry as detailed in **Annexure – C** should not be rejected and re-classified under CTH 15119090 of the Customs Tariff Heading of the First Schedule to the Customs Tariff Act, 1975 and why the subject Ex- Bond Bills of Entry should not be reassessed accordingly;
- (ii) The imported goods having total assessable value of Rs. 1,99,86,219/- (Rupees One Crores, Ninety-nine Lakhs, Eighty-six Thousand two hundred and nineteen only) should not be held liable for confiscation under Section 111 of the Customs Act, 1962;
- (iv) The Customs Duty Rs. 22,27,321/- (Rupees Twenty-Two Lakhs Twenty Seven Thousand Three Hundred and Twenty - One only) which is short paid on account of misclassification and mis-declaration on the part of M/s. GIPL in various Ex- Bond Bills of Entry for Home Consumption (non-seized and cleared) should not be recovered under the provisions of Section 28(4) of the Customs Act, 1962, along with the applicable interest thereon under Section 28AA, *ibid*;
- (v) Penalty should not be imposed upon them under the provisions of Section 112(a) & 112(b) and 114A and 117 of the Customs Act, 1962 for the goods mentioned at (ii) above;

15.2 Now therefore, it is proposed that M/s. Tata International Limited, Office No. 11, Ground Floor, Plot No. 40, Sector 8, Gandhidham, Kachchh-370201 having IEC 388024291 may be called upon to show cause in writing to the Commissioner of Customs, Kandla so as to why: -

- (i) Penalty should not be imposed upon them under the provisions of Section 112 and 114A, 114AA and 117 of the Customs Act, 1962 for such act of mis-classification and mis-declaration of imported goods on their part which subsequently led to short payment of duty by M/s. GIPL as discussed above para.

15.3. Now therefore, it is proposed that M/s. OKA Tankers PTE Ltd. having their Regd Office at 77 HIGH STREET, #08-10, HIGH STREET PLAZA, SINGAPORE (179433), are hereby called upon to show cause in writing to the Commissioner of Customs, Kandla in view of them being in knowledge of wrongful act of omission or commission, knowingly abetted or instrumental/facilitator in the entire scheme of mis-declaration with an intent of falsity and defraud the government exchequer it is proposed that: -

- (i) The vessel MT Hong Hai6 (non-seized- cleared in past), used for transporting the said goods should not be held liable for confiscation under Section 115 of the Customs Act, 1962;
- (ii) Penalty should not be imposed upon them under the provisions of Section 117 of the Customs Act, 1962 for the reason mentioned at (i) above;

15.4. Now therefore, it is proposed that M/s. Telcom International PTE Ltd. having their Regd. Office at 50 Bukit Batok Street 23, #06-11, Mid view Building, Singapore 659578, are hereby called upon to show cause in writing to the Commissioner of Customs, Kandla in view of them being in knowledge of wrongful act of omission or commission, knowingly abetted or instrumental/facilitator in the entire scheme of mis-declaration with an intent of defraud the government exchequer it is proposed that: -

- (i) The vessel MT FMT Gumuldur (non-seized- cleared in past), and MT.FMT EFES (non-seized- cleared in past), used for transporting the said goods should not be held liable for confiscation under Section 115 of the Customs Act, 1962;
- (ii) Penalty should not be imposed upon them under the provisions of Section 117 of the Customs Act, 1962 for the reason mentioned at (i) above;

16. Now, therefore, the following persons may be called upon to show cause in writing to the Commissioner of Customs, Kandla as why personal penalty under Section 112(a) & 112(b), Section 117 and Section 114AA of the Customs Act, 1962 should not be imposed on them being in knowledge of wrongful act of omission or commission, having knowingly abetted or been instrumental/facilitator in the entire scheme of mis-declaration with an intent of suppression and falsity and to defraud the government exchequer: -

- (1) Shri Sidhant Agarwal, Director of M/s. GIPL& M/s. GVPL
- (2) Shri Sudhanshu Agarwal, Director of M/s. GIPL& M/s. GVPL
- (3) Shri Amit Agarwal, Assistant Vice President of M/s. GIPL& M/s. GVPL
- (4) Shri Shrikant Subbarayan, Head Agri Business Division, M/s. Tata International Ltd.
- (5) Shri Amit Thakkar, Senior Manager M/s. Tata International Ltd.
- (6) Capt. Shri Sanjay Kumar, Master of Vessel MT FMT Gumuldur V.202109
- (7) Capt. Liu Youyi, Master of Vessel MT Hong Hai6 V.2106
- (8) Capt. Julio Uytiepo Conejero, Master of Vessel MT FMT EFES Voy.202111

17. Now, therefore, the following persons may be called upon to show cause in writing to the Commissioner of Customs, Kandla as why action under Section 132 of the Customs Act, 1962 should not be taken against;

- (1) Capt. Shri Sanjay Kumar, Master of Vessel MT FMT Gumuldur V.202109
- (2) Capt. Liu Youyi, Master of Vessel MT Hong Hai6 V.2106
- (3) Capt. Julio Uytiepo Conejero, Master of Vessel MT FMT EFES Voy.202111

Written Submissions:

18. *M/s. Glentech Industries Private Limited, vide their submission, interalia, submitted that-*

“Submissions

- 17.1 At the outset, the Noticee M/s GIPL denies all the allegations made in the SCN. No allegation, not specifically dealt with herein may be considered as an admission on behalf of the Noticee. It is submitted that despite detailed investigations conducted by the Department, no case has been made out against the Noticee M/s GIPL and its Directors. The allegation has, in fact, been left unestablished and there is no evidence cited in the SCN to support the allegations.
- 17.2 The Noticee also submits that he is limiting this reply to the charges made against M/s Glentech Industries Private Limited and its Officials. .
- 17.3 The Show Cause Notice (SCN) alleges that the Noticee and M/s TIL in connivance with each other devised a ‘strategic Plan’ to import crude palm oil and other oils into India and clear them by mis-declaring thereby indulging in evasion of customs duty and further causing grievous harm. to the Indian Economy. It is submitted that from the various statement of M/s TIL and M/s GIPL that the activities of M/s TIL and M/s GIPL /GVPL were legitimate business activities, which cannot be called ‘conspiracy’ by any stretch of imagination. It is also clear from the sequence of events coming out of the statements that M/s TIL was the actual owner of the consignments and M/S GIPL was the buyer of the goods in India.
- 17.4 It is submitted that the activities of the Noticee and M/S TIL is in terms of the Commodity Supply and Service Agreement dated 09.03.2021 which details the aims and objective of the Agreement and the manner in which the agreement will be implemented. The Agreement details plainly show that the Agreement is in fact a business arrangement - the kind that occurs among buyers and sellers, importers and exporters, financial managers etc. There is nothing in the Agreement that can be called conspiratorial or anything that is illegal under any law of the country where the business under the Agreement is proposed to be conducted. The SCN has not cited any evidence to show any of the participants’ activity was illegal or was carried out in a clandestine manner. The allegation of a conspiracy remains is totally unfounded and unsupported by any evidence and that must be discounted by the Adjudicating Officer.
- 17.5 (i) It is submitted that there is no prohibition against the import of Palm Oil, Palm Olein, and Palm Fatty Acid Distillate (PFAD) or any mixture thereof. These goods have not been declared as Prohibited Goods either under Section 11 of the Customs Act or under Import Export Policy issued by the DGFT. Prohibition has been defined in Section 11(1) of the Customs Act, 1962. The same is reproduced below:
- 11.** (1) If the Central Government is satisfied that it is necessary so to do for any of the purposes specified in sub-section (2), it may, by notification in the Official Gazette, prohibit either absolutely or subject to such conditions (to be fulfilled before or after clearance) as may be specified in the notification, the import or export of goods of any specified description.
- (ii) There is no Notification issued under this Section to prohibit import of mixture of Crude Palm OIL, Palm Olein and PFAD.
- (iii) It is submitted that the impugned SCN does not identify the sub-section of Section 111 of the Customs Act, 1962 which was violated in this case and consequently renders the imported goods liable to confiscation. The SCN does not refer to any provision which prohibits import of mixture of CPO, RBD and PFAD neither have they referred to Section 11 to identify the Notification under which a mixture of CPO, RBD and PFAD is prohibited for import under the Customs Act, 1962 or any other law for the time being in force. The department has not pointed out whether the import of such mixture is prohibited under any of the provisions enacted by Director General of Foreign Trade. Hence, the goods are not liable to confiscation under Section 111(d) of the Customs Act, as that sub-section is applicable only when the imported goods are prohibited for import.
- 17.6 By the same token, mixing and blending of Crude Palm Oil, RBD Olein and PFAD a is nowhere prohibited. According to para 15.1.2 of the SCN, “M/s. TIL played active role in ensuring the blending of CPO, PFAD & RBD Olein, which is not only prohibited, but also the act of agreeing/allowing to blend clearly demonstrates that the entire activity right from planning, creation, monitoring and managing of all the operations was with a malafide intention of evading customs duty.” It is admitted that blending of products like Crude Palm Oil, RBD Olein and PFAD was done but the SCN cites no law,

whether in India or abroad that was violated, rendering the activity of blending illegal and no where it is stated that such blending is against any Indian Law. It is clarified that there was no violation of any Indonesian Law either. It is humbly submitted that the department has made allegation without any evidence. These allegations remain unfounded and unsupported and in the absence any evidence must be discounted.

17.7 In the Show Cause Notice, duty has been demanded under Section 28(4) of the Customs Act, 1962, along with Interests under section 28AA of the Act *ibid*. The Noticee GIPL who have filed 12 Ex-Bond Bills of Entry for clearance of the imported goods from the Warehouse, has also been called the beneficial owner of the goods. In this case it is relevant to remember that initially the Into-bond Bills of Entry for the import cargo had been filed by M/s TIL who were the actual importer. M/s TIL while filing the Into Bond Bills of Entry had duly declared the description, classification and quantity of the import goods and that could not be varied by the Ex-Bond BE filer. In this connection, the Noticee refers to the CBIC Circular No. 22/2016-Customs New Delhi, dated the 31st May 2016 which lays down the procedure for filing an Ex-Bond bills of. Entry. (copy enclosed)

17.8.1 Under the ex-Bond Bill of Entry filing Regulations under the Customs Act, 1962, when goods that were initially stored in a bonded warehouse are being cleared for home consumption., several particulars and details must be checked to ensure proper compliance with customs regulations. Inter-alia this includes the following:

- (a) **Bonded Warehouse Details like unique code and Warehouse licence number of the bonded warehouse**
- (b) The Details of the Original Bonded Bill of Entry under which the goods were bonded, including its number, date, and customs clearance reference.
- (c) Date, when the goods were initially bonded, as per the records in the warehouse.
- (d) Warehouse Challan/Triplicate Copy: This is the document issued when goods are bonded, and it must match the goods being cleared.
- (e) The shipping documents match the goods being cleared, including the Bill of Lading or Airway Bill number.
- (f) Commercial Invoice: The commercial invoice must reflect the correct value of the goods and match the details provided in the original Bonded Bill of Entry.
- (g) Packing List: The packing list should clearly describe the contents of the consignment, and it should match the goods being cleared.

It follows, ipso facto, that the filer of the ex-bond bill of entry must ensure that all particulars regarding the import goods matches those declared in the Into Bond Bill of Entry filled for the warehoused goods by the importer. In the present case, all the Into-Bond Bills of Entry were filed by the original importer M/s Tata International Limited India. This fact has not been concealed but admitted by both M/s TIL and the Noticee.

17.8.2 Under the circumstances, it was incumbent upon M/s Glentech Industries Private Limited (M/s GIPL) while filing their ex-Bond Bill of entry, to declare every particular fact/ information so declared in the Into-Bond Bill of entry filed by M/s TIL. M/s GIPL had no other option to describe the goods in Ex-Bond Bill of Entry separately. In effect, it is submitted that the offence of mis declaration, assuming without conceding, if there was any, was by M/s TIL, the original importer, rather than by M/s GIPL, who were bound by the declaration of the first importer.

17.8.3 In the light of the foregoing, it is submitted that the charge of mis-declaration by M/s GIPL while filing the ex-Bond Bills of Entry, is not substantiated by the Department and it is humbly submitted that the same may be dismissed in its entirety.

17.9 The Noticee has not committed any violation of Customs Act to warrant confiscation under section 111 and consequent penalty under Section 112 (a) and (b) of the Act. It is not denied that the Noticee has filed the ex-Bond Bill of Entry for home consumption, and the responsibility of payment of duty lies upon him. However the Noticee was not guilty of any violation inviting confiscation under Section 111 of CA '62 as he was bound by the declaration filed by the original Importer M/s TIL. Whenever a Chemical/Oil is imported, it is prerogative of the department to get the same tested by a competent Laboratory. It is submitted that the charge of mis-declaration and consequent contravention inviting confiscation of the imported goods is a matter of concern to M/s TIL who are the original importer- of the goods.

17.9.1 By the same token, since the original offence of mis-declaration was committed not by M/s GIPL but by M/s TIL. M/s GIPL did not commit anything contravening the Customs Act; but duly followed all the laid down procedure for filing the ex-Bond Bill of

Entry and ensured that all their declaration/information matched all the particulars of the goods declared in the Into Bond Bill of Entry filed by M/s TIL. As such since no offence under the Customs Act was committed by M/s GIPL, the question of penalty under Section 112 (a) and 112 (b) against the Noticee M/s GIPL does not survive. It is requested that all aforesaid penalties against the Noticee be dropped

18. The department has further alleged that the Noticee is also liable to penalty under section 114A and Section 117 of the Customs Act, 1962. The said Sections are reproduced as under:

114A. [Penalty for short-levy or non-levy of duty in certain cases. [Inserted by Act 33 of 1996,

Section 64 (w.e.f. 28.9.1996).]

- Where the duty has not been levied or has been short-levied or the interest has not been charged or paid or has been part paid or the duty or interest has been erroneously refunded by reason of collusion or any wilful mis-statement or suppression of facts, the person who is liable to pay the duty or interest, as the case may be, as determined under sub-section (2) of section 28 shall also be liable to pay a penalty equal to the duty or interest so determined:]

[Provided that where such duty or interest, as the case may be, as determined under sub-section (2) of section 28, and the interest payable thereon under section 28-AB, is paid within thirty days from the date of the 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 duty or interest, as the case may be, so determined:

Provided further that the benefit of reduced penalty under the first proviso shall be available subject to the condition that the amount of penalty so determined has also been paid within the period of thirty days referred to in that proviso:

Provided also that where the duty or interest determined to be payable is reduced or increased by the Commissioner (Appeals), the Appellate Tribunal or, as the case may be, the Court, then, for the purposes of this section, the duty or interest as reduced or increased, as the case may be, shall be taken into account:

Provided also that in a case where the duty or interest determined to be payable is increased by the Commissioner (Appeals), the Appellate Tribunal or, as the case may be, the Court, then, the benefit of reduced penalty under the first proviso shall be available if the amount of the duty or the interest so increased, alongwith the interest payable thereon under section 28-AB, and twenty-five per cent. of the consequential increase in penalty have also been paid within thirty days of the communication of the order by which such increase in the duty or interest takes effect:

Provided also that where any penalty has been levied under this section, no penalty shall be levied under section 112 or section 114.

Explanation.-For the removal of doubts, it is hereby declared that

- (i) the provisions of this section shall also apply to cases in which the order determining the duty or interest under sub-section (2) of section 28 relates to notices issued prior to the date on which the Finance Act, 2000 receives the assent of the President;
- (ii) any amount paid to the credit of the Central Government prior to the date of communication of the order referred to in the first proviso or the fourth proviso shall be adjusted against the total amount due from such person.]

A plain reading of this section clearly indicated that this provision is applicable to the person who is liable to pay the duty or interest, as the case may be, as determined under sub-section (2) of section 28 shall also be liable to pay a penalty equal to the duty or interest so determined:]

18.1 It is submitted that there is no evidence to suggest that the Noticee deliberately mis-declared or sought to evade customs duty. It is reiterated that the Noticee had filed the ex-bond Bills of Entry and was bound to repeat the description of the import cargo as stated in the original warehousing Bill of Entry filed by M/s TIL. The Noticee was bound to abide by the declaration of M/s TIL. The Noticee GIPL was following the procedure laid down by the Customs Ex Bond Filing Regulations and could not have declared otherwise. There was as such no mens-era or any deliberate intention to mis-declare or to evade any customs duty. Therefore for the reasons aforesaid, no penalty is imposable on the Noticee.

18.2 It is submitted that the SCN itself does not clearly specify the commissions or omissions of the Noticee due to which the penalty is proposed to be imposed. The Hon'ble Tribunal in *Raj Television vs. CC 2007 (215) ELT 71* and *Chistia Textiles vs. CCE 2007 (212) ELT 41*, has held that there has to be a clear finding on the involvement of the officers, in the absence of which, no personal penalty can be imposed. Similarly,

in the absence of any clear allegations, no penalty can be imposed on the Noticee as well.

18.3 Further, it is a settled principle that no penalty can be imposed in the absence of mens-rea. In the case of *Akbar Badruddin vs. CC* (1990) 41 ELT 161 (SC), the Hon'ble Supreme Court while citing the judgement in the case of *Merck Spares vs. Collector of Central Excise and Customs, New Delhi* (1983) 13 ELT 1261, *Shama Engine Valves Ltd., Bombay vs. Collector of Customs, Bombay*, (1984) 18 ELT. 533 and *MadhusudanGordhandas and Co. vs. Collector of Customs, Bombay* (1987) 29 ELT 904, held that in imposing penalty, the requisite mens-rea has to be established. It has also been observed in *Hindustan Steel Ltd. v. State of Orissa*, (1969) 2 SCC 627:

"The discretion to impose a penalty must be exercised judicially. A penalty will ordinarily be imposed in cases where the party acts deliberately in defiance of law, or is guilty of contumacious or dishonest conduct, or acts in conscious disregard of its obligation, but not, in cases where there is a technical or venial breach of the provisions of the Act or where the breach flows from a bona fide belief that the offender is not liable to act in the manner prescribed by the statute"

18.4 It is reiterated that in filing the ex-bond Bills of Entry, the Noticee has acted in the bona-fide belief that the cargo imported by the M/s. TIL is CPO and has produced all the relevant documents and details evidencing the same. The SCN has not led any evidence that the Noticee had the mens-rea to evade the duty as alleged by the department.

18.5 The entire SCN is based on completely premeditated prejudicial allegation that the imported goods are not CPO but are an admixture of CPO, RBD and PFAD. The fact of blending is not anywhere prohibited. It is submitted that normally, in the case of chemicals, it is incumbent on the department to get the same tested before release of the consignment. In any case, the goods imported in the ship *DistyaPushti*, the content of that ship's cargo was tested by two prominent Laboratories who confirmed that the product was CPO for all purposes. We would, therefore, request you to cross examine the Vadodara Chemical Analyst to ensure principle of natural justice.

19. Penalty also cannot be imposed under Section 117 of the Customs Act. In view of the facts stated as aforesaid, there is no contravention of any provisions of the Customs Act 1962 by the Noticee and its Officials. As such the question of penal action under Section 117 does not arise. In any case, the Noticee in this case are not covered under Section 117. The Section 117 reads as follows:

"SECTION 117. Penalties for contravention, etc., not expressly mentioned. -Any person who contravenes any provision of this Act or abets any such contravention or who fails to comply with any provision of this Act with which it was his duty to comply, where no express penalty is elsewhere provided for such contravention or failure, shall be liable to a penalty not exceeding four lakh rupees.

19.1 It is reiterated that there is no evidence to suggest that the Noticee deliberately mis-declared or sought to evade customs duty. It is reiterated that the Noticee had filed the ex-bond Bills of Entry and was bound to repeat the description of the import cargo as stated in the original warehousing Bill of Entry filed by M/s TIL. The Noticee was bound to abide by the declaration of M/s TIL. The Noticee GIPL was following the procedure laid down by the Customs Ex Bond Filing Regulations and could not have declared otherwise. There was as such no mens-era or any deliberate intention to mis declare or to evade any customs duty. In following the provisions and procedure laid down by the Customs Act, the Noticee and its officials did not contravene any law or any provision of the Customs Act to justify the invocation of Section 117.

19.2 Further, under the provision of Section 117, penalty can only be imposed when there is no express penalty provided elsewhere for the contravention in question. In the present case, the SCN itself proposes to impose penalty under Section 114A and 112 of the Act for the alleged contraventions of the Noticee. Therefore, no separate penalty can be proposed/imposed under Section 117 of the Customs Act.

20. The SCN has also proposed penalty against Shri Sidhant Agarwal, Shri Sudhanshu Agarwal and Shri Amit Agarwal under the Provisions of Sections 112 (a) and (b) and 114AA and 117 of the Customs Act, for the same alleged contravention as imputed against the Noticee M/s GIPL. Inasmuch as the charges are the same, the defence against penalty is also the same as advanced in the case of M/s GIPL. So far as section 114AA is concerned, it is reproduced as under:

SECTION 114AA - 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.

It is submitted that the Department has not lead any evidence to establish that the aforesaid officials of GIPL/GVPL intentionally made any declaration or signed any statement or documents or caused such to be signed which was fake or incorrect in any material particular. We have already stated that the filer of Ex-Bond Bill of Entry are obliged to classify the goods under the same Tariff Head which was adopted by the In-Bond Bill of Entry filer. However, the Department should have got the imported goods tested. The department cannot rely on the Test Report of the goods imported earlier by another ship. Needless to say that the department had not tested the goods which was cleared by the Noticee covered by the Bills of Entry filed in earlier cases. No evidence has been led by the Department to establish that the act of blending of Crude Palm Oil and RBD Olein and PFAD is prohibited under any Law .

In any case, the Noticee and the aforesaid Officials totally deny having contravened section 114 AA of the Act. As seen from the foregoing paragraphs the Noticee and its Officials have acted in a bona fide manner and without any intention to evade duty.

20.1 Nevertheless at the risk of repetition, it is reiterated that on behalf of Shri Sidhant Agarwal, Shri Sudhanshu Agarwal and Shri Amit Agarwal that:

- a) The Noticee M/s GIPL and its sister concern M/s GVPL and the above mentioned Officials have carried out their part of the business activities in terms of the Agreement dated 9.3.2021.*
- b) None of their activities can be called irregular or in violation of any Indian Law, or even under Indonesian law.*
- c) None of the officials viz Shri Sidhant Agarwal, Shri Sudhanshu Agarwal and Shri Amit Agarwal along with the Noticee were the original importers of the import consignments.*
- d) The imported goods Crude Palm Oil are not prohibited goods.*
- e) Blending of Crude Palm Oil, RBD Olein and PFAD is not prohibited and the admixing of the same is not a prohibited activity.*
- f) It is clear from the investigations of the Departmental Officers, that the ownership of the goods, from the time of procurement of CPO, RBD and PFAD in Indonesia to the filing of the Into Bond Bills of Entry at Kandla Port, was under exclusive control of M/s TIL and the Noticee carried out its responsibilities as determined under the said 'agreement dated. 9.3.2021*
- g) The Show Cause Notice wrongly contends that M/s TIL were merely a trade facilitator and that good had been imported to enable M/s GIPL to sell the same in Indian markets.*

The said interpretation of the Department is manifestly wrong and flawed and does not stand up to scrutiny. It is reiterated that at the port of discharge at

Kandla, it was M/s TIL who filed the Into-Bond Bills of Entry and not M/s GIPL. It is emphasized that the Noticee is not the original Importer and the responsibility to declare the import goods as per the provisions of the Customs Act 1962 vested squarely on the original importer M/s TIL.

20.2 *The above allegation is also against the terms and conditions of para 3.1 of the Agreement dated 9.3.2021. The said para reads as follows:*

“3.1 Importation of Commodity and onward selling of Commodity. For the purpose of this Agreement, GLENTECH agrees and acknowledges that TISPL can import the commodity (ies) from the Overseas Supplier through Glentech and /or onward sell the same in Indian market through GLENTECH at its sole discretion and option.”

20.3. *M/s TIL might have disposed off the imported consignment through M/s GIPL, but that is matter of sole discretion of M/s TIL and not the right of M/s GIPL. This is further supported by the statement of Shri Amit Takkar of M/s TIL dated 07.01.2022 (RUD number 14 and para 6.1.3 of the SCN is referred) and from a perusal of para 12.2 of the SCN that M/s TIL was not the trade facilitator as claimed but rather positively involved in every stage from procuring of good to its importation at Kandla and the filing of the Bills of Entry declaring the import goods as crude palm oil (edible grade). As such the allegation that the goods were only imported for M/s GIPL is inconsequential and irrelevant.*

21. *It is further submitted that the Noticee when filing the ex-bond Bill of Entry, was bound to repeat the description of the import cargo as stated in the original warehousing Bill of Entry filed by M/s TIL. The Notice was bound to abide by the declaration of M/s TIL. The entire SCN is based on completely premeditated prejudicial allegation that the imported goods are not CPO but are an admixture of CPO, RBD and PFAD. Importing Blended Goods was not prohibited. It is submitted the Noticee has had the imported goods samples, tested by two independent and reputed Laboratories, who have tested the product over a far larger set of parameters than that covered by the Chemical Examiner of CRCL Vadodara. The Notice would like to cross examine the Chemical Examiner to determine the exact manner of collection, storage and testing of samples drawn by the Department. And whether the Chemical Examiner was competent to opine regarding the Nature of the Goods.*

22 (i) *It is further submitted that even if it is admitted that the imported goods are mixture, the same have to be classified as per the Rules of Classification of the Customs Tariff. Nowhere in the SCN, the department has dealt with the issue of classification of mixtures. One of the Rules, is that the Mixture of different products needs to be classified based on the essential Character of the product.*

22 (ii) **GENERAL RULES FOR THE INTERPRETATION OF THIS SCHEDULE**
Classification of goods in this Schedule shall be governed by the following principles:

1. The titles of Sections, Chapters and Sub-Chapters are provided for ease of reference only; for legal purposes, classification shall be determined according to the terms of the headings and any relative Section or Chapter Notes and, provided such headings or Notes do not otherwise require, according to the following provisions :

2. (a) Any reference in a heading to an article shall be taken to include a reference to that article incomplete or unfinished, provided that, as presented, the incomplete or unfinished article has the essential character of the complete or finished article. It shall also be taken to include a reference to that article complete or finished (or falling to be classified as complete or finished by virtue of this rule), presented unassembled or disassembled.

(b) Any reference in a heading to a material or substance shall be taken to include a reference to mixtures or combinations of that material or substance with other materials or substances. Any reference to goods of a given material or substance shall be taken to include a reference to goods consisting wholly or partly of such material or substance. The classification of goods consisting of more than one material or substance shall be according to the principles of rule 3.

3. When by application of rule 2(b) or for any other reason, goods are, *prima facie*, classifiable under two or more headings, classification shall be effected as follows :

(a) The heading which provides the most specific description shall be preferred to headings providing a more general description. However, when two or more headings each refer to part only of the materials or substances contained in mixed or composite goods or to part only of the items in a set put up for retail sale, those headings are to be regarded as equally specific in relation to those goods, even if one of them gives a more complete or precise description of the goods.

(b) Mixtures, composite goods consisting of different materials or made up of different components, and goods put up in sets for retail sale, which cannot be classified by reference to (a), shall be classified as if they consisted of the material or component which gives them their essential character, insofar as this criterion is applicable.

(c) When goods cannot be classified by reference to (a) or (b), they shall be classified under the heading which occurs last in numerical order among those which equally merit consideration.

4. Goods which cannot be classified in accordance with the above rules shall be classified under the heading appropriate to the goods to which they are most akin.

5. In addition to the foregoing provisions, the following rules shall apply in respect of the goods referred to therein : 1/4 (a) Camera cases, musical instrument cases, gun cases, drawing instrument cases, necklace cases and similar containers, specially shaped or fitted to contain a specific article or set of articles, suitable for long-term use and presented with the articles for which they are intended, shall be classified with such articles when of a kind normally sold therewith. This rule does not, however, apply to containers which give the whole its essential

character; (b) Subject to the provisions of (a) above, packing materials and packing containers presented with the goods therein shall be classified with the goods if they are of a kind normally used for packing such goods. However, this provision does not apply when such packing materials or packing containers are clearly suitable for repetitive use.

(REST are not relevant)

22 (iii). According to the department, as well as the Chemical Examiner Report, the imported product is a mixture of CPO, RBD and PFAD. There are two relevant Rules for interpretation which may be applied in this case. Rule 2(b) which reads as **(b) Any reference in a heading to a material or substance shall be taken to include a reference to mixtures or combinations of that material or substance with other materials or substances.**

Applying this Rule, the product imported is CPO. But two other substances have been mixed in this- that is RBD and PFAD. The rule does not stipulate that the quantity of a substance in the mixture may be criteria for classification of the mixture. Therefore, applying this rule, the imported product could be classified as CPO.

It is submitted that the essential character of the product was that of Palm Oil and not of RBD or PFAD. Hence the goods were rightly classified under heading 15111000 of the Customs Tariff.

22 (iv) Even if we prefer Rule 3 (b) of the Interpretative Rules, the result will be identical. The said Rule 3(b) of the Interpretative Rule is re-produced

(b) Mixtures, composite goods consisting of different materials or made up of different components, and goods put up in sets for retail sale, which cannot be classified by reference to (a), shall be classified as if they consisted of the material or component which gives them their essential character, insofar as this criterion is applicable.

Therefore, we have to cull out the essential character of the resultant product. That will bring us to find out the essential character of the mixed product. There is no doubt that the product was being used in food product. This can be verified from the fact of use of the mixed product. There is no doubt that the product was being traded as CPO and also used as CPO having lesser Acid value. Therefore, even after mixing the RBD and PFAD, the product was being traded as CPO only. Therefore, even after mixing, the imported goods was traded in the market as CPO. Hence, by applying Rule 3 (b) of the Interpretative Rule, even the mixture will be classifiable under 15111000.

23. To sum up, the activities of the Noticee, M/s GIPL and its sister concern M/s GVPL Singapore are part of regular business activities in terms of the Commodity, Supply and Service Agreement dated 9.3.2021. None of the activities of the Noticee can be called irregular or in violation of any Indian Law, or even under Indonesian law. The import goods Crude Palm Oil are not prohibited goods. Mixing of Crude Palm Oil, RBD Olein and PFAD is not prohibited and the admixing of the same is not a prohibited activity. The final Product still being traded as Crude Palm Oil.

24. It is clear from the investigations of the Departmental Officers, that the ownership of the goods, from the time of procurement of CPO, RBD and PFAD in Indonesia to its discharge at Kandla Port lay with M/s TIL and its sister concerns M/s TIWA (UAE) and

the Noticee carried out its responsibilities as determined under the said agreement dated. 9.3.2021. It was M/s TIWA who arranged the Country of Origin Certificate No. 2117495 dated 20.12.2021 from Dubai Chamber of Commerce.

25. The Ld Adjudicating Authority is humbly requested to allow the cross examination of the Chemical Examiner who conducted the tests of the samples taken from the cargo of M/s Distya Pushti since these Test Reports form the basis for all the duty demand on the current and earlier consignments.

26. The Noticee reserves the right to add, amend, modify any part of the submission hereinabove. The Noticee also reserves the right to expound, elaborate and explain any part of the submissions made herein above.

27. In view of the foregoing, it is humble submitted that the charges against the Noticee be dropped.”

19. M/s. Tata international Limited in their submission, inter alia, stated that-

A. NOTICEE PLACES RELIANCE ON THE SUBMISSIONS ON MERTIS MADE VIDE DETAILED REPLY DATED 26.06.2024

1. It is submitted that the Noticee has filed a detailed reply dated 26.06.2024 on merits. The Noticee refers, relies on and reiterates all the submissions made by the Noticee in its reply and prays that the same may be considered as the submissions of the Noticee in respect of the impugned SCN as well.

2. The Noticee reiterates the gist of the submissions on merits in the Noticee's reply dated 26.06.2024 as under:

- **Ground A** - The CPO has been correctly classified under the tariff item 15111000. The essential characteristic of the imported product as CPO has been confirmed by the test reports. Reliance is inter alia placed on common parlance test and end use test also since the imported product in common parlance is identified as CPO and the same is also regarded by end users as CPO for further refining and manufacture of products.

- Further, under General rule for interpretation 3(b), the classification of mixtures is determined by the material imparting the essential character. The quantum or percentage presence of the items is irrelevant; what is relevant is the essential character of the mixture which, as per the description in the transactional documents, is clearly the CPO.

- Moreover, Circular No. 85/2003 dated 24.09.2003 clarifies that CPO when it is not defined should be assessed based on test results indicating its need for further processing. The imported goods meet this criterion and are rightly classifiable under 15111000.

- **Ground B** – It is a settled position of law that the imported goods are to be levied to customs duty in the form in which they are at the point of time of importation. In this regard, the Noticee submits that the imported products are homogeneously blended product as described in the switch BoL i.e., ‘Crude Palm Oil (Edible Grade) in Bulk’, and any activities undertaken prior to importation are irrelevant for the purposes of determination of the classification of the imported products.

- **Ground C** - Classification of the imported products cannot be made under the residuary entry as proposed vide the impugned SCN.

- **Ground D** – The blending process undertaken in the present case, has resulted in a change in the description of the consignment i.e., RBD, CPO & PFAD to CPO, along with the change in the consignor and consignee, and the same is a recognized commercial practice. Hence, the allegation in the impugned SCN that issuance of switch BoL and non-

submission of original load port documents amounts to manipulation of documents is without any basis.

B. THE DEMAND RAISED ON MERITS IS NOT MAINTAINABLE, HENCE NO PENALTY CAN BE RAISED ON THE NOTICEE.

1. The Noticee submits that, basis the merits of the case and submission made by the Noticee, it is abundantly clear that the imported products are classifiable under HSN 15111000 as 'CPO'. The impugned SCN has failed to consider the fact that owing to the changes in the imported product after the blending and the changes in the particulars of the BoL pertaining to the consignor and the consignee, the switch BoL was rightly issued, and was not manipulated. The same is evident from submission made by Noticee in **Ground A** to **Ground D** of the Noticee's reply dated 26.06.2024. For the sake of brevity, the Noticee prays that the submissions enumerated in the reply dated 26.06.2024 filed by the Noticee should, *mutatis mutandis*, be considered as the submission in respect of the impugned SCN as well.

2. It is therefore submitted that since the demand on merits is not sustainable, the penalties sought to be imposed vide the impugned SCN deserves to be dropped.

C. PENALTY IS NOT IMPOSABLE UNDER SECTION 112 OF THE CUSTOMS ACT

1. The impugned SCN has erroneously alleged that the Noticee has played an active role in the mis-declaration of the ad-mixture of CPO, RBD, PFAD as CPO alone by classifying under CTH 15111000 instead of appropriate CTH 15119090 with an intent to evade the customs duty.

2. In this regard, the impugned SCN has alleged that the Noticee's act of alleged misclassification and misdeclaration of the imported goods with an intent to evade payment of duty has rendered them liable for penalty under Section 112 (a) and (b) of the Customs Act.

3. A bare perusal of the aforesaid Section would clearly indicate that penalty may be imposed under Section 112 of the Act when the goods are rendered liable for confiscation under any of the sub-sections under Section 111 of the Customs Act. Therefore, applicability of Section 111 of the Customs Act is examined hereunder.

The imported products in the present case cannot be rendered liable to confiscation under Section 111 of the Customs Act

5. The imported products in the present case cannot be rendered liable to confiscation under Section 111 of the Customs Act for the following reasons:

- there is no prohibition in force in respect of the imported goods and hence, 111(d) of the Customs Act is not applicable;
- there is no question of non-mention of the imported goods in the import manifest in the present case as the goods, viz. CPO were duly mentioned in the import manifest, and hence, Section 111(f) of the Customs Act is not applicable;
- there is no question of non-mention of the imported goods in the BoE in the present case as the goods, viz. CPO were duly mentioned in the BoE, and hence, Section 111(l) is not applicable; and

6. Clause (m) of Section 111 of the Customs Act is applicable when any goods which do not correspond any particular with the entry made under this Act. In this regard, the impugned SCN alleges that the Noticee's act of alleged misclassification and misdeclaration of the imported goods has rendered them liable for confiscation. In this regard, it is submitted that the Noticee has been in *bona fide* belief that the imported goods are to be classified as CPO under tariff item 15111000. Without prejudice to the same, the following submissions are also made in the present case.

Confiscation provision cannot be invoked in the case of allegation of misclassification of goods under the Customs Tariff

7. It is submitted that the Noticee classified the impugned goods under tariff item 15111000 under *bona fide* belief. It is now settled law that confiscation under Section 111 (m) cannot be

imposed merely because there is a dispute regarding classification of goods. In this regard, reliance is placed on the decision of the Hon'ble CESTAT in *Samsung India Electronics Pvt. Ltd. v. Principal Commissioner of Customs, Air Cargo Complex (Import), New Delhi, 2023 (12) TMI 1155 - CESTAT NEW DELHI*

4. PENALTY UNDER SECTION 114A OF THE CUSTOMS ACT IS NOT APPLICABLE IN THE PRESENT CASE

5. No suppression of facts or mens rea to evade payment of duty

6. Accordingly, no penalty can be imposed.

20. Shri Amit Thakkar, Shri Shrikanth Subbarayan vide their submissions interalia, submitted that-

1. CO-NOTICEE PLACES RELIANCE ON THE SUBMISSIONS MADE BY THE NOTICEE IN THE REPLY FILED BY THE NOTICEE TO THE IMPUGNED SCN

2. THE DEMAND RAISED ON NOTICEE IS NOT MAINTAINABLE, HENCE NO PENALTY CAN BE RAISED ON THE CO-NOTICEE.

3. PERSONAL PENALTY IS NOT IMPOSABLE IN THE CASE WHERE ASSESSEE IS OF THE BONAFIDE BELIEF REGARDING CLASSIFICATION EVEN IF ULTIMATELY QUESTION OF CLASSIFICATION IS HELD AGAINST THE ASSESSEE .

4. PENALTY IS NOT IMPOSABLE UNDER SECTION 112 OF THE CUSTOMS ACT

5. Penalty under Section 112 is not applicable as goods are not liable for confiscation

6. PENALTY UNDER SECTION 114A OF THE CUSTOMS ACT IS NOT APPLICABLE IN THE PRESENT CASE

7 No suppression of facts or *mens rea* to evade payment of duty

8 Accordingly no penalty are imposable

EXTENSION OF TIME LIMIT FOR ADJUDICATION-

21. Since the instant matter involved a large number of noticees and there were other 9 other cases involving the same issue, the adjudication of instant show cause notice could not be completed within stipulated time limit of one year from the date of show cause notice. Therefore, this office vide letter dated 20.12.2024 sought extension of time limit by further one year for the purpose of adjudication. Accordingly, the Chief Commissioner, Customs Zone, Gujarat granted extension of one year in terms of first proviso to Section 28 (9) of the Customs Act, 1962

RECORD OF PERSONAL HEARING-

22. Shri Kashyap P. Solanki and Shri Jignesh Ghelani, CA appeared for personal hearing on behalf of (i) M/s. Tata International Limited, Gandhidham, (ii) Shri Shrikanth Subbarayan, Head Agri Business Division, M/s. Tata International Pvt. Ltd. and (iii) Shri Amit Thakkar, Senior, Manager, M/s. Tata International Pvt. Ltd. on 19.12.2024. During the course of hearing, they reiterated the submissions dated 19.12.2024 alongwith compilations including of case laws. They requested to drop the proceedings.

23. Shri B K Singh, Advocate and Shri Sidhant Agarwal appeared for personal hearing on behalf of (i) M/s. Glentech Industries Pvt. Ltd, (ii) Shri Sidhant Agarwal, (iii) Shri Sudhanshu Agarwal, (iv) Shri Amit Agarwal on 05.11.2024. They reiterated the submissions dated 04.11.2024. They opposed the charges against them and requested the same be dropped as without merits. They relied on case laws submitted alongwith the said submissions.

24. Opportunities of personal hearing were provided to the remaining following noticees as given below:-

Sr.No.	Name of the notice	Dates of Hearing
1.	Capt. Julio Uytiepo	17.12.2024, 08.01.2025, 15.01.2025, 05.06.2025
2.	Capt. Liu Youyi	17.12.2024, 08.01.2025, 15.01.2025, 05.06.2025
3.	Capt. Sanjay Kumar	17.12.2024, 07.01.2025, 15.01.2025, 05.06.2025

4.	Telcom International PTE	17.12.2024, 07.01.2025, 17.01.2025,
5.	Oka Tankers PTE Ltd	17.12.2024, 07.01.2025, 15.01.2025 and 05.06.2025

However, they neither appeared nor made any submission in this regard. Sufficient opportunities have been provided to them considering the principle of natural justice.

DISCUSSION AND FINDINGS-

- 25.** I have carefully gone through the show cause notice, all the RUDs, written submissions and records of personal hearing and all the evidences available on record.
- 26.** The issues to be decided before me are the following:-
- (i) Whether the imported goods declared as “Crude Palm Oil” under CTH 15111000 as declared by the importer or the said goods are classifiable under CTH 15119090;
 - (ii) Whether blending of cargo on board the vessel is allowed;
 - (iii) Whether Bills of Lading are allowed to be switched in the facts of present case;
 - (iv) Whether the goods are liable for confiscation under Section 111 of the Customs Act, 1962;
 - (v) Whether penalties are liable to be imposed under various sections of the Customs Act, 1962;
 - (vi) Whether the ex-bonder M/s. GIPL is liable to pay differential duties of Customs amounting to Rs. 22,27,321/-under Section 28(4) of the Customs Act, 1962 alongwith interest under Section 28AAA of the Customs Act, 1962;

INVESTIGATION IN RESPECT TO MT DISTYA PUSHTI-

- 27.** I find that the investigation revealed that M/s. GIPL had entered into an agreement dated 09.03.2021 with M/s. Tata International Singapore PTE Ltd (TISPL), which is affiliate Company of M/s. TIL., for commodity supply and service agreement. As per the said agreement M/s. TIL would import the goods viz. Crude Palm Oil/Soya Oil/PFAD and other Edible Oils from the overseas suppliers or from TIL’s affiliates on behalf of M/s GIPL. As per the scope of the said Agreement, TISPL can import the goods from the overseas suppliers through M/s GIPL and/or sell the same in Indian market through M/s GIPL at its sole discretion and option.
- 28.** I find that M/s. TIL had purchased and imported different goods, viz., CPO, RBD and PFAD, however, in the import documents presented before Customs, they declared the product as CPO, by classifying the same under CTH 15111000. On perusal of the test reports, evidences recovered during investigation and statements of various persons recorded, it was revealed that M/s. TIL had procured CPO, RBD and PFAD from the suppliers in Indonesia and blended all the three products during voyage of the vessel ‘MT. Distya Pushti Vo MID-DP-07/21’. They had an arrangement of Switch Bill of Lading for the product such formed after blending of all three goods viz. CPO, RBD and PFAD.
- 29.** With respect to imports by MT Distya Pushti as discussed above, a show cause notice F.No. GEN/ADJ/COMM/764/2023-ADJN dated 23.12.2023

was issued to M/s. TIL and others and the same has been adjudicated vide OIO No. KND-CUSTM-000-COM-05-2025-26 dated 30.06.2025.

INVESTIGATION INTO PAST IMPORTS-

30. Further during the investigation it was revealed that the import of CPO was undertaken by M/s TIL, using similar *modus operandi* in the previous imported consignments imported vide Vessels “FMT GUMULDUR V.202109”, “MT HONG HAI6 V.2106”, “MT FMT EFES V.202111”, which resulted in short payment of Customs duties by various ex-bond filers. The instant case pertains to Ex-Bond Bills of entry filed by M/s. GIPL.

31. The details of the 12199.71 MT of admixture imported vide vessel FMT GUMULDUR V.202109 was purchased from M/s TIWA and declared as CPO in the bill of entry before Indian Customs is as below mentioned table:-

Sr. No.	COMMODITY loaded at load Port	QTY (MTs)	SUPPLIER (M/s.)	LOAD PORT	Warehou se Bill of Entry no.	Bill of Entry date
1	CPO	3499.71	OLAM	DUMAI, INDONESIA	5302477, 5302489,	03.09.2021
	RBD PALM OLEIN	8500	INL	KUALA TANJUBG, INDONESIA	5302500, 5302513, 5302519	
	PFAD	200	INL	KUALA TANJUBG, INDONESIA	& 5302523	
	Total	12199.7				

32. The details of the 15462.070 MT of admixture imported vide vessel MT HONG HAI6 V.2106 was purchased from M/s. Tata International Singapore PTE Ltd and declared as CPO in the bill of entry before Indian Customs is as below mentioned table:

Sr. No.	COMMODITY loaded at load Port	QTY (MTs)	LOAD PORT	Warehouse Bill of Entry no.	Bill of Entry date
1	RBD PALM OLEIN	6513.520	KUALA TANJUBG, INDONESIA	5916265, 5916285, 5916291 &	20.10.2021
	CPO	8948.550	Phuket, Thailand	5916292	
	Total	15462.070			

33. The details of the 12959.31MT of admixture imported vide vessel MT FMT EFES VOY. 202111 was purchased from M/s. TIWA and declared as CPO in the bill of entry before Indian Customs is as below mentioned table:

Sr. No.	COMMODITY loaded at load Port	QTY (MTs)	SUPPLIER (M/s.)	LOAD PORT	Warehouse Bill of Entry no.	Bill of Entry date
3	RBD PALM OLEIN	5086.015	PT INL	KAULA TANJUNG, INDONESIA	6212683 &	11.11.2021
	CPO	7873.290	THA CHANG	PHUKAT PORT, THAILAND	6212824	
	Total	12959.31				

34. The details of above imports are summarised below:-

Sr. No.	VESSEL NAME	SELLER	COMMODITY loaded at load Port	QTY (MTs)	SUPPLIER (M/s.)	LOAD PORT	Warehouse Bill of Entry no.	Bill of Entry date	Description of imported goods declared in bill of entry	QTY (MTs)
1	FMT GUMULDUR V.202109	M/s. TIWA	CPO	3499.71	OLAM	DUMAI, INDONESIA	5302477, 5302489, 5302500, 5302513, 5302519 & 5302523	03.09.2021	CPO	12199.71
			RBD PALM OLEIN	8500	INL	KUALA TANJUBG, INDONESIA				
			PFAD	200	INL	KUALA TANJUBG, INDONESIA				
			Total	12199.7						
2	MT HONG HAI6 V.2106	M/s. TISPL	RBD PALM OLEIN	6513.520		KUALA TANJUBG, INDONESIA	5916265, 5916285, 5916291 & 5916292	20.10.2021	CPO	15462.070
			CPO	8948.550		Phuket, Thailand				
			Total	15462.070						
3	MT FMT EFES VOY. 202111	M/s. TIWA	RBD PALM OLEIN	5086.015	PT INL	KAULA TANJUNG, INDONESIA	6212683 & 6212824	11.11.2021	CPO	12959.31
			CPO	7873.290	THA CHANG	PHUKAT PORT, THAILAND				
			Total	12959.31						

35. M/s. GIPL (IEC:AAICG1071A), among others, had filed the Ex-Bond BoE for Home consumption in respect of clearance of goods imported vide aforementioned vessels, as listed under Annexure – C to the instant show cause, by declaring the goods as CPO under CTH 15111000 in the said Bills of Entry.

36. I find that the refined goods viz. RBD & PFAD are part of the said resultant/ blended goods w.r.t. the Distya Pushti consignment around 74.1% RBD Palmolein & 1.2% PFAD which are refined goods. Further, w.r.t. to consignment imported through MT FMT Gumuldur, Hong Hai & MT FMT EFES, the ratio of refined goods are as under: -

Sr. No.	Name of the Vessel	Quantity of RBD Palmolein (%)	Qty. of PFAD (%)
01.	MT FMT Gumuldur	69.67	1.64

02.	Hong Hai	42.12	--
03.	MT FMT EFES	39.25	--

PRELIMINARY REMARKS TO EVALUATION OF EVIDENCE AND DISCUSSION ON THE QUESTION OF CLASSIFICATION-

37. I find from the record that, SCN alleges blending of CPO, RBD Palmolein and PFAD/ CPO and RBD Palmolein (as given in table above) before arrival of goods in India. It is also seen that importer noticee accepted such blending before arrival of declared goods for import in India and filed various documents such as IGM, Bill of Entry etc. Thus, blending of CPO, RBD and PFAD or CPO and RBD before arrival of goods for import in India is not in dispute.

38. SCN alleges that though CPO, RBD and PFAD or CPO and RBD were blended, the fact of blending was not declared at the time of filing of Bills of Entry for import of goods declared as Crude Palm Oil (Edible Grade) in Bulk. The Show Cause Notice relies upon Test reports issued by Head/Chemical Examiner, Central Excise & Customs Laboratory, Vadodara in respect of samples drawn from the respective 15 tanks, loaded at MT Distya Pushti, under Panchnama dated 03/04.01.2022. One such report dated 02.02.2022 is also reproduced in the show cause notice to seek classification under CTH 15119090 to treat the goods as Others. However, the instant show cause notice is in respect of past imports pertaining to FMT Gumuldur, MT HONG Hai and MT FMT EFES as shown in the table above. It is seen that the imported goods covered in the instant show cause notice were also obtained by blending CPO, RBD and PFAD or CPO and RBD. It is observed that CPO, RBD and PFAD were blended per vessel Gumuldur whereas CPO and RBD were blended onboard the vessels Hong Hai and EFES. The importer/noticee supports their declared description '*Crude Palm Oil (Edible Grade in Bulk)*' and its classification under CTH 15111000 on the basis of mainly on the gravamen of grounds being 'common parlance test'.

39. CUSTOMS TARIFF HEADING 1511-

Tariff Item		Description of goods
(1)	(2)	(3)
1511		PALM OIL AND ITS FRACTIONS, WHETHER OR NOT REFINED, BUT NOT CHEMICALLY MODIFIED
15111000	-	Crude oil
151190	-	Other:
15119010	---	Refined bleached deodorised palm oil
15119020	---	Refined bleached deodorised palmolein
15119030	---	Refined bleached deodorised palm stearin
15119090	---	Other

39.1 CTH 1507 to 1515 refers to vegetable oils, whether or not refined but not chemically modified. In terms of structure of Tariff, mixture of different oils get consigned to CTH 1517 or 1518. Mixture of a particular oil and its fractions rest under respective CTH heading.

39.2 In the present case, relevant 4 digit CTH is 1511 meant for Palm Oil and its fractions. Under 1511, there are two entries at single dot level (-) i.e. 'crude oil' (15111000) and 'other' (151190). Under 'other', there are 4 entries at three dot (---) level viz. 15119010, 15119020, 15119030 and 15119090.

39.3 In the present case only two entries are in contest i.e. 15111000 and 15119090. Thus it is necessary to understand the scope of 15111000 and 15119090.

39.4 Under 1511, there is no proposal in SCN nor any plea of importer to classify the goods under 15119010, 15119020 and 15119030 for the obvious reasons that the goods are not described or found to be of such description.

VALID PARAMETERS TO BE APPLIED TO ASCERTAIN THE SCOPE OF 15111000 and 15119090 TO CLASSIFY THE IMPUGNED GOODS -

40. From SCN and submissions of the noticees and relevant judicial pronouncements on the subject, it is seen that-

Crude Oil is not defined in tariff including chapter notes. However, there were judicial pronouncements that held raw palm oil to be crude oil (2017 (357) E.L.T. 899 (Tri.-Bom)) in the decision of Godrej Industries Ltd. Vs Commissioner of Customs Mumbai. In certain notifications of earlier period (such as Notification No. 21/2002-Cus. (Now 12/2012-Cus.), where exemption was available to 'edible' grade w.r.t specifications of acidic value and carotenoid value, the Tribunal held that 'edible' needs to be understood in view of supplementary note to Chapter 15 w.r.t Appendix B to the Prevention of Food Adulteration Rules, 1955 (PFA).

40.1 In this regard, it is necessary to state that word 'edible' doesn't find mention under CTH 1511 and also that crude palm oil is not mentioned under Appendix to PFA Rules, 1955. Said Appendix B refers to the standards pertaining to RBD Palm oil and RBD Palmolein.

40.2 It is also understood from the case of Cargill India Pvt. Ltd (2013(288) ELT.209 (Guj.) that the parameters of standards in PFA relating to items of CTH 1511 should not be used to decide classification of Crude Palm Oil, though they may be used to ascertain their eligibility to exemption notification meant for edible oils.

EVALUATING EVIDENCES TO ASCERTAIN CORRECT CLASSIFICATION-

41. In view of above findings, considering issues raised in SCN and submissions of importer/noticee, what becomes relevant in the facts of the present case, to ascertain the scope of 15111000 and 15119090, are as below and they are discussed in subsequent paras with the help of evidence on record-

- (i) Details of blending of CPO, RBD Palmolein and PFAD, and identity of resultant item - Is it 'Crude Palm Oil' or other than 'Crude Palm Oil'?
- (ii) In absence of definition of 'crude' in tariff, what is the relevance of HSN to decide the scope of two competing entries.

- (iii) Common Parlance Test
- (iv) Scope of 15111000 and 15119090

ISSUE OF CLASSIFICATION-

BLENDING OF CPO, RBD AND PFAD; IDENTITY OF RESULTANT PRODUCT: WHETHER THE PRODUCT SO OBTAINED BY BLENDING CAN BE TERMED AS "CRUDE" PALM OIL FOR THE PURPOSE OF CLASSIFICATION-

42. I find that it is not disputed by the importer-noticee i.e M/s. TIL that CPO, RBD Palmolein and PFAD (in case of Vessel GUMULDUR) and CPO and RBD in case of vessels HONGHAI and EFES were loaded at the ports of export and the said cargoes were blended onboard the vessels en-route to India. They have admitted to having blended the said goods in order to obtain the customized product i.e. CPO (Edible Grade) having lower Free Fatty Acid (FFA). They have argued that mixing CPO, PFAD and RBD Palmolein presented a strategic avenue for 'tailoring' the 'resulting oil' to specific industry requirements. They have further added that such blended CPO not only exhibited a lower FFA content but also retained all the essential characteristics of CPO as per the standard set by FSSAI. In support of such a gravamen of grounds they have relied upon various case laws.

NOTE ON ITEMS USED IN BLENDING-

43. Before proceeding further, it is necessary to understand the manufacturing/production process of CPO, RBD Palm oil, RBD Palm olein and PFAD in order to ascertain the true nature of the comingled cargo wherein CPO, RBD olein and PFAD were mixed in 24.7%, 74% and 0.12% respectively.

On going through the website <https://inl.co.id/bulk-products/> of M/s. Pt. Industri Nabati Lestari (One of the suppliers in the investigation), the process of CPO, RBD and PFAD are as given below:-

Crude Palm Oil (CPO)

is an edible oil that is extracted from the pulp of oil palm fruits and it is an important vegetable oil that is used as the raw material for both food and non-food industries. Main usage of Crude Palm Oil is for edible purposes after refining, and some was also used for energy purpose by turning it into biodiesel with Glycerine as the by product.

Crude Palm Oil specifications as below:-

- FFA as Palmitic : 5.0% Max
- Moisture & Impurities (M&I) : 0.5% Max



PFAD (Palm Fatty Acid Distillate)

is product of crude palm oil after refining. PFAD is used in many industries such as laundry soap, animal feed industries and also as raw material for the oleo chemical industry. PFAD is also often considered as a valuable and low cost raw material for bio-diesel production. It is composed of free fatty acids which are oleic, stearic and palmitic.

Palm Fatty Acid Distillate specifications as below :

- FFA as Palmitic : 70% Min
- Moisture & Impurities (M&I) : 1% Max
- Saponifiable Matter : 95% Min



Palm Fatty Acid Distillate (PFAD)

RBD PALM OIL

is derived from the process of refined, bleached and deodorized crude palm oil. One of the main applications of RBD Palm Oil is for cooking oil and formula for shortening, margarine and other edible purposes. RBD PO can also be processed further into RBD Palm Olein and RBD Palm Stearin.

RBD Palm Oil specifications as below :

- FFA as Palmitic : 0.1% Max
- Moisture & Impurities (M&I) : 0.1% Max
- Iodine Value (IV) : 50 – 55

- Melting Point : 36 – 39°C
- Color (5 1/4 Lovibond Cell) : 3 Red Max



RBDPO

RBD PALM OLEIN

Obtained from the fractionation of RBD Palm Oil which undergoes a crystallization process at a controlled temperature. One of the most prominent applications of RBD Palm Olein includes salads and cooking oil. RBD Palm Olein specifications are as follows:

Olein IV 56

- FFA as Palmitic : 0.1% Max
- M&I : 0.1% Max
- Melting Point : 24°C Max
- Color : 3 Red Max

Olein IV 58

- FFA as Palmitic : 0.1% Max
- M & I : 0.1% Max
- CP : 8 °C Max
- Color : 3 Red Max

Olein IV 60

- FFA as Palmitic : 0.1% Max
- M & I : 0.1% Max
- C P : 6 °C Max
- Color : 2 Red Max



RBDP OLEIN

RBD PALM STEARIN

RBD Palm Stearin is obtained from fractionating RBD Palm Oil to separate Olein from Stearin. RBD Palm Stearin is an essential raw materials used by shortening and margarine industries, as a source for producing specialty fats for coating in confectionery and also used in the manufacturing of oleochemicals.

RBD Palm Stearin specifications as below:

- *FFA as Palmitic : 0.2% Max*
- *Moisture & Impurities (M&I) : 0.15% Max*
- *Iodine Value (IV) : 48 Max*
- *Melting Point : 44°C Min*
- *Color (5 1/4 Lovibond Cell) : 3 Red Max*



RBD PALM STEARIN

44. From the above discussion, it is apparent that CPO is a crude form of palm oil whereas RBD olein and PFAD are obtained from refining from CPO. Therefore, the pertinent question that arises is whether the product so obtained by blending can be termed as “CRUDE” Palm Oil for the purpose of classification.

ARGUMENT THAT BLENDING WAS DONE IN PRECISE PROPORTION TO GET CPO WITH LOWER FFA-

45. I find that M/s. TIL, M/s. Glentech in their submission has argued that mixing CPO, RBD and PFAD presented as strategic avenue for tailoring the resulting oil to specific industry requirements. By blending these components in precise proportions, it becomes feasible to create a customized CPO with a reduced FFA content. They further argued that GIPL gave a proposal that there is more demand for CPO having FFA value below 3.5 in market and accordingly, proposed for blending of three different products. They further argued that the precise proportion in which the blending was to be done was decided by surveyor appointed by them as per the availability and other factors.

In this regard, I find that the arguments are contradictory as on the one hand they stated that certain FFA was achieved by blending in very precise proportions and on the other hand they argued that the blending was done as per the availability of oils. This shows that there was no fixed proportion and it was mixed as per the availability. The quantity (in %) of RBD and PFAD is discussed as below:-

Sr. No.	Name of the Vessel	Quantity of RBD Palmolein (%)	Qty. of PFAD (%)
01.	MT FMT Gumuldur	69.67	1.64

02.	Hong Hai	42.12	--
03.	MT FMT EFES	39.25	--
04.	MT Distya Pushti	74.10	1.20

Thus, it can be said that there was no precise proportion in which the goods were to be blended and it is just an afterthought that blending was done in precise proportions to get CPO with lesser FFA.

Therefore, the argument of the importer is not substantiated with evidence to prove that the blending was done to reduce the FFA content of CPO when the percentage of RBD is varying from 39% to 74% as mentioned above. Since CPO is mixed with RBD Palmolein, which is a refined product, the blended product can not be identified as 'Crude' as mixing Crude with Refined would not give a product being 'crude' in nature as provided under 15111000 in terms of compliance with HSN note discussed below, notwithstanding the fact that such product may require refining to conform to the standards of PFA Rules for further use. Such requirement of refining as per PFA rules or also that the agreements made thereto ipso facto cannot render HS Note inapplicable to facts of the case.

IN ABSENCE OF DEFINITION OF 'CRUDE' IN TARIFF, WHAT IS THE RELEVANCE OF HSN TO DECIDE THE SCOPE OF TWO COMPETING ENTRIES-

46. I find that the importer has relied on various case laws wherein import of crude palm oil has been examined by the respective courts/Tribunal for the purpose of checking eligibility for availing exemption as per the Notification and the courts/Tribunal in said cases have held that reliance on definition of CPO provided in the Notification can not be relied upon for the purpose of classification in order to deny the exemption as per the Notification. Further, it is worth noting that in neither of the cases, it has been ascertained whether the imported Palm oil was Crude or otherwise as the said Notification allowed exemption from the duties of Customs to goods declared as CPO and its fractions having fixed FFA and carotenoid content. Further, HSN notes have also never been examined in the said cited decisions.

47. Therefore, it becomes imperative on my part to examine and evaluate the HSN Note for the purpose of ascertaining whether the imported Palm Oil could be termed as "Crude" or otherwise for the purpose of 15111000.

47.1 According to the Explanatory Notes to the HSN, Oil is considered to be crude if it has not undergone any processing other than decantation, centrifugation or filtration provided that in order to separate the oil from the solid particles only mechanical force such as gravity, pressure or centrifugal force has been employed excluding any adsorption filtering process, fractionation or any other physical or chemical process.

47.2 The HSN notes has been discussed in the decision of Hon'ble CESTAT in the matter of M/s. Gujarat Ambuja Exports vs. Commissioner of Customs, kandla 2011 (269) E.L.T. 239 (Tri. - Ahmd.). The relevant paragraphs of the decision of Tribunal are reproduced herein below:-

"6. Admittedly, Crude Palm Oil has not been defined in the tariff. However, as pointed out by the learned advocate, the HSN provides the definition of crude oil, which is reproduced below :

“Fixed vegetable oils, fluid or solid, obtained by pressure shall be considered as ‘Crude’ if they have undergone no processing other than decantation, centrifugation or filtration, provided that in order to separate the oils from solid particles only mechanical force, such as gravity, pressure or centrifugal force, has been employed, excluding any adsorption filtering process, fractionation or any other physical or chemical process. If obtained by extraction oil shall continue to be considered as ‘crude’, provided it has undergone no change in colour, odour or taste when compared with corresponding oil obtained by pressure.”

7. *The above discussion about the tariff heading leads us to conclusion that the palm oil produced by mechanical extraction shall be considered to be ‘Crude’ provided it has undergone no change in colour, odour or taste when compared with corresponding oil obtained by pressure. The oil imported by the appellant has been tested and the test report by the Chemical Examiner reads as follows: The sample is in the form of reddish orange semi-liquid. It is palm oil having FFA (as palmitic acid) 4.1%, acid value 8.99%, total carotenoids (as beta carotene) 395 mg/kg.*

8. *In view of the fact that tariff heading clearly segregates the crude oil and others between 1511 00 and 1511 90 (divided to further headings), what we have to decide is as to whether the imported palm oil in this case is Crude or not. The Chemical Examiner has clearly stated that it was raw oil and he was not in a position to say whether any of the process as which according to HSN, would take the palm oil out of the description of the crude palm oil, have been carried out or not. We find considerable force in the argument advanced by the learned advocate that the imported product has to be classified under CTH 1511 10 00 only.”*

47.3 In view of the above decision, it is amply clear that an oil can be termed as crude if they had undergone no processing other than decantation, centrifugation or filtration. In case the adsorption process, fractionation or any other physical or chemical process is employed, the oil can not be considered as crude. Thus, I find that, test is to see whether an item under 1511 is Crude or not, and it is not merely Crude or Refined.

47.4 In the instant case, RBD and PFAD or RBD were blended with CPO. Both RBD and PFAD are obtained by such physical processes viz. demugging, de-acidification, refining, bleaching, odorizing, fractionation etc. which are beyond the scope of above processes listed in HSN Note and also changes the color of the goods as well as taste, odor and other characteristics like FFA and carotenoids. Therefore, in terms of HSN notes, blending RBD, PFAD and CPO or RBD and CPO, the admixture loses the characteristic of “Crude”.

47.5 Board Circular No. 85/2003-Cus dated 24.09.2003 underscores the importance of HS Note while understanding the nature of palm oil to be crude, and Circular is an evidence in the form of Contemporanea expositio.

47.6 Thus it is to state that Oil can be termed as “Crude” if they have undergone no processing other than decantation, centrifugation of filtration, provided that, in order to separate the oils from solid particles only mechanical force, such as gravity, pressure or centrifugal force has been employed, excluding any absorption filtering process, fractionation

or any other physical or chemical process. Therefore, the admixture of CPO, RBD and PFAD can not be termed as crude as the said product has been obtained by mixing crude oil with refined oil and a by product of the refinery process. The resultant product of blending has travelled beyond the nature of being 'crude' in terms of HSN though resultant product require further refining.

COMMON PARLANCE TEST- WHAT IS IT AND WHICH VIEW IT VALIDATES-

48. The importer Noticee has argued that the imported product can be classified as CPO by relying on the principle of common parlance test.

48.1. In this regard, Importer Noticee relies on following two grounds:-

- (i) Various parties to the transaction understood the goods to be CPO and in support of the same, that their supply was not disputed by the buyers in India, and in support they referred to the transaction between M/s. TIL and M/s. TIWA and the transactions between M/s. TIL and its customers in India.
- (ii) FSSAI NOC for clearance of goods, as the goods complied to the specifications prescribed under FSSAI 2006 and regulations made thereunder, is evidence enough to find goods to be CPO and such certification is the same as trade understanding.

48.2. As regards (i) above, as stated in foregoing paras, it is stated that what is sought to be imported is a product created by blending CPO, RBD Palmolein and PFAD to achieve lower FFA that will undergo refining subsequently. Importer noticee called it as CPO and SCN referred to it as admixture.

48.3. Regarding (ii) above, I find that the said NOC of FSSAI can not be relied upon while deciding the classification of the imported goods as the process of blending was not disclosed to the FSSAI authorities. Further, the said certification is an NOC for release of goods from the port only and not a test to certify whether the goods were Crude in nature or otherwise. The said certification doesn't verify the crude nature of the imported goods w.r.t HSN.

49. Accordingly, whether common parlance test is applicable in the instant case is discussed below:-

49.1 In the case of HITACHI HOME & LIFE SOLUTION LTD. Versus C.C. (IMPORT), NHAVA SHEVA, 2012 (285) E.L.T. 504 (Tri.-Bom), the Hon'ble Tribunal in Para 5.12 has held that-

An argument has been advanced to say that the term "refrigerator" used in the customs tariff should be interpreted not in technical terms but according to commercial parlance. This argument is fallacious as the customs duty applies to import and export transactions in commodity trade and the tariff takes into account the commercial parlance while classifying the products. The Indian Customs Tariff is based on the Harmonised System of Nomenclature (HSN in short). According to World Customs Organisation website -

"HSN is a multi-purpose international product nomenclature developed by the World Customs Organization. It comprises about 5000 commodity groups, each identified by a six digit code, arranged in a legal and logical structure and is supported by well-defined rules to achieve uniform classification. The system is used by more than 200 countries and economies as a basis for their Customs Tariffs and for the collection of

international trade statistics. Over 98% of the merchandise in international trade is classified in terms of the HS.”

In other words, the commercial parlance in international trade is already built into the Customs Tariff. Therefore, when the commodity classification is done under the HS code, it automatically satisfies the trade parlance test.”

49.2. Further, in the case of Oswal Agro Mills Ltd. Vs. CCE 1993 (66) E.L.T. 37 (S.C.), the Apex court held that-

“The goods are to be identified and then to find the appropriate heading, sub-heading under which the identified goods/products would be classified. To find the appropriate classification description employed in the tariff nomenclature should be appreciated having regard to the terms of the headings read with the relevant provisions or statutory rules of interpretation put up thereon.”

The Hon’ble Supreme Court in the above decision laid down the principle that before deciding the classification, the goods are required to be correctly identified.

49.3. The Hon’ble Apex Court in the case of AKBAR BADRUDDIN JIWANI Versus COLLECTOR OF CUSTOMS in para 36 held that-

“.....There is no doubt that the general principle of interpretation of Tariff Entries occurring in a text statute is of a commercial nomenclature and understanding between persons in the trade but it is also a settled legal position that the said doctrine of commercial nomenclature or trade understanding should be departed from in a case where the statutory content in which the Tariff Entry appears, requires such a departure. In other words, in cases where the application of commercial meaning or trade nomenclature runs counter to the statutory context in which the said word was used then the said principle of interpretation should not be applied.”

The Hon’ble Supreme Court in the above decision held that the doctrine of commercial nature (common parlance test) or trade understanding is not to be considered where the statutory content in which the Tariff Entry appears requires so.

49.4. Therefore, first the identity of the product is to be ascertained and then see if the common parlance test can be applied in the instant case. In the instant case, it is undisputed that CPO was mixed with RBD Palmolein and PFAD. Though the term CPO is not defined under Tariff or chapter/section notes however, whether an oil can be called as crude or otherwise is provided in HSN wherein it is clearly described as-

*“Oil is considered to be crude if it has not undergone any **processing** other than decantation, centrifugation or filtration provided that in order to separate the oil from the solid particles only mechanical force such as gravity, pressure or centrifugal force has been employed excluding any adsorption filtering process, fractionation or any other physical or chemical process.”*

49.5. The Hon’ble Tribunal in the decision of Health India Laboratories Vs.

Commissioner of C.Ex., Chennai (2007 (216) E.L.T. 161 (Tri.-Mad)), upheld or maintained in the the Supreme court, held that Classification based on HSN explanatory notes has a overriding precedence over trade parlance in classification of goods involving identical Chapter Headings.

- 50.** As discussed earlier, the imported product is not in the crude form as it is mixed with refined oil (RBD) and a byproduct of such refining process (PFAD). On mixing the said oils, the resultant product (which has been imported) loses the nature of “crude” or raw as the mixture contains RBD and PFAD which are obtained by processes other than decantation, centrifugation or filtration required under HSN.
- 51.** As regards claim to consider NOC of FSSAI as supporting their claim that trade also understood the goods as CPO, it is to state that-
- 51.1.** The said NOC of FSSAI can not be relied upon while deciding the classification of the imported goods as the process of blending was not disclosed to the FSSAI authorities. Further, the said certification is an NOC for release of goods from the port only and not a test to certify whether the goods were Crude in nature or otherwise. The said certification doesn't verify the crude nature of the imported goods w.r.t HSN.
- 51.2.** Further, Hon'ble HC of Gujarat in the case of Cargill India Pvt. Ltd (2013(288) ELT.209 (Guj.)laid down the principle that application of PFA certification to import of goods under CTH 1511 is only to the extent of understanding scope of exemption notification but not for the purpose of classification under CTH 1511.
- 52.** Further, Noticees in their submission stated that the CPO was mixed with RBD and PFAD in order to reduce FFA content as per the requirement of the domestic buyers in India. Therefore, it is amply clear that CPO (having higher FFA) and importer goods termed as CPO (having Lower FFA) have distinct marketability.
- 53.** Further, there is no evidence to suggest that such blended products are used in the trade parlance as “CPO”. In the instant case, it is clear that it was only an arrangement by the Indian domestic buyers and importer and other noticees to mis-declare their product as “CPO” in order to evade duties of Customs. There is no evidence to suggest that such blending of CPO with RBD and PFAD results in CPO and the same is used as “CPO” in the trade.
- 54.** In view of the above, common parlance test is not of any assistance to the importer noticee in the instant case for the following reasons:-

(i) To understand Tariff entry for Palm oil and its fractions, scientific and technical requirement of HSN prevails as explained in Akbar Badruddin Jiwani Versus Collector Of Customs 1990 (47) E.L.T. 161 (S.C.). and HEALTH INDIA LABORATORIES VERSUS COMMISSIONER OF C. EX., CHENNAI 2007 (216) E.L.T. 161 (Tri. - Chennai)

(ii) The imported product can not be identified as Crude Palm Oil as the goods have been created by blending Crude Oil with refined Oil and fraction of such refining process (PFAD), and the nature of goods have travelled beyond the scope of relevant HSN Note .

(iii) There is no evidence to suggest that such blended products are used as CPO in the market apart from the current transactions.

(iv) Customs tariff being based on the HSN is already built on the Common/ Trade test as held in HITACHI HOME & LIFE SOLUTION LTD. Versus C.C. (IMPORT), NHAVA SHEVA, 2012 (285) E.L.T. 504 (Tri.-Bom).

SCOPE OF 15111000 and 15119090- Whether the classification of imported goods is 15111000 or 15119090-

55. In this regard, first scope of CTH 15111000, 151190 and 15119090 are to be examined. The Tariff Sub-Headings of CTH 1511 are once again reproduced as under:-

Tariff Item		Description of goods
(1)	(2)	(3)
1511		PALM OIL AND ITS FRACTIONS, WHETHER OR NOT REFINED, BUT NOT CHEMICALLY MODIFIED
15111000	-	Crude oil
151190	-	Other:
15119010	---	Refined bleached deodorised palm oil
15119020	---	Refined bleached deodorised palmolein
15119030	---	Refined bleached deodorised palm stearin
15119090	---	Other

56. I find that Chapter heading 1511 includes Palm oil and its fractions whether or not refined but not chemically modified. In this regard, I reproduce General Note (B) to Chapter 15 that interalia states the scope of CTH 1511-

“(B) Heading 15.07 to 15.15 of this chapter cover the single (i.e. not mixed with fats or oils of another nature), fixed vegetable fats and oils mentioned in the headings, together with their fractions, whether or not refined, but not chemically modified

Vegetable fats and oils occur widely in the nature and are found in the cells of certain parts of plants (e.g. seeds and fruit) from which they are extracted by pressure or by means of solvents.”

SCOPE OF 15111000-

57. The said Tariff Entry having single dash (-) includes Crude Oil. Thus, the said entry is exclusively for Crude Palm Oil. In terms of HSN note as explained above, the tariff entry 15111000 shall include Crude Palm Oil obtained from the process of decantation, centrifugation or filtration. Once any other process is carried out, it takes the goods out of the scope of 15111000.

SCOPE OF 151190-

58. The Chapter sub heading 151190 having single dash (-) refers to Other which implies that this sub heading is for goods other than provided in CTH 15111000 i.e. Palm oil and its fractions which are not crude, and shall fall within the scope of CTH 151190-Other. 151190 is further divided into entries RBD Palm Oil (15119010), RBD Palm olein (15119020), RBD palm stearin (15119030) and Others (15119090). RBD Palm stearin is a fraction obtained during refining process of RBD Palm oil

to RBD Palmolein. Clearly, CTH 151190 includes goods other than 'crude as provided for under 15111000'. Thus, 151190 includes refined Palm Oil&fractions and also impugned goods that fail to fit in under 15111000

SCOPE OF 15119090-

- 59.** Clearly, CTH 151190 includes goods other than 'crude as provided for under 15111000'. Thus, 151190 includes refined Palm Oil&fractions and also impugned goods that fail to fit in under 15111000
- 60.** As already discussed in the foregoing paras, the imported goods cannot be considered as "Crude Oil" therefore, the goods don't merit classification under CTH 15111000. Whether the said imported goods can be classified as RBD palm olein or not is not the case of importer noticee and also of SCN.
- 61.** In this regard, reference is once again invited towards the Para 5 of the decision of Hon'ble CESTAT, Chennai in the matter of Pandi Devi Oil Industry Vs Commissioner of Customs, Trichy, referred supra, wherein the Hon'ble Court noted that:-

"5. We also find that the Commissioner has correctly identified the issue by discussing the tariff headings as under:-

"There are two sub-divisions of Entry 1511. First is 1511 10 00 which covers Crude Palm Oil and second 1511 90 which covers Palm Oil other than Crude Oil. The second category has been further divided into three sub-categories. First, if the Oil is refined, bleached and deodorized, then it is to be classified under Heading 1511 90 10 or 1511 90 20 depending on whether the oil is Palm or Palmolein. If a non-crude oil is not covered under 1511 90 10 or 1511 90 20, then the same is classifiable under Heading 1511 90 90. Therefore, the basic issue is whether the imported goods are Crude Oil."

- 62.** The judgements referred by the noticee viz. Kanchan Oil Industries Ltd. v. Commr. Of Cus. (Port), Kolkata [2019 (368) E.L.T. 96 (Tri. - Kolkata)] affirmed by the Hon'ble Supreme Court in 2023 (386) E.L.T. 4 (SC) and Pandi Devi Oil Industry v. Commissioner of Customs, Trichy and Vice – Versa [2015 (9) TMI 817 - CESTAT CHENNAI] are not applicable in the instant case as the said case pertained to import of Crude Palmolein whereas in the instant case, the imported goods are composed of admixtures of RBD, PFAD and CPO.
- 63.** In view of the above discussion and findings, I hold that the goods imported and warehoused by the noticee (M/s. TIL) and cleared by M/s. G-One Agro in domestic market on filing of ex-bond bills of entry are correctly classifiable under CTH 15119090 as Other and they are liable to pay differential duties of customs as proposed in the show cause notice alongwith interest under Section 28(4) of the Customs Act, 1962.
- 64.** Both SCN and noticee have accepted the fact of blending resulting goods that are imported into India. SCN refer to such resultant product as admixture, whereas importer noticee declared it as 'CPO'.
- 64.1.** As per HSN, fixed vegetable oils obtained by pressure shall be considered as 'Crude' if they have undergone no processing other than decantation, centrifugation or filtration,
- 64.2.** Therefore, the argument of the importer is not substantiated with evidence to prove that goods in question underwent only the processes specified in HSN i.e. decantation, centrifugation or filtration. In fact, by

their own admission of the facts, it is seen that the inputs used for blending had undergone processes other than decantation, centrifugation or filtration as the said inputs were refined in nature.

- 64.3.** Thus, mixing Crude with Refined would not give rise to a product being 'crude' in nature, as provided under 15111000, due to non compliance with HSN note discussed, notwithstanding the fact that such resultant product may require refining to conform to the standards of PFA Rules for further use. For the said reasons, mere NOC of FSSAI or that the agreements made for supply of CPO, ipso facto cannot render HS Note inapplicable to facts of the case. The product arising from blending of CPO, RBD and PFAD, as in the present case, is not the same as CPO obtained through decantation, centrifugation or filtration as provided in HSN notes.
- 64.4.** On mixing the said oils, the resultant product (which has been imported) loses the nature of "crude" as the mixture contains RBD and PFAD which are obtained by processes other than decantation, centrifugation or filtration required under HSN. Test is to see whether an item under 1511 is Crude or not, and it is not merely Crude or Refined. Thus, 1511 refers to goods that are not Crude as understood in terms of HSN note. If a non-crude oil is not covered under 1511 90 10 or 1511 90 20 or 15119030, then the same is classifiable under Heading 1511 90 90.
- 64.5.** Thus, w.r.t said construction of Tariff entry 15111000 read with Rule 2 and Rule 3 of GIR, the subject goods are correctly classifiable under 15119090.

Whether the instant case involves mis-declaration in order to evade duties of Customs-

- 65.** I find that there are evidences which indicate that CPO, RBD Palmolein and PFAD were loaded at the load ports and onboard blending was carried out during the voyage to discharge port Kandla. On blending, the new Bills of Lading were issued having the description of goods as 'CPO' switching the original Bills of Lading having the description as CPO, RBD Palmolein and PFAD.
- 66.** In this regard, it is worth noting that none of the noticees has disputed the facts of blending of the said cargos onboard and switching of Bills of lading rather they have argued that blending onboard and switching Bills of lading are internationally accepted trade practices and the resultant product on mixing of the goods was "CPO" (Crude palm Oil) only.
- 67.** Therefore, in view of the above evidences, the following issues are to be addressed in order to decide whether the mis-declaration was done with an intent to evade duties:-
- (i) Whether blending of cargo onboard the vessel is allowed as per the international maritime laws;
 - (ii) Whether the practice of switch Bill of lading allows change in description of goods in pursuance of blending of goods;
 - (iii) Whether the argument of M/s. TIL, M/s. GIPL that all the processes including blending and switch bill of lading was well documented in the charter agreement and voyage order and there was no suppression of the facts;

Whether Blending of Cargo is allowed onboard-

- 68.** M/s. GVPL/GIPL and its directors/employees submitted that mixing of CPO, RBD and PFAD does not violate any of the provisions of Customs Act, 1962. They have further argued that the alleged violation is mis-declaring the same before the Customs Authority at the time of filing the

In-Bond Bills of Entry/Bills of Entry and then by filing Ex-Bond Bills of Entry or filing home consumption Bills of Entry for home consumption which would result or resulted in mis-declaration of the imported goods and subsequently evasion of Customs Duty. It is submitted that the classification of any imported goods is legal responsibility and within the domain of the Customs Authority and more so, when the commodity involved was Chemicals. Claiming classification of a product is not an offence.

- 69.** In this regard, it is important to note that the show cause notice not only challenges the classification of the goods but also the description of goods and the show cause notice categorically mentions that the imported products were mis-declared in terms of description of the goods. The issue of classification has already been dealt in the earlier section of this order which has established that the goods were mis-declared in order to evade duties of customs.
- 70.** Further the argument of the noticee that mixing of CPO, RBD and PFAD does not violate any of the provisions of Customs Act, 1962 is not sustainable as such admixing/blending of cargoes during the voyage of the vessel has resulted into a new product which has been mis-declared before the authorities of customs, which is in contravention of Section 46 of the Customs Act and such contravention of the provisions of Customs Act, 1962 beyond the territorial waters of India is duly covered under Section 1(2) of the Customs Act, 1962.
- 71.** They have further argued that blending was done on board the vessel and no where it is stated that such blending is against any Indian Law as there is no Indian jurisdiction beyond Indian shores. It is clarified that there was no violation of any Indonesian Law either.
- 72.** Proceeding further, it is important to examine whether onboard mixing or physical blending of two or more liquid cargoes is allowed or otherwise and to what extent.
- 73.** Blending of cargoes during sea voyage—especially in the context of international maritime trade—is governed by a combination of international maritime law, flag state regulations, and the laws of the importing and exporting countries.
- 74.** As of January 1, 2014, the International Maritime Organization (IMO) implemented SOLAS Regulation VI/5-2, which prohibits the blending of bulk liquid cargoes and production processes during sea voyages. This regulation aims to prevent environmental pollution and ensure maritime safety. However, blending operations may be permitted under certain conditions, such as when the vessel is in port and with appropriate approvals. Prohibition of the blending of bulk liquid cargoes and production processes during sea voyages:-
 1. The physical blending of bulk liquid cargoes during sea voyages is prohibited. Physical blending refers to the process whereby the ship's cargo pumps and pipelines are used to internally circulate two or more different cargoes with the intent to achieve a cargo with a new product designation. This prohibition does not preclude the master from undertaking cargo transfers for the safety of the ship or protection of the marine environment.
 2. The prohibition in paragraph 1 does not apply to the blending of products for use in the search and exploitation of seabed mineral resources on board ships used to facilitate such operations.
 3. Any production process on board a ship during sea voyages is prohibited. Production processes refer to any deliberate operation whereby a chemical reaction between a ship's cargo and any other substance or cargo takes place.
 4. The prohibition in paragraph 3 does not apply to the production

processes of cargoes for use in the search and exploitation of seabed mineral resources on board ships used to facilitate such operations.

- 75.** However, the Maritime Safety Committee (MSC) has agreed that blending operations (and assumingly any production processes) would be permitted on board when conducted in port or while moored, for example, where it is presupposed that safer conditions would exist and additional spill response equipment would be readily available.
- 76.** In view of the above, it is clear that blending onboard the vessel during voyages is not allowed with exceptions as given above. However, such blending is allowed when conducted in port so as to minimize the effect of any spill occurring during such mixing.
- 77.** In the instant case, it is seen that the blending has been carried out during the voyage and not at the port, therefore, in view of the above, it is clear that such blending was in contravention of the International Maritime laws.

Whether Switch Bills of lading are allowed-

- 78.** A switch bill of lading is often used when a “triangle trade” takes place. A Switch Bill of Lading is simply the second set of bills of lading that may be issued by the carrier or their agent “in exchange for” or “substituting” the full first set of bills of lading originally issued when the shipment was effected. Switch bills of lading may be requested or required for a few different reasons.
- (i) When there has been a change in the original trading conditions ;
 - (ii) Goods have been resold (probably high-seas sale) and the discharge port has now changed to another port ;
 - (iii) The seller (who could be an intending agent) does not wish the name of the actual exporter to be known to the consignee in case the consignee strikes a deal with the exporter directly ;
- 79.** In the instant case, it is seen that three different cargoes (having RBD Palmolein, CPO and PFAD) were blended onboard the vessel and bills of lading were switched while declaring the description of goods as ‘CPO’. As already discussed in the previous section of this order, the imported goods merit classification under CTH 15119090 as Others and not as CPO under CTH 15111000, therefore, it is clear that the intention of the importers alongwith other noticees were malafide to evade duties of customs. Thus, the practice of Switch Bill of lading has been misused by the noticees in order to evade duties of Customs. Clearly, as alleged in the Show cause notice, Refined Palm Oil attracts higher rate of duties of customs and Crude Palm Oil attracts lesser rate of duty, therefore, this plan was devised by the noticees to mis-declare the goods in order to defraud the Revenue. The facility of Switch Bill of Lading does not allow mis-declaration of imported goods. The importer and other noticees have failed to declare the correct description, nature and constituents of the imported goods which clearly establishes their malafide intent to evade the duties of Customs. Clearly, the facts and true nature of the goods have been suppressed by the importer and other noticees from the custom authorities.
- 80.** In this regard, it is important to examine the Schedule to the Indian Carriage of Goods by Sea Act, 1925, reproduced below:-

SCHEDULE

RULES RELATING TO BILLS OF LADING

ARTICLE I.- Definitions.

In these Rules the following expressions have the meanings hereby assigned

to them respectively, that is to say-

(a) "carrier" includes the owner or the charterer who enters into a contract of carriage with a shipper:

.....

(e) "Carriage of goods" covers the period from the time when the goods are loaded on to the time when they are discharged from the ship.

ARTICLE III.—Responsibilities and Liabilities

2. Subject to the provisions of Article IV, the carrier shall properly and carefully load, handle, stow, carry, keep, care for and discharge the goods carried.
3. After receiving the goods into his charge, the carrier, or the master or agent of the carrier, shall, on demand of the shipper, issue to the shipper a bill of lading showing among other things-
 - a. The leading marks necessary for identification of the goods as the same are furnished in writing by the shipper before the loading of such goods starts, provided such marks are stamped or otherwise shown clearly upon the goods if uncovered, or on the cases or coverings in which such goods are contained, in such a manner as should ordinarily remain legible until the end of voyage;
 - b. either the number of packages or prices, or the quantity, or weight, as the case may be, as furnished in writing by the shipper;
 - c. the apparent order and condition of the goods:

Provided that no carrier, master or agent of the carrier, shall be bound to state or show in the sea carriage document any marks, number, quantity, or weight which he has reasonable ground for suspecting not accurately to represent the goods actually received, or which he has had no reasonable means of checking.

- 81.** Clearly, Rule 3(a) of Article III.- Responsibilities and Liabilities clearly states that *the Bill of Lading shall show leading marks necessary for identification of the goods as the same are furnished in writing by the shipper before the loading of such goods starts*, provided such marks are stamped or otherwise shown clearly upon the goods if uncovered, or on the cases or coverings in which such goods are contained, in such a manner as should ordinarily remain legible until the end of voyage. This clearly implies that it is the responsibility of the carrier to carry the same goods which have been loaded at the port with clear identification marks which can be identified at the discharge port.
- 82.** However, it is pertinent to note that the above Rule applies to ship/vessel leaving the Indian port. In this regard, on going through the Indian Carriage of Goods by Sea Act, 1925, it is seen that the International Conference on Maritime Law held at Brussels in October, 1992, the delegates at the Conference, agreed unanimously to recommend their respective Governments to adopt as the basis of a convention a draft convention for the unification of certain rules relating to bills of lading.
- 83.** In view of the above discussion and findings, I find that neither the load port nor the discharge port allows change in description of goods in the Bills of Lading and it is the responsibility of the carrier including charterer (TATA UAE/payment charterer and Glentech Singapore/performance charterer) to discharge the same goods which were loaded on the vessel. Thus, it is clear that the description of goods (nature, grade, quantity, classification, etc.) cannot be changed when issuing a switch bill of lading.
- 84.** Thus, the importer and other noticees have attempted to mis-lead the customs authorities in order to evade duties of customs.

CONFISCATION OF GOODS-

- 85.** I find that despite being aware of the true nature of the impugned goods (i.e. the blended goods having FFA<3.5 and refining is cheaper in respect of such goods as percentage of RBD is more and their resultant product is admixture of Crude Palm oil, PFAD and RBD only), the manner adopted by the importer for mis-classification of impugned goods for the sole purpose of claiming lower rates of duty is indicative of their *Mensrea*. Therefore, by not declaring the true and correct facts, at the time of import in the W.H. Bills of Entry, M/s. TIL by mis-declaring and misclassifying the goods as 'CPO' have indulged in suppression of facts with intent to evade payment of applicable BCD and Additional duty of Customs. In view of the foregoing, the amount of customs duty short paid on account of mis-declaration and misclassification by M/s. TIL and other ex-Bond filers of the Bills of Entry for Home Consumption as per Annexure-B is required to be recovered from such importers. The above action on the part of M/s. TIL and such Ex-Bond filers of Bills of Entry for Home Consumption have rendered the goods(non-seized and already cleared) liable for confiscation under Section 111 of the Customs Act, 1962, which are already cleared on payment of lesser amount of customs duty.
- 86.** I find that Section 111(d), 111(f) and 111(l) are not applicable in the instant case for the following reasons:-

111(d)- there is no prohibition in force in respect of the imported goods and hence, 111(d) of the Customs Act is not applicable;

111(f)-there is no question of non-mention of the imported goods in the import manifest in the present case as the goods, viz. CPO were duly mentioned in the import manifest, and hence, Section 111(f) of the Customs Act is not applicable;

111(l)- there is no question of non-mention of the imported goods in the BoE in the present case as the goods, viz. CPO were duly mentioned in the BoE, and hence, Section 111(l) is not applicable; and

- 87.** However, the goods are liable for confiscation under Section 111(m) of the Customs Act, 1962 as the imported goods do not correspond to the description of goods mentioned in the W/H as well as ex-bond Bills of Entry.
- 88.** In the instant case, it is seen that goods were cleared in the past and were never seized by the department. In such cases, redemption fine is imposable if it is found that the goods were liable for confiscation. In this regard, reliance is placed on the decision *Visteon Automotive Systems India Limited v. CESTAT, Chennai 2018 (9) G.S.T.L. 142 (Mad.)* and *Synergy Fertilchem Pvt. Ltd v. State of Gujarat 2020 (33) G.S.T.L. 513 (Guj.)* to hold that the availability of the goods is unnecessary for imposing the redemption fine or penalty.

CONFISCATION OF VESSELS-

- 89.** Further, I find that the vessels MT FMT Gumuldur (non-seized- cleared in past), and MT.FMT EFES (non-seized- cleared in past) and MT Hong Hai6 (non-seized- cleared in past), were used for transporting the said goods have been proposed liable for confiscation under Section 115 of the Customs Act, 1962 in the instant Show Cause Notice.
- 89.1.** In this regard, it is observed that all three vessels have been held liable for confiscation for the past imports in the case of SCN issued to M/s. G-

One Agro Products Ltd. which has been adjudicated vide OIO No. KND-CUSTM-000-COMM-06-2025-26 dated 30.06.2025 and since the vessels were not available for confiscation, redemption fines of Rupees One Crore each were imposed.

- 89.2.** Since the vessels have been used for transporting the subject goods, therefore, the said vessels are liable for confiscation and as the vessels have been allowed to be redeemed on payment of Rs. One crore each as mentioned earlier, in the instant case, a lenient view is taken while imposing redemption fine.

CALCULATION OF DIFFERENTIAL DUTY-

- 90.** M/s. TIL and M/s. GIPL, in connivance with each other devised a strategic plan to import admixture of CPO, RBD and PFAD, by mis-declaring the same as CPO. They purchased CPO, RBD and PFAD in Indonesia/ Thailand from different suppliers. They entered into Charter Agreement for transporting the goods from Indonesia and Thailand to India with M/s. OKA Tankers PTE Ltd. through vessel 'MT Hong Hai6 V.2106' and M/s. Telcom International PTE Ltd, through vessels 'MT FMT Gumuldur V.202109' and 'MT FMT EFES V.202111' having blending facility and switching of Bills of Lading clause in the agreements. The details of the goods loaded at different ports and imported vide different vessels and after blending, the goods described in the bill of entry are as per below mentioned table—

Sr. No.	VESSEL NAME	COMMO DITY loaded at load Port	QTY (MTs)	LOAD PORT	Bill of Lading no.	Ware House Bill of Entry
1	FMT GUMULDUR Voy.202109	CPO	3499.71	DUMAI, INDONESIA	DMI/DEE/02 and DMI/DEE/03 dated 12.08.2021	5302477, 5302489, 5302500, 5302513, 5302519 & 5302523 ; all dated 03.09.2021
		RBD PALM OLEIN	8400.300	KUALA TANJUBG, INDONESIA	KTG/DEE/01 dated 17.08.2021	
		PFAD	200	KUALA TANJUBG, INDONESIA	KTG/DEE/02 dated 16.08.2021	
		Total	12100.01			
2	MT HONG HAI6 V.2106	RBD PALM OLEIN	6513.520	KUALA TANJUBG, INDONESIA	KTG/DEE/01 dated 30.09.2021	5916265, 5916285, 5916291 & 5916292 all dated 20.10.2021
		CPO	8948.550	Phuket, Thailand	HH6V2106PHU-02 , HH6V2106PHU-02 dated 06.10.2021	
		Total	15462.07			
3	MT FMT EFES VOY. 202111	RBD PALM OLEIN	5086.015	KAULA TANJUNG, INDONESIA	KTP/DEE/01 dated 26.10.2021	6212683 & 6212824 ; both dated 11.11.2021
		CPO	7873.290	PHUKET PORT, THAILAND	KTP/DEE/02 and PHP/DEE/03 dated 31.10.2021	
		Total	12959.31			

- 91.** In view of above, total 40521.398 MT of admixture of CPO, RBD and PFAD were imported through the above mentioned 03 vessels viz., MT FMT Gumuldur V.202109, MT Hong Hai6 V.2106, MT FMT EFES V202111 and mis-declared the same as CPO before Customs Authorities at Kandla Port.

92. The documentary as well as oral evidences, as discussed in brief in foregoing paras conclusively establish that though M/s. TIL had imported admixture of CPO, RBD and PFAD and while filing warehouse bill of entry at the Kandla port, M/s TIL in the import documents mis-declared the entire quantity of 40521.39 MT cargo as CPO brought into the country vide vessels MT FMT Gumuldur V.202109, MT Hong Hai6 V.2106, MT FMT EFES V202111 and mis-classified the same under CTH 15111000 by suppressing the facts that the goods imported were actually admixture of CPO, RBD and PFAD, CPO and RBD respectively which merits classification under CTH 15119090. The above act on the part of M/s. TIL subsequently resulted in short payment of customs duties by M/s. GIPL to the tune of Rs, 22,27,321/- and thus, defrauding the government exchequer.

92.1. CBIC vide following notification have notified the tariff rate of items vide various non- tariff notification of Customs. The notifications applicable on the date of presentation of Bills of Entry for Home consumption by M/s. GIPL are:-Notification No. 73/2021 – Customs (N.T.) dated 15.09.2021, 87/2021- Customs (N.T.) dated 15.09.2021, 87/2021- Customs (N.T.) dated 29.10.2021, 95/2021 dated 30.11.2021 and 06/2022 dated 31.01.2022 respectively. The tariff rate (USD per metric Ton) are notified therein, and mentioned as below:-

Notification No.	Sr No.	Chapter/ heading/ sub-heading/ tariff item	Description of Goods	Tariff rate (US\$ per metric Ton)
73/2021- Customs (N.T.) dated 15.09.2021	6 of Table - I	15119090	Others Palmolein -	1162
87/2021- Customs (N.T.) dated 29.10.2021	6 of Table -I	15119090	Others Palmolein -	1261
95/2021 dated 30.11.2021	6 of Table -I	15119090	Others Palmolein -	1336
06/2022 dated 31.01.2022	6 of Table -I	15119090	Others Palmolein -	1376

92.2. Further, M/s. GIPL had filed the self- assessed Ex-Bond BoE for Home consumption for clearance of goods (**approx. 207 MT**) imported vide aforementioned vessel as discussed above(**Annexure-C**). The above act on the part of importer resulted into short payment of Customs duties which appears to be payable under CTH 15119090 as per the below mentioned Customs Tariff notifications:

DUTY STRUCTURE ON ADMIXTURE OF CPO, RBD PALMOLEIN& PFAD UNDER CTH 15119090 OVER DIFFERENT PERIOD OF TIME

Effective Date	BCD (%)	AID C (%)	SWS	IGS T (%)
			(@10% of all duties) (%)	

30.06.2021 to 10.09.2021	37.5% [BCD @37.5% as per Ntn No. 34/2021 – Cus. dated 29.06.2021]	NIL	3.75%	5%
11.09.2021 to 13.10.2021	32.50% [BCD @ 32.5%, amended vide Ntn No. 42/2021- Cus. dated 11.09.2021]	NIL	3.25%	5%
14.10.2021 to 20.12.2021	17.50% [as amended vide Ntn No. 48/2021- Cus. dated 11.09.2021]	NIL	1.75%	5%
21.12.2021 to 15.02.2022	12.5% [as amended vide Ntn no. 5.3/2021-Cus dated 20.12.2021]	NIL	1.25%	5%

Further, the duty paid by M/s. GIPL vis-à-vis duty actually payable by M/s. GIPL is tabulated as per Annexure –C to the instant show Cause.

92.3. The total differential duty recoverable on the goods, imported by mis-declaring the goods as CPO, mis-classifying the same under CTH 15111000 amounts to Rs. 22,27,321/- (Rupees Twenty-Two Lakhs Twenty Seven Thousand Three Hundred and Twenty - One only) in respect of goods already cleared by them having assessable value arrived as per the aforementioned tariff notification is Rs.1,99,86,219/- (Rupees One Crores, Ninety-nine Lakhs, Eighty-six Thousand two hundred and nineteen only). The differential duty is required to be recovered from them by invoking the provisions of Section 28(4) of the Customs Act, 1962 along with interest under Section 28AA.

ROLE PLAYED BY VARIOUS COMPANIES/PERSONS:

93. The instant matter is a case of connivance amongst all the parties involved, wherein every stakeholder involved was aware of their illegal role being played by them. It is evident that each stakeholder intended to suppress the facts before Indian Customs, to mis-declare the subject cargo to evade the duties of customs. There are evidences of determinative character which complied with the inference arising from the dubious conduct of stakeholders lead to the conclusion that it was all planned to mis-declare the subject cargo and suppress the information from the department. The role in brief is reproduced below: -

M/s. TATA INTERNATIONAL LTD:

93.1. I find that Scrutiny of the various documents/records as well as facts stated by various persons during investigation revealed that M/s. TIL and M/s. GIPL, in connivance with each other devised a strategic plan to import admixture of CPO, RBD and PFAD, by mis-declaring the same as CPO. They purchased CPO, RBD and PFAD in Indonesia from different suppliers. M/s. TIL facilitated M/s. GIPL, for procurement of Oil products i.e. CPO, RBD, PFAD from Indonesia. They gave go ahead to M/s. GIPL to enter into Charter Agreement with M/s. Oka Tankers PTE

Ltd., Singapore & M/s. Telcom International Trading PTE. Ltd., Singapore for transporting the goods viz. RBD Palmolein, CPO, PFAD from different ports at Indonesia/ Thailand to India through vessels viz., MT FMT Gumuldur V.202109, MT Hong Hai6 V.2106, MT FMT EFES V202111 as discussed in foregoing paragraphs; loaded on the vessels. As per the said Charter Agreement, after loading the above goods on vessel, blending of the above goods was carried out with the help of Owners of the vessel. After blending, they switched Bills of Lading to show the goods imported as CPO and presented the same before Customs. M/s. TIL filed W.H. Bills of Entry for entire quantity of 40486.172 MTs cargo, by mis-declaring the same as CPO, though they knew that the goods imported were actually admixture of CPO, RBD and PFAD. M/s. TIL classified the goods so mis-declared under CTH 15111000, with intent to evade the appropriate duties of Customs by M/s. GIPL & others and to earn commission.

93.2. From the above, it is clear that M/s. TIL imported '*admixture of Crude Palm Oil, Palmolein and other Palm based oil*' by mis-declaring the same as '*Crude Palm Oil*', classifying under CTH 15111000 instead of correct classification under CTH 15119090, which is the appropriate classification of the goods viz. '*admixture of Crude Palm Oil, Palmolein and other Palm based oil*', imported by them.

93.3. I further find that M/s. TIL played an active role in ensuring the blending of CPO, PFAD & RBD Olien, and the act of agreeing/allowing to blend clearly demonstrates that the entire activity right from planning, creation, monitoring and managing of all the operations was with a mala fide intention of evading customs duty. Thus, this is a clear case of suppression of information from the department and mis-declaration. The above action on the part of M/s. TIL had rendered the goods liable for confiscation which has rendered them liable to penalty under Section 112(a) and 112(b) of the Customs Act, 1962.

93.4. With regard to penalty under Section 114A of the Customs Act, 1962, I find that the said penalty is required to be paid by the person liable to pay duty and in the instant case, ex-bonder M/s. GIPL is liable to pay differential duties of Customs, thus M/s. TIL is not liable to penal action under Section 114A of the Customs Act, 1962.

93.5. With regard to penalty under Section 114AA of the Customs Act, 1962, I find that M/s. TIL were well aware of the correct constituents or composition of the imported goods and filed incorrect details in the W/H Bills of Entry for warehousing the goods. Accordingly, the Ex-Bonders (M/s. GIPL here) also filed incorrect details (description and classification) in the Ex-Bond Bills of Entry, thus M/s. TIL has caused the ex-bonders to declare incorrect information in the Ex-Bond Bills of Entry in order to evade duties of Customs. Thus, their act of commission and omission has rendered them liable for penal action under Section 114AA of the Customs Act, 1962.

93.6. With regard to penal action under Section 117 of the Customs Act, 1962, I find that the importer M/s. TIL was actively involved in switching of Bills of Lading and changed the correct description of the goods in the

said Bills of Lading in order to evade the duties of customs, which has rendered them liable for penal action under Section 117 of the Customs Act, 1962.

M/s. GLENTECH INDUSTRIES PRIVATE LIMITED:

- 94.** I find that scrutiny of the various documents/records, as well as facts stated by various persons during investigation, as discussed hereinabove, revealed that M/s. GIPL and M/s. TIL, in connivance with each other devised a strategic plan to import admixture of CPO, RBD and PFAD, by mis-declaring the same as CPO. They purchased CPO, RBD and PFAD overseas from different suppliers. They entered into Charter Agreement with M/s. OKA Tankers PTE Ltd., Singapore and M/s. Telcom Trading International PTE Ltd., Singapore for transporting the goods from Indonesia to India through vessels MT FMT Gumuldur V.202109, MT Hong Hai6 V.2106, MT FMT EFES V202111; loaded CPO on the vessels at different ports at Indonesia/ Thailand. As per the Charter Agreement, after loading the above goods on vessel, blending of the above goods was carried out with the help of the Owner(s) of the vessel(s). After blending, they arranged switching of documents to show the goods imported as CPO and presented the same before Customs.
- 94.1.** As per the instructions of Charterers, the original documents viz. Bills of Lading etc. were secreted in the vessel and intentionally not produced before Customs. After import of the goods into India, the importer M/s. TIL filed W.H. Bills of Entry, by mis-declaring the goods as CPO, though they knew that the goods imported were admixture of CPO, RBD and PFAD. Further, after import of the goods into India, it was the responsibility of M/s. GIPL to sell the goods into Indian market. Thus, M/s. GIPL were the beneficial owner of the goods in question. The goods so mis-declared and mis-classified under CTH 15111000, with intent to evade the appropriate duties of Customs. M/s. GIPL, had filed the Ex Bond BoE for Home Consumption despite having knowledge of the correct nature of said goods; they had suppressed the information from the department and cleared the subject goods by mis-declaring and mis-classifying the same as 'CPO' in Ex-Bond Bills of Entry which resulted into short payment of duty as per Annexure-C to the instant show cause.
- 94.2.** Thus, M/s. GIPL has played an active role in the purchase, transport, blending of the cargo during voyage of the vessels and import of the said goods by mis-declaring the same as CPO. From the above, it is clear that M/s. GIPL actively connived in the import of '*admixture of Crude Palm Oil, Palmolein and other Palm based oil*' by mis-declaring the same as '*Crude Palm Oil*', classifying under CTH 15111000 instead of correct classification under CTH 15119090, which is the appropriate classification of the goods imported viz. '*admixture of Crude Palm Oil, Palmolein and other Palm based oil*'. They were actively involved in the entire activity right from planning, creation, monitoring and managing of all the operations with a mala fide intention of evading customs duty. Thus, this is a clear case of mis-declaration with an intent to evade duties of Customs.
- 94.3.** I find that their actions have rendered the goods liable for confiscation and they acquired possession of and were concerned in carrying, removing, depositing, selling and purchasing of imported goods which they knew that were liable for confiscation. Thus, M/s. GIPL has

rendered themselves liable to penalty under Section 112(a) and 112(b) of the Customs Act, 1962.

- 94.4.** M/s. GIPL had filed the following Ex Bond BoE for Home consumption despite having knowledge of the correct nature of the said goods had suppressed such information from the department and had paid lesser amount of customs duty on goods already cleared by them by way of filing Ex- Bond Bills of Entry, which is mentioned as per Annexure C, having assessable value of Rs. 199,86,219/-. Thus, the differential duty of 22,27,321/- (Rupees Twenty-Two Lakhs Twenty Seven Thousand Three Hundred and Twenty - One only) has been short paid by them on account of suppression, mis-declaration and misclassification of goods in the respective Ex- Bond Bills of Entry is to be recovered from them. Thus, they are liable for penal action under Section 114A of the Customs Act, 1962 and such penalty is equal to the duty plus interest in terms of Circular No. 61/2002-Cus dated 20.09.2002. Further in terms of fifth proviso to Section 114A of the Customs, once penalty is imposed under Section 114A of the Customs Act, 1962, no penalty is required to be imposed under Section 112 of the Customs Act, 1962.
- 94.5.** With regard to penal action under Section 117 of the Customs Act, 1962, I find that M/s. GIPL, in connivance with M/s. TIL, switched Bills of Lading and changed the correct description of the goods in the said Bills of Lading in order to evade the duties of customs, which has rendered them liable for penal action under Section 117 of the Customs Act, 1962.

M/s. OKA Tankers Pvt. Ltd. and M/s. Telcom International PTE Ltd.

- 95.** I find that M/s. OKA Tankers Pvt. Ltd., Singapore 17943 were owner of the vessel MT Hong Hai6 and M/s. Telcom International PTE Ltd., Singapore were the owners of the vessels 'MT FMT Gumuldur', 'MT FMT EFES'. They entered into Tanker Voyage Charter Party agreement with M/s. TIWA, UAE/M/s. TISPL/ M/s. TIL and M/s. GIPL for transporting cargo from the ports in Indonesia/ Thailand to Kandla port in India. Further, as per the agreement, the above goods were to be blended on board, which were confirmed by all the parties viz. payment charterer, operational charterer and despondent owners; actively connived to replace the original BLs prepared at the port of loading with switched BLs after blending of the cargo on board; to present the said documents before Customs at the time of arrival of the cargo at discharge port. The switching of Bills of Lading was done by the crew of the vessel owners, under guidance of their management. The Vessel owners viz., M/s. OKA Tankers Pvt. Ltd. and M/s. Telcom International PTE Ltd. entered into agreement which allowed blending of cargo i.e. CPO, RBD Palmolein and PFAD on board vessel. Therefore, by indulging in such act of blending on board, switching of Bills of Lading etc. in connivance with M/s. GIPL and M/s. TIL., allowing their conveyance to be used in such a manner which rendered the goods (non-seized – cleared in past) liable for confiscation under section 111(m) of the Customs Act, 1962. Accordingly, by indulging in such act of omission and commission, on their part abetted the importer to import goods by mis-declaring the same as CPO, by classifying the same under CTH15111000, by allowing comingling/blending of cargo with led to evasion of the Customs Duty.
- 96.** The indulging in the act of manipulation of the documents is punishable offence and thus by concerning themselves in such act of manipulation of

documents concerned themselves liable to be charged for violations of Section 30 (Arrival Manifest production) read with Section 38 (Production of the documents) of the Customs Act. Further, they have also concerned themselves in mis-declaration of goods by manipulating the actual documents for filing IGM with intent to help the importer M/s. TIL to evade Customs Duty. By such acts of omission and commission, the goods so imported(non-seized and cleared) by mis-declaring the same as CPO became liable for confiscation and they rendered themselves liable to penal action under Section 117 of the Customs Act, 1962.

ROLE OF CAPT. SHRI SANJAY KUMAR, MASTER OF VESSEL MT FMT GUMULDUR V.202109:

97. I find that Capt. Shri Sanjay Kumar, Master of vessel 'MT FMT Gumuldur V.202109' looked after the supervision of all activities relating to the vessel and responsible for all activities pertaining to the vessel including issuance of documents like Bill of Lading, Mate receipt, IGM/EGM related Customs documentation etc. Therefore, a summons dated 20.12.2023 was issued to him(via e-mail) to join the investigation, which was not responded to by him nor the vessel owner. Further, he allowed blending of 3499.71 MT Crude Palm Oil (CPO), loaded from Dumai (Indonesia), 8400.309 MT RBD and 200 MT PFAD, loaded from Kuala Tanjung Port, Indonesia and accordingly as per the instructions of their management; presented manipulated BLs, showing import of CPO thereby hiding the true nature of the goods onboard vessel. Thus, he was instrumental in blending of all the three cargos loaded on the vessel, preparation of manipulated documents, and presenting manipulated documents before Customs at the port of discharge, i.e., Customs, Kandla. It is pertinent to mention here that he issued/signed the switched Bill of lading by mis-declaring the goods as CPO instead of admixture of CPO and RBD Plamolein and filed the same before Indian Customs.

97.1. Thus, he has failed in discharging his duties in the capacity of Master of vessel to declare and submit the documents received at load port at the discharge port with correct descriptions and other material particulars. Instead, he produced false documents viz. switched Bills of Lading before Customs for clearance of the cargo and suppressed the original Bills of Lading issued at the port of load. Thus, he abetted in blending/comingling of the goods onboard vessel, failed in declaring the correct particulars of the subject cargo in the documents, abetted in manipulation of original documents pertaining to the subject imported goods and mis-declared the same as 'CPO' instead of 'admixture of Crude Palm Oil, RBD olein and PFAD'. He actively assisted the importer to enable them to mis-declare the imported goods as 'CPO'.

97.2. Further, he also concerned himself in mis-declaration of goods by manipulating the actual documents for filing IGM with intent to help the importer M/s. TIL to evade Customs Duty. By such acts of omission and commission, the goods so imported by mis-declaring the same as CPO became liable for confiscation and he rendered himself liable to penalty under Section 112(a), 112(b),114AA and 117 of the Customs Act, 1962.

ROLE OF CAPT. SHRI LIU YOUYI, MASTER OF VESSEL MT. HONG HAI6 V.2106:

98. I find that Capt. Shri Liu Youyi, Master of Vessel MT. Hong Hai6 V.2106, looked after the supervision of all activities relating to the vessel and responsible for all activities pertaining to the vessel including issuance of documents like Bills of Lading, IGM/EGM related Customs documentation etc. Therefore, a summons dated 20.12.2023 was issued to him(via e-mail) to join the investigation, which was not responded to by him nor the vessel owner. Further, he allowed blending of 8948.55 MT Crude Palm Oil (CPO), loaded from Phuket (Thailand), 6513.52 MT RBD, loaded from Kuala Tanjung Port, Indonesia and accordingly as per the instructions of their management, presented manipulated BLs, showing import of CPO thereby hiding the true nature of the goods onboard vessel. Thus, he was instrumental in blending of all the three cargos loaded on the vessel, preparation of manipulated documents, and presenting manipulated documents before Customs at the port of discharge, i.e. Customs, Kandla. It is pertinent to mention here that he issued/signed the switched Bill of lading by mis-declaring the goods as CPO instead of admixture of CPO and RBD Plamolein and filed the same before Indian Customs.

98.1. Thus, he has failed in discharging his duties in the capacity of Master of vessel to declare and submit the documents received at load port at the discharge port with correct descriptions and other material particulars. Instead, he produced false documents viz. switched/ manipulated Bills of Lading before Customs for clearance of the cargo and suppressed the original Bills of Lading issued at the port of load. Thus, he abetted in blending/comingling of the goods on-board vessel, failed in declaring the correct particulars of the subject cargo in the documents, abetted in manipulation of original documents pertaining to the subject imported goods and mis-declared the same as 'CPO' instead of 'admixture of Crude Palm Oil, RBD olein and PFAD'. He actively assisted the importer to enable them to mis-declare the imported goods as 'CPO'.

98.2. Further, he also concerned himself in mis-declaration of goods by manipulating the actual documents for filing IGM with intent to help the importer M/s. TIL to evade Customs Duty. By such acts of omission and commission, the goods so imported by mis-declaring the same as CPO became liable for confiscation and he rendered himself liable to penalty under Section 112(a), 112(b), 114AA and 117 of the Customs Act, 1962.

ROLE OF CAPT. SHRI JULIO UTIYEPO CONEJERO, MASTER OF VESSEL MT FMT EFES VOY.202111:

99. I find that Capt. Shri Julio Utiyepo Conejero, Master Of Vessel MT FMT EFES Voy.202111, looked after the supervision of all activities relating to the vessel and responsible for all activities pertaining to the vessel including issuance of documents like Bills of Lading, IGM/EGM related Customs documentation etc. Therefore, a summons dated 20.12.2023 was issued to him(via e-mail) to join the investigation, which was not responded to by him nor the vessel owner. Further, he allowed blending of 7873.290 MT Crude Palm Oil (CPO), loaded from Phuket (Thailand), 5086.015 MT RBD, loaded from Kuala Tanjung Port, Indonesia and accordingly as per the instructions of their management, presented

manipulated BLs, showing import of CPO thereby hiding the true nature of the goods onboard vessel. Thus, he was instrumental in blending of all the three cargos loaded on the vessel, preparation of manipulated documents, and presenting manipulated documents before Customs at the port of discharge, i.e Customs, Kandla. It is pertinent to mention here that he issued/signed the switched Bill of lading by mis-declaring the goods as CPO instead of admixture of CPO and RBD Plamolein and filed the same before Indian Customs.

99.1. Thus, he has failed in discharging his duties in the capacity of Master of vessel to declare and submit the documents received at load port at the discharge port with correct descriptions and other material particulars. Instead, he produced false documents viz. switched Bills of Lading before Customs for clearance of the cargo and suppressed the original Bills of Lading issued at the port of load. Thus, he abetted in blending/comingling of the goods onboard vessel, failed in declaring the correct particulars of the subject cargo in the documents, abetted in manipulation of original documents pertaining to the subject imported goods and mis-declared the same as 'CPO' instead of 'admixture of Crude Palm Oil and RBD Olein'. He actively assisted the importer to enable them to mis-declare the imported goods as 'CPO'.

99.2. Further, he also concerned himself in mis-declaration of goods by manipulating the actual documents for filing IGM with intent to help the importer M/s. TIL to evade Customs Duty. By such acts of omission and commission, the goods so imported by mis-declaring the same as CPO became liable for confiscation and he rendered himself liable to penalty under Section 112(a), 112(b), 114AA and 117 of the Customs Act, 1962.

SHRI SIDHANT AGARWAL, DIRECTOR OF M/S. GLENTECH INDUSTRIES PRIVATE LIMITED and M/s GVPL:

100. I find that Shri Sidhant Agarwal, Director of M/s. GIPL and M/s. GVPL, Singapore was the key person in the instant import of '*admixture of Crude Palm Oil, Palmolein and other Palm based oil*', by mis-declaring the same as Crude Palm Oil. M/s. GVPL, Singapore purchased and/or arranged purchase of the goods CPO, RBD and PFAD in Indonesia and sold to/changed the contracts to the name of M/s. TIWA, UAE/ M/s. TISPL, who in turn sold the goods to M/s. TIL., Mumbai, the importer and filer of W.H. Bills of Entry of the goods in the present case, as per the agreement between M/s. TIWA & M/s. GVPL. The said goods viz. CPO, RBD & PFAD were blended during voyage of the Vessels MT Gumuldur, CPO & RBD were blended during the voyage of MT Hong Hai6 and CPO & RBD were blended during the voyage of MT FMT EFES at the behest of charterer M/s. GIPL and M/s. GVPL (operational charterer). The importer, M/s. TIL filed the W.H. Bills of Entry, by mis-declaring the goods as CPO, by classifying the same under CTH 15111000. Further, after import of the goods into India, it was the responsibility of M/s. GIPL to sell the goods into Indian market.

100.1. Further, M/s. GIPL in connivance with M/s. TIL entered into agreement with respective vessel owners for transporting the goods into India. It was decided to blend the goods onboard during voyage of the

vessel. Thus, Shri Sidhant Agarwal, Director of M/s. GIPL played an active role in ensuring the blending of CPO, PFAD & RBD oil. The above act of import of goods by blending the CPO, RBD and Palmolein or CPO and RBD right from planning, creation, monitoring and managing of all the operations was with a mala fide intention to evade Customs duty. Thus, he knowingly played an important role in effecting the said unscrupulous import which became liable to confiscation under Section 111(m) of the Customs Act, 1962. The acts of omission and commission on the part of Shri Sidhant Agarwal has rendered the imported goods (non-seized- cleared in past) liable for confiscation under Section 111(m) of the Customs Act, 1962. He had knowingly and intentionally caused to be made, signed or used documents relating to import of goods by mis-declaring it as CPO, which he knew or had reason to believe were false and incorrect in material particulars. Hence, the said act on his part rendered him liable for penalty under Section 112(a), 112(b) and 114AA of the Customs Act, 1962.

100.2. With regard to penalty under Section 117 of the Customs Act, 1962, I find that M/s. GIPL, wherein Shri Sidhant Agarwal played an active role, switched Bills of Lading and changed the correct description of the goods in the said Bills of Lading in order to evade the duties of customs, which has rendered Shri Sidhant Agarwal liable for penal action under Section 117 of the Customs Act, 1962.

SHRI SUDHANSU AGARWAL, REPRESENTATIVE AND EX-CEO OF M/S. GIPL:

101. I find that Shri Sudhanshu Agarwal, Representative and Ex-CEO of M/s. GIPL is looking after all the business affairs of the company. He used to execute business deals of M/s. GIPL, got business support through M/s. GVPL, which is parent company of M/s. GIPL. M/s. GIPL entered into contract with the vessel owners to blend the different cargoes viz. CPO, RBD Palmolein and PFAD as discussed in foregoing paras and accordingly issued directions for blending of CPO, RBD & PFAD. He was in direct touch with Shri Amit Thakkar of M/s. TIL to obtain concurrence for blending of goods; and also appointed the surveyor, in agreement with M/s. TIL who approved the blending plan. He on behalf of M/s. GIPL, being operational charterer floated inquiry with the vessel broker for requirement of vessel with blending facility only.

101.1. Though the title of the goods always remained with M/s. TIL, he passed the orders/directions in connivance with M/s. TIL. M/s. GIPL in connivance with M/s. TIL imported the cargo after blending RBD, CPO, PFAD on board and indulged in bond to bond sale of the said quantity of 40486.172 MT of imported cargo through vessels MT FMT Gumuldur, MT Hong Hai6, MT FMT EFES which were mis-declared as CPO under CTH 15111000 instead of appropriate CTH 15119090 with an intent to evade the Customs duty by them as well as to make it marketable and to sell such goods in Indian market. By such acts of omission and commission the goods have been rendered liable for confiscation and he was actively involved in the import, warehousing, selling and purchasing of goods which he knew were liable for confiscation thereby rendering himself

liable to penalty under section 112(a) and 112(b) of the Customs Act, 1962.

101.2. I find that he had knowingly and intentionally caused to be made, signed or used documents relating to import of goods by mis-declaring it as CPO, which he knew or had reason to believe were false and incorrect in material particulars. Hence, the said act on his part rendered him liable for penalty under Section 114AA of the Customs Act, 1962.

101.3. With regard to penal action under Section 117 of the Customs Act, 1962, I find that M/s. GIPL switched Bills of Lading and changed the correct description of the goods in the said Bills of Lading in order to evade the duties of customs, in which Shri Sudhanshu has played a crucial role, which has rendered him liable for penal action under Section 117 of the Customs Act, 1962.

ROLE OF SHRI AMIT THAKKAR, SENIOR MANAGER, M/S. TATA INTERNATIONAL LTD (AGRI DIVISION):

102. I find that Shri Amit Thakkar, Senior Manager, M/s. TIL (Agri Division) was aware of the fact that "RBD" and "PFAD" were loaded at Kuala Tanjung Port, Indonesia and CPO was loaded in DUMAI port and Phuket Port, Thailand. He was also aware that after blending, the original BLs were switched and were replaced by switched BLs, showing entire cargo as CPO. Despite the facts that he knew that the goods imported were not CPO, but an admixture of CPO, RBD and PFAD, BL and other documents, showing import of CPO were submitted before the Customs Authority. He admitted that post blending of the goods onboard, the original Bills of Lading were switched to Global Bills of Lading, showing entire quantity as CPO.

102.1. Thus, Shri Amit Thakkar has played an active role in import of admixture of CPO, RBD and PFAD, by mis-declaring the same as CPO, classifying under CTH 15111000 instead of appropriate CTH 15119090 with an intent to evade the Customs duty. By such acts of omission and commission he has rendered the goods liable for confiscation and he was actively involved in acquiring possession, removing, storing, selling and purchasing of goods which has rendered him liable to penalty under section 112 (a) and 112(b) of the Customs Act, 1962.

102.2. He had knowingly and intentionally caused to be made, signed or used documents relating to import of goods by mis-declaring it as CPO, which he knew or had reason to believe were false and incorrect in material particulars. Hence, the said act on his part rendered him liable for penalty under Section 114AA of the Customs Act, 1962.

102.3. With regard to penal action under Section 117 of the Customs Act, 1962, I find that the M/s. GIPL in connivance with M/s. TIL switched Bills of Lading and changed the correct description of the goods in the said Bills of Lading in order to evade the duties of customs and as discussed Shri Amit Thakkar has played an active role therefore, he has rendered himself liable for penal action under Section 117 of the Customs Act, 1962.

ROLE OF SHRI SHRIKANT SUBBARAYAN, HEAD OF AGRI (BUSINESS) DIVISION, M/S. TIL (AGRI DIVISION):

103. I find that Shri Shrikant Subbarayan had given approval for finalizing the deal in providing Trade Facilitation to M/s. GVPL. He approved the final contract between M/s. TIL and M/s. GVPL to facilitate the latter in import of goods by way of mis-declaration and mis-classification of goods. He was aware of the purchase of CPO, RBD and PFAD in Indonesia, blending of all the three cargo onboard, preparation of manipulated documents. He was also aware that at the time of import the W.H. Bills of Entry were filed mis-declaring the goods as CPO, by classifying the same under CTH 15111000, though he knew that the goods imported is admixture of CPO, RBD and PFAD, which merits classification under CTH 15119090 (non –seized and cleared), with an intent to earn commission and evade the Customs duty. By such acts of omission and commission he has rendered himself liable to penalty under section 112 (a) and 112(b) of the Customs Act, 1962.

103.1. He had knowingly and intentionally caused to be made, signed or used documents relating to import of goods by mis-declaring it as CPO, which he knew or had reason to believe were false and incorrect in material particulars. Hence, the said act on his part rendered him liable for penalty under Section 114AA of the Customs Act, 1962.

103.2. With regard to penal action under Section 117 of the Customs Act, 1962, I find that Shri Shrikant Subbarayan abetted M/s. TIL and M/s. GIPL in switching Bills of Lading and changing the description of the goods in the said Bills of Lading in order to evade the duties of customs, which has rendered him liable for penal action under Section 117 of the Customs Act, 1962.

ROLE OF SHRI AMIT AGARWAL, ASSTT. VICE PRESIDENT, M/S. GLENTECH INDUSTRIES PRIVATE LIMITED & M/S. GLENTECH VENTURE PTE LTD., SINGAPORE:

104. I find that he was actively involved in purchase of imported cargo imported in the name of M/s. TIL., from overseas suppliers. Being Authorized Signatory of M/s. GIPL., he was instrumental in entering into the agreement for commodity supply and service agreement dated 09.03.2021 between M/s. GIPL & M/s. TIL. He was aware of the fact that CPO, RBD and PFAD were purchased from the overseas suppliers in Indonesia. He was also aware that the above goods were blended on board vessel. Being authorised signatory, he concerned himself in signing of charter party agreement with M/s Telcom International PTE Ltd and M/s. Oka Tankers PTE Ltd. As per the agreement, CPO was to be loaded from Dumai port and RBD and PFAD were to be loaded from Kuala Tanjung port. After loading the above goods, all the goods were blended on board. After blending, manipulated documents, switch BL was prepared, showing cargo as CPO, though it was an admixture of CPO, RBD and PFAD.

104.1. Thus, he was actively involved in the acts of omission and commission to assist the importer to import goods by mis-declaring the

same as CPO, by classifying the same under CTH 15111000, though the goods imported was admixture of CPO, RBD and PFAD, which merits classification under CTH 15119090, with an intent to evade the Customs duty. The above act on his part rendered the goods liable for confiscation and rendered himself liable to penalty under section 112(a) and 112(b) of the Customs Act, 1962.

104.2. I find that he had knowingly and intentionally caused to be made, signed or used documents relating to import of goods by mis-declaring it as CPO, which he knew or had reason to believe were false and incorrect in material particulars. Hence, the said act on his part has rendered him liable for penalty under Section 114AA of the Customs Act, 1962.

104.3. With regard to penal action under Section 117 of the Customs Act, 1962, I find that Shri Amit Agarwal abetted M/s. TIL and M/s. GIPL in switching Bills of Lading and changing the description of the goods in the said Bills of Lading in order to evade the duties of customs, which has rendered him liable for penal action under Section 117 of the Customs Act, 1962.

104.4. With regard to penal action under Section 132 of the Customs Act, 1962 against Capt. Shri Sanjay Kumar, Master of Vessel MT FMT Gumuldur, Capt. Liu Youyi, Master of Vessel MT Hong Hai and Capt. Julio Uytiepo Conejero, Master of Vessel MT FMT EFES, I find that action under Section 132 of the Customs Act, 1962 is beyond the scope of the instant adjudication proceedings.

105. In view of the above discussion and findings, I hereby pass the following order:-

A. ORDER IN RESPECT OF M/S. GLENTECH INDUSTRIES PVT. LTD-

(i) I reject the declared classification of the subject goods under CTH 15111000 in the Ex-Bond Bills of Entry as detailed in Annexure – C and order to re-classify the same under CTH 15119090 and order to re-assess the subject Ex- Bond Bills of Entry accordingly;

(ii) I order to confiscate the total imported goods(non-seized and cleared in the past) valued at Rs. 1,99,86,219/- by way of mis-declaration and mis-classification as discussed above under Section 111(m) of the Customs Act, 1962;

Since the goods are not physically available for confiscation, I impose redemption fine of Rs. 22,00,000/-(Rupees Twenty Two lakhs only) under Section 125 of the Customs Act, 1962.

(iii) I determine and confirm the Customs Duty amounting to Rs. 22,27,321/- (Rupees Twenty-Two Lakhs Twenty Seven Thousand Three Hundred and Twenty One only) which is short paid on account of misclassification and mis-declaration in various Ex- Bond Bills of Entry for Home Consumption (non-seized and cleared) and order to recover the same from them under the provisions of Section 28(4) of the Customs Act, 1962, along with the applicable interest thereon under Section 28AA, *ibid*;

(iv) I impose penalty equal to the duty plus interest confirmed at (iii) above under Section 114A of the Customs Act, 1962.

(v) I don't impose penalty under Sections 112(a) and 112(b) of the Customs Act, 1962 in terms of fifth proviso to Section 114A of the Customs Act, 1962.

(vi) I impose penalty of Rs. 4,00,000/- (Rupees Four Lakhs only) under Section 117 of the Customs Act, 1962.

B. ORDER IN RESPECT OF M/S. TATA INTERNATIONAL LIMITED-

(i) I impose penalty equal to Rs.1,00,000/- (Rupees One Lakh only) under Section 112(a) of the Customs Act, 1962

(ii) I impose penalty equal to Rs.1,00,000/- (Rupees One lakh only) under Section 112(b) of the Customs Act, 1962

(iii) I don't impose penalty under Section 114A of the Customs Act, 1962 as the said penalty is invoked on person liable to pay duty or interest.

(iv) I impose penalty equal to Rs. 22,00,000/- (Rupees Twenty Two Lakhs only) under Section 114AA of the Customs Act, 1962.

(v) I impose penalty equal to Rs. 4,00,000/- (Rupees Four Lakhs only) under Section 117 of the Customs Act, 1962.

C. ORDER IN RESPECT OF M/S. OKA TANKERS PTE LTD-

(i) I hold that the vessel MT Hong Hai6 (non-seized- cleared in past), is liable for confiscation under Section 115 of the Customs Act, 1962;

Since the vessel is not available for confiscation, I impose redemption fine of Rs. 10,00,000/- (Rupees Ten Lakhs only).

(ii) I impose penalty equal to Rs. 4,00,000/- (Rupees Four Lakhs only) under Section 117 of the Customs Act, 1962.

D. ORDER IN RESPECT OF M/S. TELCOM INTERNATIONAL PTE LTD.-

(i) I hold that the vessels MT FMT Gumuldur (non-seized- cleared in past), and MT.FMT EFES (non-seized- cleared in past), are liable for confiscation under Section 115 of the Customs Act, 1962;

Since the vessels are not available for confiscation, I impose redemption fine of Rs. 20,00,000/- (Rupees Twenty Lakhs only).

(ii) I impose penalty equal to Rs. 4,00,000/- (Rupees Four Lakhs only) under Section 117 of the Customs Act, 1962.

E. PENALTIES IN RESPECT OF OTHER PERSONS-

I impose penalties against various persons (Co-noticees) under various sections as given below:-

Sr .No.	Name of the persons	Section 112(a)	Section 112(b)	Section 114AA	Section 117
1.	Shri Sidhant Agarwal	1,00,000/-(One Lakh)	1,00,000/-(One Lakh)	8,00,000/-(Eight Lakhs)	2,00,000/-(Two Lakhs)
2.	Shri Sudhanshu Agarwal	1,00,000/-(One Lakh)	1,00,000/-(One Lakh)	7,00,000/-(Seven Lakhs)	2,00,000/-(Two Lakhs)
3.	Shri Amit Agarwal	1,00,000/-(One Lakh)	1,00,000/-(One Lakh)	7,00,000/-(Seven Lakhs)	2,00,000/-(Two Lakhs)
4.	Shri Shrikant Subbarayan	1,00,000/-(One Lakh)	1,00,000/-(One Lakh)	5,00,000/-(Five Lakhs)	1,00,000/-(One Lakh)
5.	Shri Amit Thakkar	1,00,000/-(One Lakh)	1,00,000/-(One Lakh)	5,00,000/-(Five Lakhs)	1,00,000/-(One Lakh)
6.	Capt. Shri Sanjay Kumar	1,00,000/-(One Lakh)	1,00,000/-(One Lakh)	1,00,000/-(One Lakh)	1,00,000/-(One Lakh)
7.	Capt. Liu Youyi	1,00,000/-(One Lakh)	1,00,000/-(One Lakh)	1,00,000/-(One Lakh)	1,00,000/-(One Lakh)
8.	Capt. Julio Uytiepo Conejero	1,00,000/-(One Lakh)	1,00,000/-(One Lakh)	1,00,000/-(One Lakh)	1,00,000/-(One Lakh)

106. This order is issued without prejudice to any action that can be taken under any section of the Customs Act, 1962 including Section 132 of the Customs Act, 1962 or any other law for the time being in force.

Digitally signed by
M Ram Mohan Rao
Date: 02-07-2025
23:53:31

(M. RAM MOHAN RAO)
COMMISSIONER

F.NO. GEN/ADJ/ADC/2289/2023/Adjn-O/o-Commr-Cus-Kandla

DIN-20250771ML0000555CE0

To (noticee): -

- (1) M/s. Tata International Limited, Office No. 11, Ground Floor, Plot No. 40, Sector 8, Gandhidham, Kachchh-370201 having IEC 388024291.

- (2) M/s. Glentech Industries Private Limited, 508, 5th Floor, Wegmans Business Park, Plot No. 3, Sector-Knowledge Park-III, Surajpur Kasna Main Road, Greater Noida, Gautam Budh Nagar-201308 (UP) having IEC 0802004245
- (3) M/s. Oka Tankers PTE Ltd., 77 HIGH STREET, #08-10, HIGH STREET PLAZA, SINGAPORE (179433)
- (4) M/s. Telcom International PTE Ltd., 50 Bukit Batok Street 23, #06-11, Midview Building, Singapore 659578
- (5) Shri Sidhant Agarwal, Director of M/s. GIPL& M/s. GVPL
- (6) Shri Sudhanshu Agarwal, Director of M/s. GIPL& M/s. GVPL
- (7) Shri Amit Agarwal, Assistant Vice President of M/s. M/s. GIPL& M/s. GVPL
- (8) Shri Shrikant Subbarayan, Head Agri Business Division, M/s. Tata International Limited
- (9) Shri Amit Thakkar, Senior Manager M/s. Tata International Limited
- (10) Capt. Shri Sanjay Kumar, Master of Vessel MT FMT Gumuldur V.202109
- (11) Capt. Liu Youyi, Master of Vessel MT Hong Hai6 V.2106
- (12) Capt. Julio Uytiepo Conejero, Master of Vessel MT FMT EFES Voy.202111

Copy to: -

- 1) The Chief Commissioner, Customs Zone, Ahmedabad for Review
- 2) The Additional Director General, Directorate of Revenue Intelligence, Unit No. 15 Magnet Corporate Park Near Sola Flyover, S.G. Highway, Thaltej, Ahmedabad -380054 for information.
- 3) The Assistant Commissioner (EDI) for uploading on the website.
- 4) The Assistant Commissioner (TRC) for necessary action.
- 5) Guard File.