

**Export Procedures and Documentations at Kaysons Engineering
works, Machining Manufacturers**

**VARSHA KALYAN K
(20PBA022)**

**A major Project Report Submitted to
Avinashilingam Institute for Home Science and Higher Education for women
Coimbatore - 641 043**

**In Partial fulfillment of the requirement for the degree of
Masters in Business Administration**

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CERTIFIED AS BONAFIDE RESEARCH WORK

**Signature of the
Supervisor**

**Signature of the
Head of the Department**

**Signature of the
External Examiner**

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SYNOPSIS

This report is the outcome of the research-based project “**Export Procedures and Documentation at Kayson’s Engineering works, Machining Manufacturers.**” The need for the study is to analyze the general procedures of Exports in comparison to the export procedures and documents used by the Kayson’s Engineering works, machining manufacturers.

The sources of data used in this study is both primary and secondary data. Official records, booklets, textbooks, documents and audit reports are used apart from the personal discussion from the officials of the concern are also undertaken to carry out the research. Two types of data are used, that is primary and the secondary data. The primary data are those data which are collected from the officials for the first time. The secondary data on the other hand, are those which have already been collected by someone else and are passed through some statistical process.

Exports brings wealth to our nation; it increases the economy of our nation. It also creates good relationship with the other countries. Most of our manufactures are good in producing their goods, but they fail to export it. Export procedures and documentation plays a vital role in exporting the products to the other countries. If there is no proper documentation then the export procedure gets rejected. This project gives the clear picture of the procedures that has to be undertaken with the reference to the Documents that are used by the Kayson’s Engineering works, Machining Manufacturers while exporting their Machines to the other country.

Chapter I

Introduction

1.1 Overview:

Exports plays a major role in uplifting the economy of our nation. It gives path to the domestic economic activity by creating production, employment and revenue. Without exports there will not be a good relationship with the other countries. Every manufacture must have that intention of exporting his products to the country so that he would grow his business with the foreign invaders.

India has the export merchandise among the 20 top most worlds nation. With the increased liberalisation Indian Government has given abundant opportunities to the business people in making a profitable export trade. Before getting into the export trade the business people should be aware of the Export procedures and Documentation. As it plays a major role in trading.

The government of India has established the Foreign Trade (Development and Regulation) Act, 1992, Export-Import (EXIM) Policy. Directorate General of foreign trade (DGFT) is the primary governing body responsible for the export and import policies in the country.

There are specific set of export procedures and the documentation right from receiving inquiries to the completion of the transaction and exporting it to the other country. At every stage of the export there are certain documents that are required in order to proceed further. These documents must be properly and correctly filled. If there is any incorrection then the delivery of the goods will be denied. And so, it is advisable to get the help of the Shipping and forwarding agents who will obtain and fill the documents correctly and arrange it for transportation.

1.2 Company Profile:



Kaysons Engineering Works was first started in Coimbatore, Tamil Nadu in 1982. Initially it was catering to the service needs of Tea Factories. Over the decades the company grew from strength to strength and started operating in Main Stream Tea, Coffee, Spices etc process & packaging side.

With their experiences in various sectors of food-based industries they have been providing innovative solutions to some of the most complex process issues. Their consistent deliverance on quality and timely response to the customer services had created a good reputation about their company.

Their company policy has always created a segment leader in Process Automation by providing innovative solutions to the customers and follows a healthy business practice. Kaysons Engineering maintains an Experienced Team who can provide customers with Quality Machine Building, Materials Handling, Electrical Controls & Automation.

The Capability and Track Record of the company can be judged by its success in the jobs executed and business responsibilities entrusted by several local & Multinational companies. Kaysons Engineering is an organisation registered with the Government of India and possess all the licence required for Export of equipments to any place of the world. It has a Workshop area of 10,000 Square feet of covered area and another 17,000 Square Feet of additional Space. The organisations main USP (Unique selling Proposition) is that it provides Customised & Taylor made Solutions by understanding the constrains and the challenges that the customers face in-order to achieve their desired output.

VISION:

“As an Organisation we are committed to strategic business development in food processing with the latest in innovation and technology. We aim to achieve perfection in everything we undertake with a commitment to excel. It is the determination to transform every challenge into opportunity and to seize every opportunity to ensure growth with a human face.”

MISSION:

“Our sole mission is to achieve Excellence in Design, Production & Service Support to Serve the best value-minded Customers anywhere in the planet. To Augment our core comprehensive modern technology to overtake the obstacles in our path of achievement. Choosing courageously to either do it or not at all, separating ourselves from the pack with speed, creativity and service for fulfilling our obligations towards building a better world.”

CORE VALUES:

Happiness is the state of harmony of body, mind and spirit. Happiness is man’s harmonious relation with his surrounding environment. The happiest is he who finds inner peace and who promotes the happiness of the others. Hope enables us to endure the hardships of life with courage and contentment. It emboldens us to encounter difficulties and overcome obstacles. Hope sustains and stimulates, comforts and cheers, encourages and inspires us. Character is the foundation stone upon which one must build to win respect. Fundamental requirement for success is humility. The best leaders lead by demonstrating how it is done.

COMPANY STATEMENT:

We believe that quality of our products should speak for us. Practicing innovation and adopting technological upgrades, we are in constant pursuit of excellence. Every process of ours are tried, tested and proven to be the most effective one for any given scenario. And this is a never – ending procedure. Keeping customers at the forefront, we ensure their requirements are met without fail and on that foundation, we build trust and long – lasting relationships.

Clients and Material Equipment of Kayson’s industry:

Coffee:

Materials Handled	Machineries	Clients
Coffee Roasting & Grinding	Pre cleaners, De stoners Drum Blenders	1. TATA Coffee Limited
Coffee Cleaning, Roasting, Grinding and Ground Coffee storage and packaging	Pneumatic Conveying Roasters Storage Silos/Load Cell Ribbon Blenders Automatic weighing, Dosing Ground Coffee system	2. AVT Group 3. SLN Coffee Limited

Tea:

Material Handled	Machineries	Clients
Tea Cleaning	Pre-Cleaners, Sifters	1. Hindustan Lever Groups
Tea Grading	Plan Sifters/ Graders	2. Stanes & Unitea Group
Tea Blending	Magnetic separators	3. Tata Tea
Storage Hoppers	Tower Blender, Rotary Ribbon Blender Tea Bins, Silos	4. A.V. Thomas Group 5. Eastern Condiments 6. Crystal Tea 7. Harrisons Malayalam Limited. 8. Dilmah- MJF Group of Companies- Sri Lanka 9. Karimthuruv i Tea Estates

Machineries Manufactured in Kayson's Industry:

➤ **Green Coffee:**

This machinery is used when the bags of green coffee can be delivered in different form. When the bags are unloaded, the operator informs the system of which type of coffee is being unloaded by entering the code and designation using the electronic panel located in this area. The bags are then cut (manually or automatically) to start the emptying procedure. The system protects against different products being loaded into the same silos, unless specific instructions for this are Silo bins with compartments polygonal or round section with inner division. Pneumatic Transportation system for raw coffee Automatic weighing system.

➤ **Coffee Roasting Section:**

The green Coffee is filled batch wise into the feeding hopper. The roasting supply Hot Air is circulated through and around the roasting drum, so that the product to be roasted is heated both in contact with the roasting drum and also convected through the flow of roasting air in the drum.

The Roasting Drum is provided with the baffle plates that causes the product to flow in the opposite direction to the roasting air. At the end of the roasting process the drum cover is subsequently opened to empty.

➤ **Roasted Coffee Store aging and weighing system:**

Storage Silos mounted on channel framework with loaded cell arrangements. Discharge openings, provided with the pneumatically opened side flaps operated from control panel. Capacity to suit the Customer requirements.

➤ **Roasted Coffee Grinding Section:**

Each unit consist to a feeder with slide gates, self-cleaning magnets, a

primary Crusher rolls, and a turbo mixer. Ground Coffee is Vacuum Conveyed to Vacuum Conveyed to storage bins for time-controlled degassing and staging for Packaging.

➤ **Blending System:**

Beans can be blended before and after roasting to achieve varying taste profile with various types of beans and roasts, adding process flexibility. Two blending systems, one each for green beans and roasted beans consist of bins mounted on load cells and this will be carried out with separate drums.

Coffee Machineries:

➤ **Pre-Cleaner:**

Pre-Cleaner are sturdy machines with metallic structure. They are easy to operate and may be fitted to the cleaning of any type of grain by simple exchange of screens. High output, their uniform operation guarantees excellent cleaning and / or grading and does not transmit vibration the floor or the payment where they are installed.

➤ **De-Stoner:**

Eliminates stones and other impurities from coffee grains and similar products. Aspirates light impurities at the product inlet. The separation of stones, heavy impurities like bolts & nuts protects the equipment's used in the preliminary processing line and in the preparation of a good quality final product.

➤ **Graders:**

Ideal for coffee, Soya Beans and other grains. Separates Coffee in up to 7 different sizes Automatic screen cleaning system with rubber ball under the screen. Interchangeable screens which enable grading different products and grades. Small power requirements with the

economy in plant floor area.

➤ **Coffee Huller:**

Cold type hullers for either dry cherry or parchment coffee, both Arabica and Robusta. High output capacity. On farm and processing plants use recovering of small and broken beans Sturdy iron structure.

➤ **Blending / Cooling Drum:**

Blender consist of drum with motorized stirrers with flat closed bottom sheet with one discharge opening. Made of strainers steel ASI 304 mounted on channel frame with drive system. All contact parts are SS 304 mounted on channel frame with drive system. All contact parts are SS 304 grade and non-contact Mild steel.

➤ **Rotary Blender:**

The Rotary Batch Blender is made of stainless-steel drum moulded on rigid channel frame work. The design of the drum is semi cone type made of SS steel and has a 25 cubic feet batch volume. The unit has an internal lifters and baffles are bolted to brackets that are welded to the drum walls.

Vibratory Fluid Bed Dryer/ Cooler:

➤ **Vibratory Fluid Bed Dryer:**

The principle of operation, running, controller, efficiencies have greater advantage than conventional Dryers. The fermented Tea is fed through a feed controller into the drying chamber. Hot air from the heater is passed through the plenum chamber, which has a perforated tray carrying the wet Tea. The tea bed is effectively fluidized by a combination of hot air and vibration. Tea is dried in one pass and the saturated exhaust air is thrown out, whereas re-usable air can be re-circulated to further improve the thermal efficiency of the system. Fully fired fibres and fines

are collected in cyclones.

- ✓ Hot Air Blower
- ✓ Cold air Blower
- ✓ Plenum Chamber
- ✓ Cyclone Blower
- ✓ Control Panel
- ✓ Drying Chamber
- ✓ Exhaust & Dust Collection System
- ✓ Cyclone Separation
- ✓ Electric Motors

Dryers:

➤ **Chilli Dryer:**

The Conventional single circuit Direr will be used primarily for re-drying of dried red chilli which arrives as the factory with a moisture content of about 15% and needs to be dried to a final moisture content of 10% +1%. The drier will have an output capacity between 2000 to 2500 kg of dried chilli per hour at drying temperature varying between 70 degrees Celsius and 80 degrees Celsius. The heat sources are Thermic Fluid.

➤ **Tower Dryer:**

Dryer in this version the drying section consist of a vertical compartment across which the rows of air channels are installed. One end of each channel is open and the other closed.

➤ **ECP Dryer:**

Handling Products: Tea, Coffee, Coconut, Rice, spices, pet foods, Marigold flowers, Nuts.

The system normally consists of two or three stages, but can be designed with more product depth and air flow vary between stages based on the products drying curve a series of baffles allow both air flow and

temperature to be independently altered to maintain process parameters, even with seasonal or varieties product changes.

➤ **Tea machineries:**

- Withering trough
- Green Leaf Shredder
- Fermenting Drum
- Fibre Extractor
- Trinick Sorter
- Inspection Conveyor

➤ **Tea Blending system:**

Blending is the process of mixing tea of different grades, quantity and flavour to achieve a consistent end product.

- ✓ Best available Polymax endless Belt of food grade quality is used for conveying system.
- ✓ Extra powered strong grid magnets and permanent Bar Magnets for complete elimination of ferrous impurities.
- ✓ Specially designed completely sealed dust proof pre-cleaner / vibratory shifter to eliminate possibility of any tea dust leakage.
- ✓ Provision for interchangeability with various mesh sized screens replaceable within only ¼ hour to reduce down time.
- ✓ The bucket elevator is designed for slow speed high capacity using centrifugal discharge.
- ✓ Unique design of blending hopper with 8 compartment ensures fully homogenous tea blending and a complete discharge of blended tea till last grain by opening Discharge valves.
- ✓ Dust Extracting system, confined to the blending equipment, helps to avoid air pollution, which generates while machines in operation.

- ✓ Modern Electrical control Desk for efficient and trouble-free operation of the entire plant from one point.

Dust Extraction System:

➤ **Bag Filter Unit:**

Filter bags of equivalent filter pleat cartridge using Optipluse jet pulsating with non-woven Needle felt Polyester bags / pleat cartridges (6 Filter bags max) with solenoids valve, Electronic Timer, Air manifold.

Centrifugal Fan : Background curve Fan
Air Volume : 5100 m³ 112mm WC
Power : 5.5 Kw

➤ **Rotary Air Lock:**

They build precision airlock to closer tolerances, which means better sealing properties. These airlocks are generally chosen for applications where air leakage and gas losses are important. Airlocks are used to accomplish three basic tasks; to feed material from silos to hopper, to deliver fines from silos while sealing air loss and feed pneumatic conveying system.

➤ **Pulverizer:**

➤ **Energy Efficient Fibre Grinders:**

Kaysons Pulverizers are of sturdy construction with consistent performance. The basic design of our Pulverizers offer versatility, changeable grinding elements

Applications:

Pulverizing, de fiberizing, wet grinding, mixing, de agglomeration.

1.3 Objectives:

- To identify the different procedures relating to exports with regard to Kaysons manufacturing works.
- To know the various documents used for shipments.
- To know various steps involved in documentation.

Chapter II

Review of Literature

2.1 Literature Reviews:

Gary Davis and Charles Freebury (1987) conducted research on the management of documentation by British exporters. Even in a relatively routine international transaction fifteen or more separate parties can be involved. Information has to be supplied at the right time for up to fifty commercial and official procedures. This information is normally exchanged using paper documentation.

Varinder M. Sharma, Vincent P. Taiani and Arif A. Sariteke (2006) conducted a research on the topic Impact of e-business on the exporting services of export management companies. The impact of ebusiness on export management companies (EMCs) has been debated for some time and several reasons for their survival have been forwarded. Based upon the resource-based perspective of the firm, this study provides a far more fundamental reason for the survival of the well-established EMCs-their market-based assets. Furthermore, this study analyses the impact of e-business proliferation on the well-established EMCs transaction creating and physical fulfilment exporting services and their efficiency and effectiveness.

Binshan Lin, Walton Hinson (1998) conducted research based on the topic Exporting assistance and guidelines for exporters: a regional survey This paper reports the results of a regional survey of exporting assistance and guidelines. It analyses four major issues essential to the exporting process. Implications for managers are provided as well.

Sam Zisuh Njinyah (2018) The effectiveness of government policies for export promotion on the export performance of SMEs Cocoa exporters in Cameroon to examine the significance of the direct and indirect effects (through country and firm's specific advantages) of government policies for export promotion (GPEP) on the export performance of small and medium-size enterprise (SME) Cocoa

exporters in Cameroon. To test the proposed model, data were obtained through self-administered questionnaires using snowball sampling technique to 101 SME Cocoa exporters. This was analysed using structural equation modelling (SEM) techniques to examine both the direct and indirect effects of GPEP on the export performance of SME Cocoa exporters in the South and Centre Regions of Cameroon. The findings suggest that GPEP had both direct and indirect effects on the export performance of SME Cocoa exporters. Direct effect was on the usage of GPEP which reduces operating cost and increase performance. The indirect effects were through the provision of country and firm's specific advantage.

Mehmet Haluk Köksal and Tarek Kettaneh (2011) conducted research based on the topic SME exporting challenges in transitional and developed economies. The purpose of this paper is to examine the perception of export problems differentiating high- performing export manufacturing companies from low-performing ones in the context of two developing countries: Turkey and Lebanon. The paper focuses on the above objectives and aims at shedding light on them by testing some hypotheses. A structured questionnaire was applied to 144 Turkish companies and 71 Lebanese companies through the mail. The response rate was 20 percent for the Turkish sample and 23 percent for the Lebanese. The research methodology provides both limitations and benefits. This type of in-depth critical incident analysis lends itself to small sample sizes, in this paper 29 cases. The limitation is the generalizability of the findings because of the small sample. The benefit is that the methodology yields an in-depth understanding of the challenges faced by SME exporters.

Pornlapas Suwanarat (2016) conducted research on the study of export intermediary performance determinants. This paper aims to study the direct and indirect influence of three important intangible resources: export knowledge, negotiation skills and specialisation and trustworthiness on export intermediary performance via the competence to reduce clients' transaction costs. The study has been provided with the official database of export intermediary firms by the Department of Export Promotion, Ministry of Commerce, Thailand. The samples of 400 export intermediary firms were identified from the 1,486 population firms. The postal questionnaires were sent to sample firms. Ordinary least square regression analysis has been adopted to test the hypotheses of the study. The results indicate that valuable resources of export knowledge, negotiation skills and specialisation and trustworthiness significantly and positively affect both export intermediary performance and the competence to reduce clients' transaction costs. The competence to reduce clients' transaction costs partially mediates the relationship between resources and export intermediary performance.

Hag-min Kim, Ho-hyung Lee (2016) conducted a study on the Asset specificity and capability of e-Trade performance: evidence from Korea E-Trade (paperless trade or cross-border e-commerce in B2B format) does not necessarily show positive results. The purpose of this paper is to conceptualize why and how such happens and furthermore, has two research purposes. First is to explain why studies in e-Trade performance show controversial results, such as some showing positive while others are not. Second is to investigate the relationship among research constructs such as e-Trade benefits, e-Trade use, asset specificity, and exporting firm's capability. This study considers multiple dimensions and evolutionary perspective of e-Trade performance. Structural equation model adopts the measures of firm's capability, e-Trade use, and benefits to analyse e-Trade performance. Performance was divided into organizational net benefits (ONB) and industrial net benefits. Several hypotheses were suggested to test the relationship among the variables in the model. Basic moderator effect represented as an interaction between asset specificity and other constructs. In total, 295 exporting firms have participated in the survey and their responses were utilized for analysis. This study shows that e-Trade performance

should consider maturity as well as multiple stages among constructs. Critical paths were found among capability factors, process use (PU), ONB, and asset specificity. Results also show that information capability and marketing capability (MC) are determinant factors on e-Trade performance. In addition, MC and level of PU are read to be determinant factors of ONB. Furthermore, small and medium-sized enterprises' (SMEs') asset specificity, with level of capability and e-Trade use moderates their e-Trade performance.

Goitom Tesfom, Clemens Lutz (2006) conducted a study based on the topic A classification of export marketing problems of small and medium sized manufacturing firms in developing countries. The objective of the study is to derive a classification of export problems of SMEs from developing countries on the basis of a comprehensive literature study. The study performed a comprehensive and systematic literature review of 40 articles published over a period of 25 years (1980-2004). The export problems are classified into company barriers, product barriers, industry barriers, export market barriers and macro environment barriers. The study provides a modified qualitative model that can be used by future researchers to further their research endeavour in export problems of firms from developing countries. It also identifies the similarities and differences of export problems in developed and developing countries.

Bashar H. Malkawi (2011) conducted research on the topic Rules of origin under US trade agreements with Arab countries: Are they helping and hindering free trade? The purpose of this paper is to analyze the different kinds of rules of origin included in the US-Arab countries free trade agreements (FTAs), and suggest reform measures that should be adopted to ease the complexity and costs of rules of origin in these agreements. The paper begins with a brief discussion of the concept of free trade, GATT/WTO, and the recently concluded FTAs between the USA and Arab countries. Then, the article analyses in details rules of origin in the US-Arab countries FTAs. The analysis includes, among other things, substantial transformation and value-added tests, product-specific processes, and other relevant rules of origin. The paper also addresses the documentations and procedures required to prove origin and the costs involved. Finally, the paper offers a set of conclusions and recommendations.

The paper argues that rules of origin in these FTAs are complex and protectionist and indeed could act barriers to trade. The paper suggests reforming these rules by liberalizing rules of origin for certain products that are subject to very low tariff rates, and implementation of – among other things, full cumulation and de minimis rules of origin.

Varinder M. Sharma, Vincent P. Taiani, Arif A. Sariteke (2006) conducted a study on the Impact of e-business on the exporting services of export management companies The impact of e-business on export management companies (EMCs) has been debated for some time and several reasons for their survival have been forwarded. Based upon the resource-based perspective of the firm, this study provides a far more fundamental reason for the survival of the well-established EMCs-their market-based assets. Furthermore, this study analyses the impact of e-business proliferation on the well- established EMCs transaction creating and physical fulfilment exporting services and their efficiency and effectiveness.

Dafnis N. Coudounaris (2018) conducted research on the topic Export promotion programmes for assisting SMEs. This paper aims to shed light on how small- and medium-sized enterprises can use export promotion programmes (EPPs) to improve their performance. The proposed conceptual model focuses on the need that the mechanism of awareness and use of EPPs should play a more active strategic role in shaping the firm's export performance. This study reveals that there are 16 relationships which are important based on the meta-analytic correlations. The analysis of these relationships shows that EPPs, export performance, strategy, knowledge, commitment, capabilities, competitive advantage and experience are the mostly used constructs.

Christos Karelakis, Konstadinos Mattas (2008) conducted a research on the topic Export problems perceptions and clustering of Greek wine firms The purpose of this paper is to further develop the extant export problems literature by focusing on a context that has attracted limited attention so far, namely the wine sector. The objective is to examine empirically Greek wine firms' perceptions of the factors

that may impede their export activities. Primary data were gathered from 110 wine firms that responded to a battery of exporting problem items. A combination of exploratory, confirmatory and cluster analyses were employed to classify and profile firms according to their perceptions about the frequency of export problems. Three clearly distinct clusters were formed. The results indicate that export problems are likely to occur in firms that are more passive in terms of export activities than in firms that adopt active and competitive export postures.

Kevin I.N. Ibeh, Stephen Young (2001) conducted a study on the topic Exporting as an entrepreneurial act - An empirical study of Nigerian firms Explores the entrepreneurial underpinning of the low export involvement level of manufacturing firms from Nigeria, a sub-Sahara African, developing country. Using a pre-validated export- entrepreneurial orientation construct (and a 78-firm representative sample), a high versus low export-entrepreneurial taxonomy was derived. High export-entrepreneurial firms are typically more innovative in developing exporting, less averse to exporting risks, and have more proactive motivations for exporting. They perceive domestic environmental problems as much as other firms, but appear better able to adapt, hence their higher tendency to initiate exporting. Policy recommendations are presented for four groups of firms, linked to high/low export entrepreneurial orientation and exporter/non-exporter categorisations.

Gerald Albaum(1983) conducted a study on the topic Effectiveness of Government Export Assistances for U.S. Smaller- Sized Manufactures: Some further evidences Current statistics indicate a considerable untapped potential in overseas markets, particularly for the smaller U.S. companies. The role of federal and individual state governments — in spite of current contrary evidence — is potentially particularly relevant and this paper therefore reviews the level of awareness and usage of government assistance amongst a sample — from Oregon, Washington and Idaho — of smaller manufacturers. The sample of 129 respondents (86 existing exporters and 43 non exporters), all with under 500 employees, was supported by a small number of contracts at federal and state government level. From their results they found that Almost 80% of exporters began exporting as a result of company sales effort or an unsolicited enquiry/order. Only 1 respondent started with a federal government

generated lead, whilst none came from state governments. Major problems encountered overseas included documentation, lack of customer leads, foreign competition, locating distributors and markets and financing sales. Surprisingly, lack of government assistance was very infrequently raised which may indicate a low awareness level of governmental services or that little is to be gained by working with governments. The non-exporters were neutral about assistance offered because little government activity had been directed towards them and they were unfamiliar with the existing availability and usage of government programmes. Contrary to governmental views, their programmes are generally unfavourably viewed and there is therefore a need to reappraise the effectiveness of export assistance programmes as well as the methods used to generate user awareness amongst businesses. Accepting the small sample base, there is evidence of a lack of understanding between government and small business as to the role and value of existing export assistance programmes. Future programmes should consider the real needs of the small exporter and acknowledge their different stages of development, varying periods of overseas involvement and levels of export expertise.

G.J. Davies, R. Gray (1979) conducted research on the topic *The Export Shipping Manager in the UK* The place of the international physical distribution function (or shipping function as it is conventionally called in the United Kingdom) has been largely neglected in the area of logistics or physical distribution studies. This neglect, in particular of the export shipping function, is surprising in a country such as the United Kingdom which is so dependent upon international trade. The export shipping function cannot be regarded as merely an extension of the domestic physical distribution function. In many instances it has separate personnel who undertake a range of functions which may, individually, be just as closely associated with finance and accounting as with physical distribution. The separate tradition of the export shipping function means that it may not be conveniently accommodated into a logistics framework which attempts to integrate the domestic and international movement of goods.

Gloria Sraha, RevtiRaman Sharma, Dave Crick, James M. Crick (2020) conducted research on the topic *International experience, commitment, distribution*

adaptation and performance: a study of Ghanaian firms in B2B export markets. This study aims to contribute to the existing understanding of export practices in sub-Saharan African firms with a contextual focus on Ghanaian exporters operating in business-to-business (B2B) markets. Underpinned by resource-based theory and its association with the relational view, it examines how the interplay between various decision makers' international experience, export commitment and distribution adaptation decisions influence firms' performance. The study uses a mixed methods approach, using survey data from 116 internationalising Ghanaian businesses across three sectors, supplemented with qualitative insights from 18 follow-up interviews. The study establishes a full mediation effect of export commitment on the association between international experience and export performance; also, the moderating effect of distribution adaptation on export commitment – performance relationships. Unique insights are provided into the perceived role of trustworthy, intermediaries as “stakeholders” that add to a respective firm's resource base; that is, in building capabilities in overseas markets and informing evolving business model decisions to overcome potential export barriers.

Saeed Samiee, Peter G.P. Walters, Frank L. DuBois (1993) conducted a study on *Exporting as an Innovative Behaviour: An Empirical Investigation Examines the characteristics of firms which undertake exporting under their own volition and in the absence of external stimuli. In this context, internally-induced export initiation is viewed as an innovative behaviour. The classification scheme employed in this study has a high degree of internal and discriminant validity with successful classification of 86 per cent of innovative firms by the resultant discriminant model. The findings indicate that innovative firms do not vary significantly with regard to general firm characteristics from other exporters, but that they do vary significantly with regard to critical export-related activities. Innovative firms consider exporting an ongoing activity, have greater export proportion of sales and average export order size, make greater use of export information, and tend to use different sources of data from other exporting firms. In addition, they are more likely to maintain export-specific organizations.*

Sam Zisuh Njinyah (2018) conducted a study on the Effectiveness of government policies for export promotion on the export performance of SMEs Cocoa exporters in Cameroon, the purpose of this paper is to examine the significance of the direct and indirect effects (through country and firm's specific advantages) of government policies for export promotion (GPEP) on the export performance of small and medium-size enterprise (SME) Cocoa exporters in Cameroon. To test the proposed model, data were obtained through self-administered questionnaires using snowball sampling technique to 101 SME Cocoa exporters. This was analyzed using structural equation modeling (SEM) techniques to examine both the direct and indirect effects of GPEP on the export performance of SME Cocoa exporters in the South and Centre Regions of Cameroon. The findings suggest that GPEP had both direct and indirect effects on the export performance of SME Cocoa exporters. Direct effect was on the usage of GPEP which reduces operating cost and increase performance. The indirect effects were through the provision of country and firm's specific advantages. However, the only significant path was through the provision of export marketing information.

Mehmet Haluk Köksal, Tarek Kettaneh (2011) conducted a study on the topic Export problems experienced by high- and low-performing manufacturing companies: A comparative study. The purpose of this paper was to examine the perception of export problems differentiating high-performing export manufacturing companies from low-performing ones in the context of two developing countries: Turkey and Lebanon. The paper focuses on the above objectives and aims at shedding light on them by testing some hypotheses. A structured questionnaire was applied to 144 Turkish companies and 71 Lebanese companies through the mail. The response rate was 20 percent for the Turkish sample and 23 percent for the Lebanese. Some differences were identified between high- and low-performing Turkish and Lebanese manufacturing companies regarding the perception of export problems. The differences were grouped and discussed under internal and external export problems. Highlighted effects of such internal export problems were insufficient production capacity, packaging, and exporting being difficult and costly; and external problems were the imposition of high-tariff/non-tariff barriers by foreign countries.

Alfred C. Holden(1992) conducted a study on The Export-Finance inadequacy confronting U.S. Small Business. The case is strong for declaring an inadequacy of export finance for small business. In 1988–90, the documentation has expanded beyond that of academic research and claims by the Small Business Administration to Congressional testimony by exporters and bankers, surveys by trade associations of manufacturers and bankers, and investigations by the Government's export finance agency as well as our central bank. Nonetheless, small business is exhorted to look abroad in its marketing efforts and so to participate in reducing the U.S. trade deficit. As one means of alleviating this international marketing challenge, the Export- Import Bank of the United States (Exim bank) has moved to convert a pilot program of 1988–89 into a full-fledged decentralized effort to deliver export finance to qualified small firms. The intention is that carefully trained administrators in selected states will be able to match qualified exporters with financial institutions and thereby assure that the small firms receive working capital in adequate quantity to meet terms and conditions of an export contract. While Exim bank's staff is poised to support the marketing and credit analysis work of the state/local administrators, this paper examines the need for a fully cooperative effort among four parties or groups in the face of a national retrenchment by many banks in the provision of export finance for small firms.

Nitin Pangarkar, B. Elango (2021) conducted a study based on the topic When does informal finance help exports of emerging market firms? A contingent perspective the purpose of this study is to examine whether the usage of informal finance helps exports of emerging market firms. The study analyses a large dataset of observations on emerging market firms. To address the issue of a non- random sample and correct for self-selection in the regression analyses, this paper uses the two-stage Heckman procedure. In the first stage, this study uses a sample of 74,148 firms from 135 countries over an 11-year time period (2006 to 2016). In the second stage, which includes only firms involved in exports, the analyses are based on 13,608 observations on firms from 135 countries over the same time period. The study finds that the usage of informal finance helps exports of emerging market firms. Furthermore, the interactive effect between informal finance and home

country affluence also influences exports.

John R. Darling (1985) conducted a study based on the topic Keys for Success in Exporting to the US Market Posits that there are many opportunities emerging for profitable participation in the US market by foreign business firms. Offers ten key points for business success in the US marketplace, going on to analyse these. Concludes that each of these points should be addressed to achieve an optimum impact on the US market.

Laurel J. Delaney (2016) conducted a study on the topic Documentation, Export Licensing, and Other Procedures. In this study the author has taken a set of painstaking but critical details—the preparation of shipping documentation to coincide with the transport and payment methods. It will also address the often anxiety-producing (but needlessly so) issue of the exporter’s licensing responsibilities. Finally, it has provided a checklist for a final inspection of your documentation to make sure everything’s letter perfect.

Constantine S. Katsikeas, Robert E. Morgan (1994) conducted a research based on the topic Differences in Perceptions of Exporting Problems Based on Firm Size and Export Market Experience There is a lacuna of empirical research in the international marketing literature pertaining to problems and issues encountered by exporting firms, particularly in relation to the Western European context. In addressing this gap, reports the findings of an ethnocentric study, which focused on the problems confronting the ongoing export activities of indigenous Greek manufacturing firms within the trading sphere of the European Community. Examines specifically the extent to which there are significant differences in perceptions of exporting problems based on the organizational characteristics of firm size and export market experience. Tests two hypotheses, and identifies a number of such differences. Provides conclusions and implications, which furnish both managers and public policy makers with an awareness of scenarios where exporting problems may arise. Considers the research limitations, and also appends suggestions for avenues of future research on which these have some influence.

L. Prakash, S. Amudha, K. Suganya (2013) conducted a study on the title A Study on Export procedures and Documentation in Needle Industries Pvt Ltd. The Nilgiris

in which they used both primary and secondary data collection for their study. They found that a minor mistake in documentation would cause a huge loss so that only those experienced persons should fill the document. Charges included in the invoice are not authorized in the letter of credit. There are numerous procedures in “custom clearance “for the documentation. The custom brokerage charged for documentation is high competition in the market for exports. Certain countries documentation is very difficult to prepare. The documentation process gets delayed in case of agents and agent delay working.

Chapter III

Research Methodology

3.1 Data collection:

- This study deals with the documentation and procedures used in Kaysons Engineering Works.
- Official records, booklets, textbooks, documents and audit reports are used apart from the personal discussion from the officials of the concern are also undertaken to carry out the research.

3.2 Data Source:

- Two types of data are used, that is primary and the secondary data.
- The primary data are those data which are collected from the officials for the first time, are thus happening to be original in character.
- The secondary data on the other hand, are those which have already been collected by someone else and are passed through some statistical process.

Chapter IV

Analysis

4.1 Export Procedures in General:

It is important to know the general procedures of the export in order to find how exports can be successfully done.

➤ **Governing Authorities:**

Exports are governed by the foreign trade (Development & Regulation) Act 1992 and the Export and Import (EXIM) Policy. Director General Foreign Trade (DGFT) is the primary general body that is governing the Export and Import policies in the country.

As the export trade has to follow certain procedures from receiving enquires to the completion of the transaction, they must get themselves registered to the authorities for ensuring that the documents that are used by the exporter are legal and there is no correction in the documents. This will also help them for receiving incentives which are allowed under the export procedure scheme. There are certain guidelines for the Exporter

➤ **IEC Number:**

Registration with Regional Licensing Authorities: Every Exporter must have an export code number (unless specifically exempted by the DGFT). The IEC Number is normally allotted by the regional licensing authorities. This code number is required to be incorporated in the various export documents.

4.2 Steps in Export Procedures:

In general, an export procedure has certain steps by which the export can be done successfully. It includes

Step 1. Receipt of an order:

The exporter of the goods must get registered to various authorities such as Income tax, Reserve Bank of India. He must also have a agent who collects orders from the foreign customers using indent houses.

Step.2 Obtaining Legal License and Quota:

After receiving the order, the exporter has to get a export license from Government of India, he has to apply the Export Trade Control Authority and get a valid license. Quota is referred to as the quantity of goods that can be permitted for the export.

Step.3 Letter of Credit:

The letter of credit is like a guarantee that a bank gives for the payment which has to made by the people while exporting their goods. Either the exporter of the goods will ask for it or sometimes the importer himself will send the letter of credit along with order.

Step.4: Fixing of Exchange Rate:

Foreign currency rate may fluctuate and the value of the foreign currency differs from the home currency i.e., the rate of Indian currency against the foreign currency will be high as the value of currency dollars are high. It may fluctuate from time to time. Thus, the importer and the exporter must fix the exchange rate mutually.

Step.5: Formalities of Foreign Exchange:

The exporter must follow certain foreign exchange formalities under the exchange control regulation which is governed by the Foreign Exchange Act of India (FERA).

The exporter must get the declaration form which states: -

- The Earnings from the foreign exchange earned by the exporter must be deposited in a manner specified by RBI and within the specified period of time.
- All those shipping documents and negotiations are required to be done through the authorized dealers in foreign exchange.
- Only through the approved methods the payment for the export collected.

Step.6 Preparation for the execution of the order:

The exporter must be aware while making the arrangements for executing the order:

- As per the importer's specification the marking and the package of the goods has to be done.
- Getting the inspection certificate from the Inspection agency who are responsible for the export, the pre-shipping inspections has to be undertaken.
- There must be insurance policy for the goods that are exported as it is like a protection against the credit risks. The insurance policy can be obtained from the Export Credit Guarantee Corporation (ECGC).
- Obtaining a marine insurance policy as required.
- Forwarding agent or the custom house agent has to be appointed as they will be able to handle the customs and other related matters.

Step7: Formalities done by the forwarding agents:

There are certain formalities done by the forwarding agent it includes: -

- For exporting the goods, the forwarding agent must first obtain a permit from the custom department.
- He must disclose all the required details of the goods to be exported it must include the quantity, quality, weight, type of goods to the shipping company.
- The forwarding agent has to prepare the shipping bill or the bill of order.
- He must also prepare two copies of the port challans and pays the dues.
- The master of the ship is responsible for the loading of the goods on the ship. The loading is to be done on the basis of the shipping order in the presence of the customs officer.

Step.8: Bill of Lading:

After presenting the receipt copy issued by the master of shipment to the shipping company, in return gets the Bill of Lading. Bill of lading is an official receipt which provides the full description about the goods that are loaded onto the ship and the name of the port of destination.

Step.9: Information to the importer:

After exporting the exporter sends the details regarding the dispatch of the goods. The exporter sends the copy of the packing list, a non- negotiable copy of the bill of lading and commercial invoice along with the advice note.

Step.10: Presentation of documents to the bank: The exporter has to hand over all the documents such as Marine insurance policy; The certificate of Origin; The commercial invoice; The bill of Lading; then the exporter draws the bill of exchange along with these documents is called Documentary Bill of Exchange. The exporter then hands over these documents to the Bank.

In order to realize the proceeds of the export, the exporter of the goods has to undergo specific banking formalities. On submission of the bill of exchange, these formalities are initiated. Generally, the exporter will receive the payment in foreign exchange.

4.3 Required export documents in Saudi Arabia:

1. Commercial invoice

The commercial invoice must contain the following:

- HS code and country of origin
- Transport information such as name of the vessel / flight number and date of departure
- Costs for freight and insurance are to be shown separately for CIF (Cost Insurance Freight) sales
- Number and type of packages
- Precise description of the goods including the net and gross weights
- Legitimate signature of the exporter

Usually, the importer often also requires a declaration from the manufacturer. It must contain the name of the Manufacturer and the goods that are to be exported. The commercial invoice must be certified by the responsible Chamber of Commerce.

2. Packing list

The shipment must be accompanied by a packing list containing an overview of the details and contents of the packages, including their dimensions and quantity.

3. Declaration of origin

A EUR movement certificate must be issued for preferential products of origin in accordance with the EFTA-GCC free trade agreement Cooperation of the Arab Gulf States. This is irrespective of the value of the goods and also with the status of approved exporter, as the FTA does not provide for an invoice declaration.

4. Certificate of origin

Regardless of whether the goods are preferential or not, a certificate of origin certified by the Chamber of Commerce is required.

5. Marking of goods:

Products imported into Saudi Arabia must be marked with an indication of the country of origin, which cannot be removed. This can be done by engraving, sewing,

printing or pressing.

➤ **Registrations**

All shipments to be delivered to Saudi Arabia require a "Product Certificate of Conformity (PCOC)" and a "Shipment Certificate of Conformity (SCOC)", which must be issued via the SABER platform. The registration of the products on the SABER platform is usually done by the importer registered in Saudi Arabia.

Products and packaging consisting of polyethylene or polypropylene must be made of an oxo-biological material that is approved in Saudi Arabia and labelled accordingly. Without the corresponding logo, the products cannot be imported into Saudi Arabia. In order to use the logo, the manufacturer or importer needs a license from SASO (Saudi Standards, Metrology and Quality Organization).

➤ **Sanctions:**

There is no sanctions or embargoes have been imposed on the Kingdom of Saudi Arabia. This can change at any time, and so it is important to check the corresponding measures that has to be imposed prior to each export.

Certain products and product groups, such as dual-use goods, also require an export permit for delivery to non-sanctioned countries. In Saudi Arabia there is a general import ban on goods from Israel.

➤ **Terms of payment**

It is advisable to find a compromise with the Saudi company beforehand. A letter of credit, for example, is associated with fees, but is nevertheless less expensive than possible court proceedings.

4.4 Required documents for exports in Kenya:

1) Commercial Invoice (certified invoice)

This is the charge document, containing details of the seller, buyer, goods, price, terms of sale etc. The invoice must also meet any other requirements stipulated in the letter of credit and show marks and numbers of packages as on the bill of lading

or other transport documents.

2) Bill of Lading (B/L)

This is issued by or for the shipping company and serves as a receipt for goods uplifted for shipment, as a contract of carriage and as a legal document of title. On delivery of the goods the consignee is required to surrender a negotiable copy of the bill of lading to take possession. With the development of containerisation and the use of different means of transport under one contract of carriage, the traditional marine bill of lading is now being used less often in international trade. Variations of these documents are a marine bill of lading, a combined transport document, or house bill of lading.

3) Airway Bill (AWB)

The AWB is equivalent to a bill of lading for goods sent by air. Note: courier companies often have their own documentation that travels with the goods which is unique to that transaction.

4) Certificate of Origin

The origin of goods has a direct bearing on the rate of customs duty to be charged. Certification of origin may be incorporated in the commercial invoice, but a separate document, issued or countersigned by the Chamber of Commerce in the country of origin may often be necessary. Some importing countries demand that the certificate of origin be authenticated by their embassies in the exporting country.

5) Insurance Policy Certificate

The insurance document must comply with any terms in a letter of credit. The insurance coverage of goods being shipped without letter of credit is determined by arrangements between buyer and seller.

6) Cargo Insurance

Export goods must be well covered by insurance and both parties to the export transaction must be fully aware of their responsibilities. Exporters may often have

an insurable interest long after the goods have left their possession, while buyers could be “on risk” before the goods are actually received. The terms of cover are usually laid down in the sale contract or letter of credit.

7) Packing List

This document details weight, volume, content, and packaging for each separate export package and for total shipment. It is often required by customs in the country of import when wanting to check the contents of any particular shipment. Banks often call for a packing list detailing the shipment particularly if a letter of credit is the chosen form of payment.

8) Pre-shipment Inspection Certificates

As a mechanism for the authentication of quality, quantity, value and compliance with export requirements, most products exported from Kenya undergo pre-shipment inspection. The pre-shipment process that a product is subjected to depends on the type of product and the requirements by the importing country. Certain governments require that the Kenya Competent Authorities on phytosanitary and sanitary certify quality and safety of products to be exported to their countries. Such Competent Authorities include:

- Department of Fisheries – for fish and fish products;
- Ministry of Health - for public health on food products;
- Kenya Plant Health Inspectorate Service (KEPHIS) – for phytosanitary certification;
- Department of Veterinary Services – for animal products; and
- Kenya Bureau of Standards – for manufactured products.

4.5 Required documents for exports in Nigeria:

1) Registration to Promotion Council:

The Business or individuals who wish to export from Nigeria is required to register with the Nigerian Export Promotion Council (NEPC).

2) Authorised Dealers:

An exporter is required to complete and register Form NXP with an Authorized Dealer i.e., any Bank of his choice, in Nigeria. The objectives of completing the Form NXP is to ensure that only those goods that meets with the buyer's expectation are exported and the NCS will duly certify a copy of the form if it so satisfies. The goods are subjected to inspection, conducted by relevant Government agencies according to the items for export.

The payment that due to the exporter wills credited to the account he maintained with Authorized Dealer after the business is completed.

3) Government Agencies:

There are two government agencies vested with the power to grant export licenses in Nigeria. They are: The Nigeria Export Promotion Council (NEPC) which is saddled with the responsibility of issuing out export license for agricultural commodities & manufactured goods and the Federal Ministry of Solid Minerals Development which is responsible for granting licenses for extraction & exportation in Nigeria.

4) Custom Services:

The Nigeria Customs Service was saddled with the responsibilities of revenue collection, accounting for same and anti-smuggling activities under the supervisory oversight of the Nigerian Ministry of Finance. They control the imports and exports activities happening in the country.

4.6 Reason for the failure of Exports Procedures and documentation:

Reason for Failure	Saudi Arabia	Kenya	Nigeria
Delay in Shipments	There was no delay in shipment	There was delay in shipment	There was no delay in shipment
Banking Facilities	Good banking Facilities	No proper banking facilities	Confusion in banking
Maintenance of documents	Delay in filing Documents	There was proper maintenance of documents	There was proper maintenance of documents
Fixing exchange rate	Confusion in fixing exchange rate	Proper fixed fixing exchange rate	There was proper Fixing Exchange Rate
Appointment of Consultant	There was proper consultant	Lack of proper consultant	Delay in contact with consultant

Chapter V

Summary

5.1 Findings:

Export Documents used by Kaysons while exporting to Saudi

Arabia:

Receipt of an order:

Kayson's had got their order from Saudi Arabia; they have maintained an Invoice which has got the seal of certificate of origin from the Indian Chamber of Commerce. The Indian chamber of commerce is a premier body that helps most of the manufacturers all over the country for their trading.

Packaging List:

The packaging list, discloses the contents of the package which includes the quality, quantity and type of the goods that are packed for the export. Kayson's packaging list has listed the Number of machineries, weightage quantity and number of packages.

Bill of Lading:

The bill of lading is a list of ship's cargo in the form receipt which will be provided by the master of ship. Kayson's has got this bill of lading from the Westship Logistics Pvt. Ltd which has provided all the details regarding the goods as an attachment sheet that are exported by Kayson's, the place of receipt, port of lading and the place of delivery and all those details furnished by the shipper.

Certificate of Origin:

The certificate of Origin is necessary for clearing customs. If the customs are not cleared then the custom officer will resend the goods to the warehouse then the exporting of the products gets difficult without clearing the customs.

Kayson's has got its certificate of origin from the All-Indian Chamber of Commerce & Industries. It includes the details regarding the containers,

number and kind of packages, description about the goods, quantity and remarks. It has enclosed the Certification and the declaration as the Declaration by the exporter with the signature date and seal of the exporter.

Insurance certificate:

It is important that the exporter must have the Insurance certificate. During the export, the exporter may suffer any financial loss due to any unexpected loss while transporting the goods from one country to the other.

Kayson's has got its Insurance from The New Indian Assurance Co. Ltd, which is largest nationalized general insurance company of India for the foreign operations.

Shipping Bill of Export (Custom Clearance):

The shipping bill of export is required in order to get verified that the customs are cleared by the exporter and their Goods are ready for the export. Kayson's has got this bill of receipt from the Indian Customs EDI System (ICES) which is incorporated to design the customs clearance related information electronically using the electronic Data Interchange.

It includes the details regarding the exporter the goods that are exported and all those details regarding the export which will be inspected and sealed by the Inspector of the customs and further sealed and signed by the Superintendent of custom, custom house.

After receiving this custom clearance bill the goods will be exported to the destined place.

5.2 Suggestions:

- Expert person must be appointed while preparation of documents.
- Use only one bank to avoid confusions.
- Have separate files for country wise documents
- Transportation should be made early so that there won't be any delay in exporting.
- Get advice from the consultant who helps to get through the export procedures, for the needed documents that has to be ready.

5.3 Conclusion:

Export procedures and documentation plays a vital role in international trade. It is the backbone of a country's economy. A country can grow when it concentrates on its exports than imports. But most of the people don't export as they are not aware of the procedures or they might face some issues while exporting.

If there is no proper documentation while exporting the goods from one country to another then the export will be rejected. So, it is important to know the procedure and documentation of while exporting the goods from one country to another.

This project has a clear explanation about the Export procedures and the documentation which will be used for the export with the reference to Kayson's Engineering works. This project can also be used for the future research regarding the export procedures and documentations.

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Annexure

Machineries Manufactured in Kayson's Engineering Works:

- Axial Flow Fans



- Tower Blender



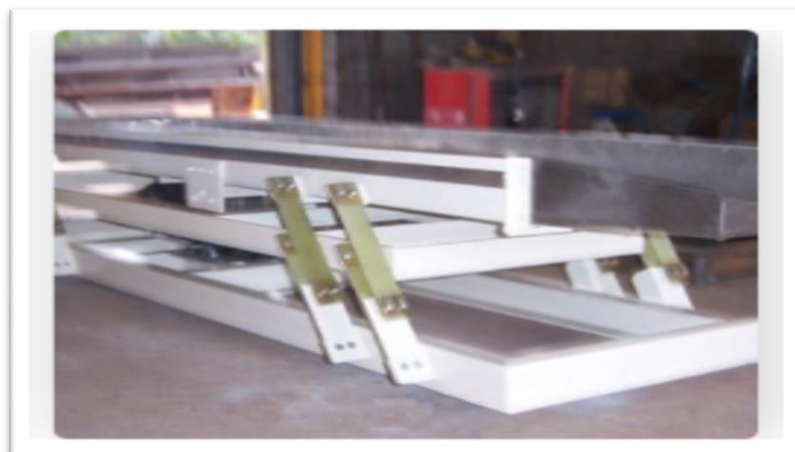
➤ Screw Conveyors



➤ Ribbon Blender



➤ Vibratory Conveyors



ATTACHED SHEET

VESSEL NAME M.V SSL DELHI .V.036W
NO OF CONTAINER 01X20' TOTAL PACKAGES 68,
GR.WT 3380.000 KGS , NE.WT 3130.000 KGS , CBM 24

BL NO - WSLTUTCMB0001

CARGO DETAILS

		GR.WET	CBM
KAYSONS	01X20' GP CONTAINER ONLY	1750.000 KGS	12
ENGINEERING WORKS	TOTAL 33 PACKAGES ONLY		
MOHAMMED ALI ABA	SALT PROCESSING MACHINERY		
ALKHAIL&PARTNERS LLC	1.FEED BELT CONVEYOR WITH PRE CUTTER-1 NO	NET.WET	
1 TO 27	2.LUMP BREAKER(CRUSHER) TWO ROLL-1NO	1600.000 KGS	
POLYPACKAGES	3.SALT ROLLER CRUSHER-1 NO		
5 WOODEN BOXES	4.DISCHARGE BELT CONVEYOR-1 NO		
1 CORRUGATED BOX	5.VIBRATORY SIFTER-1 NO		
	INVOICE NO : 45/2019-20 DTD 05.11.2019		
	SB.NO : 8065681 DT 06.11.2019		
		GR.WET	
		1630.000 KGS	12
		NET.WET	
		1530.000 KGS	
KAYSONS	TOTAL 35 PACKAGES ONLY		
ENGINEERING WORKS	CLOVE PROCESSING MACHINERY		
MOHAMMED ALI ABA	1.HAMMER MILL WITH 40 HP MOTOR WITH		
ALKHAIL&PARTNERS LLC	SUPPORT STRUCTURE CYCLONE SYSTEM & ROTARY		
1 TO 31	AIR VALVE POWER : 40 HP + 1 HP-1 NO		
POLYPACKAGES	2.MCC BASE CONTROL PANEL FOR THE ABOVE SYSTEM-1 NO		
2 WOODEN BOXES	INVOICE NO : 46/2019-20 DTD 05.11.2019		
2 CORRUGATED BOX	SB.NO : 8064556 DT 06.11.2019		



whose services he uses for the performance of the contract evidenced by this MTD.

(d) Undertakes to perform or to procure performance of all acts necessary to ensure delivery.

(e) assumes liability to the extent set out in these conditions of loss of or damage to the goods occurring between the time of taking them into his charge and the time of delivery and undertakes to pay compensation as set out in these conditions in respect of such loss or damage.

(f) assumes liability to the extent set out in these conditions for delay in delivery of the goods and undertakes to pay compensation as set out in that condition.

4. Negotiability and title to the goods:
By accepting the Multimodal Transportation Document the consignor and his transferees agree with the MTO that, unless it is marked "non-negotiable" it shall constitute title to the goods and the holder, by endorsement of this MTD, shall be entitled to receive or to transfer the goods mentioned in this MTD.

5. Reservations:
If the MTD contains particulars concerning the general nature, leading marks, number of packages or pieces, weight or quantity of the goods which the MTO or a person acting on his behalf knows, or has reasonable grounds to suspect, do not accurately represent the goods actually taken in charge, or if he has no reasonable means of checking such particulars, the MTO or a person acting on his behalf shall insert in the MTD a reservation specifying these inaccuracies, grounds of suspicion or the absence of reasonable means of checking. If the MTO or a person acting on his behalf fails to note on the MTD the apparent condition of the goods, he is deemed to have noted on the MTD that the goods were in apparent good condition.

6. Evidentiary effect of the MTD:
(1) The MTD shall be prima facie evidence of the taking in charge by the MTO of the goods as described therein; and
(2) Proof to the contrary by the MTO shall not be admissible if the MTD is issued in negotiable form and has been transferred to a third party, including a consignee, who has acted in good faith in reliance on the description of goods therein.

7. Guarantee by the consignor:
(i) The consignor shall be deemed to have guaranteed to the MTO the accuracy at the time the goods were taken in charge by the MTO of particulars relating to the general nature of the goods, their marks, number, weight, and quantity and if applicable, to the dangerous character of the goods, as furnished by him for insertion in the MTD
(ii) The consignor shall indemnify the MTO against loss resulting from inaccuracies or inadequacies of the particulars. The consignor shall remain liable even if the MTD has been transferred by him. The right of the MTO to such indemnity shall in no way limit his liability under the Multimodal Transport Contract to any person other than the consignor.

8. Dangerous goods:
(1) The consignor shall mark or label dangerous goods in a suitable manner as "dangerous goods"
(2) Where the consignor hands over dangerous goods to the MTO or any person acting on his behalf, the consignor shall inform him of the dangerous character of the goods, and if necessary, the precautions to be taken. If the consignor fails to do so and the MTO does not otherwise have knowledge of their dangerous character, then:
(i) the consignor shall be liable to the MTO for all loss resulting from the shipment of such goods; and
(ii) the goods may at any time be unloaded, destroyed, or rendered innocuous, as the circumstances may require, without payment of compensation.
(3) The above provisions may not be invoked by any person if during the Multimodal Transport he has taken the goods in his charge with knowledge of the dangerous character.
(4) If, in cases where the provisions, (2) (b) referred to above do not apply or may not be invoked, dangerous goods, become an actual danger to life or property, they may be unloaded, destroyed or rendered innocuous, as the circumstances may require, without payment of compensation, except where there is an obligation to contribute in general average or where the MTO is liable, in accordance with the provisions of relevant conditions.

greater than the actual loss of the person entitled to make the claim.

(2) Where the MTO becomes liable for any loss of or damage to, any consignment, the nature of which whereof, have been declared by the consignor before such loss or damage has been taken in charge by the MTO and the stage of transport where such loss or damage occurred is not known, then the liability of the MTO in compensation shall not exceed two Special Drawing Rights per kilogram of the gross weight of the consignment lost or damaged or 866.87. Special Drawing Rights per package or unit lost or damaged, whichever is higher.

(3) Notwithstanding anything contained above if the multimodal transportation does not accordingly the liability of the Multimodal Transport Contract, including carriage of goods by sea or by inland waterways, the Multimodal Transport Operator shall be limited to an amount not exceeding 8.33 Special Drawing Rights per kilogram of the gross weight of the goods lost or damaged.

12. Liability for loss or damage when the stage of transport where the loss or damage occurred is known:
(1) When the MTO is liable to pay compensation in respect of loss or damage to the goods occurring between the time of taking them into his charge and the time of delivery and the stage of transport where such loss or damage occurred is known, the liability of the MTO in respect of such loss or damage shall be determined by the applicable Indian Law if the loss or damage occurs in India, or by the provisions of the applicable law of the country where the loss or damage occurred, as the case may be, where provisions of the Indian law or the applicable law outside India.
(2) Without the prejudice to the provisions contained in para 3 (2) (b) and (c) mentioned in this document, when, under the provision of condition (1) mentioned above, the liability of the MTO shall be determined by the provisions of the law referred to condition, (1) about the liability shall be determined as though the MTO was a carrier referred in such law. However, the MTO shall not be exonerated from liability where the loss or damage is caused or contributed to by the acts or omissions of the Multimodal Transport Operator in his capacity as such, or his servants or agents when acting in such capacity and not in the performance of the carriage

13. Defence and limits for the Multimodal Transport Operator and his servants:
(1) The defences and the limits of liability provided for in this MTD shall apply in action against the MTO in respect of loss resulting from loss of or damage to goods, delay in delivery and any consequential loss or damage arising from such delay.
(2) If any action in respect of loss resulting from loss of, or damage to, the goods or from delay in delivery is brought against the servant or agent of the MTO, if such servant or agent proves that he acted within the scope of his employment, or against any other person of whose service he makes use for the performance of the Multimodal Transport Contract, if such other person proves that he acted within the performance of the contract, the servant or agent or such other person shall be entitled to avail himself of the defences and limits of liability which the MTO is entitled to invoke under this MTD.
(3) Except as provided for liability for delay, as mentioned below, the aggregate of the amounts recoverable from the MTO and from a servant or agent or any other person of whose services he makes use for the performance of the Multimodal Transport Contract shall not exceed the limits of liability provided for in this MTD.

14. Liability for delay:
The liability of the MTO for loss resulting from delay in delivery as per condition 10 above shall be limited to an amount equivalent to the freight payable for the goods delayed but not exceeding the total freight payable under the Multimodal Transport Contract.

15. Loss of the right to limit liability:
(1) The limits of liability established in conditions 11, 12 and 14 above shall not apply if it is proved that the loss, damage or delay in delivery resulted from an act or omission of the Multimodal Transport Operator (or his servants or agents or any other person of whose services he makes use for the performance of Multimodal Transport Contract), done with the intent to cause such loss, or damage or delay in delivery or recklessly and with knowledge that such loss, damage or delay would probably result.

not be liable for any loss of, or damage to, its contents, and the consignor shall cover any loss of expense incurred by the MTO, if such loss, damage or expense has been caused by:
(a) negligent filling, packing, or stowing of the containers;
(b) the contents being unsuitable for carriage in container; or
(c) the unsuitability or defective condition of the container unless the container has been supplied by the MTO and the unsuitable or defective condition would not have been apparent upon reasonable inspection at, or prior to, the time when the container was filled, packed and stowed.

The provision of this condition also apply with respect to trailers, transportable tanks, flats and pallets which have not been filled, packed or stowed by the Multimodal Transport Operator.

(3) The multimodal transport operator does not accept liability for the functioning of refer equipment or trailers supplied by the consignor.

(4) If, by order of the authorities of any place, the goods have to be unpacked from their containers to be inspected, the MTO shall not be liable for the loss or damage incurred during the unpacking inspection or re-packing. The MTO shall be entitled to recover the cost of unpacking, inspection and repacking from the consignor/consignee.

20. Hindrances etc. affecting performance:
The MTO shall use reasonable endeavours to complete the transport and to deliver the goods at the place designated for delivery.

21. Lien:
The MTO shall have a lien on the goods for any amount due under this Multimodal Transport Contract and for the costs of recovering the same and may enforce such lien in any reasonable manner.

22. Limitation of action:
Any action relating to Multimodal Transport under these conditions shall be time barred if judicial proceedings have not been instituted within a period of nine months after:
(1) the date of delivery of the goods, or
(2) the date when the goods should have been delivered, or
(3) the date on and from which the party entitled to receive has the right to treat the good as lost.

23. Jurisdiction:
(1) In judicial proceedings relating to the contract for MTD under these conditions the plaintiff, at his option, may institute an action in a court which, according to the law of the country where the court is situated, is competent and within the jurisdiction of which is situated one of the following places:
(a) the principal place of business or in the absence thereof, the habitual residence of the defendant; or
(b) the place where the Multimodal Transport Contract was made, provided that the defendant has there a place of business, branch of agency at such place; or
(c) the place of taking charge of the goods for Multimodal Transportation or the place of delivery thereof; or
(d) any other place specified for that purpose in the Multimodal Transport Contract and evidenced in the MTD.

24. General Average:
The consignor or consignee, the holder of the MTD the receiver and the owner of the goods shall indemnify MTO in respect of any claims of the goods average nature which may be made on him and shall provide such security as may be required by the MTO in this connection

25. Arbitration:
The contract evidenced hereby or contained herein shall be governed by and construed according to Indian laws. Any difference of opinion or dispute there under can be settled by arbitration in India or place mutually agreed with each party appointing an arbitrator.

CERTIFICATE OF ORIGIN No. : AD 8660

Exporter
 KAYSONS ENGINEERING WORKS
 NO.1 CHETTIPALAYAM ROAD, PODANUR
 POST, COIMBATORE - 641 023 INDIA

**ALL INDIA CHAMBER
 OF COMMERCE & INDUSTRIES**
 (An ISO 9001:2015 Certified Organisation)



Consignee
 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

84/2, SOUTH RAJA STREET,
 TUTICORIN - 628 001.
 Phone : (0461) 2324495
 Telefax : (0461) 2323395
 E-mail : aicci82@gmail.com
 Visit Us : http://www.aicci.in

Pre-carriage by _____ **Place of receipt by Pre-carrier** _____

Vessel/Flight No. SSL DELHI V.036 **Port of Loading** TUTICORIN /INDIA

Port of Discharge DAMMAM, SAUDI ARABIA **Final Destination** DAMMAM, SAUDI ARABIA

Marks & Nos. Container No	No. & Kind of Pkgs.	Description of Goods	Quantity	Remarks
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KAYSONS ENGINEERING WORKS MOHAMMED ABALAKHILCO FOR FOOD IND 1 TO 31 POLYPACKAGES 2 WOODEN BOXES 2 CORRUGATED BOX	TOTAL 35 PACKAGES ONLY CLOVE PROCESSING MACHINERY 1.HAMMER MILL WITH 40 HP MOTOR WITH SUPPORT STRUCTURE CYCLONE SYSTEM & ROTARY AIR VALVE POWER : 40 HP + 1 HP-1 NO 2.MCC BASE CONTROL PANEL FOR THE ABOVE SYSTEM-1 NO INVOICE NO : 46/2019-20 DTD 05.11.2019 SB.NO : 8064556 DT 06.11.2019 NET.WT : 1530.000 KGS CONTAINER NO. _____ SEAL NO. _____ CRSU1472538/20' GP 018086		GROSS WT 1630.000 KGS NET WT 1530.000 KGS	
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SAID TO CONTAIN

SAID TO WEIGH / MEASURE

Certification

It is hereby certified that declaration was made before me and to the best of my knowledge and belief, the above mentioned goods are Indian Origin.


MANAGER *[Signature]*
**ALL INDIA CHAMBER OF
 COMMERCE & INDUSTRIES**
TUTICORIN - 628 001.

Authorised Signatory

Declaration by Exporter

We hereby declare that the above mentioned goods were produced / Manufactured in India.

Signature & Date with Seal
For KAYSONS ENGINEERING WORKS
[Signature]
 Authorised Signatory

COIMBATORE DO - 721500

THE NEW INDIA ASSURANCE CO. LTD.
(Government of India Undertaking)



தமிழ்நாடு சர்க்கார் கே பி ஓ (ஆர் டி) ச 229
दिनांक 30-04-2019 के अनुसार कोयंबतूर क्षेत्र का
द्वारा भुगतान किया गया समेकित स्टॉप कर शुल्क
Consolidated Stamp Duty Paid as
Per Tamilnadu Govt GO (Rt) No.229
Dt.30-04-2019 Paid by Coimbatore RO



MARINE CARGO SPECIFIC VOYAGE POLICY

Preamble

WHEREAS the ASSURED named in the schedule hereto have represented to THE NEW INDIA ASSURANCE COMPANY LIMITED (hereinafter called company) that they are interested in or duly authorized to make the insurance mentioned and have paid or agreed to pay the premium hereinafter stated, THE COMPANY HEREBY PROMISES AND AGREES with the assured, their Executors, Administrators and assigns that the company will insure against loss damage liability or expenses subject to Clauses, Endorsement, Conditions and Warranties contained herein/in the schedule.

Insured Details		Issuing Office Details	
Insured Name	: KAYSONS ENGINEERING WORKS,	Office Code	: COIMBATORE D.O. III (721500) (721500)
Customer ID	: PO38997097	Address	: 11-19, 20 II FLR, PEOPLES PARK BLDG GOVT ARTS COLLEGE RD .641018
Address	: NO 1, CHETTIPALAYAM ROAD, PODANUR, COIMBATORE. COIMBATORE, TAMIL NADU, 641023	Phone No	: 04222218155 / 04222212303
Phone No	: 2413745, 2413431,	E-mail/Fax	: nia.721500@newindia.co.in/04222212 94
E-mail/Fax	: kaysonsmail@gmail.com, /2413431	S.Tax Regn. No	: AAACN4165CST178
PAN No	:	GSTIN	: 33AAACN4165C4ZV
GSTIN/UIN	: 33AGEPK4450C1ZY / NA	SAC	: 997139 (Other non-life insurance services excl RI)

Policy Details		Business Source Code	
Policy Number	: 72150021190100000489	Dev.Off. level/Broker/Corp. Agent/Web Aggregator	: VIJAYAN S - (BA6484424)
Date of Issue	: 05/11/2019 04:01:06 PM	Agent/Bancassurance/Sp ecified Person	: V VELMURUGAN (NIA2D6484469) AGENT_SITE_98374 (2D6489362)
Date of Proposal	: 05-Nov-19	Phone No	: 9443654752 / 9843017169
Client Type	: Non-Corporate	E-mail/Fax	: / s.vijayan@newindia.co.in, vijayannia@yahoo.com / /

Premium Details					
Premium	GST	Stamp Duty	Total (₹)	Rupees (in words)	Receipt No. & Date
As Agreed	As Agreed	As Agreed	As Agreed	As Agreed	721500811900000 36665 - 05/11/19

Journey Details		
Journey From	Journey To	Transport Mode
WAREHOUSE AT COIMBATORE	TUTICORIN BY ROAD	Road
TUTICORIN	DAMMAM, SAUDI ARABIA	Vessel/Rail/Road

Cargo Sum Insured (₹)	: 2774814.9
Cargo Sum Insured in Foreign Currency	: 39081.9 USD
Bill of Lading(BL) Number	: TO BE DECLARED Date : NA
Basis of valuation + % Extra for Commodity	: CIF + 10
Vessel Name	: To be Advised
Date of Sailing	: 05/11/2019
Transit Type	: Sea Export
Invoice No & Date	: 45 2019 20 & 05-Nov-2019
Commodity description	: ON CONSIGNMENT SAID TO CONTAIN FEED BELT CONVEYOR WITH PRE CUTTER 1NO,LUMP BREAKER TWO ROLL 1NO,SALT ROLLER CRUSHER 1NO AND OTHER ITEMS VIDE INV.NO.45/2019-20; DT.05.11.2019;HS CODE:84388090;USD 35529@ RS.71;/TERMS OF SALE:CIF +10%.
Packaging description	: PACKED IN 27 POLY PACK BAGS,5 WOODEN BOXES& 1 CORRUGATED BOX. CONSIGNEE:MOHAMMED ALI ABA-AL-KHAIL&PARTNERS LLC,JIAD AL-QASSIM UNITED GROUP,P.O.BOX.52315 AL MUNTAZAH AL JANUBI,4383,BURAYDAH.

Validity unknown

Digitally signed
by Srinivasan
Vaideharan
Date: 2019.11.05

Policy No. : 72150021190100000489 Document generated by AG_VELMURU at 05/11/2019 16:01:09 Hours.

Regd. & Head Office: New India Assurance Bldg., 87 M.G. Road, Fort, Mumbai - 400 001. TOLL FREE No. 1 800 209 1415.

For redressal of your grievance, if any, you may approach any one of the following offices- 1. Policy issuing office 2. Regional office 3. Head office. In case, you are not satisfied with our own grievance redressal mechanism; you may also approach Insurance Ombudsman. For details of our office addresses and addresses of office of Insurance Ombudsman, please visit our website <http://newindia.co.in>.



THE NEW INDIA ASSURANCE CO. LTD.
(Government of India Undertaking)



Risk Covered : ICC-A
WAR&SRCC

Excess : 5 % of Claim Subject to minimum of ₹10000

Terms of Insurance

As per following clauses written hereunder, current on date of sailing or dispatch and/or otherwise stated. This Insurance is subject to Important notice, conditions and warranties attached. Also this contract is subject to such regulations as in force at the time the risk hereunder.

- 1) Warranted the shipment by an approved class vessel complying with the provisions of the Institute Classification clause - 01.01.2001 with the Held Cover provision of the same stands deleted"
- 2) Institute War Clauses (Cargo) 1/1/82 CL 255 & Institute Strikes Clauses (Cargo) 1/1/82 CL 256
- 3) Institute War Clauses (Air Cargo) 1/1/82 CL 258 & Institute Strikes Clauses (Air Cargo) 1/1/82 CL 260
- 4) Institute Cargo Clauses (A) 1/1/82 CL 252
- 5) Machinery Subject to Clause : Institute Replacement Clause -01.01.34
- 6) Subject to Duty Insurance Clause
- 7) Subject to Increase Value Clause
- 8) Institute Radioactive Contamination Exclusion Clause (1.10.1990)
- 9) Institute Radioactive Contamination Chemical, Biological Biochemical and Electromagnetic Weapons Excl. Clause 10/11/2003 CL 370
- 10) Termination of Transit Clause JC2009/056 01/01/2009
- 11) Subject to Important Notice Clause
- 12) Subject to Sanctions, Limitation & Exclusion Clause JC 2010/014(11.08.2010)
- 13) Subject to Private Carriers Warranty
- 14) Subject to closed vehicle Warranty
- 15) Cargo Termination of Transit (Storage) Clause
- 16) Exclusion of unexplained losses & shortages.
- 17) Subject to Institute Replacement Clause
- 18) Exclusion of shortage loss from sound packages
- 19) Excluding electrical and mechanical derangement.

Survey & Claim Settlement

In the event of loss or damage which may result in a claim under this Insurance immediate notice must be given to

without which no claim or loss will be paid.

Claim Payable By:

In the event of loss or damage which may result in a claim under this insurance immediate notice must be given to

Premium and GST Details

	Rate of Tax	Amount in INR
Premium		3331.00
SGST	9	300
CGST	9	300
IGST	0	0

In witness whereof the undersigned being duly authorised by the Insurers and on behalf of the Insurers has (have) hereunder set his (their) hand(s) on this 05th day of November, 2019

To view the certificate details please visit
: <https://online.newindia.co.in/authenticatcertificate>.

Date of Issue: 05/11/2019

For and on behalf of
The New India Assurance Company Limited

(Mr. RAMESH RADHAKRISHNAN)
[Sr. Div. Manager]



Policy No. : 72150021190100000489 Document generated by AG_VELMURU at 05/11/2019 16:01:09 Hours.

Regd. & Head Office: New India Assurance Bldg., 87 M.G. Road, Fort, Mumbai - 400 001. TOLL FREE No. 1 800 209 1415.

For redressal of your grievance, if any, you may approach any one of the following offices- 1. Policy issuing office 2. Regional office 3. Head office. In case, you are not satisfied with our own grievance redressal mechanism; you may also approach Insurance Ombudsman. For details of our office addresses and addresses of office of Insurance Ombudsman, please visit our website <http://newindia.co.in>.





COLLECTION RECEIPT CUM ADJUSTMENT VOUCHER

Issuing Office : COIMBATORE D.O. III (721500) (721500)
Address : 11-19, 20 II FLR, PEOPLES PARK BLDG
GOVT ARTS COLLEGE RD
.641018
COIMBATORE
Phone : 04222218155
Email : nia.721500@newindia.co.in
Fax : 04222211294
Collection Number : 72150081190000036665
Collection Date : 05/11/2019
Business Source Code : 2D6484424
PAN No of Payer :

Received with thanks from KAYSONS ENGINEERING WORKS, a sum of ₹ 3932, RUPEES THREE THOUSAND NINE HUNDRED THIRTY-TWO ONLY.
The amount received/Adjusted is towards -

Policy No.	A/C Description	Gross Premium	GST	Stamp Duty	Net Premium (₹)	A/C Code	Sub A/C Code
7215002119010000048 9	Bank-721500	3331.00	600	1.00	3932.00	9100.721500	BA00000277- 7 21500-9100

Net Premium = 3932.00

Your Payment/Adjustment Details are as under -

Mode	Amount (₹)	Cheque No.	Cheque Date	Drawee Bank	Drawee Branch	Reference No.	Scroll/BG/A PD Balance
Cheque	3932.00	186333	05-NOV-19	INDIAN BANK	Cbe	7215001910101889	N.A.

Total = 3932.00

Sl no.	Agency Code	Agency Name	Department Code
1	NIA2D6484469	V VELMURUGAN	21

For The New India Assurance Company Limited

(Mr. RAMESH RADHAKRISHNAN)
[Sr. Div. Manager]

Cashier's Initial

Authorised Signatory

Revenue Stamp



NIA S.T.REGN No: AAACN4165CST178.

Note -

Please quote the Policy Number, Collection Number and date in all future correspondence This Receipt is subject to Realisation of Cheque.

Tax Invoice No : 72150019P0053202

IRDA Registration Number: 190

Validity unknown

Digitally signed
by Sriniwasan
Validated by
Date: 2019.11.05
16:01:09 IST

Policy No. : 72150021190100000489 Document generated by AG_VELMURU at 05/11/2019 16:01:09 Hours.
Regd. & Head Office: New India Assurance Bldg., 87 M.G. Road, Fort, Mumbai - 400 001. TOLL FREE No. 1 800 209 1415.



CUSTOM HOUSE, HARBOUR ESTATE, TUTICORIN 628004
Shipping Bill for Export

SB No : 8064556 / 06/11/2019 BRC Realisation Date : 31/08/2020
CHA : AFMPR4383QCH001 NAVIIN LOGISTICSS
Print Date : 06/11/2019 15:32
Port of BL : SADMM -
Country of BL : SA -
Port Of Ldg-Code : INTUT1 State of Origin :TAMIL NADU

Exporter 3205017943() Consignee
KAYSONS ENGINEERING WORKS, (PROP: KALEEM PASHUQUANIB ABALMETHI 20 FOR FOOD INR

Invoice No & Date 46/2019-20 05/11/2019 Exch. Rate 1.00 USD = 70.600 INR

ITEM DETAILS

No.	RITC CD	Description	Quantity	Units	Item Rate per	Units Total	Val(FC)	FOB(INR)	Scheme
		Scheme Description			Decl.	PMV(INR)	Accept.	PMV(INR)	Reward
		Mnfr Address							
		Mnfr Address-Cont'd							
		Mnfr City							
		Mnfr State							
		Source State							
		Transit Country							
		End User							
#	HAWB No	Total Pckgs	IGST Paymnt	Stat	Tax Value	IGST AMT	paid		
1	84388090	CLOVE PROCESSING MACHINERY- HAMMER MILL WITH 40 HP MOTOR WITHSUPPORT STRUCTURE CYCLONE	1.000NOS		12488.00000per1	NOS	12488.00000	875154.73	19
	Drawback						86888.00	86888.00	Yes
							GNX200		
#	0	LUT			0.00		0.00		
2	85371000	MCC BASE CONTROL PANEL -(CLOVE PROCESSING MACHINERY) (MEIS) -	1.000NOS		1080.00000per1	NOS	1080.00000	7581.63	19
	Drawback						6651.63	6651.63	Yes
							GNX200		
#	0	LUT			0.00		0.00		

CUSTOM HOUSE, HARBOUR ESTATE, TUTICORIN 628004
Shipping Bill for Export

SB No : 8064556 / 06/11/2019 BRC Realisation Date : 31/08/2020
CHA : AFMPR4383QCH001 NAVIIN LOGISTICSS
Print Date : 06/11/2019 15:32
Port of BL : SADMM -
Country of BL : SA -
Port Of Ldg-Code : INTUT1 State of Origin :TAMIL NADU

Inv Item Agency Name	Document Name
-	Packing List
-	SDF Declaration
-	Appendix III with 4A declaration

Signature of Exporter/CHA with Date

Let Export : BABURAJ U Dated : 06/11/2019 Allowed for Shipment

Signature of Officer of Customs Signature of Officer of Customs

**INSPECTOR OF CUSTOMS
WHARF PREVENTIVE TUTICORIN**

Contents Received on Board Date of Shipment

Date Signature of Master of Vessel Signature of Officer of Customs

P. PANDIYAN

Superintendent of Customs
Custom House
Tuticorin