

Industrial Visit by B.B.A., LL.B. students (2018-23) to Jawaharlal Nehru Port Trust

On the dewy morning of the 19th of August, 2019, about 25 students of B.B.A., LL.B. (batch of 2018-23) were briefed about their upcoming industrial visit. This briefing was conducted by Prof. (Dr) Saurabh Chaturvedi, the Associate Dean of the School of Law at the Navi Mumbai campus of S.V.K.M.'s N.M.I.M.S. The students, accompanied by Mr. Hitesh Gunjal, Course Co-ordinator for SoL, were en route to the J.N.P.T., Administration Building to meet with the Executive Manager of Cosco Shipping Lines (India) Pvt. Ltd. Mr Ajit Patil. They were escorted to the docks where they were exposed to various ships, or 'vessels', being unloaded on four different terminals with the use of some 'yard-cranes'. The four terminals are J.N.P.T. terminal, A.P.M. terminal, N.S.I.C.T. terminal which is currently leased to D.P. World, and the upcoming N.S.I.G.T.

The students could then ask Mr Ajit Patil any general, and legal questions that they had about Cosco Shipping, or the integrated container service network in general. In response to the students' questions, Mr Ajit Patil explained insurance procedures and liabilities of Cosco, and of any ship consignor that might lease vessels to Cosco. Sir explained the company's origin and its purpose. As responses to the more generalised queries, the busiest route is between India and China, while the ships were built abroad in China or Korea, the vessels could carry weights ranging between 75 thousand metric tonnes to 1 lakh metric tonnes, most common transits lasted around 45 days, there were about 20 – 24 Indian and non-Indian crew members on each vessel that might carry loose cargo or petroleum or gases, or dry-bulk cargo. The tax requirements of these vessels ranged from G.S.T. to T.D.S. The 200 vessels that were leased to, or by, Cosco were consistently maintained and surveyed by the respective ship owner. The containers that these vessels carried varied in size from 20x8 ft., 40x8 ft. and very few 45x9.5 ft. containers.

For the more legal queries, sir explained how each vessel must carry a minimum of 15 documents at all times; a shipping bill, customs approval, birth hire charges documents, pilot charges and custom charges documents, bill of loading, and so on. In case of the security protocols, the crew is trained at various training academies like T.S. Rehman in courses like fire-fighting. In case of encounters with pirates, that are more likely near South America and Sudan than near Asian countries, the crew is provided with certain arms for self-defence, and are trained in negotiation. In case of smuggled goods, transit companies are not responsible, as they do not tamper with sealed containers once they are loaded onboard. If suspicious of the same, the custom officers, when birthed, and coastal security have the right to inspect the containers, and seal them if no issue arises, and confiscate the goods otherwise. Similarly, it is mandatory for vessels to have indicators visible like the national flag, 'no smoking' signs, and so on. In case of accidents, like engine failures, the transit company would not be held liable, but the ship owner would be. As an end to the day, the students were taken to the J.N.P.T. Terminal where they witnessed large cranes offloading large dry-bulk cargo containers.

The students benefitted from this visit, as they could speak with an individual that has realistic experience in a field that they may not know a lot about, or they may wish to enter in the future.

19th August,2019

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This day exposed them to the functioning of Cosco Shipping Lines (India) Pvt. Ltd. and its legal rights and duties.







