

Heading: CHENSAA conducted its 69th AGM – Mr.Y.Leeladharan

Chennai, July 30, 2026: The Chennai & Ennore Ports Steamer Agents Association (CHENSAA) organized their 69th Annual General Body Meeting (AGM) on 30th July, 2026 at Sea Farers Club, Chennai. In a note released by Chairman Mr.Y.Leeladharan, in the AGM, that the key points which were discussed would be suitably represented with respective Authorities concerned to facilitate the Trade for smooth compliance of procedures and also enhance more volumes /seamless movement of cargoes. Chairman also highlighted that CHENSAA will continue to contribute its best for the growth of the Country.

Chairman Mr.Y.Leeladharan read the Annual Report of the Association for the year 2025 – 2026 and briefed the initiatives taken by CHENSAA and thanked his team/ members for their contribution. He also mentioned some of the important achievements of the Association during the period.

Chairman thanked the Chairperson, Deputy Chairperson and Officials of Chennai Port Authority, Managing Director and the Officials of Kamarajar Port, Chief Commissioner of Customs, Commissioners, Officials of DG Systems, CBIC and all officials of Customs in Chennai for their guidance to its members. He also thanked officials of Terminals CITPL, CCTL and the officials of Adani Ennore and Kattupalli Port/Terminals for extending their kind support to the members of CHENSAA.

Chairman thanked honorable Ministry of Shipping, Indian Ports Association, National Shipping Board, DG Shipping for their great support to the Trade in order to implement uniform practice in all Ports by integrating statutory authorities/trade in one platform NLP. Also reducing submission of duplication of documents / hard copies by effective implementation of ONE NATION AND ONE PORT process under digitization.

Chairman further highlighted that an effective joint discussion had with Trade bodies viz. CCBA/NACFS/FIEO/Chambers/Terminals/CII and Ports/Customs / Immigration/Port Health Officer / MMD/ all respective statutory authorities for streamlining the procedures and thanked all of them for their kind co-operation.

Regarding implementation of SCMTR Regulation across the Country – Mr.Leeladharan thanked CBIC officials for extending their kind support and swift response in order to clear the technical issues encountering by the Trade and its members ensuring compliance for successful implementation of SCMTR regulation.

He further mentioned that as per the SCMTR system, whilst vessel is calling 1st Indian Port with SB Cargo, the agent has to file the SAM with SB cargo and FROB, however, the manifest details of which are mostly not available in time,

due to time taken towards documentation compliance between the Importers and exporters at respective Ports, hence, Customs Icegate system should accept only the cargo details and not to insist for Bills of Lading details. In regard to non-containerized cargoes (dry bulk / liquid bulk / break-bulk/other type of vessels exclude Container vessels), being Charterers market, multiple agents will be handling the vessel at different Ports, hence, Charterers/Owners/especially Importers do not wish to disclose the Bills of lading details to the last Port agents who are not concerned for their cargo. Since the manifest been filed at respective Ports by respective agents, CBIC may kindly dispense with new procedures as imposing penalty on the agents/owners for non-compliance is not the solution for the practical difficulties.

An Awareness OUTREACH PROGRAM for the EXIM Trade at regular intervals may be organized by the Government which may help the Importers and Exporters to understand the latest regulations and respond with their practical concern, especially additional costs involved for advance compliance.

Regarding handling of Sea to Sea Transshipment Containers:

Mr.Leeladharan has requested the honorable officials to simplify the procedures by dispensing with ETP (Export Transshipment Permit) documentation procedures for Sea to Sea Transshipment Containers in India as this additional procedure is time consuming/shipping line is not able to get the documents from origin Port in time which is leading to delay in connecting the containers to mother vessels at Gateway Ports which is discouraging the trade to handle more volumes. **Such procedures do not exist in neighbouring Foreign Transshipment Ports where huge volumes been seamlessly handling.** Shipping Lines are to be permitted to file the manifest directly in Icegate by excluding additional documentation procedures at Origin Ports and Gateway Ports which may facilitate Exporters to avail Draw Back and IGST Refund as applicable in time.

Mr.Leeladharan thanked the Ministry/BOI for extending more number of ICP Ports with e-business Visa enabled which is a great initiative and help to the fraternity. Also he mentioned that the Association is continuously liaising with all the authorities concerned to ease the documentation procedures which will facilitate effective trading with safety and security, for their consideration. He has also requested Government that no Port should be operated without ICP or proper Immigration facility which is required to facilitate Indian and Foreign National Crew change (complying contractual obligations)/attendance of Foreign Nationals during vessels stay in the Ports.

A large number of CHENSAA members attended the AGM.



Chairman Mr.Y Leeladharan addressing



CHENSAA Members participated