

All Traders and Declaring Agents

**COMMON QUESTIONS ON CUSTOMS DECLARATIONS/PROCEDURES :  
HELPLIST 17**

I am pleased to list below the questions and answers for List 17:

Q1	I have transmitted a Joint Customs/TDB Pink Transshipment permit (TT) for transshipment of a dutiable car within the same FTZ. The cargo packing type is conventional. It was rejected with the error message "No Customs permit is required for such movement ". Why is this so?
A	The permit could be rejected because you had declared a non-dutiable HS code for the car. For transshipment of motor vehicles within the same FTZ, a Joint Customs/TDB Pink Transshipment permit is required if the motor vehicle is in conventional form. Please re- declare using the HS code for cars.
Q2	My declaration of an IG permit was rejected with the error message "In carrier agent". What should I do?
A	The carrier agent declared in a Customs permit must be registered with Customs. Your IG permit was probably rejected because your carrier agent was not registered with us. If so, you should ask your carrier agent to register with Customs immediately.
Q3	I would like to import some ship spares for use on my yacht at Raffles Marina Club. Do I have to pay GST?
A	Yes, GST is payable. Please ask your declaring agent to declare a Joint Customs Payment/TDB Inward permit (IG). With this permit, the parts can be cleared from the Customs checkpoint and brought to your yacht for installation.
Q4	I have transmitted a Joint Customs White Transshipment/TDB Inward permit (IT) to remove cargoes from Keppel FTZ (KZ) to Pasir Panjang FTZ (PPZ). It was rejected with the error message "In transport mode". What shall I do now?
A	The rejection could be due to the "In transport mode" being keyed in as (3) - that is 'by road'. For removal of goods from KZ to PPZ, the "In transport mode" should be keyed in as (1) - that is 'by sea' as the goods were originally imported by sea.

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