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मुख्य सीमाशुल्क आयुक्त कार्यालय, मुंबई अंचल-II
Office of the Chief Commissioner of Customs
Mumbai Customs Zone-II

जवाहरलाल नेहरू सीमाशुल्क भवन
JAWAHARLAL NEHRU CUSTOM HOUSE

पोस्ट : शेवा, तालुका : उरण, जिला रायगढ़,

महाराष्ट्र-400707

Post: Sheva, Taluka: Uran, District: Raigad
Maharashtra - 400 707

दूरभाष/Tel No.: 022-27244736 फ़ैक्स/Fax 27242402-022:

Email: ccu-cusmum2@nic.in



Date:10-03-2023

**MINUTES OF CUSTOMS CLEARANCE FACILITATION COMMITTEE
(CCFC) MEETING HELD ON 03.02.2022 AT 11.30 AM**

The Customs Clearance Facilitation Committee (CCFC) Meeting was held on 03.02.2023 in hybrid mode i.e. virtual and physical. Shri Rajesh Pandey, Chief Commissioner of Customs, Mumbai Customs Zone-II, Nhava Sheva presided over the meeting. The list of participants in the meeting is attached as per Annexure-I. The meeting was convened by Shri Mohit Jangid, Dy. Commissioner of Customs, CCO, JNCH.

At the outset the Chairman welcomed all the participants who were present physically or virtually. He requested the participants to adhere the agenda points and indulge in solution oriented discussion, leading to solutions to the issues raised in the agenda points. He thanked all the stakeholders for their co-operation in the National Time Release Study (NTRS) 2023.

With this the floor was opened for discussion of agenda points.

2.0 Discussion on Actionable Points as per Minutes of CCFC Meeting Dated 11.11.2022:

2.1 Uniform Implementation of PN No. 76/2020 pertaining to Liquid Bulk Imports and Procedures issued by Mumbai Customs Zone-I. (Para 6.1 of the minutes of last CCFC Meeting dated 11.11.2022).

Response: The Commissioner of Customs, NS-I informed the Committee that this matter has already been taken up in the NAC meeting of Mineral products. The matter is still under consideration and decision for implementation would be taken after taking the views from all the Nodal

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Commissioners and thereafter, a suitable Public Notice would be issued.

(Action: NS-I)

2.2 Issues related to IGM amendment for ICD shipments. (Para 8.2 of the Minutes of Meeting).

2.3 Short Landing process of ICD import shipment. (Para 8.3 of the Minutes of Meeting).

Response: In respect of both the above issue, the Commissioner of Customs, NS-General informed the Committee that being a Systems issue, it has been referred to DG, Systems for appropriate action.

(Points Closed)

2.4 Containers on hold in CFS & Ports for several months for CIU examination. (Para 8.4 of the Minutes of Meeting).

Response: The Commissioner of Customs, NS-General informed that as on date there are only 7 containers pending for examination by CIU and they will also be cleared within next two-three days. The representative of Shipping Lines Association informed that in several cases all the customs procedures are completed but NOC is still awaited from CIU. The Chair requested the Association to provide details of such cases, if any, so that specific issue may be resolved.

(Action: CSLA & NS-General)

2.5 Long Standing Containers. (Para 8.5 of the Minutes of Meeting).

Response: The Commissioner of Customs, NS-General informed that this is an ongoing issue and is being monitored at even Board level. He informed the Committee that Quarterly targets have been fixed for disposal of such long standing containers, and over the last three quarters considerable progress has been made. A target for disposal of 600 containers has been fixed for this quarter and in the first month of the quarter 200 containers have been disposed off. The Chair informed the Committee that containers being put on hold is a regular issue as there will always be some containers held up for investigation by SIIBs/CIU or other agencies. However, the Committee is concerned in respect of long standing containers which are held up for significantly long period. In this direction, he requested the CSLA, who has sponsored this agenda point to provide an updated list of such containers as on 31.01.2023. He also requested to CFSAI to provide their list of long standing containers also, so

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that the number of such containers can be determined precisely.

(Action: CLSA, CFSAI and NS-Gen)

2 . 6 Universal Reader at Parking Plaza with system integration. (Para 10.1 of the Minutes of Meeting).

Response: After discussion and deliberations among the members it has been decided that M/s. Divya Shipping shall find out whether the technology for such readers is available, and if available, they shall procure and install the same in CPP. M/s. Divya Shipping shall also enquire at Chennai port where such Universal Reader is reportedly installed.

(Action: CPP)

2 . 7 Mitigate the delay in process of export consignments through Centralized Parking Plaza and JWR CFS. (Para 10.3 of the Minutes of the Meeting).

Response: The Commissioner of Customs, NS-II enquired whether the issue still persists, as they have taken several steps to mitigate the delay. He informed that Public Notice No. 73/2022 dated 29.12.2022 has been issued for issuance of LEO without Form E-13 for export Containers at CPP in JNCH. Also instructions have been issued to the officers to not cause any unnecessary delays. The representative of BCBA thanked the Department for taking swift and appropriate steps. He informed that situation has improved.

(Point Closed)

2 . 8 No Buffer allow required for the containers to be off-loaded in CPP from department. (Para 10.4 of the Minutes of Meeting).

Response: The Commissioner of Customs, NS-II informed that vide Public Notice No.59/2022 dtd 06.10.2022 the need for shifting such self-sealed container to other buffer yard/CFS is no more warranted. Now in cases where vessel is missed and the container could not be loaded on to the vessel, the container may be kept in buffer yard of the Central Parking Plaza. Therefore, there is no need of Customs permission for shifting a container which entered CPP to buffer yard of CPP.

(Point Closed)

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2.9 Adopting PN 76/2020 issued by Mumbai Customs Zone-I towards facilitating bulk liquid clearance. (Para 10.6 of the Minutes of Meeting).

Response: The matter has already been discussed at Para 2.1 (*supra*).

(Action: NS-I)

2.10 Faceless Assessments-Suitable guidelines for provisional assessments. (Para 10.9 of the Minutes of Meeting).

Discussion: The Committee was informed that guidelines for provisional assessment are already available as per Circular No. 38/2016 which was amended further by Circular No. 42/2020 and Circular No. 19/2021. The representative of BCBA insisted that the guidelines issued under these Board Circulars do not cover various scenarios like BG required for Test Bond, etc. The Chair requested BCBA to provide the list of such scenarios which are not covered under the existing guidelines of provisional assessment, so that same may be examined, and if need arises, the issue may be referred to Board for issuing necessary instructions.

(Action: BCBA)

2.11 Manual procedures to be curtailed at Customs station i.e. Bonding procedure. (Para 10.12 of the Minutes of Meeting).

Response: The BCBA elaborated the issue explaining that the process of submitting warehouse bond, space certificate, etc. during in-bonding of goods; that ex-bonding procedures are manual and CB/Trade has to approach the Department for these tasks. The Commissioner of Customs, NS-II informed that this issue already discussed in PTFC, and it was informed to the PTFC members that a Committee has been formed in JNCH to look into it. The Chair informed that the Board is also considering to accept Bonds in digital format and some modalities in this regard may come up in near future. The Commissioner of Customs, NS-II requested the BCBA to come up with certain modalities/scheme which is acceptable to both the Trade and Customs, and assured that the same will be examined.

(Action: BCBA)

2.12 Issues related to Out of Charge of Ex-Bond Bill of Entry (BE). (Para 10.18 of the Minutes of Meeting).

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Response: The BCBA informed the Committee that in case of out of charge of Ex-bond BEs, the CBs/Trade has to approach the Customs officer. When Ex-bond BE is filed, it is assessed in FAG without any manual intervention, but unlike RMS facilitated BEs, the OOC is not given by Department automatically, as it does not show on FIFO basis in the System. The OOC officer has to feed the BE number and only then the OOC can be given. The Chair directed to check the flow of BE in System and to examine whether OOC can be given by Bond officer without CB/Trade approaching them.

(Action: NS-I)

3.0 POINTS SPONSORED BY THE DEPARTMENT AS FORWARDED BY NCTF:

3.1 Reasons for High time taken by the importers for payment of duty after assessment and measures to be taken to reduce the time taken:

It is to state that average import release time target as per the National Trade Facilitation Action Plan 2020-23 is 48 hours for sea Cargo, Inland Container Depots and Land Customs Stations and 24 hours for Air Cargo. One of the major findings which emerged from National Time Release Study 2022 is that the time taken in payment of duty after assessment takes the maximum amount of time in the overall release time cycle.

Response: The representative of BCBA informed that they are taking various steps to educate the Importers to pay their duty as soon as the BE becomes due for payment. However, since it is importers prerogative to pay duty, they can do very little in this regard. On this the Chair informed that Time Release Study at JNCH is going on and we may find out those BEs where importer has taken substantial time in payment of Duty. He requested BCBA to highlight the importance of timely payment of duty to such importers who are routinely causing increase in dwell time. The representative of BCBA assured that they shall take all the necessary steps in this direction.

(Action: BCBA)

4.0 POINTS RAISED BY TRADE DURING THE 6TH NCTF MEETING:

4.1 All the PGAs should set defined timelines for clearances of goods/issuance of NOC.

Response: In this regard, Ms. Pritee Chaudhary, Regional Director, FSSAI informed that they have undertaken various drives to curtail delay and further informed that the major delay in issuance of NOC is because of two reasons: Firstly, trade is not filing Advance applications on FICS portal (only 2-3 % of importers who are filing advance Bills of Entry are uploading the documents on the FICS portal for getting the scrutiny

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process started at an early stage) and Secondly, trade is taking perpetual 50+ hrs for payment of their fees thereby causing delay in issuance of NOC. Therefore, trade needs to be sensitized on these two points. Further, FSSAI informed that they are working to correct their in-house system in order to cut down the delay at their part. The Committee members raised the issue that BE copy is required at the time of filing application for FSSAI NOC and thus they are not able to file advance applications. The Regional Director, FSSAI informed the members that they shall accept the applications with Checklist of BEs, if filed in advance, and later the importer has to provide final copy of BE also.

(Action: All PGAs & CB/BCBA)

4.2 BIS standards are not accessible digitally to Customs for adherence by exporters.

Response: It was informed that BIS has recently launched a new service portal in this regard where officers can login and access it.

(Point Closed)

4.3 The PGAs should accord enhanced facilitation to the AEO clients in order to reduce the average release time of cargo.

Response: The BCBA informed that recently FSSAI has issued a circular regarding provisional release of NOCs to AEO T2 & T3 clients but not for other AEO Clients. They requested that this privilege may be accorded to all AEO clients.

BCBA also informed that PQ has big problem with their software causing delay in processing of NOC application. The representative of PQ informed that there are some problems with payment system, however, there is no issue with processing of NOC. The BCBA requested the Chair to instruct PQ to organize a meeting with Trade and PQ authorities to resolve the long pending issue. Dr. Brijesh Mishra, Deputy Director, Regional PQ Station informed that in their online system the payment can be made only through Bharat Kosh. They cannot utilize services of all other Banks and thus the payment process is facing certain technical glitches. The Chair informed the PQ to take this issue on priority as the same has been referred by NCTF. He also requested PQ authorities to consider the treatment of AEO Importers on priority, similar to other PGAs. Dr. Brijesh Mishra assured that he will consider it.

(Action: All PGAs)

4.4 Standardised examination orders are being issued by System: Trade may give their feedback on the same.

Response: BCBA informed that this is one of the best systems which has reduced unwanted examination orders. It was informed to the Committee that the purpose of raising this point by NCTF is to seek feedback from industry regarding any anomaly or difficulty in this System so that necessary corrections may be done.

During the discussion, the representative of Textile Committee informed that sometimes they receive samples with certain test parameters which are not required for that commodity. The Chair directed Commissioner,

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NS-III to conduct a meeting of the Gr. 3 officers with Textile Committee officers along with CIU/SIIB Officers. Based on the outcome of the meeting, changes in standardised Examination Order may be proposed.

The representative of BCBA informed that in case of Hazardous Cargo many a time Open and Examine orders are given by Assessing Officers. Although, the system generated examination order is yet to be implemented in all Groups, but they expect that such 'open and examination' order should not be given for such hazardous/dangerous cargo which actually cannot be opened and examined. The Chair requested to highlight all such issues and forward it to CC Office so that same may be examined and if found appropriate may be communicated to the concerned authorities for necessary corrections.

(Point: Textile Committee, Customs)

4.5 The exercise of PGAs integration in Single Window should not lead to creation of parallel systems by both Customs and PGAs resulting in duplication of efforts/time at the end of traders.

Response: In this regard, it is highlighted that SWIFT provide the seamless flow of data between Customs and PGAs and no duplication of work is getting done. Any specific issue may please be brought to the notice of department.

(Point Closed)

5.0 As no one from the All India Association of Industries was present in the meeting either physically or virtually the points raised by them could not be deliberated and therefore cannot be considered as part of minutes.

6.0 CONTAINER SHIPPING LINES ASSOCIATION (CSLA):

6.1 IGM amendment for ICD shipment once approved by gateway customs should not be required to be done again at ICD Customs also. (Already discussed in the last CCFC Meeting dated 11.11.2022).

Response: The reply is same as above in Para 2.2.

(Point Closed)

6.2 Short landing process of ICD Import shipment should not be required to be carried out again at ICD Customs. (Already discussed in the last CCFC Meeting dated 11.11.2022).

Response: As per above reply at Point No. 1.3.

(Point Closed)

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6.3 Delivery of SEZ shipment directly from port area should be allowed on the basis of Shipping Lines delivery order:

There are few SEZ locations which have separate stacking code in the terminal, the delivery of such containers is taken directly from the port area. As Shipping Lines have no presence at SEZ locations and delivery is directly taken from the port area, Terminal should be directed to check Shipping Line's delivery order in line with DPD shipments and arrange delivery on the basis of Shipping Line delivery order only.

Response: The terminals have reported that they are releasing the SEZ nominated containers on the basis of the Shipping Lines delivery order only. However, any specific instance may be brought to the notice of the department for cross-verification of the same.

(Point Closed)

6.4 Port clearance permission to be issued electronically as per JNCH PN 67/2020:

Although JNCH PN 67/2020 is already in place in this regard, but due to lack of clarity / undefined process / no SOP, the boarding department / preventive office department at JNCH is unable to issue port clearance permission as per the new process. The access of the proposed email ID should be given to the existing officer at JNCH who is presently allotting PC Number through the manual register and approved port clearance permission should be communicated to the shipping line through an email message / electronically within a specific timeline on the same email id through which application is submitted. JNCH is requested to issue SOP in this regard to implement the process as stated in PN 67/2020. Also request the existing process may please be continued till the new process is streamlined. This issue was discussed in CCFC meeting in [March 2021](#) where it was decided that a working group to be chaired by Commissioner General & Principal Commissioner will be formed who will examine the issue after consultation with stakeholders and take necessary action accordingly.

Response: The PN 67/2020 was issued for the lockdown period and the suggestion of the shipping line to continue with this Public Notice will be examined and if found suitable will be adopted for further issuance of port clearance.

(Action: NS-Gen)

6.5 Timelines to be issued for "Back to Town" permission by JNCH- especially for Hazardous Goods:

It is requested to kindly put in place a process for immediate grant of back to town permission especially in case of Hazardous Cargo to avoid any untoward incident.

Response: The Commissioner of Customs, NS-II informed that vide Public Notice No. 01/2023 dated 05.01.2023, as per para 3 (I) (C), in case of

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Hazardous Cargo instead of 100% examination, scanning of cargo shall be carried out and if the scanning report is in order, AC/DC(CPP) may allow Back to town. However, it is informed that in case of emergency, the matter may be brought to the notice of senior officers for expediting the same. Further, any suggestions for improvements in the Public Notice No. 01/2023 dated 05.01.2023 issued in this regard are also welcomed.

(Point Closed)

7.0 FOOD SAFETY AND STANDARDS AUTHORITY OF INDIA (FSSAI):

7.1 Advance filing of applications.

Response: As discussed earlier at Para 4.1.

(Action: BCBA)

7.2 On-time Payments by Importers.

Response: As discussed earlier at Para 4.1.

(Action: BCBA)

7.3 Issues related to NOC issued for similar products:

Ms. Pritee Chaudhary, Regional Director, FSSAI informed that many a times multiple samples of similar items are forwarded to FSSAI for testing which leads to increase in Testing Charges and unnecessary burden over the importers.

Response: During the discussion it was suggested that if an identical item is mentioned at several places in the BE, NOC is required for each such instance. And thus, it becomes compelling for the officers to send samples for all line items so that NOC is given to all the items. It was requested that if FASSI could mark NOC to all such multiple items, there will not be a need to send multiple samples. Regional Director, FASSAI informed that for FASSAI it is not possible to mark NOC, as marking NOC for any item will generate bill for testing. The Chair directed that the Commissioner NS-I to conduct a meeting of Gr. 1 officers and FSSAI officers regarding this and come up with the solution.

(Action: NS-I)

8 . 0 CONTAINER FREIGHT STATIONS ASSOCIATION OF INDIA (CFSAI):

8.1 Restriction on handling of buffer (self-sealed) containers at Container Freight Station:

This issue was deliberated in the last CCFC meet held on 11th November

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2022 which was preceded by two representations & two letters. Consequent to deliberations in CCFC, they have made representations, however the issue still remains unresolved.

Response: The Commissioner of Customs, NS-II informed the Committee that CPP was created as a special facility for expeditious clearance of Export Goods. On one hand CFSs are handling export as well as import cargo, CPP only handles export cargo, that too which is factory stuffed containers. The Commissioner of Customs (NS-General) requested the CFSAI to give a list of such exporters who want to utilize the services of CFS as Buffer Yard. The Chair agreed with the suggestion of Commissioner (NS-General) and asked for the list of such exporters, as no exporter has approached Customs for such facility.

(Action: NS-II & CFSAI)

8.2 Permission for handling, storing of hazardous cargo at CFS should be incorporated in main CFS licence with same validity:

Consequent to deliberation on this issue in the last CCFC meet held on 11th November 2022, CFSAI submitted their representation including detailing of the background vide letter CFSAI/JNCH/84/2022-23 dated 20.01.2023. Prior to the issuance of detailed guideline vide Board Circular No. 04/2011-Customs dated 10.01.2011 with respect to the safety and security of the premises, all the CFS's in Nhava Sheva were handling the hazardous imported / export cargo within the Customs notified area. These guidelines were prescribed in the form of an Annexure to ensure that the CCSP handling of imported goods and export goods especially of hazardous nature at the approved premises are handled in safe and secure manner. The CCSPs who sought to store hazardous cargo along with other general cargo at their premises, were required to apply before the jurisdictional Commissioner of Customs with the requisite particulars so that the same may be verified for compliance in terms of Regulation 10 (2) of HCCAR 2009. In case of jurisdiction of JNCH, on fulfilling the conditions prescribed through the guidelines issued vide cited circular the necessary permission for handling, receiving, storing, dispatching of hazardous goods was issued at the approved premises under Regulation 10 (2) of HCCAR 2009.

However, the permission issued by JNCH for handling & storage of hazardous containerised cargo have limited validity of two years as against the CCSP license of ten years validity issued under the same regulation of HCCAR 2009 in case of AEO approved facility. The need for "2 yearly Certification" to be obtained for hazardous cargos Storage and Handling should be withdrawn and approval of the permission for handling, storing of hazardous cargo at CFS may be subsumed in main CFS licence issued under Section 45 of CA 1962 and regulation 10 (2) of the HCCAR 2009 for a period of 10 years in case of AEO Certified facility as prescribed in the Board Circular No. 33/2016-Customs dated 22.07.2016.

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Response:

The Commissioner of Customs, NS-General informed that because of the sensitivity of the issue and requirement of regular monitoring, the period of 2 years has been prescribed for storage of Hazardous Cargo. Recently Customs had discussion with the officials of Central Pollution Control Board/SPCB, and in light of their view on this issue, the representation will be examined.

(Action: NS-G)**8.3 Non receipt of timely data from Import Advance List (IAL) which is to be hosted by Shipping Lines on JNCH Portal as per PN 67/2017 dated 11.05 .2017:**

As per PN 61/2017, the vital data i.e. Import Advance List (IAL) which is needed by CFSs pertaining to the containers destined to CFSs is extremely important for the CFS "**Yard Planning**". CFSs need to plan the storage in advance, especially for the hazardous goods containers. This data should be made available on-line on JNCH portal as directed in the JNCH PN 61 of 2017. Whilst some Shipping Lines do upload the data, however in most of the cases, the data is either hosted very late, is incomplete and inconsistent.

Response: CSLA to sensitize their members and ensure that the Public Notice No. 61/2017 is strictly adhered to by their members and data is uploaded on JNCH on time. The Commissioner of Customs, NS-General requested the CFSAI to inform about any Shipping Line which is not uploading IAL in advance, so that corrective action could be taken up with them.

(Action: CSLA)**8.4 Standard Operating Procedure for granting Plant Quarantine (PQ) NOC for home consumption of unclaimed/uncleared goods under section 48 of the Customs Act 1962:**

Presently there are no Prescribed Standard Operating Procedure (SOP) which can be followed while seeking NOC from Plant Quarantine (PQ) for the disposal/clearance of unclaimed/uncleared cargo for home consumption by way of auction under section 48 of the Customs Act 1962. One of the major challenges faced by our Member CFSs in seeking NOC permission from PQ. In absence of proper SOP, presently with the cumbersome and time-consuming process, it takes as much as 1.5 to 2 months in getting NOC. The matter is of grave concern, especially for the perishable cargoes which tends to rot and loses its shelf life and commercial value and thereafter becomes unfit for home consumption. The custodian, in most of the cases unable to auction the goods within the shelf life for home consumption. Such cargoes ultimately undergoes destruction with total loss to the Customs in terms of duty and to the

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Custodian who are unable to recover their rightful dues.

Response: The representative of the Regional PQ Authority informed that the process for PQ NOC for auction cargo is different to the process of PQ NOC for regular home consumption cargo. In case of auction cargo, the proper authority to grant NOC is Joint Secretary, PQ and thus the request for NOC goes to Faridabad and then Delhi which causes delay. The Chair directed that the the matter should be taken up with the Ministry of Agriculture and Farmers Welfare. Further, CFSAI to give a detailed note in this regard for following up the matter with concerned Ministry.

(Action: NS-Gen & CFSAI)

9.0 BRIHANMUMBAI CUSTOM BROKERS ASSOCIATION (BCBA):

9.1 Facility for availability of Customs examination order for NON-RMS Shipping Bills after goods registration is done.

It was stated that the trade is facing delay in clearance of export Consignments due to non-availability of Customs examination order copy for those Shipping Bills which are not facilitated under RMS. As available on import side, it is suggested that for timely processing of export consignments, the Customs examination order needs to be provided by the ICEGATE System immediately upon goods registration for non-facilitated Shipping Bills. It was requested to take up this matter with DG Systems New Delhi for the above facility in larger interest of Export Trade at JNCH.

Response: The issue has been resolved.

(Point Closed)

9.2 Facility for AEO Exporters:

In line with Import clearance, where AEO Importers are given priority for their clearances. It was requested that a dedicated lane / set up for AEO Export Clearances at CPP / CFS may be created. It was requested to facilitate Green Channel / RMS clearances for AEO Exporters with specific signage.

Response: The Chair observed that apparently the AEO credentials are not being shown in Shipping Bill, unlike Bill of Entry and the matter may be taken up with the DG Systems. The Commissioner of Customs, NS-II requested BCBA to submit a detail note, so that the exact cause of this issue could be identified and the matter may be referred to DG Systems in correct manner.

(Action: BCBA & NS-II)

9.3 Heavy congestion at the BMCTPL Gate leading to delay in clearance of Export Consignments:

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There has been severe congestion at the BMCTPL gate beyond survey point since past few days and the vehicles are taking 24 hrs to enter the Terminal to gate in, causing export containers to miss their designated vessels. This issue was brought to the notice of BMCTPL Terminal vide letter No BCBA/PT/82:421/2022 dated 29.11.2022 and they were requested them to kindly to look into the matter and if required the gate timing may be extended so that all the containers which have been moved from the Parking Plaza can be gated in well within the time limit. Further it was also requested to BMCTPL Terminal to also ensure that no containers are shut out once Custom pre gate in or gate approval is given by implementing JN Customs Public Notice 73/2017 dated 08.06.2017 in the true spirit and avoid causing a heavy loss to the EXIM trade.

Response: As there was no one present in the meeting from BMCTPL to explain the reasons, the Commissioner of Customs, NS-General informed that it will be taken up with the BMCTPL authorities.

(Action: NS-Gen)

9.4 Automation of System Generated Prints of Bill of Entry – in Cases where Provisional to Final has taken place.

In cases where Bill of Entry assessed provisionally, and subsequently Final Assessments have taken place – the Print of Finally Assessed BE are not auto generated through email like normal assessment. The members are required to approach EDI or concerned Groups for Final Prints. BCBA requested that systems functionality be enabled towards enabling auto-generation of Print of Finally Assessed BE through system. Similarly, whenever any amendment is done in system the same does not get reflected in Bank's System through EPDMS.

Response: It was decided to take up the issue with the DG Systems.

(Action: NS-I)

9.5 Creation of Appropriate Seating Facilities for Representatives of Trade and Industry who are required to visit Customs for any matters:

Response: The Chair informed that the Department has taken up this matter suo-moto and discussion with Infrastructure Committee has taken place.

(Action: NS-Gen)

9.6 In cases of Amendments after Out of Charge – the Amended Data is not routed to Banks / RBI due to which depending on nature of amendments, issues are faced by trade at time of making remittances, especially in cases of value-based amendments. It is requested that any Amendment to Bill of Entry, after out of charge is undertaken, where out of charge cancellation is required – post such amendments, the re-transmission of data to Banks / RBI must be undertaken as an automated measure by the system.

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Response: The problem faced by trade has been communicated to DG Systems vide letter dated 27.01.2023.

(Point Closed)

9.7 Regarding doing away with Manual Procedure for Amendments in Case of Seal Mismatch: The said issue was raised in CCFC Meeting on 18.07.2022 as well. There is no facility to amend the seal number in System. Currently in case of Seal Mismatch, especially in DPD Shipments, the Manual Procedure is required to be carried out at Import noting section thereby causing tremendous delay and resulting in potential missing out on DPD Delivery.

Response: The Committee deliberated on various scenarios when such mismatch may happen. Seal Number is an important aspect of security of consignment. Chair informed the Committee that the issue will be looked into and will be re-examined.

(Action: NS-Gen)

9 . 8 Difficulties being faced with regards to Textile Shipments Members have been facing difficulties as numbers of queries are being raised at FAG/ PAG level. Put up Test report, Put up GSM, Verify Azo dyes etc. (9 countries are exempted from testing of azo dyes as per board circular 23/2014). Why testing is required to verify percentage of goods declared and to ascertain duty which is on higher side sq. metres etc., Testing should not be mandatory as duty is already paid on higher side. Same should be exempted. There are many other products i.e. flex fabrics, Tent materials which are not worn by humans, Flex fabrics are used in making banners for advertising, Tent materials which is used in making Tarpaulins only. Such items should be exempted from testing. Simplification in process of Generation of Test Report (TR) in the system with the Docks enabling the same, rather than requiring permission from Group Additional Commissioner.

Response: Regarding queries and testing of samples, the issues will be discussed in a separate meeting to be conducted with the Gr. 3 officers and Textile Committee officers as decided above in response to Para 4.4. Further, regarding permission of JC/ADC for manual TR, the relevant PN may be followed.

(Action: NS-III)

9.9 Delays in Cancellation of Bonds and Bank Guarantees under Advance Licences:

With reference to recent advisory issued by DGFT, the EODC completed by exporters are being uploaded on website, same may be verified by Customs and after due verification, the Bond and BG may be cancelled in stipulated timelines. However, representative of BCBA informed that the facility of online verification of EODC has been withdrawn by DGFT. They wish that DGFT should be part of CCFC so that issues relating to DGFT may be

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discussed and resolved. They are in the process of sending a letter to DGFT again.

Response: The Chair informed that DGFT is not a member of CCFC, however, if Trade and Stakeholders desire, this may be taken up with DGFT and they may be requested to attend CCFC. BCBA may submit a copy of letter they propose to write to DGFT and then the matter may be examined.

(Action: BCBA & NS-II)

9.10 PN 157/2018 issued by JNCH pertains to cases where Goods Imported fall under criteria of BIS Standards and are holding BIS Certification however the marking on said goods is missing. PN allows Importer to mark BIS Numbers on Products. Said PN is applicable only for electronic items. It was requested that the said PN may be extended to all goods wherein BIS is applicable for furthering ease of doing business.

Response: It was informed to the Committee that any PN or Facility Notice cannot override statutory provisions of a Quality Control Order. He requested BCBA to clearly explain as to what specific facility they want in consonance with existing statutory provisions of marking of BIS marks on goods.

(Point BCBA)

9.11 Issuance of Standing Order / Facility Notice in line with Issuance of Office Order 44/2022-23 dated 16th December 2022, by Air Cargo Customs, Mumbai: Queries in relation to Assessed Bills of Entry are being raised at Docks Level due to various reasons in several cases. Pursuant to raising of queries, there is potential for huge delay in clearances of the Bills of Entry. Such practices are occurring in case of RMS and Customs Assessed Bills of Entry. Suitable Directions are sought in line with Office Order No. 44/2022-23 issued by Mumbai Zone-III to give directions and broad framework in this regard.

Response: Necessary Advisory by CCO and PN by NS I has been issued to address such issues.

(Point Closed)

9.12 Adherence to Customs Notification No 36/2018 (NT) towards Waiving Late Fees on account of Erratic Functioning of ICEGATE by concerned Deputy Commissioner:

The BCBA informed that they are observing Erratic Functioning of ICEGATE at various times, however this erratic functioning generally happens for a brief period during the day. In such genuine cases, request was made to adhere to provisions under Notification No. 36/2018 which empowers proper officer to waive off the penalty. Furthermore, for every CB to put up a request for Waiver of Late Filing Fees in such cases results in massive increase in file work through systems and serves no productive

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purpose.

Response: The call on waiver of late fees is taken on case to case basis. Further, it would be incorrect to issue a general Standing order or Public Notice in this regard. However, a Standing Order or Public Notice may be issued if the problem faced on ICEGATE persists over a period of time.

(Point Closed)

1 0 . 0 MARITIME ASSOCIATION OF NATIONWIDE SHIPPING AGENCIES- INDIA (MANSA):

10.1 Delay in scanning process of Import ICD Containers – It was stated that Terminals don't give priority for scanning of Import ICD containers. Trailers which are deployed for scanning of the containers remain in queue for 10-12 hours just to gate-in inside BMCT terminal and then again 5-6 hours to pick up the container and another 5-6 hours to offload the container. Transporters are asked to run from one desk of BMCT to other desk of BMCT to update the job status. Sometimes even trailer remain in queue & Terminal yard for 10-15 hours, then they are asked to take the trailers outside the port area due to non updation of job status in their system. The delay period is comparatively less at other two terminals but there also trailers have to remain in queue for several hours. This delay leads to delay in evacuation of containers that ultimately delays cargo clearance time as well.

Response: While discussing the issue of traffic blockage at BMCT this issue will also be taken up with BMCT officials.

(Action: NS-III)

10.2 Permission for movement of Shipping lines representative having port entry pass through inter terminal express BMCT gate for performing customs boarding & vessel husbandry activities –

Shipping lines/agents need to visit Boarding office located inside JNP Terminal for submission of documents, physical boarding, inward entry, sign on & sign off activities during vessel operation at BMCT Terminal. Presently shipping line/agents are required to take long route of nearly 10 kilometers (Exit from BMCT gate and then to take long route to enter via ODC gate) to co-ordinate with customs department. However, it is hardly one kilometer distance if Inter Terminal Express road is allowed to be used for this purpose. CISF have allowed movement of Reefer, Technician & Railway Staff to use this Inter Terminal Express road through their letter dated 26th December 2022 for handling of day to day operations at BMCT. Request was made to direct JNPT & BMCT to allow shipping lines/agents also to use this Express road for customs boarding & vessel husbandry activities.

Response: Commissioner of Customs, NS-Gen requested the representative to send a mail to him detailing the issue and the matter will be taken up with JNPT and BMCT.

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(Action: NS-Gen)

10.3 Sailing report document to be accepted by boarding department in email message as per PN 15 / 2022 – Presently shipping line's/agent's representative have to visit customs boarding department to submit sailing report physically. There is a public notice 15 / 2022 which states that sailing report document can be submitted in email message on the designated email id boardingoffice-jnch@gov.in . The boarding department should be sensitized to accept sailing report document in email message. As the sailing report data is mandatory requirement for filing of Export General Manifest, Boarding department should be guided to acknowledge in email message that sailing report has been successfully received and updated in the system.

Response: The matter will be examined. Specific instances of non-compliance with PN 15/2022 may be brought to the notice of NS-General.

(Action: NS-Gen)**Closing Remarks of The Chair:**

The Chair informed the Committee that there are a few points which need to be highlighted at this forum:

- a. Instances have been noticed where the investigation agencies i.e. CIU/SIIB have issued detention waiver charges to the Importers/CBs as the delay in clearance was due to examination of cargo by Customs. However, these detention waiver certificates have not been honoured by the CFSs and the clearance of goods have been delayed by CFS, in some cases for almost two months also. The Chair requested the CFSAI to impress upon their members to honour the detention waiver certificates in the interest of trade.

(Action: CFSAI)

- b. Similarly, it is seen in a few cases some of the Customs Brokers are abandoning the importers without completing the process of clearance of goods. The importers have approached Customs seeking help, as they feel completely at loss. The Chair requested that as a part of social service BCBA to have some kind of help desk where Importers/Exporters can be re-directed to get it through the clearance process.

The BCBA representative assured that they will help any of such importers in completing the clearance process. They also assured that they will issue an advisory to their members to not to leave importers mid-way. Further, the BCBA requested that such importer may be directed to contact BCBA and it will do every possible act to provide services to such importers.

(Action: BCBA)

- c. Further, The Chair emphasised on keeping the port safe and

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requested all the stakeholders to pro-actively share with the department the inputs regarding narcotics consignments in particular and also smuggling of prohibited items like cigarettes, red-sanders etc. Stakeholders are likely to gather such inputs as they are operational all around the port. He reminded that this is responsibility of each and everyone for benefit of the society at large and in the interest of our next generation.

The Chairman thanked all the participants and members of Committee and the meeting ended with expression of gratitude to the Chair.

MOHIT JANGID
DEPUTY COMMISSIONER-CCO
DC/AC-O/o Chief Commissioner-Customs-Zone-II-Nhava Sheva
Jawaharlal Nehru Custom House

Copy to:

1. PS to Zonal Member/ Member (Customs), CBIC, New Delhi.
2. All Pr. Commissioners/Commissioners, Nhava Sheva.
3. All members of CCFC.
4. DC/EDI (for uploading on website)
5. Office copy.

Annexure-I

List of Participants

Sr. No.	Name	Name of the PGAs/ Stakeholders	Mode of Attendance
1	Shri Narav Thakker	BCBA	Attended physically
2	Shri GanpatKorade	BCBA	Attended physically
3	Shri Sanjeev Havale	BCBA	Attended physically
4	Shri HirenRuparel	BCBA	Attended physically
5	Shri SorabEngeneer	BCBA	Attended Online
6	Mrs. Leena Bhaskar Ganguly	Customs Broker	Attended physically
7	Ms.Roshan Iram	AIWCBA	Attended physically
8	Shri Mark S Fernnandes	IMC	Attended physically
9	Ms.Pritee Chaudhary	FSSAI	Attended physically
10	Ms.Chetna B. Bhisle	FSSAI	Attended physically
11	Shri B. Timothy	AIIEA	Attended physically
12	Shri NeeleshDatir	AILBIEA	Attended Online

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13	Shri Umesh Grover	CFSAI	Attended physically
14	Capt. Nishit Joshi	CFSAI	Attended physically
15	Shri Percy Vapiwala	CFSAI	Attended physically
16	Shri Salim Shikalgar	CFSAI	Attended Online
17	Shri Venkatram Narayanan	CFSAI	Attended Online
18	Shri Karunakar S. Shetty	MACCIA	Attended physically
19	Shri ShivakumarJigalmadi (AD)	Textiles Committee	Attended physically
20	Shri PrasenjitKhanelave	Textiles Committee	Attended physically
21	Shri Paresh Shah	WISA	Attended physically
22	Dr. Brajesh Mishra, DD	RPQS	Attended Online
23	Shri N.K. Meena, AD	RPQS	Attended physically
24	Shri A. Udayasankar, APPO	RPQS	Attended physically
25	Shri RajatGodbole	CONCOR-JNPT	Attended physically
26	Shri Sachin Naik	CONCOR-JNPT	Attended physically
27	Shri ArunArvindakshan	DP World	Attended Online
28	Ms.Rekha	CSLA	Attended Online
29	Shri Daniel	CSLA	Attended Online
30	Shri Sunil Vaswani	CSLA	Attended Online
31	Shri Rajendra Salve	Divya CPP Pvt. Ltd.	Attended Online
32	Shri Manish Kumar	MANSA	Attended Online
33	Shri Bakshi Md. Hanif	MANSA	Attended Online
34	Shri Shrikant Kulkarni	JNPT	Attended Online
35	Shri Kalpesh		Attended Online
36	Dr.KarunaDhale		Attended Online
37	Shri HemantYewale		Attended Online
38	JeetendraKadu		Attended Online
39	Shri Ketan		Attended Online
40	Shri PareshVaivdde		Attended Online
41	Shri Ram lyer		Attended Online
42	Shri Shailendra R. Penkar		Attended Online
43	Shri Unni Nair		Attended Online
44	Shri Ajay		Attended Online
45	RDSE EPZ		Attended Online

Departmental Officers:

1. Shri Dharendra Singh Garbyal, Commissioner of Customs, NS-General & NS-III.
2. Shri Dipak Kumar Gupta, Commissioner of Customs, NS-I & NS-IV.
3. Shri Sanjeev Kumar Singh, Commissioner of Customs, NS-II.
4. Shri Sonal Bajaj, Commissioner of Customs, NS-V.
5. Shri Sushil Chandra, Additional Commissioner of Customs.

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6. Ms. Hemlata Rai, Additional Commissioner of Customs, NS-I.
7. Shri Mohit Jangid, Deputy Commissioner of Customs.
8. Shri Deepak Sharma, Assistant Commissioner (In-situ).