



मुख्य सीमाशुल्क आयुक्तकार्यालय, मुंबई अंचल -II
OFFICE OF THE CHIEF COMMISSIONER OF CUSTOMS, MUMBAI ZONE II
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MINUTES OF CUSTOMS CLEARANCE FACILITATION COMMITTEE (CCFC)
MEETING HELD ON 08.03.2019 AT JNCH

The meeting of Customs Clearance Facilitation Committee (CCFC) was held on 08.03.2019 at 11.00 A.M. in the Conference Room, at the 6th floor of the Jawaharlal Nehru Custom House, under the Chairmanship of Shri Vivek Johri, Chief Commissioner of Customs, Mumbai Zone-II.

2. Following personnel from regulatory agencies and representatives of various stakeholders attended the meeting:

| Sr. No. | Name of the Organization | Name of the Representative & Designation |
|---------|--|---|
| 1. | CISF Unit JNPT | Shri Vishnu Swarup, Sr. Commandant |
| 2. | TEXTILES COMMITTEE | Dr. P. Ravi Chandran, Deputy Director |
| 3. | FSSAI, WR, MUMBAI | Dr. Krishna Methekar, Deputy Director |
| 4. | FSSAI, WR, MUMBAI | Shri Shailesh Nimbalkar, Onsite Manager |
| 5. | WCCB | Shri B.S. Khati, Inspector |
| 6. | Drug Controller | Shri Pravin Jagtap, ADC (I) |
| 7. | AQCS | Dr. V. Vignesh, Examiner |
| 8. | JNPT | Dr. Unnikrishnan Nair, Chief Manager (Traffic) |
| 9. | JNPT | Mr Mrinal K Sirkar, Manager (MS) |
| 10. | JNPT | Mr P.G. Rao (Dy. Manager (Traffic) |
| 11. | APMT-GTI | Shri Prashant Mhatre, AGM Ops. |
| 12. | APMT-GTI | Shri Sachin Parab |
| 13. | DP WORLD-NSICT/NSIGT | Shri Ajay Moghe, GM Ops. |
| 14. | DP WORLD-NSICT/NSIGT | Shri Hardik Vaidya, Head Ops. |
| 15. | FIEO | Shri Harpreet Makol, Asst. Director |
| 16. | Mirc Electronics Ltd.(ONIDA) | Ms Archana Ghoshroy |
| 17. | ATMOI (Association of Multimodal Transport Operators of India) | Mr. R. K. Rubin, Managing Committee Member & Convenor |
| 18. | BCBA | Mr. Karunakar Shetty, President |
| 19. | BCBA | Mr. Kiran Rambhia, Sr. Vice- President |
| 20. | BCBA | Shri Hiren Ruparel, Member MGM. Committee |
| 21. | BCBA | Shri Shankar Shinde, Member MGM. Committee |
| 22. | CSLA | Shri V. M. Thomas, Asst. General Manager |

| | | |
|-----|---------|--|
| 23. | CSLA | Shri Sunil Vaswani, Executive Director |
| 24. | CSLA | Shri Sunil Nair |
| 25. | CSLA | Shri Subhash Dongre |
| 26. | CFSAI | Shri Percy Vapiwala, VP CFSAI & CEO Ameya Logistics |
| 27. | CFSAI | Shri Laksha Tadadikar, MC Member & CEO EFC CFS |
| 28. | CONCOR | Shri. Anil Sonawane (GGM) |
| 29. | CONCOR | Shri Harsh Vardhan Gautam |
| 30. | MANSA | Shri Manish Kumar, Sr. Manager |
| 31. | MANSA | Shri Bakshi Md. Hanif, Sr. Manager |
| 32. | WISA | Shri Paresh Shah, Member |
| 33. | WISA | Shri Nimish Desai, Member |
| 34. | RCL | Shri Ramakrishnan |
| 35. | IMC | Shri Mark S. Fernandes |
| 36. | GDL-CFS | Shri James Joseph |

The department was represented by the following officers:

| Sr. No. | Name of the officer & designation |
|---------|--|
| 1. | Shri M. R. Mohanty, Commissioner of Customs, NS- II |
| 2. | Shri Sunil Kumar Mall, Commissioner of Customs, NS-I & Audit |
| 3. | Shri UtkaarshTiwaari, Commissioner of Customs, NS-Gen |
| 4. | Shri R.K. Mishra, Commissioner of Customs, NS-III & NS-V |
| 5. | Shri R.K. Singh, Additional Commissioner of Customs, CCO |
| 6. | Shri Vishal D. Jaronde, Joint Commissioner of Customs |
| 7. | Ms. Pallavi Gupta, Deputy Commissioner of Customs, CCO |
| 8. | Shri P.K. Sinha, Deputy Commissioner of Customs, Import Noting, |
| 9. | Shri Rupak Kumar, Deputy Commissioner of Customs, RMS/CSD/AEO Cell |
| 10. | Shri RadhanathPurohit, Deputy Commissioner of Customs, Dispsal |
| 11. | Shri G.M. Patil Srinivas, Supdt.(P)/ CCO |

3. The Chair welcomed all members and informed that the meeting will start with short presentation on time taken in clearance of cargo by all stakeholders at JNCH.

4. Ms. Pallavi Gupta, Deputy Commissioner of Customs, CCO made a power point presentation in respect of Dwell Time, highlighting the time taken in clearance of cargo by trade represented through Customs Broker, Customs and PGAs for the month of January, 2019.

Chair, after going through the Time Release Data for the month of January and its comparison with previous month and last year data, thanked all PGAs particularly FSSAI for significant decrease in dwell time in issuance of NOC.

At the same time, Chair expressed concern about the high time taken by trade/Customs Broker from assessment to payment of duty. He observed that high time taken by CB/Trade is defeating the effort of reducing dwell time in release of import cargo. He informed the members present that more than 7500 BEs filed since January 2019 are lying in duty payment queue after assessment by Customs. He observed that such delays are not only blocking the revenue in the last month of F.Y 2018-19, but also seriously affecting the Government policy of Ease of Doing Business and effort of bringing the Ranking under 50 by the year 2020. The Chair directed DC EDI to hand over list of importers where assessment is complete and

duty yet to be paid, to BCBA so that the Broker association ensure duty payment in all cases within a week time.

(Action: DC/EDI)

4.1 Chair informed that Board has fixed target for DPD clearance for 80% which is 50-55% now at JNCH. He stated that both the schemes i.e. DPD & DPE are beneficial for trade and they should take benefit of these schemes.

5. Thereafter, pending issues from earlier CCFCs and Agenda Points were taken up for discussion by ADC CCO.

5.1 Dwell Time Report, Gate out from and Gate in time at Terminal (01.09.2018 to 15.09.2018):

During the last meeting Chairman expressed concern over the large no. of containers taking more than 6 hours to travel short distance of 2-3 Kms and directed the JNPT, NSICT/NSIGT and GTI to examine the reasons for delay and come up with explanation for the same. It was informed by the Terminals that most of time there is no traffic build-up except for reasons beyond their control.

On being asked about the time stamp data of Gate in and Gate Out of Trailer bringing containers, Dr. Unnikrishnan Traffic Manager JNPT, stated that the same data is being maintained by JNPT as well as other Terminals. Chairman observed that such data is vital to monitor time taken in export of cargo and asked JNPT and other Terminal representative to submit the data on monthly basis to Addl. Commr DPD cell JNCH. It was decided to close the point with direction to Terminal to furnish Gate in Gate Out time of Trailer of a month by 15th- of next month.

(Point Closed)

5.2 Average release by PGAs time for imports for the months of June, July & August, 2018

During the last CCFC meeting Chair directed all PGAs including ADC and FSSAI in particular to contact custom brokers and major importers and conduct outreach programmes to educate how to file advance intimation for NOC and other measures to expedite the process.

On being asked, FSSAI representative informed that they have conducted 02 training programmes in March, 2019. He also informed that they are conducting a workshop on "AAHAR MELA" in the last week of March, 2019 or first week of April, 2019. AQ & PQ representatives also informed that they have conducted outreach programmes on the subject. Chair suggested to upload online tutorial (as was done at the time of launch of GST) on their website to sensitize trade in advance filling of applications & list of documents required for NOCs.

Representative from BCBA requested the Chair that the PGAs should publish the list of Out of Scope items i.e. Item not requiring NOC. Chair directed all PGAs to forward such list to Customs and asked ADC CCO to fix a nodal point to receive the same. ADC/CCO requested all PGAs to submit list of Out of Scope items on e-mail address ccojnch2@gmail.com within one week; so that the updated list be uploaded on the JNCH website for the benefit of trade and industry. It was decided to close the Point.

JNPT CTM Shri Unnikrishnan informed Chair that it can provide built up space or land to PGAs for office and other related purpose in the port area. Chair welcomed the proposal of JNPT and asked PGAs to avail opportunity of opening their offices within the vicinity of the terminals or within the port area as a measure of facilitation to the trade.

(Point Closed)

5.3 Difficulty in execution of Dual-use Bond with ADC:

In the previous meeting, the issue related to delay in grant of NOC in respect of dual use items (7 to 8 days) was deliberated. The Chair directed that ADC may examine the matter and list out the steps taken to reduce the time for issuance of NOCs before the next CCFC.

ADC representative during the meeting informed that they have posted dedicated staff for dual use permissions/NOC's and are granting NOCs within 05 working days, if the application is complete. Member of BCBA informed that till date there is no electronic system of submission of application for NOC as far as ADC is concerned. Over this issue, Chair directed ADC to take up the matter with Ministry to make the process On-line. He asked ADC to inform the development in this regard to DC CCO JNCH. Chair also asked BCBA to submit suggestions on reducing steps while issuing ADC NOC after studying the process of execution of Dual Use Bond.

(Action: ADC & BCBA)

5.4 Procurement/ Installation of container scanner at Port:

During last meeting, the Chair had directed JNPT to complete the installation of mobile scanners at the earliest by January, 2019 for all terminals. Issue related to finalization of the location of the scanners for BMCT was also discussed.

JNPT during the deliberation informed that "Factory Acceptance Test" (FAT) for 03 mobile scanners is over and installation work would be completed by April, 2019. Representative of JNPT also informed that one drive through scanner is being considered for BMCT. Commissioner (NS-II) enquired about the scanners for Mega Parking Plaza. Over this JNPT representative informed that till date they have not planned for it.

Chair observed that the delay in installation of Mobile Scanner at Port is causing undue hardship to DPD Clients and affecting the DPD scheme at JNCH. He asked Traffic Manager JNPT to ensure installation by April and inform before the next CCFC accordingly.

(Action: JNPT)

5.5 Time Taken for evacuation of DPD containers (Port to declare):

During the last meeting, the issue of delay by Terminals and CFSs in clearance of DPD-CFS containers was discussed. Chair directed CFSAI and Terminal representatives to convene a meeting to come to a mutual agreement about the average time that they would take to evacuate containers and to convey the same in writing to CCFC. The Chair also asked the terminals and CFSAI to maintain data of time taken by a trailer of CFS to evacuate DPD-CFS container from terminal and submit the same to Commissioner (NS-III) periodically so that the average time taken may be monitored effectively.

Traffic Manager, JNPT informed Chair that the dwell time for evacuation of DPD containers is now being monitored on a daily basis and that the average time of evacuation of DPD containers from Terminals to respective CFSs is 25.8 Hrs. CFSAI informed Chair that presently there is no delay as the volume is low. ADC CCO informed the Chair that DPD importers opting DPD-CFS mode delivery, have represented that the CFSs are delaying the evacuation of such container because the Stacking for CFS and DPD-CFS containers is same and the evacuation is on best pick basis. He requested for separate stacking of CFS Containers and DPD-CFS container for a particular CFS at Port for time bound delivery to DPD importers. The Terminal as well as CFS informed the Chair that separate stacking is not possible

but it will be ensured that there is no delay in DPD-CFS evacuation. Chair observed that in case of delay in evacuation, the CFSs should be responsible to bear all charges and the same should be debited from their P.D account at Terminals. Such charges should not be recovered by CFS from Importers.

Chair requested Terminals to monitor the issue closely and share the data of evacuation with Commissioner (NS-III).

Representatives of BCBA informed Chair that Terminals are insisting for opening P D Account of Importers even if the delivery is in DPD-CFS mode. ADC DPD informed that 02 Public Notices i.e. 53/2018 & 116/2018 have been issued wherein it has been made mandatory for all importers to open PD Account with Terminals. Further as there is no requirement of minimum deposit in such P D account, the same is not causing any extra burden on DPD importers. Chair asked Terminals to share the name of the DPD importers who have not opened PD Accounts so far. He further observed that CFSs should not charge importers for the Services rendered by Terminals at Port such as the Terminal.

(Action: CFSAI, Terminals)

5.6 One time intimation (CSLA):

During the last meeting, the issue of shifting of the DPD-containers to a CFS of Shipping Line's choice and not as per the OTDI was raised. Chair enquired whether all the complaints received in this regard have been settled or not.

CSLA/MANSAA informed that all the complaints received from DPD Cell JNCH were taken up with the concerned lines for compliance. ADC DPD informed chair that the many issues have been finalised with mutual consent. One of the BCBA members informed that though their issue has been settled in presence of ADC CCO, they are yet to get the differential amount. Chair asked CSLA/ MANSAA to issue advisory to their members to ensure reimbursement of the differential amount to complainants and follow the legal procedure on DPD.

(Action: CSLA/MANSA; Shipping line)

5.7 Longstanding containers put on hold in CFSs, by investigating agencies:

Issue regarding long-standing containers that are put on hold by various agencies such as SIIB, DRI was deliberated in the last meeting. The Chair directed CFSAI & CSLA to give exact data in respect of longstanding containers pending for disposal alongwith age-wise break-up/reason of hold etc. The Chair also directed Commissioner (NS-Gen) to have the list examined and put up an action plan on the disposal of such containers within a month.

During the meeting Commissioner (NS-General) informed that data available for March, 2019 reveals that there are 1000 long standing containers against 986 in the February, 2019. During last month 18 containers were disposed of and 02 were added. In this respect a CTF meeting was conducted on 07.03.2019 to explore every possibility of disposal of these containers expeditiously. He also informed that there are some cases where persons involved are not registered anywhere and operating only between CFSs and Shipping Lines and vice-versa. Chair directed to recognise these entities and take appropriate action to fix their responsibility in the whole process.

On the suggestion of DC CCO, Chairman asked CFSAI to provide the comprehensive list (in excel format) of all containers (longstanding) pending clearance which have exceeded Notice Period, within in one week, so that disposal/monitoring of such containers can be started at the

earliest. This report is to be provided thereafter by the 5th of each month to enable monitoring by CCO.

| S.No | Container no. | Size | IGM No. | Date of arrival | Item no. | Importer name | Cargo detail | status | CFS | Gross weight | File no. | Line |
|------|---------------|------|---------|-----------------|----------|---------------|--------------|--------|-----|--------------|----------|------|
| | | | | | | | | | | | | |

Representative of CONCOR suggested that the cargo which is not perishable in nature and lying in such containers may be shifted to their domestic containers at CFSs or can be offloaded in their yard. Commissioner (General) offered a two way solution in this regard by (i) shifting of such cargo in domestic container under Panchanama and (ii) warehoused such goods in CFSs under Panchanama. At this point CFSAI proposed space for such operations at CFSs at Dronagiri & Mulund.

(Action: CFSAI, CIU & Disposal, SIIB (X), and SIIB (I))

5.8 Issues raised by All India Women Customs Brokers Association (AIWCBA):

In the previous CCFC meeting, AIWCBA had raised the following issues:

- a) During the previous meetings issue of collection of blank cheque by shipping lines for factory stuffed containers was discussed. CSLA informed that they have already issued an advisory to its members with reference to PN No. 01/2017.

(Action: Point Closed)

- b) During the meeting issue of collection of KYC documents every time by Shipping Lines. The Chair directed CSLA to issue advisory to their members to ensure that KYC documents of importer are not asked for each time that a D.O. is collected on his behalf. CSLA has informed that the issue is pertaining to "One Time KYC" only.

(Action: Point Closed)

5.9 Revised targets for overall cargo release:

In previous CCFC meetings, the Chair observed that all of us have to work hard to achieve the target fixed by the Board i.e. overall cargo release time within 48 hours for imports of Sea Cargo and within 24 hours for exports of Sea Cargo.

All participating members informed Chair that they are taking steps for the same and fully following all Ease of Doing Business initiatives of JNCH to facilitate trade and reduce the dwell time of clearance. It was decided that the issue is an ongoing process, hence same may be removed from agenda points.

(Action: Point Closed)

5.10 EGM'S pending update-

During the last meeting, Commissioner (NS-Gen) stated that presently for the correction in EGM, department is approaching all stakeholders including exporters through a common e-mail informing them to provide Master BL, House BL, Shipping Bill No. and corresponding EGM No. to re-validate the data in the system. In this regard Commissioner (NS-Gen) has directed CSLA to issue an advisory to their members and forwarders to provide copy of master bill of lading and EGM No. to the respective exporter in order to save time in removing errors of EGM. CSLA informed that on the 5th of December 2018, an email was sent to the CSLA Members requesting the forwarders to share the Master B/L copy & EGM No.

with the concerned shippers, to enable them to get EGM errors rectified with the Customs.

(Action: CSLA/MANSAA and Commr (General))

5.11 Network facility of all cellular Operators with wi-fi facility at Parking Plaza:

During the last meeting, the issue of wi-fi facility was deliberated. Commissioner (NS-Gen) was instructed to issue directions to terminals, to do so without further delay and to report compliance within 15 days. Accordingly, a letter dated 05.12.2018 was issued to all the terminals in the matter by Commissioner (NS-Gen). Commissioner (NS-II) informed that till date situation has not improved. Chair expressed displeasure over reluctance on the part of terminals to address this issue which involves a petty investment; this being a preliminary requirement for the officers posted at Parking Plaza. During the deliberations, representative from GTI informed that they are in process of providing Reliance dongles for better connectivity. NSICT informed that they have provided dongles 2-3 days before. Chairman expressed his displeasure over non co-operation of Terminals in providing basic facility at Parking Plaza to ensure 24X7 facility and timely export of Cargo. All the terminals were directed to take necessary measures to resolve this issue without any further delay. Commissioner (General) JNCH was asked to monitor the issue under CCSP Regulation.

(Action: Commissioner (NS-Gen), Terminals)

5.12. Nomination of area inside the port terminals for examination/sampling of DPD Containers going by Rail:

During the last meeting, issue of earmarking an area for examination and sampling inside the terminals was deliberated. NSICT/IGT informed that the facility for On-Wheel Examination and Sampling of Import DPD by road Containers is grossly underutilized by the trade. NSICT/IGT requested that they may be allowed to use this facility for sampling/inspection of DPD containers evacuated by rail. BMCT informed that they are awaiting confirmation letter from Customs towards starting of DPD Sampling / Examination of containers. JNPCT informed that they have provided sample drawing facility. Examination facility may not be feasible due to paucity of space and potential.

During the deliberation, JNPT informed that they have no objection for the DPD examination facility at BMCT and are intimating the same to ADC DPD shortly. Chair asked the BCBA members and trade present in meeting to utilise the facility of On-wheel sampling facility at NSICT to reduce the cost and time of release. He asked Commr NS-1 to sensitise such importers (especially Fertiliser importers) for which purpose an officer from RCF has also been deputed at the Terminal.

(Action: Terminals, BCBA & Commissioner (NS-1))

5.13 Movement of DPD units by default to Speedy CFS after 48 hours from JNPCT.

During the last meeting, CSLA & MANSAA has raised the issue of movement of DPD Containers by default to Speedy CFS despite Shipping line having nominated the CFS of choice as per PN 57/2018. After a detailed deliberation in the matter, the Chair directed JNPCT to abide by the JNCH PN on this issue. resolve the matter on priority basis. JNPT informed that the Trade Notice on this requirement is issued. Incorrect location issues have been eliminated. JNPT during the meeting was requested to provide details of Trade Notice through e-mail at ccojnch2@gmail.com immediately.

(Action: JNPT)

5.14 Sea Cargo Manifest & Transshipment (SCMT) regulations:

Issue regarding SCMT was discussed in detail during the last meeting. It was informed that there is no provision in ICEGATE or any other portal for ONLINE registration in this regard. Commissioner (NS-II) during the meeting has informed that a Public Notice No. 23/2019 dated 01.03.2019 in this regard has already been issued. ADC/CCO informed the same has been shared with MANSA & CSLA vide e-mail on 07.03.2019. Chair informed that concern of CSLA & MANSA, over other issues related to SCMT were taken up with DG(System) and they are working on it and any development in this regard will be communicated to them accordingly.

Commissioner (NS-II) also informed that if CSLA & MANSA submit a requisition for workshop to be conducted regarding registration same can be arranged at JNCH.

(Action: Point Closed)

5.15 BMCT- ITT movements and CRO movements:

CSLA during the last meeting had requested Customs to allow movement between BMCT & other terminals on the same lines as ITT between GTI/NSICT/JNPT. However, even today ITT to and from BMCT needs to be done by the Shipping line with customs escort & payment of custom overtime.

The issue was discussed in detail during the meeting. Chair enquired whether there is possibility of movement of containers to & from BMCT without Customs escort right now. Commissioner (NS-General) informed that in this regard an SOP is required where terminals/ Shipping Lines would take responsibility for movement of containers by submitting a carrier bond. MANSA representative suggested that a continuity bond is required for such type of operation, not a carrier bond. Commissioner (NS-General) stated that this issue of requirement of carrier or continuity bond is required to be examined before any decision in the matter. After detailed deliberations, Chair directed Commissioner (NS-General) to convene a meeting at the earliest and draft an SOP accordingly to sort out the issue.

(Action: Commissioner (NS-Gen))

5.16 Immigration department requirement of IGM/EGM details.

CSLA and MANSA during the last meeting requested that Immigration Department be given viewing access to details from ICEGATE. MANSA have requested JNCH to raise the issue at higher level. During the deliberation in the meeting it was informed that the issue has been taken up by the Immigration department directly with DG(Systems), New Delhi. Accordingly, it was decided to close the point.

(Action: Point Closed)

5.17 On Line amendment of IGM.

During the last meeting issue of amendment in IGM was deliberated. CSLA requested an electronic solution for amendment in IGM. The Chair was informed about Online application module for DPD permission at JNCH-DPD website where necessary documents for the amendment of IGM No. can be uploaded along with application of amendment. Import Noting Section informed that all the amendments minor and major in IGM are carried out as per Board Circular No. 14/2017-Customs issued vide F.No. 450/198/2015-Cus IV dated 11.04.2017.

Chair directed Commr Gen. to explore the option of developing an online app for amendment in IGM as created for DPD applications.

(Action: Commr Gen, DC Import Noting Section)

5.18 Collection of Port Ground Rent Charges for Containers, earmarked at "DPD Zone/Stacking Zone at Port" from AEO Certificate Holders:

During the last meeting issue of depositing blank cheque on account of 'late movement of containers by the preferred CFS' in the head of 'Port Ground Rent Charges' was raised by M/s Aroma Organics Limited. ADC/CCO informed that during the personal hearing with importer & shipping line, it was informed that the matter has been sorted out by the two sides and accordingly closed.

(Action: Point Closed)

5.19 FSSAI Items not reflecting on Supt./Appraisers screen:

During the last meeting it was informed by BCBA that all shipments which are tested and released by FSSAI are not reflecting on Supt./Appraisers screen and same are being released by DC only. They requested to give the option of viewing to Appr./ Supdt. to save time.

It was informed to the Chair that prima facie the request is genuine and is in the interest of saving time of release. However, the necessary change has to be done by DG System. Chair directed Commissioner (NS-I) to take up this issue with DG (Systems) to make necessary amendment/rectification in the role assigned to AC/DC/Supt./Appraisers after agreeing with the proposal.

(Point Closed)

5.20 Online Account access for checking balances and transaction for P.D. Account:

During the last meeting issue regarding stoppage/hold of delivery due to inadequate finance was discussed. It was also informed that terminals are not providing day to day PD Account details of importers and many a times due to inadequate balance, last moment reconciliation issues arise. All the Terminals have informed that they are providing facilities to check balances.

(Action: Point Closed)

5.21 List of items not requiring NOC:

During the last meeting it was suggested to all the PGAs to upload from time to time the updated list of items which do not require NOC. The Chair directed all PGAs to upload the exempted/out of scope list of items in which NOC is not required and e-mail at the address ccojnch2@gmail.com. Similar issue discussed at Pt. No. 5.2 & 5.3 above.

(Action: Point Closed)

6. Following New Points were taken up in CCFC by ADC CCO.

6.1 Boarding Procedures:

MANSA & CSLA requested to reduce documentation requirements for Boarding. Boarding formalities needs to be reviewed and simplified, as many of the procedures/paper work are obsolete.

Chair directed MANSA & CSLA to forward their suggestions mentioning current procedure alongwith list of documents required for Boarding Procedures and which documents can be removed from this procedure so that the issue may be examined properly.

(Action: CSLA & MANSA, Commissioner (NS-G))

6.2 EGM filing Procedures:

MANSA & CSLA informed that presently, EGM is filed in two ways: through EDI in ICEGATE and through Hard copy manually. They suggested the EGM for all the containers (Local+ICD) should be filed on-line.

Chair enquired about the need of hard copy in the matter. Commissioner (NS-General) informed that the same is done as per the Public Notice issued in 2011 and same is required to be reviewed. Chair directed Commissioner (NS-General) to examine and review the issue.

(Action: Commissioner (NS-G))

6.3 Transhipment Permission for import containers discharged at JNPT for other Ports in India:

MANSA & CSLA have informed that the ICEGATE system is not processing/generating TP and one need to go to Custom House and get the B/L details manually updated directly into the system and then get the TP document printed and signed by Customs officer. This is a cumbersome process involving lot of man hours. The old system of processing TP permit through system after inward entry as in the case of SMTP (ICD containers) need to be reinstated at the earliest.

Commissioner (NS-General) informed that for such type of transhipment permission, first one need to visit the service centre, a job no. will be generated for the same and accordingly the said job no. need to be informed to Import (Noting). Hence, it needs to be taken up with DG (Systems). One of the representatives from MANSA informed that last Public Notice in the matter was 03/2014. At this point Chair directed Commissioner (NS-General) to examine the provisions contained in the said public notice and accordingly flag the issue to DG(Systems).

(Action: Commissioner (NS-G))

6.4 Continuity Bond with Container Cell:

MANSA has informed that in case of change in Agency, there should be a provision to transfer Bond from old Agency to New, on the basis of required documents submitted by both the Agents. Currently there is presently no such facility available and the previous Agent in whose name the Bond is obtained is held accountable to submit the re-export details and cancel the Bond. Also in case the Line decides to break or reduce the business in India, the Line / Agent should be allowed to reduce the Bond value accordingly. As per the present system, even if there are only few containers lying in India, they have to renew the Bond as per the original / additional Bond. As there is provision to add the number of containers in the Bond, similarly there should also be facility to reduce the number of containers.

Over the issue after detailed deliberation, Chair directed Commissioner (NS-General) to examine the new SCMT regulations and explore the possibilities to digitalise the process in this regard.

(Action: Commissioner (NS-G))

6.5 Non Availability of IAL/ IGM details to CFSs for Consignee nominated non-empanelled CFSs:

CFSAI has informed that CFSs do not have details of IAL/ IGM for the import containers which are "consignee nominated" for a particular CFS, which is not empanelled by the carrier i.e. "Shipping Line". They are unable to plan in advance for such containers which may have special needs or require special attention towards storage & safety. They have requested that the Terminals / Shipping Lines be advised to share IAL details for such containers with the CFSs, which are not empanelled by them. This requires prior arrival of the vessel and uploading the IAL on dpdjnch.com Portal as per JNCH PN 61/2017 dated 11th May 2017.

ADC/CCO informed that IAL details are regularly uploaded by Shipping Lines at JNCH website and requested to inform if there is any case where the same is not done. CFSAI representative informed that IAL/IGM is being shared by Shipping Lines with Terminals only. At this issue ADC/CCO requested CFSAI to share the

names of Shipping Lines who are not abiding by the provisions of above said PN. At this juncture, MANSA representative informed that all the Shipping Lines were uploading IAL/IGM on JNCH website initially but due to some technical issues in JNCH website from April, 2018 the process of uploading was discontinued. Now CSLA & MANSA have issued advisory to Shipping Lines to upload the IAL/IGM without fail. Chair observed that uploading of IAL & IGM is to be ensured and the SL can contact DC, DPD in case of any issue related to dpdjnch website functioning.

(Action: Point Closed)

6.6 PCS 1.0 X -CFSAI's request to IPA :

CFSAI has informed that as on date, CFSs are not linked to ICEGATE and have to depend on Shipping Lines / Terminal for IGM Data. In a representation to IPA in PCS 1.0 X, review meeting held on 8th February 2019 at New Delhi, CFSAI has strongly recommended that IGM data on ICEGATE should be made available CFS-wise to CFSs. IPA has agreed in principle and has assured that they would take up with Customs/CBIC and advised them also to take up with JNCH. CFSAI seeks JNCH support for same as this would certainly assist in advance planning which would be beneficial to the stakeholders and a positive step towards 'Ease of doing Business'.

After the detailed deliberation over the issue, Chair directed CFSAI to submit a letter to examine the issue and accordingly to take up the same with DG(Systems).

(Action: CFSAI, Commissioner Gen)

6.7 Disposal of Bonded/ Uncleared and Unclaimed Cargo:

CFSAI Members have made a representation seeking a review of CBIC vide circular 49/2018 dated 3rd December 2018 as they strongly opine that the prevalent system at JNCH which handles almost 50 % of the country's EXIM Containerized cargo is a robust system and same should be maintained. CFSs concern is mainly on e-auction to be done only by MSTC, which does not have the expertise on handling various commodities whereas private e-auctioneering houses are also presently following a transparent mechanism and provide value addition; by allowing only MSTC to be the sole vendor leads to monopolistic situation. They have requested to take up the matter with CBIC to maintain status quo and keep CBIC Circular 49/2018 in abeyance till a review is done and stakeholder's views are taken on board.

During the meeting, Chair observed that JNCH has to abide by the said CBIC Circular. He asked CFSAI to forward representation to JNCH to take up the matter with Board's Office to re-examine the said Circular.

(Action: CFSAI, Commissioner (NS-G))

6.8 Non-requirement of depositing the recurring cost recovery charges in cases where CFSs have fulfilled the necessary performance benchmark and eligible for exemption on cost recovery charges.

CFSAI has informed that they have taken up this issue with CBIC & DGHRD. They relied upon the recent judgment made by Gujarat High Court in Special Civil Application No. 4083 of 2016 filed by M/s. Adani Ports & Special Economic Zone Limited, wherein it is provided that exemption for payment of cost recovery charges would be available from the date of the application. The Board's guidelines provided for an inbuilt mechanism under which, the Commissioner would suo-moto examine the requirement of the circular and recommend the case accordingly to the concerned department who would take a decision based on such report. Once the competent authority is of the opinion that the CFS satisfies necessary requirements

for grant of exemption, such exemption must be related back to the date of application. They have requested to pursue this issue with CBIC.

Commissioner (NS-General) informed that exemption from Cost Recovery Charges may be granted by DGHRD and it is granted to agencies which have fulfilled all the norms in this regard. He informed that for such proposals, all the charges should have been paid by applicants till that date. Request of CFSAI in this regard i.e. such exemption must be related back to the date of application, do not synchronise with the norms fixed by DGHRD. He requested to forward a complete proposal in this regard for onward submission of the same to DGHRD.

(Action: CFSAI, Commr (Gen))

6.9. Transhipment container shifting:

CSLA has informed that the Customs process for shifting of the transhipment containers from BMCT to other NSA terminals and vice versa, has yet to be formalised. It is currently being done on the basis of the customs escort permissions thereby adding to costs and delays. This defeats the governments' initiative towards promoting transhipment through Indian ports, as many lines therefore tend to avoid transhipment through JNPT terminals.

Already discussed at 5.15 above.

(Action: Point Closed)

6.10 Recovery of Terminal charges:

CSLA has informed that the consignees or the CFSs must have PD accounts with the Terminals, and the Terminal charges must be recovered from either of these entities. The Shipping Lines should not be burdened with this responsibility. Some Terminals are collecting the charges from the Consignees, whereas some others are collecting the same from the concerned CFSs, or even levy it on the Shipping Lines. It would be preferable to have one single system at all Terminals, which would be easy for all stake holders to follow.

At this point, Chair enquired about the agency collecting "Terminal Handling Charges." ADC/CCO & MANSa informed that same is being collected by Shipping Lines. Chair observed that Government is having very hard look to cut the release cost and expressed his concern over inadequate attention by the stakeholders in this regard. Any charge by any agency/stakeholder may be levied only on the service provided by them. Chair informed that JNCH is in receipt of some complaints/bills, where the various charges are being collected by agency/stakeholder for the services not provided by them, one of them being "Terminal Handling Charges." In that regard, Chair specifically directed CFSAI to give written confirmation that their member CFSs are not collecting "Terminal Handling Charges" or charges for which services have not been provided by them to Importer/Exporter.

(Action: Terminals, CFSAI, Commissioner (NS-III))

6.11 DPD Codes:

CSLA has informed that they have common codes for DPD customers and it would be more convenient to have all the 5 terminals to have a common format for FORM13 plus common group codes for CFS/ICD

After the deliberation in the matter, Chair directed to Commissioner (NS-III) to examine the issue and CSLA to forward suggestions over the same.

(Action: CSLA, Commissioner (NS-III))

6.12 Import Customs Amendment Procedure – Automation status:

CSLA has informed that in the SCMT meeting held on the 14th of January 2019, they had discussed about having online Import amendment request. i.e. presently, post IGM arrival, if there are any changes in the B/L (change in consignee/ packages/gross weight) on request of the consignee; the CB needs to obtain an amendment application from the shipping line. All the relevant documents need to be then taken to the Customs for approval. The manual process of verification and approval is time consuming.

Already discussed in Old Points 5.17 above.

(Action: Point Closed)

6.13 Simplify IGM modification process for Import Short landing Shipments:

CSLA informed that import containers are short landed due to operational reasons (damaged cell guides, terminal equipment breakdown etc.). Most of the times, huge numbers of containers are short landed with containers of multiples BLs and multiple importers. As import short landed containers arrive on the next vessel and since there is no revenue implication and fraudulent intention, the short landing case should be treated as a common / specific case and not an amendment case where remarks from boarding office, terminal confirmation, master's letter and Shipping Lines letter only are to be furnished. Consignee documents should not be required for IGM modification in Short landing case.

Commissioner (NS-General) informed that the issue falls under the head "any other amendment". For this task 3 NOCs are required i.e. one from Board Officer (DC, P(G)), second from Master of vessel and third from terminals. And all three NOCs being basic requirements for verification, he requested to forward suggestions to reduce the time in this regard. CSLA informed that at present there is no procedure is specified for IGM modification for import short landing shipments. After a detailed deliberation in the issue, Chair directed to Commissioner (NS-General) to lay down a procedure/SOP in this regard.

(Action: Commissioner (NS-G))

6.14 Online option for light dues payment of DGLL not working since last two months:

CSLA has informed that they had provision to make light dues payment electronically through DGLL (Director General of Lighthouse & Lightship), but since the last two months, online option of making light dues payment through DGLL is not working. Without light dues inward entry of a vessel, the closure of the IGM cannot be done by the Customs. Presently, they are making payments manually through the local Custom house. They have requested to resolve this issue.

During the meeting, it was informed that the matter has already been referred by JNCH to Director General, Department of Light House and Light Dues for resolving the issue.

(Action: Point Closed)

6.15 Delay in transmission of vessel data from PCS to ICEGATE system & no provision to view vessel details on ICEGATE:

CSLA has informed that Vessel details (New vessel / change of vessel name/change of call sign etc.) are updated in the PCS system by the vessel operator, which is approved by the Port Harbor Master after verifying all the documents. After the approval of the Harbor Master, the vessel details are then transmitted from the PCS system to the ICEGATE system which gets delayed on several occasions. There is no visibility to the shipping lines if the ICEGATE has received the vessel details from the PCS system or not. The ICEGATE has provision

to generate rotation numbers electronically, but in this rotation application, there is no provision to view the vessel name. Hence at times, the rotation number gets processed with the old / wrong vessel name. ICEGATE should be requested to auto populate the vessel name whenever IMO/CALL sign of a vessel is given by the user in the electronic rotation application. PCS should also be requested to share the vessel data with the ICEGATE on a real time basis.

Chair directed to take up the issue with DG (Systems) for examination and necessary procedural amendments.

(Action: DC/EDI)

6.16 CCR Instructions on Bill of Entry in Single Window wrt CIBRC requirements:

BCBA informed that few CTHs conditional NOC from CIB as per CCR instructions in Single Window are prescribed. Items are fine chemical, salts which are not related to CIB. Such instructions are causing delay in clearance.

Chair informed that selection is based on CTH only. The said CTH may have multiple chemicals, all of which may not require any CIBRC import permit. Chair directed to issue a Public Notice mentioning the list of items for which CIBRC permit is required.

The issue was examined and it was informed that there is no specific list of insecticides/pesticides that is given by CIBRC which require certification at the time of import. Chair informed CCFC that the matter has already been taken up with CIBRC to provide list of such chemicals, so that a PN can be issued on the same lines.

(Action: Point closed)

6.17 PGAs to give list of Out of Scope Items on weekly basis:

BCBA has requested to all ADC, PQ, Wild Life, etc. to give list of Out Of SCOPE items on weekly basis. The same may also be sent to Single Window team for deletion.

This point already has been discussed at 5.21.

One of the members of BCBA requested for PD Accounts for the auto debit of fees collected for testing to cut down the time. Chair directed to representative of FSSAI to examine the issue and revert back.

(Action: FSSAI)

6.18 Testing of Import products-Chemicals oils (Gr. I & II):

BCBA has informed that many of the import consignments are forwarded to DYCC / GEO Chem etc. for testing however the same are returned stating "non-availability of facilities." This delays the process and increases dwell time, transaction cost and delivery commitment. They have requested for necessary expedition of testing facilities for shipment clearances which are subjected to testing.

Further system providing any alert / testing parameters should be pre- verified for the testing facilities provided by any agency and the same should reflect in system. Tradehas to approach various testing agency, which subsequently reject the sample for testing facilities, resulting in hardship / cost and delays on rejection of sampling facility.

During the meeting, Member of BCBA informed that the issue has been resolved and requested to close the point.

(Action: Point Closed)

6.19 PN 57 DPD-DPD-CFS Mode containers:

CFSAI has informed that even after issuance of PN 57, CFSs have not received any container under DPD-DPD-CFS category not cleared within 48 hours from terminals except GTI. They have raised the similar issue in PTFC meetings also. They have requested to carry out Audit to ascertain whether containers under such mode declared for their member CFSs, have moved to the earlier designated CFS or no containers were earmarked for them under this category.

During the deliberation in the meeting, Terminals informed that they are abiding by the JNCH PN. JNPT representative was requested to confirm the same to CCFC.

(Action: AllTerminals)

6.20 Choice of CFS to importer:

AIWCBA has informed that currently Shipping Company does not allow importers the choice of CFS by stating that it is allowed only for DPD Clients. Some Shipping lines also charge non-justifiable fees like movement charges, though movement is not done by them.

Chair after the detailed deliberation in the matter stated that Importers are free to choose Shipping Lines, Forwarders and CFSs of their choice. He informed that this Custom House is receiving complaints where different charges are being collected from Non-DPD importers. Chair asked Shipping Lines to submit their stand on the issue.

(Action: CFSAI, CSLA, MANSA)

6.21 Sharing information about import documents with third party i.e. ODEX is dangerous:

AIWCBA has informed that as e-DO is made compulsory, Shipping Lines/NVOCC/Forwarders have hired ODEX which is a third party. Custom Brokers are forced to approach such Third party. They are authorised by importer to work on their behalf. But no where they are told to share their important documents like KYC with a third party.

During the meeting it was informed by the member participants that the issue under consideration has already been resolved.

(Action: Point Closed)

6.22 Issues related to SCMT registration:

CSLA has informed that their member lines have been facing some issues with the SCMT registration process, some of which are as below :

- A. Can a shipping line be registered as an Authorized Sea Carrier (ASC) as well as an Authorized Sea Agent (ASA) since there are some applications on ICEGATE like rotation number, etc., which are only available to the shipping agent. Presently, the lines who are registered as shipping lines are not able to obtain the rotation number through ICEGATE. Under the new registration module, if the lines are registered as ASC as well as ASA, will they be able to obtain the rotation number?
- B. IEC registration is a mandatory field due to which feeder operators get stuck with registration as feeder operators do not need IEC registration.
- C. Commercial code (Shipping agent code) of 3 character only. Since the shipping agent code is normally a pan card number which is of 10 character length, the length of the fields needs to be increased upto 10 characters.

- D. Details of the documents required for entity information, authorized operations, authorized users, etc., need to be known and whether these documents will be validated in e-sanchit.
- E. E-sanchit accepts only certain set of documents which are listed in its directory. These documents are required to be validated with the digital signature certificate, which is secured in the name of the individual. The process for validating company documents needs to be known.

In view of above, CSLA has requested that some clarity is required at this initial stage and a couple of demonstrations sessions with a sample data on ICEGATE may kindly be arranged to help the shipping lines to familiarise themselves with this new system.

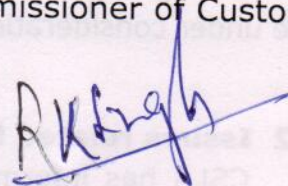
Chair informed that all the above issues has already been taken up with DG System. As and when response from the DG (Systems) will be received same will be intimated to CSLA.

(Action: Point Closed)

7. After the discussion over all the agenda points of CCFC, Chair informed members about the following issues:

- Public Notice on UQC has been issued by JNCH and asked BCBA to sensitize their member so that all the data in this regard is correctly filed;
- Urge to all Importers & CBs for quick payment of duty. 7600 Bs/E are pending on payment of duty mode after assessment since January, 2019;
- Requested all Importers & CBs for advance filing of Bs/E alongwith the advance payment for the same.
- As pilot trial of "Turant Customs" is being introduced, requested all stakeholders to go through the Turant Customs Circular 09/2019 and JNCH PN and prepare themselves for the major change in OoC process. He asked all concerned to submit suggestions, if any on the issue.

8. This issues with the approval of the Pr. Chief Commissioner of Customs, Mumbai Customs Zone-II.



(R.K. Singh)

Additional Commissioner of Customs,
Chief Commissioner's Office,
Mumbai Customs Zone-II.

Copy to:

1. Member (Customs), Member (Zone), CBEC, New Delhi
2. All Commissioner of Customs, JNCH, Mumbai Zone-II
3. DC/EDI, JNCH (with a request to upload the minutes on website)
4. All members of CCFC Meeting (via e-mail)
5. Office Copy