

OFFICE OF THE CHIEF COMMISSIONER OF CUSTOMS, MUMBAI ZONE-II,
JAWAHARLAL NEHRU CUSTOM HOUSE, NHAVA SHEVA, TALUKA: URAN,
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F.No.S/V-30/Misc-194/2015 CCO M-II Pt-II

Date: 02.12.2016

MINUTES OF CUSTOMS CLEARANCE FACILITATION COMMITTEE (CCFC)
MEETING HELD ON 24.11.2016 AT JNCH

The 13th Meeting of Customs Clearance Facilitation Committee (CCFC) was held on 24.11.2016 at 3.00 PM in the Conference Room at 6th floor of Jawaharlal Nehru Custom House under the Chairmanship of Dr. John Joseph, Chief Commissioner of Customs, Mumbai Zone-II.

2. Following persons from Regulatory Agencies and various stakeholders attended the meeting:

Sr. No.	Name of the Organization	Name of the Representative & Designation (S/Shri)
1.	JNPT	Neeraj Bansal, Dy, Chairman
2.	JNPT	Dr. C Unnikrishnan, Chief Manager
3.	RPQS, Mumbai	Dr.K L Gurjar, Dy. Director (PP)
4.	Textile Committee	Kartikay Dhanda, Director (Lab)
5.	FSSAI	S K Yadav, Director
6.	FSSAI	Dr, Gaikwad P G, A D (Tech)
7.	FSSAI	A R Jagtap, Technical Officer
8.	FSSAI	Shailesh Nimbalkar,
9.	Drug Controller, JNPT	Dr. GulshanTaneja, ADC
10.	Drug Controller, JNPT	Arvind Hiwale, Drug Inspector
11.	Animal Quarantine	Dr, Vignesh V, Quarantine Inspector
12.	Wildlife Crime Control Bureau	B S Khati, Wildlife Inspector
13.	CIDCO	Sharda Phadtare , Associate Planner
14.	CONCOR	Anil Sonawane, GGM
15.	CONCOR	Hemant Naokar, Sr. Executive
16.	GTI	Sachin Parab, AGM Planning

17.	GTI	Sudhakar Salion, Gate Ops
18.	NSICT (DPW)	Capt. B. Fernandes
19.	CSLA	Dhananjay Javdekar , Ops
20.	CFSAI	Capt. Nishit Hoshi, VP
21.	CFSAI	Percy Vapiwala, CEO
22.	CFSAI	LakhsaTadaikar, COO
23.	CFSAI	Yash Vardhan, GM
24.	CFSAI	Venkat Narayanan E.A.
25.	CFSAI	Shailesh Shikalagar, Head Operation
26.	MANSA	Subash Rajkumar, Sr. Committee Member
27.	MANSA	Manish Kumar, Sr. Manager
28.	MANSA	Rajendra Gaikwad, Sr. Executive
29.	BCHAA	Ashish Pednekar, President
30.	BCHAA	K S Shetty, Sr, Vice President
31.	BCHAA	Hiren Ruparel, Managing Committee
32.	AMTOI	Narender Singh, Chief Coordinator
33.	FIEO	S. Panicker, Joint Director
34.	WISA	Paresh Shah, Committee Member
35.	WISA	Nimish Desai , Member

The Department was represented by the following officers:

Sr. No.	Name of the Organization	Name of the Representative & Designation (S/Shri)
1.	Customs	Vijay Singh Chauhan, Commissioner of Customs, NS-V
2.	Customs	Shrawan Kumar, Commissioner of Customs, NS-III
3.	Customs	M. R Mohanty, Commissioner of Customs, NS-II
4.	Customs	Subhash Agarwal, commissioner of Customs, NS-Gen
5.	Customs	Rahul Nangare, Addl. Commissioner of Customs, NS-Gen
6.	Customs	Vijay Risi, Addl. Commissioner of Customs, NS-I
7.	Customs	Nikhil Meshram, Addl. Commissioner of Customs, NS-V
8.	Customs	Jagdish Sharan, Addl. Commissioner of Customs, NS-IV
9.	Customs	Rajiv Magoo, Dy. Commissioner of Customs, CCO
10.	Customs	Vivekanand Rai, Dy. Commissioner of Customs, PG

Some importers, exporters, trade representatives were also present in the meeting.

3. The Chair welcomed all the members and Meeting started with introduction of all present for further discussions. Chair briefed the House about the initiatives being taken by Customs for reducing dwell time and promoting 'Ease of Doing Business'. Chair specifically informed that JNCH is extending Direct Port Delivery (DPD) facility to the Top 500 Importers of the port.

Some representatives from Trade/Importers requested Chair to take up matter of DPD issue for discussion as there were few issues of their concern in this regard. Chair allowed the discussion on DPD issue before taking up the circulated Agenda Points.

(i) **Discussion on DPD-**

Few Importers informed that Port authorities/Terminal Handling Agencies are demanding heavy deposit amount ranging from Rs. 50,000 to Rs. 10 lakhs from DPD clients which is creating hurdle for them and this is discouraging importers to opt for DPD Scheme.

They also informed that as on date around 25 charges are being collected by Port Terminals and Shipping Lines for their services. They further informed that charges collected by Terminals/ Shipping line are also not uniform and they vary from Line to Line. Times Group Representative stated the example of Chennai Port where DP world is not charging anything extra from DPD clients and requested for following the same practice.

In response, Shri Neeraj Bansal, Deputy Chairman, JNPT stated that:

- a. The Terminal Operators demand security deposit on the basis of volume of imports that is ranging from Rs.30000 to upper limit of Rs. 10 Lakh depending upon the number of containers being cleared by the particular importer. Security deposit is required to cover the risk factor involved.
- b. Terminals have to operate on commercial considerations and certain charges have to be levied. JNPT Terminal is not insisting on deposits, however, the same may not apply to other private terminals where only commercial considerations matter.
- c. Port authority has more complex business and port congestion remain a major cause of their worry. The congestion was a big issue in past and

recently only the same has been resolved after initializing various steps. To cope up with handling of the containers of 500 importer under DPD scheme would not be an easy task for JNPT in present situation as the port is not designed for such operation. The port /terminals design is basically based on the concept of CFS /ICD from where the delivery of majority of containers are effected as on date. At present containers are being moved to 33 CFSs and 40 ICDs. Port terminals at JNPT are designed in the manner that cargo should move from terminals to CFSs. Extending DPD facility to such large number of importers would be very difficult for Terminals as the work of so many CFSs would have to be handled by the Terminals.

Sh. Shrawan Kumar, Commissioner of Customs, NS-III, raised the issue to Port authorities and terminal Operators as to why security deposit from DPD clients is being demanded in an arbitrary manner and it should be stopped. He further added that charges collected by port terminal and shipping lines should be rationalized and the same should be uniform and additional charges including deposits from the DPD Clients should be done away with by the Terminal Operators. He further mentioned that as far as handling of containers at Terminals are concerned, even in case of containers meant for CFSs, the containers after unloading from the ship are stacked at the Terminals and CFSs take delivery from such stacks thereafter. Similar process can be designed for DPD Clients.

Dy. Chairman, JNPT informed that considering the present scenario and volume of import, it is not possible to waive off deposit completely as all terminals are designed so that cargo can move from terminal to CFSs and they have to make separate arrangement for Direct Port Delivery so requirement of deposit is circumstantial not optional. JNPT further stated that for smooth operation of Direct Port Delivery scheme, a time limit condition on importer/CHA may also be imposed to clear the cargo within stipulated time beyond which some charges would be levied and by this way, the trade can be made sensible & responsible for this scheme, Such charges & time limit will be decided after mutual discussion with all stakeholders.

Representative from Railway/CONCOR informed that they have also joined their hand in pursuing DPD scheme and they are ready to share the load of Direct port Delivery containers through railway. He further informed that they have reduced their tariff recently to make fare comparable and at par with road tariff and they are also committed for successful implementation of DPD facility.

Then, Sh. Subhash Agarwal, Commissioner of Customs, NS-General, asked JNPT that DPD clients should not be put in disadvantage position by paying heavy security deposit. Sh. Vijay S Chauhan, Commissioner of Customs, NS-V and Sh. M. R Mohanty, Commissioner of Customs, NS-II, also emphasized that at least port authority should bring the parity in their charges & collections.

The Chair directed that JNPT should sort out the issues of Deposit and rationalize other Charges by discussion with all port terminals and stake holders. The Chair further directed that JNPT may draw the some terms and conditions by discussion with all stakeholders to put onus on importer/CHA to clear cargo in given timeline so as the port congestion can be avoided and DPD can be implemented successfully in true spirit.

(Action: Commr. (NS-G), JNPT, Terminal Operators GTI and NSCIT)

4. Thereafter, Sh. Rajiv Magoo, DC/CCO made a power point presentation on time Release Study/Dwell Time study for the month of October, 2016. Study was made on the basis of EDI data of October, 2016 with comparison to data of September, 2016 and October, 2015 for Facilitated and Non-facilitated Bills of Entry in respect of time taken by Customs and Trade & comparison of dwell time of PGAs. (Participating Government Agencies)

(i) In case of RMS facilitated Bills of Entry for the month of October, 2016, it was noticed that the average time taken by Customs for clearance was 14.50 hrs while Importer/CHA took around 99.23 hrs which indicates that out of total time of 113.73 hrs the Customs was taking only 12.75% time for assessment & for registration to Out of charge and Importer/Trade was taking 87.25% time toward paying duty & registration after payment.

The Chair asked representatives of BCHAA why in the process of clearance they are consuming large part of time just for paying duty & registration which defeats the purpose of measures being taken for reducing dwell time.

BCHAA stated that figure reflected are collective not separate in manner of FCL and LCL cargo. They further added that in case of LCL cargo, one container having cargo of around 20 Bills of Entry which consume 2-3 days for unloading goods to reach the nominated place and endorsement by CFS in regard and only after this process the registration of Bill of Entry can happen, therefore, in case of LCL shipment, on this account, the dwell time is increasing as de-stuffing takes a lot of time. Then, Chair enquired with CFSAI and they endorsed the statement of BCHAA in this regard.

The Chair directed BCHAA that make importers aware about 24X7 Customs operations and the process of advance filing of Bs/E & payment so that dwell time can be reduced. The Chair further directed CFSAI that in case of Container containing LCL cargo, they should speed up the de-stuffing process to achieve the optimum level because this segment is effecting a lot to dwell time on trade part.

(Action: BCHAA & CFSAI)

(ii) Similarly, as per time release study for 'non-facilitated' Bills of Entry which are assessed by Groups, for the month of October, 2016 indicated the portion of time taken by Customs is 41.68 % while by Importers/CHAs are taking 58.32% of total time and in absolute term in the process of clearance average time taken by Customs is 56.91 hrs and by importers/Trade is 79.60 Hrs. The time taken by Customs was further analyzed. For October, 2016, from filing of Bill of Entry to Assessment time taken is 35.37 hrs and from Registration to Out of Charge is 21.54 hrs. Similarly time taken by trade was further categorized in two, one for payment of duty after assessment which is 46.08 hrs and other for registration after payment which stood at 33.52 hrs. The Chair sought reasons for this delay from the Customs Brokers. BCHAA informed that the reasons are the same as stated for RMS facilitated B/Es. BCHAA also stated that in FCL consignments, Advance Bs/E are being filed but in case of LCL shipments advance filing is not happening and the process of unloading, segregation, shifting to custodian is time consuming activity and result in increase of dwell time

Chair directed that CFSAI should ensure the fast segregation, movement and de-stuffing of LCL cargo from containers. Chair further directed BCHAA that the schedule of arrival of vessel, nature of goods, duty amount is already known to them, hence they should be ready with filing of bill of entry & payment of duty so that overall dwell time can be reduced.

(Action: BCHAA & CFSAI)

Further, dwell time comparison (from Entry Inward to Out of Charge) of October, 2015 and October, 2016 reflected that there is an overall improvement of 31.68 hrs in October, 2016 from total time taken in October, 2015.

(iii) On the basis of random sampling of Bills of Entry for the month of October 2016, the average time taken by various PGAs was shown in the PP Presentation and discussed in the house.

Regarding WCCB NOC- In best case scenario, WCCB was releasing NOC in 08 days and in worst case scenario, WCCB releasing NOC in 38 days. WCCB representative stated that they will give their report in the matter at the earliest after examining the concerned documents.

The Chair directed them to report in the matter after examining the causes of delay and also advised to release their NOC in bare minimum time.

(Action: WCCB)

Regarding ADC NOC- ADC was releasing NOC same day which is the best performance as far as all PGAs are concerned.

PQ- PQ was also releasing NOC on an average in 1.1 days which is also a good performance.

During discussion, CFS representative raised an issue that PQ are not issuing NOC to unclaimed Consignments of wooden Log pending for disposal. PQ representative informed that as per rule of PQ, if any wooden log consignment doesn't have any importer name then NOC can only be issued to such Consignment either to destroy or deport back to supplier/exporter.

The chair advised PQ to grant an exception to such goods so that natural resource should not go waste in destroying process and Customs can earn some revenue also. The Chair directed to PQ to take up matter to their higher authority to make necessary change of policy in this regard.

(Action: PQ)

Regarding FSSAI, AQ NOC, TC NOC- average time of FSSAI for releasing NOC was 6.2 days while AQ released NOC in average 5.4 days and TC also taking 05 days average time for NOC.

The Chair directed them to reduce the dwell time for testing by optimum utilization of their capacity and speed up their testing process.

(Action: FSSAI, AQ & TC)

The Best & Worst Performers:

In CCFC Meeting held on 15.09.2016, the Chair informed the members that in every CCFC, the best and worst performers regarding dwell time in respect of Party/Importer, CHA, all PGAs involved in Customs Clearance Process would be mentioned. On the basis of analysis of EDI Data of October, 2016, the findings are as under:

(a) PGAs:

From the comparison of dwell Time of PGAs, the best performer was the ADC who were releasing NOC on an average on same day and worst performer was WCCB who are releasing NOC on an average of 20 days.

(b) Best performing Importers in terms of Dwell Time:

Entry Inward to Submission		
Criteria	IEC Code	Name of Importer
No. Bills of Entry filed 1 to 25 during October, 2016	595044026	P.V.K. CORPORATION
No. Bills of Entry filed 26 to 50 during October, 2016	306034506	GLOBAL POWERSOURCE INDIA PRIVATE LIMITED
No. Bills of Entry filed more than 50 during October, 2016	513070605	OPPO MOBILES INDIA PVT. LTD.

Assessment to Duty Payment		
Criteria	IEC Code	Name of Importer
No. Bills of Entry filed 1 to 25 during October, 2016	3004001977	NEELKANTH BELTINGS
No. Bills of Entry filed 26 to 50 during October, 2016	390002216	LUNA BEARINGS
No. Bills of Entry filed more than 50 during October, 2016	513070605	OPPO MOBILES INDIA PVT. LTD.
Payment to Registration		
Criteria	IEC Code	Name of Importer
No. Bills of Entry filed 1 to 25 during October, 2016	316928119	ORBIT ENTERPRISES
No. Bills of Entry filed 26 to 50 during October, 2016	888014821	GUPTA SYNTHETICS LTD
No. Bills of Entry filed more than 50 during October, 2016	311067875	I G INTERNATIONAL PVT LTD

(C) Best performing CHA in terms of Dwell Time:

Entry Inward to Submission of B/E		
Criteria	CHA No.	Name of CHA
No. Bills of Entry filed 1 to 25 during October, 2016	AAGPM3520PCH001	ARVIND K MISHRA
No. Bills of Entry filed 26 to 50 during October, 2016	AAAPO5928KCH001	UNIVERSAL TRADE SERVICE
No. Bills of Entry filed more than 50 during October, 2016	AAACC2674HCH010	CEVA FREIGHT (INDIA) PVT.LTD.
Assessment to Duty Payment		
Criteria	CHA No.	Name of CHA
No. Bills of Entry filed 1 to 25 during October, 2016	AAACM7088BCH008	MODERN CARGO SERVICES PVT LTD
No. Bills of Entry filed 26 to 50 during October, 2016	AABCD1880BCH001	DAKOR CLEARING & SHIPPING PVT.LTD.
No. Bills of Entry filed more than 50 during October, 2016	AAECA7144GCH002	APS FREIGHT &TRAVELS PVT.LTD.
Payment to Registration		
Criteria	CHA No.	Name of CHA
No. Bills of Entry filed 1 to 25 during October, 2016	ABNFS0694QCH002	SARTHAK SHIPPING SERVICE
No. Bills of Entry filed 26 to 50 during October, 2016	AAECD0782BCH001	DV SHIPPING PRIVATE LIMITED
No. Bills of Entry filed more than 50 during October, 2016	AAECA7144GCH002	APS FREIGHT &TRAVELS PVT.LTD.

(d) Worst performing Importers in terms of Dwell Time:

Entry Inward to Submission		
Criteria	IEC Code	Name of Importer
No. Bills of Entry filed 1 to 25 during October, 2016	306008769	SHRI AANAND METAL
No. Bills of Entry filed 26 to 50 during October, 2016	399061118	CASE NEW HOLLAND CONSTRUCTION EQUIPMENT(I) PVT LTD
No. Bills of Entry filed more than 50 during October, 2016	598022643	CONTAINER CORPORATION OF INDIA LTD
Assessment to Duty Payment		
Criteria	IEC Code	Name of Importer
No. Bills of Entry filed 1 to 25 during October, 2016	914010409	SRV OVERSEAS PVT LTD
No. Bills of Entry filed 26 to 50 during October, 2016	508078512	RAD ELAN DISTRIBUTORS PVT LTD
No. Bills of Entry filed more than 50 during October, 2016	500002541	BRINDCO SALES PVT LTD.
Payment to Registration		
Criteria	IEC Code	Name of Importer
No. Bills of Entry filed 1 to 25 during October, 2016	388097167	BATLIBOI LTD.
No. Bills of Entry filed 26 to 50 during October, 2016	588138690	BHARAT HEAVY ELECTRICALS LIMITED
No. Bills of Entry filed more than 50 during October, 2016	594016151	PERNOD RICARD INDIA PVT LTD.

(e) Worst performing CHA in terms of Dwell Time:

Entry Inward to Submission of B/E		
Criteria	CHA No.	Name of CHA
No. Bills of Entry filed 1 to 25 during October, 2016	ACMFS0413KCH001	SAI KEDAR SHIPPING SERVICES
No. Bills of Entry filed 26 to 50 during October, 2016	AAECS3718ACH001	SHARP LOGISTICS PVT.LTD.
No. Bills of Entry filed more than 50 during October, 2016	AABCO9374KCH001	OM NAMAH SHIVAY LOGISTICS INTERNATIONAL PVT LTD
Assessment to Duty Payment		
Criteria	CHA No.	Name of CHA
No. Bills of Entry filed 1 to 25 during October, 2016	ABMPG5051GCH001	M/S. G.P.GOSWAMY
No. Bills of Entry filed 26 to 50 during October, 2016	ACZPD9533GCH001	PANKAJ SHIPPING & TRANSPORT COMPANY
No. Bills of Entry filed more than 50 during October, 2016	ACIPT0058RCH002	ATHARVA LOGISTICS

Payment to Registration		
Criteria	CHA No.	Name of CHA
No. Bills of Entry filed 1 to 25 during October, 2016	AACCV8122HCH002	M/S V & S CLEARING AGENCY PRIVATE LIMITED
No. Bills of Entry filed 26 to 50 during October, 2016	AADCP0083CCH001	P.S.PRAJAPATI EXIM PVT.LTD.
No. Bills of Entry filed more than 50 during October, 2016	BAYPS6643ECH001	M/S KALIDAS NARSINH & CO.

5. Thereafter, pending issues from previous CCFCs were taken up for discussion and update thereon:

(i) Updates on 24x7 staff deployment by PGAs):

ADC- as informed in previous CCFC meeting, ADC is now available for 24x7 working.

PQ - Plant Quarantine informed that they are working smoothly, presently they have no pendency on their part and they are working 6 days a week however they are facing shortage of manpower and requisition is pending with HQ and if there is any exigency, they are ready to depute the staff for 24x7 working.

(Action: PQ)

TC- Textile Committee also informed that they are also facing staff crunch and the request have been made to their respective HQ and they are ready to depute the staff 24x7 working for collection of sample.

(Action: TC)

FSSAI, AQ and WCCB- all three agencies informed that they are facing manpower problem, presently they are not able to depute staff on 24*7 basis the requisition have been sent to HQ regarding 24x7 working however matter still remain the same, as and when additional staff allotted they would able to do the same.

(Action: FSSAI, AQ & WCCB)

The Chair informed all the Participants Government Agencies that implementation of 24x7 clearances is mandatory for all the stake holders for smooth and timely clearance, Hence all the PGAs may improve and upgrade themselves to 24X7 facilitation. Chair also

directed that at least one person from each PGA may be posted on holiday so that process of speedy clearance of import cargo is not hampered. Further this issue of manpower may be brought to the notice of Central CCFC.

(Action: All PGAs)

(ii) Land allotment:-

In last CCFC on 15.09.2016, a suggestion was given that a Nodal Agency such as JNPT may construct a complex like PUB near to JNCH customs house in which all PGAs & other stakeholder can be provided the office space for their operation which would also be helpful to trade to access all agencies for their work under one roof which ultimately would result in reduction of dwell time in large extent and JNPT representative was asked to work out on the idea given after consulting and discussion with estate agency & Management and report the update in this connection.

Dy. Chairman, JNPT informed that they have already allotted the commercial land to all PGAs for construction of their offices as per agreement and direction. Now, the new idea of construction of a complex is not feasible thing because at present they are stuck up with so many other issues such as Central Parking plaza, DPD, land issue with SEZ and Refinery, Mapping the all land under JNPT jurisdiction etc. and in this position to locate a separate and specific land for construction of such complex does not seem to be advisable for them.

Beside this, he further added that this process will take a considerable time, because until the mapping is completed, the fresh search for new land is not possible. They would have to require permission from their higher authority for approval of proposal and after that tendering process of construction would be started. All this process would require a long time of at least three year. He further added that for the time being till PGAs may complete construction of their office on allotted land, JNPT can allot the office space at their existing structure on rate of Standard Operating Rent such as Rs. 300 Per month. JNPT representative urged that all PGAs should have to approach to JNPT in this regard only after that they can process their demand.

BCHAA informed that Animal Quarantine, WCCB and Textile Committee do not have offices in JNPT area and they have to cover long distance to submit samples to these agencies which is time consuming process and increase their transportation cost also. They requested Chair to direct these agencies to start their office immediately in JNPT area. They further reiterated that ADC is in process to shifting the office to JWR CFS which would also a hurdle to them to get ADC NOC from so far reaching location.

Chair directed all PGAs that they should start working from office space allotted to them on temporary basis. The Chair also directed JNPT that they should make allocation of office space to all PGAs till they have their own office.

(Action: - JNPT & all PGAs)

(iii) Gate Automation:

JNPT informed that the process is completed and it is expected to be functional by December, 2016 end. GTI informed that they have started that same. NSICT informed that they have already implemented the same.

(Action: - JNPT)

(iv) E-DO-

CSLA representative informed that most of the Shipping lines have facility of E-DO however the purpose of this facility is defeated because this facility was started with an aim of advance issue of DO before the vessel got berth. He further added that at present only 50-60 % are using E-do facility out of which mostly have generated after cargo reached. He requested that BCHAA should run a campaign in this connection to make aware their member to full use of this facility.

BCHAA argued that they face difficulty because every shipping lines have different payment portal and different registration process and as well as they have to register on every shipping Lines separately which lead their members toward manual mode of DO. Beside this they stated that the shipping lines are not following public notice issued by JNCH regarding KYC norms however each Shipping line has adopted different KYC norms not in line with Public Notice and some shipping line are asking for different bond

paper even some asking for insurance policy and all these practices is much inconvenient and uncomfortable to their members.

The Chair informed that all shipping agents and forwarders will have to register themselves with JNCH and they have to follow guidelines by JNCH. In this connection a public notice is in line to be issued. The Chair directed the shipping lines that they should develop a common payment portal with one registration requirement having facility of payment through all electronic modes including mobile wallet facility and to provide receipt in real time. The chair further directed that shipping lines should follow public notice issued in respect of KYC norms and adopt a uniform policy for the same. The chair directed BCHAA also to make aware their members to use the E-do facility as it is going to be made mandatory.

(Action: -BCHAA, CSLA, AMTOI & MANSA)

(v) Status of implementing of e-invoicing, e-billing, e-payment by CFSs, Shipping Lines: -

BCHAA informed that Continental, Punjab Conware and some other CFSs are not issuing E-invoice/Bills. CFS Association Representative told that they have already informed in last meeting that most CFSs have this facility however BCHAA have any issue in this regard they are always welcome to come with their complaints/suggestions and they will take up the matter for resolving it in best possible manner. CFSAI further informed that this facility is not being used to desired level by BCHAA itself because on average every CFS generate 8000-9000 invoices per month out of which only 150-200 approach for E-invoice/Bills. They requested chair that BCHAA should make aware their members to use this facility otherwise it will be useless it become harder to them for continuing this facility.

The Chair directed BCHAA and CFSAI that they should conduct meeting together and sort out the issue if any and BCHAA/Trade should use this facility up to maximum level. The Chair further informed that a Public Notice is going to be issued that all payment in JNPT will be only in electronic mode and no cash will be accepted.

(Action: - CFSAI & Shipping Lines, BCHAA)

(vi) All PGAs to provide NOC without seeking hard copy of Bill of Entry:-

The chair directed to all PGAs not to insist upon hard copy of Bill of Entry for providing NOC as this practice defeats the spirit of Single Window clearance. It was also informed in the meeting that very few cases (about 1% Bills of Entry), which are not tagged due to System problem, the hard copy of B/E is insisted upon for NOC.

The direction of Chair was accepted by PGAs unanimously.

(Action: - All PGAs)

(vii) Out of scope Items:

All PGAs were requested to release the out of scope of items every hour.

(Action: - All PGAs)

(viii) Implementation of recommendation given by study team of JS (customs) and MD, Indian Port Association:-

Present Status of implementation of recommendation is as per annexure 'A'

(Action: - all concerned stakeholders)

(ix) Comprehensive directory of contact detail of nodal officers of all PGAs and stakeholders:-

Comprehensive directory of contact details of nodal officers of all pGAs and Stakeholders viz CFSs, Terminals, Port Authorities are now available on JNCH Website.

(Issue closed)

(x) Waiver of Merchant Over time Fee insisting by customs beyond office hours from CFSs:-

Issued has already been taken up for discussion in PTFC Meeting and resolved. Accordingly, issued considered closed in this meeting.

(Issue closed)

5. Thereafter, the fresh issues were taken up for discussion in meeting:

(i) Point no.1:(Issue sponsored by customs)

All Shipping Lines/ Consol Agents should issue E-Do with 24*7 facility. Custodian should have the technical capability to implement an electronic messaging system for the receipt of electronic Delivery Order. Shipping Lines and Consol Agents should adopt a system of electronic invoicing of all charges along with the facility to conclude the payment process using e-Payment facilities. There should be no need for the importer or his Customs Broker to make personal visit to the office/counter of the Shipping Line or Consol Agent.

*The chair directed all Shipping Lines/Agents that they should issue E-do with 24*7 facility having system that have all electronic mode of payment including mobile wallet with generate of receipt immediately where in importer/CHA have no need to visit their premises and in this regard public notice will be issued soon. The chair further informed that all shipping line/consol agents/forwarders have to require themselves registered with Customs so that they can be held responsible in case of any lapse on their part.*

(Action: CSLA, MANSA & AMTOI)

(ii) Point no.2: (Issue sponsored by Customs)

The option for payment of all charges levied by Shipping Lines/ CFSs/ Terminal Operators should be available in electronic form with the facility of Self Generating Receipts. There should be no need for importer or his representative to personally visit the premises of service providers to pay the amount in cash.

The Chair directed CFSAI/Shipping Lines that they should have a system of payment portal having all electronic mode including mobile wallet option with facility of Self Generation Receipts.

(Action: CFSAI, CSLA)

(iii) Point no. 3: (Issue sponsored by Customs)

DPD and RMS facility is available in customs 24*7. Accordingly, ICES Connectivity should be made available by the Port Terminals/ CFSs at all Terminals/ Gate Officer 24*7.

*The Chair Directed that Direct Port Delivery and RMS facility is available in Customs 24x7, accordingly, all Port Terminals/Gate Offices should have ICES Connectivity operational on 24*7 basis.*

(Action: GTI, NSCIT, JNPT, CFSs)

(iv) Point no. 3: (Issue sponsored by AILBIEA)

All India Liquid Bulk Importers and Exporters Association (AILBIEA) vide letter dated 07.09.2016 has raised issue that they have number of representations from their member for disallowance of Cenvat Credit because of computerized invoices issued by the Shipping Lines for services render by them are not signed manually or digital.

No one represented from AILBIEA, accordingly, the point raised by them dropped.

(Point dropped)

(v) Point No. 4: (Point sponsored by BCHAA)

Brihan Mumbai Custom House Agents' Association (BCHAA) vide letter BCHAA/HR/745/2016 dated 24.10.2016 raised the issue that implementation of Public notice 69/2011 of JNCH regarding "Movement of Import Cargo in Containers from the Port to a CFS" should be done without any precondition or additional charges by Shipping Lines for shifting of containers to importer choice.

Chair informed that the matter is required to be examined and if any violation found on part of shipping Lines and CFSs, action will be taken accordingly.

(Action: Comm. (NS-Gen), JNCH)

(vi) Point No. 5: (Point sponsored by BCHAA)

BCHAA vide letter BCHAA/HR/745/2016 dated 24.10.2016 raised the issue that Entry passes for all 3 Terminals should be given to all Customs Brokers in order to successful implementation of DPD facility which is one of the most important scheme for timely clearance of goods and reduce dwell time.

Chair informed that all documents of DPD scheme will be processed in JNCH/Central parking Plaza and cargo will be handed over at parking area and CHA will not have any need to enter or visit the Terminals. So, Entry passes for DPD clearance is not required. Accordingly, point is considered Closed.

(Point Closed)

(vii) Point No. 7: (Point sponsored by M/s Sylvester & Co.)

M/s Sylvester & Co. vide his letter dated 03.10.2016 has raised issue that 25 charges not to be recovered by shipping lines/carriers/Agents as per circular no. 1 of 2016 vide file no. MTO-2(1)/2015 dated 07.09.2016 issued by Director General of Shipping. He further stated that this circular has issued for following reason:

- i. Shipping lines have failed to implement the Order no. TAMP/47/200-MBPT dated 26.06.2001 issued by Tariff Authority for Major Port (TAMP).
- ii. Exorbitant Charge being recovered by Shipping line and their Agent.
- iii. Request to ban Terminal Handling Charges (THC) and other surcharges.

M/s Sylvester & Co. informed that in one case shipping line is charging around 1.5 lakh on account of port load charge and they have made representation to revenue Secretary which marked to DG shipping to action and after delay of 25 days shipping lines demand huge amount of dues from Importer and also threatening party to through port authority and CFS for which they have evidence in black and white.

The Chair suggested to submit the details in their possession and if anyone is found guilty in this connection, their operation would be suspended. Further matter may also be taken up with Directorate General of Shipping.

(Action: M/s Sylvester & Co.)

viii) Point No. 8: (Point sponsored by MANSA)

Mumbai And Nhava Sheva Ship Agents Association (MANSA) vide mail dated 17.11.2016 submitted that Light dues are recovered by JNCH on behalf of DGLL; that in case of excess /wrong payment of Light Dues, the Bills are not settled either by DGLL or by JNCH; that numerous refund cases remained pending since more than one year. They raised two issues for resolve as:

- i. Levy of Service Tax on Light Dues.
- ii. Refund of excess paid Amount to concerned ship Agent/Lines.

The chair asked MANSA whether light dues are collection by customs or not. They informed that in few cases when the payments were being made in manual mode, such dues have been paid in the name of Commissioner, JNCH and the issue pertains to refund of the same,

The Chair directed MANSA that if Custom has collected this amount then same would be refunded by Customs only; MANSA to submit all such details and action will taken accordingly.

(Action: MANSA)

This issues with the approval of the Chief Commissioner of Custom, Mumbai-II.



(RAJIV MAGOO)
Deputy Commissioner of Customs,
CCO, JNCH, Nhava Sheva

Copy to:

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

Annexure-A

Stakeholder	Key Recommendations on Export side	Key Recommendations on import side
JNPT	<p>RFID project in Chennai or similar system may be replicated in JNPT (by 31.12.2016) - will be implemented by end of December, 2016.</p> <p>To provide additional land to terminals based on requirement (by 30.09.2016 for NSICT & 31.12.2016 for GTI) - 6 Hectares land has been provided to each Terminal.</p> <p>To develop centralized parking plaza with modern facilities and requisite amenities and to convert it into document process area (by 31.10.2017) - JNPT needs to initiate the work on O & M basis by 31.12.2017.</p> <p>To give advance notice of shutdown of gate terminal (by 31.07.2016);</p> <p>Gate CCTV feeds to be made available to Customs (by 31.07.2016)- Completed. Centralized control Room set up and is available for Customs</p>	<p>Provision of Additional land and earmarked area for DPD inspection (by 31.12.2016)- Process initiated by JNPT</p> <p>-To appoint Common rail yard (by 31.12.2016 for operators & by 31.12.2017 for common yard) - Common transport operator appointed. Step be initiated for common rail yard.</p> <p>-All Shipping Lines should be mandated to issue E-Dos and Advance invoices (by 31.12.2016) - already being done by 15 Shipping Lines. 100 % compliance to be reported by JNPT by end of November, 2016.</p> <p>-DPD of all facilitated cargo without routing through CFSs (by 31.10.2017) - JNPT and Customs to work jointly to achieve 30% volume by 30.12.2016.</p>
Terminal Operators	<p>Gate window time to be brought down from 5 to 4 days (by 31.07.2016) and then to 3 days (by 31.12.2016)- Completed</p> <p>Increase RTGS drivers (by 30.09.2016) and RTGC equipment within terminal (by 31.10.2017) - completed by JNPT, orders placed for RTGCs and number of drivers added.</p> <p>To convert parking lot to processing areas and to provide cabins and INTERNET connectivity to Customs (by 31.08.2016) - Cabins with internet connectivity provided by JNPT, NSIC and JNPT will complete by end of November, 2016. From 01.12.2016 all gates will be manned from parking area.</p>	<p>At exit gate only those containers which cleared by customs for movement to factory in case of DPD and movement to ICDs, CFS & SEZ should be populated at the Gate for permitting exit from terminal (by 31.12.2016)-</p>

CFSs		CFS should compute average cargo dwell time and provide it to Customs who would display the same on their website (by 30.11.2016-
IPA	To Develop Gate-in-vehicle booking system in the port community system (by 31.10.2016)- Trail run initiated.	Advance process of Entry inward (by 31.10.2016); Generation of rotation number electronically through ICEGATE(by 31.10.2016)
DG Shipping	To simplify port clearance of vessels (by 31.10.2016)- DG (S) to submit action plan to monitor outcome every week.	
CISF	Need not check the container seal at JNPCT Entry gate (by 31.07.2016)- Completed	
AQIS and Textile		Take land within JNPT and set up their offices (by 31.10.2016) - land has been allotted. JNPT to provide temporary office to all stakeholders till their office start functioning.
Railway /CONCOR		Simultaneous rake inspection while loading the rakes (by 30.09.2016) - Joint team of Port/Railway to report compliance. 25% reduction in hours proposed. To rationalize short haul rake pricing- slab to 25 kms from 50 kms (by 30.09.2016)- CONCOR has taken initiated to reduce tariff rate for movement of empty containers from ICD to JNPT To reduce rail freight to match road freight(by 30.09.2016)-
Maharashtra State govt.		To Modify method of computation of stamp duty on import containers (by 31.12.2016) - JNPT to Coordinate a meeting between Customs and State Govt. to operationalised it by end of November, 2016.
All Stakeholders	Joint Traffic Management Squad may be constituted with the representatives of all Stake holders (31.07.2016)- Completed	