



मुख्य सीमा शुल्क आयुक्त कार्यालय, मुंबईअंचल-II  
Office of the Chief Commissioner of Customs  
Mumbai Customs Zone-II

जवाहरलाल नेहरू सीमाशुल्क भवन

JAWAHARLAL NEHRU CUSTOM HOUSE

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**Date: 26-12-2025**

## **MINUTES OF THE CUSTOMS CLEARANCE FACILITATION COMMITTEE (CCFC) MEETING HELD ON 12.12.2025**

The 5<sup>th</sup> CCFC Meeting of calendar year 2025 was held on 12.12.2025 at 15:00 hrs at Jawaharlal Nehru Custom House (JNCH), Nhava Sheva, Raigad, Maharashtra in Hybrid Mode, under the chairmanship of Shri Vimal Kumar Srivastava, Chief Commissioner of Customs, Mumbai Customs Zone-II. The list of participants is placed at **Annexure -I**.

2. Shri Pankaj Kumar Dwivedi, Addl. Commissioner, CCO, JNCH opened the proceedings by welcoming Chief Commissioner, officers of CBIC and other ministries/departments and trade association members present in the meeting.

3. The Chief Commissioner highlighted the importance of trade facilitation meetings and stated that JNCH would conduct Time Release Study (TRS) in the first week of January and Office Order in this regard would be issued shortly. Emphasis was also made on the importance of customs officials and trade working together as a team to improve TRS rating of JNCH.

4. The Chief Commissioner recalled the deliberations held in the last CCFC Meeting on various aspects of Port Processes. In that meeting, a presentation on Port Processes was made by Deputy Commissioner (NS-III), and also a document covering analysis was circulated among the stakeholders seeking their comments and suggestions. Only a few stakeholders had responded till then.

Commissioner NS-III highlighted the need of simplification, harmonization and digitization of the port processes. He requested all the stakeholders to provide formal comments on the document circulated. He also requested all stakeholders to forward input regarding streamlining of port processes, so that a compiled report

can be forwarded to Board.

5. Thereafter, the regular agenda points were taken up for discussion. The records of discussion are placed at '**Annexure II**' (New Agenda points) and '**Annexure III**' (Follow-up points of previous CCFC meeting).

6. This issues with the approval of Chief Commissioner of Customs, Mumbai Customs Zone-II, JNCH, Nhava Sheva.

Yours faithfully,  
Digitally signed by  
Pankaj Kumar Dwivedi  
Date: 26-12-2025  
10:59:36  
(Pankaj Kumar Dwivedi)  
Addl. Commissioner of Customs,  
CCO, Mumbai Zone-II,  
JNCH, Nhava Sheva.

Encl: Annexure - I, Annexure - II and Annexure - III

Copy to:

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

**ANNEXURE – I (List of Participants)**

The following officers of the department attended the meeting:

Sr. No.	Name	Designation
1.	Shri Yashodhan A. Wanage	Pr. Commissioner, NS-I
2.	Smt. B. Sumidaa Devi	Commissioner, NS-Gen
3.	Shri Giridhar G. Pai	Commissioner, NS-II
4.	Shri. Vijay Risi	Commissioner, NS-III
5.	Shri Anil Ramteke	Commissioner, NS-V
6.	Shri Pankaj Kumar Dwivedi	Addl. Commissioner, CCO, JNCH

The following PGAs/Stakeholders attended the meeting: -

Sr. No.	Name	Name of the PGAs/Stakeholders
1	Rajesh Verma	CDSCO
2	Sunil Vaswani	CSLA
3	Umesh Grover	CFSAI
4	Salim Shikalgar	CFSAI
5	P. Nair	JNPA
6	Faiz Sayyad	DPW
7	P.N. Ghosh	Textiles Committee
8	Vikas Kanke	FSSAI
9	Manish Kumar	CSLA/MANSA
10	Nimish Desai	WISA
11	Paresh Thakkar	BCBA
12	Vinayak Aparaj	BCBA
13	Hiren Ruparel	BCBA
14	Sanjeev Harale	BCBA
15	Dr. Karuna Dhale	FSSAI (WR)
16	R.K. Salve	CPP- DIVVYA CPP
17	Akash S. Trimbake	CPP
18	Nirav Thakkar	BCBA
19	Paras Shah	BCBA
20	Kamal Shah	BCBA
21	Tej Contractor	BCBA

The following officers, PGAs/Stakeholders attended the meeting in Virtual Mode :-

1	Pavan Agrawal	AD, DGTS, MZU
2	Dushayant Mulani	FFFAI
3	Chetan Koli	CMA CGM
4	Nitin Bhapkar	FICCI
5	Ganpat Karde	BCBA
6	Hrishikesh Utpat	JD, NCTC
7	Jayabharathi	ADD, NCTC
8	Bakshi Md Hanif	MANSA
9	Vineet Singh Tanwar	GTI
10	Hiren Modha	PSA Mumbai
11	Pankaj Vora	AIIEA
12	Prashant Thakur	NSFT Terminal
13	Chetan Mhatre	PSA Mumbai
14	Hema Latha	Maersk India
15	UNNI NAIR	CMACGM
16	Daniel	CSLA

**NEW AGENDA POINT FOR CCFC MEETING DATED 12.12.2025**

Sr. No.	Issue in Brief	Sponsoring Authority	Record of Meeting	OPEN / CLOSED
1.1	<p><b><u>Improve Testing and Sampling Protocols:</u></b></p> <p>Request that the Textile Committee issue clear and uniform Public Notices/Standing Orders on mandatory testing parameters, avoid unnecessary testing, and adopt risk-based sampling—particularly for repeat suppliers and identical products—to reduce delays and associated costs.</p>	BCBA	<p>Textile Committee official informed that commodity-wise testing parameters are published on its website. But still sometimes test memos are received from custom officers where parameters are mentioned which are not in accordance with the goods .</p> <p>The Chief Commissioner directed Commissioner NS-III to constitute a Committee at ADC/JC level with other members from trade, BCBA and TC. The said Committee shall study all possible scenarios, with a view to streamlining testing and sampling protocols, rationalizing testing requirements and simplifying testing parameters. The said committee shall submit its report within 2 weeks. Upon submission of the report, a PN in this regard will be considered.</p> <p><b>Action - Commissioner NS-III</b></p>	Open
1.2	<p><b><u>Mechanism for Resolving Irrelevant Queries for Dual-Use Items:</u></b></p> <p>Propose the implementation of a structured process to promptly address and close irrelevant or repetitive queries raised by agencies such as FSSAI, PQ, and AQCS, CDSCO during import clearance. This will streamline workflows and reduce overall dwell time.</p>	BCBA	<p>Official from FSSAI informed that samplings are done away with, upon submission of necessary documents in online portal and the goods are released in a timely manner and also the same issue has been concurrently taken up by BCBA, with Regional Director, FSSAI for concrete outcome.</p> <p>BCBA was requested to provide a list of dual use items and a few illustrative cases where 'irrelevant/repetitive' queries were raised, so that the matter can be taken up with concerned PGAs for meaningful deliberation.</p> <p><b>Action- BCBA</b></p>	Open
1.3	<p><b><u>Automate OOC Routing for Cleared Consignments:</u></b></p> <p>Urge the DG Systems to enable automated Out-of-Charge (OOC) routing for consignments cleared by FSSAI, PQ, or AQCS, CDSCO eliminating the current need for members to seek manual intervention from the Deputy Commissioner for shipment release.</p>	BCBA	<p>Commissioner NS-I informed that the current practice followed in JNCH is that once the CHA produces the manual NOC of FSSAI/PQ, the officer concerned has to login to the website and check for it to ascertain if the details are correct/matching and then only the same are forwarded to Supdt/Appr for OOC clearance.</p> <p>The Chief Commissioner acknowledged the process to be cumbersome and expressed that there is a need of system adjustment. In this regard, Pr. Commissioner NS-I was instructed to escalate this issue to DG System through Chief Commissioner.</p> <p><b>Action- Pr. Commissioner NS-I</b></p>	Open

1.4	<p><b><u>EDI and ICEGATE</u></b></p> <p>Facilitate immediate and automatic sharing of OOC status through ICEGATE with custodians, shipping lines, and port terminals to support seamless direct delivery</p> <p>b) Address technical challenges observed after recent ICEGATE upgrades, particularly difficulties in generating required printouts, which may delay clearance when manual documents are requested.</p> <p>c) Advance paperless, real-time digital routing of all essential document statuses in line with CBIC's vision of fully paperless trade, minimizing the need for physical submissions or manual follow-ups.</p> <p>These steps will reduce clearance dwell time, eliminate manual bottlenecks, and align with the goal of digital, transparent customs operations.</p>	BCBA	<p>Trade informed that they are receiving data in an unsegregated manner and thus finding it difficult to mainstream it in real time. The meeting took note of the matter and encouraged the stakeholders to develop appropriate systems that could arrange information/ data being received from Customs in a usable manner. Meanwhile Pr. Commissioner NS-I has taken up the matter with DG Systems and ICEGATE to explore better solution.</p> <p>Chief Commissioner asked BCBA to make a detailed submission to Pr. Commissioner NS-I, elaborating the issues being faced clearly with proper granularity, so that the same may be taken up with DG Systems. It was also decided that for the future CCFC meetings, officers from DG System/ICEGATE/ICES would also be invited keeping in view that majority of issues raised in CCFC pertain to DG Systems.</p> <p><b>Action - Pr. Commissioner NS-I, BCBA</b></p>	Open
1.5	<p><b><u>Enhancing ICETAB Usage at CFS Locations</u></b></p> <p>a) Centralized Container Examination: Suggest centralizing containers from distant or low-connectivity CFS locations to a single examination area with stable network access to ensure uninterrupted ICETAB operations and reporting.</p> <p>b) Improve Network Accessibility: Upgrade digital network infrastructure at examination sites so officers can reliably upload examination reports and photographs through ICETABs as intended under the paperless system.</p> <p>c) Anticipated Benefits: Centralized examination and improved connectivity will expedite clearances, enhance transparency, and enable full utilization of ICETAB and the Turant Customs workflow.</p>	BCBA	<p>The meeting acknowledged that there are CFSs where functionality is adversely affected due to remoteness of the area and inconsistent internet connectivity. Chief Commissioner requested BCBA to provide the list of all the CFSs where challenges are being faced on day to day basis so that the same can be taken up by Commissioner NS-G with the concerned CFS. Custodians are instructed to increase the internet bandwidth and provide dedicated, reliable connectivity for Customs operations, to ensure seamless ICETAB performance.</p> <p><b>Action - Commissioner NS-General, BCBA</b></p>	Open
1.6	<p><b><u>Faceless Assessment Improvements:</u></b></p> <p>a) To reduce repetitive queries and improve uniformity, request that any query raised and replied to by one Faceless Assessment Group (FAG) be visible across all FAG locations handling similar consignments. This will reduce duplicate queries, minimize delays, and promote consistency.</p> <p>b) OTP generation for query responses is often delayed and needs improvement.</p> <p>c) Visibility of challans reduces after 24 hours; request for extended or continuous visibility.</p>	BCBA	<p>The matter requires consideration of Custom Policy Wing and DG Systems. Pr. Commissioner NS -1 informed that similar issues had come up for discussion in meetings earlier and suggestions were given to Board that queries wrt previous BoE of similar parties with similar items should be visible at FAG locations.</p> <p>Commissioner NS-I to take up the matter with DG Systems again for resolution .</p> <p><b>Action - Pr. Commissioner NS-I</b></p>	Open
1.7	<p><b><u>Strengthened Grievance Monitoring:</u></b></p> <p>Request that every Custom House—either group-wise or at the docks level—implement active monitoring by the Additional/Joint Commissioner to review, address, and close grievances, particularly repetitive or unnecessary queries. This earlier practice, implemented through specific Public Notices, should be revived to reduce litigation and foster timely resolution.</p>	BCBA	<p>In this regard, Pr. Commissioner NS-I informed that Office Order No. 12/2025 dated 11.12.2025 has been issued re-iterating the procedure which is to be followed at docks for "Ease of doing Business".</p> <p>Monitoring of the same will be done by CC Office alongwith weekly report.</p>	Closed

1.8	<p><b><u>Increased Delays in ECL Duty Integration:</u></b></p> <p>Highlight that delays in duty integration through the Electronic Cash Ledger (ECL) have increased and require corrective measures.</p>	BCBA	<p>The issue has already been escalated to DG System and ICEGATE team vide email dated 02.12.2025 for further necessary action..</p> <p>BCBA to give an elaborate submission to Pr Commissioner NS-I, clearly explaining the issue involved and the difficulty faced. The same shall be taken up again with DG Systems.</p> <p><b>Action- Pr. Commissioner NS-I</b></p>	Open
1.9	<p><b><u>Provisional Assessment of S/Bills in ICES:</u></b></p> <p>This point was earlier discussed in the CCFC meeting held on 10.10.2025, wherein it was conveyed that the issue would be communicated to DG Systems for resolution</p> <p>We request that the matter be addressed with DG Systems for due resolution</p>	BCBA	<p>Commissioner NS-II informed that the matter was brought to notice of DG Systems vide letter dated 25.11.2025. BCBA informed that certain crucial data fields of finalized SB are not captured in the Systems, and requested that the matter should be flagged again to DG Systems.</p> <p>Commissioner NS-II to discuss the matter with BCBA and send a follow-up letter to DG Systems with more details.</p> <p><b>Action - Commissioner NS-II, BCBA</b></p>	Open
1.10	<p><b><u>Implementation of Shipping Container as Unit of Package for Export Cargo</u></b></p> <p>This point was discussed during the CCFC meeting held on 10.10.2025 and we seek your kind intervention for implementation of Advisory No.49/2025 dated 11th August 2025 in the larger interest of EXIM Trade.</p>	BCBA	<p>In this regard, Commissioner NS-II informed that the matter was raised to DG Systems vide letter dated 25.11.2025 seeking resolution on the issue. BCBA informed that the issue not yet resolved though CBs are filing Annexure C. They also indicated capacity constraint of only upto 5 containers.</p> <p>Commissioner NS-II to discuss the matter with BCBA and send a follow-up letter to DG Systems with more details.</p> <p><b>Action - Commissioner NS-II, BCBA</b></p>	Open
1.11	<p><b><u>Facilitation for AEO Exporters</u></b></p> <p>This matter was deliberated during the CCFC meeting dated 10.10.2025, wherein it was informed that system-level facilitation for AEO clients is a policy matter.</p> <p>We once again request for applicable changes to be implemented for recognition and priority facilitation for AEO Exporters by other stakeholders such as PGAs, CFSs, Ports, Shipping Lines, etc.</p>	BCBA	<p>The issue has already been brought to the notice of ADG, NCTC/DGARM vide letter dated 24.11.2025 for further necessary action.</p>	Closed
1.12	<p><b><u>Processing of Shipping Bill Amendments under Public Notice No. 44/2025</u></b></p> <p>This issue was discussed in the CCFC meeting held on 10.10.2025. As the issue remains unresolved, we request that the matter may kindly be taken up with the concerned authorities to ensure that amended Shipping Bills are accessible to the trade and that updated data flows seamlessly to DGFT, Banks, and other regulatory bodies.</p>	BCBA	<p>The issue has already been brought to the notice of Pr. Director General, DG System vide letter dated 25.11.2025 for further necessary action.</p> <p>As issue was reported unresolved, Commissioner NS-II to discuss the matter with BCBA and send a follow-up letter to DG Systems.</p> <p><b>Action - Commissioner NS-II, BCBA</b></p>	Open



1.15	<p><b><u>Collection of Rs. 150 as eSeal verification charges from 8th November 2025</u></b></p> <p>It has been reported by members of trade that e-seal verification charges of ₹150 per container have been introduced and are being collected with effect from 8th November 2025.</p> <p>The Universal RFID Reader was implemented as a trade facilitation measure vide JN Customs Public Notice No. 65/2025, with the objective of streamlining e-seal reading and reducing the overall dwell time in export customs clearance. It is pertinent to note that there is no mention of any charges in the said Public Notice.</p> <p>We request that the collection of such charges be discontinued. Furthermore, should such charges be proposed, they may be implemented only after the issuance of a formal trade advisory by the competent authority after discussion with all the concerned stakeholders.</p>	BCBA	<p>M/s Divya CPP informed that the said charges are proposed towards recovery of costs associated with the Universal RFID Reader system, including software development and maintenance, hardware infrastructure, server and cloud resources, API consumption, manpower deployment, installation, and ongoing operational support. Meanwhile, JNPA assured that they are in the process of re-examining the issue and will be issuing a detailed advisory/trade notice in due course, after following the due process and consultation with the competent authority.</p>	Closed
1.16	<p><b><u>RoDTEP Amount Displayed as Zero for LEOs Dated 30.09.2025</u></b></p> <p>Based on feedback received from the trade, we understand that the Shipping Bills for which LEO was granted on 30/09/2025 are reflecting the RoDTEP amount as zero in the final LEO copy. However, the applicable RoDTEP amount, as per the laid-down guidelines, was visible in the First Assessed Copy of the Shipping Bill.</p> <p>We seek your urgent intervention to take up the matter with concerned stakeholders so that the applicable RoDTEP value is reflected in the system so that the applicable benefit can be claimed by the exporters.</p> <p>Additionally, since RoDTEP scrips are generated through ICEGATE based on the data available therein, we request your intervention in facilitating an appropriate grievance raising mechanism at JN Customs.</p>	BCBA	<p>In this regard, Commissioner NS-II has already issued a communication vide letter dated 27.11.2025 to DG Systems for necessary action.</p>	Closed

1.17	<p><b><u>Export Goods Registration Timings to Start at 10.00 am</u></b></p> <p>We refer to JNCH Public Notice No. 113/2017 dated 01.09.2017 regarding the prescribed Goods Registration timings for examination of export goods at the Export Docks.</p> <p>It has been brought to the notice of the Association that only JWR CFS is adhering to the timings stipulated in the above Public Notice and has implemented the start time of 10:00 a.m. for export goods registration. However, the remaining CFSs have not implemented the said directive.</p> <p>We request that necessary instructions be issued to all other CFSs to ensure strict compliance with Public Notice No. 113/2017 and to commence Export Goods Registration from 10:00 a.m., as prescribed.</p>	BCBA	<p>Although goods registration begins at 10 am, most stakeholders from trade reach late. Commissioner NS-II asked BCBA for equal commitments from the Custom Broker side to reach the CFS's by 10 am. BCBA was asked to list out the CFS's where they are facing difficulties and <b>Commissioner NS-II</b> to monitor it.</p>	Closed
1.18	<p><b><u>Adequate Facilities Required for Handling Export Shipments at JWR CFS</u></b></p> <p><b><u>•Delay in issuance of gate passes for carting:</u></b></p> <p>It has been observed that the export staff responsible for issuing gate passes for carting are frequently shifted to handle import operations during afternoon hours. This results in delays in issuance of gate passes, causing unavoidable congestion and operational challenges for export consignments.</p> <p><b><u>•Labour shortage for unloading and loading:</u></b></p> <p>There is a consistent shortage of labour for unloading and loading activities at JWR CFS. We request that an SOP be established to ensure timely availability of labour for export cargo handling, thereby preventing delays in the movement of export shipments.</p>	BCBA	<p>CFSAI took note of the concern as the prime stakeholder and has assured that the matter be taken up again with the JWR management to settle this issue.</p> <p><b>Commissioner NS-General</b> to take stock of the development made and monitor it for faster resolution.</p>	Closed
1.19	<p><b><u>Export Examination Order through Email:</u></b></p> <p>At present, physical Examination Orders are issued after Goods Registration and are visible only on the officer's screen. We request that once the Examination Order is generated, the same may also be transmitted via email to the Exporter/Customs Broker through ICEGATE, similar to the facility already available for Imports.</p>	BCBA	<p>The issue has been communicated to DG Systems and ICEGATE, by EDI section vide email dated 02.12.2025, for further necessary action.</p>	Closed

1.20	<p><b>Email Intimation for Queries Raised on Drawback Shipping Bills:</b></p> <p>We request that any queries raised by Customs in the ICES System (for Assessment / Drawback etc) should be auto-communicated through email to the Exporter/Customs Broker (as done in Imports) to ensure timely action and faster resolution.</p>	BCBA	<p>The issue has been communicated to DG Systems and ICEGATE, by EDI section vide email dated 02.12.2025, for further necessary action.</p>	Closed
2.1	<p><b>Support on Faceless Assessments with view of Changes in Faceless Visibility:</b></p> <p>a. Recently it has been noted, with appreciation – that Faceless has commenced in the absolute true spirit – with traceability being denied across the board.</p> <p>b. In such a situation, the role of PAG becomes even more critical towards addressing delays under faceless assessment.</p> <p>c. Previously, officers had access to which FAG the delay is occurring – and suitable remedy measures would be undertaken promptly. Currently, with the lack of access to this information – the NAC framework is required to be more robust across all NAC for prompt responses to delays under faceless.</p>	AILBIEA	<p>The issue of the Bill of Entry location not being visible is a policy-level matter .The matter has been communicated to DG Systems and Saksham seva by Commissioner NS-I.</p>	Closed
2.2	<p><b>Implementation of Customs Instruction 32/2025:</b></p> <p>a. We request suitable Public Notice to be issued from JNCH in-line with the Customs Instruction 32/2025 – which shall provide necessary clarity across formations.</p>	AILBIEA	<p>Public Notice in this regard is under process.</p> <p><b>Action - Pr. Commissioner NS-I</b></p>	Open
2.3	<p><b>Technical Issues on the Digital Warehousing Module:</b></p> <p>a. There are technical challenges being faced on the Warehousing Module – specifically in case of ‘transfer of ownership’ and subsequent clearance under ‘SEZ’ / ‘EOU’ / ‘Re-Export’.</p> <p>b. In case of Transfer of Ownership from A to B, if there is any subsequent clearance by ‘B’ under SEZ / EOU or Re-Export, the debit of quantity happens in ledger of ‘A’ instead of ‘B’, which is blocking the quantity for ‘A’.</p> <p>c. This has been an ongoing issue, for which previously the Systems team had suggested a reversal of quantity – which the Bond Section in JNCH has been supporting tremendously, however we request for a system-based solution on this.</p>	AILBIEA	<p>In absence of AILBIEA, BCBA pointed to the discrepancy faced while payment in case of transfer of ownership in high sea purchase.</p> <p>NS-I to properly analyse the issue and take up with DG System and Customs Policy Wing.</p> <p><b>Action - Pr. Commissioner NS-I</b></p>	Open

2.4	<p><b><u>Permitting Multiple Warehouse Code at the time of Filing Bill of Entry</u></b></p> <p>a. In case of Import of Cargo which is being stored across multiple warehouses, it is essential for the system to allow Multiple Warehouse Codes – and enabling quantity wise Warehouse Code to be entered at time of filing of Bill of Entry.</p> <p>b. Lack of this will result in mismatch at the time of ex-bond under the new updates of the warehousing module.</p>	AILBIEA	<p>The meeting acknowledged that the issue involves system configuration and policy considerations and therefore, the matter will be taken up with Customs Policy wing and DG Systems for further necessary action.</p> <p><b>Action - Pr. Commissioner NS-I</b></p>	Open
2.5	<p><b><u>Transparent Berthing Policy at JNPA for Liquid Bulk Cargoes:</u></b></p> <p>a. Presently, there are multiple berths being operated by multiple players. The costs for berthing at each terminal are varying significantly. For example, the Port Wharfage Charges are not standardized and in fact varying significantly across terminals.</p> <p>b. There are several cases where initially 'Berth A' is allocated and after making wharfage payment and other formalities, the berth is shifted to 'Berth B' for which the wharfage is again required to be paid and formalities to be undertaken.</p> <p>c. We request a transparent mechanism to be shared on a daily basis regarding line up and berthing schedule along with berth allocation.</p>	AILBIEA	<p>JNPA submitted that liquid cargo berths are operated by various PPP operators under royalty or revenue models, resulting in different charges for each terminal and that cannot be standardized. Moreover, a very robust and transparent berthing policy exist and the berths are allotted accordingly.</p> <p>JNPA also submitted that two liquid terminals are operated by BPCL &amp; JSW under different concessional agreement. At BPCL run terminal, preferential berthing is allotted to PSU run oil namely IOCL, BPCL &amp; ONGC. Other private operators are allotted berths on first come first service basis, depending on berth availability whereas at JSW run terminal, berthing is allotted on first come first service. The vessel agents/receivers are free to choose any of the Terminals for their cargo handling depending on the availability of infrastructure and berths at Terminals.</p>	Closed
2.6	<p><b><u>Improvement in Pipeline Infrastructure at JNPA towards maximizing handling capabilities across berths:</u></b></p> <p>a. Presently with added berths for liquid cargo, it is the need of the hour to urgently increase the capacities for the pipelines including adding new pipelines from the jetty to the main junction. This is required to ensure that the speed of discharge is optimum for every vessel which berths at JNPA, and that all the berths can be utilized in maximum capacity.</p> <p>b. The improvement in infrastructure shall not only result in faster evacuation of cargo, it shall improve the ability of the Port to handle more cargo, thereby resulting in increase in revenue for the zone and importantly better serviceability for the demand through this zone.</p>	AILBIEA	<p>In this regard, JNPA submitted that presently the number of pipelines stand at 23, which are available for handling various types of liquid cargo. To strengthen pipeline corridor, an additional 7 pipelines are in the process of getting laid.</p>	Closed

<p>3.1</p>	<p><b><u>Scanning of same containers at multiple Indian Ports –</u></b></p> <p>The problem concerns the repeated selection of the same containers for scanning at multiple Indian ports. This situation is causing unnecessary delays in the evacuation of these containers. The repeated scanning not only incurs significant additional costs in terms of transportation and terminal handling charges but also results in increased dwell times.</p> <p>Specific instances of this issue have already been shared by CSLA members with the scanning division of JNCH on the 6th and 10th of October. We would like to request that JNCH takes this matter up with NCTC to ensure that Coastal Transshipment Containers (FELEXITOW (POL) –NHAVA SHEVA (Transshipment Port) – MUNDRA (Port of Discharge)) are not subjected to repeated scanning at transshipment ports. Ideally, these containers should be selected for scanning only at the port of discharge to streamline the process.</p>	<p><b>CSLA</b></p>	<p>The Chief Commissioner informed that discussions with ADG, NCTC were held and new patch has already been developed and deployed. As per the enhancement made, Commissioner NS-III informed that the containers declared as transhipped at the first Indian Port of call and scheduled for discharge at the next Indian Port of call will be automatically excluded from the scanning lists.</p>	<p><b>Closed</b></p>
<p>4.1</p>	<p><b><u>Creation of dashboard for all PGAs :</u></b></p> <p>We recommend the creation of a centralized dashboard by all PGAs to track instances where import samples of items are repeatedly marked for testing at ports. The dashboard should display sample frequency by supplier, product, and time frame, facilitating pattern identification and enabling Customs to consider exemptions or reduced sampling where appropriate. If a product or supplier's sample has been recently cleared, the dashboard should prompt a risk-based auto-waiver for unnecessary retesting, ensuring that only genuinely new or high-risk samples undergo fresh testing.</p> <p>These digital dashboards, updated in real-time and integrated with Customs Single Window and FICS, will minimize redundant sampling, enhance risk profiling, and expedite the release of low-risk consignments, fully supporting the 'Ease of Doing Business' objective.</p>	<p><b>MACCIA</b></p>	<p>The issue has been communicated to DG Systems and ICEGATE, by EDI section vide email dated 04.12.2025, for further necessary action.</p>	<p><b>Closed</b></p>

**FOLLOW-UP ON PREVIOUS AGENDA POINTS**

Sr. No.	Issue in Brief	Sponsoring Authority	Record of Meeting	Closed/Open
1	<p><b><u>Uploading of CRCL Test Reports :</u></b></p> <p>Brief: Currently, the CRCL Test Reports (DYCC) are not visible or automatically shared with the Trade. Due to this, there are significant challenges faced by trade not only in case of the shipment in question - but in cases where the Valid Test Reports is a critical document for upcoming clearances, in those cases the lack of obtaining Test Reports in automated manner is impacting the trade.</p> <p>Suggestion: It was discussed that DYCC shall upload the test reports with product details and other relevant information for public viewing. We request that the same be started in a time bound manner. Also, mandate that all test reports be uploaded on ICEGATE for complete transparency and record-keeping.</p>	BCBA	<p>Commissioner NS-V informed that sampling cell application has been made operational from 15th of October and email regarding conclusion of the test, along with a copy of the corresponding test memo is now being invariably communicated to the concerned importer. Moreover, BCBA was requested to provide/submit specific instances where the email has not been recieved by the respective trade so that the same can be taken up with ICEGATE or necessary rectification.</p> <p>Further, it was also also informed that grievance redressal mechanism is under process within sampling cell application wherein trade stakeholder can raise grievance related to test report and sampling on the application itself .</p>	Closed
2	<p><b><u>Periodic delays and lack of transparency in e-Office File Processing:</u></b></p> <p>A) Monitoring timelines to create E-office file            (B) Monitoring timelines from start of E-office File to date of resolution            (C) SOP and timelines with detailed practice right from automated file creation and digital traceability regarding file movement.</p> <p><b>Suggestion:</b></p> <p>A dedicated task force is required towards monitoring live shipments at JNCH, towards ensuring all aspects of the live shipments - from Date of Inward till Date of OOC is being tracked and escalated without undue hardship to trade.</p> <p>- SOP to be shared with trade and department on agreeable process, nature and manner of sharing documents and formats which will help to ensure immediate creation of e-office file upon email submission</p> <p>- Monitoring of E-Office File Cases from Date of Creating File to Date of Closure of File, and sharing said information on real-time basis on JNCH Website</p> <p>- For repetitive matters, having E-Office File Details being made publicly available for both officers and trade - to avoid repetition of process of decision on settled matters</p>	BCBA	<p>Chief Commissioner of Customs directed Commissioners to closely examine all the instances where different layers in e-office can be reduced. Emphasis were made on not opening new e-files where the discretion lies with Docks officer/AC/DC level officers. Also after issuance of Office Order 12/2025, wherein regular visits will be held by JC/ADC level officers, e-files will not be opened unless some approval is provided for.</p> <p>Commissioner NS-II informed that an Office Note in this regard has been issued to sensitize the officers on edxport side.</p>	Closed

3	<p><b><u>Digitising Certain Manual Processes:</u></b></p> <p>(A) Digital Declaration under Section 69 for Re-Export: Create an ICEGATE facility for online filing of re-export declarations to avoid manual submissions.</p> <p>(B) Digital IGST Re-assessment: Address issues arising from Notifications 45/2017-IGST and 1/2023, where IGST is often deleted, compelling members to approach Customs physically for reassessment.</p>	BCBA	Commissioner NS-I informed that the mail regarding the issue has been forwarded to DG Systems and ICEGATE for making necessary changes. Also, BCBA was requested to submit all the instances where they are encountering difficulties and submit it to Commissioner NS-I in detailed manner.	Closed
4	<p><b>Speaking Orders:</b></p> <p>It is submitted that a proper mechanism to issue Speaking orders and a standard SOP for passing Speaking Orders should be established and followed. Based on the principle of Natural Justice, PH should be granted before passing any speaking order. Practice of issuing Speaking Orders to importers in case of re-assessment should be followed.</p>	BCBA	<p>Standing order is under development/deliberation phase and will be issued in due course.</p> <p><b>Action - Pr. Commissioner NS-I</b></p>	Open
5	<p><b><u>Issue of SCMT Departure Manifest Filing</u></b></p> <p>The large vessels carrying more than 700-800 shipping bills are experiencing delays in the system despite the successful filing of the Sea Departure Manifest. Specifically, the EGM (Electronic General Manifest) status for those shipping bills does not reflect on ICEGATE. Here are a few instances to illustrate this issues:</p> <p>VSL NAME  VOY NO  ROTATION NO.  ROTATION DATE  MSC MILAN  QH532R  1149784  11/8/2025  MSC ALTAMIRA  IP536A  1152227  29/08/2025  ZHONG GU NAN NING  25033   1149978  12/07/2025</p> <p>Although our member lines have been continuously raising this issue with DG System &amp; ICEGATE, the resolution process remains highly time-consuming, which in turn affects the IGST refunds for exporters. Therefore, we request JNCH to take up this matter with DG System and assist us in finding a permanent and efficient solution for the smooth and error-free filing of departure manifests.</p>	CSLA	Commissioner NS-G informed that the matter has been resolved as confirmed by ICEGATE official, the instances provided by trade were prior to the amendment carried out in system in August. The concerned stakeholder was requested to submit latest specific instances where the issue still persists so that the same can be taken up with DG System for resolution .	Closed
6	<p><b>Non-generation of Shipping bill wise EGM output file</b></p> <p>In the EGM 1.5 system, the ICEGATE system used to generate and communicate Shipping Bill-wise EGM status with the vessel operator/container operating agent through an output file. This process helped the shipping line/agent/trade to take corrective action in case of EGM errors. However, this output file generation process has been discontinued since the SCMT Departure Manifest Filing process was implemented. As a result, shipping lines/agents are now clueless about whether all the shipping bills of the vessel have been successfully validated or not. We request JNCH to take up this matter with DG System &amp; ICEGATE and restart the earlier process for generating shipping bill wise EGM output files.</p>	CSLA	In this regard, Commissioner NS-G submitted that the matter has been taken up with ICEGATE team. It was informed that a new patch was developed and the proposed utility for the said issue is under testing phase.	Closed

7	<p><b>Non-maintenance of record by CFS:-</b></p> <p>This office as part of trade facilitation measure, has taken up the task of liquidating the pendency of stuffing reports. As per records, stuffing reports for 1438 Shipping bills(for the period April-24 to Sept-24) and 5910 Shipping bills(for the period Oct-24 to May-25) are pending for updation as on 11.07.2025 in EDI system. CFS wise data of this pendency is being sought from DG Systems. In this regard, it is noticed that the pre-requisite for submitting the stuffing report by officers working in export Docks is the availability of approved CLP (container load plan). It has been informed that CLPs &amp; list of processed S/Bs pending for stuffing report is not being maintained by CFS resulting in difficulties in feeding of stuffing reports, especially of legacy SBs. All the CFSs are required to maintain proper record of CLPs &amp; the list of stuffing report pendency. Maintenance of such record will help in alleviating avoidable delay in disbursement of export incentive to eligible exporters.</p>	NS-II	Commissioner NS-II informed that a circular has been issued to all the concerned CFS's and the point may be considered as closed.	Closed
8	<p><b>SBs with EGM error :-</b></p> <p>Joint Secretary (Drawback), CBIC has forwarded a list of SBs where export incentives such as RoDTEP, RoSTCL have not been disbursed since 2021-22 to 2024-25. It has been observed that around 3000 shipping bills are pending for processing of export incentive due to:- I) Non filing of EGM. &amp; II) EGM Error.</p> <p>A list of such shipping bills will be shared with the shipping lines. Shipping lines are required to take immediate action for filing of EGM &amp; removal of EGM Error in coordination with all the stakeholders so that admissible Export incentives can be disbursed to the exporters at the earliest.</p>	NS-G	In this regard, Commissioner NS-G submitted that Public Notices are getting issued to the Shipping Lines for rectification of the EGM error. Furthermore, the grievance which were raised by stakeholders has now been taken care of in PN no. 90/2025, wherein all required additional fields requested by Shipping Lines have been covered. Also, request to provide the PDF in excel form annexed in Public Notice were made to Commissioner NS-G and it was informed that the same can be emailed to respective stakeholders in excel form if requested.	Closed