



OFFICE OF THE CHIEF COMMISSIONER OF CUSTOMS, MUMBAI ZONE-II
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Date: 14.07.2017

MINUTES OF CUSTOMS CLEARANCE FACILITATION COMMITTEE (CCFC)
MEETING HELD ON 29.06.2017 AT JNCH

The Meeting of Customs Clearance Facilitation Committee (CCFC) was held on 29.06.2017 at 03.00 P.M. 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 personnel from Regulatory Agencies and representatives of various stakeholders attended the meeting:

Sr. No.	Name of the Organization	Name of the Representative & Designation (S/Shri)
1.	JNPT	Dr. C. Unni Krishnan Nair, Chief Manager
2.	JNPT	S.K. Kulkarni, Dy. Manager
3.	JNPT	A.B. Buge, Dy. Manager
4.	GTI	A. M. Mishra, General Manager Ops
5.	CISF	Dr. C. Dhananjaya Naik, Sr. Commandant
6.	FSSAI, WR, MUMBAI	Shailesh Nimbalkar, O.M.
7.	FSSAI, WR, MUMBAI	V.K. Pancham, Dy. Director
8.	PQ	Dr. Shivaji Wavare, Asst. Director
9.	TEXTILES COMMITTEE	Ms.Vimal Oval, Asst. Director
10.	O/o ADC	Ganesh J Nannaware, Drug Inspector
11.	WCCB	B.S. Khati, Wildlife Inspector
12.	ANIMAL QUARANTINE	Dr.Vignesh V, Quarantine Inspector
13.	RFCL	R.B. Sharma, AD/ IC
14.	CIDCO	Priya K., Senior Planner
15.	CIDCO	Apurva Barlewar, Deputy Planner
16.	CONCOR	Hemant Nadkar, Sr. Executive
17.	CONCOR	Satish Garje, T.M.

18.	DP WORLD	Sanjeev Kabbur, Manager
19.	DP WORLD	Ajay Moghe, G.M. Ops.
20.	CSLA	D. K Tewari, Chairman
21.	Atlantic Shipping	Santosh Manjrekar, Branch Incharge
22.	Onida	V.K. Agarwal, General Manager
23.	CFSAI	Umesh Grover, Secretary General
24.	CFSAI	Nishit Joshi, Vice President
25.	CFSAI	Percy Vapiwala, Vice President
26.	CFSAI	James Joseph, GM-OPS
27.	CFSAI	Venkat Narayanan, E.A.
28.	JWL	Jignesh Joshi, General Manager
29.	PMP Corp.	Pritesh Shah, Director
30.	MCWA	Om Prakash Agrawal, President
31.	MANSA	Capt. Vinod Nair, E C Member
32.	MANSA	Manish Kumar, Sr, Manager
33.	MANSA	Subhash Raj Kumar, Committee member
34.	AMTOI	Narender Singh, Chief Coordinator
35.	BCBA	Dushyant Mulani, Hon. Secretary
36.	BCBA	K.S. Shetty, Sr. Vice President
37.	BCBA	Hiren Ruparel, Member MGM. Committee
38.	BCBA	Shankar Shinde, Member MGM. Committee
39.	WISA	Paresh Shah, Member
40.	WISA	Nimish Desai, Member
41.	WISA	Milan 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	Sh. Utkaarsh Tiwaari, Commissioner of Customs, NS-Gen
2.	Customs	Sh. Shrawan Kumar, Commissioner of Customs, NS- I &III
3.	Customs	Sh. M. R Mohanty, Commissioner of Customs, NS-II
4.	Customs	Sh. Subhash Agrawal, Commissioner of Customs, NS-IV
5.	Customs	Sh. V. S. Chauhan, Commissioner of Customs, NS-V

6.	Customs	Sh. R.P. Khandelwal, Addl. Commissioner of Customs, CCO
7.	Customs	Sh. B. L. Reddy, Dy. Commissioner of Customs, CCO
8.	Customs	Sh. Clint D'Sliva, Asstt. Commissioner of Customs, CCO

3. The Chair welcomed all the members and Meeting started with introduction of all present for further discussions.

4. Then, Shri B. L. Reddy, DC/CCO presented power point presentation in respect of Dwell Time performance of Trade, Custom and PGAs for the month of May, 2017. Thereafter the power point presentation on best and worst performing CHA/ Importers was presented.

5. TIME RELEASE STUDY:

Study was made on the basis of EDI data of May, 2017 vis-à-vis April, 2017 and May, 2017 for Facilitated and Non-facilitated Bills of Entry towards time taken by Customs, Trade and Participating Government Agencies (PGAs).

(i) In case of RMS facilitated Bills of Entry for the month of May, 2017, the average time taken by Customs for clearance (including assessment and from registration to out of charge) was 2.36 hrs., whereas, Importer/Custom Brokers took around 139.69 hrs. Out of total time of 142.05 hrs, the Customs has taken only 2% of the total time and the trade (importer/CB) accounted for 98% of the total time.

(ii) Similarly, as per time release study for 'non-facilitated' Bills of Entry, which are assessed by Groups, for the month of May, 2017, time taken by Customs is just 16% (27.12hrs.), whereas trade(importer/CB) have taken 84%(140.16hrs.) of the total time. The time taken by Customs from filing of Bill of Entry to Assessment is 23hrs and from Registration to Out of Charge(OOC) is 04 hrs. Similarly time taken by trade from assessment to payment of Customs Duty is 90 hrs & 43 min and from payment of Customs Duty to Registration of goods is 49 hrs & 26 minutes.

(iii) Comparison of dwell time data for May, 2017 vis-à-vis May, 2016 revealed that there is significant improvement of 109.92 hrs in May, 2017 from Entry Inward to Out of Charge.

Similarly, comparison of Dwell Time data of May, 2017 with April, 2017 indicated that there is net reduction of 15.82 hrs in May, 2017 from Entry Inwards to Out of Charge.

(iv) DWELL TIME PERFORMANCE OF PGA FOR ISSUANCE OF NOC: On the basis of random sampling of Bills of Entry for the month of May, 2017, the average time taken by various PGAs for issuance of NOC is as follows:

FSSAI: Almost all consignments were accorded provisional NOC on the same day on execution of 'NO USE BOND' by the importers. Average time taken by FSSAI for release of provisional NOC was 7.9 days and best case scenario was 05 days and worst case was 14 days.

AQ: In case of AQ also, all consignments were released on the same day on execution of NO USE BOND by the importers. The average time taken by AQ for release of provisional NOC was 1.7 days and in best case scenario, AQ released NOC on same day and in worst case scenario, AQ released NOC in 04 days.

PQ: Like FSSAI and AQ, PQ also released all consignments on the day of drawl of sample on the strength of NO USE BOND executed by the importer. Same day NOC was granted in all cases.

ADC: The average time taken by ADC for release of NOC was 4.2 days. In best case scenario, ADC released NOC on same day and in worst case scenario, ADC released NOC in 10 days.

Textile Committee: The average time taken by TC for release of NOC was 13.5days and best case being 09 days and was 16 days the maximum time.

WLRO: The average time taken by WLRO for release of NOC was 6.7 days; best case 02 days and maximum delay is 15 days.

PERFORMANCE OF TRADE:

Performance of importers and Customs brokers, on the basis of efficiency, was analysed and the details are as below:

Best performing Importers in terms of Dwell Time and No. of Bs/E filed during May, 2017:

<u>Entry Inward to Submission of B/E</u>		
No. of Bills of Entry filed	IEC Code	Name of Importer
1 to 25	3106022442	SANJAY NURSERY (average time- 0.03 hrs)
26 to 50	513016821	FUJIKURA AUTOMOTIVE INDIA PVT. LTD. (average time- 21.03 hrs)
more than 50	597056757	CARRARO INDIA PVT. LTD. (average time- 25.17 hrs)
<u>Assessment to Duty Payment</u>		
No. of Bills of Entry filed	IEC Code	Name of Importer
1 to 25	311023461	MARK SPECIALITY (INDIA) PVT. LTD. (average time – 0.17 hrs)
26 to 50	388045451	FORCE MOTORS LTD. (average time – 7.79 hrs)
more than 50	388066415	RELIANCE INDUSTRIES LTD (average time – 11.34 hrs)
<u>Payment to Registration</u>		
No. of Bills of Entry filed	IEC Code	Name of Importer
1 to 25	505011549	S S ENTERPRISES (average time – 0.01 hrs)
26 to 50	316953105	BAIT AL TAMUR CO. (average time – 2.04 hrs)
more than 50	512055050	JAI SHRI KRISHNA IMPEX (average time – 3.57 hrs)

Worst performing Importers in terms of Dwell Time and No. of Bs/E filed during May, 2017:

<u>Entry Inward to Submission of B/E</u>		
No. of Bills of Entry filed	IEC Code	Name of Importer
1 to 25	308057406	TRANSAL INTERNATIONAL (average time – 6445.47 hrs)
26 to 50	2988002207	OIL & NATURAL GAS CORPORATION LTD (average time – 409.54 hrs)

more than 50	596033117	BOMBARDIER TRANSPORTATION INDIA PVT. LTD. (average time - 248.19 hrs)
Assessment to Duty Payment		
No. of Bills of Entry filed	IEC Code	Name of Importer
1 to 25	415035872	UNAZO CORPORATION (average time - 1226.02 hrs)
26 to 50	516944746	ASHIR MARKETING (INDIA) PVT. LTD. (average time - 650.91 hrs)
more than 50	599052660	D.J. EXPORTS PVT. LTD. (average time - 307.71 hrs)
Payment to Registration		
No. of Bills of Entry filed	IEC Code	Name of Importer
1 to 25	1112000175	TROPHY HOUSE (average time - 842.14 hrs)
26 to 50	508033608	GAMESA RENEWABLE PVT. LTD. (average time - 248.10 hrs)
more than 50	3197032462	INA BEARINGS INDIA PVT. LTD. (average time - 236.86 hrs)

Best performing CBs in terms of Dwell Time and No. of Bs/E filed during May, 2017:

Entry Inward to Submission of B/E		
No. of Bills of Entry filed	CB No.	Name of CB
1 to 25	AEKPT2081NCH001	OMKAR CLEARING AND FORWARDING AGENCY (average Time- 6.48 Hrs)
26 to 50	AACCJ6018NCH002	JDM CARGO PLANNERS PVT. LTD. (average Time- 23.97 Hrs)
more than 50	AAACK2893CCH001	M/S KIMATRAM & SONS PVT. LTD. . (average Time- 27.73 Hrs)
Assessment to Duty Payment		
No. of Bills of Entry filed	CB No.	Name of CB
1 to 25	AACCA6588NCH001	ALAKNANDA SHIPPING PVT. LTD (average time- 0.57 hrs.)
26 to 50	AAEPD3132CCH001	GLOBAL TRADE LINKS (average time- 4.24 hrs)
more than 50	AACPK2400LCH001	SARASWATI CLEARING AGENCY (average time-16.30)
Payment to Registration		
No. of Bills of Entry filed	CB No.	Name of CB
1 to 25	ABXFS7501GCH001	SKR SUPPLY CHAIN MANAGEMENT(average time- 0.22 hrs)
26 to 50	AAAFI1351CCH001	ISMAIL MOHAMMED & SONS (average time 2.72 hrs.)

more than 50	AARPS9514JCH001	AAROH LOGISTICS (average time- 2.63 hrs.)
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Worst performing CBs in terms of Dwell Time and No. of Bs/E filed during May, 2017:

Entry Inward to Submission of B/E		
No. of Bills of Entry filed	CB No.	Name of CB
1 to 25	ATMPS3864RCH004	SYED DAMEEDLUDDIN (average time- 2649.78 hrs.)
26 to 50	AACFJ8942QCH001	JD SHIPPING & TRANSPORT SYSTEMS (average time-237.03 hrs)
more than 50	AACCK6068PCH001	K-STAR SHIPPING AGENCY PVT. LTD. (average time- 538.26 hrs)
Assessment to Duty Payment		
No. of Bills of Entry filed	CB No.	Name of CB
1 to 25	AAAFD0565BCH002	D WAMADEO & CO. (AIR UNIT) (average time- 911.42 hrs.)
26 to 50	AALGS3957JCH001	SHIPONE LOGISTICS INDIA PVT. LTD. (average time- 184.74 hrs.)
more than 50	AACCP2311GCH001	PAAR SERVICES PVT. LTD. (average time- 248.29 hrs)
Payment to Registration		
No. of Bills of Entry filed	CB No.	Name of CB
1 to 25	AADCB2777KCH003	BHAVANI SHIPPING SERVICES INDIA PVT. LTD. (average time-233.57 hrs)
26 to 50	AALFC3160ACH003	CHRIST SHIPPING SERVICES(average time- 126.35 hrs.)
more than 50	AAACO3118CCH001	OVERSEAS CORPORATION PVT. LTD. (average time- 174.75 hrs.)

Chair remarked that the method of calculation of dwell time is faulty and incorrect and in the present method of estimation of Dwell Time, goods move faster than documents. In case of prior bills of entry the dwell time is calculated from date of filing of bills of entry instead from the time of Entry Inward, causing distorted dwell time estimation .He has further observed that Dwell time study reveals that trade is taking 60 hours and above from

payment of duty to registration of goods which is quite high and requested Customs Brokers to sensitize the importers for speedy clearance of goods.

Chair expressed dismay at very high dwell time of 13.5 days by Textile Committee and sought to know reasons for the same. The Textile Committee officials explained that shortage of staff was one of the reasons and assured to improve their performance.

Thereafter, pending issues from earlier CCFCs were taken up for discussion.

6. Old Points:

i. Rationalization of DPD Charges by Port Terminals:

On rationalisation of DPD charges and deposits, JNPT informed that Tariff Authority for Major Ports (TAMP) has notified DPD charges and the charges are Rs. 1688 per 20 ft. and Rs. 2532 for 40 Ft. TAMP charges are yet to be implemented by JNPT and still they are not charging for DPD containers so as to keep the charges low. Gate Terminals India private limited (GTIPL) informed that they have fixed charges as Rs.1800 for 20 ft container and Rs 2700 for 40 ft container. Nobody turned up from NhavaSheva International Container Terminal Pvt. Ltd. (NSICT) side.

Chair asked DC/CCO to ascertain DPD charges from NSICT and NSIGT. Chair opined that the decision of TAMP will set the bench mark in the rates and stop the arbitrary practices. **(Action: NSICT/NSIGT)**

ii. Infrastructure and Amenities at Parking Plaza for operational staff:

The basic amenities, as promised in the last CCFC meeting, have been provided at Parking Plaza by respective terminal operators. Trade and Custom Brokers representatives have expressed satisfaction at the facilities such as sheds, toilets etc. at Parking Plazas.

Therefore the matter was treated as closed. **(Point closed)**

iii. Custom brokers should be allowed to maintain pre deposit(P.D.) Account with Terminals:

Commissioner Shri Subhash Agrawal informed that in the meeting held with stakeholders on 25.05.2017, it was decided that either importer can open P.D. account himself or through his custom broker but in no case there should be more than one P.D. accounts in respect of one DPD importer.

Terminal Operators informed that they have started PD account facility to Custom Brokers and stated that this may lead to double incidence of taxation and terminals do not have a problem as long as importers agree for CB maintaining a PD account.

Chief Commissioner directed Terminal Operators to submit letters towards acceptance of PD account by Custom Brokers, so that it could be published on JNCH website and also asked Terminals to notify the same on their websites. The matter was treated as closed.

CSLA representative requested that one code should be given per importer for Import Advance List (IAL) purpose.

Chair enquired about the impact of cyber-attack on GTIPL operations. GTIPL representative informed that the current situation is very grave and the operations are badly affected in GTIPL, Maersk line and in all their affiliates and subsidiaries and systems are closed down. GTIPL, further informed that manual operations are underway delivering boxes to 3 CFS, rail operations and boxes from one vessel is discharged and Congestion is on sea side as ships are not berthing. There is no clarity on timelines in resolution of the issue. The chair asked GTIPL to maintain manual data properly so that there are no irregularities.

(Point closed)

iv. On-wheel Examination of DPD containers:

In last CCFC, JNCH Customs has requested Port Terminals to provide facilities for on wheel examination of containers by designating

some area within Terminals for DPD containers to solve the problem faced by PGAs in drawl of sample and verification of labelling etc.

JNPT has informed that proposed area for on-wheel examination will be intimated to the customs in a weeks' time. GTIPL has expressed its inability to provide the facility due to space constraint.

CSLA representative pointed that on- wheel examination should not increase the costs and normally such costs are built on the shipping lines for turning around the containers for on wheel examination and requested that bill should not be raised on Shipping Lines and it should be raised in the name of the importer.

Chair clarified that the Terminals may charge for providing the facility and there would not be any charges for inter terminal transfer of boxes for this purpose. The area earmarked for this purpose by NSICT and NSIGT has been inspected by the Customs and based on PGA's requirement and volumes, the facility would be created. PGA's have been asked to come with their requirement before 20.07.2017.

(Action: Terminals)

v. Mandatory issuance of E-Delivery Order/Advance DO:

JNCH issued a Public Notice No. 77/2017 dated 21.06.2017 making E-DO and E-invoice mandatory and chair enquired about any difficulties faced in this regard.

Shipping lines stated that they have asked all their members not to issue manual delivery orders and manual invoices. CSLA informed that quantum of E-invoices has gone up from 59% in May to 66% in June and number of E-DOs have gone up from 15% in May to 21% in June. He, however, noted that the number of Delivery orders issued after 48 hrs.of the arrival of the vessel, still remains high i.e.46% in May, which has come down to 34.9% in June , down by 11.1%. Chair expressed concern at this and requested trade/brokers to obtain DO before 48 hours.

Custom Brokers and other trade representatives welcomed the initiative and however, sought one more meeting among stake holders to evolve a standard operating procedure (SOP) encompassing all issues such as Empty Return Letter, transmission of E-DO, E-Invoice, retention of original bill of lading (OBL) etc. Chair proposed that the Commissioner (General) will hold the meeting with all stakeholders on 14.07.2017 in this regard and come up with SOP.

Shipping Lines raised the issue of non-transmission or submission of IGM data through Port Community System (PCS) as insisted by Port Terminals and as their inability to use the PCS system. Shipping Lines are asked to submit E-Dos on PCS system and however, PCS is not able to validate and correlate the same from ICEGATE and requested for a solution.

JNPT has offered to resolve the matter by organizing a meeting with the IT professionals of Indian Port Association (who maintains PCS) and ICEGATE on 03.07.2017 and chair directed that the meeting be held at the earliest and suggested that the idea of direct message exchange, bypassing the PCS may also be explored. Meanwhile, the Chair directed Terminal Operators to accept the E-Dos issued by Shipping Line till the issue is resolved.

(Action: Commissioner (G), JNPT)

vi. Difficulty faced in execution of Dual Use Bond with ADC:

Custom brokers Association raised the issue that till few months back the ADC operations were being carried out at concerned Port Offices but now the same is being done at respective Regional Offices. Trade is facing lot of difficulty in getting ADC NOC from Deputy Drug Controller of the respective Regional Office, as Regional Offices are far off from the concerned place of importation and even from the concerned Importers place. To overcome the difficulty it was suggested that ADC may accept a yearly Dual bond at the respective regional offices and the same may be debited against each import and at the end of year the dual bond may be closed. It was further

highlighted that more than 66 percent of dual use items are being imported by manufacturers only.

Chair opined that the ideal scenario would be issuance of NOC at the port of import, as Deputy Drug Controller is posted at western Zone and since the matter is a policy decision to be decided at the highest level, Chair asked the trade to give a detailed note before 15.07.2017 on the issue so that matter can be escalated to higher authorities of Drug Controller.

(Action: Customs Broker & ADC)

vii. Assigning a common single DPD code for all Terminals:

In the last CCFC, Chair asked the Port Terminal to assign a common single DPD code for all Terminals and registration with one terminal shall be accepted by other and further instructed Customs to collect 03 set of document and hand over the same to JNPT for sharing with other Terminals.

Chair enquired with terminals about their response and asked them to evolve a single DPD code per importer on the basis of alpha numeric code and the code must be the same for every Port Terminal, Customs, Shipping Lines and even other authorities dealing with such clients.

Terminal operators agreed to discuss the same with their IT teams. The Chair suggested that the point can be taken up in the meeting scheduled on 14.07.2017 with Commissioner (G) to find a permanent solution.

(Action: Terminals)

7. New Agenda Points

i. Invoicing problem with Container Freight Stations (CFS)

BCBA representative vide letter dated 23.06.2017 has raised the issue that EXIM Trade is facing problems with majority of CFSs due to:

- (a) Non availability of Advance Invoice facility
- (b) Huge delay at the billing counters i.e. 3-5 hours
- (c) Lack of standardizing in invoicing and billing process
- (d) Raising of Invoice by 3rd party in MSWC and DRT, All cargo CFS

Therefore, BCBA requested that common billing & payment platform be created for online payment charges.

BCBA stated that most of the CFSs are issuing advance invoices barring MSWC, DRT, ALL Cargo and few others. CFSA explained that 70 percent of the CFSs using the same software for billing and CBs have been provided with login IDs and Passwords and they can print the invoices from anywhere using login and passwords. It was pointed out that some of the CFSs have not enabled the feature of e-invoices on their website and CFSA have undertaken to sensitize their members and further informed that on 30th June 2017 a meeting of CFSA with BCBA was scheduled and during the meeting this issue would be taken up. CFSA has agreed to make e-billing mandatory among its members. The Chair directed CFSA and BCBA to sort out the issue among themselves and should come up with final solution before the next CCFC meeting, so that an advance public notice, making e-invoicing mandatory from a particular date, can be issued.

(Action: BCBA AND CFSA)

ii. Transaction wise billing to be raised by Terminals in order to promote DPD

BCBA representative vide letter dated 23.06.2017 has raised the issue that at present, terminals are unable to raise transaction wise invoice on Importers/ Custom Brokers. Hence Importers are facing difficulties in taking the delivery from Terminals. Further, in view of GST implementation, this will be even more important to become complaint.

Customs Brokers Association and Shipping Lines have pointed that Terminals are still not issuing transaction wise invoices and highlighted the urgency in the light of GST rollout. NSICT, NSIGT clarified that their systems have already in place to issue transaction wise invoices directly to the importers and GTIPL informed that from 01.07.2017 they are implementing transaction wise invoicing and JNPT have agreed to

arrange a meeting between their finance people and the stakeholders on 03.07.2017 itself and assured that a solution would be arrived. The chair directed the Terminals to publish about implementation of transaction wise invoice in their website and asked JNPT to finalize the issue at the earliest so that, if required, an SOP may be issued before 30.07.2017 by Commissioner (G), JNCH. **(Action: Terminals)**

iii. Disputes arising at the time of returning empty container to the Shipping Lines nominated storage yard.

BCBA representative vide letter dated 23.06.2017 has raised the issue that while returning the container to the Shipping Line empty yard, it is observed that the Shipping Lines are charging Damage Container Charges and deducting the same from the Security Deposit given to them earlier.

Shipping Lines, at the outset, have clarified that the issue is specific in nature and requested BCBA to give specific case details so that the same can be taken up with respective Shipping Lines and further informed that shipping lines have done away with deposits and they are honoring BCBA guarantee of empty containers charges up to Rs 1 lakh and containers are discharged without insisting for immediate payment. Chair asked BCBA to bring specific cases to the notice of CSLA and CSLA assured to look into grievances of the trade. **(Point closed)**

iv. GST compliance by all stake holders

BCBA representative vide mail dated 23.06.2017 has requested that for success of DPD, the terminals may raise transaction wise invoice immediately, as prescribed in the GST laws. Also, WISA representative vide mail dated 23.06.2017 has requested that all stake holders in cargo industry should follow identical SOP in view of GST being introduced w.e.f. 01.07.2017.

The Chief Commissioner observed that under GST regime the billing has to be meticulous and systematic, otherwise parties involved may face

problems and asked all stakeholders to resolve the billing issues amicably so that transition is smooth and stake holders agreed to discuss the issue among themselves in the meeting to be held on 03.07.2017.

(Point closed)

v. Out of Scope item under Plant Quarantine:

BCBA representative vide mail dated 23.06.2017 has requested that for Out of Scope items under Plant Quarantine, the requirement to register with Plant Quarantine should be done away.

BCBA raised that certain items like MDF, Plywood, veneer etc. which do not require PQ clearance and importers of all such commodities are, however, required registration with PQ authorities and seek NOC from PQ. Plant Quarantine official explained that items not related to plant quarantine are given out of scope directly and the issue raised by members pertains to items listed in their website requiring NOC from plant quarantine and same is accorded only after online registration and some other items require Import Release Order. Chair clarified that Import Release order and NOC are two different things and for Release Order the PQ authorities shall examine the consignments thoroughly and NOC is rather an easy procedure but for both the importer has to register themselves with PQ authorities. PQ authorities requested the importer/CB to check the website for latest update on the items.

(Point closed)

vi. Inaction by CHA/ Importer and pendency of bills of entries for FSSAI NOC

FSSAI representative vide mail dated 23.06.2017 has raised the issue that

(i) Many bills of entry are pending for action by CHA/ Importer after initial acceptance by FSSAI through single window. No action is initiated by CHA/ Importer for further processing to obtain FSSAI NOC.

(ii) many bills of entry are pending at various stages such as clarification stage, payment stage, Inspector to be acknowledged etc. for want of action by CHA/ Importer on obtaining FSSAI NOC.

Chair observed that issue of pendency of bills of entry for non-compliance of FSSAI requirement for NOC is a very serious issue. FSSAI authorities informed that 52 such consignments are pending for more than two months and more than 200 consignments are pending more than one month and are pending at various stages such as payment stage, clarification stage and Inspector to be acknowledged stage. In all these cases importers have not completed the process to obtain NOC. The Chair asked FSSAI to give list of all such cases for examination by customs and stated that in case of any deviation or noncompliance stringent action will be initiated against all importers and asked other PGAs to bring all such cases to the notice of the customs by 20.07.2017.

(Action: PGA's)

vii. Difficulty with Maersk India Pvt. Ltd. for payment of Import Delivery charges.

WISA representatives stated that Maersk is seeking payment on the basis of work sheet without issuing invoice and invoice is issued later and requested for payment based on invoice. CSLA opined that Maersk shall have to issue invoice and can't insist payment on worksheet and asked WISA to give the details so that same will be taken up with concerned shipping lines.

(Point closed)

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

Sd/- (dated 14.07.2017)

(B. LOKANATH REDDY)

Deputy Commissioner of Customs,
CCO, JNCH, NhavaSheva

Copy to:

1. Member (Customs), Member (Zone), CBEC, New Delhi
2. All Pr. Commissioner/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. Officers concerned
6. Office Copy