

**सीमाशुल्कप्रधानआयुक्तकार्यालय (एन. एस. -I)**  
**OFFICE OF THE COMMISSIONER OF CUSTOMS (NS- I),**  
**मूल्यनिरूपणमुख्य (आयात)/APPRAISING MAIN (IMPORT)**  
**जवाहरलालनेहरूसीमाशुल्कभवन/JAWAHARLAL NEHRU CUSTOM HOUSE, शेवा/SHEVA,**  
**तालुका/ TAL-उरण/URAN.; जिला/DISTRICT- रायगड/RAIGAD, महाराष्ट्र/MAHARASHTRA-400707,**  
**(ई-मेल/email : [appraisingmain.jnch@gov.in](mailto:appraisingmain.jnch@gov.in)दूरभाष/Telephone No: 022-27244979)**

दिनांक /25-01-2024

दिनांक **03/01/2024** को सम्पन्न 'स्थायीव्यापारसुविधासमिति' (आयात) की बैठक का कार्यवृत्त

**MINUTES OF THE MEETING OF THE PERMANENT TRADE FACILITATION COMMITTEE (IMPORT) DECEMBER HELD ON 03/01/2024**

The PTFC meeting held through physical as well as virtual mode on 03/01/2024 was chaired by Shri. P. N. Pandey, Pr. Commissioner of Customs (NS-I) and attended by Shri Sonal Bajaj, Commissioner of Customs (NS-V) , and Shri Ashwini Kumar, Commissioner of Customs (NS-III).

2. The meeting was attended by the following members/participants of the trade: -

क्रमसं./ Sr. No.	नाम(सर्वश्री/सुश्री/श्रीमती) Names (S. Shri /Ms./Mrs.)	(संगठन/संघ/पदनाम) Organisation/ Association	(उपस्थिति का प्रकार) Mode of attendance in PTFC
1	Dr. K. U. Methekar	FSSAI	Physical
2	Dr. Rashmi Pandey	Plant Quarantine	Physical
3	Venkata Reddy	Plant Quarantine	Physical
4	Arvind Hiwale	CDSCO	Virtual
5	Omprakash Agrawal	MACCIA	Virtual
6	Shankar Shinde	FFFAI	Virtual
7	Dushyant Mulani	BCBA	Virtual
8	Hiren Ruparel	BCBA	Virtual
9	Maruti Gadge	BCBA	Physical
10	Sanjay C. Shingote	BCBA	Physical
11	Ashok Kumar Saini	BCBA	Physical
12	Ganpat P. Korade	BCBA	Physical
13	Harsh Lapsia	BCBA	Physical
14	Kaushal	BCBA	Virtual
15	Kiran Rambhia	BCBA	Virtual
16	Paras Shah	BCBA	Virtual
17	Kamal Shah	BCBA	Virtual
18	Karan Rambhia	BCBA	Virtual
19	Sanjeev Harale	BCBA	Virtual
20	Vinayak Aparaj	BCBA	Virtual

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21	Nirav Thakker	BCBA	Virtual
22	Mark S Fernandes	IMC	Virtual
23	Umesh Grover	CFSAI	Physical
24	S. Srinivas	CFSAI	Physical
25	Venkut Narayanan	CFSAI	Physical
26	Rekha	CSLA	Virtual
27	Paresh Vaivade	MANSA	Physical
28	Shailendra R.	MANSA	Physical
29	Nikhil Bhandary	Western India Bonded Warehouse Association	Physical
30	Nimish Desai	WISA	Physical
31	Paresh Shah	WISA	Virtual
32	R. K. Salve	Divvyva CPP	Physical
33	V.K. Agarwal	MIRC Electronics Ltd.	Physical
34	P. H. Satam	MIRC Electronics Ltd.	Physical
36	R. Rajasekhar	UPL	Physical
37	Narendra Bhog	ONE LINE	Physical
38	Santosh D. Kotekar	Harish & Co.	Physical
39	Neelesh	AILBIEA	Virtual
40	Sorab Engineer	S.D. Engineer & Son LLP	Virtual
41	Kalpesh Jadhav	--	Virtual
42	Avinash	--	Virtual
43	Ketan Desai	--	Virtual
44	Karunakar S Shetty	--	Virtual
45	Mahadev	--	Virtual
46	Manish Kumar	--	Virtual
47	Chetna	--	Virtual
48	Ram Iyer	--	Virtual

3. विभागकीओरसेनिम्नलिखितअधिकारियोंनेबैठकमेंभागलिया: -  
Following Officers from the department attended the meeting: -

क्रमसं./ Sr.No.	नाम(सर्वश्री/सुश्री/श्रीमती) Names(Shri/Ms./Mrs.)	पदनाम Designation
1.	Prasanna V. Pattanashetti	Additional Commissioner of Customs
2.	Mahender Kumar Aggarwal	Additional Commissioner of Customs
3.	K.K. Prasad	Additional Commissioner of Customs
4.	Akshay patil	Deputy Commissioner of Customs
5.	Kishor S. Pandit	Assistant Commissioner of Customs

Shri Kishore S. Pandit, Assistant Commissioner of Customs, NS-I Commissionerate, JNCH, with permission of the chair, presented the Agenda points pertaining to Imports.

4. **BCBA** के द्वारा उठाया गया कार्यबिन्दु /**AGENDA POINTS RAISED BY BCBA**

**कार्यबिन्दु संख्या/POINT NO. 01: All Amendments should be Digital/ Online to avoid present parallel manual process**

*Suggestion: All amendments need to be carried out at PAG location such as Invoice Number, Invoice Date, Product Description, Adding Invoice, Adding product etc in order to reduce dwell time for clearance.*

*Mechanism be created to incorporate part shipment container, short shipment, change in container number etc, on an online basis to reduce dwell time.*

*Parallel manual process for amendments needs to be eliminated and suitable communication needs to be established so that trade can send the request amendment online through service centre, which once activated by service centre, would be available for approval with concerned DC and AO.*

**प्रतिक्रिया/Response:** Trade was requested to avoid unnecessary amendment requests as Assessment officers become engaged in amendment process rather than assessment process. Additionally, it was told to trade that Section 149 was amended to allow the Importer to do certain amendments online particularly for advance bills of entry.

It was informed that as per PN 134/2018 dated 01.10.2018, prior manual processing and approval is being followed in amendment so that Importer may go to Service Centre and get the respective amendment filed electronically along with the required documents and get them approved by the proper officer expeditiously, without any rejection and delay. It was underlined by trade that they are unable to file online amendment requests that require officer's approval, so they have necessarily go to the Service Centre.

It was also informed that the whole process of amendment is being comprehensively reviewed to make it fully online and seamless; to that end the amendment requests should be made online and all the requisite documents should be uploaded in e-Sanchit so that the proper officer can make a well-informed decision as per the provisions of Section 149 of Customs Act. Trade was requested to share their suggestions/input in this regard. Furthermore, it was noted that proper officers for considering an amendment - whether FAG or PAG - based on the processing of stage of the bill of entry, and the subsequent of flow of the bill of entry is clearly laid down in Board Circular 45/2020-Cus dated 12.10.2020.

**(Action: NS-1 Commissionerate, BCBA)**

**कार्यबिन्दु संख्या/POINT NO. 02: Simplification of process for bonding of import cargo under section 49**

*The permission as per the terms of the Act may kindly be provided by the Dy. Commissioner of the concerned group. At present all files are*

*being marked to the Commissioner of Customs for approval. This process takes considerable time.*

*For transfer of cargo to the bonded warehouse under section 49, as per the practice, transit insurance policy may kindly be recovered after applying the seal on the goods instead of physical escorting of the cargo.*

**प्रतिक्रिया/Response:** As per the Section 49 of Customs Act, 1962, the initial permission for warehousing the goods for 30 days is to be given by the AC / DC group, and thereafter, each extension not exceeding 30 days shall be given by Pr. Commissioner / Commissioner of Customs subject to his satisfaction that the goods cannot be cleared within a reasonable time.

It was informed to the stakeholders that the space certificate is to be provided in advance because:

- i. the officer needs to be satisfied that space is available for warehousing the goods; and
- ii. the officer also needs to know the details of the Warehouse in which respective goods are being solved.

The same is made mandatory for warehoused bills of entry, in which Warehousing Code is required to be declared at the time of filing the bill of entry.

Additionally, it was pointed out that importers are approaching the Principal Commissioners/Commissioners after 8 or 9 months of the expiry of the warehousing period, seeking a combined permission for extension under Section 49. This is not permissible, as only 30 days extension can be granted at a time. It is strongly advised that the trade submits extension request well within time along with justifiable reason.

(बिन्दुसमाप्त/ Point Closed)

**कार्यबिन्दु संख्या/POINT NO. 03: Testing of steel item for PMI testing should be valid for 06 months**

*We would like to bring to your kind notice that at present there is a practice for prescribing PMI testing for steel items frequently for all consignment.*

*We request that once a test is carried out for a particular type and the same supplier of the steel product, as per practice, the PMI testing once carried out should be valid for next 06 months.*

**प्रतिक्रिया/Response:** It was informed that the original manufacturer has to provide the PMI certificate to the Importer for both the primary and the secondary products of steel as per the extant requirements. Also, it was mentioned that if there is any change in the supply chain, then PMI Testing is mandatory. Specific issues, if any, may be brought to the

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notice of Commissioner of Customs, NS-III, JNCH.

(बिन्दुसमाप्त/ Point Closed)

**कार्यबिन्दु संख्या/POINT NO. 04: E-office process needs to be speeded up and time bound process to be in place.**

*This issue has been taken up in previous meetings as well, however we await positive resolution in below mentioned points:*

*(a) E-office File Number is a crucial reference point in cases where certain approvals are taken and issues are resolved*

*(b) Having the file number also helps quoting the same towards subsequent similar cases which can be expedited by quoting previous e-office file number*

*(c) Delays in E-office processing, especially impacting live shipments need to be addressed on priority*

*(d) Transparent sharing of status of Files in E-office - which will help avoid CB involvement in Custom House towards tracing status of file movement.*

*(e) Issuance of Standing Order or suitable directions for emergency cases to be handled in Physical mode, if cases like E-office not functioning, issues requiring urgent resolution etc.*

*(f) For any E-office file pertaining to the assessment group, the e-office file should commence at AO level instead of Addl. step which has started as a practice to commence the file through TA / Examiner.*

**प्रतिक्रिया/Response:** The mechanism of e-office has speeded up the clearance of files more efficiently as compared to the manual process. In addition, it has also brought more transparency and visibility for monitoring of files processing. Also, the request of the Trade that the e-office file should commence at AO level instead of commencement of the file through TA / Examiner will be examined in view of resource availability and administrative requirements.

It was also conveyed that Commissionerates are actively monitoring the pendency of files in e-office pending with various officers, including the time of pendency with the officer. Through analysis of this data, officers are notified to expedite the processing of pending matters.

(बिन्दुसमाप्त/ Point Closed)

**कार्यबिन्दु संख्या/POINT NO. 05: Transfer of data for EDPMS purpose**

*Data from custom System is transmitted to RBI portal for negotiation of export documentation. We understand from trade, S/Bill data*

*transmission from Custom system to banks is getting delayed. In spite of re-transmission, as per the PN No. 33/2021 dated 15.04.2021, the data is not reflecting on timely basis on the EDPMS system thereby delaying the process of documentation negotiation. We seek your help in timely transmission of data for the same in view of larger interest of EXIM Trade at JN Customs.*

**प्रतिक्रिया/Response:** During the meeting the Trade was suggested to provide a consolidated list of such bills of entry which are not reflected in the banking system, despite making efforts for re-transmission. A dedicated team of officers would be assigned to help the Trade to process the past such cases. The matter will again be taken up with DG Systems.

**(Action:**

**BCBA)**

5 . **CFSAI के द्वारा उठाया गया कार्यबिन्दु /AGENDA POINTS RAISED BY CFSAI**

**कार्यबिन्दु संख्या/POINT NO. 01: Challenges faced in Scanning of Containers at Drive thru' Scanner (D2) located outside BMCT D2 (BMCT)**

*As per the scanning list generated by NCTC, Containers earmarked for scanning are either routed to Drive Through Scanner (D-1) near PUB or Drive Through Scanner (D-2) outside BMCT Gate. Whilst BMCT is in close proximity to the D-2 Scanner, all other Terminals are closer to D-1 located near PUB. If the containers exiting from say any of the other 4 terminals (GTI, NSCICT / GT & NSFT) & they are earmarked for scanning at D-2 i.e. near BMCT, they need to take a fairly big detour and that too through normally congested roads. This adds to further congestion and the deliveries to the Importers get delayed, apart from adversely impacting TTs productivity & "turn-around-time". In order to address the issue, we suggest JNCH may consider the following:*

*a) Containers exiting from BMCT may be routed to D-2 & from other Terminals be routed to D-1 scanner*

*b) If that is not feasible, Containers exiting from other 4 terminals be allowed to use the only inter-connecting gate from BMCT to other terminals which is not allowed for CFS TTs in normal course. This should be permitted by BMCT for TTs carrying containers for scanning and they would exit from the BMCT gate to easily access D-2 Scanner. Informatively Inter-terminal movement and transfer is permitted by all other terminals.*

**प्रतिक्रिया/Response:** It was informed to the Trade that as per the communication received from the competent authority there are no restrictions regarding the route so there is no need to re-routing the

containers for scanning.

Also, the matter has already been communicated to the NCTC to enable the Systems for mapping the containers selected for scanning with the corresponding Scanner available at that terminal.

(बिन्दुसमाप्त/ Point Closed)

6. **Any other point raised during the meeting:**

*There are considerable numbers of Bond and BG pending which were given along with provisionally assessed BEs under CAROTAR.*

**प्रतिक्रिया/Response:** During the discussion, it was communicated to the Trade that a Standing Order No. 25/2023 dated 10.11.2023 has been issued in this regard. Also, a meeting with the Pr. Commissioner, DIC would be held regarding the reconciliation of the verification requests sent to DIC and their status, so that the bills of entry that were provisionally assessed could be finalized. The Trade was requested to proactively submit a list of all such provisionally assessed bills of entry along with the details of Bond & BG and other related documents to the respective Group to facilitate with exercise.

**(Action: BCBA)**

7. **Brief of the Presentation:**

In the current workflow in ICES, some of the events are indispensable and entails purely trade-related action, as Customs have no control over them. Such events, having a direct bearing on ART, have been identified and outlined as under:-

**a. Delay in filing of bill of entry:-**

(i) Number of late filed bills of entry (after arrival) during the month of October 2023 was 7859 (10.39%) and during the month of November 2023 was 6360 (8.44%).

(ii) Average time taken in filing bills of entry after entry inward for the month of October 2023 was 55.46 hours and for the month of November 2023 was 50.17 hours.

(iii) Average release time for these bills of entry for the month of October 2023 was 207.36 hours and for the month of November 2023 was 198.94 hours.

**b. Delay in query reply:-**

(i) The percentage of bills of entry queried for the month of October 2023 was 37%, and average time taken for query reply was 63.39 hours.

(ii) The percentage of bills of entry queried for month of November 2023 was 37.44% and average time taken for query reply was 65.23 hours.

**c. Delay in Goods registration:-**

(i) For the month of October 2023, the number of normal bills of entry filed was 7859 and the average delay in goods registration was 36.95 hours.

(ii) For the month of October 2023, the number of regularised bills of entry filed was 67774 and average delay in goods registration was 26.95 hours.

(iii) For the month of November 2023, the number of normal bills of entry filed was 6360 and the average delay in goods registration was 33.76 hours.

(iv) For the month of November 2023, the number of regularised bills of entry filed was 69040 and average delay in goods registration was 26.04 hours.

(v) For the month of October 2023, the number of facilitated bills of entry filed was 55779 and the average delay in goods registration was 31.39 hours. The number of non-facilitated bills of entry filed was 19854 and average delay in goods registration was 18.43 hours.

(vi) For the month of November 2023, the number of facilitated bills of entry filed was 62214 and the average delay in goods registration was 29.86 hours. The number of non-facilitated bills of entry filed was 13186 and the average of delay in goods registration was 11.78 hours.

**d. Delay in presentation of goods for examination:-**

(i) For bills of entry filed in the month of October 2023, 12.01% (of total BE 75633) bills of entry which are selected for passing through Red channel (or for examination) by RMS, time taken from goods registration to examination for each bill of entry is more than 03 days or 72 hours.

(ii) For bills of entry filed in the month of November 2023, 10.93% ( of total BE 75400) bills of entry which are selected for passing through Red channel ( or for examination) by RMS, time taken from goods registration to examination for each bill of entry is more than 03 days or 72 hours.

**e. Delay in duty payment:-**

(i) For the month of October 2023, total number of bills of entry was 10601 and average delay in duty payment after CCV was 79.05 hours.

(ii) For the month of November 2023, total number of bills of entry was 10553 and average delay in duty payment after CCV was 78.58 hours.

The purpose of this presentation is to bring to the notice of the stakeholders that there is scope of improvement in these above-



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mentioned aspects and it is expected from the stakeholders that they will do the needful in these matters for expediting their respective roles and reducing overall dwell time.

8. The meeting ended with a vote of thanks to the Chair.
9. This issues with the approval of the PR. Commissioner of Customs, NS-I.
10. Any amendments to these minutes be provided within the next five working days.
11. Minutes are placed on the JNCH website and also sent through emails to the members.

(Kishor S Pandit)

स. आयुक्त, सीमाशुल्क/ASSISTANT COMMISSIONER,  
मूल्यनिरूपणमुख्य(आयात)/DC/AC-VI-O/o  
Commissioner-Customs-Nhava Sheva-I,  
जे.एन.सी.एच., न्हावा शेवा/ JNCH, Nhava Sheva.

सेवामें /To,

पी.टी.एफ.सी. के सभी सदस्यों को ईमेल के माध्यम से /All the Members of PTFC (through email)

प्रतिलिपि/Copy to :(ईमेल के माध्यम से)

1. मुख्यआयुक्त, सीमाशुल्क, मुंबईअंचल-II/Chief Commissioner of Customs, MUM Zone-II;
2. प्रधानअपरमहानिदेशक, करदातासेवामहानिदेशालय, मुंबई/The Principal Add. Director General, Directorate General of Tax Payers Services, Mumbai Zonal Unit, room No 138/139, New Custom House, Mumbai-400001([mzu-dgtps@gov.in](mailto:mzu-dgtps@gov.in));
3. लोकपाल, अप्रत्यक्षकर, मुंबई/The Ombudsman, Indirect Taxes, Mumbai;
4. सीमाशुल्कआयुक्त, मुंबईअंचल-II/ Commissioner of Customs, Mumbai Zone-II;
5. सभीअपर/संयुक्तआयुक्त, जेएनसीएच, न्हावाशेवा /All ADCs/JCs JNCH, Nhava Sheva;
6. सभीउप/सहा. आयुक्त, जेएनसीएच, न्हावाशेवा /All DCs/ACs JNCH, Nhava Sheva;
7. सहा/उपआयुक्त, ईडीआई, जेएनसीएच, न्हावाशेवाकोअविलंबवैबसाइटमेंअपलोडकरनेकेलिए/AC/DC, EDI, JNCH, Nhava Sheva, for uploading in JNCH website;
8. कार्यालयप्रति/Office Copy.

Signed by Kishor Pandit  
Date: 25-01-2024 18:29:17  
Reason: Approved



सीमाशुल्क आयुक्त कार्यालय (एन. एस. -II)  
OFFICE OF THE COMMISSIONER OF CUSTOMS (NS-II),  
मूल्यनिरूपण मुख्य (निर्यात) APPRAISING MAIN (EXPORT)  
जवाहरलाल नेहरू सीमाशुल्क भवन/  
JAWAHARLAL NEHRU CUSTOM HOUSE, शेवा/SHEVA,  
तालुका/ TAL-उरण/URAN, : जिला/DISTRICT- रायगड/RAIGAD,  
महाराष्ट्र/MAHARASHTRA-400707, (ई-मेल/email :  
[apmainexp@jawaharcustoms.gov.in](mailto:apmainexp@jawaharcustoms.gov.in)  
दूरभाष/Telephone No: 022-27242700)

फा. सं/F.No. S/12-Gen-03/2022-23 AM(X)JNCH Pt. XXII

दिनांक /Date: .01.2024

**दिनांक 03.01.2024 को सम्पन्न 'स्थायी व्यापार सुविधा समिति' (निर्यात) की बैठक का कार्यवृत्त**  
**MINUTES OF THE MEETING OF THE PERMANENT TRADE FACILITATION COMMITTEE (EXPORT)**  
**HELD ON 03.01.2024**

The PTFC meeting held through physical mode on 03.01.2024 was chaired by Shri. P.N. Pandey, Principal Commissioner of Customs (NS-I) and attended by Shri Sonal Bajaj, Commissioner of Customs (NS-V) and Shri Ashwini Kumar, Commissioner of Customs (NS-III).

2. The meeting was attended by the following members/participants of the trade: -

क्रमसं./ Sr. No.	नाम(सर्वश्री/सुश्री/श्रीमती) Names (S. Shri /Ms./Mrs.)	(संगठन/संघ/पदनाम) Organisation/ Association	Mode of attendance in PTFC
1.	V.K. Agarwal	MIRC Electronics ltd.	Physical
2.	P. H. Satam	MIRC Electronics ltd.	Physical
3.	R. Rajasekhar	UPL	Physical
4.	Umesh Grover	CFSAI	Physical
5.	S. Srinivas	CFSAI	Physical
6.	Maruti Gadge	BCBA	Physical
7.	Sanjay C. Shingote	BCBA	Physical
8.	Ashok Kumar Saini	BCBA	Physical
9.	Ganpat P. Korade	BCBA	Physical
10.	Harsh Lapsia	BCBA	Physical
11.	Dr. K. U. Methekar	FSSAI	Physical
12.	R. K. Salve	Divvy CPP	Physical
13.	Dr. Rashmi Pandey	Plant Quarantine	Physical
14.	Venkata Reddy	Plant Quarantine	Physical
15.	Venkut Narayanan	CFSAI	Physical
16.	Paresh Vaivade	MANSA	Physical
17.	Shailendra R.	MANSA	Physical
18.	Narendra Bhog	ONE LINE	Physical
19.	Santosh D. Kotekar	Harish & Co.	Physical
20.	Nikhil Bhandary	Western India Bonded Warehouse Association	Physical
21.	Nimish Desai	WISA	Physical
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23.	Shankar Shinde	FFFAI	Virtual
24.	Hiren Ruparel	BCBA	Virtual
25.	Kaushal	BCBA	Virtual
26.	Kiran Rambhia	BCBA	Virtual
27.	Mark S Fernandes	IMC	Virtual
28.	Neelesh	AILBIEA	Virtual
29.	Nirav Thakker	BCBA	Virtual
30.	Paras Shah	BCBA	Virtual

31.	Rekha	CSLA	Virtual
32.	Sorab Engineer	S.D. Engineer & Son LLP	Virtual
33.	Kamal Shah	BCBA	Virtual
34.	Karan Rambhia	BCBA	Virtual
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38.	Sanjeev Harale	BCBA	Virtual
39.	Vinayak Aparaj	BCBA	Virtual
40.	Chetna	--	Virtual
41.	Ram Iyer	--	Virtual
42.	Kalpesh Jadhav	--	Virtual
43.	Avinash	--	Virtual
44.	Ketan Desai	--	Virtual
45.	Karunakar S Shetty	--	Virtual
46.	Mahadev	--	Virtual
47.	Manish Kumar	--	Virtual

3. विभाग की ओर से निम्नलिखित अधिकारियों ने बैठक में भाग लिया: -

Following Officers from the department attended the meeting: -

क्रमस./ Sr.No.	नाम(सर्वश्री/सुश्री/श्रीमती) Name (Shri/Ms./Mrs.)	पदनाम Designation
1.	Prasanna V. Pattanashetti	Addl. Commissioner, Customs
2.	Mahender Kumar Aggarwal	Addl. Commissioner, Customs
3.	K.K. Prasad	Addl. Commissioner, Customs
4.	Akshay patil	Dy. Commissioner, Customs
5.	Kishore S. Pandit	Asstt. Commissioner, Customs

#### **EXPORT COMMISSIONERATE**

4. Shri Mahender Kumar Aggarwal, Additional Commissioner of Customs, NS-II, JNCH started the discussion on the agenda points of the meeting related to the Export Commissionerate.

**A. AGENDA POINTS PROPOSED BY BRIHANMUMBAI CUSTOM BROKERS ASSOCIATION (BCBA):**

(i) **Provision of PN 46/2017 which covers Haz class. 5,6,7 & 8 are permitted for scanning of container:**

It was suggested that Haz cargo of all types should be subjected to scanning since open and examination is not viable. Any container which is selected for open examination in CPP and needs to be routed thru scanner as per the existing public notices should be sent for scanning after necessary process from CPP officers only (instead of going from CPP to Examination Centre and necessary formalities by Examination Centre officers).

**प्रतिक्रिया/Response:** The Chair highlighted that the purpose of scanning in the overall risk mitigation process is to identify concealment and outright mis-declaration, which can be made out from the image. It does not address the full range of risk associated with the assessment including the billing of drawback or regarding the restricted and prohibited nature of goods.

The Chair accordingly suggested to make a business case where we can study from the past compliance history and take it up with the NCTC in order to have reduced intervention in cases where no risk is identified even after repeated interdiction and

repeated examination. The cases where there is a risk of concealment must necessarily go for examination, and that are to be treated separately.

**(Action:CPP)**

(ii) **Request to Discontinue Levy of Penalty for B.T.T. shipments and Bonafide amendments:**

Please note at Docks stuffing, shipments if gets overflow Exporter has to do Back to Town wherein it's a logistics glitch and no intention of Exporter to violate Customs rules, Overflow Shipments already creates loss for Exporter in many ways, so requested to discontinue levy of penalty.

Secondly also request to Exempt Bonafide Amendments for Export Shipments before Vessel sailing such as Port Amendment, Currency Amendment, Consignee Amendment etc. for benefit of Trade

**प्रतिक्रिया/Response:** The Chair stated that the penalty should be imposed only in the cases where there is misdeclaration and where the goods have entered the Customs area for exportation. Where there is no non-compliance or misdeclaration, and the party is taking back the goods purely due to commercial or logistics reason, then there is no question of any penalty.

The Chair further advised members of the trade that wherever there is a violation, they should not try to find and manipulate the things to take the goods back to town without going through the normal process. This is a message to our officers and to the trade.

**(Action: Export Docks/ CPP)**

(iii) **Shipping Bills get rejected at PFMS:**

Since last month Shipping Bills after LEO are getting rejected at PFMS which obstructs the transfer of Export incentives to Exporters on timely basis, further on approaching DBK/IGST refund section at Customs due to system technical glitch issues are not getting resolved. We request you to kindly intervene and do the needful. The Chair directed that the matter be taken up with the EDI section for an early resolution

**प्रतिक्रिया/Response:** The Chair directed that the matter will be taken up with the EDI section for an early resolution.

**(Action: EDI)**

**B. AGENDA POINTS PROPOSED BY CDSCO (CENTRAL DRUGS STANDARD CONTROL ORGANIZATION).**

Agenda points are as below:-

- (i) Banned drugs under Section 26A by Government vide various GSR are not applicable for manufacturing and export if permitted by competent authority, however on various occasions, custom officer stop the consignment even after getting NOC from O/o ADC(I).

- (ii) Different drugs may have different names in various Pharmacopoeias, however on various occasions, custom officer stop the consignment even after getting NOC from O/o ADC(I).
- (iii) It is observed on some instances that pharmaceutical product were exported without O/o ADC(I) NOC with different or similar name other than actual product name viz. Sildenafil base instead of Sildenafil Citrate.
- (iv) GMP certificate is not a legal document for manufacture, sale and distribution of pharmaceutical products, however on various occasions, custom officers stop the consignment even after getting NOC from O/o ADC(I).
- (v) Medical Devices and IVD are regulated as per provisions of Medical Devices Rules, 2017, which may have different risk based parameters and methods to assure quality, safety and efficacy of the products However on various occasions, custom officer stop the consignment even after getting NOC from O/o ADC(I).
- (vi) Labelling requirements of raw material, finished formulation, cosmetics, natural products, Medical Devices and IVDs are different and regulated vide separate rules, however on various occasions, custom officer stop the consignment even after getting NOC from O/o ADC(I).

**प्रतिक्रिया/Response:** The Chair informed CDSCO representative that an email was sent to their office on 26<sup>th</sup> December 2023 requesting to provide specific details of consignment where after the NOC of ADC the consignment was stopped. Since the email was missed by CDSCO, the Chair directed that the mail shall be re-sent to CDSCO for their further inputs in regards to the matter.

**(Action: AM(X))**

#### **GENERAL COMMISSIONERATE**

5. Shri Krishana Kumar Prasad, Additional Commissioner of Customs, JNCH started the discussion on the agenda points of the meeting related to the General Commissionerate.

**A. AGENDA POINTS RAISED BY AITWA (All India Transporters Welfare Association)**

**(i)** We are pleased to note that the Government of India has launched the National Logistics policy on the 17th of September 2022, under PM Gati Shakti National Master Plan (NMP) where the objective is to bring down the overall logistics cost to be comparable to the global benchmark by 2030.

However, we wish to draw your attention to the monopoly practices of the MNC shipping lines which are forcing the various stakeholders to pay extra charges as the importer or exporter is at their mercy.

Various notices and circulars have been issued, but they are totally ignored by the strong shipping line lobby. Request your intervention to streamline the process.

Detailed problems faced by us are mentioned below:

1. When a truck operator approaches the empty yard to offload the empty container after factory destuffed delivery, he is asked to pay exorbitant unloading charges ranging from Rs.2000 To Rs.5000 in cash. About a few years back, the amount charged was between Rs.200 to Rs.400 for an empty container which should not be charged at all as he is merely returning the asset of the shipping line which was leased to the importer. In fact, a few of the shipping lines do not charge at all.
2. These unloading charges are not applicable when importers take CFS de-stuffed delivery.
3. Additional 18% is charged towards GST for which no input credit is available to transporters as they have opted for RCM under GST rules. To curb cash transactions, the govt. is deducting 2% on cash withdrawal above 1 Crore. We transporters have no direct contract with the shipping lines and yet we are forced to pay the unloading charges. We would request that shipping lines collect the unloading charges from the importer at the time of issuance of DO for lifting the loaded container so that the trucker is not harassed at the yard.
4. It is also seen that shipping lines are closed on Saturday / Sunday and sometimes on Monday if it's a National Holiday.
5. In some cases, the yard operator claims that container floor is damaged and does not unload the container, till the charges are paid by the importer. When a loaded container is picked up, there is no way a person can determine whether the floor was in intact condition as there is cargo loaded in the container.
6. If the empty letter is valid till Friday and if the truck is delayed even by an hour in reaching the yard or the trucker reaches the yard with a damaged container on Friday after 6 pm, the importer has to pay detention for 3 days which amounts to almost 45,000/- for a 40 feet container!!!
7. This amount is deducted by the importer from the helpless trucker who hardly makes an income of Rs.500-Rs. 1,000 from the shipment.

Looking at the difficulties faced by the truckers who are an internal part of the entire logistic chain, the shipping lines should follow the guidelines of the public notice no.- 158/2016 issued by the Office of the Commissioner of Customs, NS-G Mumbai Customs Zones-II & Clarification to DGS letter no.F.No.MT02(1)/2015 Dated: 26.12.16 where it is clearly advised to shipping lines not to collect multiple charges, but regret it has not been implemented by all shipping lines.

**प्रतिक्रिया/Response:** The Chair requested all the concerned parties to take a constructive approach to resolve these issues. Further, all the responsible parties including CSLA are requested to have a deeper look into the issues to streamline the processes.

**(Point closed)**

**B. AGENDA POINTS RAISED BY MANSA (Maritime Association of Nationwide Shipping Agencies):**

### **Collection of Ground Rent on DPD-CFS containers-**

Shipping Agents are still receiving invoices from all Terminals other than APMT(GTI) and BMCT for ground Rent of DPD-CFS containers in contravention of provision at para 4.4 of of Public Notice No. 77/2017 which inter alia categorically states that, "For any delay in evacuation of container from Terminal (beyond free period allowed by each Terminal Operator), CFSs will be responsible for payment of "Port charges" to Terminal [charged by Terminal Operator for keeping the container beyond free period). At present, Terminal are charging to shipping lines."

The issue has been deliberated in the PTFC meeting held on 27/04/2023. Consequent to the representation received about delay in clearance of containers covered under DPD-CFS from the ports to CFS, after detailed consultation with the stakeholders, Public Notice no. 39/2023 dtd. 28.04.2023 was issued by Mr. D. S. Garbyal, Commissioner of Customs(NS-Gen.), Mumbai Customs Zone-II, reiterating the provision contained in para 4.4 of public Notice no. 77/2017 dtd. 21.06.2017. Further, the Port Terminals were also directed not to insist for opening of PDA accounts to importers/CFSs in Public Notice No. 39/2023 dtd. 28.04.2023. It was also envisaged at para 4, interlia that, "A Task Force comprising of representatives of CFS, Terminals, BCBA, Shipping Lines headed by ADC(CCSP) will meet once in fortnight to discuss issues concerning delay beyond free time in clearance of DPD-CFS containers", which may have to start holding its fortnightly meetings to sort out this long pending vexatious issue and take preventive and corrective measures to preclude any recurrence of the same.

**प्रतिक्रिया/Response:** The Chair suggested that the meeting of this Task Force has not yet taken place. Let this Task Force meet and decide this issue, and if the problem persists the matter may be taken up in the next PTFC meeting.

**(Point closed)**

### **C. AGENDA POINTS RAISED BY CFSAI (Container Freight Stations Association of India)**

#### **In- situ Disposal of Perishable goods by biodegrading (Issues with BARC):**

Whilst JNCH & CFSAI have been taking up with BARC to continue seamlessly the disposal of some Perishable UCC cargos which need to be destructed by a biodegradable process, BARC has not been responding . Informatively They had been providing the services and giving NOCs as per SOP developed jointly by BARC-JNCH-CFSAI in 2016. Since last few months, this activity has come to a grinding halt. With the intervention of JNCH , BARC as a onetime exercise cleared the pending lots and issued NOCs few months back. We have been consistently taking up with BARC, however , there is no positive response till date

With the activity having come to a standstill, apparently in absence of BARC's internal approvals, we request JNCH to take up the issue. Once again at the appropriate level in BARC as the number of containers with perishable cargoes is increasing.

Seek JNCH's intervention with the Departmental Head at BARC which may assist in breaking the impasse as both JNCH & BARC being Governmental organizations.

**प्रतिक्रिया/Response:** The Chair stated that through persuasion of our officers, the issue is resolved.

**(Point closed)**

**D. AGENDA POINTS RAISED BY CONTAINER SHIPPING LINES ASSOCIATION INDIA (CSLA)**

**Delay in IGM amendment process**

Our member lines are experiencing huge delays in the IGM amendment process. The applicants are asked to produce numerous documents in all types of amendments. The number of documents required for each amendment have been very clearly mentioned in the board circular no. 14/2017 & the JNCH PN No. 47 /2016 to avoid any ambiguity. Nowadays however, letters from the importer & the shipper, invoice copy, packing list, original BL & revised BL and many other documents are being asked for submission for each amendment which is contrary to the board circular & JNCH PN. Also, the department insists on the applicant arranging a letter from the foreign shipper & importer in email message which should be directly communicated with customs department. This delays the amendment process and increases the dwell time significantly. The documents certified by the importer or the shipping line /agent should be sufficient enough to process the document. If needed, the same may be verified with physical cargo status. Earlier, the minor amendment process was completed on the same day & major amendment in 24 hours. But since last the one month the amendment process is getting delayed abnormally. We therefore request the concerned department may kindly be directed to accept documents as per the board & JNCH circular for amendment purposes.

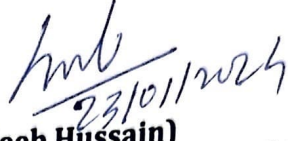
**प्रतिक्रिया/Response:** The Chair asked to bring out any specific cases regarding the matter, and avoid general remarks.

**(Point closed)**

6. The members of the meeting were informed that the mode and date of conducting next PTFC meeting shall be informed well in advance. All the Association members were requested to forward their agenda points, if any, at least 07 working days in advance by e-mail to **Appraising Main (Export) Section** on [apmainexp@jawaharcustoms.gov.in](mailto:apmainexp@jawaharcustoms.gov.in) for taking up the issue in the upcoming PTFC meeting.



7. The meeting ended with vote of thanks to the Chair.
8. This issues with the approval of the Commissioner of Customs, NS-II.
9. Minutes are placed on JNCH website and also being sent through emails to the members.

  
23/01/2024

(A.L Sajeeb Hussain)  
सहायक आयुक्त, सीमाशुल्क / Asst. Commissioner of Customs,  
मूल्यनिरूपण मुख्य (निर्यात) / Appraising Main (Export),  
जेएनसीएच, न्हावा शेवा-II / JNCH, Nhava Sheva-II.

सेवा में /To,

1. पीटीएफसी के सभी सदस्यों को ई मेल के माध्यमसे /All the Members of PTFC(through email)  
प्रतिलिपि/Copy to : (ई मेल के माध्यम से ):
- 1) मुख्य आयुक्त, सीमाशुल्क, मुंबई अंचल-II/Chief Commissioner of Customs, Mumbai Zone-II;
- 2) प्रधान अपर महा निदेशक, करदाता सेवा महानिदेशालय, मुंबई/The Principal Add. Director  
General, Directorate General of Tax Payers Services, Mumbai Zonal Unit, room No  
138/139, New Custom House, Mumbai-400001 ([mzu-dgtps@gov.in](mailto:mzu-dgtps@gov.in));
- 3) लोकपाल , अप्रत्यक्ष कर, मुंबई/The Ombudsman, Indirect Taxes, Mumbai;
- 4) सीमाशुल्क आयुक्त, मुंबई अंचल-II/ Commissioner of Customs, Mumbai Zone-II;
- 5) सभी अपर/संयुक्त आयुक्त, जेएनसीएच, न्हावा शेवा /All ADCs/JCs JNCH, Nhava Sheva;
- 6) सभी उप/सहा. आयुक्त, जेएनसीएच, न्हावा शेवा /All DCs/ACs JNCH, Nhava Sheva;
- 7) सहा/उप आयुक्त, ईडीआई, जेएनसीएच, न्हावा शेवाको अविलंब वैबसाइट में अपलोड करने के  
लिए/AC/DC, EDI, JNCH, Nhava Sheva, for uploading on JNCH website;
- 8) कार्यालय प्रति/Office Copy.