

 सत्यमेव जयते	भारत सरकार/ Government of India वित्त मंत्रालय / Ministry of Finance आयुक्त सीमाशुल्क एन.एस.-II का कार्यालय Office of Commissioner of Customs NS-II, मुख्य निर्यात का मूल्यांकन, Appraising Main Export, जवाहरलाल नेहरू कस्टम हाउस, न्हावा शेवा, Jawaharlal Nehru Custom House, Nhava Sheva, जिला - रायगढ़, महाराष्ट्र - 400 707 Dist.- Raigad, Maharashtra – 400 707 E-mail: apmainexp@jawaharcustoms.gov.in	
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**दिनांक /Date: As Signed**

**दिनांक 24.06.2026 को सम्पन्न 'स्थायी व्यापार सुविधा समिति' (निर्यात) (सामान्य) की बैठक का कार्यवृत्त**

**MINUTES OF THE MEETING OF THE PERMANENT TRADE FACILITATION COMMITTEE (EXPORT & GENERAL) JUNE- 2026 HELD ON 24.06.2026**

The monthly PTFC meeting was held in hybrid mode at 1500 hrs on 24.03.2026 chaired by Shri Giridhar G. Pai, Commissioner of Customs (NS – II), JNCH and attended by Shri. Unmesh Sharad wagh, Commissioner of Customs (NS-General), JNCH.

**2.** The meeting was physically attended by the following members/participants of the trade & other stakeholders:

क्र.सं. /Sr No.	नाम(सर्वश्री/सुश्री/श्रीमती) Names (Shri/Ms./Mrs.)	(संगठन/संघ/पदनाम) Organization/Association
1.	Ajay Bhokare	CFSAI
2.	Rajeev Vardhan	CFSAI
3.	Sumeet Tanwar	CFSAI
4.	Vinayak Baparaj	BCBA
5.	Paras Shah	BCBA
6.	Hiren Ruparel	BCBA
7.	Paresh Thakkar	BCBA
8.	Nimish Desai	WISA
9.	Omprakash Agarwal	MACCIA

**3.** The meeting was virtually attended by the following members/participants of the trade & other stakeholders:

क्र.सं. /Sr No.	नाम(सर्वश्री/सुश्री/श्रीमती) <b>Names</b> (Shri/Ms./Mrs.)	(संगठन/संघ/पदनाम) <b>Organisation/Association</b>
1.	Sunil Vaswani	CSLA
2.	Manish Kumar	CSLA
3.	Mohammed Hanif Bakshi	CSLA
4.	Mark S Fernandes	Sylevster & Co.
5.	Umesh Grover	CFSAI
6.	Faiz Sayyed	DPW

4. विभाग की ओर से निम्नलिखित अधिकारियों ने बैठक में भाग लिया: -  
Following Officers from the department attended the meeting: -

क्रमसं. /Sr.No.	नाम(सर्वश्री) <b>Name of Officers</b> (Shri/Mrs./Ms)	पदनाम <b>Designation</b>
1.	Jyoti Agrawal	Addl. Commissioner of Customs
2.	Sanjay Bangartale	Addl. Commissioner of Customs
3.	Roopesh Sukumaran	Addl. Commissioner of Customs
4.	Sachin Pagare	Deputy Commissioner of Customs
5.	Sangeet Adhikari	Asstt. Commissioner of Customs
6.	Sunil Sathianesan	Asstt. Commissioner of Customs
7.	Bharat Lal Meena	Asstt. Commissioner of Customs
8.	Upendra Joshi	Asstt. Commissioner of Customs
9.	Anshul Gupta	Supdt.(P), CCSP
10.	Surendra Kumar	Supdt.(P), CCSP
11.	Hunny Bansal	Apprasier, AM(X)
12.	Shubham Choudhary	Examiner, AM(X)
13.	Akash Kumar	Examiner, CCSP

The Commissioner of Customs, NS-II, and the Commissioner of Customs, NS-Gen, Mumbai Customs Zone-II, welcomed all participants to the PTFC Meeting for June 2026.

5. Fresh Agenda Points for the PTFC Meeting June, 2026:

S. No.	Issue in Brief	Sponsoring Stakeholders	Brief Record of Discussion	Close d/ Open
1.	<b>SOP for Availability of Empty Containers at Empty Yards for Export Shipments:</b>	BCBA	<b>Reply:</b> In this regard, it is submitted that the subject agenda point was forwarded to CSLA vide	Close d

	<p>Members have represented that despite advance payment and issuance of Delivery Orders (DOs), transporters frequently face delays in obtaining empty containers from designated yards. In several instances, transporters are required to wait for extended periods or are directed to alternate yards due to non-availability of containers.</p> <p>Such delays increase dwell time of export cargo, fuel consumption, transportation costs, and overall logistics expenses.</p> <p>It is requested that Shipping Lines be advised to maintain adequate inventory of empty containers at designated yards against issued DOs and establish a clear Standard Operating Procedure (SOP) for timely release of containers, thereby facilitating smooth movement of export cargo and improving ease of doing business.</p>		<p>email dated 17.06.2026. CSLA, vide email dated 18.06.2026, has informed that Shipping Lines accord high priority to equipment control and generally maintain adequate inventory of empty containers to meet export requirements. It has further been stated that Shipping Lines undertake necessary measures, including repositioning of empty containers, wherever required, to cater to export demand.</p> <p>CSLA has further submitted that container availability is a dynamic process and certain operational challenges may occasionally arise. While Delivery Orders (DOs) are issued after considering the availability of equipment at the designated yard(s), transporters may approach the yard for container pickup after a lapse of a few days. During such intervening period, the inventory position may undergo changes, resulting in temporary non-availability of the required containers in exceptional cases.</p> <p>Further, there are instances where customers obtain a Delivery Order from one Shipping Line but subsequently shift their booking to another Shipping Line offering more favourable commercial terms. Such changes may lead to unforeseen variations in equipment planning and inventory management.</p> <p>CSLA has assured that, given the competitive nature of the shipping industry, Shipping Lines make every effort to ensure adequate availability of equipment and facilitate timely release of containers so that export bookings are honoured and cargo movement is not adversely affected.</p>	
<p>2.</p>	<p><b>Inadequate Billing Systems and Customer Support at CFSs:</b> Several CFSs are facing issues relating to inefficient billing systems and lack of adequate customer support staff. Members have reported that generation of invoices</p>	<p>BCBA</p>	<p><b>Reply:</b> In this regard, it is submitted that the subject agenda point was forwarded to CFSAI seeking their comments. In response, CFSAI has informed that specific details regarding the instances of delay in invoice</p>	<p>Close d</p>

	<p>often takes several hours and, in some cases, an entire day, leading to delays in cargo processing and delivery. It is requested that CFS operators be advised to strengthen their billing infrastructure and customer service support to ensure timely issuance of invoices and seamless trade facilitation.</p>		<p>generation, including the names of the concerned CFSs and particulars of the issues faced, were not provided to enable them to examine the matter and take necessary corrective action, wherever required. Accordingly, CFSAI has requested that specific cases/details may be provided for further investigation and appropriate action.</p>	
<p>3.</p>	<p><b>Import ICD containers should be released based on ICEGATE generated SMTPs shared with port terminals through the NLP system.</b>                  At present, only GTI Terminal is releasing containers using ICEGATE generated SMTPs received via NLP, while other terminals still require emails and SMTP documents from the shipping line. We request JNCH to instruct all terminals to use the ICEGATE SMTPs shared through NLP for container release. If the data is not available, the shipping lines will obtain the SMTP details from JNCH and provide them to the concerned terminal. This will facilitate faster release and evacuation of import ICD containers.</p>	<p>CSLA</p>	<p><b>Reply:</b>                  In this regard, it is submitted that all terminals have been informed vide email to adopt the process being followed by GTI Terminal for release of containers based on ICEGATE-generated SMTPs received through the National Logistics Portal (NLP). The terminals have been advised to utilize the SMTP details available through NLP for container release, thereby reducing dependency on physical SMTP documents or separate email communications from Shipping Lines. Further, NSICT and NSIGT have informed that they are already facilitating the release of ICD-bound import containers based on ICEGATE-generated SMTPs received through NLP and that approximately 50% of such containers are presently being auto-released through the system. They have, however, reported certain technical issues in the remaining cases which are preventing complete automation and seamless processing. The terminals have informed that their IT teams are actively working on resolving these issues on priority to ensure smooth implementation and achieve full system compliance. The terminals have also conveyed their commitment towards supporting the initiative and have assured that Customs and trade stakeholders will be kept informed regarding the progress of the system enhancements.</p>	<p>Open</p>

			<p>The Commissioner (Gen.) observed that representatives from BMCT, NSFT had not attended the meeting and emphasized the need to ensure their participation in future meetings for comprehensive deliberations on the issues under discussion.</p>	
<p>4.</p>	<p><b><u>Scanning of Empty Containers:</u></b>                  Please note that there is no SOP / Public Notice available mandating scanning of Empty Containers and International Transshipment Containers in cases of non-generation of scanning list. The Terminal is not releasing / loading containers, resulting in operational disruption.                  As an alternative, Customs is asking Shipping Line to undertake scanning of all empty and transshipment containers, which is leading to:</p> <ul style="list-style-type: none"> <li>• Significant and unjustified additional costs, and</li> <li>• Operational delays impacting vessel schedules and cargo flow.</li> </ul> <p>In this regard, we would like to highlight that:</p> <ul style="list-style-type: none"> <li>• International Transshipment Containers should not require scanning, as</li> <li>• There is no revenue implication involved, and</li> <li>• The Transshipment Manifest has already been duly filed in compliance with regulations</li> <li>• Imposing scanning in such cases is contrary to established practice and lacks any documented procedural backing</li> <li>• The Empty Containers are duly inspected at gate by CISC at the time of gate out.</li> </ul> <p>This situation is causing serious commercial and operational implications for the Line and requires urgent intervention.                  We request you to:</p> <ol style="list-style-type: none"> <li>a. Instruct the Terminal to release / load the Containers</li> </ol>	<p>CSLA</p>	<p><b><u>Reply:</u></b>                  In this regard it is submitted that the agenda point doesn't pertain to General Commissionerate.                  The below point pertains to Container Scanning Division/ NS-III Commissionerate.                  Matter may be taken before PTFC-Import.</p>	<p>Close d</p>

	<p>without insisting on unwarranted scanning.                  b. Confirm that transshipment containers will be exempted from such procedures going forward.</p>			
<p>5.</p>	<p><b>Bond Extension cases:</b>                  Please note with respect to Bond Extension cases (specifically 2nd extension for Empty Containers), the Container Cell Department is now insisting on detailed justification prior to granting approval.</p> <p>In several cases, they are seeking:</p> <ul style="list-style-type: none"> <li>• Actual current status of the containers</li> <li>• Clear reasons for delay in re-export / de-stuffing / repositioning</li> <li>• Supporting documents evidencing efforts made.</li> </ul> <p>Further, it is observed that such cases are being escalated for issuance of Show Cause Notice (SCN) and may also require appearance for Personal Hearing before any extension is considered. This reflects the increasingly strict approach by Customs for long-standing empty containers, and approvals for 2nd extensions are no longer routine, although several Public Notices are already in place.</p>	<p>CSLA</p>	<p><b>Reply:</b>                  In this regard, Container Cell has informed that, in terms of Notification No.104/94-Cus dated 16.03.1994, Board Circular No.83/98-Cus dated 05.11.1998, as amended from time to time, read with Facility Notice No.102/2016 dated 12.07.2016, import containers of durable nature are exempt from payment of Customs duty subject to execution of the prescribed bond and re-export of the containers within the stipulated period or such extended period as may be granted by the competent authority.                  Container Cell has further informed that Facility Notice No.102/2016 prescribes the procedure and competent authorities for grant of extensions beyond the initial period of six months. In cases where requests for extension are not made within the prescribed time or where the reasons furnished for grant of extension are found to be unsatisfactory, the imported containers become liable for payment of applicable Customs duty, interest and penal action in terms of the relevant provisions.                  It has been reported that, in certain instances, requests for grant of second extension for re-export of empty containers were rejected by the competent authority on the grounds that the reasons furnished by the Shipping Lines were not found to be valid or satisfactory. Accordingly, in all such cases where extension requests have been rejected, duty recovery proceedings along with applicable interest and penal action under the provisions of the Customs Act, 1962 are</p>	<p>Open</p>

			<p>being initiated by Container Cell, JNCH.</p>	
<p>6.</p>	<p><b><u>AGENDA POINTS FROM CFSAI:</u></b>                  We wish to submit on behalf of some of our members that they have been asked by JNCH to offer clarity as to how they have piloted containers earmarked for M scanner and taken them out from the port gate prior to scanning. In this regard, we wish to submit that this was inadvertently done and on realization of the mistake, they promptly moved them to Drive through Scanner to ensure that the integrity of sealed containers earmarked for scanning had not been compromised.                  Similarly, some containers marked for Scanning at D-Scanner were moved towards CFS, however on realizing the error, same containers were rerouted to the Scanner to ensure that the integrity of sealed container earmarked for scanning had not been compromised.                  In this regard, we request you to please refer our letters dated 14th July 2025 &amp; 28th August 2025 on the subject. On behalf of our above members, CFSAI, would like to humbly submit following for your consideration and taking a lenient view:</p> <ul style="list-style-type: none"> <li>i. Incidentally all the Members who have inadvertently defaulted are large entities &amp; fully compliant as they follow best global practices supported by their robust IT supported Operation systems. They have immaculate track records of diligently following safe practices.</li> <li>ii. The error occurred was due to the negligence of the drivers. However, to ensure that such inadvertent errors do not occur again, our Members have been advised to put strong checks in place and should</li> </ul>	<p>CFSAI</p>	<p><b>Reply:</b>                  In this regard, the submissions made by CFSAI have been examined. It is noted that in the cases referred to above, the concerned entities, upon realizing the inadvertent error, promptly informed Customs authorities and took immediate corrective action by ensuring that the containers were routed to the designated scanners.                  Considering the request made by CFSAI and the assurances given by the concerned stakeholders, it has been decided that all such cases reported till date may be treated as exceptional cases and the concerned entities may be issued a stern warning to exercise due diligence and ensure strict compliance with the prescribed scanning procedures. Accordingly, no penalty may be imposed in respect of such past instances.                   However, the Commissioner (Gen.) reiterated that strict adherence to the prescribed scanning procedures is mandatory and non-negotiable, considering their critical importance in ensuring Customs control, cargo security, and regulatory compliance.                   The Commissioner (Gen.) categorically stated that any deviation from or violation of the prescribed scanning procedures in future shall be viewed seriously and shall attract appropriate action. No exceptions shall be granted in such cases.                   Expressing serious concern over the recurring instances of non-compliance, the Commissioner (Gen.) observed that any laxity or complacency on the part of CFSs in this regard is unacceptable. A policy of zero tolerance shall be adopted for</p>	<p>Closed</p>

	<p>consistently guide their drivers and transport teams. However, it is also submitted that it should also be the responsibility of the terminal not to allow containers to exit the Terminal gate, till scanning is done.</p> <p>As already submitted by the concerned defaulting Members that on realizing the inadvertent error, they promptly restored to corrective action by informing Customs officials and with the guidance and support, moved the Container for Scanning.</p> <p>In view of the submissions made by our members, CFSAI as the apex association of CFSs, request your to please consider taking a lenient view. They have also assured that, going forward all necessary precautions will be taken to ensure strict compliance with scanning procedures and prevent any such incidents. Nevertheless, we too are sensitizing our Members again vide an advisory to exercise utmost caution in this activity.</p>		<p>future violations. Accordingly, for any subsequent instance of non-compliance, penal action shall be initiated, including imposition of a penalty of ₹50,000 for the first violation and ₹50,000 for the second violation. In the event of a third violation, action for suspension of the CFS licence shall be considered.</p> <p>The Commissioner (Gen.) further informed that the previous 31 instances have been condoned without imposition of any penalty as a one-time exceptional measure. This relaxation shall not be treated as a precedent, and all stakeholders are advised to ensure strict compliance with the prescribed procedures henceforth.</p>	
<p>7.</p>	<p><b><u>Display of AEO Number on Shipping Bills :</u></b></p> <p>The AEO status category of respective Importers is currently being captured in the EDI System and displayed in the Examination Order for the respective Bills of Entry. However, the AEO status category of the respective exporters, though issued against respective IEC/PAN, is not being displayed during the Export Clearance Process. As a result, Customs officers and other stakeholders are unable to readily identify AEO-certified exporters and extend the facilitation benefits available under the AEO Programme.</p> <p>We request that the matter be taken up with the concerned authorities and necessary system changes be implemented to ensure capture</p>	<p>BCBA</p>	<p><b><u>Reply:</u></b></p> <p>The issue regarding display of AEO Number on Shipping Bills was also raised earlier during the PTFC Meeting held on 20.01.2026 (Point No. 5.3). Pursuant thereto, a letter dated 14.01.2026 was issued to Pr. ADG, DG Systems requesting examination of the technical feasibility of incorporating the AEO Number in Export Shipping Bills on the ICES platform.</p> <p>Accordingly, the matter will be taken up with DG Systems for incorporating a system provision to display the AEO status of the exporter on the Exporter's copy of the Shipping Bill.</p>	<p>Open</p>

	<p>the AEO Number of the Exporter on the Shipping Bills, thereby enabling effective facilitation of AEO exporters.</p>			
<p>8.</p>	<p><b>Facilitation Measures for AEO Exporters:</b>                  While AEO importers are provided various facilitation measures such as Priority OOC etc, we request that similar benefits be extended to AEO exporters across all stages of the export clearance process.</p> <p>Accordingly, AEO exporters may be accorded the following facilitation measures:</p> <ul style="list-style-type: none"> <li>• Priority assessment of Shipping Bills</li> <li>• Increased facilitation through the Risk Management System with suitable rationalisation of physical examination orders</li> <li>• Priority examination wherever examination is ordered by EDI System</li> <li>• Priority grant of Let Export Order</li> <li>• Access to Direct Port Entry facility</li> <li>• Expedited processing and disbursement of export incentives, including IGST refunds</li> <li>• Appointment of a dedicated nodal officer for addressing AEO exporter matters and ensuring timely resolution with proper monitoring.</li> </ul> <p>The above measures would provide meaningful recognition to AEO-certified exporters and assist them in the customs clearance process, thereby enhancing their credibility and recognition across various stakeholders in the EXIM supply chain.</p>	<p>BCBA</p>	<p><b>Reply:</b>                  The issue regarding extension of facilitation measures to AEO exporters was earlier raised during the CCFC Meeting held on 10.10.2025 (Point No. 1.9) and was subsequently taken up with ADG, NCTC vide letter dated 24.11.2025.                  Further, NCTC has informed telephonically that Shipping Bills filed by AEO exporters are already facilitated to the extent of 95-98% and that the proposal regarding Auto-LEO for AEO exporters is under consideration of the Board.</p> <p>It is also submitted that various facilitation measures are already available to AEO-certified exporters under the extant AEO framework and JNCH procedures, including DPE, self-sealing/e-sealing of export containers, risk-based assessment with reduced Customs intervention and other benefits prescribed under CBIC Circular No. 33/2016-Cus dated 22.07.2016 and JNCH Public Notice No. 120/2017 dated 27.09.2017, amended time to time.</p> <p>As regards Nodal Officer, the AEO Cell in NS-III has already appointed a Nodal Officer.</p> <p>Accordingly, the matter will be taken up with DG Systems for providing a system-based mechanism to distinctly identify and segregate Shipping Bills pertaining to AEO exporters whenever such Shipping Bills are marked for assessment and/or examination. This would enable Customs officers to readily identify and accord appropriate priority to such consignments in line with the facilitation measures as envisaged.</p>	<p>Open</p>

<p>9.</p>	<p><b><u>Information Screen at CPP Displaying Vessel Details:</u></b></p> <p>We request installation of an information screen at the Centralized Parking Plaza displaying real-time vessel status along with relevant details such as gate opening, cut-off time, ETA, ETD, etc.</p> <p>The information screen may also be updated to indicate the approximate time required for containers to be gated in from the CPP to the respective terminals based on the current queue.</p> <p>Availability of such real-time information would significantly assist the EXIM trade in planning operations more efficiently.</p>	<p><b><u>Reply:</u></b></p> <p>The CPP informed that a 65-inch TV display screen has already been installed and is operational (photographs enclosed) for displaying the JNPA Berthing Chart, which provides real-time information relating to vessel berthing schedules, terminal details, cutoff timings, and other important operational updates. However, it has been observed that the power supply to the display unit is occasionally disconnected and misused for charging mobile phones, resulting in interruptions in the dissemination of critical operational information.</p> <p>The CPP further informed that kiosk machines had been installed for the convenience of Customs Brokers (CHAs) and other stakeholders to facilitate access to operational information and services. However, instances of misuse of these facilities have also been noticed, adversely affecting their intended purpose and availability.</p> <p>The CPP also apprised the members that the VisionX platform has been developed for monitoring and managing traffic movement in the Nhava Sheva region and was inaugurated by the Hon'ble Chairman, CBIC. As per the assessment carried out, approximately 35,000 unique Heavy Motor Vehicles (HMsVs) are actively engaged in transportation operations in the region. In line with the Government's mandate regarding GPS installation in HMsVs, the VisionX platform has been designed to integrate GPS-enabled vehicles through a one-time registration process.</p> <p>The CPP informed that approximately 3,000 vehicles have been onboarded onto the platform so far, while the remaining vehicles can be integrated in a phased manner. Such integration would facilitate real-time monitoring of vehicle</p>	<p>Open</p>
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			<p>movement and operational status. The CPP emphasized that, for effective implementation of the platform, it is essential that all transporters provide access to GPS data pertaining to their registered vehicles.</p> <p>However, during the meeting, members of the Trade informed that the display screen was not functioning properly. Since no representative from CPP was present, the matter shall be referred to CPP for verification and appropriate corrective action.</p>	
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The agenda points submitted by M/s Sylvester & Co. could not be taken up for discussion in the present PTFC meeting, as they were received after the stipulated deadline for submission of agenda items. However, the Chair assured that the issues raised would be examined appropriately and the agenda points would be considered for discussion in the next PTFC meeting.

6. Action Taken Report of Agenda Points of previous PTFC Meetings:

6.1 Action Taken Report of Agenda Points of PTFC for the Month of January 2026 held on 20.01.2026:

S. No	Issue in Brief	Sponsoring Stakeholders	Brief Record of Discussion	Close d/ Open
5.1	<p><b>Placement of all stakeholders in Centralized Parking Plaza:</b></p> <p>Trade is facing significant operational challenges due to the nonavailability of all concerned stakeholders at the Centralized Parking Plaza (CPP), which is a dedicated facility for export cargo clearance. The absence of certain agencies, such as S/Line Surveyors and PGA's, has resulted in increase of dwell time of the overall custom clearance process. In this regard, it is respectfully requested that the S/Line</p>	BCBA	<p><b>Reply:</b></p> <p>It was informed that seals are now being made available at CPP. Hence, the Para may be closed.</p>	Close d

	<p>Surveyor may be stationed at the Centralized Parking Plaza at the earliest to facilitate activities such as acceptance of manual Shipping Bills (wherever applicable), issuance of bottle seals, and other allied functions. Additionally, we request that PGAs connected with Export operations may consider setting up remote offices or facilitation desks at the CPP to enable faster processing and expeditious clearances.</p>			
5.2	<p><b>Implementation of Shipping Container for Export Cargo to be Considered as Unit of Package - PN No. 01/2026:</b></p> <p>We sincerely thank JN Customs for issuance of Public Notice No. 01/2026 dated 01.01.2026 on the above subject. It is informed that the trade is already submitting Annexure-C details. We request JN Customs to kindly issue further guidelines, if there is any deviation or additional procedure to be followed for implementation of the said notification.</p>	BCBA	<p><b>Reply:</b></p> <p>For resolution of this para, the trade was requested to submit Annexure-C as per the prescribed format. The trade was also requested to share particular instances where Annexure-C had been filed in the system but the system had selected/not selected the shipping container for Export Cargo as a unit package for examination, so that the matter could be taken up with DG Systems. However, no such data has been received by this office till date.</p>	Closed
5.3	<p><b>Reflection of AEO Number in Export Shipping Bills:</b></p> <p>We invite reference to ICES Advisory No. 41/2025 dated 16.07.2025 which allows officers to view the AEO number on the ICES platform. We request your good office to take up with the concerned stakeholders for reflection of the AEO Number of the Digital S/bill Copy. We believe this would be a starting step facilitation to AEO Exporters (in line with AEO importers).</p>	BCBA	<p><b>Reply:</b></p> <p>As the same issue has already been raised and taken up during the PTFC meeting June 2026. Accordingly, this agenda point is treated as closed.</p>	Closed
5.4	<p><b>Exploitation of the EXIM Industry by CFS and MTO's:</b></p> <p>It was represented that M/s Topaz Warehousing had allegedly charged excessive transportation charges for movement of containers from</p>	M/s Sylvester & Co.	<p><b>Reply:</b></p> <p>In the PTFC meeting held on 20.01.2026, M/s. Sylvester &amp; Co. was requested to submit specific supporting documents such as bills, quotations, and invoices raised by the CFS in</p>	Closed

	<p>Port to CFS and that certain MTOs were also raising additional charges under various nomenclatures, resulting in exploitation of the EXIM trade and flight of cargo from JN Port. It was further represented that the said practices were contrary to the provisions of Handling of Cargo in Customs Areas Regulations, 2009.</p>		<p>support of the allegation regarding excess charges collected by CFS beyond the declared tariffs. However, till date, no such documentary evidence has been furnished by M/s. Sylvestor &amp; Co. substantiating the allegation that excess charges beyond the declared tariff were collected by the concerned CFS. Further, M/s Topaz Warehousing, a third party vendor, has clarified through email, that the charges collected by them were as per their own commercial arrangements/charges, which are not regulated by Customs. It is also submitted that similar allegations regarding excess charges by other CFSs have been raised by the trade. Accordingly, the matter was examined in detail by the officers of CCSP Cell. Upon examination of the available records and documents, it was observed that none of the alleged excess charges beyond the declared tariff were found to have been directly raised by the CFSs themselves. Accordingly, based on the material presently available on record, no violation of the provisions of the Handling of Cargo in Customs Areas Regulations, 2009 could be established.</p>	
<p>5.5</p>	<p><b>Non-Receipt of IGM Data from Shipping Lines / NVOCC:</b> It was represented that Shipping Lines / NVOCCs are not sharing IGM data in EDI format with concerned CFSs, thereby affecting container planning, handling, stowage and clearance operations. During the PTFC meeting, it was informed that the matter had also been discussed with the National Logistics Portal (NLP) team and that a separate meeting with concerned stakeholders would be convened after the PTFC meeting to arrive at a suitable</p>	<p>CFSAI</p>	<p><b>Reply:</b> In this regard, it is submitted that an online consultation with stakeholders was done on 18.02.2026 and the Shipping Line representatives had reiterated that they, it is not possible for shipping lines to create EDI file manually for each CFS. Shipping Line representatives further advised the CFS to make use of the Port Community System of JNCH for required data and to follow up with NLP for automatic dissemination of data.</p>	<p>Open</p>

	solution.			
5.6	<p><b>Issue of theft in Import Containers of the Importer M/s Rayzon Solar Ltd at CFS – Logistic Park</b></p> <p>It was represented that seals of certain import containers lying uncleared at CWC Logistic Park were allegedly tampered and replaced with different seals and that during Customs examination, cargo inside the containers was found replaced with sand instead of the manifested goods. During the PTFC meeting, it was informed that the matter was under investigation and that any policy framework, if required, would be considered only after completion of investigation and examination of findings.</p>	CSLA	<p><b>Reply:</b></p> <p>In this regard, it is submitted that this office has not yet received the investigation report in the subject case and it is re-iterated that an appropriate policy framework, if deemed necessary, may be considered only upon completion of the investigation.</p>	Open

**6.2 Action Taken Report of Agenda Points of PTFC for the Month of February 2026 held on 23.02.2026:**

S. No	Issue in Brief	Sponsoring Stakeholders	Brief Record of Discussion	Close d/ Open
5.1	<p><b>Request to issue Guidelines for Implementation of Automated Goods Registration for E-Sealed Export Cargo:</b></p> <p>Refer to ICES Advisory No. 06/2026 dated 04.02.2026 issued by DG Systems regarding the implementation of Automated Goods Registration for e-sealed cargo in exports. In this regard, we respectfully request that necessary guidelines may kindly be issued for the effective implementation of the said facility at JN Customs, so as to ensure uniform understanding and smooth operationalisation among all</p>	BCBA	<p><b>Reply:</b></p> <p>In spite of hand-holding sessions conducted by ICES/ICEGATE, the selection of Shipping Bills for Auto Registration remains abysmally low.</p> <p>It is therefore proposed that a letter may be written to ICEGATE/ICES to issue a detailed advisory in this context, giving the step-by-step process for filing Annexure-C.</p> <p>We may further request them to develop a system to send an ICEGATE message to exporters whenever their Shipping Bills are selected for Auto</p>	Open

	stakeholders.		Registration.	
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7. The members of the meeting were informed that the date of conducting next PTFC meeting (Export & General) 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.

8. The meeting ended with a vote of thanks to the Chair.

9. This issues with the approval of the Commissioner of Customs, NS-II and Commissioner of Customs, NS-Gen.

10. Any amendments to these minutes to be provided within the next five working days.

11. Minutes are placed on the JNCH website and also sent through emails to the members.

सहायक आयुक्त, सीमाशुल्क / Asstt. Commissioner of Customs,  
मूल्य निरूपण मुख्य(निर्यात) / Appraising Main (X),  
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) मुख्य आयुक्त, सीमाशुल्क, मुंबई अंचल-II / Chief Commissioner of Customs, MUM Zone-II;
- 2) प्रधान अपर महानिदेशक, 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 ([mzudgtps@gov.in](mailto:mzudgtps@gov.in));
- 3) लोकपाल, अप्रत्यक्षकर, 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 शेवा को अविलंब वेबसाइट में अपलोड करने के लिए/AC/DC, EDI, JNCH, Nhava Sheva, for uploading in JNCH website;
- 8) कार्यालय प्रति / Office Copy.

