



मुख्य सीमाशुल्क आयुक्त कार्यालय, मुंबईअंचल-II
**Office of the Chief Commissioner of Customs
Mumbai Customs Zone-II**



जवाहरलाल नेहरू सीमा शुल्क भवन
JAWAHARLAL NEHRU CUSTOM HOUSE
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दिनांक /Date:24-01-2025

**MINUTES OF THE CUSTOMS CLEARANCE FACILITATION COMMITTEE
(CCFC) MEETING HELD ON 15.01.2025**

The CCFC meeting was held on 15.01.2025 at 11:00 hrs at Jawaharlal Nehru Custom House (JNCH), Nhava Sheva, Uran, Raigad, Maharashtra, under the chairmanship of Shri Vimal Kumar Srivastava, Chief Commissioner of Customs, Mumbai Customs Zone-II. The names of the participants in the meeting are listed in 'Annexure - I'.

2. Shri Prasanna V. Pattanashetti, Addl. Commissioner, CCO, JNCH opened the proceedings by welcoming Chief Commissioner of Customs, Mumbai Customs Zone-II, officers of CBIC and other ministries/departments and trade association members present online and physically.

3. The Chief Commissioner of Customs, JNCH, Mumbai Customs Zone-II welcomed all the participants and trade associations attending the meeting. He stated that the last CCFC meeting was held in October, 2024, and in the meanwhile there have been regular meetings with stakeholders in the PTFC format and also on individual issues. He stated that the present meeting is very timely and is of critical importance as the department has taken some important steps in promoting trade facilitation, giving special mention to the ongoing National Time Release Study (NTRS), the launching of digitalization of Warehousing and pan-India implementation of Sea Cargo Manifest and Transshipment Regulations (SCMTR) from 16.01.2025.

3.1 The Chief Commissioner, JNCH emphasized on the importance of the role of all the stakeholders in the NTRS. He informed that JNCH contributes almost 20% of the Customs revenue of the Government of India and about one-third to the NTRS. He explained that every three (03) hours delay by JNCH leads to one (01) hour delay at the national level. He further informed that every National Time Release Study of India is widely circulated in the global Customs community and is taken as an example of 'Good

Practices' at the World Customs Organization (WCO), and accordingly, requested all the stakeholders to play their role efficiently.

3.2 The Chief Commissioner, JNCH informed that the Board has issued an elaborate Circular in the month of September, 2024 laying out digitization of three important aspects of customs warehousing namely, Warehousing License, Bond to Bond Transfer and filing of Monthly returns. He stated that in the entire gamut of Warehousing, the above mentioned three aspects had not yet been digitalized. He stated that the Warehouses have to come on board on ICEGATE, a very important step which is still missing.

3.3 The Chief Commissioner, JNCH then informed that the work on Sea Cargo Manifest and Transshipment Regulations (SCMTR) was initiated long back in 2018 by circulating regulations. Since then, the mechanism has evolved over a period of six (06) years and lots of iterations have taken place. He stated that from the Board level, implementation of SCMTR has been extended time and again to take care of the sensitivities of the stakeholders as well as the complexities of the procedures. He informed that now we are on the verge of the pan-India launch of Sea Cargo Manifest and Transshipment Regulations (SCMTR) and the same shall be launched on 16.01.2025.

4. Thereafter, Addl. Commissioner, CCO, JNCH informed that Agenda Point mentioned at para 1.14, 2.3, 2.4, 2.6, 2.8, 3.2, 3.3, 3.5, 3.7, 3.8, 3.9 and 4.3 of the Minutes of CCFC meeting dated 04.10.2024 were considered as closed and therefore the same are not being discussed in the present meeting. Further, he introduced the follow-up action flowing from CCFC meeting dated 04.10.2024 (Annexure-II) and fresh Agenda Points of the CCFC meeting dated 15.01.2025 (Annexure-III). The discussion & outcome in this regard are detailed in the broadsheet in '**Annexure II**' and '**Annexure III**' respectively.

5. The Chairman thanked all the participants.

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

**Signed by Venugopal S.
Aiyer**

Date: 24-01-2025 22:43:57

Copy to:

1. PS to Zonal Member / Member (Customs), CBIC, New Delhi

(Venugopal S. Aiyer)
Assistant Commissioner of Customs,
CCO, Mumbai Customs Zone-II
JNCH, Nhava Sheva

2. All Pr. Commissioners/Commissioners, JNCH, Nhava Sheva
3. All members of CCFC
4. DC/EDI (for uploading on website)
5. Office copy

ANNEXURE – I (List of Participants)

The following officers of the department attended the meeting:

Sr.No.	Name	Designation
1.	Shri Dharendra Singh Garbyal	Commissioner, NS- Gen, NS-I
2.	Shri Sonal Bajaj	Commissioner, NS-V
3.	Shri Sanjeev Kumar Singh	Commissioner, NS-II , NS-III
4.	Shri Prasanna V. Pattanashetti	Addl. Commissioner, CCO, JNCH
5.	Shri Subhash Yadav	Addl. Commissioner, NS-I
6.	Shri Venugopal S. Aiyer	Assistant Commissioner of Customs, CCO
7.	Dr. P. Karmakar	Chemical Examiner(Gr-I), CRCL, JNCH

2. The following PGAs/Stakeholders attended the meeting:-

Sr. No.	Name (S/Sh./Ms.)	Name of the PGAs/Stakeholders
1	Yogesh N. Warkad,	Dy. Director,Wildlife Crime Control Bureau(WCCB), WR
2	Rakesh Burman	Inspector, Wildlife Crime Control Bureau(WCCB), WR
3	Rajesh Dagare	Dy. Director, FSSAI WR
4	Dr. KarunaDhale	Asstt. Director, FSSAI WR
5	Prasenjit Khandare	Textile Committee
6	Rajesh Verma	ADC,CDSCO
7	Dr Brajesh Mishra	JD(E), RPQS
8	Dr Chethan BR	APPO, PQ
9	S K Kulkarni	JNPA
10	Sanjeev Harale	BCBA
11	Hiren Ruparel	BCBA
12	Kiran Rambhia	BCBA
13	Kamal S Shah	BCBA
14	Vinayak Aparaj	BCBA
15	Ganpat Karade	BCBA
16	Paresh K. Thakkar	BCBA
17	Nirav Thakkar	BCBA
18	Paresh Shah	WISA
19	Nimish Desai	WISA
20	Naresh Nasta	AILBIEA
21	Pramod Sant	IMC
22	Dushyant Mulani	FFFAI
23	Shankar Shinde	FFFAI
24	Umesh Grover	CFSAI
25	Preet Shah	CFSAI
26	S. R. Shah	CFSAI
27	Mrs. Ganguly	AIWCBA
28	Sachin Mhatre	D P World

29	Subhash N. Dongre	CSLA/One(I) Pvt Ltd
30	Rekha	CSLA
31	Manish Kumar	CSLA/MANSA
32	Akshay	Maersk
33	Ajit	Maersk
34	Rajendra Coimbatore	NSFT
35	Rajendra Salve	DIVVYA CPP Parking Plaza
36	Dixit Gharat	CPP
37	Om Prakash Agrawal	MACCIA
38	Karunakar S. Shethi	MACCIA

ANNEXURE - II : FOLLOW-UP ON PREVIOUS AGENDA POINTS				
S. No.	Agenda Point	Sponsor'ng Stakeholder & Meeting in which point was discussed	Response/ Final Response	Whether Closed or not?
1	Delay in clearance for testing of samples: Trade refers to JN Customs Public Notice No 34/2022-23 dt 17.6.2022, for testing of samples under Chapter 25. For Bill of Entry assessed at FAG, certificate of analysis is being accepted. However, delay is being noticed at the time of OOC as officers are insisting for drawal of samples. The trade requested to issue necessary guidelines to avoid delay and faster clearance.	BCBA 11.01.2024 (para 3.5) 21.05.2024 (para 1.14) 04.10.2024 (para 1.1)	NS I: The Committee was informed that a reference is made in the agenda point to Public Notice No. 34/2022-23 dated 17.06.2022 which is regarding Practice of assessment of goods under Chapter 25 and Chapter 26. It is stated in the para 3 of the above Public Notice that Bill of Entry shall be finally assessed on second check basis subject to the conditions therein. Hence, samples are required to be drawn on first check basis only if valid PTR is not uploaded on E-Sanchit by manufacturer importer or the details of the same is not declared in the description field of Bill of Entry. As long as the said PN is in place, the procedure being followed is in consonance with the same. Further, the review of the said public notice is under process as sample drawal should be tariff item specific rather than the whole Chapter. Trade is requested to come up with specific suggestions regarding the tariff lines to be reviewed including CTH of products covered under BIS. The same will be considered while reviewing Public Notice No. 34/2022-23 dated 17.06.2022.	Not Closed
2	Option required to download IGM & EGM acknowledgment on ICEGATE portal: There is frequent delay in processing of IGM & EGM messages on ICEGATE portal. Many a times IGM/ EGM response is communicated after 10—12 hours only. In many cases, the acknowledgment is not communicated with the concerned shipping line/agent. In absence of acknowledgement file, The missing IGM item /EGM missing case comes to the notice when customer doesn't find the BL or shipping bill detail during bill of entry filing / IGST refund stage which delays the cargo clearance & EGM filing process. Trade requested JNCH to take up the matter with CBIC & DG System team to provide online solution to download the acknowledgement / message filing status of IGM /EGM.	CSLA 11.01.2024 (para 4.2) 21.05.2024 (para 1.16) 04.10.2024 (para 1.2)	NS I: The matter has already been brought to the notice of DG Systems. However, it is pertinent to mention that with the implementation of SCMTR; the instant matter will be taken care of. If the issues related to SAM & other messages of SCMTR persists, the same may be brought to the notice of SCMTR cell for taking up the matter with ICEGATE/ ICES.	Closed

S. No.	Agenda Point	Sponsor'ng Stakeholder & Meeting in which point was discussed	Response/ Final Response	Whether Closed or not?
3	Long Standing Containers: JNCH has full Data on the Ageing Import Containers, category wise / age wise / CFS wise etc., as provided by CFSAI every month, and the same can also be retrieved from their own system. Inspite of several meetings in the past, thousands of such containers are lying uncleared not only for several months but for several years. As per the Board Circular 50/2005, the maximum number of auctions/tenders for one lot should be four, with the goods to be necessarily sold to the highest bidder, however, the containers are still languishing for several years. It is recommended that JNCH restart holding CTF meetings at least every quarter with all the stake-holders & agencies to help monitor & expedite the clearance of long-standing containers. Particular emphasis should be given to containers languishing beyond 6 months (many have been stuck for several years). A time limit should be set for the clearance of these containers beyond which, the cargo should be destuffed & the empty containers released to the concerned lines so that they could then provide them for Indian exports.	CSLA 21.05.2024 (para 3.1) 04.10.2024 (para 1.4)	NS G: As per Circular No. 49/2018-Customs dated 03.12.2018 and Disposal Manual 2019, till the first three auctions, all bids of value equal to or more than the reserve price, or those up to 5% less than the reserve price, are treated as successful bids for sale of the goods. The shipments/lots, in respect of which three unsuccessful auctions have already taken place, are considered for the fourth auction against the same Reserve Price as fixed before the first auction of such shipments/lots. In the fourth auction, such shipments/lots are to be necessarily sold for the highest bid, regardless of the Reserve Price fixed. However, there are many lots that are getting no bids at all and at present, there are no provisions in respect of lots which are not getting any bids in the E-auctions. Further, with regards to the goods ripe for destruction, Letter/Email have been sent to BARC regarding NOC for Disposal/Destruction of 130 Reefer Containers and 108 Dry Cargo Consignments in JNCH, on 28.10.2024. Also, Letter/Email was sent to MPCB regarding NOC for Destruction of 95 Cargo Consignments in JNCH, on 04.11.2024. However, replies from BARC and MPCB are still awaited. Also, 2 Container Task Force (CTF) meetings have already been held in the month of Nov'24 and Dec'24, resulted in fruitful interaction. As suggested by trade, the CTF meeting will be held once in two months as against once in a quarter. The issues related to cases of low bid/ no bid are being considered for issuing an SOP on how to handle cases involving Reserve price below one lakh and which are pending for long time. The disposal section is also taking up with the concerned Commissionerates' for early clearance of NOC pending in the Groups. Meanwhile, it is informed that 641 such containers have been disposed off from 1st April to 31st Dec 2024.	Not Closed

S. No.	Agenda Point	Sponsor'ng Stakeholder & Meeting in which point was discussed	Response/ Final Response	Whether Closed or not?
4	Delay in assessment: On regular basis trade facing delay in assessment. Irregular working of AEM and limited role of TSK is not able to help the trade. Suitable escalation mechanism needs to be created if the Bill of Entry are not assessed within 24 hours.	BCBA 21.05.2024 (para 4.1) 04.10.2024 (para 1.6)	NS I: Guidelines pertaining to the assessment under FAG are being judiciously adhered to by the officers working under the Groups. AEM grievances received are being attended to in orderly manner, It is being ascertained that no Bills are pending at the end of the day. Further, officers are ensuring that no Bills of Entry are pending for processing under FAG, at 1.00 pm, 5.00 pm and at 8.00 pm i.e end of the day. TSK is immediately forwarding the grievances received through emails to the concerned port/concerned section & further following it up till issue get resolved as per standing order No 18/2020 dated 14.07.2020. Further, a compilation is also being sent to F.A. Roll out group on regular basis wherein senior officers of FAGs are part of the Group. With regard to the suggestion of the BCBA on escalation mechanism, it is informed that the matter has already been brought to the notice of DG Systems. It is also learnt that BCBA has already apprised the Board/ DG Systems about suggestion.	Closed

S. No.	Agenda Point	Sponsor'ng Stakeholder & Meeting in which point was discussed	Response/ Final Response	Whether Closed or not?
5	Delay in clearance of import consignments due to delay in testing of samples by DYCC • Reducing procedure and timelines for drawing of samples and submission of the same for testing. • Robust monitoring of time token by DYCC to test the samples and provide test report. • Monitoring the reports given by DYCC especially in cases where there is variance as compared to Cargo Analysis Report.	BCBA 21.05.2024 (para 4.7) 04.10.2024 (para 1.10)	NS V: With the introduction of the QR system and streamlining the procedure, the samples are sent to the laboratory on next day and being received by the laboratory on the same day. Samples pertaining to 1st Check, AEO, 2nd Check Live B/E, etc. are tested and reported within 2-6 working days. For other samples, all the Asst. Chemical Examiners and Chemical Assts. have been instructed to do the testing at the earliest and being constantly monitored by the senior officers. More manpower from CRCL New Delhi is being sought to deal with the pendency . During exigencies viz. non-availability of reagents, breakdown of instruments etc., the delay may occur or if the sample is received with trade name (without proper description/chemical composition). In case of variance, viz-a-viz analysis report, the importer has legal recourse. The offices are kept open on Saturdays. During NTRS, it is ensured that samples drawn are submitted to the concerned lab on the same day. Two rounds are conducted for collecting the samples by officers of Centralised Sample Collection Cell and are being submitted to DYCC lab till 09 pm. Similarly, the lab has been kept functional on Saturday- Sunday also. With respect to the point of Unmapped items/ CTH raised during the discussion, it is informed that whenever such requests were made, the same had been pursued with DG System and got resolved. If, any more unmapped CTH are there, trade is requested to bring the same to the notice of the concerned Commissioner, who could recommend the same to ADC, NS-V (DYCC).	Closed

S. No.	Agenda Point	Sponsor'ng Stakeholder & Meeting in which point was discussed	Response/ Final Response	Whether Closed or not?
6	Role of National Assessment Centres (NACs) It was introduced under Faceless Assessment at the time its inception to ensure speediest clearances without delay. - Requirement of setting up formal mechanism of redressal of issues such as delay in assessment, overriding of standing examination order, wrong examination order being prescribed, unilateral change of classification, valuation etc. keeping the Bills of Entry aside on low priority, non-providing of speaking order etc. Specific email IDs and contact details along with list of NAC convenors needs to be provided. - A suitable CBIC circular along with PN at each location to give clarity for evolving a process to carry out personal hearing and issuance of speaking order. - Regular monthly meeting of all NAC Group needs to be convened on All India basis along with PAG Commissioner. - On long term basis a suitable online mechanism through CBIC/ICEGATE portal needs to be worked out for escalation of issues faced by trade under Faceless Assessment.	BCBA 04.10.2024 (para 3.1)	NS I: National Assessment Centers (NACs) were established to ensure uniformity in customs assessments and expedite the clearance process for goods across various customs ports. As per CBIC Circular No. 40/2020, NACs are mandated to operate under standardized guidelines, ensuring consistency in the faceless assessment process. This office adheres to these guidelines and instructions issued by NAC promptly to maintain the effectiveness of the Faceless Assessment System. Furthermore, CBIC Instruction No. 09/2020 emphasizes regular communication between NACs and trade bodies to foster collaboration and address any concerns or challenges faced by stakeholders. The Chief Commissioner of Customs, Mumbai Zone-II, vide Public Notice No. 113/2020 dated 10.09.2020, has designated the Principal Commissioners/Commissioners of Nhava Sheva I, III, and V as Nodal Commissioners responsible for overseeing the Faceless Assessment Groups (FAGs) for Bills of Entry. These Nodal Officers are tasked with ensuring timely, uniform, and accurate assessments of the Bills of Entry assigned to their respective FAGs. For the facilitation of the faceless assessment process, a helpdesk has been set up, and an official platform for grievance redressal, including email and telephone contacts of the TSK section, has been made available to stakeholders. The Nodal Officers have also been designated to serve as the single point of contact for escalation of grievances, ensuring swift resolution. NAC meetings are conducted monthly to review the performance and address issues related to faceless assessments. Additionally, various outreach programs are organized to engage with the trade and ensure transparency in the process. The matter of an escalation mechanism has been taken up with DG Systems for further improvement. Stakeholders have also been informed of the ongoing monthly NAC meetings, and as requested, the feasibility of conducting NAC-wise (Group level) meetings at JNCH is under consideration. The Chief Commissioner, JNCH suggested to look into the matter of providing email id and landline no. of the NAC Convenor and members. With respect to clarity regarding personal hearings and the issuance of speaking orders, the matter dealt at para 1.1 in fresh agenda points subsequently.	Not Closed

S. No.	Agenda Point	Sponsor'ng Stakeholder & Meeting in which point was discussed	Response/ Final Response	Whether Closed or not?
7	Gate Automation / Universal RFID Reader for ease of process of Export Clearances In view of Digital India initiative of Govt. of India, we suggest that fully automated gates should be made available in the CPP, where full automation of the gates should be notified by automation engineers using live truck traffic which will include optical camera recognition (OCR), license plate recognition cameras and CCTV cameras for gate clerks. The Factory stuffed containers are sealed with different types of RFID seals of different manufacturers and it takes additional time to read the RFID seals with different RFID readers, which delays the process of clearance. Suggestion: We request that a Universal RFID Readers be installed in the Parking Plaza that can read the RFID seals of all different manufacturers, which will reduce the dwell time for clearance.	BCBA 04.10.2024 (para 3.10)	NS II: Under the umbrella of ease of doing business, JNCH is committed towards more facilitation and hassle-free customs clearance. Universal RFID reader is aimed at improving the accuracy of E-seal verification, non-editable verification, integration with ICEGATE, more accurate NCTC/RMS instructions based on mis-match of the e-seal data and faster clearance. The matter has been taken up with DG Systems and they have agreed to provide data through API to CPP, if CPP is registered as an e-seal vendor with RMCC/NCTC. Accordingly, an application dated 05.09.2024 of Divvya CPP Pvt. Ltd. was forwarded to NCTC, Mumbai and vide this office letter dtd. 06.09.2024, it was recommended to NCTC to consider their registration. Vide letter dtd. 01.10.2024, NCTC raised certain objections in the application of Divvya CPP. The said letter was immediately replied vide letter dtd. 07.10.2024 reiterating the request to consider the above application. ADG, NCTC visited CPP on 04.12.2024 to understand the process and requirement of e-seal vendor registration to M/s Divvya CPP Pvt.Ltd.. Matter is being pursued with NCTC for operationalisation of universal RFID Reader at the earliest. Further, the Committee on selection of vendors had met recently and it has sent it's recommendation to ICEGATE for registering M/s Divya CPP as an Universal Seal Reader. The matter is regularly being pursued.	Not Closed

(ANNEXURE - III) : FRESH AGENDA POINT FOR CCFC MEETING, DATE: 15.01.2025				
Sr. No.	Agenda Point	Sponsoring Authority	Response/ Final Response	Whether Closed
1.1	Faceless assessment by customs officers has been a topic of discussion, particularly with regards to enhancing values and denying benefits for duty change of Customs Tariff Heading (CTH) without Proper Hearing (PH). # Key Concerns • Lack of Transparency: Assessments by Faceless Assessment Group (FAG) officers do not provide sufficient details, making it challenging for importers to understand the reasoning behind the assessment. • Inconsistent Application of Rules: FAG officers may not consistently apply rules and regulations, leading to unfair outcomes for importers. • Difficulty in Seeking Redressal: Importers may face difficulties in seeking redressal for grievances related to faceless assessment. # Potential Solutions Standing order may be issued. BE assessed without PH, denying benefit, CTH, Wrong Assessment, on request of import BE may be forwarded directly from Docks to FAG for re-assessment without PH By implementing these solutions, the CBIC can enhance the transparency and accountability of the faceless assessment process, ultimately benefiting importers and promoting trade facilitation. Para 1.7 - Mechanism to Inform Trade / Importer / CB whenever BE pushed from FAG to PAG	BCBA (para 1.7) Similar Point has also been raised by AILBIEA & IMC (Para 2.1 & 3.2).	NS-I: Standard Examination orders given by the systems are not being altered by the officers. The additional orders if any are given after approval from the proper officer. The orders of first check examination are given with proper approvals only in the cases wherein importer is possessing incomplete information regarding assessment such as re-import cases and in case of goods of Chapter 27, wherein valid PTR is not available. When the FAG disagrees with the self-assessment made by an importer with regards to value, benefits claimed or any other aspects, the assessing Officer notify the importer electronically and seek consent/clarification before re-assessment. If the importer disputes the proposed re-assessment, they are offered a hearing in virtual mode, in line with the Board's instructions (F. No. 390//Misc/3/2019-1C dated 27.04.2020). Following the assessment process, the FAG issues a speaking order as stipulated under Customs Act, 1962. Also, principle of natural justice is to be ensured in each case through PH, Query, etc. Specific instances may be brought to the notice of the concerned Commissioner wherein Principle of Natural Justice is not followed. Assessing Officers are being sensitized time to time on the issue and directed to assess B/Es as per the extant rules/norms stipulated by the Board in a time bound manner. As of now, such delays if any, are getting escalated through TSK. Request for developing a mechanism for returning the BE to PAG if unattended or not acted upon at FAG beyond 48 hours' time period will be looked into.	Closed

1.2	Issues of Customs Duty Payment of Unaccompanied Baggage We would like to draw your kind attention to the subject matter that if there is any system/connection issue that comes during the duty payment through Icegate and the duty is not credited, there is no mechanism for the funds to be returned. UB Duty is paid without ICEGATE Login and PAN is used for verification. We request an urgent resolution for facilitating refunds for the duty, paid earlier and not got credited with Government as well as modifying the duty payment system for the Baggage to avoid such issues in the future.	BCBA	NS -I : Regarding the issue of facilitating refunds for the duty debited to party and not credited to Govt.account, Advisory No.ICEGATE/02/2024 dated 25-12-2024 was already issued and it is followed. The UB centre, JNCH has already received list of 34 such cases which are being processed suo-motto as per the said Advisory. The necessary details including the bank account number of the passport holder for refund are being obtained from the concerned passenger.	Closed
1.3	Simplifying the process of Clearance of Import shipments of ATA Carnet ATA Carnet Convention advocates smooth flow of goods which are imported for a temporary period, mainly for exhibition purposes. The timeline is critical for such goods as these goods have to be displayed/demonstrated during the exhibition. The import clearance process at Nhava Sheva port involves manual noting and obtaining permission from the Commissioner after which the AC will release the document for obtaining Manual B/E number and then preparation of Physical. Note sheet : Such shipments are cleared under ATA Carnet Conventions and the Carnet booklet is the primary document to clear the goods. Current process is a long one and such activities must be automated like exports wherein Shipping bill is filed online through ICEGATE.	BCBA	NS-V: Such shipments are cleared under ATA Carnet Conventions and the Carnet booklet is the primary document to clear the goods. Current process may be automated like exports wherein Shipping bill is filed online through ICEGATE. Reference would be made to the DG System for this. Meanwhile, the business process will be looked into in coordination with the BCBA representation. Off late, it is being observed that the CBs/Importers are not providing the details of exports to close the import ATA shipments. Consequently the mechanism is being reviewed to ensure the same. CBs have an important role in closure of the matter by providing necessary documents to demonstrate timely re-export. The Chief Commissioner suggested not only to review the existing process of clearance of Import shipments of ATA Carnet but also to put in place an effective mechanism to monitor re-exports. He also iterated that there is a need to digitise this process.	Not Closed

1.4	CBIC has issued a circular to digitize warehousing procedures. To adopt digitalization, the following agenda points can be considered: # Digitalization of Bond Department Procedures 1. Insurance Policies: Digitize insurance policy documents and integrate them with the customs system for seamless verification. 2. Bonds and Bank Guarantees: Implement an electronic bonding system, allowing for online submission and processing of bonds and bank guarantees. 3. Ex-Bond Receiving Endorsements: Automate the process of receiving and endorsing ex-bond documents, reducing manual intervention and errors. # Benefits of Digitalization Increased Efficiency, Improved Accuracy, Enhanced Transparency, Reduced Paperwork. # Implementation Roadmap Assess Current Processes, Develop Digital Solutions, Pilot Testing, Training and Support & Monitoring and Evaluation.	BCBA	NS-I: i. In response to CBIC's Circular No. 19/2024-Customs dated 30.09.2024; Public Notice No. 93/2024-JNCH dated 24.10.2024 regarding Digitization of Customs Bonded Warehouse procedures relating to obtaining warehouse license, bond to bond movement of warehoused goods, and uploading of Monthly Returns has been issued. ii. Accordingly, all stake holders were requested to get their valid warehousing license registered on ICEGATE portal and in case of any difficulties faced in this regard, they were requested to bring it to the notice of Bond Section, JNCH (ibond-jnch@gov.in). With reference to digitalization of Bond/ Bank Guarantee, the Chief Commissioner JNCH informed that the Board is working on the issue. Once the same happens, suitable amendment will need to be made in warehousing procedure to align with e-bond. He also mentioned that digitalization of Bond warehouses in it's current form, as per abovesaid Circular 19/2024-Customs, has to be implemented and the suggestion/ addition etc in the module can be considered at later stage when the current system stabilises. The issues of digitalization of Insurance Policies and Ex-bond receiving endorsements will be looked into and forwarded to Board, if needed. All stakeholders were invited to forward their suggestions in the matter, to help identify which processes of customs warehousing are not yet digitized.	Closed
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1.5	To address the challenges faced by CRCL labs and PGA labs in testing samples, online meetings with technical representatives of importers can be arranged. This approach is similar to the online module of PH adopted by CBIC. # Key Objectives 1. Resolve Technical Issues: Address technical difficulties encountered during testing, such as facility unavailability or methodological limitations. 2. Facilitate Communication: Establish open communication channels between labs, importers, and technical representatives to clarify testing requirements and procedures. 3. Streamline Testing Processes: Identify opportunities to optimize testing workflows, reducing delays and improving overall efficiency. # Online Meeting Structure 1. Pre-Meeting Preparation: Share relevant documentation, such as test reports and technical specifications, to ensure all parties are informed. 2. Technical Discussion: Hold in-depth discussions between technical representatives, lab personnel, and importers to resolve technical issues and clarify testing procedures. 3. Action Item Identification: Document action items, responsibilities, and timelines to ensure prompt resolution of technical issues. 4. Follow-Up and Review: Schedule follow-up meetings to review progress, address any new technical issues, and refine testing processes. # Benefits Improved Communication, Increased Efficiency and Enhanced Accuracy	BCBA	NS-V: The suggestions of trade would tantamount to interfering with the procedure which is more, a technical matter. The sanctity of same cannot be compromised as it has got evidential value in Court of law. The JNCH application on the Central Sampling Cell provides the desired transparency. With respect to methodological limitations, stakeholders are requested to take up the matter with Director, CRCL. In cases, where stakeholders have followed international testing standards and they are apprehensive that the same are not being followed in the DYCC lab, then they may send the details of such tests along with the Test Memo.	Closed
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1.6	Request for Acceptance of Bonds/Bank Guarantees under Advance Authorisation and EPCG through the Customs Portal and TSK Cell to Reduce Processing Time We are writing to bring to your kind attention a procedural concern regarding the submission and acceptance of Bonds/Bank Guarantees (BGs) under the Advance Authorisation and Export Promotion Capital Goods (EPCG) schemes. This issue pertains to the dual processes currently being followed, which have inadvertently increased the dwell time for clearances, thereby affecting the efficiency of trade operations. At present, the acceptance of Bonds/BGs under the said schemes involves parallel processes through the “XMAS” Customs Portal as well as the Trade Facilitation Centre (TSK). While we acknowledge the importance of these measures to ensure compliance, the duplication of processes has led to the following challenges: A) Increased Dwell Time B) Operational Inefficiency C) Higher Compliance Costs XMAS Portal was introduced to streamline processes, enhance transparency, and reduce manual intervention. However, the requirement for additional physical submissions or parallel procedures at the TSK cell negates these advantages. The following recommendations is submitted for consideration: • Streamline the Process: Allow the acceptance and processing of Bonds/BGs solely through the XMAS Portal, thereby eliminating the need for physical submissions or approvals at the TSK cell. • Digital Integration: Enhance the existing digital infrastructure to ensure seamless submission, validation, and approval of Bonds/BGs under Advance Authorisation and EPCG schemes. Necessary directives to streamline the acceptance of Bonds/BGs under these schemes may be provided.	BCBA	NS-II: X-MAS Portal allows contactless registration of licenses, however the bond and bank guarantee need to be submitted in paper form at TSK. Until the electronic submission of bond and bank guarantee is fully implemented, the digital processing of such financial instruments cannot be initiated. Further, the committee on the automation of export process has already recommended the inclusion of e-Bond and e-BG which is likely to be implemented with the advent of CIS.	Closed
1.7	Mechanism to Inform Trade / Importer / CB whenever BE pushed from FAG to PAG Currently when BE pushed from FAG to PAG there is no mechanism to update or inform trade and no feedback shared from TSK as well despite Trade reaching out for resolution. This is causing significant delay in clearance.	BCBA (Already discussed at para 1.1)	NS-I: Already disucussed at para 1.1 above.	Closed

1.8	Request for Priority Facilitation for AEO Exporters in Export-Related Processes We would like to kindly request your assistance in extending the priority facilitation (currently available to AEO Importers) to AEO Exporters. Specifically, we seek priority support in the following export-related processes: • Assessment • Examination • LEO • Dedicated Queue for Entry/Exit from the CPP • Drawback Processing • 24 x 7 Helpdesk Support for AEO Exporters Additionally, we request the establishment of a system for the timely monitoring of AEO Exporter Customs clearances.	BCBA	NS-II: In ICES system, the Shipping Bills (SB) are not processed on FIFO basis but on pick and choose basis. However, given the reference, the officers have been sensitized to give priority to AEO T2 and T3 clients. Further, more than 90% of drawback claims are disbursed within 3 days of filing EGM. As far as 24*7 help desk support of AEO is concerned, it informed that CPP works on 24*7 basis and stakeholders may reach out to any posted officers. Further, it was explained that AEO status of the exporter is duly considered by RMS while determining risk treatment of SB.	Closed
1.9	Enhancement for E-Sanchit for Exports • Increase of file size from 1 MB to 25 MB for submission of document on E-Sanchit • There should be option to upload documents in E-sanchit after filing of documents through ICEGATE	BCBA Similar Point has also been raised by IMC (Para 4.4).	NS-II: EDI section has sent an email dated 09.01.2025 to DG System for early resolution of the issue.	Closed
1.10	Request for Automatic generation of pending RODTEP e-SCRIPS We refer to CBIC Circular No 23/2021 dated 30.9.2021 (Point No 8) which states that exporters have the option to apply for e-scrips within one year from the scroll date. If this option is not availed by the exporter, it is the responsibility of the CBIC to automatically generate the e-scrips, combining the available duty credits in each scroll at the respective customs station. It may be noted that many e-scrips are pending for generation. In view of the same, we request for Automatic generation of pending RODTEP e-scrips in larger interest of Export trade.	BCBA Similar Point has also been raised by IMC (Para 4.3).	NS-II: Matter is being examined and if required, reference will be sent. Stakeholder are requested to share more data/ information in this regard.	Not closed

1.11	Request for Helpdesk and Workshop for Updating Pending Advance Authorization Licenses in XMAS System We are writing to request the establishment of a dedicated Helpdesk to guide the trade community for timely update of pending Advance Authorization Licenses in the XMAS system. There are several cases where, despite the licenses being closed, they remain pending in the system due to incomplete updates or procedural challenges. This issue not only leads to the submission of additional documents but, in certain instances, triggers alerts. To address this, we request the following support: • Helpdesk Assistance: A dedicated Helpdesk to guide the trade community in updating pending Advance Authorization Licenses in the XMAS system. • Workshop for Trade: A workshop aimed at educating the trade on the appropriate utilization of the XMAS module. This will help ensure smoother processing and reduce the occurrence of alerts or unnecessary documentation submissions.	BCBA	NS-II: In line with the vision of contactless customs, there appears no need for a separate facilitation centre for XMAS. However, it is further added that in case of any issue/problem related to export facilitation, the stakeholders may reach out to the Export Facilitation Officers for redressal of grievances of exporters nominated vide Public Notice No. 96/2024 dated 11.11.2024. In case any exporter faces any problem with X-MAS, they can contact any posted officer of EPSMMC section. Stakeholder are requested to organise the workshop and JNCH will be happy to assist them by providing officers for any guidance etc.	Closed
2.1	Review of PN 34/2022: Trade has been requesting waiver from testing for items which attract BIS. This PN stipulates testing for all items covered under chapters 25 & 26 which may need reconsideration. Kindly also refer response to point 1.1 of the <u>minutes of last CCFC meeting</u>.	WISA (Already discussed at para 1.1)	NS-I: The point already discussed at para 1.1 above.	Closed
2.2	Developing local mechanism to share scanning data with OOC officers: We understand the application for the same is under development but has taken too long to be in place. We request you to kindly expedite the same in order to avoid hundreds of queries to be raised by RMS-FC officers.	WISA	NS-III: The web portal of CSD i.e. csd.jnpa.in is now fully functional. Login IDs of CSD batch officers and Import Docks officers are created and same was shared with them. CSD batch officers are uploading the scanned images in the portal and Import docks officers are uploading examination images in the portal. Further daily scanned containers details are being shared with RMS officers via e-Mail.	Closed
2.3	Directives of Ministry of Commerce to Shipping lines: Recently, Hon'ble Minister of Commerce had instructed shipping lines to recover empty container offloading charges along with their destination charges. JNPA had taken meeting of all concerned for implementation of this but now we learn there is a move to somehow derail this excellent initiative which will truly facilitate EODB besides ensuring zero leakage in GST revenue. We urge the chair to kindly enforce the same in the interest of fair and transparent trade.	WISA	NS-Gen: This office is taking necessary actions to sensitize and spread awareness to the concerned associations(CSLA_India/MANSA/ CFSAI) about the directives issued by the Ministry of Commerce in meeting held on 19.09.2024 for streamlining operations at empty container yards and Standard Operating Procedure for empty container yards vide JNP/GM(T)/SOP/2024/866 dated 24.10.2024 directing Shipping Lines to collect the various charges online and make the payment to empty container yards.	Closed

3.1	Delay in Faceless Assessment, suitable redressal mechanism sought: a. In case of Liquid Bulk Shipments, assessment timelines are critical for a variety of reasons. Further in case of Liquid Bulk Importers (including imports of liquid commodities in ISO Tank) – delays in FAG at times have cascading impact on production cycles. b. Sample Case: BE No: 6686211 DT: 15.11.2024 – was held up for approx 5 days in FAG for Amendment Approval. The same was highlighted and escalated to TSK on a daily basis. c. Appeal: A mechanism must be implemented towards returning the BE to PAG if unattended or not acted upon at FAG beyond 24 hours time period. If it takes time to implement the same in the System, this may be facilitated by making a request to the concerned ADC at PAG.	ALL INDIA LIQUID BULK IMPORTER AND EXPORTER ASSOCIATION (AILBIEA)	NS-I: This point has already been discussed at para No. 1.1.	Closed
3.2	Issues with Test Reports received from DYCC causing delay in clearances: a. We have received representation pertaining to cases of 2 types: i. In case of Parameters accepted by DYCC – however the technical name of product not mentioned in report, the group is facing difficulty to accept DYCC Report based on the parameters accepted. Further, the DYCC has mentioned what the sample ‘does not meet the requirement of’ however they do not mention whether the sample ‘meets the minimum requirement of base oil’. ii. In case of Product accepted by DYCC test report – however additional comments given by DYCC in their report, - the additional comments are causing the group to face difficulty in accepting the report.	AILBIEA (Already discussed at para 1.1)	NS-V: Efforts are being made to ensure that DYCC Lab takes a responsive view and sorts out issues, rather than leaving grey areas in its reports, leading to further questions by the concerned groups which would lead to further delays. The Chief Commissioner JNCH suggested that the officers in the Groups may also be sensitised to not raise unnecessary/ irrelevant queries on the Test Reports.	Not Closed

4.1 (a)	Digitization and paperless Customs: Bond and Bank guarantee - Advance Authorization/ EPCG At present, the process of acceptance of Bonds/BGs under Advance Authorization, / EPCG involves parallel processes through the "XMAS" Customs Portal as well as the Trade Facilitation Centre (TSK). This results in duplication of efforts, increased time and cost. Many importers and stakeholders are still not familiar with XMAS portal, and they are faced with difficulties Suggestion: - Acceptance and processing of Bonds/BGs solely through the XMAS Portal, thereby eliminate the need for physical submissions or approvals at the TKS cell. A dedicated Helpdesk to guide the importer and trade community in updating pending Advance Authorization Licenses in the XMAS system and organizing a workshop to educating the trade on utilization of the XMAS module. This will help ensure smoother processing and reduce the occurrence of alerts or unnecessary documentation submissions.	Chamber of Commerce and Industry (IMC)	NS-II: The matter has already been discussed at para 1.6 above.	Closed
4.1 (b)	Digitalization of Bond Department- We look forward for support in digitalization of Bonds, Bank Guarantee and Insurance policies, by allowing online submission and processing. • Insurance Policies: Transition to fully digitized insurance policy documents and integrate them with the customs system to enable seamless and efficient verification processes. • Bonds and Bank Guarantees: Introduce an electronic bonding system to facilitate the online submission, processing, and management of bonds and bank guarantees, enhancing convenience and security. • Ex-Bond Receiving Endorsements: Automate the receipt and endorsement of ex-bond documents, minimizing manual intervention, streamlining operations, and reducing the likelihood of errors. This needs to be done with workflow which will help to bring transparency and efficiency. This will be in line with objective of paperless customs. This will also help in monitoring open bonds, BG and related information system for all stake holders. In this project we as IMC and our members will be happy to be part of Pilot project at JNCH.	IMC	NS-I: The matter has already been discussed at para 1.4 above.	Closed

4.2	Faceless Assessment We welcome various notifications and efforts to streamline faceless assessment, however in some areas we continue to face problems as below a. Examination orders – increase in 100% examination orders, unrelated examination orders. Resulting in delay in clearing, increased risk and cost of damage to goods b. Inconsistent clearance practices -resulting in unpredictability and thus delay c. Insufficient details- officer do not provide sufficient details d. Inadequate escalation system- face difficulties in seeking redressal for grievances related to faceless assessment. e. BoE pushed from FAG to PAG there is no mechanism to update or inform importer trade and no feedback shared from TSK Suggestions: - cases of 100%examinations, BOE where changes in CTH, denial of benefits, wrong assessment to be forwarded to FAG for re assessment. Data of such cases to be collected so that can be used by customs to take up with respective locations.	IMC	This point has already been discussed at para No. 1.1.	Closed
4.3	Automatic generation of RoDTP e-script As per CBIC Circular No 23/2021 dated 30.9.2021 Point No 8 exporters have the option to apply for e-scrips within one year from the scroll date. If this option is not availed by the exporter, it is the responsibility of the CBIC to automatically generate the e-scrips, combining the available duty credits in each scroll at the respective customs locations. Exporters many times miss this and results in many e-scrips are pending for generation. In view of the same, we request for Automatic generation of pending RODTEP e-scrips involved in such cases.	IMC (Already discussed at para 1.10)	This point has already been discussed at para No. 1.10.	Closed
4.4	Increase in size of e-Sanchit for Exports Increase of file size to 25 MB for submission of document on E-Sanchit	IMC (Already discussed at para 1.9)	This point has already been discussed at para No. 1.9.	Closed

5.1	One time default Intimation (OTDI) facility for Importers Choice of CFS Misuse of Facility One of the condition for DPD facility was that the importer was required to provide an "72 hours advance intimation" to the shipping lines for each consignment for availing the DPD facility along with the DPD code as allotted by the Terminal operator and preferred CFS code. Based on the same, the importer was not required to give the advance intimation for each consignment except when there is a change proposed to be made. Through this module, the importers can submit the OTDI/ 72 hours prior intimation request through official email address for change of CFS. As a further safeguard to ensure authenticity of the Importer having sent email from his official email id, an OTP would be sent to the registered mobile number of the importers. Vide our representation, we had submitted that: i) This facility is being grossly misused as there is no mechanism in JNCH to verify or authenticate the email address or phone number submitted on importer letter head. Some unscrupulous persons, apparently not even associated with these Imports are the beneficiaries of this loophole in the system and the Importer may not even be aware of the change in ODTI. ii) We had submitted a detailed OTDI list available on JNCH website wherein it has been noticed that in case of over 250 OTDI the email ID and mobile number of importers is not available. Further, out of the total 11,839 OTDI registrations, around 52% (5378) OTDI registrations are linked with open-source unmonitored email domains like gmail, hotmail etc. Further "there are few emails ids which are associated with fairly large number of OTDI registrations". This observation does create some suspicious about a possible misuse of the system by some unscrupulous stakeholders. It was prayed that the said system of OTP verification be made Aadhar based.	Container Freight Stations Association of India (CFSAI)	NS-III: Public Notice No. 71/ 2024 dated 23.08.2024 was issued that illustrated the procedure to authenticate the email address or phone number submitted by the importers to prevent misuse of system by any unscrupulous stakeholders. However, as requested by the stakeholder, the matter will be examined again to examine that emails duly authorised by importers only are empowered in this regard to make changes w.r.t. OTDI. The stakeholders have been requested to provide information for further examination.	Not Closed
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5.2	After CPP (central parking Plaza) for export Buffer containers was commissioned JNCH vide PN 59/2022 dated 6th Oct 2022 had barred CFSs from servicing" Buffer Exports" which was historically been done at CFSs with efficiency to the satisfaction of Exporters. CFSAI has made few representations seeking Review of PN 59 dated 6th October 2022 as: i) Since our Member CFSs have been have providing this facility as "export Buffer" yard for last several years, depriving them of same has adversely impacted their performance adversely and is unfair. Also granting permission only to a single facility i.e. CPP creates a monopolistic situation. ii) Our Member CFSs who wish to participate and have procured RFID Readers" would be able to offer the services exactly in line with what is offered in CPP. iii) The Trade / Exporter should have the option to choose the service provider for buffer yard, other parameters being same, on the basis of their competitiveness, service level comfort level of the Exporters and should not be left with only one option of using CPP. We have not been favoured with any response from JNCH, despite several representation. It is requested that our request be considered on basis of merits and JNCH may please respond to our representation.	Container Freight Stations Association of India (CFSAI)	NS-II: This matter has already been deliberated in earlier CCFC meeting dated 24.05.2023 and the same was treated as closed. Raising the same issue again and again, once a decision has already been taken does not serve any purpose.	Closed
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