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Date 18-07-2022

### **MINUTES OF CCFC MEETING HELD ON 08.07.2022**

The Customs Clearance Facilitation Committee (CCFC) Meeting was held in hybrid mode i.e. virtual/physical on 08.07.2022. Shri M. K. Singh, Chief Commissioner of Customs, Mumbai Customs Zone-II, Nhava Sheva presided over the meeting. The list of participants in the meeting is attached.

The Chairman welcomed all the participants and requested them to forward their agenda points well in advance before the scheduled date of the meeting for more meaningful discussion.

#### **2. Container Freight Stations Association of India (CFSAI):**

**2.1** Delay in generation of Scanning List for Import Containers: There have been several instances, when the scanning list for vessels is not generated timely and on an average scanning lists for 10-12 vessels per month are not received timely. Whilst the issue, whenever raised in JNCH, gets due consideration of Commissioner NS III, and realize that the list is finalized by NCTC and beyond the control of JNCH. However the delay has severe adverse impact on trade as CFSs cannot give delivery of any import container off loaded from that vessel till such time the scanning list is receive.

In absence of the scanning list, after about 8 hours, CFSs move all the containers to their facility and need to bring back the containers listed for scanning to CSD. This inter-alia involves additional move and the cost towards Lift-on/ Lift-off and transportation. More importantly, the importer suffers due to the delay and is counterproductive.

**Response:** Scanning lists of the vessels berthed at various terminals at JNCH are generated and circulated by NCTC through DG System. However, this office is actively pursuing with DG Systems as well as NCTC for timely generation of Scanning list.

**(Action: NS-III)**

**2.2** Calculation of Insurance to be provided by CCSPs under Regulation 5(1) (iii) of HCCAR 2009: CFSAI has made representation to CBIC & JNCH for review of guidelines as the trade pattern has changed substantially since the last review of Guidelines in 2015. While meanwhile it is submitted that DPD containers stored in CFSs should not to include by JNCH whilst calculating and approving the Insurance amount. This has a direct impact on premium to be paid by our members and results in increased transaction cost.

**Response:** In terms of provisions under regulation 5(1) (iii) of HCCAR, 2009 Calculation of Insurance is being done, which states “insurance for an amount equal to the average value of goods likely to be stored in the customs area based on the projected capacity, and for an amount as the Commissioner of Customs

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*may specify having regard to the goods which have already been insured by the importers or exporters.”*

The CBIC has further reiterated the same vide Circular No. 42/2016-Cus dated 31.08.2016, para 3 of the said Circular states that “*the amount of insurance to be provided by CCSPs should be equal to the average value of goods likely to be stored in the Customs area for a period of 10 days (based on projected capacity) and for an amount as Commissioner of Customs may specify having regard to the goods that are already insured by the importers or exporters.”*

Further, there is no specific exemption for DPD containers provided in any Regulation/Circular in calculation of insurance. Hence, calculation is being done on the basis of all goods stored in CFS(DPD/NON DPD).

**(Point closed)**

**2.3** Annual Audits of CFSs- CFSAI has submitted that as already represented earlier, it is requested that CFSAI members being AEO-LO compliant meeting high standards of operational and safety standards, any annual audit conducted should be "risk based" and random basis rather than an exhaustive yearly audit of each facility. The very purpose of getting a 10 yearly CCSP notification gets defeated, if the entire exercise has to be repeated by exhaustive time consuming audits year after year. This is counterproductive and increases compliance burden. As per Board Circular No. 17/2021-Customs dated 23.07.2021, it is evident that Customs have decided to go on trust and reduce the compliance burden of service providers. It is requested that conducting a risk based audit® be considered by JNCH in lieu of exhaustive audits.

**Response:** The inspection is being carried out in terms of CBIC Circular No. 44/2020-Customs dated 08.10.2020 in which board has clearly directed to the jurisdictional Commissioner to chalk out an action plan for inspection of CFSs at the beginning of every Financial Year. Vide the said Circular, Board had put in place a proper system for regular inspection for CFSs to ensure better functioning of CFSs in future and would be great benefit to the Importers and Exporters using these facilities. There are many Compliance of HCCAR,2009 like BONDS under Regulation 5(3), 5(4) and insurance under Regulation 5(1) (iii) which need to be checked on yearly basis on the basis of performance of the CFS. This office is following the instruction of the Board Circular no. 44/2020 & HCCAR, 2009.

**(Point closed)**

**2.4** Reefer Containers on Hold by Investigating agencies since March 2022- CFSAI had furnished the list of 64 Reefer Containers put on hold by SIIB since March 2022 during meeting at your good office on 28th April 2022. Several Reefer containers still continue to remain “on Hold”. We had sensitized that the reefer containers lying in Member CFSs for almost 2-3 months and huge expense by way of storage of such cargos to the tune of Rs. 70,000 to Rs. 1.0 lac per container per month are being incurred by CFSs by way of electricity and reefer monitoring charges. Seek kind intervention of the Chair so that, CFSs do not continue incurring such avoidable expenses. An updated list of such Reefer container pending upto 30th June 2022, will be submitted before CFC meeting.

**Response:** On the basis of specific inputs received in respect of mis-declaration of Country of Origin of imported goods, 51 containers of goods covered under 19

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Bills of Entry declared as Fresh Kiwi have been put on hold by SIIB (I), JNCH for detailed investigation. Investigation in case of 13 Bills of Entry out of 19 BEs have been concluded by SIIB (Import), JNCH. Accordingly, draft SCNs or IRs have been forwarded/issued to the concerned Assessing Groups for further necessary action. Remaining investigation pertaining to 06 Bes have been taken up on priority and will be completed in due course of time.

**(Action: NS- V)**

**2.5** Expediting the decision of Hold containers withheld by Various Investigating agencies: Whilst we have been consistently following up with Commissioner (General) and decision has been taken on some long standing containers, still over 1500 TEUs are s under "hold" status by various agencies. A list of uncleared / unclaimed containers lying in our Member CFSs with ageing analysis upto 30.06.2022 will be furnished prior to the CFC meeting on 8th July 2022 for the consideration of the Chair.

**Response:** Chair directed respective Commissioners to examine the holds by CIU, SIIB(Import) and SIIB (Export) JNCH and to expedite the process for disposal. In respect of hold by external agencies, NS/Gen. JNCH shall follow up the matter with them for expeditious action.

**(Action: NS-Gen, V, II)**

**2.6** Expeditious Disposal of Uncleared/Unclaimed RED sanders lying with Custodians: This issue has been raised in CFC and PTFC meets, however there are close to 115 RED sanders containers that are lying uncleared/unclaimed for several years and seek JNCH's kind intervention in expeditious disposal of same.

**Response:** As the disposal of Red Sanders is being centrally undertaken by DRI, continuous correspondence with DRI/New Delhi for expeditious disposal of the long-standing containers is being done.

**(Action: NS-General)**

### **3. BRIHANMUMBAI CUSTOM BROKERS ASSOCIATION (BCBA):**

#### **Export:**

**3.1** Universal Reader at Parking Plaza with system integration.

**Response:**The matter shall be examined taking into account the issues in data mapping and system integration. RFID Scanners are provided by registeredRFID vendors. Necessary action in the regard, may be taken up in liaison with the Custodian/vendor of Centralized Parking Plaza.

**(Action: NS-II, NS-Gen.)**

**3.2** Proper infrastructure in Examination Centre at Parking Plaza.

**Response:** Directions for providing proper infrastructure in Examination Centre at Parking plaza had been issued to the CCSP/custodian M/s. JNPT, accordingly the same has already been implemented.

**(Point closed)**

**3.3** Drawback pendency: Air Cargo Customs has started issuing regular Public Notices for scroll returned by SBI on account of wrong/insufficient particulars of the exporters containing therein of Drawback Scrolls which are

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returned from the bank. We request that such information is passed to exporters through PN from JN Customs as this will help exporters be informed of the scrolls returned and then can approach the DBK Cell for resolution of the same.

**Response:** Drawback section is in the process of compiling all such shipping bills in coordination with SBI. The same will be put-up in the public domain soon.

**(Action: NS-II)**

**3.4** Monthly Public Notice containing therein list of EGM errors: Air Cargo Customs has started issuing regular Public Notices containing therein list of EGM Errors. We request for similar PN to be issued from JN Customs as this will help exporters for carrying out necessary rectification to get the EGM error removed.

**Response:** A list of stuffing pendency is being sent to the stake holders on timely intervals from SCMTR Section. It is decided that instead of repeated issuance of Public Notices, an EGM error pendency list may be sent to the stakeholders/BCBA on fortnightly basis for their ready reference.

**(Action: NS- General)**

**Import:**

**3.5** Goods imported under duty free/clearance from SAFTA/AIFTA/Korea: This is in reference to Goods imported under duty free/clearance from SAFTA/AIFTA/Korea etc. We have received feedback from members that CO issued after shipments, queries being raised TAG/TSK Cell for CO should have stamps issued retroactively.

**Response:** The Chair directed to the Pr. Commissioner/Commissioners NS-I, III and V to sensitize the Assessing Officers regarding the rules of origin for the AIFTA/SAFTA/Korea. A Compendium shall be prepared by NS-III for circulation to the Officers.

**(Action: NS-I, III & V)**

**3.6** Amendment through ICEGATE: Members can file amendment from their goods offices. System also does not allow amendment for advance BE, allows amendment only after IGM is filed.

**Response:** The cause for amendment will normally arise after filing of IGM. As per the present/existing procedure, the amendment is allowed after filing of IGM. Specific instances may be informed which call for amendment prior to filing of IGM, to take up with systems, if felt necessary.

**(Action: NS-I)**

**3.7** We refer to our earlier CCFC Agenda for adding more items for auto amendment.

- a. Container No.
- b. LCL/FCL
- c. Gross weight/Net weight
- d. Packages etc.

**Response:** Chair asked the Member to submit the details of amendments which are required to be covered under auto-amendment with justification for further

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examination.

**(Action: BCBA)**

**3.8** Mis-match of seal number after Out of Charge found at Docks: Current procedure is OOC has to be cancelled, Bill of Entry is forwarded for re-assessment/amendment. Despite of re-call and re-assessment, there is no provision in system to amend the Seal Number.

**Response:** The matter pertains to system related modification. The detailed proposal may be made to EDI section in order to examine for onward submission to DG system.

**(Action: NS-I)**

**3.9** Recently there have been many instances. Prints are not generated in time or are generated blank. This causes delay in clearances. Reprint command also be given to Customs Broker. This will help in speedy clearance.

**Response:** The matter pertains to system related modification. It was informed by the representative of BCBA that the matter has already been taken up with DG Systems. The Chair requested them to submit the details for follow up with DG Systems, if required.

**(Point closed)**

**3.10** 100% Examination to be rectified at PAG Level.

**Response:** Once a bill of entry is assessed at FAG level, normally no rectification should be considered at PAG. As per Advisory No. 25/2020 dated 31.07.2020 a role VDN has been created to recall the bill of entry from FAG to Port of import in exceptional circumstances. Chair asked to submit specific cases of 100% examination not in line with the norms of standardized examination order for further scrutiny.

**(Action: BCBA)**

**3.11** Centralised mechanism to address Faceless issues.

**Response:** The Member informed that a toll-free Call Centre number for redressal of grievances related to faceless assessment is working and this point is withdrawn.

**(Point closed)**

#### **4. Federation of Indian Chambers of Commerce & Industry (FICCI):**

**4.1** Examination Orders are generated with 10% examination, however, especially during faceless assessments, the officers are setting target instructions, which is basically an internal alert from Customs to Customs for 100% Examination.

**Response:** During assessment, the Appraising Officers follows the CCR, Target instructions mentioned for the bill of entry and give examination orders accordingly. RMS issues Target Instructions as per risk assessed by system.

**(Point closed)**

**4.2** The facility of Electronic Cash ledger for imports and exports has not yet

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started. Need to be expedited.

**Response:** This is a policy matter under consideration of CBIC.

**(Point closed)**

**4.3** Provisions of activities such as SIMS registration, especially the timelines at the Pre-alerts may not get generated on time which is empowering the Customs officials to levy penalties and also increasing the dwell time. Request for lenient view on such issues and process cycle time needs to be cut down.

**Response:** Chair informed that the matter has already been resolved by DGFT.

**(Point closed)**

**4.4** Since the introduction of CAROTAR 2020 rules for origin, our BG is pending with Group 5B as verification process is long pending.

**Response:** The cases wherever CAROTAR verification have been received, the BEs have been assessed. Some cases are referred to FTA Cell, New Delhi for verification and continuously following with FTA Cell. Chair also asked to submit the details of pending BGs for further necessary action. The Pr. Commissioner NS-I to compile list of such cases pending with FTA Cell for follow up.

**(Action: NS-I)**

**4.5** In digital era, the requirement of original FTA certificate / CEPA certificate can be done away with for defacement (at least for countries which issue such certificates online). QR code can be scanned from such certificates for establishing that they are genuine.

**Response:** Chair directed to examine the cases where the e-copy of the COO Certificate is issued and also examine the related provisions of defacement.

**(Action: NS-III)**

**4.6** Pending cases of provisional assessment of BoE (only EPCG shipments) unilaterally done by Customs. : EPCG case at Nhava Sheva - 6685957 dated 06.06.2018 and many more.

**Response:** Chair asked to submit the details to the concerned Commissionerate for further action.

**(Action: NS-V)**

**4.7** Reduction in time taken for PD bond registration, which currently takes 15-30 days to 7 days. The process presently is offline and should be made online. Only Board Resolution should suffice, and power of attorney should not be asked. Department may look at reducing number of documentations required for PD bond registration. Presently department ask for Power of Attorney, Board Resolution, Aadhar Card, Annexure A, Annexure C, signature verification from bank, Witness Aadhar card, Import declarations.

**Response:** Commissioner NS-III informed that where complete documentation is submitted, the registration time is minimal and not as mentioned by the Member. The Chair informed to the representative of FICCI that prescribed

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procedures are mandatory and needs to be followed as per Circular No. 05/2016 dated 09.02.2016 Para 5.10 & Para 10 respectively. Besides this, the procedure mentioned in the Standing order number 18/2020 dated 14.07.2020 may also be followed.

**(Point closed)**

**4.8** In case of addition of new supplier/subsidiary/member company of parent company in the SVB order, clearance of consignment should be allowed basis PD bond registration.

**Response:** In case of addition of new supplier/subsidiary/member company of parent company on the SVB order, Board Circular No. 5/2016 dated 09.02.2016 in para 10 mention that "In any case where, the circumstance of sale or terms and conditions of the agreement between the buyer and related seller change, or any other payment of the kind referred under Rule 10(1)(c), (d) & (e) of the CVR, 2007 become payable, the importers shall be required to declare the same at the place of import in the prescribed format at Annexure-C. In all such cases, the proper officer shall examine the transactions as per procedures laid above in this circular and the jurisdictional Commissioner shall refer the matter to the Jurisdictional SVB, where required'. Hence Annexure-C is mandatory.

**(Point closed)**

**4.9** For Consignment with Bill of Entry no 8263357 Dated: 13th April 2022 holding food ingredients, we filed bill of entry without SVB order. The company understands error on its part, our request is to release the consignment at the earliest.

**Reply from NS-I Commissionerate:** BE was assessed provisionally with PD Bond on 17.06.2022 by FAG and out of charge was given on 18.06.2022.

**(Point closed)**

## **5. CONTAINER SHIPPING LINES ASSOCIATION (INDIA) (CSLA):**

**5.1** Provision for making manual light dues payment at JNCH – Last week DGLL system was down for four days, Our members were unable to make lighthouse dues payment electronically. They were directed by DGLL to make manual payment at concerned customs offices. Accordingly our member lines had approached JNCH to allow them for manual payment of light dues. The manual payment request was allowed by ADG & DCPG, but due to some confusion JNCH Cash department refused to accept manual light dues payment. The vessel had to sail from Nhava Sheva port without light dues payment & inward entry process basis on undertaking letter submitted by the concerned shipping line. As of now DGLL system is not functioning properly. It is not accepting payment from HDFC, Bank of Baroda and few other banks. All customs locations except Nhava Sheva customs are accepting manual payment in case of failure of DGLL online system. JNCH is requested to accept manual payment to avoid delay in inward entry & other customs processes in such system failure cases.

**Response:** The issue was a one-off incident wherein there was a clear instruction from DGLL to Customs to accept manual payment for light house dues of any vessel due to issue in their payment portal. However, permission



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was taken from Commissioner(G) on individual basis after verifying from DGLL website to allow manual payment. The issue may be taken up with D.G.L.L.

**(Point closed)**

**5.2** Non-receipt of In/Out report of EXIM containers from CFS –JNCH public notice 77/2017 para 4.3 mandates all CFSs to provide status report of containers to the respective shipping lines, The certain CFSs like *All Cargo CFS*, Balmer Lawrie CFS, CWC Impex CFS, DRT CFS, Indev CFS, Manibhadra CFS, Navkar CFS, TG Terminals CFS, Maersk Annex cfs + Old Maersk CFS , CONNEX CFS & MSWC CFS are not honoring JNCH public notice in terms of providing status report of Import containers to the respective shipping lines. This is creating difficulties to shipping lines in real time tracking of containers & utilization of their inventories for export purpose. We request JNCH to intervene & direct these CFSs to provide status report of Import Containers as mentioned in PN 77/2017 to the respective shipping lines.

**Response:** The Commissioner (Gen.) informed that direction for strict compliance to para 4.3 of PN 77/2017 has been issued to all the CFSs.

**(Point closed)**

**5.3** Delayed generation of Scanning List – Since last two months scanning list of vessels are not generated on time, Many a times list is generated after 2-3 days of the arrival date. In most of the cases list is generated after manual intervention by the officers of JNCH scanning department only. This delays evacuation of local & DPD containers and attracts additional port storage charges. JNCH is requested to take up this matter with NCTC & Other concerned department and assist us in getting scanning list before arrival of the ship.

**Response:** Already covered under Point No. 2.1 above.

**5.4** EDI Sharing of LEO Shipping Bill / e-Gatepass data with Shipping Lines/Agents – These days LEO shipping bill data is shared with port terminals & cfs operators. As per regulation, Shipping line is required to check LEO clearance of the shipping bills before containers are loaded on the ship. The detailed representation with regard to this issue has been shared by CSLA with JNCH on 8<sup>th</sup> November 2021 & 16<sup>th</sup> May 2022 (attached). It was informed in the last PTFC meeting that since LEO shipping bill data contains certain confidential data of shipper, Hence it cannot be shared with Shipping Lines. As LEO Shipping bill data is already shared with few stakeholders, Hence it cannot be a confidential data for shipping lines. Presently all shippers are sharing PDF shipping bill document with shipping lines, The process of shipping bill data updation & verification is manually done by shipping lines. If this data can be shared electronically, the manual process can be eliminated and 100% error free EGM filing can be achieved. We request JNCH to take up this issue with DG System and other concerned department to share this data with shipping lines.

**Response:** Chair directed Commissioner NS-II to examine the proposal in coordination with Commissioner NS-I for onward submission to DG Systems.

**(Action: NS-I & II)**

**5.5** Guidelines required to submit National Transshipment Bond at JNCH as



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per SCMTR format & SOP for doing Export Transshipment from Indian Ports – As per CBEC Circular 38/2018 & DG Shipping Circular 01/2018, Shipping lines are allowed to do transshipment between Indian Sea ports and can carry Import Containers to Other Indian port via Srilanka & Bangladesh Port without change of vessel subject to submission of Form IX A or B or C. Presently there is no clarity which customs office can accept this bond. We request JNCH to suggest SOP in this regard so that necessary bond could be submitted for such type of Export & Import transshipment.

**Response:** System related issue. Matter will be taken up with D G systems.

**(Action: NS-General & I)**

**5.6** Standard guidelines required to concerned department to process transshipment document of Import Containers from One Indian Port to Other Indian Port – The CBEC Circular 38/2018 & DG Shipping Circular 01/2018 allow shipping lines to do transshipment of EXIM containers between two Indian Sea Ports without any need of bond & bank guarantee. Since there is no public notice or guideline, on some occasions the transshipment approval is hold by the officer. JNCH is requested to issue a public notice in this regard so that transshipment approval could be approved seamlessly.

**Response:** CSLA personnel informed that the matter has already been resolved.

**(Point closed)**

**5.7** Virtual Customs Port clearance for vessels inward and outward – The existing process of port clearance permission is complete manual process. Presently all vessel related documents are uploaded on Port Community System which is verified & approved by Port Marine Officers and thereafter vessel details like vessel name, voyage, IMO number, call sign etc. are transmitted from PCS system to customs ICEGATE system electronically. Earlier vessel details was required to be updated at gateway customs which is now not required since ICEGATE is directly getting vessel details from PCS system. The four certificates (Inward Clearance Certificate, Outward Clearance Certificate, NOC from Immigration Officer, Port Health Clearance Certificate) are required to be submitted to customs department for closure of port clearance. The first two certificates “Inward Clearance Certificate & Outward Clearance Certificate” are issued by customs department. Remaining two documents can be uploaded on PCS portal if upload provision is made on PCS system. JNCH is requested to take up this matter with DG System & PCS/IPA and make necessary changes in the system so that online port clearance permission for sailing of the ships could be facilitated electronically.

**Response:** The issue has already been reported to DG Systems.

**(Point closed)**

**5.8** Virtual Customs clearance for TP containers – Presently transshipment is permitted through manual transshipment permit which is issued by the customs basis on manifest filed with the customs. The electronic process of sub-manifest transshipment permit which is issued by ICEGATE system electronically need to be adopted for foreign transshipment containers also. The manual transshipment process at some of the customs locations are very complicated process where 3-5 sets of documents are required to be submitted to customs department. The electronic TP clearance process will assist trade in

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faster evacuation of TP containers and reduce wastage of huge number of papers.

**Response:** Chair informed that this is system related issue and will be taken up with DG Systems.

**(Action: NS-General)**

**6. All India Importer's Exporter's Association (AIIEA):**

**6.1** To reduce physical interface between officers and importers at the time of registration of DFIA Licences.

The DGFT transmits DFIA licence electronically to Customs portal and Customs officer at the registration desk has to link the licence data to ICES to enable its utilization. At this stage the officers are asking the importers to produce physical copies of licences and raising avoidable queries pointing out differences between hard copy of licence and the soft copy transmitted by the DGFT such as differences in exchange rates, CIF values etc.

The above queries are delaying the registration process increasing transaction costs on the importers. Standing order may be issued doing away with the submission of physical copies of licences and that whatever data that has been transmitted by the DGFT, should be treated as final and linking of DGFT data to ICES may be made seamless without requiring importers to submit physical copies.

**Response:** It was decided that the proposal be examined by Commissioner (NS-II) for further suitable action.

**(Action: NS-II)**

**6.2** Conversion of shipping bills from one scheme to another is not being entertained by authorities on the ground of time limit.

**Response:** The requests/applications received for conversion of shipping bill from one scheme to another scheme, are processed as per the provisions of Section 149 of the Customs Act, 1962, read with CBIC Circular No. 36/2010 dated 23.09.2010 and Shipping Bill (Post export conversion in relation to instruments based scheme) Regulations 2022 dated 22.02.2022.

Further, it is also informed that in respect of amendment requests for shipping bills filed prior to 22.02.2022 (covered under Circular No. 36/2010) may be done by the respective Commissionerates on case to case basis and speaking order be passed, if request is found to be not acceptable.

**(Action: NS-II)**

**7. D P World:**

There are different (vendor wise) E Seal Readers, and we understand customs is looking into having a universal E Seal Reader instead. We request that the process of getting such universal readers be expedited. Once such universal readers are available, we request Customs to install them at port entry gates to enable automatic reading and verification against customs seal data (for which Customs may be required to share E seal data with terminals also). This will make gate transactions faster since there would be no manual checking of seal as is happening today.

**Response:** Already covered under point 3.1 above.

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**8. M/s Ajeet Trading Company:**

**8.1** Under "DPD-CFS Mode" after the concerned CFS moved the Container from Port within eight to twelve hours from the time of discharge of the Container at Port (Within 72 Hours), "High Time taken by FSSAI" to give "NOC" (Six to Nine Days from the Date of Drawing Sample from the Container at CFS ) of B/Es of "AEO T1 Clients. It has been defeating the "Theme of AEO Scheme – Ease of Doing Business & Reducing the Cost & Dwell Time in Releasing the Import Cargo".

**Response:** FSSAI Authority has informed that in single window system BE gets directly marked to the FSSAI authority for NOC. Afterwards the authority sends a link to importer/CHA for filing application. Once application is received, it is scrutinized and payment link is generated. After payment by the importer, appointment for sampling of goods is being scheduled and an e-mail in respect of FSSAI NOC is sent to importer's mail id and simultaneously the same is updated in Customs EDI System.

**(Point closed)**

**8.2** Post issue of "Public Notice No.46/2018 dt.21/03/2018 by J.N.C.H, Nhava Sheva Customs "The AEO T1 Importers" used to get "Advance Intimation Message from FSSAI" on their registered Mobile Number & Email Id immediately after Filing B/E under "Advance Noting" (stating the Status of their Application / Payment of Fees for Sample Testing / Name & Mobile Number of the Officers who would come and draw the Sample etc, etc). And by virtue of enjoying "DPD-CFS Facility "The AEO T1 Importer" could monitor and / or control his CHA to draw the sample with the concerned FSSAI Staff immediately on the day of arrival of the Container and after obtaining "FSSAI NOC", ensure "Delivery of Loaded Container Within Three (3) Working Days from the Concerned CFS".

This (Advance Intimation Message from "FSSAI" to the AEOT1 Importer's Registered Email id / Mobile Number) has been abruptly stopped by "FSSAI" since last September 2021 for reasons best known to them. why?

**Response:** FSSAI authority informed that login credentials being provided to every CHA/Importer in the Food Import Clearance System (FICS) and they can track every details/status of their application in their login account.

**(Point closed)**

**8.3** No Messages Coming from "PQ" in this regard.WHY ?

**Response:** Login credential has been provided to every CHA/Importer in the Plant Quarantine Information System (PQIS) and they can track every details/status of their application in their login account.

**(Point closed)**

**8.4** The "SW ( Single Window ) Annexure (Other PG )" on the bottom of "Assessed B/E Copy" generally reflects / states "NOC Status - Pending and or Waived".

**Response:** All type of NOC details can be viewed at ICES 1.5 system at view Bill of Entry->Others-> NOC details Section.

**(Point closed)**

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**8.5** Now a days It has also been observed that for some "Assessed B/E Copy" which reflects / states only "NOC Status under SW Annexure". What does it mean and Who will give "NOC" of this type of B/Es ? How does "An AEO Client know The "NOC Status of this type of B/Es"?"

**Response:**System related issue, Chair has asked to submit the specific details to examine and resolve the matter.

**(Action: NS-I, III & V)**

**8.6** But since last August'2021 "copy of Customs examination order" was not accompanied with "the copy of assessed B/E (both for 'RMS facilitated as well as Non-RMS facilitated B/E). As a result "the AEO T1 importer" has not been able to know "whether his B/E was assessed under 'RMS or Non-RMS". ? Why did "Customs Examination Order" stop coming with the "Assessed Copy of B/Es"?"

**Response:** After registration of goods, examination order alongwith CCR Instructions are auto mailed by ICEGATE to the importer/CB.

**(Point closed)**

**8.7** FSSAI & PQ representative should be asked to "Conduct Outreach (Training) Programme" for "AEO Clients" and "Provide the List of Non-Food / Out of Scope Items (i.e items Not Required NOC / Waived )" to the "AEO Clients" on 'Weekly Basis'.

**Response:** FSSAI and PQ informed that training programmes are being conducted. Chair suggested to continue the Outreach Programme regularly to sensitize the Stakeholders and all the Members of CCFC may be included in the mailing list.

**(Action: FSSAI & Plant Quarantine)**

**8.8** While issuing "Loaded Container Delivery Order" Shipping Lines and / or their Agents used to mention "Their Designated Empty Yard's Name & Address" where the "Empty Containers" have to be unloaded by "The Transporters of the AEO Clients and / or their CHA". Nowadays it is observed that "these designated empty yards have been over -charging a staggering and / or colossal amount of Rs. 3,000/- per container for unloading of empty containers". Is it not something and is this not the proper time to ponder by all the stakeholders concerned? This is nothing but simply looting the trade. why do "AEO clients" have to pay this type of illogical charges ?

**Response:** The issue pertains to charges being levied by the Shipping Lines or their designated yards. Charges being levied by Shipping lines are not prescribed by the Customs Act, 1962 or any other law/regulations, hence there is no role of Customs. The Importer is advised to sort out the issue with concerned shipping lines.

**(Point closed)**

**9** The Chairman thanked all the participants and the meeting ended with expression of gratitude to the attendees for active participation.

**NIKHIL GOYAL**  
DEPUTY COMMISSIONER

CCCO/CCA/MISC/27/2022-ADMN-O/o CC-CUS-ZONE-II-NHAVA SHEVA

I/680807/2022

DC/AC-O/o Chief Commissioner-Customs-Zone-II-Nhava Sheva

Copy to:

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

**Annexure-I**

List of Representatives from PGAs and other stakeholders:

<b>Sr. No.</b>	<b>Name</b>	<b>Name of the PGAs/Stakeholders</b>	<b>Mode of Attendance</b>
1	Ms. PriteeChaudhari, Regional Director	FSSAI	Attended physically
2	Dr.Sheetal Gupta, Authorized Officer, FSSAI	FSSAI	Attended physically
3	Shri Shailesh B. Nimbalkar, OM FSSAI	FSSAI	Attended physically
4	Shri Rajendra Salve, CPP, Divvyva CPP. Pvt. Ltd., MD.	Divvyva	Attended physically
5	Shri Rehan. Sayyed, Divvyva CPP Pvt. Ltd, CPP, Operation Manager	Divvyva	Attended physically
6	Shri Ajit Joshi, Ajeet Trading Co.	Ajit Joshi	Attended physically
7	Shri Subhash Acharya, Ajeet Trading Co.	Subhash Acharya	Attended physically
8	Shri Arun A., DP World, Nhava Sheva	NSIGT/NSICT	Attended physically
9	Shri SanjeetKabbur, DP World, Nhava Sheva	NSIGT/NSICT	Attended physically
10	Shri P. M. Dongre, Technical Officer	ADC(I)	Attended physically
11	Shri BalramMeena, Assistant Director	RPQS(PQ), Mumbai	Attended physically
12	Shri Ravi Kumar Chhapre, Asstt. Plant Protection Officer(E)	RPQS(PQ), Mumbai	Attended physically
13	Shri GanpatKarude	BCBA	Attended physically
14	Shri Paresh Thakkar	BCBA	Attended physically
15	Shri Omprakash Agrawal	FCBA	Attended physically
16	Shri Karunakar S. Shetty,	MACCIA	Attended physically

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	Vice President		
17	Shri Ashish Peonekar, Vice Chairman, U. S. India Importer Council	USIIC	Attended physically
18	Shri Capt. Nishit Joshi, Sup CFSAI	CFSAI	Attended physically
19	Shri Umesh Grover, SG,	CFSAI	Attended physically
20	Shri Kiran Rambhia, President BCBA	BCBA	Attended physically
21	Shri Hiren Ruparel	BCBA	Attended physically
22	Shri Hemant Nodkar	CONCOR	Attended physically
23	Shri Rajat Godbole	CONCOR	Attended physically
24	B. Timothy, Vice President	AIIEA	Attended physically
25	Shri Avinash Buge	JNPA	Attended physically
26	Shri Girish Thomas	JNPA CMT	Attended physically
27	Shri Nimesh Desai	WISA	Attended physically
28	Shri Paresh Shah	WISA	Attended physically
29	Shri Saeeda Patel	-	Attended online
30	Shri Harpreet Makol	FIEO (Federation of Indian Export Organization)	Attended online
31	Shri Kalpesh Jadhav	-	Attended online
32	Shri Dayanand Kotian	Reliance Industries Ltd.	Attended online
33	Shri Deepak Mukhi	FICCI	Attended online
34	Shri K. Uthaya Kumar, MANSA	MANSA	Attended online
35	Shri Kamal Dixit	Aloka export	Attended online
36	Shri Shailendra R. Penkar	J. M. Baxi	Attended online
37	Ms. Rekha	CSLA	Attended online
38	Shri Sunil Vaswani	CSLA	Attended online
39	Shri Yatin N	J. M. Baxi	Attended online
40	Shri Avinash Buge, Dy. Manager, JNPA	JNPA	Attended online
41	Shri Manish Kumar	CSLA, MANSA	Attended online
42	Shri Sachin Mhatre	DP World	Attended online
43	Shri Prashant Mhatre	APM Terminal	Attended online
44	Shri Paras Shah	Soham Logistics	Attended online
45	Dr. Brajesh Mishra, DD, RPQS, Mumbai	RPQS	Attended online
46	Shri Chetna B.	FSSAI	Attended online
47	Shri Sushant Mhatre	TS Line India	Attended online
48	Shri Daniel C	CSLA	Attended online
49	Shri Shyamali Banerjee	EPCEs	Attended online
50	Shri Amit	FSSAI	Attended online
51	Shri Shubham Gupta	Tata Motors	Attended online
52	Shri Bakshi Md Hanif	MANSA	Attended online

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53	Smt. Ganguly	AIWCBA	Attended online
54	Shri NeeleshDatir	AILBIEA	Attended online
55	Shri Akshay H Shah	-	Attended online
56	Shri Salim Shikalgar	CFSAI	Attended online
57	Shri NiladriSengupta	-	Attended online
58	Shri SiddharthBakshi	Tata Motors	Attended online
59	Shri Shankar Shinde	FFFAI	Attended online
60	Shri Ajay	DP World	Attended online
61	Shri Shankar Shinde	Global CHA	Attended online
62	Shri SiddharthBakshi	Tata Motors	Attended online
63	Shri JaishreeNilkhan	-	Attended online
64	Shri Mark S Fernandes	BCBA	Attended online
65	Shri Prakash chand	DP World	Attended online
66	Shri R. K. RUBIN	TRANSCON Freight	Attended online
67	Capt Ram Iyer	SEAHORSEG Roup.Co	Attended online
68	Shri JaishreeNilkhan	-	Attended online
69	Shri VinayakBaparaj	-	Attended online
70	Shri Yohan	-	Attended online
71	Mrs. Sheetal Ahluwalia	AIWCWA	Attended online
72	Shri Yohan	-	Attended online
73	Shri Sumit	AEPC India	Attended online
74	Shri DokiAdimallaiiah	WCCB	Attended online

Departmental Officers:

1. Shri U. Niranjan, Pr. Commissioner NS-I
2. Shri Narendra Vishwanath Kulkarni, Pr. Commissioner, NS-II
3. Shri Sonal Bajaj, Commissioner, NS-III
4. Shri IstikharBaig, Commissioner, NS-Gen & IV
5. Shri Dharendra Singh Garbyal, Commissioner, NS-V
5. Shri Merugu Suresh, Addl. Commissioner of Customs.

Signed by Nikhil Goyal

Date: 18-07-2022 17:33:23