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	<p style="text-align: center;">मुख्यसीमाशुल्कआयुक्तकार्यालय, मुंबईअंचल-II  <b>OFFICE OF THE CHIEF COMMISSIONER OF CUSTOMS, MUMBAI ZONE II</b>  जवाहरलालनेहरुसीमाशुल्कभवन, JAWAHARLAL NEHRU CUSTOM HOUSE,  पोस्ट : शेवा, तालुका : उरण, जिलाराइगड, महाराष्ट्र  <b>POST: SHEVA TAL. URAN, DIST- RAIGAD, MAHARASHTRA400707-</b>  दूरभाष / Tel No.: 022- 27244736 फ़ैक्स / Fax 27242402-022 :  <b>Email:ccu-cusmum2@nic.in</b></p>
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### **MINUTES OF CCFC MEETING HELD ON 11.11.2022**

The Customs Clearance Facilitation Committee (CCFC) Meeting was held on 11.11.2022 in hybrid mode i.e. virtual and physical. Shri Rajesh Pandey, Chief Commissioner of Customs, Mumbai Customs Zone-II, Nhava Sheva presided over the meeting. The list of participants in the meeting is attached as per Annexure-I.

The Chairman welcomed all the participants and informed that a major development at National level was initiated with the launch of National Logistics Policy. He also mentioned that the western Dedicated Freight Corridor is nearing completion and it will have major implication for this port and Customs formation. He requested all stake holders to gear up for the monumental jump expected from these developments.

With this, the floor was opened for discussion of agenda points.

#### **2.IMC Chamber of Commerce and Industry):**

##### **2.1 Delay in Examination and release of the import consignments at CFSs:**

It has been reported by members, that clearances of their imports cannot be effected in the mornings, as Examination of goods and release of their consignment commences only after 3 PM at the CFSs. On investigation of their grievances, it has been observed, most officers Examining / Appraisers arrive at the CFS just before lunch time and their first round for examination commences only after 3 PM. Examination Reports are then generated only post 8 PM. This delay is experienced at all CFS and is causing a considerable delay in clearance times, thereby increasing transaction cost. Earlier, there used to be 3 rounds taken. First at 11 AM, then the next at 3 PM and the final round 6 PM. It is requested that the said practice of 3 rounds for physical examination and release of consignment be kindly re-implemented.

**Response:** All the Officers posted in CFSs have been sensitized to examine the goods in 02-03 rounds and further trade has been sensitized for early presentation of documents before the examining officers in the morning in order to facilitate faster clearances.

**(Point closed)**

### **2.2 Issues related to permission for affixing of MRP Labels:**

Despite there being clear instructions, that permission of affixing MRP labels can be obtained prior to Customs Out of Charge being issued, certain Dy. Commissioners of Customs posted at the CFS's refuse and instruct the trade, that the same must be obtained from the Group and not at the CFS's, prior to goods registration. Previously the Examination report was included in the First Print of the Bill of Entry, therefore, there was no issue in seeking permission for MRP labelling prior to goods registration. Now however, examination order is only available after goods registration. The whole exercise of seeking permission for MRP labelling proves futile, if after goods registration there is no examination order prescribed. It is requested that permission for affixing MRP labels prior to Out of Charge being issued, be permitted by the concerned Appraising Officer at the all CFSs.

**Response:** The requirement of compliance of RE-44 is essential as per the provisions laid down in this regard and MRP fixation is a statutory obligation. Further, Para 3 of Public Notice No. 33/2012 clearly states that the permission for the same has to be obtained from DC/AC (Docks) of respective CFS before registration and examination of goods and the same is followed in all CFS. Further, any deviation from this Public Notice may be brought to the knowledge of the department.

**(Point Closed)**

### **2.3 Issues related to drawing of samples for DYCC:**

At times it has been noted that the examination order which appears on the screen of the Customs Officer at the CFS, mentions that sample be drawn for testing by DYCC. These orders are not known in advance. The permission for drawing samples for testing by DYCC, can be granted by the Dy. Commissioner of Customs or the Appraising Officer at the CFS' itself. However, unfortunately, the Dy. Commissioner and Appraiser at the CFS's currently, are sending such documents back to the Joint Commissioner of the concerned Group, for manual approval of the TR causing unnecessary avoidable delays. It is requested that if samples are to be drawn for testing by DYCC, the concerned Appraising Officer be authorised to permit the sample at the CFS, to prevent loss of 3 working days.

**Response:** Para 7 of PN 57/2021 dated 23.06.2021 is followed for manual TR, which provides for the approval of the Additional/Joint Commissioner of Customs in-charge of docks to allow sample to be forwarded under manual TR for testing by DYCC. Further, it was informed that the matter has also been taken up with DG (Systems) for incorporating all CTHs online. In addition, to avoid delay, approval for generation of manual TR is

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being sought in e-office.

**(Point Closed)**

#### **2.4 Automatic Regularization of amended Bills of Entry:**

Till date, Bills of Entry are being amended for minor corrections online for prior to final. Unfortunately, automatic regularization of prior to final Bills of Entry is not happening at JNCH, while such issues do not arise at other Custom centres like the ACC. Sometimes after amending the Bill of Entry online, Officer raises a query requesting more supporting documents to be added however, due to rule of only "One Amendment per day" we have to wait for 24 hours to do the next amendment, this is causing unnecessary delays in clearance of consignments and costs to the Importers. Furthermore, all such documents are being sent to the concerned group for assessment, which is most uncalled for and easily avoidable. It is requested that the said matter be kindly addressed, as it has been raised at various PTFC meetings for the past 3 months.

**Response:** Point dropped by the proposer of the point i.e IMC as the matter is already taken up with DG (Systems).

**(Point Closed)**

#### **2.5 Delay in clearance of the Items Exported and the very same Item has been returned, and is under re-import:**

Once Customs have established the identity of the re-imported product, the need for having a sample be drawn and sent for testing by FSSAI, should be avoided. This request is being made, as the product exported from India and it being the very same product has been established, the NOC should be issued, instantly by FSSAI.

**Response:** Re-imported goods are treated at par with regular imported goods subject to FSSAI based risk parameters.

**(Point Closed)**

### **3. Regional Plant Quarantine Station:**

#### **3.1 Frequent referring of processed items for No Objection Certificate from RPQS:**

It has been noticed that processed items (list circulated in past) have been frequently referred to RPQS for PQ NOC, which actually do not require any Plant Quarantine clearance.

**Response:** RPQS was requested to provide illustrations of such cases wherein items were unnecessarily referred to RPQS, so as to understand and resolve this matter.

**(Action: RPQS)**

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**3.2 Release of Agriculture commodities of bio-security concern under RMS** – The representative of RPQS informed that release of Agriculture commodities of bio-security concern under RMS is a serious threat to our agricultural production in the future.

**Response:** RPQS to provide a list of such commodities to Customs.

**(Action: RPQS)**

**3.3 Plant Quarantine department initiated issuing digitally signed Import release Order with QR Code for better authenticity.**

**Response:** RPQS agreed to issue Trade Circular in this regard.

**(Action: RPQS)**

**3.4 Review for requirement of Plant Quarantine NOC for destruction of the consignments:**

Plant Quarantine NOC for the destruction of the consignment needs to be reviewed as there is no such provision in the PQ Order (Regulation of Import into India), 2003.

**Response:** RPQS to issue a detailed communication in this regard to Customs indicating which items don't require NOC from RPQS before their destruction.

**(Action: RPQS)**

**3.5 Challenges observed in determining the Country of Origin of consignment in case of consignments referred without a Phytosanitary certificate.**

**Response:** The trade is being sensitized to upload the phytosanitary certificate wherever necessary. RPQS may consider issuing a Trade Circular in this regard.

**(Point Closed)**

#### **4. D P World:**

##### **4.1 CFS Registration for DPD CFS Ground Rent billing**

Very few CFSs have opened PDA despite terminal sending reminders, also all of them not maintaining sufficient balance, this will lead to hold.

**Response:** Public Notice 11/2020 for compliance of the DPD CFS has been issued by the DPD Cell, JNCH. CFSAI to comply with the Public Notice issued by the department in this regard. Further, CFSAI and DP World to mutually & amicably resolve this issue.

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**(Action: CFSAI and DP World)****4.2 DPD Scanning:**

Request PN for allowing Terminal to retain scanned boxes in-yard, and offer customer a solution to move it directly once custom cleared.

**Response:** There are no instructions barring such movements and this proposal can be operationalised.

**(Point Closed)**

4.3 **E-seals** – install universal reader / standardise e-seal configuration.

**Response:** The selection of vendors for supply of RFID Container tamper proof seal for self-sealing is being done by the Board in terms of the Circular No. 37/2017 dated 20.09.2017 with the specifications mentioned in Circular No. 36/2017 dated 28.08.2017. The Board has nominated different vendors for supply of the RFID tamper proof seal in terms of Para 3.1 of Circular 37/2017-Customs dated 20.09.2017. Therefore, the installation of Universal Reader/standardize e-seal configuration can be considered by the Board. As on date no such proposal is being handled by this office. Further, it was assured that a reference shall be made to Directorate General of Logistics on receipt of the proposal in this regard.

**(Action: DP World)**

**4.4 SCMTR** – Timelines for implementation / updates (latest deadline for implementation is 31st Dec 2022, all terminal related points and system modification complete).

**Response:** As per Notification No. 56/2022 dated 30.06.2022 (Customs/Non-Tariff) CBIC, the timeline for implementation/updates is 31<sup>st</sup> December, 2022.

**(Point Closed)**

**4.5 DTHC** - Timelines for implementation / updates.

**Response:** Public Notice No. 11/2020 dated 17.01.2020 was issued wherein the importers having AEO status and availing DPD facility were allowed to pay Terminal Handling Charges directly to port terminal operators, subject to opening PD Account with them.

Further, vide addendum to the PN 11/2020 dated 20.01.2020 all Terminals/ports were requested to implement the PN positively by 05<sup>th</sup> February 2020.

Further, DP World & CSLA to resolve this issue mutually and amicably.

**(Action: DP World & CSLA)**

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**5. FEDERATION OF INDIAN EXPORT ORGANISATIONS:****5.1 Errors faced in filing EGM under SCMTR**

EGM filing errors due to customs software issues/upgrades at INNSA1 on account of new SCMT Rules resulting in huge pendency in the processing of Shipping Bills, post-LEO for EGM / Stuffing Reports. This has led to a delay in further processing of Shipping Bills for export incentives including Drawbacks, IGST refunds etc.

**Response:** This issue has been recently addressed by DG (Sys). Positive feedback is awaited. (Further, by the time of issuance of these minutes, entire pendency stands cleared).

**(Point Closed)**

**5.2 Issues related to products falling under SCOMET List and requirement of ISO Certificates of the supporting manufacturers:**

Customs Appraisers are asking for declaration that the product is not falling under SCOMET LIST, even for products exported regularly. Members have ISO certificates and despite the same, the Customs Appraiser is also asking for the ISO certificate of the Supporting manufacturer. If the manufacturer does not have ISO, they ask to draw the Sample. This causes a delay in clearance and missing the Vessel and thereby delay in receipt of the cargo by an overseas buyer, which affects their reputation with the overseas buyer on timely delivery.

**Response:** Requirement of SCOMET is consignment specific and is based on RMS instructions. It is to meet the national obligation under international treaty towards global security and trade should comply with RMS instructions.

**(Point Closed)**

**6. All India Liquid Bulk Importer Exporter Association (AILBIEA):****6.1 Uniform Implementation of PN 76/2020 pertaining to Liquid Bulk Imports and Procedures - issued by Mumbai Customs Zone 1:**

Implementation of above mentioned PN 76/2020 at JNCH by issuance of similar PN at JNCH in this regard was requested. It will be a major trade facilitative measure towards facilitating Liquid Bulk Clearances at JNCH.

**Response:** The issue is already taken up for examining the feasibility of issuing similar Public Notice at JNCH.

**(Action: NS-I)**

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**6.2 Delays in Faceless Assessments due to First Check - given by JNCH being FAG for Group 1:**

There have been several cases of Imports of Liquid Bulk shipments at Mumbai Zone 1 - wherein BE are marked to JNCH under FAG, and concerned officers are issuing First Check to said BEs - despite clear directions vide Board Circular 55/2020 in this regard. This persistent issuance of First Check causes huge delays in clearances of Liquid Bulk shipments and it is requested that the concerned officers refrain from issuing First Check for liquid bulk shipments.

**Response:** All the concerned officers have been sensitized about the matter. Further, trade is also sensitized to use AEM for grievance redressal.

**(Point Closed)**

**7. Food Safety & Standards Authority of India (FSSAI):****7.1 Advance filing of applications:**

Benefits of Advance filing are limited to Customs only as importers are not filing advance applications to FSSAI through FICS portal.

**Response:** BCBA to encourage the importers to get themselves registered at FICS portal and file advance application.

**(Action: BCBA)**

**7.2 Time taken by Importers for payment of fees of FSSAI:**

As per the dwell time data of FSSAI, 45-50 hrs are taken by Importers to pay the fees.

**Response:** BCBA to sensitize their members/importers regarding this issue. FSSAI to explore the option for one time deposit of fees by the importers and auto debit of the same as soon as the BE is marked for FSSAI clearance so that the dwell time can be reduced.

**(Action: BCBA & FSSAI)**

**7.3 Delay in Timely responses from Importers:**

Numerous BOE's have been auto-rejected for not replying within 5 days which adds up in the total time of clearance.

**Response:** BCBA to sensitize their members/importers regarding this issue.

**(Action: BCBA)**

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**8. CONTAINER SHIPPING LINES ASSOCIATION (INDIA):****EXPORTS:**

**8.1 Sharing of EDI Shipping Bill data with shipping lines / agents** – At the PTFC meeting held on 30th Sep 2021 & in CCFC meeting held in March 2022, CSLA had brought to the kind attention of the Chief Commissioner & Commissioners that the shipping lines had not been getting shipping bill data directly from Customs. Hence the shipping lines had to collect the data & update the same in their system manually for EGM filing purposes which quite often lead to EGM errors. The Chairperson was kind enough to respond that he had observed that this issue had been raised since the last 3-4 PTFC meeting. He therefore very kindly promised to look into this matter and take up the issue with DG Systems so that the shipping bill data could be shared with the shipping lines. An update & a closure on this would be deeply appreciated.

**Response:** This is not only a technical issue but a policy matter also. Further, DG Systems is apprised of the issue. Any decision on the issue will be communicated to the stakeholders.

**(Point Closed)**

**IMPORTS:**

**8.2 Issues related to IGM amendment for ICD shipment: Once approved by gateway customs, should not be required to be done again at ICD Customs also:**

In case of IGM error of Import ICD shipment before railing of containers, amendment is submitted at gateway customs. Even after approval of amendment by the gateway Customs, the amendment is required to be done again at ICD Customs. Request was made to JNCH to take up this matter with CBIC so that a common guideline can be issued to all ICD Customs to update the changes in their system without any new amendment process basis on the amendment approved by gateway customs.

**Response:** Public Notice No. 47/2016 dated 15.03.2016 issued by Pr. Commissioner of Customs, JNCH is being followed. Further, this matter may be taken up with the Board and DG Systems.

**(Action: NS-Gen)**

**8.3 Short landing process of ICD Import shipment should not be required to be carried out again at ICD Customs** – When containers are short landed on a vessel due to operational / other reasons, the application for short lading approval is submitted at gateway Customs to delete the containers from the manifest. In import ICD shipment case, Customs system generates local ICD IGM automatically once entry inward



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is granted at the gateway customs. In all short landing cases (Local / ICD shipment), short landing certificate is issued by the boarding department of gateway Customs and thereafter short lading approval is given by import noting department of gateway Customs. In case of Import ICD shipment, even after amendment approval of gateway Customs stakeholders are asked to submit amendment application again at ICD Customs which delays the process & cargo clearance time. Request JNCH to take up this issue with CBIC to avoid duplicate process at ICD Customs. ICD customs need to be directed to update short landing details in their system basis on the approval given by gateway Customs only, without any need of new short landing process at ICD Customs.

**Response:** The matter may be referred to the Board and DG Systems.

**(Action: NS-General)**

**8.4 Containers are on hold in CFS & Port for several months for CIU Examination.** Those containers are incurring huge additional cost, few cases are misrouted cases where cargo was wrongly misrouted to Nhava Sheva port. The actual importers at foreign destination are desperately chasing respective shipping lines to complete the process and send those cargo back to their country. JNCH is requested to schedule the examination process and complete all the formalities at the earliest.

**Response:** As per the available records, there were four (04) such misrouted containers, out of which one (01) container has been examined and in case of other three (03), examination is underway. The communication has been made to shipping lines and their reply is awaited.

**(Action: NS-Gen)**

**8.5 LONG STANDING CONTAINERS: This refers to the communication resting with CSLA's email of 4/11/22.** Feedback on 3,450 containers (4,892 TEUs) long standing containers, in & around JNPT, would be deeply appreciated. As requested earlier too, either cargo in these containers be quickly auctioned or cargo be de-stuffed in some warehouse or CFS and the empty containers be returned to the lines so that they could be made available for exports. While on the one hand, the shipping lines continue to reposition empty containers into the country at a huge cost, on the other, import containers are held back for months & years thereby depriving them for use of Indian exports. Urgent action in the matter would therefore be deeply appreciated.

**Response:** Considerable progress in this matter has been made. For the container put on hold by investigating agency, the concerned investigating agency is being requested to expedite their investigation and for other cargo, examination process will be expedited.

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**(Action: NS- Gen, NS-II & NS-V)****9. CONTAINER FREIGHT STATIONS ASSOCIATION OF INDIA:****9.1 Restriction on handling of buffer (self-sealed) containers at Container Freight Station:**

Before the introduction / implementation of electronic seal (RFID seal) to be used in case of factory stuff/self-sealed containers meant for export known as "buffer containers", all the CFSs in Nhava Sheva were providing the facility of buffer yard for several years to the full satisfaction of the trade. With the implementation of electronic seal (RFID seal) for the promotion of Direct Port Entry (DPE) and the requirement of specific readers for reading / verification of the same, these containers (buffer volume) got routed through Parking Plaza only for the process of RFID seal verification and LEO. After obtaining of LEO most of the containers were being moved to buffer yard of the CFS for safe storage and retained there till such time they were allocated a slot on the export vessel and vessels schedule was declared by the Shipping Lines. However, after creation of buffer yard in Central Parking Plaza vide Public Notice No. 59/2022 dated 06.10.2022 same has been restricted by JNCH except in case of hazardous cargo. Also, after issuance of the said Public Notice, JNCH has removed the screen / option / access to issue Let Export Order from the Login ID of Customs staff posted at CFSs facility which have installed the required RFID readers as per guidelines issued vide Public Notice No. 39/2019 dated 30.04.2019. It is also learnt from one trade body that the buffer yard created at CPP does not have capacity to handle entire buffer volume and there could be operational challenges in offloading / handling / movement of such a large volume of containers and with increase in cost to the exporters. The tariff of buffer yard of parking plaza is much higher than the tariff of the CFS. Under "ease of doing Business" the trade/ Exporter should have the option to choose the service provider for buffer yard, based on their competitiveness, service level, comfort level and should not be left with only one option of using CPP. CFSAI Members have created CFSs as state-of-the art facilities at a huge cost and look forward to participating in this activity purely on merit and cost competitiveness. Also granting permission only to a single facility i.e. CPP would not only deprive CFSs of the business opportunity but it will also be creating a monopolistic situation. In view of the above request was made to issue necessary instruction to treat the buffer yard facility at CPP as an additional buffer yard and not the only {exclusive} facility to avoid monopolistic situation.

**Response:** A proposal in this regard may be submitted by CFSAI for reviewing the applicability of the Public Notice No. 59/2022 dated 06.10.2022.

**(Action: CFSAI)**

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**9.2 Permission for handling, storing of hazardous cargo at CFS should be incorporated in main CFS licence with same validity:**

As on date there are total 33 CFSs functional under jurisdiction of JNCH and most of them are providing the facility for handling, storing, receipt or dispatch of import & export of hazardous cargo within the premises notified under Section 45 of Customs Act 1962. All the CFS-Custodians are recognised as Customs Cargo Service Provider under HCCAR 2009. However, the permission issued by JNCH for handling & storage of hazardous containerised cargo have limited validity of two years as against the CCSP license of ten years validity in case of AEO approved facility. Submission was made that the limited period of validity of licenses for handling & storage of hazardous goods and their renewal is an avoidable interface between the CFSs and Customs officers, which does not appear to be in sync with the objective of “Contactless Customs” programme. Renewal process of a licence is an avoidable and a cumbersome process and burden on the CFSs. It was also highlighted that no such restrictions on the Permission for handling & storage of hazardous cargo and its limited validity are imposed in other Commissionerates in India, where the CPSs / ICDs enjoy the privilege of continuing their activity seamlessly without further intervention by issuing authority. This is more relevant in today's scenarios as doing away with the unnecessary steps would be in line with the Government's positive initiatives toward “ease of doing business”.

**Response:** The terms and conditions of the licences are prescribed by the Board. However, CFSAI may submit illustrations of such Commissionerates where the CPSs / ICDs enjoy the privilege of continuing their activity seamlessly without further intervention by issuing authority. On receipt of the same, a fresh view will be taken.

**(Action: CFSAI)**

**10. BRIHANMUMBAI CUSTOM BROKERS ASSOCIATION (BCBA):**

**Export:**

**10.1 Universal Reader at Parking Plaza with system integration:** The Factory stuffed containers are coming with different types of RFID seals of different manufacturers and it takes more time to read the RFID seals with different RFID readers, which delays the process of clearance.

**Suggestion:** It was requested that Universal RFID Readers be installed in the Parking Plaza that can read the RFID seals of different manufacturers, which will reduce the dwell time for clearance. It was mentioned that Chennai Customs has already implemented this.

**Response:** The feasibility of the same at JNCH will be examined.

**(Action: NS-Gen)**

**10.2 Export stuffing reports pending causing to EGM errors:**

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With the implementation of SCMTR, the role of updation of Stuffing Reports has changed from Customs to the Custodian. In view of the current transitional phase, the process of updation of Stuffing Reports is not only taking longer but also going through a delayed error rectification process. A lot of Shipping Bills are currently pending in this queue thereby delaying processing of Drawback, IGST refund and other incentives.

Request was made for a process flow for the same to be announced along with a drive to be put in place for clearing the pendency at the earliest. Given the digitalisation drive initiated by Govt. of India and CBIC, it was suggested to dissolve this process and accept the data available in the EGM (as the same is based on data available on the Shipping Bill after LEO). Alternatively, it was suggested to allow this updation to be also done by Exporters (through ICEGATE) and on tallying with EGM data, the Shipping Bill could be moved for further processing.

**Response:** This issue has been recently addressed by DG (Sys). Positive feedback is awaited. (Further, by the time of issuance of these minutes, entire pendency stands cleared).

**(Point Closed)**

**10.3 Urgent request to mitigate the delay in process of Export consignments through Centralised Parking Plaza and JWR CFS:**

It was mentioned that a few difficulties were being faced by members in clearance of Export consignments at JNCH. **Timely examination of containers selected for examination in the Centralised Parking Plaza:** It has been brought to the notice by members that there is a huge delay in examination of containers which are being selected for examination in the Centralised Parking Plaza. Further it is also informed that the officers are putting unnecessary objections to delay the processing, which results in delay in clearance and increase in the transaction cost. Further, when the Shipping Bill is selected for examination, the procedure of taking officer's name from DC is also very time consuming and delaying examination and LEO of the Shipping Bill. It was suggested that this practise needs to be discontinued to reduce the dwell time. It was also suggested that a register may be maintained at the examination centre of Parking Plaza where all the details, including the time of presentation of documents should also be mentioned and time of granting LEO should also be mentioned in the register.

**Response:** All the concerned officers have been sensitized in this matter. They have been asked to personally monitor to avoid any unnecessary delay. However, the suggestion of maintaining a register may not be feasible due to the sheer volume of Shipping Bills processed on daily basis. Further, it was mentioned that a detailed proposal in this regard from BCBA would help addressing these issues comprehensively.

**(Action: BCBA and NS-II)**

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**10.4 No Buffer Allow required for the containers to be Off-loaded in CPP buffer from department:**

By referring to JN Customs PN 59 / 2022 dated 06/10/22 which mandates all (non-haz) containers are to be offloaded in the buffer yard of the Centralised Parking Plaza only and the discussions during the inauguration of the facility where in it was mentioned that the capacity created in the Centralised Parking Plaza was not in line with the existing volume of containers which are offloaded in the buffer yards currently, it was mentioned that the new buffer facility at the CPP does not have the capacity to handle the entire volume of containers being offloaded in buffer yards. Moreover, there could be operational challenges in offloading / handling / movement of such a large volume of containers in a new facility. It was informed that in Imports, for DPD-CFS, there is choice of CFS allowed to the importers, and hence it's only natural for the same facility to be allowed to exporters. Request was made to suitably amend the above PN to treat this facility as an additional buffer yard and not the only (exclusive) facility as it will not only lead to over congestion in the buffer yard (and CPP) but also avoid a monopolistic approach of the operator. Further, it was also mentioned that the PN states that if containers have to be offloaded in the Parking Plaza, then no permission is required, however the ground reality is that permission is still being sought to offload the containers in the Parking plaza.

**Response:** A complete proposal in this regard may be submitted by BCBA for reviewing the applicability of the Public Notice No. 59/2022 dated 06.10.2022.

**(Action: BCBA and NS-II)**

**IMPORT:**

**10.5 Reduction in Advance Filing of Import Bill of Entry – due to Amendments and Re-Assessment:** Bills of Entry filed in advance, duly facilitated and / or assessed by FAG – are being re-assessed and Examination Orders given in cases where any BL related amendment is required to be undertaken. The said amendments in BL are due to difference in BL data received by Importers and difference in IGM filing by Shipping Lines. Said differences could be pertaining to Digits or prefix/suffix of the BL and in cases where IGM filed on HBL or MBL inadvertently. Nonetheless, the implications of such issues are far reaching on the trade and have now resulted in drastic reduction in advance filing of Bills of Entry as trade is waiting for Prior IGM to verify details prior to filing Bills of Entry.

**Response:** The trade needs to be sensitised regarding filing of advance Bills of Entry only after confirming the MBL/HBL details to avoid amendments. Further, all the stake holders i.e CBs, Shipping Lines etc., should amicably resolve this issue in order to avoid amendments causing

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delay in clearances. BCBA to provide a breakup of the various types of amendments for further examination by JNCH.

**Action: BCBA)**

**10.6 Adopting PN 76-2020 issued by Mumbai Customs Zone 1 – towards facilitating Liquid Bulk Clearances:** PN 76-2020 is a landmark trade facilitation measure towards ease of clearance of Liquid Bulk Shipments, which are key contributors to Revenue and require urgent clearances due to back to back vessels and adequate storage space to be maintained for incoming cargo. It was requested that JNCH may adopt the same PN and issue relevant corresponding PN in this regard. Currently Liquid Bulk Clearances receive highest facilitation at Mumbai Customs Zone-I due to said PN and is preferred port of choice for Liquid Commodities.

**Response:** The matter has already been discussed. It is re-iterated that the feasibility of the issuance of a similar Public Notice at JNCH will be examined.

**(Action: N**

**10.7 Issuance of Standing Order towards guidelines and directions to Docks Officers empowering them in key decision areas:**

**a)** In cases where Bill of Entry Re-Assessed due to BL Amendment, the examination order may not be visible to officer in system. It is requested that instead of requiring Bills of Entry to be sent back to group to obtain Examination Order, an activity which ends up investing crucial working day, the Docks officers may be empowered to take decision of permitting examination of said Bills of Entry.

**b)** In cases where irrelevant or wrong examination orders are received by FAG, Docks officers are marking files back to Group for rectification / amendment purposes.

**c)** Issuance of suitable Standing Order with directions enabling Docks officers to take certain appropriate calls towards resulting in smooth and efficient clearance of cargo will be a huge trade facilitative measure.

**Response:** Specific cases may be brought to the notice of concerned AC/DC of the Group. Further, illustrations of each type of case described above may be submitted by BCBA with required details and clear proposal for resolving the issues.

**(Action: BC**

**10.8 Delays being experienced under Faceless Assessments** JNCH is FAG for Group 1. Board Circular 55-2020 clearly stipulates grounds for first check and how liquid bulk is to be facilitated. Despite the same, FAG

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at JNCH for Group 1 is issuing First Check for Import of Liquid Bulk shipments at other Ports thereby causing significant hardship in clearances of the same. It is requested that concerned officers at JNCH adhere to Board Circulars while carrying out Faceless Assessments and enable trade facilitation in the right spirit.

**Response:** All the concerned officers have been sensitized about the matter. Further, trade is also sensitised to use AEM for grievance redressal. If any specific case is still noticed, the same may be brought to the notice of the Commissioner / Chief Commissioner.

**(Action: BC)**

**10.9 Faceless assessments-Suitable guidelines for provisional assessment:**

This is in reference to assessments under faceless, members are facing problems that BE are assessed provisionally by FAG officers with BG 10%, 15%. Suitable guidelines may be issued for provisional assessments for Bond/BG etc. to avoid delays.

**Response:** Provisional Assessment is being carried out in compliance of rules, regulations and procedure framed under the Customs Act, 1962, Customs (Provisional duty assessment), Regulations, 2011 and Appraising Manual. Further, this issue is across all FAGs, so matter may be taken up with the Board. The same shall also be referred to the NACs.

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

**10.10 Delays in Clearances due to Delays in File Movement – Lack of traceability on E-Office:**

- i) Priority Attention to be given for file-movement in live shipment cases.
- ii) In case of live shipment being held up for any purpose resulting in creation of a File for purposes of approvals – it is requested that specific directions may be given towards expediting file movements for live Shipments to avoid incidence of Delay Costs.

**Response:** E-office aims at ensuring simplified, responsive, effective and transparent working of all government offices with reduction in dwell time, thereby resulting in faster clearances. Specific instances of e-office files remaining unattended may be brought to the notice of the JC/ADC/Commissioner.

**(Point Clo**

**10.11 Creating trust based working environment:**

Facility Notice has been issued by New Custom House Mumbai 02-2022/23, Samvaadse SamaadhanTak, in respect of:

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**a)** With the announcement of National Logistics Policy, the clearance of Import and Export consignments with speed and efficiency is of utmost importance towards reducing logistics cost and improving competitiveness.

**b)** It has been experienced by trade that off late considerable interpretative disputes are resulting in delay in clearance of Import and Export Consignments. It was requested that interpretative disputes may not be dealt in investigative manner, but in a consultative manner.

**c)** The disputes result in not only payment of demurrage and detention, but also delayed or non-availability of imported material for domestic manufacturing as well as derailing the supply chain activities.

**Response:** JNCH Customs always supports trade friendly working environment. The importers are welcomed to express their grievance, complain, delay issue and the same is dealt with on priority basis. Further, specific instances in this regard may be submitted for detailed examination. The same may be submitted for also referring to other NACs for maintaining uniformity in practice followed during assessments.

**(Action: BC)**

**10.12 Manual procedures to be curtailed at Customs station i.e. Bonding procedure:**

Warehouse BE filed and are assessed/facilitated. Facility to be created at the time of filing separate window for BE/Triple duty bond. Members may have facility to approach TSK Cell in advance. Members can produce space certificate at the time of final entry/Advance.

**Response:** At present instructions under CBIC Circular No. 18/2016- Customs are being followed. A detailed proposal from BCBA will help in examining the matter in the light of Faceless Assessment.

**(Action: BCBA and NS-1)**

**10.13 Members Recall BE for many reasons such as waiver of late penalty or reassessment:** Each time when the BE is recalled by our members, note sheets are prepared by concerned group for getting the approval/signature of the AO/DC which is very time consuming.

Suggestion: Common note sheet with common file number may be circulated for approval/signature of AO/DC.

**Response:** E-office aims at ensuring simplified, responsive, effective and transparent working of all government offices with reduction in dwell time, thereby resulting in faster clearances. Specific instances of e-office files remaining unattended may be brought to the notice of the JC/ADC/Commissioner.

**(Point Closed)**



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**10.14 Assessment under DEEC/EPCG/Bonds/Bank guarantee** are given before clearances Bond no's are generated same are quoted while filing of BE. Issues have come across samples are being forwarded for test and BE are being assessed provisionally. Current practice is to take the Test Bond/BG again in such cases.

**Suggestion:-** Bond/Guarantees are being executed with department no separate Bond/BG may be insisted. Clearance may be allowed on the Bond/BG already submitted.

**Response:** The content/purpose of both the bonds i.e. DEEC/EPCG and Test Bonds are totally different and issue specific and therefore, cross-utilization of the same may not be feasible. If BCBA feels, they may submit detailed proposal, with illustrations of specific instances, to study this issue.

**(Point Closed)**

**10.15 AEO programme:- Master Circular was issued in the year 2016 whereby all stake holders are part of the programme.**

**i)** FSSAI has recently announced vide Circular that AEO client status holders' Consignments will be released provisionally. All stake holders CFS/Shipping lines/PQ/ADC authorities may facilitate AEOs, including LO, for priority clearances.

**Response:** All the PGAs to take a note of this matter.

**(Point Closed)**

**ii)** Application for those companies who have suffered negative net current assets for the last 2 financial years have no show cause notices issued to them nor have they defaulted in payment. Their applications may be considered to promote more AEOs and it will save cost and time.

**Response:** The AEO parameters are set by the Board and defined as per WCO and hence the same may be taken up with the Board.

**(Point Closed)**

**10.16 Acceptance of digitally signed COs:** Recent Board Circular issued to accept certificates issued digitally by UAE authorities. All digitally signed CO certificate under CAROTAR may be accepted.

**Response:** The matter pertains to policy procedures in respect of consignments imported under FTA benefit. Hence, the matter may be taken up with the Board.

**(Point Closed)**

**10.17 Online CFS Transactions to be done by all CFS's** In view of endeavour of Govt. of India for Digital India, CBIC, Customs and Shipping

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Lines have taken steps towards the same, like Faceless Assessment of Bill of Entry, Issuance of Electronic Delivery Order, Electronic Communication of PDF Based Copies of Shipping Bill & e-Gatepass to Custom Brokers/Exporters, Electronic Communication of PDF based Gatepass and OOC Copy of Bill of Entry to Custom Brokers/Importers etc. To achieve the endeavour of Govt. of India, it was requested that all transactions pertaining to CFS's receiving the container at the CFS right up to the Delivery of the consignments should be made online, which will result in faster clearance, paperless transaction and reduction in dwell time and transaction cost.

**Response:** CFSAI may examine the issue.

**(Action: CFSAI)**

**10.18 Issue related to Out of Charge of Ex-Bond BE:** As per Board Circular No. 22/2016, OOC is needed from Bond Department and ICES Advisory 07/2020 has been issued which states that for a facilitated BE, OOC can be given even if duty is not paid. The final BE is printed only when duty is paid. The same should be adopted in case of Ex-Bond BEs also to avoid physical interaction.

**Response:** The matter will be examined on the lines of the procedure being followed by RMS FC.

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

**11.** The Chairman concluded the meeting by emphasizing on the use of the AEM module for grievance redressal.

He further highlighted the need for uploading of quality related and other necessary documents in E-Sanchit for better assessment in FAGs and faster clearance.

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

SUSHIL CHANDRA  
ADDITIONAL COMMISSIONER

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	RehanSayyed	Divya CPP Pvt Ltd	Attended physically
2	R K Salve	Divya CPP Pvt Ltd	Attended physically
3	Amit Singh	DP World	Attended physically
4	ArunAravindakshan	DP World	Attended physically
5	Chetna. Bhisle	FSSAI	Attended physically
6	Shailesh B. Nimbalkar	FSSAI	Attended physically
7	Dr. Z A Ansari	RPQS, Mumbai	Attended physically
8	Ravi K Chhapare	RPQS Mumbai	Attended physically
9	GanpatKorade	BCBA	Attended physically
10	Sanjeev Havale	BCBA	Attended physically
11	VinayakAparaj	BCBA	Attended physically
12	Mark S Fernandes	IMC	Attended physically
13	DushyantMulani	BCBA	Attended physically
14	Harsh Lapsia	BCBA	Attended physically
15	Kamal Shah	BCBA Export Chairman Committee	Attended physically
16	S. Srinivas	CFSAI	Attended physically
17	Nimish Desai	WISAA	Attended physically
18	Umesh Grover	CFSAI SG	Attended physically
19	Karunakar S Shetty	BCBA	Attended Online
20	KiranRambhia	BCBA	Attended Online
21	Kumar Divya	GTI	Attended Online
22	Manish Kumar	MSC	Attended Online
23	ManoharPatyane		Attended Online
24	Paresh Thakkar	BCBA	Attended Online
25	PradipDongre,	CDCSO JNPT	Attended Online
26	Prashant Mhatre	APM Terminals Pvt. Ltd.	Attended Online
27	Rekha	CSLA	Attended Online
28	Salim Shikalgar		Attended Online
29	Shrikant Kulkarni,	JNPA	Attended Online
30	Sudhakar		Attended Online
31	Sunil Vaswani	CSLA	Attended Online
32	YogeshShelar	ADCI, CDSCO	Attended Online
33	BS Khati		Attended Online
34	Brajesh Mishra	RPQS	Attended Online
35	Daniel	CSLA	Attended Online
36	HarpreetMakol	FIEO	Attended Online
37	HirenRuparel	BCBA	Attended Online

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38	Jeetendra Kadu		Attended Online
39	RDSEEPZ		Attended Online

**Departmental Officers:**

1. Shri Dharendra Singh Garbyal, Commissioner, NS-Gen & NS-III.
2. Shri Dipak Kumar Gupta, Commissioner, NS-I & IV.
3. Shri Sanjeev Kumar Singh, Commissioner, NS-II.
4. Shri Sonal Bajaj, Commissioner, NS-V.
5. Shri Sushil Chandra, Addl. Commissioner of Customs.
6. Shri Merugu Suresh, Addl. Commissioner of Customs.
7. Ms.Arpitha S, Deputy Commissioner of Customs.
8. Shri Amit Kumar Singh, Deputy Commissioner of Customs.