

	<p style="text-align: center;">मुख्यसीमाशुल्कआयुक्तकार्यालय, मुंबईअंचल-II OFFICE OF THE CHIEF COMMISSIONER OF CUSTOMS, MUMBAI ZONE II जवाहरलालनेहरुसीमाशुल्कभवन, JAWAHARLAL NEHRU CUSTOM HOUSE, पोस्ट : शेवा, तालुका : उरण, जिलाराइगड, महाराष्ट्र POST: SHEVA TAL. URAN, DIST- RAIGAD, MAHARASHTRA400707- दूरभाष/Tel No.: 022- 27244736; फॅक्स/Fax 27242402-022 : Email:ccu- cusmum2@nic.in</p>
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Date: 24.03.2022

MINUTES OF CCFC MEETING HELD ON 10.03.2022

The Customs Clearance Facilitation Committee (CCFC) Meeting was held on 10.03.2022 via webex. 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 . Agenda points raised by Brihanmumbai Custom Broker Association (BCBA):

2.1 Goods covered under SIMS/NFMIMS have to comply vide DGFT Circular No. 33/2020-21; 15 days prior to arrival of vessel. Members are facing problems at the time of goods imported from Dubai and European Countries:

a. Since goods imported from Dubai reaches within 3 working days, members are unable to comply DGFT Circular.

b. At the time of goods imported from European Countries, members are also facing problem to comply DGFT Circular for FOB shipments. In lieu of freight certificate which is issued two days prior to arrival of vessel. Hence penalty for non-compliance should not be imposed.

Response: As the matter pertains to DGFT Circular, the representation made by the BCBA regarding relaxation of 15 days time line for registration of SIMS/NFMIMS be referred to the DGFT for resolution at their end.

(Action: Commissioner NS-III)

2.2 Goods imported under more than one Advance Licence/EPCG etc. through Bill of Entries automatically attract 100% Bank Guarantee.

Members have to recall and reassess the same to delete BG.

Response: Pr. Commissioner NS-I informed that the issue has already been taken up with the DG/Systems.

(Point Closed)

2.3 Any labelling issues found by FSSAI Authorities or PQ are being forwarded to head offices at Delhi/Faridabad for review. The same can be reviewed and released by Zonal offices only.

Response: Both FSSAI and PQ Officials informed that review powers are vested with their Head Offices (Delhi and Faridabad). The Chair requested to send a detailed note on number of review cases on labelling issues and the delay on this account, so as to make appropriate reference to FSSAI and PQ.

(Action: BCBA)

2.4 DPD clearances is introduced to save cost and time. Current practice is to visit Terminals for delivery procedure. We request common practices to be adopted including of gate PO signature on gate pass. This will expedite clearances and more members will opt for DPD clearances.

Response: The Chair directed that the matter be taken up with the concerned stakeholders for possible resolution.

(Action: Commissioner NS-General)

3 . Agenda points raised by Container Shipping Lines Association (INDIA):

3.1 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.

3 . 2 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 faster evacuation of TP containers and reduce wastage of huge number of papers.

3 . 3 Uniform Transshipment Process across the country - The Indian Export / Import cargo, originated / destined to & from many Indian ports, particularly on the east coast, do not have direct vessel service, The cargo from these ports is served through foreign or Indian transshipment ports. Most of the transshipment of such Indian Export/Import cargo is done through Singapore/Port Kelang/Colombo etc. by doing direct/multiple transshipments from those ports. The DG Shipping has allowed shipping lines in India to do all types of Export/Import transshipments to promote Indian ports as transshipment hubs through circular number 1/2018. This concern has been addressed by CBIC too through circular number 38/2018. Since SCMT is not yet functional, Shipping lines are filing arrival & departure manifest as per existing manifest filing system which involves EDI & manual process of transshipment document. There is a need of uniform & simplified process of transshipment across all the ports in India.

3.4 EDI Sharing of Shipping Bill Data with customs - At the PTFC meeting held on 28th Oct 2021 & the ones prior to that, CSLA had brought to the kind attention of the Commissioner that the shipping lines had not been getting shipping bill data directly from the customs system. 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 Commissioner was kind enough to advise CSLA to make a separate representation in the matter which CSLA did yet again on the 8th of Nov 2021.

Response: Points No. 3.1 to 3.4 above relates to System issues. CSLA shall share the copies of representations made to DG (Systems) to this office, so as to take up the matter further.

(Action: CSLA, Pr. Commissioner NS-I)

3 . 5 Storage charges with regard to DPD/CFS Import shipments. The CFS is nominated by the importer. Hence it is the importer's/his nominated CFS's responsibility to evacuate the container from the terminal within the free period. In case he fails to do so, the terminal should collect the storage charges directly from the importer/his nominated CFS. Invoicing the shipping line for such storage charges would be wrong on the part of the terminal as the line would then end up chasing the importer for the collection of these charges. Besides, very often such importers are unresponsive to the reminders from the shipping lines. It is therefore logical & appropriate that any such charges be debited directly by the terminals to the PDA accounts of the respective importers. Currently, GTI, DP World (NSICT & NSIGT) very rightly collect the storage charges pertaining to the DPD/CFS shipments directly from the importer/his nominated CFS. Further, JNPT is also expected to follow suit shortly. It is just BMCT now who needs to be instructed to follow the same process.

Response: Commissioner of Customs, NS-III has informed that BMCT has already been instructed to debit directly the storage charges from PDA accounts of the respective importers. Further, the chair requested Commissioner of Customs NS-III to hold a joint meeting with all stakeholders on all the pending issues related to DPD.

(Action: Commissioner NS-III)

4 . Agenda points raised by Maritime Association of Nationwide Shipping Agencies – India (MANSA):

4.1 Any amendments done in SMTP cargo at Port should reflect in the Ice gate and respective ICD to avoid running around in the ICDs.

Response: This matter has already been raised to DG System.

(Point Closed)

4 . 2 For vessels berthing late in the night prior to midnight it is seen that the Boarding officer inputs the entry inward next day (that's in the early morning hours once he returns to the office) this is creating confusion with the trade in terms of Free days calculation as when CHA files BOE it catches the day and date of the Entry inwards.

Response: Commissioner (Gen.) informed that the relevant Public Notice is being followed. MANSA may provide specific instances of delay to Commissioner of Customs (General) for examination and resolution, if required.

(Action: Commissioner NS-General & MANASA)

4.3 To do away with crew personal declaration in SCMTR.

Response: This is an all India matter. MANSA shall provide a detailed representation on the issue with justification, so as to get the matter examined further.

(Action: Commissioner NS-General & MANASA)

4.4 In line with endeavours on faceless customs & EODB, Customs team to possibly do away with physical boarding of vessel at NSA PORT and all across to only collect documents etc. which could be submitted vide paperless procedure via agents. Any boarding if warranted due to RMS of customs/DRI/Black gang etc warranting scrutiny/physical check + verification of Master's declaration could be expedited after prior notice (similar to 100% examination of cargoes) and done on camera and/or suitable evidencing measures.

Response: MANSA shall provide a detailed representation with justification for doing away with the physical boarding of vessel, so as to get the matter examined further.

(Action: Commissioner NS-General & MANASA)

4.5 Sailing report for updation of sailing date in the system should be accepted in email message. Intimation for arrival of ship too should be accepted electronically/ through email message.

Response: It is informed that the process of accepting the sailing report in digital form and intimation of arrival of ship electronically has already been implemented and reports of the same are being sent to Boarding Section at boardingoffice-jnch@gov.in.

(Point Closed)

4 . 6 Currently Container Cell Department is functioning from Speedy CFS office which is located inside the CFS. Shipping lines are required to visit Container Cell Department to arrange CMC permission of import containers, submission of re-export list, extension request etc. for every vessel. For visiting Container Cell Department, Shipping line representatives are asked to get CFS entry pass from Speedy CFS which is a time consuming process. Speedy CFS should be directed to allow shipping line's representative basis on company ID Card.

Response: It was informed that there is some space available in Port User Building (PUB), hence Container Cell Office will be shifted to PUB building as soon as the space is finalized and ready. Commissioner (Gen.) to take stock of the status.

(Action: Commissioner NS-General)

4.7 Any re-working of an ICD export in case of a damage to the box in the terminal should be allowed with only local customs permission and once re-worked and details uploading to be allowed at local port Customs Office to be reflected at ICDs also so that duties can be settled. For this letter from terminal for the damage or the Lines local office and a letter from the shipper accompanied with S/bill should suffice.

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Response: The Chair requested to concern Commissioner to look into the matter as to how NOC for re-working of an ICD container can be expedited in coordination with respective ICDs.

(Action: Pr. Commissioner NS-II and Commissioner NS –General)

4.8 Whenever there is a breakup in the S/bill for partial shut out and partial loaded boxes destined to a S/bill provisions to be made in the

system to file the same S/bill twice once with partial load out on one vessel and second when balance shut out loaded onto next vessel, customs system to do a search and relate the containers loaded onto these two ships and close the EGM filing after the second vessel sailing as it is cumbersome to amend the s/bill for shut out boxes. Since BL is released once only for the S/bill.

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: Pr. Commissioner NS-I & MANASA)

4.9 Though Customs have cleared old pendency of about three lacks shipping bills “Q”, “QN”, “QNC” & “N” errors from their system but, the issue is still not resolved and even while filling fresh EGMs the error due to “Q”, “QN”, “QNC” & “N” occur and at this rate, the pendency list will not get liquidated anytime sooner. These errors are increasing day by day since the stuffing report and the actual number of shipping bills for LCL/ Multiple Shipping bill cases are not updated in time by the concerned customs officials.

Response: It is informed that the recurring errors “Q”, “QN”, “QNC” & “N” occurs due to improper filing of shipping bills by Exporter/CHA and secondly feeding of improper data with regard to stuffing reports by CFS officials. In this regard, the Chair appealed to stakeholders for proper filing of shipping bills. Regarding pending errors, Commissioner (Gen.) to take appropriate steps to expedite the resolution.

(Action: Commissioner NS-General)

4.10 One of the container vessels which sailed out from GTI on dated 11.12.2021, understand from Custom Boarding section that after updating sailing report of this vessel against rotation number, vessel name shows invalid in custom System. The reason why sailing report could not get updated in ICEGATE system obviously is EGM could not get filed. The steamer agent has tried to approach almost all concern Customs Department from Superintendent, AC, DC, IGM, EGM Dept, IT section to rectify the issue but the same has not yet been rectified.

Response: The error in Vessel Name in ICEGATE has been corrected and

Sailing Report has already been updated in ICEGATE portal.

(Point closed)

5. Agenda points raised by All India Association of Industries

Agenda points raised by All India Association of Industries (AIAI) could not be discussed as the representatives from AIAI were not present in the meeting.

6. Agenda points raised by Western India Shippers' Association:

6.1 PQ exemption not being honoured: PQ department, after years of implementation of Single Window system, have issued only one exemption – viz. for articles made of “Processed wood material manufactured by using glue, heat and pressure or combination.” However, since more than a month it is noticed that majority of Bills of Entry despite claiming this exemption are being marked to PQ for NOC and lots of time is lost in arranging the same directly impacting transaction cost and dwell time.

Response: The PQ Authority has informed that there is no change in Plant Quarantine Information System. Further, the Chair directed that the issue be taken up with Single Window System to find out how the majority of bills of entry are being marked to PQ for NOC when the items are out of scope of PQ order, 2003.

(Action: Pr. Commissioner NS-I)

6.2 ADC office demanding Customs assessed BE copy even if goods are out of the purview and not for Drug or Pharmaceutical use.

Response: CDSCO Official informed that they are not insisting for Customs assessed BE copy. They also confirmed that the Officers have been sensitized on this issue.

(Point closed)

6 . 3 There are many issues with terminals and shipping lines concerning DPD which are still not resolved and are hampering smooth functioning of DPD. We suggest a joint meeting be convened of terminals, shipping lines and trade exclusively for DPD, to be chaired by Chief Commissioner Sir.

Response: The matter has already been discussed and decided to hold a

joint meeting (refer point no. 4.5).

(Action: Commissioner NS-III)

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

(Kapil Prajapati)
Deputy Commissioner (CCO)

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:

Sr. No.	Name	Name of the PGAs/Stakeholders	Attendee's e-mail ID
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52	SPSANJAY1968	-	spsanjay1968@gmail.com
53	SHRI P M DONGRE	CDSCO	Personally attended
54	SHRI V RAJAPPAN	CDSCO	Personally attended
55	DR. SHEETAL GUPTA	FSSAI	Personally attended
56	SHRI SHAILESH NIMBALKAR	FSSAI	Personally attended
57	SHRI B R MEENA	PQ	Personally attended

Departmental Officers:

1. Shri U. Niranjan, Pr. Commissioner NS-I.
2. Shri Kulkarni Narendra Vishwanath, Commissioner, NS-II.
3. Shri Sonal Bajaj, Commissioner, NS-III
4. Shri Istikhar Baig, Commissioner, NS-Audit & General.
5. Shri Dharendra Singh Garbyal, Commissioner, NS-V
5. Shri Rajiv Ranjan, Additional Commissioner, CCO.