



मुख्य सीमाशुल्क आयुक्तकार्यालय, मुंबई अंचल II

**OFFICE OF THE CHIEF COMMISSIONER OF CUSTOMS, MUMBAI
ZONE II**

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**MINUTES OF CUSTOMS CLEARANCE FACILITATION COMMITTEE
(CCFC) MEETING HELD ON 10.10.2018 AT JNCH**

The meeting of Customs Clearance Facilitation Committee (CCFC) was held on 10.10.2018 at 11.00 A.M. in the Conference Room, at the 6th floor of the Jawaharlal Nehru Custom House, under the Chairmanship of Shri Vivek Johri, Chief Commissioner of Customs, Mumbai Zone-II.

2. Following personnel from regulatory agencies and representatives of various stakeholders attended the meeting:

Sr. No.	Name of the Organization	Name of the Representative & Designation
1.	TEXTILES COMMITTEE	Dr. P. Ravi Chandran, Deputy Director
2.	FSSAI, WR, MUMBAI	Shri P. Muthumaran, Director
3.	FSSAI, WR, MUMBAI	Dr. Krishna Methekar, Deputy Director
4.	PQ	Shri Nilesh Saste, Plant Protection Officer
5.	WCCB	Shri B.S. Khati, Inspector
6.	Drug Controller	Shri Ravindra R, ADC (I)
7.	AQCS	Dr. V. Vignesh, Examiner
8.	JNPT	Dr. C. Unnikrishnan Nair, Chief Manager (T)
9.	APMT-GTI	Shri Prashant Mhatre, AGM Ops.
10.	DP WORLD-NSICT/NSIGT	Shri Ajay Moghe, GM Ops.
11.	DP WORLD-NSICT/NSIGT	Shri Hardik Vaidya, Head Ops.
12.	DP WORLD-NSICT/NSIGT	Shri Piyush Kamal, Manager Finance
13.	AIWCBA	Ms. Roshan Irani, Core Member
14.	AIWCBA	Ms. Ganguly, Core Member
15.	BCBA	Shri Shankar Shinde, Member MGM. Committee
16.	BCBA	Shri Hiren Ruparel, Member MGM. Committee
17.	BCBA	Shri Ganpat P. Karade, MCM
18.	CMA-CGM/CSLA	Shri Sagar Damge, DGM Ops.
19.	CMA-CGM/CSLA	Shri Anirudha Lele, DGM Ops.
20.	CSLA	Shri V. M. Thomas, Asst. General Manager

21.	CSLA	Shri Sunil Vaswani, Executive Director
22.	CFSAI	Shri Venkat Narayanan, E.A.
23.	ODEX	Anand Raman
24.	ODEX	Prathamesh
25.	MANSA	Shri Manish Kumar, Sr. Manager
26.	MANSA	Shri Bakshi Md. Hanif, Sr. Manager
27.	MANSA	Victor Fernandes, AGM
28.	MANSA	Shri Subhash Rajkumar, Committee Member
29.	WISA	Shri Paresh Shah, Member
30.	WISA	Shri Nimish Desai, Member
31.	AILBIEA	Shri Harsh Lapsia, Member
32.	Ocean Network Express (ONE)	Shri Subhash Dongre, Manager Ops.
33.	Ocean Network Express (ONE)	Shri Leslie Pinto, Sr. Manager
34.	PIL	Shri Kalbinder Singh, Manager
35.	MIRC Elect. Ltd.	Aradhana Roy, Manager EXIM
36.	Hire Electronics Ltd. (ONIDA)	Shri V.K.Agarwal, General Manager (Exim)
37.	HTPL	Vikas Kharbanda
38.	HTPL	Shatrugun Pandey
39.	J.M. Baxi & Company	Shri Paresh Vanade, Sr. Manager
40.	J.M. Baxi & Company	Shri Yatin Naik, DGM
41.	CONCOR	Shri Mayank Mathur, Chief Manager
42.	CONCOR	Ms. Chitra Meena, Deputy Manager
43.	CONCOR	Shri Avinash Pal, Asst. Manager
44.	CONCOR	Shri Anil Sonwane, GGM
45.	Trans Asian Shipping Services	Shri Sindhu Kurup, Asst. Manager
46.	MSWA	Shri Omprakash Agrawal, President
47.	M/s Aroma Organics Ltd.	Shri Subhash Acharya, Manager (Import)
48.	AMTOI	R.R. Rubin, MCM
49.	R.F.C.L., Navi Mumbai	R.B. Sharma, Dy. Director
50.	RCL Agencies	Ram Krishnan, DGM Ops
51.	FIFO	Shri Harpreet Makol, Asst. Director

The department was represented by the following officers:

Sr. No.	Name of the officer & designation
1.	Shri M. R. Mohanty, Commissioner of Customs, NS- I &II
2.	Shri Subhash Agrawal, Commissioner of Customs, NS-III & IV
3.	Shri Utkaarsh Tiwaari, Commissioner of Customs, NS-Gen
4.	Shri Dharendra Lal, Additional Commissioner of Customs, CCO
5.	Shri R.K. Singh, Additional Commissioner of Customs, DPD & AEO
6.	Shri Kunal Kashyap, Joint Commissioner of Customs
7.	Shri Rahul Kumar, Assistant Commissioner of Customs, CCO
8.	Shri P.K. Sinha, Deputy Commissioner of Customs, Import Noting,

9.	Shri G.N. Srinivas, Supdt.(P)/ CCO
11.	Shri Alok Garg, Supdt.(P)/PSO
12.	Shri Ritesh Jaiswal, AO/EDI

3. The Chair welcomed all members and informed that the meeting will start with short presentation on time taken in clearance of cargo by all stakeholders at JNCH.

4. Shri Rahul Kumar, Asst. Commissioner of Customs, CCO made a power point presentation in respect of Dwell Time, highlighting the time taken in clearance of cargo by trade, customs and PGAs for the month of August-September, 2018. The presentation included release time of AEO and DPD importer and time taken by PGAs to give NOC.

5. Dwell Time Analysis for August-September, 2018:

It was informed to members that dwell time study was conducted on the basis of data provided by EDI and respective Groups for the months of August and September, 2018 vis-à-vis August, 2017 and July, 2018. The facilitated and non-facilitated bills of entry were also studied separately to analyse the time taken by Customs, trade and Participating Government Agencies (PGAs). The members were briefed on following findings of the study:

- i. In case of RMS facilitated Bills of Entry for the month of August, 2018, the average time taken by Customs for clearance (including assessment and from registration to out of charge) was 6.84 hours, whereas, the Importers/Custom Brokers took around 107.37 hours. Out of total time of 114.21 hours. Customs has taken only 6% of the total time and the trade (Importers/CBs) accounted for 94% of the total time.
- ii. Similarly, as per time release study for 'non-facilitated' Bills of Entry, which are assessed by the Assessing Groups, for the month of August, 2018, average time taken by the Customs was just 40% (82.61 hours); whereas trade (Importers/CBs) has taken 60% (124.47 hours) of the total time. The time taken by Customs from filing of bill of entry to assessment was 69 hours 30 minutes and from registration to Out of Charge (OOC) was 13 hours 07 minutes. Similarly, the time taken by trade from assessment to payment of Customs duty was 73 hours 53 minutes and from payment of Customs duty to registration of goods was 58 hours 28 minutes.
- iii. The comparison of the dwell time data for August, 2018 vis-à-vis August, 2017 revealed that, there is a significant improvement of 50.10 hours in August, 2018 from Entry Inward to Out of Charge. Similarly, comparison of the dwell time data of August, 2018 vis-à-vis July, 2018 also indicated that, there was improvement of 10.02 hours in August, 2018 from Entry Inwards to Out of Charge.
- iv. **DWELL TIME PERFORMANCE OF PGA FOR ISSUANCE OF NOC:**
On the basis of random sampling of the Bills of Entry, for the month of August-September, 2018, the average time taken by various PGAs for issuance of NOC was as follows:

- FSSAI** : The average time taken by FSSAI for release of provisional NOC was 4.7 days. The best case scenario was 03 days and the worst case was 09 days.
- AQ:** : The average time taken by AQ for release of provisional NOC was 1 day. In most of the cases NOC was granted on the same day. The worst case was 07 days.
- PQ** : The average time taken by PQ for release of provisional NOC was 1.5 days. The best case scenario was 01 day and the worst case was 02 days.
- ADC** : In case of ADC also, the NOC was granted on the same day in all cases. However, in case of dual use items the average time taken was 7.2 days. The best case in this regard was 06 days and the worst case cast 08 days.
- Textile Committee** : The average time taken by TC for release of NOC was 03 days- the best case was 01 day and the maximum time taken for granting NOC was 07 days.
- WLRO** : The NOC was granted on the same day in all cases.

6. Thereafter, issues viz. percentage & Number of Containers under DPD-DPD & DPD-CFS, terminal-wise clearance of DPD containers, AEO Status at JNCH till 30.09.2018, CFS-Wise AEO Certification and average release time for imports for the months of June, July & August, 2018 was discussed and same are as below:

A. Percentage & Number of Containers under DPD-DPD & DPD-CFS:

	DPD-DPD			DPD-CFS		
Month	Total DPD -DPD	Total DPD	DPD-DPD %	Total DPD-CFS	Total DPD	DPD-CFS %
May-18	14838	58357	25	43519	58357	75
June-18	13984	54072	26	40088	54072	74
July-18	13056	60603	22	47547	60603	78
Aug-18	14494	60924	24	46430	60924	76
Sep-18	14861	61729	24	46868	61729	76

B. Terminal-wise clearance of DPD-DPD containers in percentage:

Month	JNPCT	GTI	NSICT/ NSIGT	BMCT
May-18	17%	26%	34%	25%
June-18	16%	23%	37%	57%

July-18	15%	21%	26%	46%
Aug-18	14%	23%	30%	56%
Sep-18	18%	23%	23%	63%

C. AEO Status at JNCH till 30.09.2018:

AEO	Total	Approval	Return of incomplete Application	Transferred
Tier I	568	148	403	17
Tier II	2	2	0	0
Tier III	0	0	0	0
LO	62	29	32	1
Total	632	179	435	18

D. CFS-Wise AEO Certification at JNCH:

All CFSs of JNCH except T.G. Terminals & Techcare have applied for AEO LO status. The application has been processed and Certificates granted to all except Speedy Multimodes Ltd., Navkar Corp. Ltd. and Vaishnav which are verified and their applications is under process of issuance.

E. Dwell Time Report, Gate out from and Gate in time at Terminal (01.09.2018 to 15.09.2018):

Dwell time	NSICT/IGT (Parking Plaza)	GTI Parking Plaza
	No. of Containers	No. of Containers
0 Hour to 02 Hours	2607	762
02 Hours to 06 Hours	3396	2485
06 Hours to 12 Hours	549	2765
12 Hours to 24 Hours	124	525
more than 24 Hours	492	140

Chairman expressed concern over the large no. of containers taking more than 6 hours to travel short distance of 2-3 Kms. The Chair informed that there is a direction from the Ministry to include data from entry of containers into Customs Area till their loading on to the vessel in the Port Terminal. He directed the NSICT/NSIGT and GTI to examine the reasons for delay and come up with explanation for the same.

(Action: JNPT, NSICT/NSIGT, GTI)

F. Average release time for imports for the months of June, July & August, 2018

MONTH	DWELL TIME IN 2017 (IN HOURS)	DWELL TIME IN 2018 (IN HOURS)
JUNE	139.44	183.12
JULY	172.80	167.52
AUGUST	207.60	157.50

The Chair observed that the dwell time in August, 2018 i.e. 157.50 Hrs was way about the target set. He informed that all stakeholders need to work together and bring down the dwell time to double digits i.e. 72 hours as per NTFC by January, 2019. In the case of dual use items being dealt by ADC office it was informed by Commissioner (NS-I) that a meeting with Shri Prasad of ADC office was conducted wherein it was decided to bring down the dwell time for dual use items. It was informed that one finding of TRS study was that the B/Es of dual use items referred to PGAs took a longer time. Accordingly, ADC was directed to follow up on the issues relating to procedures and thereby reduce the dwell time. It was informed that FSSAI clearance took 3-9 days and in those cases where microbial test were required it took longer time. In other ports for e.g Amritsar the consignment of dry fruits have been cleared in 02 days. Accordingly, FSSAI was directed to sensitize all their Labs to lower/reduce the time taken for conduct the test and thereby to reduce the dwell time. The Chair also advised BCBA and trade to avail advance B/Es facility for Customs purpose as well as PGAs. The Chair directed to all PGAs including ADC and FSSAI in particular to contact custom broker and major importers and conduct outreach programme to educate how to file advance B/Es.

(Action: All PGAs, ADC, FSSAI)

7. Thereafter, pending issues from earlier CCFCs were taken up for discussion.

7.1. Mandatory issuance of e-Delivery Order/Advance DO:

In the previous CCFC meeting, CFSAI has assured the Chair that they will issue an advisory for all CFSs with regard to acceptance of e-DO. They have also assured that they will demonstrate the mechanism of e-DO/e-invoicing in the next CCFC.

The representative of CSLA informed that they are 100% compliant with issuance of e-DOs. CFSAI has informed that some of their members and CSLA are taking facilities of ODEX platform and there is no problem in this regard to get e-DO from CSLA by CFSs. In respect of other CFSs not using ODEX, CSLA communicate e-DO to CFSs vide e-mail. The Chair directed CFSAI to issue an advisory to all CFS not to insist for hardcopy of the e-DO. In this regard CFSAI has informed that they have already issued advisory in this regard.

(Action: Point closed)

7.2. Invoicing problem with Container Freight Stations (CFS):

In the previous CCFC meeting, the Chair directed the BCBA to encourage trade to shift to e-payment and hoped that by the next CCFC the volume of physical payments would come down to 40% at least. He directed the CFSAI to present the quantifiable data in respect of the e-payments made by the trade in the next CCFC and also directed the Commissioner (NS-Gen) to oversee the matter through CCSP Cell, JNCH. BCBA has informed that they are in communication with CFSAI with regards to E Invoicing/E- Payment on a regular basis.

In the meeting CFSAI has informed that approx. 10 thousand transactions have been through e-payment mode with the assistance of ODEX. They informed that in next 8-10 days they are conducting meeting with all the CFSs to sensitize them in this regard. On being enquired by the Chair they informed that at present approx. 20% of total invoice generated are e-invoice.

BCBA & AIWCBA informed that the trade is widely accepting the concept of e-invoicing. BCBA has informed that they welcome this process and sensitize their members to take e-invoice from CFSs. The Chair has observed that the onus is on BCBA, AIWCBA and importers to decide whether they want e-invoicing or not. The point is treated as closed with agreement of all concerned.

(Action: Point Closed)

7.3. Assigning a common single DPD code for all Terminals:

In the previous CCFC meeting it was informed that from 08.03.18 onwards, DPD Importers are required to get registered at JNPCT only. JNPCT will allot a unique DPD Code to the Importer and intimate the same to other Terminals. Also for existing codes, there are some technical glitches which are to be removed before moving on to common DPD code. The Chair suggested sorting the issue by having transposition table. Terminals requested for a month's time to remove the glitches. The Chair agreed and also directed the Terminals to issue common DPD Code to all clients within a month time.

Representative JNPT informed that all the new DPD registered clients are assigned a common DPD code since 08.03.2018. The issue of common code for earlier registered clients was discussed with Commissioner (NS-III). It was decided that JNPCT will give common code for all DPD clients after discussion with other four terminals. JNPT vide e-mail dated 14.09.2018 forwarded common code for all DPD clients registered with Port Terminals. He informed that a Trade Notice of common alpha numeric code with effect from 24.09.2018 has been issued.

Terminals have informed that all the necessary amendments in this regard have been made.

(Action: Point Closed)

7.4. Difficulty in execution of Dual-use Bond with ADC:

In the previous CCFC meeting, trade informed the Chair about the requirement of producing the Certificate of Analysis by the ADC for every batch of import. ADC representative present in the meeting informed the

Chair that he will take up the matter with his higher authorities and also requested the BCBA to submit a representation to their office in this regard.

The Chair directed ADC representative to take note that a meeting of Commissioner (NS-I) was held with ADC Authorities particularly with regard to dual use items as the present time period of 7 to 8 days to grant NOC in respect of such items is too long. Commissioner (NS-I) informed that during the meeting with the Deputy Director, CDSCO in presence of BCBA representative, the CDSCO has promised to cut down the period of granting NOC for dual use items. ADC representative asked BCBA and importers present in meeting to make an advance application for the NOC to decrease the time period. Commissioner (NS-I) informed that a separate communication is being made with Additional Secretary, Ministry of Health and Family Welfare in this regard. The Chair observed that trade should avail the facility of advance filing of application for ADC NOC and directed that ADC may examine the matter and list out the steps taken to reduce the time for issuance of NOCs before the next CCFS.

(Action: ADC)

7.5. Procurement/ Installation of container scanner at Port:

JNPT representative informed during the meeting that scanners for the 03 terminals NSICT/NSIGT, GTI and JNPT will be procured by November, 2018 and the same would be functional by the last week of December, 2018 or first week of January, 2019. The proposal for scanner for the BMCT is also under process. The Chair enquired whether BMCT has approached the Department for finalising the location of the scanners. Representative of JNPT informed that earlier BMCT had proposed location of the scanner near PUB next to the dry fruit scanner which was found to be not feasible. Now, they have changed location inside the BMCT port terminal. Commissioner (NS-III) informed that BMCT has stated that they have prepared a SOP wherein container cannot exit without scanning. The final SOP submitted by BMCT is being examined and would be approved shortly. The Chair directed JNPT to complete the installation of mobile scanners at the earliest by January, 2019 for all terminals.

(Action: JNPT, BMCT)

7.6. Pilot Implementation of paperless processing under SWIFT/ Extension of e-SANCHIT application:

In the previous CCFC meeting, BCBA had informed that they have conducted several e-SANCHIT seminars for training of their members and their staff. It was pointed out by the BCBA that proper/ specific error codes are not being reflected in the system while uploading documents on e-SANCHIT. The Chair directed them to submit a detailed representation in this regard so that the matter can be taken up with DG Systems. BCBA has informed that the issue has been taken up at the CCG Meeting held on 22.06.2018 at New Delhi. Documents are now being filed under E- Sanchit and the issues faced are being addressed from time to time to this office and D.G. System -Delhi.

(Action: Point Closed)

7.7. Incentivizing the DPD containers, cleared within 24 hours:

In the previous CCFC meeting it was suggested by Commissioner of Customs that Terminals should give incentives to importers who are clearing the DPD consignments within 24 hours, as against the fixed time- limit of 48 hours,

During the meeting JNPT representative informed that financial incentivization is not feasible. The Chair enquired that in absence of financial incentivization whether Green Channel facility is possible for DPD importers. He informed that DPD numbers have reached 62,000 which was nearly 47% of all imports. So a green has to be devised by JNPT to which representative requested time to study and get back with solutions. NSICT/NSIGT also informed they will come back within 03-04 days on the measures to be taken. BMCT has earlier informed that they maintain a dedicated lane for movement of trailers and DPD containers. In this regard GTI has informed that they are providing two time-slots every day for clearance of DPD containers only, as happy hours. The Chair directed to inform these time-slots to all DPD importers and ADC (DPD). The facilitation measures in this regard submitted by the port terminals would then be publicized through a Public Notice issue by JNCH.

(Action: Point closed)

7.8. Invoices for DPD charges raised by Terminals:

In the previous CCFC meeting, it was directed that CSLA would submit cases where DPD charges were deducted from shipping lines to enable port to raise credit notes. In this regard CSLA has submitted list of 51 invoices.

During the meeting it was informed by CSLA that the claims raised by them have already been settled by terminals.

(Action: Point Closed)

7.8 (a) Acceptance of E-payment by port terminals.

BMCTPL has informed that transfer of fund/payment from all banks is accepted. GTI has informed that they accept electronic payment (RTGS / NEFT) made through any bank. JNPT has informed that triparty agreement with IPA, Ports & SBI is in process to provide SBI E-Payment Gateway facility to port customers. The testing of the E-payment Gateway is in process for the use of port customers/shipping lines using PCS platform for port payments. The facility of payment through ICICI-E-Gateway for customers is also in process as informed by IPA.

(Action: Point Closed)

7.9. Time Taken for evacuation of DPD containers (Port to declare):

In the previous CCFC meeting the Commissioner of Customs (NS-IV) had directed BCBA and terminals to carry out a joint exercise to find out the actual time taken in evacuation of DPD Containers from Port. Terminals informed that the out-of-charge message verified by the Customs gate officer is also verified by the terminals. It was requested to review this duplication of work which causes delays in the evacuation of DPD containers. The Chair directed the Commissioner of Customs (NS-IV) to examine how the procedure can be streamlined.

The Chair pointed out that complaints have been received from the trade that Terminals and CFSs cause delays in clearance of DPD-CFS containers. In some cases, Terminals insist that importers must avail DPD-DPD mode if they wish for timely or expeditious delivery and do not appropriately prioritise the clearance of DPD-CFS containers. There have also been complaints that CFSs do not send adequate number of trolleys in time for timely evacuation of DPD-CFS containers. The end result in both the situations is that the DPD client does not get delivery of his containers within the stipulated time lines. The Chair directed CFSAI and Terminal representatives to convene a meeting to come to mutual agreement about the average time that they would take to evacuate containers and to convey that in writing to CCFC.

The Chair also asked the terminals and CFSAI to maintain data of time taken by a trailer of CFS to evacuate DPD-CFS mode container from terminal and submit the same to Commissioner (NS-III) periodically so that the average time taken may be monitored effectively.

(Action: CFSAI, Terminals)

7.10. One time intimation (CSLA):

It was informed that Public Notices 36/2018 & 49/2018 were issued by JNCH for streamlining the one time default intimation process so as to facilitate DPD clients. Further, the list of such one-time default intimations received from DPD importers is also being uploaded on the JNCH website on weekly basis. BCBA informed that they have issued instructions to their members to take advantage of Public Notices issued by JNCH. ADC (DPD) informed Chair that more active support is required from Customs Brokers in filing One Time Intimation of DPD importer and that only 807 out of total 1832 registered DPD importers have given OTDI so far.

A BCBA representative informed that in some cases even though OTDI has been submitted, the Shipping Line has claimed that they have not received it and shifted the DPD-containers to a CFS of their choice and not as per the OTDI. The Chair enquired about the procedure of receiving complaints with regard to non compliance of OTDI by Shipping Line. ADC (DPD) informed Chair that these complaints are being received on via e-mail as well as in hard copy and the same are being forwarded to concerned Shipping Line, MANSA & CSLA. One of the BCBA member submitted documentary proof regarding non compliance of OTDI instruction of Customs by three major Shipping Lines and also confirmed that a complaint was duly made to the Shipping Line. CSLA/MANSA representative informed that they have not received any complaint. The Chair expressed displeasure on the reply of the CSLA and directed ADC (DPD) to write to CSLA/MANSA to forward the status of all complaints by 11.10.2018.

(Action: BCBA, CSLA)

7.11. Longstanding containers put on hold in CFSs, by investigating agencies:

In the previous CCFC meeting, the CFSAI had raised the issue of long-standing containers that are put on hold by various agencies such as SIIB, DRI, which are lying in their member CFSs since 2001. SIIB (X) has

forwarded a list of 32 longstanding containers that were put on hold by them.

In the meeting Commissioner (NS-Gen) has informed that at present 550 containers are pending because of different investigation agency. He has also informed that of these the maximum containers are of Red Sanders. Further, it was informed that they are exploring the way of segregation of other items recovered from the containers alongwith Red Sanders. CSLA has informed that more than 5000 containers are pending for almost 5 years for disposal. In this regard Commissioner (NS-Gen) has replied that these cases are classic cases and no. of containers is dynamic/ fluctuating time to time. 2500 containers are pending due to various reasons which are out of control of competent authority. The Chair has enquired about the reason of pendency. The Commissioner (NS-Gen) has provided the breakup of all the pending containers with the reasons. On being pointed out the discrepancy in no. of containers stated by CSLA (more than 5000) and Commissioner (NS-Gen) (4410), the Chair directed the two to meet urgently and reconcile the numbers. In respect of disposal of containers where valuation has already been done before 5 years, Commissioner (NS-Gen) has informed that the valuation of that time is not acceptable now and same would be re-valued soon. The Chair directed CFSAI & CSLA to give exact data in respect of longstanding containers pending for disposal mentioning abandoned/ seized/ confiscated/ unclaimed/uncleared containers alongwith age-wise break-up/reason of hold etc. The Chair also directed Commissioner (NS-Gen) to have the list examined and put up an action plan on the disposal of such containers within a month.

**(Action: CIU & Disposal through Commissioner (NS Gen),
SIIB (X) through Commissioner (NS- II) and SIIB
(I) through Commissioner (NS-V))**

7.12. Issues raised by All India Women Customs Brokers Association (AIWCBA):

In the previous CCFC meeting, AIWCBA had raised the following issues:

- a) "Collection of blank cheque by shipping lines for factory stuffed containers which is against trade practices". The CSLA informed that they are strictly against such practices and requested to bring to their notice if any such practice is in place. They further assured the Chair to take up the matter with concerned Shipping Line and resolve the issue.

CSLA had informed the forum that they haven't received any specific details in this regard. The Chair directed the AIWCBA to submit the details of such cases to CSLA and for the latter to send a report on the action taken to Commissioner (NS-Gen) within 15 days of receipt of the details.

(Action: AIWCBA, CSLA, Commissioner (NS-Gen))

- b) "The Shipping Lines collect KYC. However, whenever Custom Broker approaches for next DO, every time they have to carry a photo copy, which is waste of paper. This should be discouraged."

The Chair asked them to submit details of such cases to CSLA and directed CSLA to look into the matter and take necessary action to stop such practices.

CSLA informed that all its members are in compliance of one time submission of KYC by the importer. If there is any specific case where KYC documents are being asked for repeatedly, the trade representatives may submit details of such cases to them.

In this regard Commissioner (NS-Gen) has expressed the view that the problem raised by AIWCA appears to be not of repeated submissions of KYC documents of the importers but of the identity papers of the person deputed by a broker to collect the D.O. from the Shipping Line counter. It was agreed that it was legitimate on the part of Shipping Lines to insist on proper identification of the person collecting the Delivery Order but there is no justification for them to repeatedly ask for KYC documents of the importer.

The Chair directed CSLA to issue advisory to their members to ensure that KYC documents of importer are not asked for each time that a D.O. is collected on his behalf.

(Action: CSLA)

7.13. Non-food/ Out-of-Scope items being referred to FSSAI for NOC:

BCBA representatives during the meeting confirmed that this issue has been resolved.

(Action: Point Closed)

7.14. Selection of large number of food-items for FSSAI NOC:

In previous CCFC meeting with regards to certain dual-use items like chemicals, antibiotics routed for FSSAI NOC, the Chair directed that the issue of automatic revision of risk parameters may be taken-up with the SWIFT Team/ RMD & FSSAI, on top priority. RMD has informed that as for the reference to capturing test results & PGA acceptance or rejection and for excluding out-of-scope bills, the RMS team is in the process of updating existing software to implement dynamic facilitation of FSSAI documents based on compliance history which is expected to be live very shortly. This update will facilitate FSSAI consignments dynamically and also prevent routing of out-of-scope bills to FSSAI for NOC based on compliance history. Also it was informed that to reduce unintended routing of non-food bills to FSSAI, the trade should refer to SWIFT Reference before filing PGA documents & fill the Grades (PHG, NPH or NFG) as applicable & FS related end uses viz. FSH100, FSH200, FSH700 etc. as applicable correctly. Commissioner of Customs (NS-IV) informed that a Public Notice in this regard will be issued in a day or two.

RMD vide letter 29.05.2018 has informed that dynamic facilitation of FSSAI bills based on compliance history has been implemented with effect from 15.04.2018. Accordingly, routing of bills of entry to FSSAI is done in a dynamic mode. FSSAI has informed that they have already incorporated Risk

management system in software which is based on compliance history. Certain bill of entries of Food items are exempted from sampling process and NQC generated on same day.

BCBA representatives have informed that this issue is resolved

(Action: Point closed)

7.15. Revised targets for overall cargo release:

In previous CCFC meeting, the stakeholders were requested for smooth implementation of the targets for overall cargo release time as within 48 hours for imports of Sea Cargo and within 24 hours for exports of Sea Cargo, set by the Board vide Member (Customs), New Delhi, vide D.O. letter dated 26.03.18. It was also instructed that the field formations may devise a strategy to bring the clearance time within the desired range.

Terminals informed that they will provide all possible assistance to achieve the target fixed by the Board in respect of cargo release time.

BCBA w.r.t. export cargo has stated that with the existing infrastructure and facilities it is difficult to achieve the target and added that initial process of direct Port gate in was the best practice instead of routing via Parking Plaza. They have suggested that the same practice should be followed and only those containers selected for open and examine may be diverted to the space allotted by port for examination Area. Also, if possible the registration process may be done during port gate in to know whether the container be moved to load stack yard or examination yard. W.r.t. import cargo may stated that they are regularly sensitizing their members and circulars being sent to avail advance filing for improvement of clearance timings. PGAs in this regard has stated that they will make possible efforts.

The Chair has directed that all of us have to work hard to achieve the target fixed by the Board.

(Action: Commissioner (NS-III, V), Terminals, BCBA, CFSAI, PGAs)

7.16. Shipping line Agent Code registration-

CSLA has raised the issue of shipping line/ agent code and suggested that Customs House should be authorized for shipping line registration as per the earlier practice. Alternatively ICEGATE/DG System should be requested to accept online rotation application based on shipping agent's Pan Number registered with Customs.

ADC EDI has informed that registration of shipping line code is done by DG (System), New Delhi and registration of shipping agent code for Mumbai Zone is centrally done at NCH, Mumbai. It was further intimated that the above registration process is continuing since the implementation of ICES 1.5 version and there is no change in the process till date. CSLA has intimated that they do not have any issues with regard to shipping agent code registration. However, for shipping line code registration, there are no detailed guidelines regarding procedure and documentary requirements for getting the same.

The Chair has informed that this issue has been taken up with DG (System) and the grievances in this regard have been communicated.

(Action: Point Closed)

7.17. CMC permission to be granted on holidays by boarding section-

In the previous CCFS meeting CSLA raised the issue that presently CMC permission is issued by Container Cell, JNCH based on continuity bond submitted by the shipping line at the beginning of the year on all working days (Monday to Friday). CFS containers are moved out from the port on the job order of CFS, but empty containers are released and moved out from the port on CMC permission only. During the weekends/holidays, in absence of CMC permission evacuation of empty containers are delayed till the next working day. Trade also raised similar concerns about the roles (EDI system) given to the officers posted for holiday duty. The Chair directed the Commissioner of Customs (NS-Gen) to examine the matter and if required, authorise the Boarding officer to grant such permissions on public holidays.

Commissioner (NS-Gen) informed that a Public Notice NO. 82/2018 dated 16.05.2018 has been issued. It has been decided that there shall be no requirement of permission from the Container Cell for the movement of containers from the port. All steamer agents/importers shall intimate certain details to AC, Container Cell through e-mail before movement of containers from the port. As per para 4 of the said PN, in case of weekends/holidays, the concerned steamer agent/importer will submit the copy of the request letter to the Container Cell, JNCH containing the requisite details by the end of the next working day and the Container Cell shall reconcile the same with the records. CSLA was asked to go through the Public Notice NO. 82/2018 dated 16.05.2018 wherein all arrangements in respect of their request has been incorporated.

(Action: point closed)

7.18. EGM'S pending update-

In the previous CCFS meeting CSLA raised the issue that they are regularly receiving files on the Pending EGM's for filing. These files contain sensitive and confidential information of consignees/customers for which distribution to all lines will be in violation of the Competition Act. These files also contain information on NVOCC's / Shipping agents. It was suggested that relevant data be sent only to respective Shipping lines individually due to the sensitivity and relevance. The Chair has directed Commissioner of Customs (NS-Gen) that the name of the exporter need not be reflected in such files.

During the meeting, Commissioner (NS-Gen) informed that for correction in EGM certain basic information from the exporter is required. Apart from master BL and House BL details generally previous EGM no. is required. Earlier these details were available with the exporter and now it has been substantially removed. Presently for the correction department is approaching all stakeholders including exporters through a common e-mail informing them to provide Master BL, House BL, Shipping Bill No. and corresponding EGM No. to re-validate the data in the system. He further informed that such cases have been reduced to less than 1%. In this regard Commissioner (NS-Gen) has directed CSLA to issue an advisory to their members and forwarders to provide copy of master bill of lading and EGM No. to the respective exporter in order to save time in removing errors of EGM. The Chair has granted his consent for the same.

(Action: CSLA, Commissioner (NS-Gen))

7.19. Network facility of all cellular Operators with wi-fi facility at Parking Plaza:

In the previous CCFC meeting, the Chair discussed the matter with the Terminals and directed them to provide the wi-fi facility at the earliest. Commissioner (NS-Gen) had taken up the matter and a letter was written to all the terminal operators to provide wi-fi connectivity throughout the parking plaza premises and not at a few random spots. It was conveyed by the terminals *"after analysing the entire scenario they proposed that engaged vendors should provide their own wi-fi dongles. Considering the fact that their own wi-fi dongles can be used at any location. This would negate the need of wi-fi connectivity throughout the parking plaza and be in overall interest of operation and in-line with terminal's IT Security Policy."* Also, it was conveyed that since centralized plaza is going to come in operation soon, this whole infrastructural investment would go waste.

The Chair enquired about the timeline for commencement of operations of centralised parking plaza. JNPCT has informed that it would take another 6 months. It was also informed that an IT team of terminals visited this place and reported that service provider with whom Customs have contract may be directed to provide wi-fi facility also. According to them, this condition is already in the contract between the e-seal vendor and Customs. The matter was discussed and Commissioner (NS-II) informed that CBIC has provided the list of vendors who can provide e-seal to the exporter and there is no such requirement for them to provide wi-fi connection. The Chair pointed out it is matter of concern that the terminals are not complying with a reasonable request involving very modest expenditure for providing the requisite infrastructure at the Parking Plazas. He directed Commissioner (NS-Gen) to formally issue directions to them under the extant Regulations to do so without further delay and to report compliance within 15 days.

(Action: Commissioner (NS-Gen), Terminals)

7.20. Working of PGAs during long weekends and holidays:

In the previous CCFC meeting, the Chair directed ADC, CCO to sensitize all PGAs for working on weekend and holidays on which Customs are working and invited comments on the same. ADC has informed that their office is already functioning on Saturdays (except second & fifth Saturday of month). In case of long weekend, this office shall function as per Customs department Circular/Notification. FSSAI has stated that FSSAI working days are in synchronous with Customs Holidays as we follow the list of Holidays as decided by CGEWCC. AQ has informed that under the current staff strength of AQCS Mumbai, it is almost difficult to run the basic functions even on weekdays. Under the circumstances, it is not at all possible to function on weekend/holidays. It will be appropriate if the matter is taken up to Department of Animal Husbandry, Dairying and Fisheries for creation or filling of the more functional post so that the same can be compiled. Similarly, Textile Committee has also informed that they are ready to synchronize their work alongwith Customs.

(Action: Point closed)

7.21. Delay in generation of e-Form 13 by Steamer Company:

In the previous CCFC meeting, Commissioner of Customs in the issue of generation of e- Form 13 by steamer companies informed that the matter has been discussed with the Terminals. NSICT & NSIGT have already a system of changing e-seal number without going for the process of cancellation of e-Form 13. JNPT also have a simpler process in place. The main problem persists with GTI. The Chair directed GTI to devise a mechanism similar to that of NSICT & NSIGT at the earliest. He also directed the trade that while their container is coming to the parking plaza, they should bring the e-Form 13 along to save time.

The Commissioner (NS-Gen) has informed that this point has been separately discussed by him with the terminals. GTI has extended the facility of Seal Edit and e-Form 13 cancellation in E-Form 13 system. BCBA agreed to verify the factual DATA for analysis of delay in form 13, however M/s. ODEX is not ready to share the Turn Around Time (TAT) Data:, in order to have effective study of timelines of each process and provide effective solution, ODEX / CSLA be directed to have the necessary online data , and would help to monitor in transparent manner to reduce the dwell time.

(Action: Point Closed)

7(A). NEW POINTS

7(A).1. Nomination of area inside the port terminals for examination/sampling of DPD Containers going by Rail:

CONCOR India vide their e-mail dated 20.09.2018 has requested to nominate an area inside the port terminals for examination and sampling of DPD containers going by Rail.

During the meeting, Commissioner (NS-IV) has informed that this facility has been started in BMCT. In this regard, the Chair stated that an area earmarked for examination and sampling inside the terminals itself is a big facility and pointed out though the new terminal (BMCT) has started it, why the other terminals are not providing the same. Further, enquired whether there is any chance for ITT (Inter Terminal Transfer) for the said facility. In reply representatives of NSICT/NSIGT have raised the issue of CISF security in this regard. Commissioner (NS-IV) has suggested that to overrule this issue a SOP can be drawn. The Chair has directed to discuss the issue with all the terminals.

(Action: Terminals, Commissioner (NS-IV))

7(A).2. DPD-Default one time intimation for Terminals:

M/s DP World has requested to allow the option for DPD clients to nominate Terminal in one time nomination declaration for their all imports. In this regard reference has been invited towards Public Notice 36/2018 dated 09.03.2018. The current notification in its content allows a onetime default nomination as a binary choice either DPD Terminal for all Terminals or DPD CFS. They have suggested that the choice of terminal can be given in following way:

Terminal	DPD Nomination Type
NSIGT	DPD-TERMINAL/DPD-CFS
NSICT	DPD-TERMINAL/DPD-CFS
JNPCT	DPD-TERMINAL/DPD-CFS
APMT	DPD-TERMINAL/DPD-CFS
BMCT	DPD-TERMINAL/DPD-CFS

This can bolster the cause of DPD-Terminal Pickups.

In this regard, the Commissioner (NS-IV) stated that this would become cumbersome for shipping lines as it create 3 to 4 codes for a single importer. Further, Commissioner (NS-II) commented that such grievances should come from importers rather than shipping lines.

(Action: Point Closed)

7(A).3. Reasonable Deposit from DPD Importers:

It has been requested that reasonable deposit should be collected by Terminal(s) and norms for the same should be the Monthly Transaction volumes. An overwhelming majority of Importers are not replenishing their DPD PDA accounts with the Terminal(s) 3 days prior to vessel arrival as per current practice. This leads to last moment reconciliation issues and operational hiccups, not to mention unrecovered accounts receivables on our books.

In this regard, the Commissioner (NS-IV) has directed that all the importers should maintain the PD account as laid down by the terminal in order to avoid any unwanted issue or delay in delivery of DPD containers. For individual cases importers can approach the Commissioner (NS-IV) to raise the issue for resolution.

(Action: Point Closed)

7(A).4. Movement of DPD units by default to Speedy CFS after 48 hours from JNPCT.

CSLA & MANSA has informed that DPD units at JNPCT which have not been picked up by customer after 48 hours is being despatched by default to Speedy CFS despite Shipping line having nominated the CFS of choice as per PN 57/2018. JNPCT is yet to provide revised IAL format to reflect required information – i.e. Shipping Lines Choice of CFS. Therefore, presently the DPD containers are still being moved to Speedy directly, if not cleared within 48 Hours by the Clients leading to misinformation to the concerned Consignees and the CFSs.

JNPCT representative stated that some CFS are not keeping adequate deposit in their PD account with JNPCT and hence requested that instead of entire CFSs in fray, only some CFSs may be assigned the work of more than 48 hours DPD container evacuation. He stated that this would simplify their operations and thereby reducing their dwell time. CFSAI representative informed that JNPCT does not have a system to open PD account and if they provide the same then all CFS would keep adequate deposit with JNPCT. He also informed that increase in dwell time by JNPCT is due to new gate automation software which has been put into operation from 1st of

September, 2018. In this regard CFSAI & BCBA has informed that there are no particular stacks in terminals including JNPCT for DPD containers and the same are found scattered here and there and there is no system to trace the location. The Chair informed the representative of JNPCT that the percentage of DPD-DPD containers has gone up to 47% in September, 20198 and also feedback has been received from many DPD importers regarding incorrect location of DPD containers at JNPCT. The Chair directed JNPCT to look into and resolve the matter on priority basis.

(Action: JNPCT)

7(A).5. Sea Cargo Manifest & Transshipment (SCMT) regulations:

CSLA vide e-mail dated 25.09.2018 has informed that SCMT has been scheduled for implementation on 1st November, 2018 and they have made representations to CBIC/Customs for clarifications on

- i. Registrations of Shipping Lines under the regulation – currently there is no provision in ICEGATE.
- ii. Format and layout for EDI transmission of additional data – Shipping Lines have global systems and for any change in systems, evaluation on risks, exposure and impact will have to be audited prior to making any changes that require global approval. This would take almost three months to make necessary changes. Appreciate early clarity on the formats.
- iii. Mandatory & Optional Fields in the data required.

MANSA vide their e-mail dated 25.09.2018 has informed that the date of implementation is extended till 01st November 2018. However as of now there is no provision in ICEGATE or any other portal for ONLINE registration. Also the revised IGM / EGM EDI format is not yet issued as per the new requirement. The S/Lines will require at least 1-2 months making necessary changes in their system.

MANSA representatives have requested to extended the time limit for implementation of SCMT. The Chair enquired as to whether MANSA has forwarded any representation to the Board. The reply of the same comes in affirmative. The Chair during the meeting has informed that the feedback received related to SCMT has been conveyed to Board and further directed Commissioner (NS-IV) to re-forward the representation of MANSA & CSLA.

(Action: Commissioner (NS-IV))

7(A).6. BMCT- ITT movements and CRO movements:

CSLA vide e-mail dated 25.09.2018 has informed that they had earlier highlighted the concerns on the Inter terminal Transfers of containers between the four terminals at JNPT. They had requested Customs to allow movement between BMCT & other terminals on the same lines as ITT between GTI/NSICT/JNPT. However, even today ITT to and from BMCT needs to be done by the Shipping line with customs escort & payment of custom overtime. This is time consuming and adding to the operational cost and it is also defeating the purpose of promoting Transshipment cargo through Indian ports.

Commissioner (NS-IV) informed that it was conveyed earlier in PTFC meetings that there is no need of Customs escort for this work. The Chair directed Commissioner (NS-Gen) to examine the issue of ITT movement within the port terminals and take a decision regarding requirement of customs escort.

(Action: Commissioner (NS-Gen))

7(A).7. DPD One Time Update list on Customs website

CSLA vide e-mail dated 25.09.2018 has informed that they are facing difficulties with multiple codes allocated by different terminals. This gives room for wrong dispatches, delays and increasing complaints from Consignees on wrong despatches/ increase in costs and inconvenience. They have requested DPD cell to publish list of One time default intimation of customers with relevant information along with common terminal code and CFS code in case of DPD/CFS. Customs list of ONE TIME DPD CUSTOMERS doesn't show CFS details for many customers although they have opted for DPD CFS. In absence of DPD CFS Details shipping lines are unable to file those shipments as DPD shipments. Customs should be requested to incorporate complete DPD information in ONE TIME DPD list. Name of few such DPD customers are as follows:

- MPCL INDUSTRIES LIMITED
- B.V.BIO-CORP PVT LIMITED
- SHREE ASHTAVINAYAK PAPERS PVT. LTD
- PAPER BAG MFG. CO.
- TRINITY CYCLES INDIA PVT LTD.
- ADITYA INFOTECH LTD.

ADC DPD informed Chair that name of CFS was missing only in case of above six (6) importers out of 807 and same has been uploaded on JNCH website. They have also added that requirement of documents for amendment purpose – JNCH had simplified amendment procedure through Public notice 47 / 2016 which had minimized number of documents requirement for the amendment purpose. The ground level officers of customs department still ask for many other documents which delays the entire amendment process and defeats the entire purpose of simplification. All ground officers of the department should be informed to accept documents as per the guideline given in public notice.

Commissioner (NS-II & NS-IV) has informed that the issue raised under this point has already been resolved.

(Action: Point Closed)

7(A).8. Immigration department requirement of IGM/EGM details.

CSLA and MANSA vide e-mails dated 25.09.2018 has informed that Immigration department at JNPT requests for IGM/EGM to be sent to them. This will result in resorting to manual processes, delays and also duplication of tasks which defeats the purpose of "Ease of Doing Business". S/Lines are already uploading the IGM / EGM on ICEGATE. They have requested that Immigration Department be given viewing access to details from ICEGATE.

Commissioner (NS-Gen) in reply of the subject issue has informed that he has personally spoken to Ms. Supriya Patil, Person In-Charge, Immigration, JNPT in prospective of this IGM/EGM issue. He has also added that a meeting on 11.10.2018 is scheduled with her in the matter. He has also informed that CSLA has also been informed about the same. Further, he has informed with regard to the request of CSLA/MANSA to grant access to ICEGATE to Immigration department he stated that such an access has never been granted at any time earlier. He requested to CSLA/MANSA to attend the meeting on 11.10.2018 with Person In-Charge, Immigration, JNPT. The Chair also directed CSLA/MANSA to attend the meeting and forward the feedback of the same to department for further action in the matter.

(Action: CSLA, MANSA)

7(A).9. On Line amendment of IGM.

CSLA vide e-mail dated 25.09.2018 has informed that they have been receiving complaints from the Trade on delays of amendments, increased costs, and human manual intervention for all amendments. They have suggested that there should be 'On Line' amendments by Shipping Lines to save time, costs and manual processes.

Commissioner (NS-Gen) has informed that IGMs are filed in 2-stage. The prior IGM is amendable in system and second is filed after entry inward. After entry inward IGM becomes final and no further amendment is permitted in the system and it can be done manually only. It was however informed that it was a system issue. Accordingly, CSLA requested an electronic solution for the said problem. The Chair has directed to create a form similar to the one created for DPD & AEO clients where necessary document for the amendment of IGM No. can be uploaded. BCBA during the meeting has raised the issue that many time in this type of case if any change is made in Master Bill of Lading or House Bill of Lading the Customs Broker faces problem at the time of delivery because of mis-match in system where advance BEs have been filed. BCBA has requested to keep this point in mind while making any arrangement in this regard. The Chair has directed EDI & Import Noting to make arrangement for the amendment in final IGM.

(Action: EDI through Commissioner (NS-I), Import Noting through Commissioner (NS-Gen))

7(A).10. EDIT Options on TRANSHIPMENT PERMISSION for import containers discharged at JNPT for other Ports in India:-.

CSLA & MANSA vide e-mail dated 25.09.2018 has informed that once TP is generated, there are no edit options available for making changes in EDI and same can be done manually. After few years if there is any query raised they don't have any checking mechanism of the manual corrections it will show the old data itself and have to rely on the manual corrections. Currently if the container is discharged as local they have option to amend it prior to TP being generated, i.e. changes is reflected in ICEGATE but after TP generation, changes in EDI is not possible. Only option is to go for manual correction. They have requested for consideration of inclusion of edit options for TP containers after TP is generated so that the correction / amendment gets reflected in ICEGATE. The old system of processing TP permit thru

system after inward entry as in the case of SMTP (ICD containers) need to be reinstated at the earliest.

Commissioner (NS-II) & Commissioner (NS-IV) has informed that the issue falling under this point has been resolved.

(Action: Point Closed)

7(A).11. Dwell Time for DPD Containers at BMCT:-

MANSA vide their e-mail dated 25.09.2018 has informed that BMCT continues to charge / raise the invoices for dwell time on DPD containers on the Shipping Lines. Though this was discussed and agreed by BMCT in presence of Commissioner of Customs to charge the consignee or the concerned CFS from PDA account which the consignee / CFS is required to maintain with them. However, there is no change and they continue to charge the Shipping Lines causing additional burden and avoidable inconvenience to Shipping Lines. It is becoming difficult to keep track for collection of dwell time charges when the containers are moved out after free period.

MANSA vide their e-mail dated 08.10.2018 and further during the meeting has informed that the above issue raised by them has already been solved by the BMCT. It has been conveyed by them that BMCTL have informed that to prevent such incidents they have introduced remedial action by modifying their system software of billing module to accommodate the trade's request for billing the storage charges directly to the DPD clients or to the CFS that was collecting the DPD containers on behalf of the clients. BMCT has worked closely with its vendors to expedite this change at its own cost and the modifications were completed and implemented from 26th Aug 2018. However one container of that period remained unnoticed and subsequently delivered on 31st August 2018 when the system was being stabilized. BMCT clarified no such incident would recur henceforth.

(Action: Point Closed)

7(A).12. Collection of Port Ground Rent Charges for Containers, earmarked at "DPD Zone/Stacking Zone at Port" of AEO Certificate Holders:

M/s Aroma Organics Limited vide their e-mail dated 05.10.2018 has informed that they were forced by shipping line to deposit a blank cheque on account of 'late movement of containers by the preferred CFS' in the head of 'Port Ground Rent Charges'.

Representative of M/s Aroma Organics Limited re-iterated his grievance and added that this problem arises because he has a preferred CFS for DPD facility and the same is not synchronising with the shipping line's preference. The Chair has expressed his displeasure over the issue and no such charge should be collected from the importer who is DPD client and filed advance bill of entry, paid duty and most important truck/trailer from the preferred CFS is available for taking delivery from terminal. The Chair directed Commissioner (NS-IV) to schedule a meeting with CFSAI, Terminals and Shipping Lines to avoid any such instance in future.

(Action: Commissioner (NS-IV))

7(A).13. FSSAI Items not reflecting on Supt/Appraisers screen:

M/s BCBA vide letter dated 27.09.2018 have informed that all shipments which are tested and released by FSSAI are not reflecting on Supt./Appraisers screen and same are being released by DC only. They have requested to rectify the current system.

ADC/CCO has asked to BCBA to submit some BEs to examine the issue. At this point BCBA representative has informed that this is a regular incident where shipments tested and released by FSSAI goes to DC/AC only. They requested that the same should be reflected on the system of Supdt./Appraiser so that out of charge can be given by Supdt./Appraiser only.

Commissioner (NS-IV) informed that this is the system generated problem. The Chair directed Commissioner (NS-IV) to take up the issue to DG (System).

(Action: Commissioner (NS-IV))

7(A).14. PGA to depute staff for on-wheel sampling:

M/s BCBA vide letter dated 27.09.2018 have informed that in terms of Public Notice No. 63/2018 issued by JNCH On-Wheel examination is available for DYCC and Textile Committee. They have requested that this facility should be extended to all the PGAs.

BCBA representatives have informed that this point was basically raised for the fertilizer importer and they (fertilizer importers) are still not availing this facility. The Chair informed about the facility granted by the M/s DP World in this regard. The Chair asked BCBA to talk to importers to avail of this on wheel examination facility in the port.

(Action: Point Closed)

7(A).15. Online Accounts access for checking balances and transaction for P.D. Account:

M/s BCBA vide letter dated 27.09.2018 have informed that many a times the deliveries are stopped stating inadequate finance and deliveries are kept on hold and it become difficult to clear on Saturday and Sunday due to port administration offices are closed. During the meeting it was informed that terminals are not providing day to day PD Account details of importers and many times due to inadequate balance last moment reconciliation issues arise.

GTI & JNPCT has informed that they are providing once and twice a day ledger balance information to the importers. DP World is also providing the same. Commissioner (NS-III) suggested that this issue should be forwarded to the port terminals and their response would be taken and examined.

(Action: Terminals)

7(A).16. List of items not requiring NOC:

M/s BCBA vide letter dated 27.09.2018 have requested to all PGAs to send the list of items which do not require NOC. Commissioner (NS-II) has

suggested that all the PGAs should upload the updated list time to time of items which do not require NOC. BCBA have particularly requested to ADC to provide the requisite list as same has not been updated from a long time ago. BCBA have also raised an issue regarding exempted items from PQ NOC. They have also informed that PQ has not issued any Public Notice or Circular in this regard. Recently they were aware about the exempted items and presently they are not informed about any addition and deletion in exempted items list by PQ.

The Chair directed to all PGAs to upload the exempted/out of scope list of items in which NOC is not required. The Chair asked PQ representatives why items exempted by the PQM Act has been asked to take NOC as per the list brought up by PQ Offices. The Chair has particularly directed PQ to forward the updated list to the department regarding exempted items.

(Action: All PGAs, PQ)

8. The representative from textile committee informed Chair and all participants about the trade facilitation measures initiated by their office. He informed that priority customer service (like tatkal service) and a passbook facility has been started through which importers can pay 1.5 times normal charges and receive an immediate report.

9. This issues with the approval of the Chief Commissioner of Customs, Mumbai Zone-II.

21/02/2018

(Rahul Kumar)

Assistant Commissioner of Customs,
Chief Commissioner's Office

Copy to:

1. Member (Customs), Member (Zone), CBEC, New Delhi
2. All Pr. Commissioner/Commissioner of Customs, JNCH, Mumbai Zone-II
3. DC/EDI, JNCH (with a request to upload the minutes on website)
4. All members of CCFC Meeting (via e-mail)
5. Office Copy