



मुख्यसीमाशुल्कआयुक्तकार्यालय, मुंबईअंचल-II  
**Office of the Chief Commissioner of Customs, Mumbai Customs Zone-II**  
 जवाहरलालनेहरुसीमाशुल्कभवन  
**JAWAHARLAL NEHRU CUSTOM HOUSE**  
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दिनांक /Date: 07-05-2025

**MINUTES OF THE CUSTOMS CLEARANCE FACILITATION**  
**COMMITTEE (CCFC) MEETING HELD ON 30.04.2025**

The CCFC meeting was held on 30.04.2025 at 15:00 hrs at Jawaharlal Nehru Custom House (JNCH), Port User Building, Nhava Sheva, Uran, Raigad, Maharashtra, under the chairmanship of Shri Vimal Kumar Srivastava, Chief Commissioner of Customs, Mumbai Customs Zone-II, Nhava Sheva. The names of the participants in the meeting are listed in 'Annexure - I'.

2. Shri Prasanna V. Pattanashetti, Addl. Commissioner, CCO, JNCH opened the proceedings by welcoming Chief Commissioner of Customs, Mumbai Customs Zone-II, officers of CBIC and other ministries/departments and trade association members present in the 2<sup>nd</sup> CCFC meeting of the calendar year and first of this financial year.

3. The Chief Commissioner of Customs, JNCH, Mumbai Customs Zone-II welcomed all the participants and trade associations attending the meeting. He emphasised that it's a very good opportunity for all the stakeholders to come up with new ideas, interact, sensitize and express the expectations to the newly joined Commissioners of Customs.

4. All the newly joined Principal Commissioners and Commissioner of Customs along-with Regional Director of FSSAI introduced themselves about various roles and responsibilities they have undertaken during their tenure at varied places and also acknowledged the contributions of stakeholders with whom they have interacted in the past.

5. Thereafter, Addl. Commissioner, CCO, JNCH informed that 26 fresh Agenda

points of CCFC meeting (Annexure-III) would be taken up first followed by 8 points of follow up action flowing from CCFC meeting dated 15.01.2025 (Annexure-II). He asked the trade and other stakeholders to briefly explain the points they have sponsored to be followed by response and comments from the concerned officers.

5.1 The discussion & outcome in this regard are detailed in '**Annexure II**' and '**Annexure III**' respectively.

5.2 The Chairman thanked all the participants.

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

**(Venugopal S. Aiyer)**

Asst. Commissioner of Customs,  
CCO, Mumbai Zone-II,  
JNCH, Nhava Sheva.

Copy to:

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

**ANNEXURE – I (List of Participants)**

The following officers of the department attended the meeting:

<b>Sr. No.</b>	<b>Name</b>	<b>Designation</b>
1.	Shri Yashodhan A. Wanage	Pr. Commissioner, NS-I
2.	Smt. B. Sumidaa Devi	Commissioner, NS-Gen,
3.	Shri. Giridhar Gopalkrishna Pai	Commissioner, NS-II
4.	Shri. Vijay Risi	Commissioner, NS-III
5.	Shri Anil Ramteke	Commissioner, NS-IV
6.	Shri Prasanna V. Pattanashetti	Addl. Commissioner, CCO/NS-III, JNCH
7.	Shri. Vinay Kumar Kantheti	Addl. Commissioner, CCO/NS-I, JNCH
8.	Shri Subhash Yadav	Addl. Commissioner, NS-I
9.	Shri. Venkatesh S	Addl. Commissioner, NS-III
10	Shri Shokendar Kumar	Addl. Commissioner, NS-Gen
11.	Shri Venugopal S. Aiyer	Assistant Commissioner of Customs, CCO
12.	Shri Shaikh Salman	Deputy Commissioner of Customs, NS-Gen

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

<b>Sr. No.</b>	<b>Name (S/Sh./Ms.)</b>	<b>Name of the PGAs/Stakeholders</b>
1	Ms. Pritee Chaudhary	Regional Director, FSSAI
2	Dr. Santosh	AQ Officer
3	Harpreet Makoi	FIEO
4	Mark S. Fernandes	IMC Chamber of Commerce and Industry
5	Dr. Karuna Dhale	FSSAI
6	Karan Rambhia	FFFAI
7	Nirav Thakker	BCBA
8	Prasenjit Khandare	Textiles Committee
9	Prashant Thakur	NSFT Terminal
10	Maruti Gadge	BCBA
11	Ganpat Korde	VP- BCBA
12	Perey Vapiwala	VP- CFSAI
13	Hash Lepsa	AILBIEA
14	Umesh Grover	CFSAI
15	Jacob Thomas	CFSAI
16	Prashant Popat	AMTOI
17	Nimish Desai	WISA
18	Omprakash Agrawal	MACCIA
19	Isarunakar S. Shetty	VP-MACCIA
20	Manish Kumar	CSLA/MANSA
21	Hiren Ruparel	BCBA
22	Sanjeev Harale	BCBA
23	Dushyant Mulani	FFFAI
24	Mrs. Ganguly	AIWCBA
25	Tej Contractor	BCBA
26	Paras Shah	BCBA
27	Vinayak Aparaj	BCBA

28	Raul Mhatre	D.P. World
29	Capt. Ankur	ULA
30	Paresh Shah	WISA
31	Rajendra Salve	DIVVYA CPP
32	Dr. V. Pandey	PQ
33	Dr. Parthasarathi karmakar	Chemical Examiner

LIST 1: FOLLOW-UP ON PREVIOUS AGENDA POINTS					
S. No.	Issue in brief	Sponsoring Stakeholder	Meeting in which point was discussed	Brief Record of Discussion	Closed/ Not Closed
1	<b>Delay in clearance for testing of samples:</b> Trade refers to JN Customs Public Notice No 34/2022-23 dt 17.6.2022, for testing of samples under Chapter 25. For Bill of Entry assessed at FAG, certificate of analysis is being accepted. However, delay is being noticed at the time of OOC as officers are insisting for drawal of samples. The trade requested to issue necessary guidelines to avoid delay and faster clearance.	BCBA/ WISA	11.01.2024 (para 3.5) 21.05.2024 (para 1.14) 04.10.2024 (para 1.1) 15.01.2025 (para 1.1)	As per P.N No. 34/2022-23 dated 17.06.2022, the goods of Chapter 25& 26 are assessed provisionally with test bond, in case where the importer is a manufacturer and does not have valid PTR (not more than 06 months old).  In the previous CCFC meeting held on 15.01.2025, discussions took place on how to review the aforesaid PN in a manner that each and every product under Ch 25 and 26 do not face the above testing requirement. Accordingly, in the last CCFC meeting it was decided that trade would come up with specific suggestions regarding tariff lines which are to be reviewed. <b>Commissioner NS-I</b> informed that no such suggestion has been received so far.	Closed
2	<b>Role of National Assessment Centres (NACs)</b> It was introduced under Faceless Assessment at the time its inception to ensure speediest clearances without delay. <ul style="list-style-type: none"><li>• Requirement of setting up formal mechanism of redressal of issues such as delay in assessment, overriding of standing examination order, wrong examination order being prescribed, unilateral change of classification, valuation etc. keeping the Bills of Entry aside on low priority, non-providing of speaking order etc. Specific email IDs and contact details along with list of NAC convenors needs to be provided.</li><li>• A suitable CBIC circular along with PN at each location to give clarity for evolving a process to carry out personal hearing and issuance of speaking order.</li><li>• Regular monthly meeting of all NAC Group needs to be convened on All India basis along with PAG Commissioner.</li><li>• On long term basis a suitable online mechanism through CBIC/ICEGATE portal needs to be worked out for escalation of issues faced by trade under Faceless Assessment.</li></ul>	BCBA	04.10.2024 (para 3.1) 15.01.2025 (para 1.6)	The listed points have been discussed at various agenda points of this CCFC (30.04.2025). Please refer Para 1.10, 1.11 and 1.13 of List 2.	Closed
3	<b>Gate Automation / Universal RFID Reader for ease of process of Export Clearances</b> In view of Digital India initiative of Govt. of India, we suggest that fully automated gates should be made available in the CPP, where full automation of the gates should be notified by automation engineers using live truck traffic which will include optical camera recognition (OCR), license plate recognition cameras and CCTV cameras for gate clerks. The Factory stuffed containers are sealed with different types of RFID seals of different manufacturers and it takes additional time to read the RFID seals with different RFID readers, which delays the process of clearance. Suggestion: We request that a Universal RFID Readers be installed in the Parking Plaza that can read the RFID seals of all different manufacturers, which will reduce the dwell time for clearance.	BCBA	04.10.2024 (para 3.10) 15.01.2025 (para1.7)	JNCH has already taken up the matter with NCTC and DG Systems. The matter is at an advance stage of development.	Closed

S. No.	Issue in brief	Sponsoring Stakeholder	Meeting in which point was discussed	Brief Record of Discussion	Closed/ Not Closed
4	<p><b>Simplifying the process of Clearance of Import shipments of ATA Carnet</b></p> <p>ATA Carnet Convention advocates smooth flow of goods which are imported for a temporary period, mainly for exhibition purposes. The timeline is critical for such goods as these goods have to be displayed/demonstrated during the exhibition. The import clearance process at Nhava Sheva port involves manual noting and obtaining permission from the Commissioner after which the AC will release the document for obtaining Manual B/E number and then preparation of Physical.</p> <p>Note sheet : Such shipments are cleared under ATA Carnet Conventions and the Carnet booklet is the primary document to clear the goods. Current process is a long one and such activities must be automated like exports wherein Shipping bill is filed online through ICEGATE.</p>	BCBA	15.01.2025 (para 1.3)	<p>As per the current procedure, the permission is taken from the competent authority for filing the manual Bill of Entry under the Carnet as the same cannot be done in system.</p> <p>The matter is already under consideration at DG Systems, wherein the manual process of ATA CARNET shall be migrated on digital platform. Meanwhile, all the ATA Carnet cases are recorded in the ATA-CARNET register for close monitoring.</p> <p>Further, the Appraising Groups are required to monitor the timely re-export of goods imported under the Carnet.</p> <p>As discussed in previous CCFC (15.01.2025), the Customs Brokers are once again requested to actively collaborate in the process of Carnet closure.</p>	Closed
5	<p><b>Request for Automatic generation of pending RODTEP e-SCRIPS</b></p> <p>We refer to CBIC Circular No 23/2021 dated 30.9.2021 (Point No 8) which states that exporters have the option to apply for e-scrips within one year from the scroll date. If this option is not availed by the exporter, it is the responsibility of the CBIC to automatically generate the e-scrips, combining the available duty credits in each scroll at the respective customs station.</p> <p>It may be noted that many e-scrips are pending for generation. In view of the same, we request for Automatic generation of pending RODTEP e-scrips in larger interest of Export trade.</p>	<p><b>BCBA</b></p> <p>Similar Point has also been raised by <b>IMC</b> (Para 4.3).</p>	15.01.2025 (para 1.10)	<p>The issue was discussed with the ICEGATE team and the ICEGATE team informed that the RoDTEP e-Scrips are now automatically generating for new cases. Further, the ICEGATE team has asked for details wherein RoDTEP e -scrips which were not automatically generated and got expired.</p> <p>Therefore, trade is requested to kindly share the compiled data having details of expired or pending RoDTEP e-scrips. The same will be forwarded to ICEGATE for necessary action.</p>	Closed

S. No.	Issue in brief	Sponsoring Stakeholder	Meeting in which point was discussed	Brief Record of Discussion	Closed/ Not Closed
6	<p><b>One time default Intimation (OTDI) facility for Importers Choice of CFS Misuse of Facility</b></p> <p>One of the condition for DPD facility was that the importer was required to provide an "72 hours advance intimation" to the shipping lines for each consignment for availing the DPD facility along with the DPD code as allotted by the Terminal operator and preferred CFS code.</p> <p>Based on the same, the importer was not required to give the advance intimation for each consignment except when there is a change proposed to be made. Through this module, the importers can submit the OTDI/ 72 hours prior intimation request through official email address for change of CFS. As a further safeguard to ensure authenticity of the Importer having sent email from his official email id, an OTP would be sent to the registered mobile number of the importers.</p> <p>Vide our representation, we had submitted that:</p> <p>i) This facility is being grossly misused as there is no mechanism in JNCH to verify or authenticate the email address or phone number submitted on importer letter head. Some unscrupulous persons, apparently not even associated with these Imports are the beneficiaries of this loophole in the system and the Importer may not even be aware of the change in ODTI.</p> <p>ii) We had submitted a detailed OTDI list available on JNCH website wherein it has been noticed that in case of over 250 OTDI the email ID and mobile number of importers is not available. Further, out of the total 11,839 OTDI registrations, around 52% (5378) OTDI registrations are linked with open-source unmonitored email domains like gmail, hotmail etc. Further "there are few emails ids which are associated with fairly large number of OTDI registrations". This observation does create some suspicious about a possible misuse of the system by some unscrupulous stakeholders. It was prayed that the said system of OTP verification be made Aadhar based.</p>	Container Freight Stations Association of India (CFSAI)	15.01.2025 (para 5.1)	Based on the discussions held in previous CCFC (15.01.2025), Public Notice 17/2025 dated 07.02.2025 has been issued to prevent misuse of system by unscrupulous elements.	Closed

S. No.	Issue in brief	Sponsoring Stakeholder	Meeting in which point was discussed	Brief Record of Discussion	Closed/ Not Closed
7	<p><b>After CPP (central parking Plaza) for export Buffer containers</b> was commissioned JNCH vide PN 59/2022 dated 6th Oct 2022 had barred CFSs from servicing" Buffer Exports" which was historically been done at CFSs with efficiency to the satisfaction of Exporters. CFSAI has made few representations seeking Review of PN 59 dated 6th October 2022 as:</p> <p>i) Since our Member CFSs have been have providing this facility as "export Buffer" yard for last several years, depriving them of same has adversely impacted their performance adversely and is unfair. Also granting permission only to a single facility i.e. CPP creates a monopolistic situation.</p> <p>ii) Our Member CFSs who wish to participate and have procured RFID Readers" would be able to offer the services exactly in line with what is offered in CPP.</p> <p>iii) The Trade / Exporter should have the option to choose the service provider for buffer yard, other parameters being same, on the basis of their competitiveness, service level comfort level of the Exporters and should not be left with only one option of using CPP.</p> <p>We have not been favoured with any response from JNCH, despite several representation. It is requested that our request be considered on basis of merits and JNCH may please respond to our representation.</p>	Container Freight Stations Association of India (CFSAI)	15.01.2025 (para 5.2)	<p>Vide PN No.59/2022 dated 06.10.2022, export buffer facility was created for self-sealed containers in CPP as a trade friendly measure. In exceptional cases/ circumstances, such as vessel missed, etc., containers can be taken in the buffer facility of CPP without requiring permission from DC/AC. Previously, such containers were transported to buffer facility/CFS out of CPP with the approval of DC/AC. CFSAI has been asking that such containers should be allowed to be taken in CFS as well, as was done previously.</p> <p>This matter has already been deliberated in an earlier CCFC meeting dated 24.05.2023 and the same was treated as closed. However, on subsequent requests of CFSAI, a decision was taken in previous CCFC (15.01.2025) to re-examine the issue.</p> <p><b>The matter is being re-examined by Commissioner NS-II .</b></p>	Not Closed



S. No.	Issue in brief	Sponsoring Stakeholder	Meeting in which point was discussed	Brief Record of Discussion	Closed/ Not Closed
8	<p><b>Long Standing Containers:</b></p> <p>JNCH has full Data on the Ageing Import Containers, category wise / age wise / CFS wise etc., as provided by CFSAI every month, and the same can also be retrieved from their own system.Inspite of several meetings in the past, thousands of such containers are lying uncleared not only for several months but for several years. As per the Board Circular 50/2005, the maximum number of auctions/tenders for one lot should be four, with the goods to be necessarily sold to the highest bidder, however, the containers are still languishing for several years.</p> <p>It is recommended that JNCH restart holding CTF meetings at least every quarter with all the stake-holders &amp; agencies to help monitor &amp; expedite the clearance of long-standing containers. Particular emphasis should be given to containers languishing beyond 6 months (many have been stuck for several years). A time limit should be set for the clearance of these containers beyond which, the cargo should be destuffed &amp; the empty containers released to the concerned lines so that they could then provide them for Indian exports.</p>	CSLA	21.05.2024 (para 3.1) 04.10.2024 (para 1.4) 15.01.2025 (para 1.3)	<p>Disposal section informed the various initiatives taken to streamline the processes involved for facilitating disposal. Meetings have taken place with all concerned to reconcile the pendency, such as in respect of containers reported to be put on hold by investigation wings (e.g. SIIB, DRI). Group Melas have been organized to facilitate Group NOC and Docks Examination in a focused way. The Container Task Force (CTF) meetings are being held on a monthly basis to address the issue.</p> <p>It was further informed that since the last CTF meeting held on 25.2.2025, 71 containers had been cleared, 17 via destruction and 54 via auction. It was also informed that bids had been approved for 136 containers and disposal action was currently underway for about another 250 containers. Letter had been sent requesting for MPCB NOC in respect of 95 containers.</p> <p>The meeting acknowledged that there has been good progress in the matter since last meeting.</p> <p>Chief Commissioner asked that longstanding containers with hazardous cargo should also be given priority.</p>	Not Closed

LIST 2: AGENDA POINT FOR CCFC MEETING, DATE: 30.04.2025				
Sr. No.	Issue in Brief	Sponsorin g Authority	Brief Record of Discussion	Whether Closed/Not Closed
1.1	<p><b>Mechanism for Transition from Provisional to Final Assessment in ICEGATE System:</b></p> <p><b># Key Concerns</b> In view of recent development regarding the availability of an option for Provisional Assessments through the ICEGATE portal, it is requested that further enhancement in the system for seamless transition from Provisional to Final Assessments may be developed . Transition from Provisional to Final Assessment requires manual intervention, leading to delays and inefficiencies. Currently, once a test report/ SVB order/ any other relevant document is received, the transition from Provisional to Final Assessment requires manual intervention, leading to delays and inefficiencies.</p> <p><b># Potential Solution</b> To address this, it is requested to develop a automated mechanism wherein once such linked documents are received, they are automatically routed to the respective Assessing Officer's (AO) screen for Final Assessment. This will significantly streamline the assessment process, reducing turnaround time and administrative burden.</p>	BCBA	<p>The meeting acknowledged the need of a system-driven approach for handling finalization of provisional assessments, keeping in view the recently introduced two-years mandatory timeline for finalization. Such an approach is crucial for JNCH which is facing huge pendency of provisional assessments.</p> <p>JNCH has already made a reference in the matter to the Board so as to automate the finalization process particularly in situations where SVB investigation suggests ‘no loading’ or test report shows no adverse finding.</p> <p>Further, local efforts are made at JNCH to contact the stakeholders, i.e. importer and customs brokers which have maximum no. of such cases pending and the pendency is regularly monitored. All stakeholders must collaborate in this endeavour.</p>	Closed
1.2	<p><b>Suggestion for Auto-Defacement of COO with Barcode</b></p> <p><b># Key Concerns</b> As per Board Instruction No. 10/2024, it has been noted that certain countries, such as South Korea issues Certificate of Origin (COO) with barcodes, that are auto-defaced by the system upon submission.</p> <p><b># Potential Solution</b> For uniformity and efficiency in trade facilitation, it is proposed that the same practice be implemented for all COOs issued with barcodes by dispatching countries. This will enhance process efficiency and reduce manual intervention, thereby aligning with global best practices.</p>	BCBA	<p>It was clarified in the meeting the auto-defacement of COO in the case of South Korea is unique, as India and Korea have signed an Agreement on EODES (or Electronic Origin Data Exchange System). Under this system, the origin data of imported goods is electronically transmitted from the Customs server of exporting country to the Customs server of importing country. The data so received on ICEGATE automatically validates the origin benefit claimed in the BE, thus removing the requirement of physical defacement of COO under India-Korea CEPA.</p> <p>Such a system can be developed for other countries also, provided other countries agree for signing a similar EODES agreement with India. Discussions are ongoing with a few countries.</p>	Closed

1.3	<p><b>Request to allow Second-Time Registration of Bill of Entry (B/E) in ICES System by Customs Brokers</b></p> <p><b># Key Concerns</b> Once a B/E is registered by Custom Broker and routed incorrectly, the system does not allow the CB to rectify the registration by re-registering the same B/E. The only available recourse is to approach the Service Centre physically to perform the second registration, which causes unnecessary delays and operational inefficiencies.</p> <p><b># Potential Solution</b> It is requested that necessary amendments be made to the ICES system to enable Customs Brokers to re-register a B/E in cases where the initial registration has been incorrectly routed.Allowing CBs to perform second-time registration directly will enhance efficiency, reduce dependency on physical intervention at the Service Centre, and streamline trade processes</p>	BCBA	<p>The request of BCBA for Allowing Second-Time Registration of Bill of Entry (B/E) in ICES System by Customs Brokers has been <b>escalated to DG, Systems, New Delhi vide email dated 09.04.2025 of NS-I.</b></p>	Closed
1.4	<p><b>Representation Regarding Eligibility Criteria for AEO Certification for Newly Established Indian Entities with Existing Related Companies Holding AEO Certification Abroad</b></p> <p><b># Key Concerns</b> As per the existing guidelines, an entity applying for AEO certification must have an operational history of at least three years as per Master circular of 33/2016 and Board Circular 54/2020 Para 3 for MSME relaxing the same from 3 years to 2 years. Accordingly, the Board has decided to facilitate MSMEs by further relaxing the current accreditation process and reducing the compliance burden for their AEO accreditation. In cases where the Indian company is newly incorporated but has a parent or related company operating for a significant period in another country, holding an AEO certification in that jurisdiction, it should be considered for AEO certification in India.</p> <p><b># Potential Solution</b> It is requested to consider an amendment or relaxation in the eligibility criteria allowing Indian entities with cerified parent or related companies abroad to apply.</p> <p><b>1. Global Compliance Standards</b> – If the related company abroad has already been granted AEO certification by an international customs authority, it signifies adherence to global security and trade facilitation standards.</p> <p><b>2. Operational Continuity &amp; Trade Facilitation</b> – Many multinational corporations establish Indian subsidiaries to expand trade and investment. Denying AEO eligibility to such companies may hinder their ability to efficiently conduct business under trade facilitation measures.</p> <p><b>3. Risk Assessment &amp; Compliance</b> – Given that the parent or related company has a long-standing track record with AEO certification, the Indian entity can adopt similar compliance measures and best practices, reducing potential risks to customs authorities.</p> <p><b>4. SVB Registration as a Related Entity</b> – If the Indian company has already undergone the Special Valuation Branch (SVB) registration process, acknowledging its relationship with the</p>	BCBA	<p>In view of BIS restrictions on imports from China, many companies are interested in setting up manufacturing facilities in India and seek AEO client status in India .</p> <p>As per AEO Master Circular No. 33/2016-Customs dated 22.7.2016 point 3.1.6 -</p> <p><b>"The applicant should have business activities for at least three financial years preceding the date of application. However in exceptional cases, on the basis of physical verification of internal controls of a newly established business entity, the AEO Programme Manager may consider it for certification".</b></p> <p>In view of the above, the request of BCBA regarding relaxation in 'minimum 3-years' requirement of operation to become eligible for AEO will be re-examined by the concerned Commissionerate (NS-III) and a detailed representations may be made by stakeholders to <b>NS-III.</b></p>	Not closed

1.5	<p><b>Request for Streamlining the Warehousing Procedure through Digital Automation:</b></p> <p><b># Key Concern</b> Attention is drawn to the current procedural challenges faced in handling warehousing procedures as outlined in Board Circular No. 25/2016 and Public Notice No. 83/2016 issued by JNCH, along with subsequent Public Notice No. 104/2021. Despite the guidelines, the physical documents bearing endorsement of receipt of goods are delivered to the Bond Officer by the Customs Broker (CB) or importer. This physical movement of documents is not only time-consuming but also significantly increases footfall in the Bond Department section, thereby leading to operational inefficiencies, potential delays, and unnecessary physical interactions.</p> <p><b># Potential Solution</b> Given the advancements in digital processes, it is requested that a system be developed to automate the receipt and digitally transfer these endorsed documents to the concerned department.</p> <p>By implementing an automated system, the following advantages can be achieved:</p> <ul style="list-style-type: none"><li>• Reduction in processing time and faster clearance of warehousing procedures.</li><li>• Minimized physical movement and reduced crowding in the Bond Department.</li><li>• Enhanced transparency, accuracy, and security in documentation.</li><li>• Decreased dependency on manual handling, thereby reducing the risk of errors and delays.</li></ul>	BCBA	<p>It was discussed that a digital warehousing module has already been put in place in ICEGATE which is currently catering to 03 aspect namely:-</p> <p>i. Registration of warehouse, ii. Bond to Bond transfer (Change of ownership or warehouse or both) iii. Monthly return</p> <p>Thus, substantial part of warehousing ecosystem has already been taken on digital platform.</p> <p>In respect of physical form pointed out by BCBA, attention was drawn to Board Circular No 19/2024 dated 30.09.2024, para 2.2.2 which states that -</p> <p><b>"While the module on ICEGATE will capture all relevant transaction details in the ICES database, the aforesaid physical Form will also be used to monitor and close physical movement of goods. The said physical Form will be integrated with module in due course. Till such time, it shall continue to be in force and is required to be filled manually in addition to the online modality provided by the module."</b></p> <p>The matter has already taken up with DG System.</p>	Closed
1.6	<p><b>Request for Out of Charge through ICEGATE System of part Clearance in Cases of Multiple Food Items in a Single Consignment</b></p> <p><b># Key Concern</b> As per the regulations of FSSAI, if one item in a multi-item consignment does not meet the prescribed parameters, the remaining items should be permitted for clearance. However, in practice, instead of granting Out of Charge status in the system for the permissible items, only provisional/Manual clearance is being provided.The absence of an Out of Charge status in system from Customs leads to the following issues: a) <b>Non-Transmission of Bill of Entry Data to the GST Portal</b> :- Importers are unable to claim GST benefits due to incomplete data transmission.</p> <p>b) <b>Non-Update of Import Data Processing and Monitoring System (IDPMS)</b> :- This prevents importers from remitting payments to their suppliers, causing financial strain and also results in significant operational and financial challenges .</p> <p><b># Potential Solution</b> It is requested to consider implementing a system that will ensure Out of Charge status is granted in the system ( for the cleared items) to enable seamless transmission of data to the GST portal and IDPMS, thereby allowing importers to avail GST benefits and complete payment transactions efficiently.</p>	BCBA	<p>Based on the prevailing practice:</p> <p>Importers may avail provisional release of goods that have received a No Objection Certificate (NOC) from the Food Safety and Standards Authority of India (FSSAI). The remaining goods that have not met prescribed parameters must be kept on hold until FSSAI issues the necessary NOC. Additionally, it is noted that there is currently no provision within the Electronic Data Interchange (EDI) system for granting partial Out of Charge status to individual items in cases of multiple food items within a single consignment. However, the inclusion of such functionality could be suggested for the upcoming new module of the EDI system to streamline operations and address the issues highlighted.</p> <p>Further the issue of part OOC is under deliberation under The National Trade Facilitation Action Plan (NTFAP) and suggestions are also made in Customs Integrated System (CIS) .</p> <p><b>In addition, the suggestion of BCBA has been escalated to DG System on 06.03.2025 by EDI/NS-I. A reminder email was forwarded on 09.04.2025.</b></p>	Closed

1.7	<p><b>Suggestion for Review of Section 150 of the Customs Act, 1962</b></p> <p><b># Key Concern</b> In various customs-related operations, the role of the Customs Broker (CB) is significant in ensuring smooth clearance and compliance. However, it has been observed that under Section 150 of the Customs Act, 1962, the CB's name is not incorporated in the list of payees.</p> <p><b># Potential Solution</b> Given the crucial responsibilities handled by CBs, it is kindly requested to incorporate the name in the said list to acknowledge the contribution and facilitate transparency in transactions.</p>	BCBA	<p>The agreement between the Importer and the Customs Broker lies entirely between the two parties. Therefore, incorporating the Customs Broker in the list of payees under the said provisions is not warranted since they don't directly engage in functions that Section 150 typically governs.</p> <p>Further, Customs brokers, being private agents, are already regulated under separate provisions, such as the Customs Brokers Licensing Regulations, 2018.</p> <p><b>Since it is a statutory matter, representation in this regard may be made to the Board. BCBA may also like to submit detailed proposal for examination and if found fit, the same will be forwarded to Board.</b></p>	Closed
1.8	<p><b>Frequent breakdown and erratic function of ICEGATE and Public Enquiry Module</b></p> <p><b># Key Concern</b> Due to erratic function of ICEGATE there is frequent downtime, resulting in slowness of activities. Also, the Public Enquiry Module is often non-functional resulting in delay of updates of the shipments. Immediate rectification action be taken to improve working of the same.</p>	BCBA	<p>This issue is arising lately because of the ongoing construction works and failure of lines alongwith new patch release of Icegate 2.0. The local issues are being looked into with regular engagements of service provider and alternatively relaxation is being sought from the Ministry for engaging a third service provider. For Public Enquiry Module downtime, the matter has already being brought to the notice of DG System.</p> <p>In regard to frequent breakdown and erratic function of ICEGATE and Public Enquiry Module, an email dated 09.04.2025 has also been forwarded to DG System, New Delhi for early resolution of the said issues.</p>	Closed
1.9	<p><b>E-Office Issues:</b></p> <p><b># Key Concern</b> Many times, E-office is not working, resulting in delay of file work which affects timely clearance of live shipments. Also, there is heavy workload on TA / EO due to which files are not being able to be attended on time and affecting timely submission and processing. Further, since no trace of E-Office file position is available, we are not able to update Importers &amp; Exporters.</p> <p><b># Potential Solution</b> It is requested to establish a robust mechanism for speedy submission &amp; processing of E-Office files and also to display the status of file position in Public Inquiry Module. Certain timelines should be laid down for timely movement of the file.</p>	BCBA	<p>Four main concerns of the stakeholders :  - Downtime of eoffice.  - Visibility through e-office system , tracking files .  - Submission through TA , file opening and processing is time consuming .  - Intergration of processess in ICEGATE .</p> <p>It is important to note that the E-Office platform serves as an internal communication system for the Central Board of Indirect Taxes and Customs (CBIC). The data contained within is sensitive and not intended for public dissemination.</p> <p><b>The upcoming CIS is expected to take care of certain business processes thus reducing the need for processing such matters on e-office. Meanwhile, all Commissioners will examine and reduce the multiple layers of officials in processing of e-files. On important/ urgent matters even AO/AC/DC is expected to initiate e-file instead of waiting for it from TA. To facilitate expeditious processing, trade will provide summary of their issues in word format in addition to signed PDF letter with all necessary PDF attachments by email to the Groups.</b></p>	Closed

<b>1.10</b>	<b>Standard Examination Orders not to be overridden by FAG Officers:</b>  Various NAC FAG Officers are inserting additional orders and overriding the standard examination orders. It is requested to kindly look into this to ensure that CBIC directives are followed and such practices are discontinued.	<b>BCBA</b>	CBIC circular No 16/2022 dated 29.08.2022 provides that - <i>"While the assessing officer will have the flexibility to add any other relevant examination order/instruction, any such additional examination instruction should be given only in <b>exceptional cases</b> when deemed necessary, with the approval of the respective DC/AC."</i> However, BCBA expressed that such instances are taking place much more than exception. BCBA was asked to submit the list of such BE's to examine whether the deviation was necessary.	Closed
<b>1.11</b>	<b>Speaking Orders:</b>  It is submitted that a proper mechanism to issue Speaking orders and a standard SOP for passing Speaking Orders should be established and followed. Based on the principle of Natural Justice, PH should be granted before passing any speaking order. Practice of issuing Speaking Orders to importers in case of re-assessment should be followed.	<b>BCBA</b>	Whenever the FAG is in dis-agreement with the self-assessment made by the importer, the same is intimated to the importer by electronic mode and consent of the importer for re-assessment is obtained. If the importer does not agree with the proposed re-assessment, an opportunity is given for hearing in the virtual mode as per the Board's instructions vide F. No. 390/Misc/3/2019-1C dated 27.04.2020. Accordingly, post assessment, a speaking order is issued by the FAG within 15 days in terms of Section 17(5) of Customs Act, 1962.  The procedure/mechanism for issuance of speaking order is well defined in Section 17(5) of Customs Act,1962 which is a legal requirement binding on everyone. However, as requested by BCBA, an SO/PN will be issued by <b>NS-I</b> reiterating the proceudre.	Not closed
<b>1.12</b>	<b>Delays in getting clearance from AQ Department:</b>  Trade have highlighted to the delays in granting of NOC from AQ and the parallel manual process, which should be discontinued.	<b>BCBA</b>	As informed by AQ representative, since March in more than 90% cases AQ NOC is automatically transmitted to ICEGATE System. Some NOC which are not automatically transmitted to ICEGATE, manual stamped NOC is forwarded the same day without delay. Countries like Australia provide certificates with barcodes and in that case no manual process is required and health certificate are verified online. Certain limitations exist for document of exporting countries which do not contain barcodes. AQCS office have made representations with Ministry for streamlining online module of AQCS .	Closed
<b>1.13</b>	<b>Providing the updated details of the members of the Working Group of NAC:</b>  Mumbai Customs Zone-II is requested to issue a PN similar to PN 16/2024 dated 26/09/2024 issued by Mumbai Customs Zone-I with the details of the working Groups and the contact details of the Nodal Officers of the NAC for the products under their zone.	<b>BCBA</b>	JNCH has already issued <b>PN 14/2025 dated 31.01.2025</b> informing contact details of officers under NAC-Chemicals including its Working Groups. Regarding consolidated contact details of all NACs at one place, BCBA may take it up with the Board.	Closed

1.14	<p><b>Alert for SCOMET Compliance from ICEGATE / EDI after filing of documents</b></p> <p>It is requested to implement an automatic alert system in ICEGATE/EDI to notify stakeholders about SCOMET compliance requirements immediately after filing of documents that will ensure smoother processing and regulatory adherence.</p>	BCBA	<p>The meeting acknowledged that SCOMET has a long list of items which are descriptive in nature and do not strictly follow the 8-digit HSN classification. Further, the SCOMET compliance applicability depends upon various factors like constituent matters (particular combination), end usages etc., which requires manual intervention and logical interpretation of DGFT notifications which limits the possibility to automate the system. In view of these limitations, any system of generating automatic alert upon filing a SB is likely to hit even those shipments also which may not be covered under SCOMET.</p>	Closed
1.15	<p><b>Dedicated Lanes from the Centralized Parking Plaza to the Terminals.</b></p> <p><b># Key Concerns</b></p> <p>Frequent congestions at the terminal gates causes significant delays in movement of containers from CPP to Terminal, leading to missed vessel connections.</p> <p><b># Potential Solution</b></p> <p>It is requested to take up the matter with JNPA for a dedicated lane to ensure seamless movement of containers from the Centralized Parking Plaza to all the terminals that will help prevent shut-outs after customs pre-gate-in or gate approval, in accordance with JNCH Public Notice No. 73/2017 dated 08.06.2017, thereby mitigating substantial losses to the EXIM trade.</p>	BCBA	<p>It was discussed that this is a larger issue of traffic management and multiple stakeholders are involved. The concerned Commissionerate (<b>NS-II</b>) will forward this request of BCBA to <b>JNPA, M/s Divvya CPP and other stakeholders</b> for taking further action.</p>	Closed
2.1	<p><b>Streamlining Process of Discharge Permission:</b></p> <p><b>a)</b> The Discharge Permission for Liquid Bulk Imports, is aimed at ensuring Discharge of Import Cargo into Bonded Tanks permitted upon vessel arrival without requiring the vessel to incur any waiting or delay.</p> <p><b>b)</b> The Discharge Permission issued by Bond Section of Zonal Customs is an important &amp; mandatory document which is required to be submitted to the Shipping Agent and Port Authorities – 24-48 hours prior to Estimated Arrival, post which the port shall consider the Vessel Readiness for Berthing. Delay in receipt of Discharge Permission shall result in Delay in Vessel Readiness and consequently impact Vessel Berthing.</p> <p><b>c)</b> Ideal Process of Discharge Permission at Mumbai Customs Zone 1, Hazira &amp; Kandla is as below:</p> <p>i. No Objection Certificate from Tank Terminal Operator certifying Nature of cargo imported, total quantity and tank numbers allotted for the same.</p> <p>ii. Copy of Bill of Lading received from Importer</p> <p>iii. Request Letter from Importer / Custom Broker seeking Discharge Allow</p> <p>On the basis of the above 3 documents, file is put up in e-office / manually, and permission is</p>	AILBIEA	<p>The concerned Commissionerate (<b>NS-I</b>) gives Advance discharge permission upon filing of advance BE. Filing of advance/prior BE is also a legal requirement failing which the importer becomes liable for prescribed penalty. Once advance BE is filed for liquid bulk import, port is not insisting on assessment or payment of duty and within hours Discharge Permission is given and goods are shifted to bonded tanks. Further, all advance discharge permissions that were accorded in the month of October, 2024 were studied by NS-I as a case study and it was found that in all cases where Advance discharge permissions after the filing of the Advance Bill of Entry were sought by the importer, were accorded on the same day.</p> <p>NS-I further informed that importers have misused these Advance discharge permissions in the past and have stored Bonded cargo in Non-Bonded Tanks and vice versa thus putting government revenue at risk. When action was initiated against such importers under the Warehousing regulations, they approached courts of law and produced such Advance discharge permissions granted by Customs to cover-up their own gross violations and thus misled the court. Upon such incidents, the requirement of filing prior BE was introduced about an year ago. Some other Custom houses e.g. Chennai, Vizag, Mundra also require filing of Advance Bill of Entry for obtaining advance discharge permission of Liquid Bulk Cargo.</p> <p>Representative from AILBIEA informed that even port tank operators do not issue NOC to receive such cargo and insist for Advance BE for this purpose. Concerned Customs Group, however, stated that no such</p>	Not Closed

	<p>duly granted in writing from the AC/DC Bond Section, which is subsequently forwarded to Shipping Agent, Tank Terminal and Port Authorities. This process takes a few hours at the Customs Stations mentioned above. Whether manual or in e-office, the facilitation extended is significant.</p> <p>In JNCH, the process has been elongated since past year – making BE filing Mandatory, receipt of BE Details post which the same are to be forwarded to Terminal for seeking Terminal NOC, and then commencing the process of Discharge Permission.</p> <p>The birth of the concept of Discharge Permission has been in cases and situations where filing of Bill of Entry and Assessment of the same has been a challenge -which is predominantly being faced in the liquid bulk industry, due to changing vessel schedules and rotational port calls, during which the Discharge Permission so obtained helps to ensure the Vessel is not delayed under any circumstances and is able to berth in a timely manner and discharge the cargo into the Bonded Tanks. This concept is being defeated by forcing the filing of Bill of Entry, Assessment and subsequently elongating the process.</p>	AILBIEA	<p>direction was issued by Customs to port tank operators in this matter.</p> <p>The concerned Commissioner (<b>NS-I</b>) will re-examine the matter keeping in view the past practice of JNCH and also the practice of other ports to explore whether the past practice of granting Advance discharge permission without requiring Prior BE can be restored.</p>	
2.2	<p><b># Potential Solution</b></p> <p><b>Clarification on Involvement of Central Insecticide Board in cases of Non-Insecticides NOT Falling under CTH 3808 :</b></p> <p>In case of Section 38 of the Insecticides Act 1968 read with DGFT Notification No. 106/ (RE-2013)/2009-2014.</p> <p>Clarification is sought on what grounds over-ruling of both the section 38 (1) (b) of the Insecticides Act, and the Notification No 106 issued by DGFT is upheld, whether any internal memorandum or public notice issued by any authority on this issue.</p> <p>This persistent lack of clarity is causing tremendous hardship to the entire industry, as well as Custom Brokers, which are enumerated below:</p> <p>i. Chemicals Imported for non-insecticidal purposes, classified under CTH 29 – are intercepted either by Rummaging and Intelligence, or SIIB – and cargo are kept on hold. There are cases where the cargo kept under Section 49 has expired its shelf life waiting for relief from Appellate bodies. Penalty is being levied on Importers for extension for Section 49 which is demanded on a monthly basis, despite matters lasting for over 1-2 years.</p> <p>ii. This entire process defeats the whole concept of ease of doing business, as well as goes right against trade facilitation – where a lack of clarity, and potential misinterpretation by an agency – is causing an entire industry and trade to a standstill – with goods that are intercepted not only becoming unviable in terms of shelf life, not only losing their monetary value – but the fine and penalty proposed and levied making the process even more troublesome.</p> <p>iii. The Customs Brokers are being made co-noticees in these matters, they are facing tremendous hardship and being forced to engage legal support towards replying to the show cause and trying to establish their bona-fides in these legitimate matters. This requires significant communication from the CBIC Instruction 20/2024 which speaks on implicating customs brokers as co-noticee in cases involving interpretative disputes.</p>	AILBIEA	<p>The meeting discussed that the concerned Ministry is not ready to take cognizance of trade facilitative provisions of its own law and is insisting for their indulgence in each case.</p> <p>It was stated that JNCH has already taken up the matter with the CBIC for inter-ministerial resolution. Also, in the past, some importers approached Court of Law, took orders in their specific cases and got the consignments cleared from JNCH.</p> <p>While acknowledging that there might be a different practice at some other ports, the same may not be feasible for JNCH as the matter is under correspondence with the Board since long time and, in the past, the concerned Ministry has given specific advice to JNCH.</p> <p>The stakeholders were asked to submit data on such cases where clearances are being allowed at the other ports, so that the matter can be taken up further with the Board.</p>	Closed



2.3	<p><b>FSSAI reports containing Report Validity Timeline – which is impacting Edible Oil Clearances of cargoes warehoused in shore-tanks:</b></p> <p>a. Recently it has been observed that FSSAI reports are being received with timeline of report validity mentioned therein. This timeline is usually a 30 day period.</p> <p>b. Warehousing Period without levy of interest is 90 days, hence trade may opt for exbond BE filing and clearance depending on requirement of the material.</p> <p>c. In these cases, since the validity is being mentioned in the FSSAI report – it is causing a peculiar challenge towards permitting clearance of goods, already tested successfully – however being sought for ex-bond clearance in the period of 30-90 day window.</p> <p>d. The practice of seeking re-testing of the goods, once already tested and successfully cleared – is duplication of process, time and cost and further delays clearance time significantly.</p> <p>e. We seek guidance and resolution of this unique situation – whereby goods once unloaded into bond and tested successfully, should be deemed to be permitted for clearance (as was being done till very recently).</p>	AILBIEA	<p>FSSAI representative stated that NOC is granted as per the provisions of FSSAI Act and regulations made there under.</p> <p>FSSAI is issuing NOC with a validity of only ONE month and after that period re-validated FSSAI NOC is required, the bond section gives OOC after verification of a valid FSSAI NOC .</p> <p>It was discussed that representation can be made to FSSAI HQ by the stakeholders and the matter will be examined and forwarded by Regional Office of FSSAI so that systematic solution can be reached in the matter .</p>	Closed
3.1	<p><b>Non-Generation of SMTP (Sub Manifest Transshipment Permit) for Import ICD Shipment :</b></p> <p>Shipping lines are not getting ICEGATE generated auto SMTP since 13th March 2025. For every vessel, shipping lines / agent representative have to approach customs department for approval of all pending SMTPs in the system.</p> <p>Even after approval also, the SMTPs are not forwarded to concerned shipping line in email message. They are facing this issue on regular interval since ICEGATE 2.0 have been launched and SCMT Arrival manifest filing have been implemented. They need to take print out of SMTP documents to submit the same to port terminal to release the container.</p> <p>The ICD containers remain on hold in the terminal for 2-3 days especially on weekends, due to this immediate train connection is missed out. This increases dwell time of import ICD containers. It is requested to take up this matter with ICEGATE &amp; DG System team to resolve this issue at the earliest.</p>	CONTAINER SHIPPING LINES ASSOCIATION (INDIA)	<p>The concerned Commissionerate (<b>NS-Gen</b>) informed that about 95% SMTPs are being auto generated by the systems. There were no such instances where SMTP are not auto-generated in the month of April. Stakeholder are requested to provide details of any specific instances which will be examined .</p> <p>Further a letter dated 18.03.2025 on this matter was sent to ADG, ICEGATE, New Delhi highlighting the issue .</p>	Closed

3.2	<p><b>Release of Import ICD Containers by the terminal based on NLP SMTP data or the details furnished by shipping line in email message basis of ICEGATE status –</b></p> <p>Presently GTI &amp; NSFT terminals are able to consume SMTP data available (when generated by ICEGATE system) on NLP system. BMCT terminal is releasing containers basis on ICEGATE status furnished by the shipping line in email message.</p> <p>However, DP World terminal requires SMTP Print Copy in email message for all ICD Shipment to release the containers. Because of requirement of SMTP printout copy by the terminal, hundreds of printouts are taken at import noting department which are then scanned at shipping line's office to forward the same to DP World that delays the release of containers which can be avoided if they start consuming data from NLP system / release containers basis on ICEGATE status.</p>	CONTAINER SHIPPING LINES ASSOCIATION (INDIA)	<p>As informed in Agenda Point 3.1, about 95% SMTPs are being auto generated by the Systems at present. Terminals may release containers on the basis of TP numbers generated by the ICES. Terminals must verify the TP numbers in ICEGATE before releasing the containers.</p> <p>Representative of DP World stated that they do not require SMTP Print out, whereas CSLA stated otherwise. There is a need for reconciliation of factual position among stakeholders. Further, it was informed that SMTP print out is not required and email message is enough for release of containers.</p>	Closed
3.3	<p><b>Engagement of port terminals in scanning activity of Import ICD Containers :</b></p> <p><b># Key Concerns</b></p> <p>Presently vehicles are deployed by shipping line /agent for scanning of Import ICD Containers. The process of deploying vehicle &amp; completing scanning formalities takes average of 8-10 hours. Many a times it goes beyond 12 hours also, vehicles have to wait for gate-in / gate-out /pick - up/Drop Off the containers. Because of this high time taking process, transporters are not willing to deploy vehicle for scanning process.</p> <p>The scanning processing time can be reduced significantly if following process is adopted.</p> <p><b># Potential Solution</b></p> <p>As per PN 157 / 2016, the inward entry process has been advanced / preponed to the point of reporting of vessel at pilot station, hence inward entry is granted atleast 1 hour prior arrival of the vessel at the port on most of the occasions. There are few cases when inward entry process is granted after 4-5 hours of berthing of the vessel which leads to delay in generation of scanning list. It is requested to grant inward entry for all the cases in advance so that scanning list could be generated before arrival of the vessel.</p> <p>As scanning list is generated much before arrival of the vessel, terminal can be engaged to deploy their vehicle and take the container directly from the vessel point to the scanning site and drop the container in ICD yard after completion of scanning activity. This will help the trade in reducing multiple handling charges which are currently incurring because of multiple handling in the terminal when trailer is deployed by shipping lines/agents.</p> <p>In case of non-generation of scanning list even after granting inward entry by the officer which presently happens on few occasions, JNCH is requested to take up the matter with concerned department to make scanning list available before berthing of the vessel. The non-generation of scanning list case can be informed to the customs by the terminal / CFS / Shipping Line/agent.</p>	CONTAINER SHIPPING LINES ASSOCIATION (INDIA)	<p>The matter involves business / financial aspects and related agreements between relevant stakeholders such as terminal operators, shipping lines and other stakeholders. The relevant stakeholders should resolve the issue by deliberation among themselves.</p>	Closed

4.1	<p><b>Non-Transmission of Shipping bills to DGFT:</b></p> <p>Due to non-transmission of shipping bills to DGFT, the Trade is unable to submit the Redemption documents to DGFT for issuance of redemption certificate despite the export obligation is over.</p>	MACCIA	<p>ICEGATE has recently enabled the user to transmit Shipping Bills to DGFT on their own. The Steps to be followed are as below: Step 1: Login to ICEGATE portal with respective credentials. Step 2: Click on “Services” widget. Step 3: Navigate to “Enquiries” and click on “ICEGATE Enquiry Service” Step 4: Click on DGFT Enquiry Step 5: Click on DGFT Retransmission Enquiry Step 6: Fill all the mandatory fields and submit the details as mentioned below: ■ SB Date ■ SB Number ■ Port Code ■ ICE Code Step7: wait for 48 hour and then check the status.</p> <p>Further, in case the SB is still not transmitted successfully, the user may attempt re-transmission through their own ICEGATE Id and check status after 48 hours. In case the S/Bs are yet not re-transmitted, user may raise the issue with ICEGATE Helpdesk.</p>	Closed
4.2	<p><b>Suggestion for Auto-Defacement of COO with Barcode:</b></p> <p>It is proposed to implement an auto-defacement system for Certificates of Origin (COO) with barcodes, as seen in countries like South Korea. This change would streamline trade facilitation by enhancing process efficiency.</p>	MACCIA (Similar point raised by BCBA at Para 1.2 )	Similar point raised by BCBA at Para 1.2	Closed
5.1	<p><b>Systems related issues:</b></p> <p>When a BE is filed against multiple Advance Authorisations or EPCG Authorisations, system is debiting entire BE’s duty saved amount against one bond, resulting in the BE having to be re-called and re-assessed for splitting the duty saved amount proportionately.</p> <p>Further, system is not catching almost all CVD notifications while filing of a BE forcing the trade to file BE without mentioning CVD notification. Thereafter, BE is re-called and re-assessed by manually entering notification number. This is, however, is not experienced for Anti Dumping Duty. Apparently, there is a problem with the file structure provided by systems directorate for CVD notifications.</p> <p>All BE for issues as described above, which are purely technical in nature for no fault of the trade, be marked to PAG only for easy and quick resolution. Such BE, when marked to FAG, leads to inordinate delays and the act of re-assessment has no bearing on assessment per se.</p> <p>Several procedures related to warehousing bond have now been brought on system. As a natural outcome, most manual processes needs to be reviewed and done away with but the same has not been done yet. They request for a holistic review for doing away with all manual procedures which are redundant now.</p>	Western India Shippers’ Association	<p>The issues flagged have been forwarded to DG System, New Delhi vide email dated 09.04.2025 for early resolution. Further, specific notification no. of CVD / Antidumping notification may be brought to the notice of <b>EDI/NS-I</b> which will then be referred to DG Systems for necessary rectification in Systems.</p>	Closed

6.1	<p><b>Proper description of samples sent for analysis:</b></p> <p>It is informed by Chemical Examiner that some samples (about 14%) are received with trade names. It is very difficult to analyse samples without proper description and chemical composition. The importers/exporters may provide scientific/technical literature containing exact chemical composition of the product, its physicochemical properties, analytical data (e.g. Spectroscopic and chromatographic data), method of analysis and a Certified Reference Material (where applicable), along with the sample. It will help in expediting the analysis of samples and issue of test reports.</p>	<p><b>CHEMICAL EXAMINER Gr-I (I/C)</b></p>	<p>Point was raised to stakeholders for providing scientific / technical literature, proper composition of the product and other relevant information along with the sample, in order to facilitate the chemical examination.</p> <p><b>Commissioner NS-V</b> will examine the matter in detail, including availability of necessary information along with the BE filed (e.g. documents uploaded on eSanchit and information declared in BE) and issue PN devising suitable procedure.</p>	Not Closed
7.1	<p><b>Difficulty in obtaining Licenses / scrips from DGFT as some of the shipping bills are not transmitted to the DGFT:</b></p> <p>The normal procedure in this regard is as follows –</p> <p>1.Exporter exports goods under a scheme like Advance Authorization / Duty Free Imports Authorization.</p> <p>2. Customs EDI system transmits the shipping bills to DGFT system.</p> <p>3. The exporter accesses DGFT website to obtain the Authorization. He has to enter each shipping bill number exported by him under the respective file no.</p> <p>4. DGFT grants the Authorization based on the data of shipping bills transmitted by ICES evidencing completion of exports under the scheme.</p> <p><b>Problem:</b> Due to some error in the system, shipping bills do not get transmitted even after repeated re-transmission done by the Customs EDI officers at JNCH.</p> <p>Therefore, the exporters are not able to get the Authorization under which the exporter has made the exports. Some shipping bills are pending for more than six months upto one year.</p>	<p><b>ALL INDIA IMPORTER'S EXPORTER'S ASSOCIATION</b> (Similar point raised by <b>MACCIA</b> at para 4.1)</p>	<p>Similar point raised by MACCIA at para 4.1</p>	Closed