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Office of the Pr. Chief Commissioner of Customs
Mumbai Customs Zone-II
जवाहरलाल नेहरु सीमाशुल्क भवन
JAWAHARLAL NEHRU CUSTOM HOUSE
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Date: 16-11-2026

दिनांक 28.10.2026 को आयोजित CCFC की बैठक का कार्यवृत्त

Minutes of the Customs Clearance Facilitation Committee (CCFC) Meeting Held on 28.10.2026

1. The 5th CCFC meeting of Calendar Year 2026 and the 4th CCFC meeting of Financial Year 2026-27 was held on 28.10.2026 at 1500 hrs at Jawaharlal Nehru Custom House (JNCH), Nhava Sheva, Uran, Raigad, Maharashtra, in hybrid mode, under the Chairmanship of the Pr. Chief Commissioner of Customs, Mumbai Customs Zone-II, Nhava Sheva.

2. Participants included stakeholders (Customs Brokers, Shipping Lines, Port Terminals, CFS Operators, Trade Associations, and other trade representatives), Participating Government Agencies (PGAs), officers from CBIC formations (DG Systems, ICEGATE, ICES, SWIFT, NCTC, etc.), and officers of JNCH. The list of participants is placed at **Annexure-I**.

3. In his opening remarks, the Pr. Chief Commissioner welcomed the participants and informed that the Board had issued new draft warehousing regulations for licensing and operations, and that JNCH had been given the mandate to formulate an operational mechanism, particularly for co-storage of liquid bulk. As the matter involved several complexities, he requested the stakeholders to think through all possible scenarios and suggest solutions during the stakeholder consultation, and requested the Commissioner, NS-I and the concerned JC/ADC to convene the consultation meeting early next week.

4. On disposal of long-standing containers, which is under a special drive mandated by CBIC, and a matter of grave concern particularly for a port like JNCH, where the pendency is as high as around 80-85% across all major ports, the Pr. Chief Commissioner appreciated the cooperation of stakeholders and the work of the team headed by the Commissioner of Customs (NS-General) and the Disposal Cell. He informed that, though the assigned target could not be completed by the

end of the month, at least 2,000 containers were expected to be released by then and possibly another 2,000 by the end of the year, and sought continued cooperation.

5. The Pr. Chief Commissioner then referred to Public Notice No. 120/2026, issued by the Commissioner of Customs (NS-General), on a technology-enabled cargo security framework for CFSs, which had also been deliberated in a recent workshop with CFSs. The Commissioner of Customs (NS-General) stated that thefts in CFSs had led to cancellation/suspension of licences and hardship to CFSs and the trade, and that the Public Notice, issued under the Handling of Cargo in Customs Areas Regulations, gives CFSs the legal backing to enforce system controls with maker-checker and a digital footprint. A presentation was then made by the NS-General Commissionerate and a video was also played, highlighting that the framework covers all 33 CFSs under JNCH and secures an unbroken chain of custody through 16 integrated systems, including GPS-tracked transit, digital EIR, task-based yard moves, system-enforced holds and a 24x7 control room, with compliance through 17 live acceptance tests and implementation in four phases within 180 days. It enables online submission of documents, payment of CFS charges and real-time cargo status, and paves the way for universal RFID, 100% container scanning and integration with SCMTR and the National Logistics Portal.

6. Stakeholders appreciated the initiative. BCBA stated that it would spare Customs Brokers' staff from running around within CFSs due to increasd digitization and would be a torch bearer for other Customs houses, and that clearance of 4,000 long-standing containers by the year end would free about 1,12,000 cubic metres of CFS space. CFSAI stated that, once integration with Customs is achieved, CFSs will not require any documents. CSLA thanked the department for the clearance of long-standing containers.

7. Thereafter, the agenda items were taken up for discussion. The record of discussions is placed at **Annexure-II (Follow-up Agenda Points)** and **Annexure-III (Fresh Agenda Points)**.

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

भवदीय,

(हसन अहमद)

Digitally signed by
Hasan Ahmed
Date: 16-11-2026
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अपर आयुक्त
प्रधान मुख्य सीमा शुल्क आयुक्त कार्यालय,
मुंबई अंचल-II,
जवाहरलाल नेहरू सीमाशुल्क भवन, न्हावा शेवा

संलग्नक: अनुलग्नक-I, अनुलग्नक-II एवं अनुलग्नक-III

Encl: Annexure-I, Annexure-II and Annexure-III

प्रतिलिपि:

Copy To:

1. PS to Zonal Member/Member (Customs), CBIC, New Delhi
2. All 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 in person:

Sr. No.	Name	Designation
1.	Shri Giridhar Pai	Commissioner, NS-II
2.	Shri Unmesh Sharad Wagh	Commissioner, NS-Gen
3.	Shri Anil Ramteke	Commissioner, NS-V
4.	Shri Ravneet Singh Khurana	Commissioner, NS-III
5.	Shri Nimba Ram	Commissioner, NS-I & NS-IV
6.	Shri Hasan Ahmed	Addl. Commissioner, CCO, JNCH
7.	Ms. Himani Dua	Joint Commissioner, NS-I
8.	Shri Bharatlal Meena	Assistant Commissioner, NS-Gen
9.	Shri Anshul Gupta	Superintendent of Customs, NS-Gen

The following officers of the department attended the meeting in virtual mode:

Sr. No.	Name	Designation
1.	Shri Rishi Goel	Addl. Director General, DG Systems & Data Management (SWIFT)
2.	Shri Yatish R. Pabri	Asst. Director, DG Systems & Data Management (ICEGATE)
3.	Ms. Sunita Panthari	Asst. Director, DG Systems & Data Management (ICES)
4.	Ms. Seema	Asst. Director, DG Systems & Data Management (ICES)
5.	Shri Romeo A	Asst. Director, NCTC
6.	Shri Shailesh Nair	Asst. Director, NCTC
7.	Shri Anil Manchanda	Asst. Director, DG Systems & Data Management (SWIFT)

The following PGAs/stakeholders attended the meeting in person:

Sr. No.	Name	Name of the PGAs/Stakeholders
1.	Dr. Karuna Dhale	Asst. Director (Tech), FSSAI
2.	Shri Abhijeet Jadhav	Technical Officer, FSSAI
3.	Shri Pratap Shah	DGTS, MZU
4.	Shri Harsh Lapsia	AILBIEA
5.	Shri Paras Shah	BCBA
6.	Shri Vinayak Aparaj	BCBA
7.	Shri Ganpat Korde	BCBA
8.	Shri Sanjeev Harale	BCBA
9.	Shri Paresh Thakkar	BCBA
10.	Shri Ashok Saini	BCBA
11.	Shri Kamal Shah	BCBA
12.	Shri Karan Rambhia	BCBA
13.	Shri Maruti Gadge	BCBA
14.	Shri Sanjay Shingote	BCBA
15.	Shri Nimish Desai	WISA
16.	Shri Paresh Shah	WISA
17.	Shri Umesh Grover	CFSAI
18.	Shri S. Srinivas	CFSAI
19.	Shri Santosh Shetty	CFSAI

The following PGAs/stakeholders attended the meeting in virtual mode:

Sr. No.	Name	Name of the PGAs/Stakeholders
1.	Shri Rajesh Kumar Verma	ADC, CDSCO
2.	Shri Swaroop Kumar	PPO, RPQS, Mumbai
3.	Ms. Meghana M. Moghe	CRCL
4.	Shri Sachin G. Patil	GTI
5.	Shri Shivendra Shantaram Mhatre	GTI
6.	Shri Chetan Naresh Mhatre	BMCT
7.	Shri Sachin Narhari Gharat	BMCT / PSA
8.	Shri Hiren Modha	PSA, Mumbai
9.	Shri Ravi D Rao	DGM(T), JNPA

10.	Shri Aiyasamy R	NSFT
11.	Shri Prashant Thakur	NSFT
12.	Shri Surender Sheoran	Ocean Network Express (ONE)
13.	Shri Hiren Ruparel	BCBA
14.	Shri Kamal Shah	BCBA
15.	Shri Kiran Rambhia	BCBA
16.	Shri Nirav Thakker	BCBA
17.	Shri Karunakar S. Shetty	BCBA
18.	Shri Ganesh Katkar	BCBA
19.	Ms. Harpreet Makol	FIEO
20.	Shri Daniel	CSLA
21.	Shri Sunil Vaswani	CSLA
22.	Shri Manish Kumar	CSLA
23.	Shri Satyajeet Pattnaik	CSLA
24.	Shri Biju	CSLA
25.	Shri Kalpesh Jadhav	CSLA
26.	Shri Ahmed Shaik	CSLA
27.	Shri Prasad Govindan Velaparambil	CSLA
28.	Shri Sagar Rajnikant Kharod	CSLA
29.	Ms. Kavita Desai	CSLA
30.	Shri Narendra Mistry	CSLA
31.	Shri Dushyant Mulani	FFFAI
32.	Shri Shankar Shinde	FFFAI
33.	Shri Rajendra Khaire	Concor, JNPT
34.	Shri Jayant Lapsia	AILBIEA
35.	Shri Bakshi Md Hanif	MANSA
36.	Shri Alok Mathur	DP World
37.	Shri Shashank Dhingra	Director (Transport & Logistics), PwC India

FOLLOW-UP ON PREVIOUS AGENDA POINTS FOR CCFC MEETING DATED 28.10.2026

Sr. No.	Issue in Brief	Sponsoring Authority	Brief Records of Discussion	Open/Closed
1	**EDI and ICEGATE:** Facilitate immediate and automatic sharing of OOC status through ICEGATE with custodians, shipping lines, and port terminals to support seamless direct delivery b) Address technical challenges observed after recent ICEGATE upgrades, particularly difficulties in generating required printouts, which may delay clearance when manual documents are requested. c) Advance paperless, real-time digital routing of all essential document statuses in line with CBIC's vision of fully paperless trade, minimizing the need for physical submissions or manual follow-ups. These steps will reduce clearance dwell time, eliminate manual bottlenecks, and align with the goal of digital, transparent customs operations.	**BCBA**	JC/NS-I informed that the issue of sharing LEO/OOC messages was discussed in a meeting with ICEGATE and the CFSs, wherein the issues faced by some CFSs were resolved; sharing with terminal operators and shipping lines was stated to be a policy matter, to be taken up once the policy permits. CFSAI stated that LEO and OOC status are received through MFTP only to the extent of about 60–70%, and that API integration with ICEGATE would be needed. JC/NS-I stated that no such issue had been reported to EDI Section, and that CFSs would need to make necessary development for API integration with ICEGATE. CFSAI stated that, as per the understanding given by Customs, certain Bills of Entry filed outside Mumbai may not directly reach the CFS, which is one reason for the shortfall. BCBA requested a list of CFSs receiving the data so that physical submission of documents may be dispensed with, and stated that this integration is necessary for the success of Public Notice No. 120/2026. The Chair expressed concern over stakeholders giving differing feedback in coordination meetings and in this forum. He asked EDI/NS-I to hold a clear-cut, factual meeting with the system representatives and CFSs, in order to resolve the matter. **[Action Owner: NS-I (EDI), DG Systems (ICEGATE)]**	**Open**
2	**Provisional Assessment of S/Bills in ICES:** This point was earlier discussed in the CCFC meeting held on 10.10.2025, wherein it was conveyed that the issue would be communicated to DG Systems for resolution. We request that the matter be addressed with DG Systems for due resolution.	**BCBA**	Commissioner (NS-II) informed that post-EGM amended Shipping Bills were already being e-mailed to exporters, and that ICES was developing the functionality for transmission of provisional to final Shipping Bills to the concerned agency. This information along with the written comments received from DG Systems (ICES Exports) was noted.	**Closed**

3	**BoE Review Process & NAC Best Practices:** BoE are being pushed to PAG/FAG after queries, leading to delays. We request that such queries may be reviewed with a separate interactive session at JNCH. For BE pushed back to PAG after raising queries. We request that such queries reviewed by Addl. Commissioner / Joint Commissioner to avoid such practices in near future. Repeated raising of queries followed by pushback of Bills of Entry from FAG to PAG was causing avoidable delays and additional costs.	**BCBA**	JC/NS-I presented the outcome of the joint study on pushback of Bills of Entry from FAG to PAG, based on two months' pushback data (June and July 2026) obtained from DG Systems, comprising 1,773 records where the FAG, PAG or both were INNSA1. Of 33,762 Bills of Entry allocated to FAGs at INNSA1, 942 (2.79%) were pushed, of which 126 were pushed to PAG at INNSA1; 957 Bills of Entry were received at PAG INNSA1 from FAGs. The findings were: (i) one set of pushbacks arose from a temporary system issue relating to the additional qualifier, since removed, though in a few other cases the query for the additional qualifier was not raised and the Bill of Entry was pushed directly; (ii) in some cases the only reason recorded was dwell time, although there is no mandate to push back merely to reduce dwell time; **(iii) over 93% of pushbacks were due to non-submission by the importer of documents** (such as E-Waste certificates, CBN NOC, documents in support of classification, and test reports); and (iv) in some cases the bond value remained insufficient despite repeated queries. JC/NS-I stressed that officers need to raise specific, commodity-relevant queries before pushing back, and would be sensitised accordingly; **the trade was requested to educate its members and upload commodity-specific documents at the time of filing**. BCBA was requested to share specific cases (the one case shared, BE No. 2937054 dated 04.08.2026, was found to have been assessed under FAG itself). The Chair observed that the additional qualifier issue was temporary, and that pushbacks for want of documents or merely on account of dwell time were more serious. FFFAI appreciated the analysis and the role played by NAC (Chemicals) as a benchmark, and sought similar practices in other NACs. It highlighted pushback after two-three queries, and pushback due to wrong bond amount or wrong examination order, often requiring recall of the Bill of Entry and rectification in PAG. FFFAI requested a meeting after Diwali to discuss compiled cases. The Chair took note and requested for BE-wise specific examples.	**Closed**

4	**System-based sharing of scanning reports for Import ICD containers with shipping lines and respective port terminals:** Currently, scanning of Import ICD containers is handled by shipping lines. The scanning status is stamped on physical EIR/SMTP documents which shipping line representatives collect from transporters. These documents are then scanned and submitted to port terminals to facilitate container release for onward railing. This manual process causes delays in releasing Import ICD containers and affects timely evacuation. We request JNCH to implement an electronic mechanism for sharing scanning status in place of the existing manual process. This will help ensure faster evacuation of Import ICD containers.	**CSLA**	Commissioner (NS-III) informed that the scanning status report of Import ICD containers was already being shared by e-mail, in Excel format, with all Port Terminals and CSLA at the end of each shift, and that sharing with RMS-FC, the second aspect, had also been started; the challenge was in the case of advance Bills of Entry filed before arrival of the cargo. CSLA agreed that Customs was now sending the report to port terminals by e-mail; however, port terminals were not releasing containers on that basis and were still insisting on hard copies from shipping lines. CSLA stated that they would discuss the matter with the Commissioner of Customs (NS-General) and then hold a meeting with all port terminals to ensure that all stakeholders are on the same page. The Chair took note.	**Closed**
5	**Review of CCR Instructions in Light of CBIC Circular No. 06/2026:** CBIC Circular No. 06/2026 introduced the concept of Auto Out of Charge (Auto OOC) and Auto Let Export Order (Auto LEO) with the objective of facilitating trade and reducing dwell time. However, certain provisions under CCR Instructions No. 10/2024 continue to require manual interventions, thereby limiting the benefits of automation. We request a review of the following aspects: ·Automatic defacing/verification of Certificates of Origin (CoO). ·Elimination of repetitive manual checks where electronic data is already available through government-to-government data exchange arrangements. For example, under the India–Korea Economic Partnership framework, Certificate of Origin data is electronically shared through designated systems and is available to Customs through ICEGATE. Despite this, importers continue to face verification requirements regarding CoO utilization and debiting status. We request suitable amendments to align CCR procedures with the trade facilitation objectives envisaged under Circular No. 06/2026.	**BCBA**	NS-I has already made a written request to NCTC for suitable modification of CCRs in respect of closed SVB cases and imports under the India–Korea FTA. Further, NCTC informed that development was under way in coordination with DG Systems.	**Closed**

6	**Complete Digitalisation of Pre/Post E-filing for Amendments through ICEGATE:** At present, certain amendment-related processes, both pre-filing and post-filing, involve additional manual/e-filing procedures. Current practise at group is any amendment to be filled is to be routed through E-office for approval It is suggested that the entire amendment process may be fully integrated and routed through ICEGATE, thereby eliminating the need for separate e-filing wherever possible. A completely digital amendment mechanism through ICEGATE would: * Eliminate repetitive submission of documents. * Reduce physical interaction and manual processing. * Improve transparency and traceability. * Reduce processing time for trade and Customs officers. It is therefore requested that the existing process may kindly be reviewed and, wherever technically feasible, all pre- and post-filing amendments may be processed exclusively through ICEGATE.	**BCBA**	The Chair stated that for imports amendments are largely online, whereas the export side has workflow gaps; the trade was asked to furnish specific examples where processes are still routed through e-file. BCBA stated that filing of post-clearance amendments under Section 18A is a challenge. It was also informed that post-OOC amendments requiring OOC cancellation (e.g., container-number mismatches/typographical errors) require ADC/JC approval under Section 149 and presently go through e-office, as this functionality is not inbuilt in the system. Commissioner (NS-II) informed that, on the export side, amendment approval at JC level is not available in the system and post-amendment examination is done through e-file. Commissioner (NS-III) stated that at least 30 amendment requests were being received manually every day, and suggested that amendment requests be routed through CRU, instead of CBs directly approaching the concerned officer, so that they become part of the system and cannot be ignored. The Chair noted that NS-I's written comments state that all amendment requests for Bills of Entry can be submitted through ICEGATE, which is at variance with the prevailing practice, and directed NS-I to revalidate the statement. To minimise the use of e-file, the Chair asked that the specific amendments allowed under the law be identified and proposals made to DG Systems for enabling them within the system itself, if not already enabled. BCBA was asked to furnish specific scenarios/ provisions requiring system enablement. **[Action Owners: NS-I (EDI), NS-II, BCBA, DG Systems (ICEGATE)]**	**Open**

7	**Digitalisation of Document Submission for First-Time Importers:** It has been observed that, in cases of first-time importers, the concerned Groups are currently requiring submission of various supporting documents through e-files for verification and processing. While the objective of verification is appreciated, the present process can result in additional correspondence and manual handling. It is suggested that a dedicated official email ID may be provided by JNCH for submission of first-time importer documents. Importers/Customs Brokers may be permitted to submit the required documents directly through the designated channel, with an appropriate acknowledgement/reference number.	**BCBA**	Commissioner (NS-III) gave a background of the instructions on first-time importer documentation (Public Notices issued from 2009 onwards) and stated that seeking such documents by field formations had lost its relevance, as data of all exporters/importers is now captured centrally in the Systems itself. The Chair observed that, since the data is now centralized and the assessment faceless, the relevance of document checks of first-time exporters/importers at the port of import need be reassessed. Commissioner (NS-III) noted that IEC, GSTIN, PAN and bank account details are already captured at the time of registration in ICEGATE. He further stated that a draft Public Notice in the matter was being prepared, to be shared first with the Commissionerates within the zone for their views. WISA stated that importers/exporters are registered on ICEGATE with Class-III DSC issued after video verification, and thus an authentic centralised repository is already available. FFFAI stated that Mumbai Customs Zones are the only zones insisting on first-time importer/exporter documents, whereas Kolkata, Chennai, Mundra (and, as understood, Delhi) do not, and requested reconsideration since all information is available digitally with the Department. **[Action Owners: NS-III, DG Systems (ICES Import, ICEGATE)]**	**Open**

8	**Auto-Recredit of E-Bonds / Triple Duty Bonds:** It is submitted that the facility for automatic re-credit of E-Bonds / Triple Duty Bonds furnished through the Bond Section is presently not available in the system. The facility of auto-recredit is available in certain other mechanisms, including IGST/GST-related credits, but a similar functionality is not presently available for E-Bonds/Triple Duty Bonds. As a result, re-credit of the bond amount requires additional manual intervention, resulting in avoidable processing time and administrative work for both the trade and Customs. It is requested that the matter may kindly be taken up with DG Systems for development of an Auto-Recredit functionality for E-Bonds/Triple Duty Bonds. The system may be configured to automatically re-credit the eligible bond amount upon completion of the prescribed conditions/process, with an appropriate system-generated trail.	**BCBA**	It was informed that DG Systems had referred the matter to the policy wing of the Board, and that the matter needs to be taken up with the policy wing. Commissioner (NS-III) added that certain related issues (such as insufficient bond value) had been taken up with DG Systems and a response was awaited. Commissioner (NS-III) to take up the matter with Customs Policy wing under intimation to DG Systems. **[Action Owners: Commissioner (NS-III), DG Systems]**	**Open**
9	**Implementation Support for Automated Goods Registration for E-Sealed Export Cargo:** Reference is invited to ICES Advisory No. 06/2026 dated 04.02.2026 issued by DG Systems regarding the implementation of Automated Goods Registration for e-sealed export cargo. The efforts of JN Customs are appreciated in conducting handholding sessions on 27.03.2026 and 01.04.2026 alongwith various discussion in past PTFC / CCFC meetings to familiarize trade stakeholders with the requirements of the said advisory. However, certain operational challenges and process-related bottlenecks are still being identified and may require timely intervention and resolution, particularly considering that this is being implemented as a pilot initiative at JNCH.	**BCBA**	As per comments received from NS-II and DG Systems, the sticky issues, such as non-declaration of package details, had already been conveyed to BCBA in the last PTFC for sensitisation of their members and the trade. Further, ICEGATE informed that they were in the process of rolling out a feature to email auto-registration status to the exporters.	**Closed**

10	**Auto LEO – Further Streamlining and Implementation:** The introduction of Automated Let Export Order (Auto LEO) through ICES Advisory No. 09/2026, issued by the Directorate General of Systems (DG Systems), ICES, marks a significant milestone in the digital transformation of Customs export procedures. This initiative is appreciated and it is requested that the Auto LEO process may be further streamlined and implemented comprehensively, wherever applicable, to facilitate faster export clearances, reduce manual intervention and improve overall efficiency in the export clearance process.	**BCBA**	Commissioner (NS-II) informed that a recommendation was sent to NCTC covering the top 20 exporters and top 20 commodities (across several chapters) for consideration for Auto LEO for ISPM-type CCRs only. NCTC has sent its proposal to the Board, and DG Systems was parallelly working on a facilitation flag, with testing likely to be completed by 15.11.2026, after which Auto LEO would be implemented for the specified tariff lines. The trade suggested that an intimation, like that provided for Auto Goods Registration, may also be provided for Auto LEO. The Chair observed that the work was in progress and noted the comments/recommendations.	**Closed**
11	**Clarification Regarding Retention of CCTV Footage by CFSs in Connection with Mandatory Use of Body Worn Cameras:** CBIC Circular No. 07/2026-Customs dated 01.02.2026 mandates the use of Body Worn Cameras (BWCs) by Customs officers during physical examination of imported goods and requires BWC recordings to be securely retained for two years, or until final disposal in cases involving investigation, dispute or litigation. However, Para 7(ii) of JNCH Standing Order No. 03/2026 additionally requires CFSs to retain continuous CCTV footage of examination areas for a minimum period of two years. CFSs currently maintain CCTV footage with a retention period of 180 days, which has been adequate for operational, security and regulatory requirements. Extending this to two years would require substantial additional data-storage infrastructure and result in significant operational and financial costs. Further, the CBIC Circular specifically provides for two-year retention of BWC recordings by Customs, while no specific CBIC instruction presently requires CFSs to retain continuous CCTV footage of examination areas for two years. It is requested that the requirement under Para 7(ii) of Standing Order No. 03/2026 regarding two-year retention of CCTV footage by CFSs may kindly be reviewed/modified, considering the existing 180-day CCTV retention and the separate two-year retention of BWC recordings by Customs.	**CFSAI**	The Chair asked that the practice of other Custom Houses be checked. Commissioner (NS-Gen) stated that the practice of other Commissionerates would be checked and the matter sorted out.	**Closed**

FRESH AGENDA POINTS (CCFC DATED 28.10.2026)

Sr. No.	Issue in Brief	Sponsoring Authority	Brief Records of Discussion	Open/Closed
1.1	**Timely Evacuation of Containers from Port to CFS:** Issue: Delay in evacuation of DPD-CFS containers and its impact on import/export dwell time It was highlighted in the PTFC that, despite the clear provisions under Public Notice No. 77/2017 dated 21.06.2017, delays continue to occur in the evacuation of containers from the Port Terminal to the designated CFS. PN 77/2017 specifically lays down responsibilities for CFSs and other stakeholders and provides that containers should be evacuated from the Terminal within the prescribed free period. It also requires CFSs to maintain and report critical movement milestones, including gate-in time at CFS, OOC status and gate-out of empty containers. Further, Public Notice No. 39/2023 dated 28.04.2023 was issued after the matter was deliberated in the PTFC meeting of 27.04.2023. It reiterated that DPD-CFS containers should be moved from the Port to the CFS within 48 hours/free time, and provided that where evacuation is delayed beyond the terminal's free period, the CFS would be responsible for the applicable port charges. The concern raised in PTFC is that any avoidable delay in evacuation directly increases the overall dwell time of import consignments and, consequently, affects the efficiency and turnaround time of the entire import-export logistics chain. Delayed evacuation also results in congestion at the terminal/CFS interface, additional ground/port charges and unnecessary delay CCFC may direct all concerned stakeholders, particularly CFSs, Terminal Operators and Shipping Lines, to strictly adhere to the timelines prescribed under PN 77/2017 and reiterated under PN 39/2023 for timely evacuation of containers The objective should be to ensure seamless and time-bound movement of containers from Port Terminal to CFS, thereby reducing the dwell time of import consignments and improving the overall turnaround time of import-export cargo.	**BCBA**	Commissioner (NS-Gen) acknowledged that delayed evacuation from Port Terminals to CFSs adds to dwell time and cost. The causes are: (i) transhipment at Nhava Sheva rising from about 2% to about 36%; (ii) terminal resources diverted to the ship side; (iii) SCMTR-related disruptions; and (iv) the festival season. It was stated that this is a temporary phase and further assured that no cost on this account would be passed on to the trade. Commissioner (NS-Gen) also added that delayed containers brought to notice are taken up with the terminals at once. WISA stated that some shipping lines withhold the Delivery Order until the last container of a Bill of Entry reaches the CFS. CSLA agreed to consult its member lines and revert before the next PTFC. **[Action Owners: NS-Gen, CSLA]**	**Open**

1.2	**Congestion at JNPA Terminals Resulting in Delays in Export Container Gate-In:** We would like to bring to your kind notice that severe congestion has been observed on a rotational basis at various terminals operating at JNPA. The congestion is adversely affecting vehicle entry into the terminals, leading to increased trailer turnaround time and delays in the movement and gate-in of export containers from CPP / CFS. This issue has been again raised in the PTFC meeting held on 23.7.2026, wherein JN Customs directed all Terminal Operators to promptly communicate with stakeholders regarding any congestion, operational disruption, or service interruption at their respective terminals, along with the tentative timeline for restoration of normal operations. In view of the above, we request you to kindly direct all the Terminal Operators to adhere to the aforesaid directions and keep the trade duly informed by issuing timely advisories covering the following aspects: • Reasons for the ongoing congestion and operational constraints; • Corrective measures being undertaken to address the situation; • Expected timeline for restoration of normal operations; and • Details of vessel cut-offs that have been extended due to the ongoing congestion. Timely communication of such information will enable the trade to take necessary preventive measures and plan their shipments accordingly.	**BCBA**	The issue is covered under Sr. No. 1.1.	**Closed**
1.3	**Implementation Support for Automated Goods Registration for E-Sealed Export Cargo:** We appreciate JN Customs' initiative towards implementation of the Automated Goods Registration facility. We understand that a sizeable number of Shipping Bills are now being facilitated through Auto Goods Registration. We request that the Shipping Bill details for which Auto Goods Registration has been completed be communicated to the Exporter/Customs Broker through email, as prescribed under the ICEGATE Advisory dated 31.08.2026, so that the trade is duly informed that the goods have been auto-registered. We believe that timely communication of such status will further strengthen the paperless and contactless Customs clearance initiatives.	**BCBA**	Commissioner (NS-II) informed that 18,149 Shipping Bills (about 64%) were auto-registered in September 2026. It was informed that e-mail intimation to exporters/CBs has not yet started, and that DG Systems has taken up the matter. Also, it was stated that wrong declaration of package details is the main reason for failure of auto-registration, and requested exporters/CBs to share their process of declaring package details. The trade stated that some packages, such as bags of chemicals, are never numbered. The Chair directed the trade to give the issue of unnumbered packages in writing, so that it can be taken up as it appeared to be a policy matter.	**Closed**

1.4	**Examination Order to be Received by Email:** When a Shipping Bill is selected for physical examination by the Customs EDI system, the examination order is presently communicated to the trade through physical noting on the checklist by the field formation. To ensure greater transparency and facilitate timely compliance, we request that the Examination Order be communicated to the concerned Exporter/Customs Broker through email, similar to the practice followed for imports. This will also help in reducing manual intervention and support the paperless and contactless Customs clearance process.	**BCBA**	AD, ICES (Export) informed that the technical team is developing e-mail communication of the Examination Order to exporters and CBs, as for imports. The Chair directed that the point be kept open, and that progress be reviewed in the next CCFC meeting. **[Action Owner: NS-II, DG Systems (ICES Export)]**	**Open**

1.5	**Facilitation of Pharma Export Shipments of Unapproved / New / Banned Drugs – Request for Uniform Clearance Procedure:** This is to bring to your kind attention an issue being faced by the trade in respect of export shipments of Unapproved / New / Banned Drugs, particularly with regard to the verification and clearance process at Customs. The following situations are being observed: 1. Merchant Exporters In the case of Merchant Exporters, the shipment is referred to the CDSCO ADC Office at the Port, where the required documents are verified and, wherever applicable, NOC/clearance is granted by the CDSCO Port Office. However, in certain cases, the particular product/drug is not reflected or is not completely updated in the SUGAM Portal/list, resulting in difficulty for Customs Officers in independently verifying the authenticity/status of the declaration. In such cases, where the CDSCO Port ADC Office has already verified the required documents and issued an NOC, it is requested that such NOC may kindly be accepted and honoured by Customs, and the export clearance may not be delayed merely because the corresponding product/status is not reflected in the SUGAM Portal. This approach would also be in line with the trade-facilitation intent of PN No. 88/2026, wherever applicable. 2. Manufacturer Exporters In the case of Manufacturer Exporters, the CDSCO clearance/verification is presently being dealt with at the Customs end. In such cases, where the relevant product/status is not clearly reflected in the SUGAM Portal, Customs Officers may kindly be requested to seek necessary clarification from the concerned CDSCO Port Office/ADC Office, instead of keeping the shipment pending for an extended period. Upon receipt of the required clarification/confirmation from CDSCO, the shipment may kindly be facilitated for timely Customs clearance, subject to compliance with all applicable statutory requirements. We shall be grateful for your kind consideration and necessary directions to the concerned formations.	**BCBA**	BCBA stated that some drugs of Manufacturer Exporters are not on the SUGAM portal, and that such Shipping Bills are kept pending. BCBA requested that these cases be referred to the ADC office. Commissioner (NS-II) informed that: (i) PN 88/2026 allows an officer in doubt to refer the matter to the ADC for NOC; (ii) the zonal CDSCO office was asked on 27.10.2026 to update the SUGAM portal urgently; and (iii) where the ADC NOC is available, non-reflection on SUGAM would not be raised. He assured that local instructions would be issued. The Chair directed that the point be kept open for the next CCFC meeting. **[Action Owner: NS-II]**	**Open**

1.6	**Need for Online Amendment Facility under the SCMT Regime and amendment to be allowed at final port of discharge instead of first indian port of call:** Under the current SCMT process, manifest amendments are required to be processed at the First Indian Port of Call. Since a large volume of import cargo destined for Nhava Sheva and other ports arrives through Indian transshipment hubs, stakeholders face considerable difficulties in obtaining amendments. The amendment requests currently require physical submission of documents at Customs offices. The amendment process is cumbersome, time-consuming and operationally challenging for shipping lines and trade participants especially when amendments are carried out at transshipment port. We request JNCH to take up this matter with CBIC and the DG Systems team to allow manifest amendments at the Final Port of Discharge instead of the First Indian Port of Call. We also request the introduction of a fully online amendment mechanism under SCMT enabling supporting documents to be submitted electronically through an online portal or email thereby eliminating physical submissions at Customs offices. The amendment should be approved by the officer within a timeline to facilitate the trade.	**CSLA**	CSLA requested a single online facility for SCMT manifest amendments. CSLA stated that amendments at present need physical visits to Customs. For cargo arriving through a transhipment port, visits have to be made at both the transhipment port and the gateway port. AD, ICES (Import) informed that online amendment is at present allowed only at the first Indian port of call. She informed that the request has been referred to NIC, as it needs a change in system design. Commissioner (NS-Gen) observed that amendments for foreign transhipment cargo should be simple and should be done by the shipping line. AD, ICES (Import) agreed to place this suggestion before NIC.	**Closed**
1.7	**Timely Resolution of IGM/EGM Integration Issues under SCMT:** There are instances where Arrival Manifest or Departure Manifest filing is successfully completed, but integration with ICEGATE does not occur. Such cases remain unresolved for extended periods affecting both import and export operations. In several cases, EGM integration issues have remained unresolved for longer period, with some cases regularized only after 50 days of vessel departure. Export-related integration failures prevent shipping bill closure, delay in IGST refund process and regulatory compliance. Import-related integration issues impact Scanning List generation, Entry Inward processing, SMTP generation, and movement of import containers. The prolonged non-resolution causes operational disruption, increased costs, and trade delays. It is requested that JNCH may coordinate with the DG Systems team & CBIC to ensure resolution of export-related integration issues within 2-3 days. In cases where issues remain unresolved, Customs may facilitate cancellation/drop of the departure manifest to enable re-filing by the shipping line and regularization of shipping bills. Import integration issues should be resolved on priority basis, preferably within one working day to prevent disruption of cargo clearance and container movement.	**CSLA**	AD, ICES (Import) stated that IGM/EGM integration issues had arisen only in specific cases, which were resolved. She requested that any pending cases be brought to notice. CSLA stated that EGM integration of 4–5 Maersk Line vessels has been pending for 2–3 months, and that exporters are unable to claim drawback as a result. CSLA added that non-integration of IGM had also held import containers in terminals for 7–8 days. The Chair directed CSLA to send the list of pending vessels to which CSLA agreed to send at once. Further, the Chair directed that the list may be acted upon by ICES. **[Action Owners: NS-Gen, DG Systems (ICES Import), CSLA]**	**Open**

1.8	**Issuance of Public Notice for exclusion of empty and transshipment containers from scanning:** There is an issue with the scanning selection of empty and transshipment containers. When a vessel arrives with only empty and transshipment containers, the scanning list is not generated resulting in containers remaining on hold for 10–15 days until resolution is provided by NCTC. We understand that CBIC has issued a letter vide F. No. CBIC – 52/66/2024 dated 31st August 2026 stating that empty and transshipment containers would be excluded from scanning. NCTC has been directed to implement this process immediately. Further, the field formations have also been directed not to take up for scanning those containers that have already been selected by NCTC and are in the process of being scanned. We therefore request JNCH to issue a Public Notice to implement this process so that empty and transshipment containers are not held inside the terminal for scanning. This will facilitate the early evacuation of containers and reduce dwell time in such cases.	**CSLA**	Commissioner (NS-III) informed that the matter falls in the domain of NCTC, and that a letter is being sent to NCTC. Also, it was stated that action would be taken upon the receipt of NCTC's directions, and it was assured that the Public Notice would be issued by the PTFC meeting.	**Closed**
1.9	**Delay in evacuation of Containers from the Port:** Container movement is taking approximately 6–7 days, with congestion causing a delay of around 4–5 days in evacuation from the port to the CFS. This delays the completion of cargo clearance, as FSSAI and Plant Quarantine (PQ) clearances can be initiated only after all containers arrive at the CFS. The extended dwell time results in additional ground rent and demurrage charges in certain cases. It is, therefore, humbly suggested to expedite container evacuation from the port to the CFS to reduce congestion and dwell time.	**Samir Sanghavi Director C. N. Sanghavi & Co (Forwards) Pvt Ltd.**	This issue is covered under Sr. No. 1.1.	**Closed**
1.10	**Customs System Integration Issues:** Following the integration of FSSAI with ICEGATE, recurring technical issues have been observed, including Bills of Entry not getting linked properly. These system-related issues are causing further delays in customs clearance of imported pulses. It is, therefore, suggested to resolve ICEGATE integration issues to ensure seamless processing of Bills of Entry and faster cargo clearance.	**Samir Sanghavi Director C. N. Sanghavi & Co (Forwards) Pvt Ltd.**	All FSSAI - SWIFT related issues are taken up as a separate agenda item Sr. No. 1.13.	**Closed**

1.11	**Challenges highlighted by GTI:** 1. It is requested that the empty trailer deployment be increased to maximize Green Channel utilization for import evacuation. 2. It is requested that the CFSs should improve the deployment of empty trailers during the midnight to 06:00 hrs window.	**GTI (APM Terminals)**	CFSAI stated that CFS exports are only 25–30% of volumes, and that CFSs cannot send empty trailers at the cost of export movement. CFSAI proposed Green Channel for combined export-plus-import movement of the same truck, with terminal-wise slots for CFSs. CFSAI also added that BMCT already permits this action. Commissioner (NS-Gen) welcomed the proposal, as it would reduce cost and congestion. Further, CFSAI was asked to take it up with JNPA in a common meeting, while Customs facilitation was assured.	**Closed**

1.12	**Request to Incorporate Accessories Column Details in the Printed Copy of Export Shipping Bills – Representation for ICEGATE System Modification:** 1. Issue: Accessories Column details are received by Customs electronically through the Shipping Bill flat file, but are not printed in the Export Shipping Bill. 2. Import comparison: In Import Bills of Entry, Accessories details are printed. For example, BE No. 4402975 dt 14-10-2026 shows the Accessories status on Page 4, Additional Details, Column E. 3. Export limitation: The Description of Goods column has a character limit, so exporters cannot include complete technical specifications or product particulars. 4. Why the Accessories Column matters: It allows declaration of technical specifications, model numbers, machinery particulars and product identification details. This is especially important for machinery, engineering and other technical goods. 5. ERP vendor confirmation: Our ERP vendor confirmed that the flat file submitted contains the Accessories details, but they are not printed in the Shipping Bill. 6. Benefits of printing: i) Helps Customs officers, exporters and Customs Brokers verify the full declaration ii) Improves documentation transparency iii) Reduces queries arising from incomplete descriptions iv) Requires no additional declaration, since the data is already submitted Our Request We request that this matter be taken up with the Directorate General of Systems / ICEGATE to modify the Export Shipping Bill print format so that Accessories Column details already submitted electronically are also printed. We also request BCBA to examine the issue and take it up with the appropriate Customs and ICEGATE authorities for resolution.	**Milan Desai, Director, M/s. Ambica Cargo Forwarders Pvt. Ltd.**	AD, ICES (Export) informed that the Description of Goods column in the printed Shipping Bill is at present limited to 120 characters, though the Accessories details are available in the flat file. AD, ICES (Export) stated that NIC has been asked to increase the character length, so that the Accessories details can be printed, and assured that this would be done at the earliest.	**Closed**

1.13	**Issues raised by FSSAI:** Through an email dated 27.10.2026, FSSAI forwarded the following Systems/ SWIFT related issues, to be included in the agenda of CCFC meeting: (a) Non-maintenance of WhatsApp group between SWIFT and FSSAI (b) CFS location updation in SWIFT 2.0 (c) Non-reflection of Bills of Entry in FICS (d) Incorrect mapping of storage conditions (e) Non-reflection of "Not in Scope" certificates (f) Non-visibility of Visual Inspection queries (g) Incorrect mapping of manufacturer and exporter details (h) Accurate application status and appointment details	**FSSAI**	As these points were received just a day before the meeting, the Chair directed that these be recorded as an additional agenda point. It was also decided that these points shall be forwarded to SWIFT team for further study and response. **[Action Owners: FSSAI, DG Systems (SWIFT)]**	**Open**
1.14	**Issues pertaining to CDSCO document upload:** A trade representative said that when a PGA (CDSCO) raises a query on a Bill of Entry, the reply window allows only 10 attachments, and each file has a size limit. A Bill of Entry with many items needs product labels, COAs and drug licences for each item, so the limit is exhausted and documents have to be uploaded in several rounds. The request was to raise the limit from 10 to 15 documents, or to increase the file size (MB) limit.	**BCBA**	The trade requested that the limit of 10 attachments for replies to CDSCO queries be raised to 15, or that the file size limit be increased. The trade stated that documents uploaded with the Bill of Entry are not visible to CDSCO. ADG, DG Systems (SWIFT) stated that documents filed with the Bill of Entry are visible to CDSCO officers, and asked the trade to share specific cases where they were not. He clarified that the limit of 10 attachments at the query stage has been kept on purpose, so that documents are filed with the Bill of Entry and not at the query stage. The Chair took note of the discussion.	**Closed**