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Office of the Chief Commissioner of Customs
Mumbai Customs Zone-II
जवाहरलाल नेहरू सीमाशुल्क भवन
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Date: 17-09-2026

दिनांक 31.08.2026 को आयोजित CCFC की बैठक का कार्यवृत्त

Minutes of the Customs Clearance Facilitation Committee (CCFC) Meeting Held on 31.08.2026

The 4th CCFC meeting of Calendar Year 2026 and the 3rd CCFC meeting of Financial Year 2026-27 was held on 31.08.2026 at 1500 hrs at Jawaharlal Nehru Custom House (JNCH), Nhava Sheva, Uran, Raigad, Maharashtra, in hybrid mode, under the Chairmanship of the 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, etc.), and officers of JNCH. The list of participants is placed at **Annexure-I**.

3 . In his opening remarks, the Chief Commissioner welcomed the participants and stakeholders, and informed that the preceding week had witnessed several important developments, including the visit of the Hon'ble Member (Customs), CBIC, to Mumbai, during which the implementation of various Budget-related reforms had been reviewed with stakeholders.

4. The Chief Commissioner further informed that the Time Release Study, 2026 of Nhava Sheva seaport, had recently been released at JNCH, and appreciated the active participation and cooperation of all stakeholders in improving cargo clearance processes. He noted that import clearance time had improved significantly over the past two years, with release time reduced by more than 20%, from around 83 hours in 2024 to approximately 66 hours in 2026. He attributed these improvements to coordinated efforts and teamwork amongst Customs, PGAs and trade stakeholders, and expressed confidence that the momentum would continue.

5. Highlighting ongoing trade facilitation initiatives, the Chief Commissioner stated that Customs was continuing its efforts to realize the full potential of system-based reforms, including Auto Out of Charge (Auto OOC), Automated Goods Registration, and Auto Let Export Order (Auto LEO), and emphasized the need for greater stakeholder consultation for effective implementation of the Eligible Manufacturer Importer (EMI) initiative. He also referred to the policy matter concerning enhancement of AEO status for PGAs. On the advancement of SWIFT, he noted that initial implementation issues were being addressed through regular stakeholder meetings, which had proven beneficial.

6. The Chief Commissioner also apprised participants of the ongoing initiative to implement scanning of all import containers, informing that those discussions were being held at the national and field levels, and that a port-level sub-committee was

examining the operational aspects of the initiative. He further emphasized the need for close coordination amongst Customs, JNPA, port terminals, and other stakeholders for effective implementation of the proposed measures.

7. Drawing attention to the disposal of long-standing containers and uncleared, unclaimed, seized, and confiscated goods, the Chief Commissioner stated that the matter had assumed considerable importance and required coordinated action by all stakeholders concerned. He noted that more than 7,000 long-standing containers were pending at JNCH, with significant quantities of uncleared and confiscated cargo also lying at various CFSs, and emphasized the need for expeditious disposal. He informed that the matter had accordingly been included as a separate agenda point for detailed discussion in the meeting.

8. The Chief Commissioner also referred to certain representations received regarding issues arising from implementation of the Sea Cargo Manifest and Transshipment Regulations (SCMTR), particularly concerning discontinuation of filing of supplementary manifests. It was informed that DG Systems was actively engaging with all stakeholders concerned to address the issues, while certain issues requiring resolution at the level of shipping lines and other stakeholders were also noted.

9. In view of the forthcoming Ganpati Festival, the Chief Commissioner urged all stakeholders, including CFSs and port terminals, to undertake appropriate operational planning to avoid traffic congestion and disruption in cargo movement at port terminals as well as container scanning centers. He requested the concerned Commissionerates - NS-General and NS-III - to strengthen coordination with local authorities to ensure smooth movement of cargo and containers during the festival period.

10. During the preliminary discussion, stakeholders raised concerns regarding delays in grant of permissions relating to factory stuffing/self-sealing of export containers, particularly following decentralization of the approval process. The Chief Commissioner noted that specific details of pending cases would be required, so that the matter can be taken up with the concerned formations.

11. Thereafter, 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)**.

भवदीय,

Digitally signed by Hasan Ahmed
Date: 17-09-2026 17:54:26

(हसन अहमद)
अपर आयुक्त
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 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 in person:

Sr. No.	Name	Designation
1.	Shri Giridhar Pai	Commissioner, NS-II
2.	Shri Unmesh Sharad Wagh	Commissioner, NS-Gen
3.	Shri Ravneet Singh Khurana	Commissioner, NS-III
4.	Shri Amit Sharma	Addl. Commissioner, NS-V
5.	Shri Hasan Ahmed	Addl. Commissioner, CCO, JNCH
6.	Shri Manoj Kumar	Addl. Commissioner, NS-V
7.	Ms. Himani Dua	Joint Commissioner, NS-I
8.	Shri Ajay V. Deshmukh	Asst. Commissioner, CCO, JNCH

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 Abhay Gupta	Addl. Director, DG Systems & Data Management (ICES)
3.	Shri Puneet Singh	Deputy Director, NCTC
4.	Shri Shailesh Nair	Asst. Director, NCTC
5.	Ms. Sunita Panthari	Asst. Director, DG Systems (ICES)

6.	Shri Yatish R. Pabri	Asst. Director, DG Systems (ICEGATE)
7.	Ms. Seema	Asst. Director, DG Systems & Data Management (ICES)
8.	Shri Pradeep Kumar Jhajharia (Dr.)	Asst. Director, DGTS
9.	Shri Pratap Maruti Rane	Superintendent, DGTS

The following PGAs/stakeholders attended the meeting in person:

Sr. No.	**Name**	**Name of the PGAs/Stakeholders**
1.	Ms. Pritee Chaudhary	Regional Director, FSSAI
2.	Dr. Karuna Dhale	Asst. Director (Tech), FSSAI
3.	Shri Paresh Thakkar	BCBA
4.	Shri Tej Contractor	BCBA
5.	Shri Ganpat Korde	BCBA
6.	Shri Nirav Thakker	BCBA
7.	Shri Sanjeev Harale	BCBA
8.	Shri Paresh Shah	WISA
9.	Shri Nimish Desai	WISA
10.	Shri Umesh Grover	CFSAI
11.	Shri S. Srinivas	CFSAI
12	Shri Harsh Lapsia	AILBIEA
13.	Shri Omprakash Agrawal	MACCIA
14.	Shri Satyajeet Pattnaik	CSLA

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 Niraj Singh	RPQS
3.	Ms. Sandhyarani Avinash Kamble	Textile Committee
4.	Shri Sachin G. Patil	GTI
5.	Shri Shivendra Mhatre	GTI
6.	Shri Faiz Sayyed	DP World
7.	Shri Chetan Naresh Mhatre	BMCT
8.	Shri Ravi D Rao	DGM(T), JNPA
9.	Shri Aiyasamy R	NSFT
10.	Shri Ashwajit Patil	NSFT
11.	Shri Sivaprasad G	Ocean Network Express (ONE)
12.	Shri Dixit Gharat	System Administrator, CPP
13.	Shri Hiren Ruparel	BCBA
14.	Shri Maruti Gadge	BCBA
15.	Shri Paras Shah	BCBA
16.	Shri Kamal Shah	BCBA
17.	Shri Kiran Rambhia	BCBA
18.	Shri Ketan Desai	BCBA
19.	Smt. Leena Ganguly	AIWCBA
20.	Shri Nikhil Bhandary	Western India Bonded Warehouse Association
21.	Shri P T Srinath	FIEO
22.	Smt. Harpreet Makol	FIEO
23.	Ms. Suhani Garg	FIEO
24.	Shri Daniel	CSLA
25.	Shri Sunil Vaswani	CSLA
26.	Shri Manish Kumar	CSLA
27.	Shri Dushyant Mulani	FFFAI
28.	Shri Victor Fernandes	MANSA
29.	Shri Vijay Bhuta	Mumbai Dry Fruits & Dates Merchants Association

FOLLOW-UP ON PREVIOUS AGENDA POINTS FOR CCFC MEETING DATED 31.08.2026

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	The issue of immediate and automatic sharing of Out-of-Charge (OOC) and Let Export Order (LEO) messages through ICEGATE with custodians, shipping lines, and port terminals was discussed, the matter having been raised in earlier CCFC meetings pursuant to which the EDI Section had been directed to coordinate with DG Systems. It was informed that message transmission to custodians/CFSs had been addressed and the concerned stakeholders had begun receiving the messages, though extension to shipping lines and port terminals remained pending owing to system limitations. The Chair noted the progress made and observed that the initiative would facilitate seamless, paperless cargo clearance, directing that the remaining issues be pursued with the concerned authorities for extending the exchange to other stakeholders, and further assuring that a recommendation to that effect would be made to the Ministry. The Chair further observed that similar end-to-end electronic message exchange should eventually be enabled for bonded warehouses, noting that the Board was developing the Warehousing Module for this purpose. **[Action Owner: NS-I]**	**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	The issue of reflecting amended values upon finalisation of provisional Shipping Bills, and visibility of post-EGM amended Shipping Bills to exporters, was discussed. It was informed that development of a facility for providing a PDF copy of post-EGM amended Shipping Bills to exporters was under progress, while development relating to provisional assessment remained pending owing to transition and other operational priorities of the NIC team. The Chair noted the status and directed that the matter continue to be pursued with DG Systems/NIC. **[Action Owner: DG Systems (ICES)]**	**Open**
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	The concern regarding repeated pushback of Bills of Entry from the Faceless Assessment Group (FAG) to the Port Assessment Group (PAG), particularly after raising of queries, was discussed. BCBA and other stakeholders highlighted specific situations reportedly causing avoidable delays, including cases involving missing qualifiers, second-hand goods, and certain re-import consignments where IGST was being miscalculated by the system as NIL. The Chair observed that the pushback facility exists in the system to cater to specific situations and cannot be treated as inappropriate in every case; however, instances of avoidable or aberrant pushback required detailed examination. The Chair directed that the need for system-related or policy intervention be examined by NS-I, and that BCBA and the EDI Section jointly compile specific examples for detailed analysis, with the EDI Section also examining available data sets. The agenda point shall remain open and be reviewed at the subsequent CCFC meeting. **[Action Owners: NS-I and BCBA]**	**Open**

Sr. No.	Issue in Brief	Sponsoring Authority	Brief Records of Discussion	Open/ 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	CSLA's request to replace the existing manual system with an electronic mechanism for faster delivery of import ICD containers was discussed. It was informed that, as a short-term solution, scanning status is being shared with port terminals and shipping lines every evening in Excel format, while the long-term solution of electronic data exchange remains under process. CSLA representatives also requested that containers be released by port terminals based on the scanning data shared, to which Commissioner, NS-III assured that instructions would soon be issued to port authorities to that effect. Stakeholders further requested that scanning outcomes be shared directly with RMSFC to improve efficiency. The Chair observed that the underlying issue, arising from data not being seamlessly exchanged with the portal, had persisted for at least two years and had also been deliberated in inter-ministerial committee on container scanning, and asked Commissioner/NS-III to explore a short-term solution for sharing scanning outcomes and images with RMSFC at the local level. **[Action Owner: NS-III]**	**Open**
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	The agenda point on review of CCR instructions in light of CBIC Circular No. 06/2026 was discussed. The Chair noted that the matter is already under discussion at other forums such as PTFC, NAC, and CCG, where it has been observed that CCRs may not be warranted in specific instances, such as closed SVB cases and FTAs like the India-Korea FTA where data is electronically exchanged through designated systems. BCBA representatives further requested that such CCR instructions be dispensed with, to save time and facilitate trade. The Chair noted the need for streamlining of CCR instructions and sought written comments from NCTC. DD, NCTC stated that the matter was being actively pursued and that the process of the review of CCR instructions had already commenced. Meanwhile, Commissioner NS-I (EDI Section) will make a written request to NCTC to review the CCRs in light of the two situations specifically pointed out by BCBA, viz. closed SVB cases and India-South Korea FTA. **[Action Owner: NCTC, NS-I]**	**Open**

Sr. No.	Issue in Brief	Sponsoring Authority	Brief Records of Discussion	Open/ Closed
6	**Creation of Dashboard for CRCL Test Reports:** At present, importers and Customs Brokers face difficulties in accessing and tracking test reports issued by the Central Revenue Control Laboratory (CRCL). We request the development of a dedicated dashboard on ICEGATE/Customs portal for: • Viewing and downloading CRCL test reports online. • Maintaining a repository of historical test reports. • Facilitating future clearances of identical or similar goods based on previously accepted test reports. • Reducing delays caused by repeated submission and retrieval of laboratory reports. Such a facility will enhance transparency, improve compliance, and significantly reduce clearance time.	BCBA	The difficulties faced by Customs Brokers in accessing and tracking test reports issued by the CRCL were discussed. It was informed that tracking of Test Reports is already available in the Sampling Application: upon completion of testing, the Chemical Examiner, CRCL, JNCH, uploads the Test Report thereon, which is automatically forwarded to the email ID of the authorised representative of the Importer/Exporter, as provided at the time of sample drawal by the concerned CFS Superintendent/Appraiser. This functionality had been verified by tracking 4-5 such email IDs and confirming receipt of Test Reports. An additional OTP-based functionality for tracking and downloading Test Reports within the Sampling Application was also under development at the local level. The meeting took note of the remarks of ADC, NS-V.	**Closed**

FRESH AGENDA POINTS (CCFC DATED 31.08.2026)				
Sr. No.	**Issue in Brief**	**Sponsoring Authority**	**Brief Records of discussion**	**Open/Closed**
1.1	**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**	BCBA requested that routine matters pertaining to revision and amendment of Bills of Entry/Shipping Bills under Sections 18A and 149 of the Customs Act be fully integrated within the ICEGATE system, to obviate generation of e-office files for approval. JC/NS-I clarified that amendment requests are initiated by Customs Brokers and that only post-OOC amendments requiring cancellation of B/Es are routed through e-file. Commissioner/NS-II stated that amendment of Shipping Bills requires approval at the ADC/JC level, a functionality not currently enabled in the system. The Chair directed BCBA to furnish specific scenarios for system integration and suggested a reference to the Board for incorporation of the complete workflow. **[Action owners: NS-I (EDI), BCBA]**	**Open**
1.2	**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**	BCBA stated that once KYC and First-time Importer (FTI) documentation is completed through e-office, no evidence thereof is available to CBs for production at Docks, RMS, or FAGs. Commissioner/NS-III assured that a dedicated email ID would be provided to first-time importers for uploading documents, with access extended to FAGs for verification. The Chair suggested a reference to DG Systems for a centralized FTI digitization system and re-examination of Public Notice 112/2017, following which Commissioner/NS-III recommended that the system identify first-time importers and seek relevant documents at the Bill of Entry filing stage itself. **[Action owners: NS-III, DG Systems]**	**Open**

1.3	**<u>Auto-Recredit of E-Bonds / Triple Duty Bonds:</u>** 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**	BCBA noted that automatic re-credit of E-Bonds, Triple Duty Bonds, and other bonds such as Test Bonds was not available on the system. AD/ICEGATE responded that DG Systems was developing the said functionality. The Chair took note and asked that the matter be resolved on priority. **[Action owner: DG Systems (ICEGATE)]**	**Open**
1.4	**<u>Auto Out of Charge in RMS Facilitation Cases Marked for Sample Drawal:</u>** It is submitted that certain Bills of Entry facilitated by RMS are specifically marked for sample drawal and are accordingly routed for examination. In such cases, the goods are examined, the assessment is completed provisionally against a PD Bond, and the concerned officer issues the necessary sample drawal/testing order. However, it has been observed that despite the sample drawal/testing requirement remaining pending, the system is automatically generating Out of Charge (Auto-OOC). This creates a procedural issue, as the Bill of Entry receives OOC even though the prescribed sample drawal/testing process has not yet been completed. Further intervention is then required to address the situation, resulting in avoidable delay and additional workload for both Customs and the trade.	**BCBA**	BCBA stated that provisionally assessed Bills of Entry were granted Out-of-Charge despite pending sample withdrawal. DG Systems (ICEGATE) confirmed that the matter was under consideration, noting a similar concern raised by Mumbai Customs, Zone-III, and assured that an update would follow. The meeting took note of the statements made.	**Closed**

1.5	**<u>Review of PSO Procedure for Movement of Goods from Bond to CFS for Re-export under Section 49:</u>** It is submitted that, in cases where goods are required to be transported from the Bond Section to the CFS for re-export under Section 49 of the Customs Act, 1962, the necessary verification and procedural requirements are already completed at the Bond Section. However, similar documentation and verification are again being undertaken at the PSO Section, resulting in duplication of work and avoidable procedural delays. It is therefore requested that the existing process may kindly be reviewed and necessary guidelines may be issued to avoid duplication. Where the required verification has already been completed at the Bond Section, the same may preferably be accepted at the PSO Section without repeating the entire process. This would help reduce processing time and facilitate faster movement of goods without compromising customs control.	**BCBA**	BCBA suggested that once documentation for re-export of cargo warehoused under Section 49 of the Customs Act, 1962 is completed at the Bond section, duplicate documentation/e-filing at the PSO section prior to physical escort of containers to CFS may be dispensed with. Commissioner/NS-Gen noted the suggestion and assured improved facilitation.	**Closed**

1.6	**<u>Major Disruption in Export Cargo Handling at JWR CFS:</u>** Trade is facing severe disruption in the handling and movement of export consignments at JWR CFS due to an ongoing strike/agitation and acute shortage of labour, resulting in delays in carting, examination and clearance of export cargo. The disruption may lead to shut-out of export consignments, increased ground rent, detention/demurrage charges and potential loss of export orders. An urgent intervention is requested to ensure: 1.Adequate labour gangs and transparent allocation of labour. 2.A clear SOP with defined timelines for carting, examination and movement of cargo. 3.Effective monitoring and supervision by the concerned authorities to resolve operational issues promptly and restore normal export operations at JWR CFS. It is further requested that: •Trucks should be offloaded on FIFO Basis •A comprehensive app-based digital ecosystem should be implemented to track key milestones in the cargo clearance process on a real-time basis, while facilitating payment processing and acceptance, automated receipt generation, invoice sharing, document submission and management, status updates, and other related logistics services.	**BCBA**	BCBA stated that favourable commercial terms offered by JWR CFS to LCL consolidators for import and export cargo had increased congestion at JWR, necessitating a more robust mitigation mechanism. Commissioner/NS-Gen noted the limited scope for Customs intervention on legal grounds and suggested a meeting with CFSAI, JWR, and other stakeholders to deliberate the issue, further suggesting that JNPA be requested to develop an additional facility to mitigate cargo congestion, subject to availability of land.	**Closed**
1.7	**<u>Implementation Support for Automated Goods Registration for E-Sealed Export Cargo:</u>** 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**	BCBA requested to resolve process-related bottlenecks to facilitate auto goods registration. Commissioner/NS-II informed that DG Systems is actively working on the same and that for the period 14.08.2026 to 31.08.2026, auto goods registration was successful in respect of 11,476 SBs. BCBA proposed that Exporters/CBs be notified by email upon Auto Goods registration of Shipping Bills. Commissioner/NS-II agreed to take up with DG Systems, adding that continued stakeholder engagement had already resolved several bottlenecks and that efforts continued to increase the proportion of Shipping Bills selected for Auto Goods registration. **[Action owners: NS-II, DG Systems (ICES)]**	**Open**

1.8	**<u>Auto LEO – Further Streamlining and Implementation:</u>** 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 auto-LEO was not picking up due to CCR requirements for most tariff lines. However, DG Systems and NCTC are considering extending the benefit of auto-LEO facility for tariff lines containing CCRs viz., (i) International Standards for Phytosanitary Measures (ISPMs); (ii) Imprint of the Holy Quran; and (iii) Export of vintage cars or parts thereof. Further, NS-II is conducting a review of the top 25 exporters and commodities, sourced from CPP, to identify more tariff lines with CCRs that do not require PGA NOC as such, for recommendation to NCTC for Auto-LEO. **[Action owners: NS-II, DG Systems (ICES), NCTC]**	**Open**
1.9	**Acceptance of Containers into Terminals (Post Cut-Off Once Approval Is Granted in TOS):** We refer to JN Customs PN 73/17, which places the responsibility on terminals to accept containers into the terminal once the requisite approval has been granted in the Terminal Operating System. GTI Terminal is already following this practice. We request that the same facility be extended by all terminals to ensure uniformity in the larger interest of the EXIM Trade at Nhava Sheva.	**BCBA**	Commissioner/NS-Gen suggested that a meeting with the Port Terminal Operators be convened later in the week to address the issue.	**Closed**

1.10	**<u>Continuation of Publication of Show Cause Notices and Orders-in-Original on Customs Commissionerate Web Portals:</u>** JNCH Standing Order No. 06/2025 dated 08.06.2025 provided for publication of Show Cause Notices (SCNs) and Orders-in-Original (OIOs) on the JNCH website. The said Standing Order was issued pursuant to sustained representations from the Container Freight Station Association of India (CFSAI) The issue was also deliberated in CCG 19th Meeting held on 2/3rd July 2025 . However, Standing Order No. 06/2025 has subsequently been withdrawn vide Standing Order No. 06/2026 dated 18.06.2026. For CFSs, timely access to information regarding SCNs and adjudication orders is an important operational requirement. CFSs as custodians are responsible for the safe custody of goods until their lawful clearance or disposal. In several cases involving detained or seized consignments, CFSs are informed at the initial stage regarding detention of cargo but in several cases do not receive subsequent information regarding issuance of SCNs, adjudication proceedings or OIOs. Consequently, cargo may continue to remain under "Hold by Agency" for prolonged periods even after adjudication proceedings have been completed. This results in prolonged occupation of valuable storage and yard space; increased handling, storage and maintenance costs; Several Customs Commissionerate's, including Mundra, Kandla, Kolkata and New Customs House, Mumbai, continue to publish SCNs and adjudication orders on their respective official websites. . Availability of SCNs and OIOs enables CFS custodians to undertake timely follow-up with importers, Customs Brokers and the concerned Customs formations and facilitate appropriate action for clearance, redemption, confiscation or disposal of cargo. In view of the above, it is proposed that the matter may be considered for reinstatement/continuation of the practice of publishing Show Cause Notices and Orders-in-Original on the official websites of JNCH.	**CFSAI**	JC/NS-I stated that the functionality for uploading SCNs and OIOs exists on ICEGATE; however, CFSAI representatives reported an inability to access it on the portal. The Chair noted that the matter had already been deliberated in the CCG meeting held from 02.07.2025 to 03.07.2025 and directed that appropriate action be taken upon examination of the record of that meeting.	**Closed**

1.11	**<u>Clarification Regarding Retention of CCTV Footage by CFSs in Connection with Mandatory Use of Body Worn Cameras:</u>** 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**	CFSAI representatives stated that retaining CCTV recordings of the examination area for two years was extremely difficult. Commissioner/NS-Gen directed them to furnish details of the additional cost and storage space required for two-year retention. **[Action Owners: NS-Gen, CFSAI]**	**Open**

1.12	**<u>Seek kind intervention regarding procurement of Body Worn Cameras for Customs cargo examination:</u>** CBIC vide Circular No. 07/2026-Customs dated 01.02.2026, mandated the use of Body Worn Cameras (BWCs) for Customs officers during the physical examination of imported goods, with full implementation required from 01.04.2026. Whilst during deliberations and interactions with department, it emerged that the Department will be imitating the process of procuring the required BWCs, as cargo inspection was a statutory sovereign function. However, in order to ensure compliance with the aforesaid Circular and facilitate its smooth implementation by ensuring the availability of BWCs , CFSAI members as per the directives of JNCH, as a one-time measure, procured BWCs, with at least one unit being made available at each CFS. CFSAI made a representation to JNCH vide letters dated 27.03.2026 & 31,03.20206 also to CBIC on 13.04 2026 seeking clarity that BWCs be arranged by the Department furnishing rationale behind submissions. Consequently, we were informed that the Department was in the process of procuring the required BWCs so as to ensure uniformity in technical specifications, approval of vendors and compliance standards applicable to such devices. However, after more than four months of implementation, one or two of our Member CFSs are now being asked by Docks Customs to procure additional BWCs, instead of the same being procured and provided by the Department. This development has caused concern among the CFSs, particularly as the initial procurement by the CFSs was undertaken solely as a one-time measure to facilitate timely implementation of the Circular and not as a continuing obligation to procure BWCs for Customs officers. In view of the above, we seek your kind intervention clarifying the responsibility for procurement and provision of BWCs, & with a request that any further requirement for BWCs may kindly be arranged by the Department in accordance with uniform technical specifications and prescribed standard.	**CFSAI**	CFSAI representatives sought clarification on procurement of Body Worn Cameras (BWCs). Commissioner/NS-Gen informed that the Department had already procured 40 BWCs and that further procurement would follow.	**Closed**

1.13	**<u>Harresment to Importers and Exporters/100% number of Bills of Entry referred for Assessment in the last 9 months:</u>** It has been brought to the notice of the office of the Mumbai APMC association that ICEGATE is unnecessarily referring to an increased number of Bills of Entry for Assessment to officers. Most of the regular importers were able to clear their cargo through RMS until 1.10.2025, however since the last 8-9 months members of this association have complained delay in clearance of their shipments and harassment by assessing officers across the ports since the ICEGATE system is unnecessarily directing the Bills of Entry for assessment. Most of the major items are covered in tariffs i.e. the value of the goods is already clear. Unnecessarily referring the Bills of Entry to assessment groups is only increasing the time of clearance and cost of trading leading to congestion at port, corruption in customs and harassment to trade. It is therefore requested to resolve the matter at the earliest and save the trade from unwanted governance/unnecessary involvement of appraising groups in imports.	**APMC Association (As per Board Letter dated 19.02.2026)**	No representative of the APMC Association was present to address the concerns raised. It was also noted that the sponsoring Associating never responded to several emails of the Department seeking further clarity on the issue. The matter was accordingly closed and this would be communicated to the Ministry.	**Closed**

1.14	**<u>Grievances received from exporters in the wake of the ongoing geopolitical developments in the Middle East</u>** 1. War Risk Surcharges — Shipping lines imposing unexpected surcharges (often $500–$4,500+ per container) citing the Middle East conflict, frequently for cargo that had already sailed or was already booked before the war began. (most common issue) 2. Back to Town (BTT) charges — Cargo that couldn't reach its original destination (Jebel Ali, Sohar, etc.) being redirected back to the Indian port of origin, with exporters billed for BTT handling, transportation, and offloading. 3. Detention & Demurrage charges — Containers sitting idle at ports/terminals (India or transshipment hubs) while charges accrue, often through no fault of the exporter. 4. Change of Destination (COD) / forced port diversion — Cargo unilaterally discharged at alternate ports (Sohar, Fujairah, Khor Fakkan, Colombo) instead of the contracted destination (usually Jebel Ali), leaving exporters to arrange costly onward clearance/transport. 5. Storage / ground rent / reefer plug-in charges — Especially painful for frozen/perishable cargo (shrimp, meat, bananas) sitting in holding yards. 6. Overcharging / unfair or exploitative pricing — Charges seen as arbitrary, discriminatory, or grossly inflated relative to normal tariffs. 7. Delay/refusal in Bill of Lading (BL) issuance or amendment — Lines withholding or delaying the OBL/telex release, blocking payment realization. 8. Non-refund of charges already paid — E.g., Inland Haulage Charges, duty drawback-linked amounts, not being credited back despite the shipment not going as planned. 9. Transshipment delays — Cargo stuck for weeks at transshipment hubs (Jebel Ali, Colombo, Mundra) awaiting onward connecting vessels. 10. Vessel non-sailing / service suspension / rollback — Bookings cancelled or vessels omitting scheduled port calls entirely. 11. Additional/hiked freight demands — Lines demanding 2–5x the originally quoted freight to complete the voyage.	**Exporters (As per Board Letter dated 10.08.2026)**	CSLA representatives stated that these grievances were raised by exporters previously also and already discussed at various fora. Director (EXIM Policy, WTO, Banking), FIEO, referred to Section 317 of the Maritime Act and emphasised that arbitrary charges levied by Shipping Lines, apart from insurance costs, be clearly outlined, upon which CSLA representatives stated that several stakeholders, including the Agricultural and Processed Food Products Export Development Authority (APEDA), had opposed disclosure of such charges on Bills of Lading, adding that the matter was currently under discussion with the Ministry of Shipping. The meeting took note of the discussions held and the submissions made.	**Closed**

	12. Perishable goods spoilage — Direct financial loss from cargo (bananas, onions, seafood) rotting due to prolonged delays. 13. Shut-out of cargo — Containers gated in but not loaded onto the booked vessel.			
1.15	**<u>Pending Containers for Destruction:</u>** Across all the CFSs under JNCH, a total of 142 containers, in respect of which destruction orders have already been accorded, are presently pending for destruction at the Custodians' end. The concerned Custodians may be directed to expedite the destruction of the goods covered under the said containers and ensure release of the empty containers at the earliest, so as to avoid further accumulation of long-standing containers.	**Disposal Section, JNCH**	Commissioner/NS-Gen directed CFSAI representatives to ensure that Out-of-Charge containers, being a contractual matter between the CFS and its buyers, are not reflected in the Container Pendency List. He further directed those requisite permissions be granted for auction of duty-paid Out-of-Charge containers, to be shown under a separate category by the CFS, and drew attention to the Public Notice issued by the NS-Gen Commissionerate requiring CFS to report cargo remaining uncleared for over 60 days to the Disposal Section. He further directed CFSAI to provide adequate space within the CFS for de-stuffing of importers' cargo, or to procure domestic containers to release those provided by the Shipping Lines, where such space remains unavailable.	**Closed**
	<u>Containers Pending for PGA NOCs</u>: A total of 203 containers are presently pending due to requirement of PGA NOCs. The concerned CFSs/Custodians may be directed to expedite necessary follow-up with the respective Participating Government Agencies for obtaining the requisite NOCs and ensuring early clearance/disposal of the consignments. It is particularly observed that 85 FSSAI NOCs are pending with TG Terminal CFS, which requires urgent			

	follow-up for expeditious clearance/disposal of the concerned consignments.			
	Out of Charge Containers: A total of 160 containers, in respect of which Out of Charge has already been granted, are still being reflected in the pendency lists of containers furnished by the Custodians. Since containers in respect of which Out of Charge has been granted do not fall under the purview of the Disposal Section, the concerned Custodians may be directed to ensure that such containers are not included in the pendency lists submitted to the Disposal Section.			
	Availability of Domestic Containers and Warehouse Space: It has been observed that some CFSs are maintaining only a limited number of domestic containers. In order to facilitate shifting and storage of goods which could not be disposed of for various reasons, all CFSs may be directed to maintain at least 25–50 domestic containers, as considered appropriate, for such purposes. Further, the CFSs may also be advised to maintain adequately spacious and suitable godown/warehouse facilities for storage of goods under Section 49 of the Customs Act, 1962, wherever required.			

	Compliance with Section 48 of the Customs Act, 1962: The provisions of Section 48 of the Customs Act, 1962 may be adhered to strictly. Upon completion of 30 days and, in any case, not later than 45 days from the date of Gate-in of the goods into the CFS, the Custodian should communicate the importer or the Authorized Customs Broker regarding the applicable provisions relating to warehousing/shifting of the goods to domestic containers, as the case may be. This would facilitate timely action for clearance/release of the import containers and prevent unnecessary accumulation of long-standing containers.			
	Containers Pending for Docks Examination, Group NOC and Adjudication: At present, a total of 706 containers are pending for Docks Examination, 503 containers are pending for Group NOC, and 397 containers are pending due to adjudication. The concerned Docks staff, Group staff and adjudicating authorities may be sensitized to accord priority to such containers/cases and expedite the requisite examination, NOC and adjudication proceedings, as applicable, so as to facilitate early clearance/disposal of the consignments.			
	Containers Pending with Intelligence Units: A total of 892 containers are pending with SIIB (I), 388 containers with CIU, and 114 containers with SIIB (X). The concerned Intelligence Units may be sensitized to accord priority to such long-standing containers/cases and expedite the requisite investigation/action, wherever possible, to facilitate early clearance/disposal and reduce the overall pendency of containers.			

1.16	**<u>Issues pertaining to SCMTR:</u>** Shipping lines continue to face a lot of difficulties in SCMTR filings such as those involving supplementary filing of CSN, export transhipment cases and import transhipment cases, which are getting rejected by the system. As a result, shipping lines are unable to file arrival manifests for the entire vessel, leading to inordinate delays and increased costs. It is, therefore, requested that the issues pertaining to SCMTR filings be resolved at the earliest.	**CSLA**	CSLA representatives highlighted SCMTR-related issues, including supplementary filing of Cargo Summary Notifications (CSN) and repeated system rejection of import/export transshipment cases. Commissioner/NS-Gen assured that a separate meeting with CSLA and DG Systems would be organised later in the week to address the SCMTR-related issues.	**Closed**

1.17	**<u>System related issues highlighted by FSSAI:</u>** Multiple system related issues are faced by FSSAI officers - such as delays between Bill of Entry filing and NOC issuance not being mapped, causing status mismatches and Customs congestion; the system not allowing multiple CFS location updates post BE filing; and bundling of the PNOC data for AEO clients with that for essential commodities; and those of packaged goods with reefer cargo data. It is requested that system review the issues highlighted above & resolve them at the earliest.	**FSSAI**	Representative of FSSAI highlighted the following system-related issues: 1) <u>Time lag in issuance vs Reflection of NOC</u>: The time lag between the filing of Bills of Entry by Customs Brokers (CBs) and the issuance of NOC by FSSAI is being unduly reflecting delay on accounts of FSSAI. However, it's observed that actual reflection of NOC in CB's account shows a time lag which is seen to be extended to 4-5 days too very often. 2) <u>CFS location update isn't possible after one time correction</u>: FSSAI field officers collect samples from a fix route covering CFSs of particular routes. Knowing correct CFS is important for smooth functioning and avoiding missing out sampling. This has been frequently noticed that CBs come forward for location correction. However, at present system doesn't allow changes of CFS location beyond one time correction. This feature needs flexibility to assist hassle free working for both CBs and FSSAI. The Multiple updates to the CFS location after the filing of a Bill of may be allowed. 3) <u>Bundling of PNOC data</u>: PNOC data issued to AEO clients across all tiers is bundled with PNOCs issued for essential commodities such as pulses. Similarly, PNOCs issued for packaged goods are bundled with those issued for reefer cargo, and vice versa. This makes it difficult to segregate and process the data appropriately. The Chair took cognizance of the issues raised and asked the SWIFT and FSSAI teams to organise a separate meeting to address the same.	**Closed**