



मुख्य सीमा शुल्क आयुक्त कार्यालय, मुंबईअंचल-II
Office of the Chief Commissioner of Customs
Mumbai Customs Zone-II



जवाहरलाल नेहरू सीमाशुल्क भवन
JAWAHARLAL NEHRU CUSTOM HOUSE

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Date: 04-11-2025

MINUTES OF THE CUSTOMS CLEARANCE FACILITATION COMMITTEE (CCFC) MEETING HELD ON 10.10.2025

The 4th CCFC meeting of calendar year 2025 was held on 10.10.2025 at 15:00 hrs at the Jawaharlal Nehru Custom House (JNCH), Nhava Sheva, Raigad, Maharashtra, under the chairmanship of Shri Vimal Kumar Srivastava, Chief Commissioner of Customs, Mumbai Customs Zone-II. List of participants is placed at **Annexure-I**.

2. Shri Pankaj Kumar Dwivedi, Addl. Commissioner, CCO, JNCH opened the proceedings by welcoming the Chief Commissioner, other officers of Customs and other ministries/departments and members of the trade present in the meeting.

3. The Chief Commissioner informed that Board has constituted a committee for Harmonisation of Port Processes and nominated Commissioner NS-III to examine the clearance procedures followed across various ports and to recommend measures for harmonization of port processes. Accordingly, a detailed study on port processes was undertaken, and based on the findings, a report was presented to the Board highlighting the existing procedures, their limitations, and recommendations for improvement. The Board has, in turn, asked that the matter should also be discussed with the stakeholders in CCFC meeting. Accordingly, DC, NS-III made a detailed presentation in the meeting. In addition, main findings/recommendations were circulated in a text document among the participants. All stakeholders were requested to share their views and comments, if any, within 2 weeks which would be analyzed and forwarded to the Board. Copy of the presentation and the said text document are enclosed.

[Action: Commissioner, NS-III and all stakeholders]

4. The Chief Commissioner stated that JNCH has taken cognizance of the growing issue of traffic congestion in and around port premises, and Commissioner (NS-General) was asked to examine the root causes and suggest remedies. A Committee, constituted by Commissioner (NS-General) for this purpose, studied the matter in depth and based upon its findings, made a presentation in the

meeting outlining the causes of congestion, views of various stakeholders, and the proposed remedial measures. Copy of presentation is enclosed.

[Action: All stakeholders]

5. Upon conclusion of the two presentations and discussions thereupon, the regular agenda points were taken up for discussion. The records of discussion are placed at **'Annexure II'** (new agenda points) and **'Annexure III'** (follow-up points of previous CCFC meeting).

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

Digitally signed by
Pankaj Kumar Dwivedi
Date: 04-11-2025
18:14:33
(Pankaj Kumar Dwivedi)
Addl. Commissioner of Customs,
CCO, Mumbai Zone-II,
JNCH, Nhava Sheva.

Encl:

(i) Annexure - I, Annexure - II and Annexure - III

(ii) Text document and PPT on Port Processes

(iii) PPT on Port Congestion

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



HARMONIZATION OF PORT PROCESSES

Mumbai Customs Zone-II, JNCH

VESSEL'S ENTRY INWARD & BOARDING FORMALITIES



CURRENT ROADBLOCKS



Manual Processes:

- Exchange of messages/ events/ documents through email or phone (Arrival of vessel, Pilot on-board, Entry Inward, Boarding documents etc.)
- Physical and duplicate document submission (15+ docs)

Operational Delays:

- No system integration for real-time sharing of messages/ events
- No 'Hand-held device' or ICETAB for real-time verification of documents, grant of Entry Inward & completion of boarding formalities

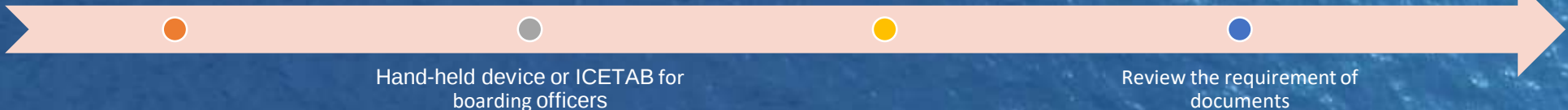
Compliance Gaps:

- Requirement to review the list of documents submitted by the Shipping Lines to Customs for boarding formalities
- Mandatory 'Light House Dues' verification at Entry Inward stage

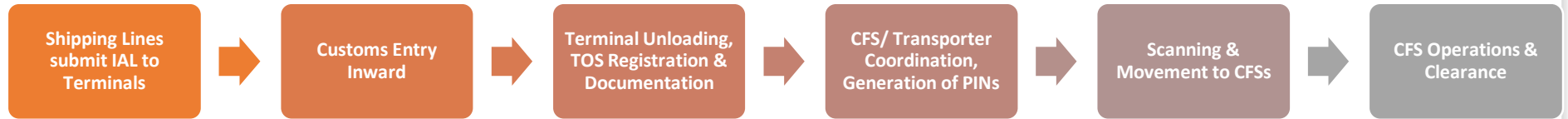
Integration between NLP Marine,
ICEGATE & Systems of related
stakeholders

E-Sanchit type functionality on
NLP Marine

SUGGESTIONS



IMPORT CONTAINER PROCESS – PORT TO CFS



KEY PROBLEM STATEMENTS



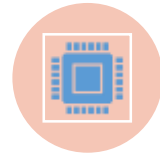
Manual Interventions: Email communications for Entry Inward, IAL submission, and verifications of PINs



Physical Document Handling: EIR slips, gate passes, and OOC copies requiring physical submission



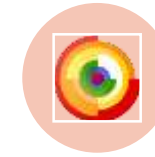
System Fragmentation: Multiple TOS platforms and e-Portals without standardization



Process Delays: Terminals waiting for scanning lists, manual data entry at gates

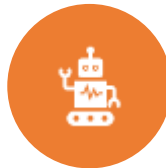


Non-Integration: Lack of real-time data sharing between systems (TOS-CFS- Customs-NLP Marine)



Variance in Process: The container movement operations at CFS, SEZ, ICD & FPO are similar but processes involved are different (e.g. Bonding)

DIGITIZATION RECOMMENDATIONS



REAL-TIME SYSTEM INTEGRATION: CONNECT TOS-CFS- ICEGATE-NLP MARINE VIA API



DIGITAL DOCUMENT EXCHANGE: REPLACE PHYSICAL EIR/ GATE PASSES WITH DIGITAL EQUIVALENTS



AUTOMATED PROCESSES: AUTO-SHARE ENTRY INWARD, SCANNING LISTS & OOC- INTEGRATION OF LDB RFID-TAGGING AT GATES



UNIFIED PLATFORMS: STANDARDIZE IAL SUBMISSION THROUGH NLP MARINE/ TOS



ROLE-BASED ACCESS: ENABLE UTILITY FOR CB IN CFS SYSTEMS FOR SUBMISSION OF DOCS/ DETAILS



UNIFORM PROCESS: SMTP BASED PROCESS MAY BE ADOPTED WHILE DEBITING CFS BOND

EXPORT CONTAINER PROCESS – CFS TO PORT



KEY PROBLEM STATEMENTS



Manual Interventions:
Email communications for EAL submission and Manual Form 13 verifications



Physical Document Handling: Gate passes, Shipping Bill, LEO copies requiring physical submission.

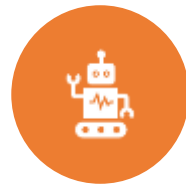


Variance in Document Formats: Different Formats are used by various stakeholders for same document.



Non-Integration: Lack of real-time data sharing between systems (TOS-CFS- Customs)

DIGITIZATION RECOMMENDATIONS



REAL-TIME SYSTEM INTEGRATION:
CONNECT TOS-CFS- ICEGATE VIA NLP MARINE APIS



DIGITAL DOCS EXCHANGE: REPLACE PHYSICAL PASSES/ DOCUMENTS WITH DIGITAL EQUIVALENTS



AUTOMATED PROCESSES: AUTO-SHARE ENTRY INWARD, SB AND LEO MESSAGES



UNIFIED PLATFORMS:
STANDARDIZE EAL OR FORM 13 SUBMISSION THROUGH NLP MARINE/ TOS



ROLE-BASED ACCESS:
ENABLE UTILITY FOR CB IN CFS SYSTEMS FOR SUBMISSION OF DOCS/ DETAILS

SAIL-OUT CLEARANCE

Shipping Line applies
on JNCH Web Portal →
Documents Submitted
(Ship Certificates, NOCs
from PGAs etc.)

Customs verifies
documents →
Grants Sail-Out
Permission

CURRENT ROADBLOCKS

Duplicate document submissions to PGAs

IT Dept NOC delays

JNCH Portal not linked to ICES

Manual verification of certificates/ NOCs

SUGGESTIONS

A

- Integration of PGAs via SWIFT in ICEGATE or via API to NLP Marine

B

- National ICEGATE portal for clearance

C

- Adopt JNCH model nationwide

D

- Provisional IT acceptance on the basis of 'Running Bond' or BG

E

- e-Sanchit for uploading all sail-out docs

THANK YOU

PORT PROCESS

A. Grant of Entry Inward and Boarding Formalities by Customs

- 1) Shipping Agent informs the Boarding Officer through email or telephonically about the 'arrival of the vessel' at Pilot Station and the event of 'Pilot on-board'. The Pilot safely navigate the vessel from the Pilot Station to the port's berth. The Shipping Lines also provides a copy of Arrival Report and Light House Dues Payment Receipt to the Boarding Officer through the said mail or physically.

(Since the said intimation is given through email or telephonically, there is a need of digitalizing the process by consuming (i) the vessel arrival message and (ii) 'Boarding of the Pilot' event message from NLP Marine to ICEGATE & ICES.)

Action Owner: JNPA, Customs

- 2) Customs Boarding Officer grants 'Entry Inward', in advance to the berthing of the vessel, in the ICEGATE on the basis of above said two documents before boarding the vessel. Customs informs the Terminals about the grant of 'Entry inward' through mail to start unloading operations. After berthing of the vessel, Customs Boarding Officer physically boards the vessel and the Shipping Lines provide the list of documents as per the Import Manifest (Vessels) Regulations, 1971 (duly endorsed by Master of the vessel) in physical form to the Customs. After verification of documents, Customs Boarding officer completes the boarding formalities.

(The verification process of entry inward and boarding should be digitalized by creating a suitable functionality on NLP Marine (like e-Sanchit on ICES & ICEGATE) for online submission of vessel, cargo, crew related details & boarding documents by Shipping Lines at the time of filing the IGM and these documents may be made available to the Customs (boarding officer) through ICEGATE to eradicate the manual process. Further, the Customs Boarding Officer should be provided ICETAB or any hand-held device for real-time granting of entry inward, verification of documents and completing the boarding formalities. There is also a need of real-time conveying of the entry-inward message by ICEGATE to Terminals through NLP Marine.)

Action Owner: Customs, JNPA, Terminals

(There is also a need of discontinuation of submitting receipt of Light House Dues payment for granting Entry Inward and adopting suitable mechanism to verify this compliance post-facto.)

Action Owner: Customs, Shipping Lines, DGLL

(Further, list of documents asked for by the Boarding Officer in terms of the regulations ibid should be reviewed to eliminate redundancy, if any.)

Action Owner: Customs, Shipping Lines

B. Port Terminal Unloading Operations & Movement from Port to CFS

- 1) Shipping lines submit IAL (Import Advance List) to Terminals through email which contains information about container including its destination CFS/ICD/DPD.

(This process needs to be digitalized by the Port Terminals while developing a suitable facility for uploading the IAL by the Shipping Lines on TOS or NLP Marine.)

Action Owner: Terminals, JNPA, Shipping Lines

- 2) Containers are offloaded from the vessels using cranes, discharged containers are moved via internal terminal trucks (ITTs) to the designated yard stack areas and stacked according to discharge plans. Each container is registered in the Terminal Operating System (TOS) and the message regarding 'Ready to Release Containers' is shared by Terminals to CFSs on Sub-e-Portals [viz. VNVS (used by 03 Terminals viz. APMT, NSFT & BMCT) & Cargoes (used by 02 Terminals viz. NSICT & NSIGT)]. The CFSs and Transporters have been provided access to the said sub-e-portals through separate login ID/ Passwords. On receipt of the details of 'Ready to Release Containers' (i.e., Pending Balance) on the above mentioned Sub-e-Portals, the CFSs communicate the details of containers to prospective transporters in the said portals for deployment of vehicles. The transporters deploy vehicles/ driver to the respective containers on

the e-Portal, then PIN is generated for each deployed truck/ container and accordingly, driver/truck is sent along with PIN to bring the particular container from Terminal to CFS.

[Since the CFSs/ Transporters presently have to login through sub-e-portals of different Terminals to check 'Ready to Release Containers' (i.e., Pending Balance) and to allot 'PIN', the movement can be fast-tracked if the said details of containers are conveyed from TOS or Sub-e-portals of Terminals to Systems of CFSs]

Action Owner: Terminals, CFS, Transporter

- 3) The security/ CISF verifies the Port entry pass for driver & vehicle at Port entry and allow them to get-in the Port Area. At the Terminal entry gate, the details of PIN are verified on the TOS and a pick-up ticket (physical copy) is issued to the driver for loading of that particular container on the vehicle. Post verification of Pick-up ticket, the crane operator loads container on the truck and thereafter, the surveyor checks for damages on container & seal. The vehicle moves to exit gate of the Terminal, where the import transaction is closed on TOS and EIR (Equipment Interchange Receipt) Slip is generated and physical copy is issued to the truck driver.

(There is a need for sharing the message regarding the event of 'generation of EIR Slip' and related data from TOS of Terminals to CFS System, NLP Marine, ICEGATE, & Scanner Systems at JNCH.)

Action Owner: Terminals, CFS, JNPA, Customs, Scanner Vendors

- 4) After grant of 'Entry Inward', the Terminal receives the 'Scanning list' from the NCTC through emails regarding the list of containers selected for scanning. If the container is selected for scanning, the code of the designated scanner is mentioned on the EIR Slip.

[Since terminals wait for the 'Scanning List' for starting the deliveries to CFSs, there is a need of conveying a system message regarding scanning selection from ICEGATE to the Terminals (TOS), CFS (CFS Systems) and other stakeholders through NLP Marine]

Action Owner: Customs, JNPA, Terminals, CFS, Shipping Lines

- 5) In case, container is selected for scanning, the truck driver takes the container to the designated scanning location, completes scanning process, collect the EIR slip with scanning verdict and leaves from the scanning location to port-out gate, and then to destined CFS. At the CFS entry gate, the EIR Slip is verified, details are entered in the CFS System (e.g., CFSMAG, Tracker etc.) and gate-in pass is issued to the truck driver.

[Since EIR copy functions as a pass for the containers at gates along with recording the scanning verdict on which Out-of-charge of such scanning select containers is based, there is a need of digitalizing the EIR copy along with placing OCR systems at all gates & scanning locations, its integration with respective systems (TOS, CFS System, Scanner System etc.) for consumption of the digital EIR data by Customs & all stakeholders and sharing the event of Gate in/out movement between TOS of Terminals, CFS System, NLP Marine & ICEGATE. Thus, there is a need of standardizing gate automation process while also integrating/ implementing alternative mechanisms like Electronic Cargo Tracking System (ECTS) and Logistics Data Bank (LDB) Systems.]

Action Owner: JNPA, Terminals, CFS, Customs, Scanner Vendors

- 6) The container is offloaded at the designated location in the CFS. For the containers marked for examination by NCTC and containers marked suspicious by the CSD, the Customs Broker submits request letter endorsed by Customs Officer (Physical copy) to CFS for seal cutting of the container in presence of Customs for examination.

(There is a need of creating an option for the Importer/ Customs Broker in the systems of CFSs to submit documents/ details and digitalize the application process of examination)

Action Owner: CFS, Customs Broker/ Importer

- 7) Seal cutting, de-stuffing and examination of goods is conducted by Customs. After Customs clearance, Customs Broker submits OOC (Physical copy or email) to CFS for release of container. The CFS verifies payment of all charges and issues Gate-out pass (Physical) for the container. On arrival of the container at CFS exit gate, OOC copy is submitted by Customs

Broker and, after verification, endorsed by Customs officer at the gate and the container is released/ delivered from CFS.

(There is need of conveying the OOC messages to CFSs/ Terminals through NLP Marine to digitalize the gate out process. ICEGATE is already sharing the OOC message with NLP Marine which is not further being shared with different stakeholders. In fact, all 07 event messages shared by ICEGATE to NLP Marine [namely i) Allotment of Rotation No., ii) BE on Submission, iii) IGM on Submission, iv) LEO details of SB, v) OOC, vi) SB details on submission and vii) TP Approval] should be shared with the systems of other stakeholders like CFSs, Terminals Operators & Shipping Lines. Further, on the basis of OOC message the CFSs should completely digitize the gate out process. Further, there is a need to develop and implement a uniform e-delivery functionality by standardizing the set of documents required by various CFSs (such as Bill of Lading, Out of Charge, Proof of payment of CFS charges, etc.) and enabling online submission of these documents by different stakeholders, including Customs Brokers, Importers, and Exporters.)

Action Owner: JNPA, Terminals, CFS, Shipping Lines, Customs Broker

C. Export Movement from CFS to Port Terminal

- 1) Shipping Bills are filed on ICEGATE, and containers either move to CPP (self-sealed) or CFS (customs-supervised) for examination and LEO issuance. Form-13 (Export) is generated by Shipping Lines on the Terminal Operating System (TOS) — before LEO for factory-stuffed self-sealed containers and after LEO for CFS-stuffed containers. Post-LEO, containers are released from CFS/ CPP based on Form-13 and LEO, with gate-out and gate-in currently handled manually. The process concludes with container loading as per the stowage plan, and the Shipping Line filing the Export General Manifest on ICEGATE.

(Since all terminals are having separate Form-13 format, there is a need of adopting a standard format of Form-13 for allowing gate in at Terminals across all Port Terminals of JNCH. Further, Form-13 messages/ details of all export containers (after loading on the vessel) should also be shared from TOS of Terminals to NLP Marine for onward submission to ICEGATE.)

Action Owner: JNPA, Terminals, Customs, Shipping Lines

D. Port/ Sail-out Clearance

- 1) The Shipping Line submits the application on JNCH Web Portal (<https://jnch.e-pcc.in>.) for sail out permission along with necessary documents pertaining to vessel/ cargo and clearance/ NOCs/ Certificates from PGAs (PHO, Immigration, DGLL, IT etc.) and other stakeholders. After verification of documents, Customs grants sail off permission to the vessel on the JNCH web-portal.

[These processes should be integrated by creating suitable functionality like e-Sanchit on ICEGATE & ICES. Further, other agencies (PGAs etc.) may also be incorporated and integrated through a 'Single Window Mechanism' in the System of the Port Authorities or Customs (SWIFT) to eradicate the manual obtaining of relevant documents from different agencies/ places. Also, the acknowledgement of the Income Tax Application may be accepted as Provisional Clearance Certificate for issuance of Port clearance for eliminating unusual delay on this account and adopting suitable mechanism to verify this compliance post-facto.]

Action Owner: Customs, PGAs, Income Tax Department, Shipping Lines



Port Congestion at Nhava Sheva: Analysis and Recommendations

Based on Internal Committee Report
10th October 2025

Mumbai Customs Zone-II



Executive Summary

- Internal Committee identified critical bottlenecks impacting EXIM operations at Nhava Sheva Port
- Severe congestion with trailer queue times of 8–12 hours and reduced trips per day
- 23% import volume surge in April 2025 (compared to April 2024), with subsequent monthly increases straining infrastructure
- Stakeholder Consultations: Extensive engagement primarily with CFSAI, BCBA, port terminal operators, and on-site inspections
- Key causes: ad-hoc vessel berthing, limited crane capacity, uneven trailer movements, inadequate infrastructure, non-functioning of all entry & exit gates at Terminals
- Recommendations: Pre-planning of vessel berthing, Functioning of all entry & exit points at Terminals, Truck Appointment System (TAS), universal e-seal readers, OCR-based gate operations, and infrastructure upgrades



Introduction: About Nhava Sheva Port

- Nhava Sheva Port, operating under Jawaharlal Nehru Port Authority (JNPA), is India's largest container port
- Cornerstone of India's EXIM trade, handling significant import-export volumes with 23% growth in April 2025 (compared to April 2024)
- Five major terminals: NSFT, NSICT, NSIGT, GTI, and BMCT, with key chokepoints at CPP gates, Y Junction, and Chandni Chowk
- Persistent traffic congestion at terminal gates and approach roads poses significant challenges, increasing costs and disrupting supply chains
- Internal Committee Objectives
 - Analyze the extent and impact of congestion through stakeholder consultations and data analysis
 - Identify root causes affecting port operations and trade efficiency
 - Recommend sustainable technological, infrastructural, and operational solutions



JNPA Terminals – A Bird's Eye View





Problem Statement & Impact

Problem Statement

- Trailer queues of **8–12 hours** at terminal gates
- Trailer trips reduced from **2–2.5** to **1–1.5** per day
- Import containers **stacked** for **5–6 days**, increasing ground rent
- Import volume surge & subsequent monthly growth straining infrastructure

Economic & Operational Impact

- Higher transaction costs for importers & exporters
- Supply chain disruptions affecting EXIM operations
- Reduced port competitiveness and potential trade volume loss
- Operational inefficiencies at JNPA terminals
- Peak congestion post-noon with underutilized slack periods (0300–0800 hrs)

8–12 hrs

Average Trailer Queue Time

-40%

Reduction in Trailer Trips per Day





Study Methodology

- Key Stakeholder Consultations
- 21 August 2025: Discussions with port terminal operators on approach road congestion
- 21 August 2025: Meeting hosted by JNCH with Container Freight Stations Association of India (CFSAI)
- 22 August 2025: Follow-up meeting with Brihanmumbai Custom Brokers Association (BCBA)
- CCSP Meeting: Review of best practices, including Truck Appointment System (TAS)

Data Sources

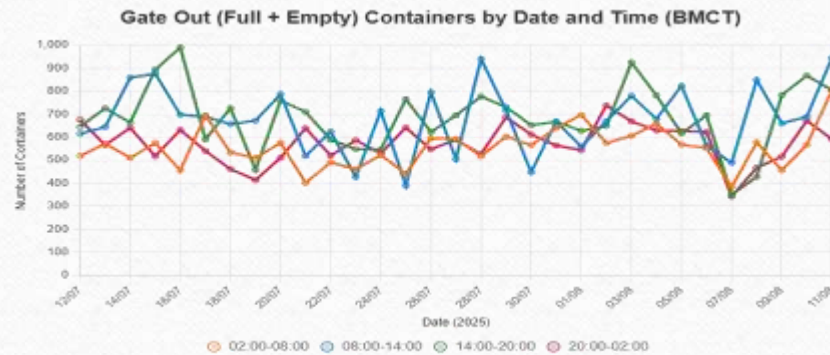
- Operational data from terminal operators
- Container movement patterns between terminals and CFSs
- Stakeholder written submissions and testimonials

Assessment Techniques

- On-site observations at key chokepoints (CPP gates, Y Junction, Chandni Chowk)
- Time-period analysis of gate-in/gate-out activities
- Mapping bottlenecks across all JNPA terminals (NSFT, NSICT, NSIGT, GTI, BMCT)

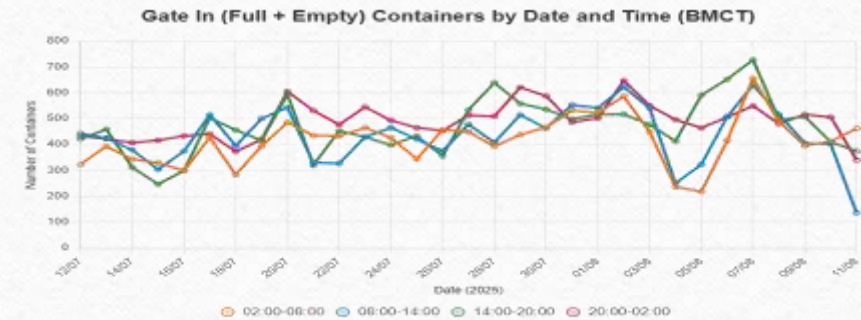


Key Findings: Container Movement Analysis



Time & Movement Patterns

- Peak congestion: 1200-1800 hrs with 8-12 hour trailer queues
- Underutilized slack periods: 0300-0800 hrs shows opportunity for redistribution
- Reduced trailer TAT from 2-2.5 trips/day to only 1-1.5 trips/day



Terminal-Specific Challenges

- NSFT/NSICT: Shared approach roads create bottlenecks
- BMCT: Non-functional gates and lack of connectivity cause re-queuing
- GTI: Partial TAS implementation showing promising results
- NSIGT: Limited yard crane capacity during vessel berthing



Root Causes of Congestion

Vessel & Terminal Operations

- Ad-hoc vessel berthing prioritizes vessel operations over gate processes, affecting all JNPA terminals
- Limited yard crane capacity diverted to vessels delays import handling
- Non-FIFO stacking practices bury older containers, increasing dwell times to 5-6 days

Traffic & Movement Patterns

- Uneven trailer movements with peak congestion post-noon (1200-1800 hrs)
- Underutilized slack periods (0300-0800 hrs) lead to daytime clustering

Infrastructure Limitations

- Shared approach roads (e.g., CPP to NSFT) and potholes disrupt traffic flow
- BMCT's isolation requires trailers to re-queue for inter-terminal movements
- Limited gate operations with non-functional gates at BMCT
- Police barricades during VVIP movements or unrelated events

Operational Inefficiencies

- Manual seal verification adds 3-4 minutes per container
- Lack of real-time data integration between Terminal Operating Systems and CFS systems
- Multiple surveyor points causing frequent trailer stoppages



Stakeholder Perspectives: CFSAI

Key Inputs from Container Freight Stations Association of India

- Congestion spikes during ad-hoc vessel berthing, significantly slowing landside operations
- Non-FIFO stacking practices delay import processing and increase storage costs
- Unnecessary police barricades at Uran/Chandni Chowk create bottlenecks
- BMCT's lack of connectivity forces re-queuing, extending trailer turnaround times
- Challenges in scanning 2x20' containers, requiring additional trailers and resources

CFSAI Recommendations

- Dedicated lanes for empty trailers, reefers, and exports to smooth traffic flow
- Augment gates, roads, and equipment to handle increased container volumes
- Streamline scanning process to reduce delays and improve efficiency



Stakeholder Perspectives: BCBA & Port Terminals

BCBA (Brihanmumbai Custom Brokers Association)

- Extend export cut-off timings for queued containers
- Provide transparent congestion updates
- Enforce FIFO for imports
- Ensure 24x7 full gate operations
- Implement JNCH Public Notice No. 73/2017 to prevent shut-outs
- Nominate a nodal officer for coordination

Port Terminals (DP World)

- Use unused CPP area for NSFT traffic
- Repair potholes to remove bottlenecks
- Review traffic flow at common CPP in-road
- Distribute traffic evenly (utilize 0300-0800 hrs slack period)
- Deploy universal e-seal readers to save 3-4 mins/container
- Additional measures: TAS (70% compliance), dedicated lanes, extra monitoring staff



Technology Solutions

Leveraging technology to streamline operations and reduce congestion:

Truck Appointment System (TAS)

- Regulates trailer flow to reduce peak congestion
- Distributes traffic evenly throughout 24-hour cycle
- Successfully piloted at GTI with 70% compliance

Universal E-Seal Readers

- Automates seal verification process at terminal gates
- Saves 3–4 minutes per container inspection
- Integrates with Customs systems for real-time verification

OCR-Based Gate Operations

- Automatically captures container and vehicle details
- Accelerates entry/exit processing at terminal gates
- Reduces manual intervention and human error

API Integration

- Links Terminal Operating Systems (TOS) with CFS systems
- Enables real-time data sharing for better planning
- Facilitates coordinated container movement tracking



Infrastructure & Operational Solutions

Infrastructure Upgrades

- Dedicated lanes for empty trailers, reefers, and exports
- Repair potholes and expand approach roads
- Interconnect BMCT with other terminals to eliminate re-queuing
- Increase functional gates at BMCT and optimize CPP area for NSFT traffic

Operational Reforms

- Enforce FIFO for imports to prevent older containers from being buried
- Extend export cut-off timings during congestion periods
- Ensure 24x7 full gate operations with adequate staffing
- Nominate nodal officer for coordinating between stakeholders

Additional Recommendations

- Minimize police barricades during VVIP movements and manage non-port traffic
- Implement recommendations from JNCH Public Notice No. 73/2017 to prevent shut-outs



Implementation Timeline

Immediate Phase (0-3 months)

- Roll out Truck Appointment System (TAS) across all terminals
- Install universal e-seal readers at terminal gates
- Establish task force for implementation monitoring

Short-term Phase (3-6 months)

- Repair approach roads and infrastructure bottlenecks
- Create dedicated lanes for empty trailers, reefers, and exports
- Extend gate hours to ensure 24x7 operational status
- Increase yard crane capacity to support vessel operations

Long-term Phase (6+ months)

- Integrate Terminal Operating Systems (TOS) with CFS systems via APIs
- Implement OCR-based gate automation across all terminals
- Connect BMCT with other terminals to eliminate re-queuing
- Continuous capacity modernization to support future growth



Thank You

ANNEXURE – I (List of Participants)

The following officers of the department attended the meeting:

Sr. No.	Name	Designation
1.	Shri Yashodhan A. Wanage	Pr. Commissioner, NS-I
2.	Smt. B. Sumidaa Devi	Commissioner, NS-Gen,
3.	Shri Giridhar G. Pai	Commissioner, NS-II
4.	Shri. Vijay Risi	Commissioner, NS-III
5.	Shri Anil Ramteke	Commissioner, NS-V
6.	Shri Pankaj Kumar Dwivedi	Addl. Commissioner, CCO, JNCH

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

Sr. No.	Name	Name of the PGAs/Stakeholders
1	Dr. Parthasarathi karmakar	Chemical Examiner
2	Mrs. Leena Ganguly	AIWCBA
3	Mrs. Divya Shetty	AIWCBA
4	Dr. Karuna Dhale	FSSAI
5	Abhijeet A. Jadav	FSSAI
6	Paresh Thakker	BCBA
7	Vishal Koli	BMCT
8	Rollins John	Pharmexcil
9	Ganpat Korde	VP- BCBA
10	Umesh Grover	CFSAI
11	Capt. Sunny Williams	CFSAI
12	Paraj Shah	BCBA
13	Nimish Desai	WISA
14	Karunakar S. Shetty	VP-MACCIA
15	Manish Kumar	CSLA/MANSA
16	Bakshi Md. Hanif	CSLA/MANSA
17	Dushyant Mulani	FFFAI
18	Hiren Ruparel	BCBA
19	Rajesh Kumar Verma	Asst. Drug Controller
20	Vinayak Aparaj	BCBA
21	Dr. Santosh Patole	Plant Protection Officer
22	Chetan Mhatre	PSA Mumbai
23	Prashant Thakur	NSFT Terminal
24	Vinod Nikalke	Pharmexcil
25	Dr. Chethan B R	Plant Quarantine

26	Rajendra Coimbatore	NSFT
27	Sachin Parab	GTI
28	Vineet Tanwar	GTI
29	Harsh Lapsia	AILBIEA
30	Sanjeev Harale	BCBA
31	Sandhyarani K.	Textile Committee
32	Mahesh V. sabale	Abrao Group
33	Ajay Moghe	NSICT
34	Harendra	NSICT
35	Vipin Kumar	CISF JNPA

LIST : NEW AGENDA POINT FOR CCFC MEETING, DATE: 10.10.2025

Sr. No.	Issue in Brief	Sponsoring Authority	Meeting Reply	Closed/ Open
1.1	<u>Uploading of CRCL Test Reports :</u> Brief: Currently, the CRCL Test Reports (DYCC) are not visible or automatically shared with the Trade. Due to this, there are significant challenges faced by trade not only in case of the shipment in question - but in cases where the Valid Test Reports is a critical document for upcoming clearances, in those cases the lack of obtaining Test Reports in automated manner is impacting the trade. Suggestion: It was discussed that DYCC shall upload the test reports with product details and other relevant information for public viewing. We request that the same be started in a time bound manner. Also, mandate that all test reports be uploaded on ICEGATE for complete transparency and record-keeping.	BCBA	For broader reach and faster clearance, BCBA presented the idea for making the test report accessible to the trades all over India by making it available on public domain. The meeting took note of the privacy issues as the third party information should have limited access and therefore as a Trade facilitation measure, all the Test Reports will be uploaded on JNCH sampling web application, which in turn can be accessed by the concerned Importer/Exporter on the email id provided by them during the drawl of samples. The web-developer has been asked to make necessary changes. Furthermore, all test reports are already being fed in the ICEGATE by CRCL, JNCH. (Action: NS-V)	Open
1.2	<u>Auto-Defacement of Certificates of Origin (COs):</u> Extend Board Instruction 10/2024 (currently applicable to South Korea) to all barcoded COs to facilitate faster “Out of Charge” clearance. Further, we also request if information may be shared with us on the tentative timeline (if known) regarding when the Data Sharing Agreements with partner / treaty nations may be completed and tentative timeline for which we may hope to enable Auto-Defacement of COO for other Treaties / Countries as well.	BCBA	It was informed that India has a special bilateral arrangement with South Korea for Electronic Origin Data Exchange System (EODES) which enable digital transmission of COO data from exporting country to importing country. This arrangement (EODES) is not there with other countries, though e-COO (i.e. PDF COO instead of paper copy) has been agreed to with many partner countries. While India endeavours to have EODES with other partners, the willingness of other countries is also curical for making it happen.	Closed

1.3	<u>Persistent challenges with PGA Timelines:</u> (A) CDSCO: (A.1) Issue with delay in Dual Use NOCs: The trade has been facing incredible delays in issuance of Dual Use NOCs from CDSCO which has derailed the entire clearance process and contributed significantly to increase in dwell time. Further, the online timelines mentioned by CDSCO regarding application status are absolutely not adhered to - especially in all the instances of delay - thereby not having transparent information shared with the Trade. Suggestion: - Simplified Dual-Use Permissions: Empower CDSCO Port Officers to release non-pharmaceutical items (such as soap, paints, metals, etc.) without unnecessary restrictions. - Provide support to AEO Status Holders by defining parameters in permitting dual use release based on end-use declaration for AEO status holders too. (B) FSSAI: (B.1) Revamping the Process for grant of ‘Out of Scope’: Previously, in case of commodities either not meant for food / consumption, or not going in food industry and meant for industrial or other purposes - would be released on the basis of the “End Use Declaration”. Currently - all consignments routed to FSSAI through Single Window - whether “for Food” or “Non Food” - require preparation of the FSSAI Application, enclosures of relevant documents along with Scrutiny from FSSAI Officers. In case of “Not for Food Use” Post Scrutiny, based on the submissions - the FSSAI team grants “out of Scope” The difference in timeline with the previous process and current process is striking.	BCBA	ADC CDSCO asserted that dual use goods which require NOC's are already updated on the website and the person who intends to import such items can apply for dual use permission in advance for 1 year as outlined in circular F. No. IMP-12018(19)/1/2025 dated 01.08.25 by CDSCO HQ, New Delhi. 2. Suggestion was made to empower the port officers to take a discretion call by making right judgement on the nature of material and its end use submitted by the manufacturer and provide NOC. In this regard, a letter has already been written to the higher authority by CDSCO for necessary approval and guidelines. 3. Chief Commissioner, JNCH impressed upon the number of grievances pertaining to CDSCO pointed out in different meetings concluded recently and apprised CDSCO to minimize the delay and simplify the procedure for obtaining NOC. 4. For matter related to granting Out of Scope for items, non-intended to be used in food industry, the meeting noted that any changes be made to the current system requires policy level intervention and in this regard, FSSAI representative has been asked to take up the matter with the higher ups.	Closed

1.4	<u>Periodic delays and lack of transparency in e-Office File Processing:</u> A) Monitoring timelines to create E-office file (B) Monitoring timelines from start of E-office File to date of resolution (C) SOP and timelines with detailed practice right from automated file creation and digital traceability regarding file movement. Suggestion: A dedicated task force is required towards monitoring live shipments at JNCH, towards ensuring all aspects of the live shipments - from Date of Inward till Date of OOC is being tracked and escalated without undue hardship to trade. - SOP to be shared with trade and department on agreeable process, nature and manner of sharing documents and formats which will help to ensure immediate creation of e-office file upon email submission - Monitoring of E-Office File Cases from Date of Creating File to Date of Closure of File, and sharing said information on real-time basis on JNCH Website - For repetitive matters, having E-Office File Details being made publicly available for both officers and trade - to avoid repetition of process of decision on settled matters	BCBA	Main concerns of the stakeholders : - Visibility through e-office system , tracking files of live Consignment . - Submission through TA , file opening and processing is time consuming . - E-office file details to be made publicly available. It is important to note that the E-Office platform serves as an internal communication system for the Central Board of Indirect Taxes and Customs (CBIC). The data contained within is sensitive and not intended for public dissemination. All the Commissioners will re-examine and reduce the multiple layers of officials in processing of e-files and also ensure that based on discretion upto AC/DC level, opening of e-files should be minimized unless the matter requires higher ups approval. (Action: NS-I, II, III, V)	Open
1.5	<u>Digitising Certain Manual Processes:</u> (A) Digital Declaration under Section 69 for Re-Export: Create an ICEGATE facility for online filing of re-export declarations to avoid manual submissions. (B) Digital IGST Re-assessment: Address issues arising from Notifications 45/2017-IGST and 1/2023, where IGST is often deleted, compelling members to approach Customs physically for reassessment.	BCBA	Commissioner NS-1 took note of the concern of the trade that the notification no. gets deleted while taking print out of the B/E's filed and assured that the matter has been escalated to DG System to resolve all the lacuna prevailing and disrupting the system. If not resolved, matter will be further escalated to DG (Systems) through Chief Commissioner. (Action: NS-I)	Open

1.6	<u>Separate Field in Bill of Entry for Cargo requiring Priority Clearance:</u> This has been discussed previously as well as with DG Systems on multiple occasions. For certain nature of cargo - which require priority / emergency clearances - and as the Systems currently do not have a tool to identify the said cargoes separately - it was suggested to create a separate Field in the System itself, which will help entire system framework to identify said shipment as Top Priority. Example Nature of Goods: (i)Perishable Goods - The nature of goods being critical (ii)Vaccines - The urgency of supply chain with regards to vaccines (iii) Cargoes in Bulk Vessels (Liquid & Break Bulk) - Huge incredible costs of delay in vessels (iv)Imports by Armed Forces - Requiring top priority (v)Extremely Hazardous Goods - Requiring urgent dispatches The above goods are currently facing periodic challenges either due to delays in faceless, or other avenues of delays - for which addressing the delays becomes a huge challenge. With the hope of a separate identifier in Systems - whether prioritising their assessment and clearance, or separate traceability and tracking for field formations to monitor such cargoes - it will help overall reduce the dwell time of these particular cargoes.	BCBA	The meeting acknowledged that there should be some mechanism for identification of cargoes like Vaccinnes, perishable goods, hazardous cargo etc. which can be cleared on priority at all stages. However, such goods should be clearly identifiable, preferably at 8-digit classification level, so that Systems can create priority appropriately. A list of such goods with identifying parameter may be provided by BCBA, which will be, in turn, examined and forwarded to Systems.	Closed
1.7	<u>Provisional Assessment of S/Bills in ICES:</u> We sincerely thank you JN Customs for issuing Standing Order No. 12/2025 dated 08.08.2025 on the subject of Provisional Shipping Bill Assessment in ICES. However, based on feedback received from various stakeholders in the Trade, we understand that there are certain technical challenges being faced during the implementation of this order. In this context, we also seek your assistance in enabling the ICES System to capture the finally assessed values. This enhancement will facilitate the final assessment of Shipping Bills directly within the ICES system, thereby streamlining the overall process and improving efficiency and transmitting the finalized data to the concerned stakeholders.	BCBA	The main concern of the Trade was :- 1) There should be a method to update the final values after provisional assessment of the S/B. Currently the procedure is manually done in EDI and many a time the space are not sufficient to put up the F.No through which S/B has been provisionally assessed. 2). After Provisional assessment is done, sometimes the S/B gets stuck behind RMS EGM module of Icegate. Commissioner NS-II acknowledged that the issue is there with the space constraint and the same has been communicated to DG System through mail and for RMS EGM module of Icegate, he assured that most of the issues are resolved and the issue only came when the module was launched. He also asked the concerned stakeholder to share the list of such S/B's where the issue still remains unresolved. If not resolved, matter will be further escalated to DG (Systems) through Chief Commissioner. (Action: NS-II)	Open

1.8	<u>Implementation of Shipping Container for Export cargo to be considered as Unit of Package</u> We refer to the DG Systems Advisory No.49/2025 dated 11th August 2025 concerning the treatment of shipping containers for export cargo as a unit of package. We seek your assistance in implementation of the said advisory in the interest of the EXIM Trade.	BCBA	This issue has already been brought to the notice of Principal ADG, Icegate by Commissioner NS-II through mail dated 11.09.2025. If required, matter will be further escalated to DG (Systems) through Chief Commissioner. (Action: NS-II)	Open
1.9	<u>Facilitation for AEO Exporters</u> As per DG Systems Advisory No. 41/2025 dated 16.07.2025, AEO status is visible in the Shipping Bill Master View in ICES Exports. However, facilitation for AEO Exporters (in line with AEO Importers) has not yet been implemented for the following Export functions: • Assessment • Examination • LEO • DBK Release • Increased Facilitation for Refrigerated/Pharmaceutical/Life-Saving Drug / Perishable Cargo Additionally, we request for recognition & priority for AEO Exporters by other stakeholders such as PGA's, CFS, Port, S/Lines etc also.	BCBA	Commissioner NS-II acknowledged the trade request to have a system level facilitation to the AEO client (likewise import) on the export side too. However, system based facilitation for AEO exporters is a policy matter at the all India level which will be taken up with the agency concerned. In the meantime, the examining officer may interpret the available information to facilitate such AEO exporters.	Closed
1.10	<u>Processing of Shipping Bill Amendments under Public Notice No.44/2025</u> It has been observed that, while Shipping Bill amendments are being approved in the EDI system under the provisions of Public Notice No. 44/2025, the Shipping Bill copy is not being updated to reflect these approved changes. Additionally, fresh copies of the amended Shipping Bill are not being generated, and the updated data is not being transmitted to external agencies such as DGFT and Authorized Dealer Banks. We request that this matter be taken up with the concerned authorities to ensure that the Trade is able to access the amended Shipping Bill and that the amended data is seamlessly available to all relevant stakeholders, including DGFT, Banks, and other regulatory bodies.	BCBA	Difficulties faced in the post export amendment and updation of the same in ICES have already been communicated to DG System vide JNCH letter dated 01.07.2025 and through e-mail on 06.10.2025 by EDI. The issue is under active consideration of the DG System and expected to be resolved soon. If not resolved, matter will be further escalated to DG (Systems) through Chief Commissioner. (Action: NS-II)	Open

2.1	<u>Issue of SCMT Departure Manifest Filing</u> The large vessels carrying more than 700-800 shipping bills are experiencing delays in the system despite the successful filing of the Sea Departure Manifest. Specifically, the EGM (Electronic General Manifest) status for those shipping bills does not reflect on ICEGATE. Here are a few instances to illustrate this issues: VSL NAME VOY NO ROTATION NO. ROTATION DATE MSC MILAN QH532R 1149784 11/8/2025 MSC ALTAMIRA IP536A 1152227 29/08/2025 ZHONG GU NAN NING 25033 1149978 12/07/2025 Although our member lines have been continuously raising this issue with DG System & ICEGATE, the resolution process remains highly time-consuming, which in turn affects the IGST refunds for exporters. Therefore, we request JNCH to take up this matter with DG System and assist us in finding a permanent and efficient solution for the smooth and error-free filing of departure manifests.	CSLA	The issue has been flagged in detail to Directorate general of Systems and Data Management and NIC Officials for timely resolution of the same vide email dated 29.09.2025. It was communicated that a new patch is being prepared and is in pre-production phase which will be deployed shortly to rule out all the issues. If not resolved, matter will be further escalated to DG (Systems) through Chief Commissioner. (Action: NS-Gen)	Open
2.2	<u>Non-generation of Shipping bill wise EGM output file</u> In the EGM 1.5 system, the ICEGATE system used to generate and communicate Shipping Bill-wise EGM status with the vessel operator/container operating agent through an output file. This process helped the shipping line/agent/trade to take corrective action in case of EGM errors. However, this output file generation process has been discontinued since the SCMT Departure Manifest Filing process was implemented. As a result, shipping lines/agents are now clueless about whether all the shipping bills of the vessel have been successfully validated or not. We request JNCH to take up this matter with DG System & ICEGATE and restart the earlier process for generating shipping bill wise EGM output files.	CSLA	These issues has been discussed in various meeting held at JNCH with stakeholders, DG Systems and Data management officials. DG Systems has informed that they are looking into the matter and may deploy the utility to see Shipping bill wise EGM output file in near future. If not resolved, matter will be further escalated to DG (Systems) through Chief Commissioner. (Action: NS-Gen)	Open
2.3	<u>Scanning of Same Containers at Multiple Ports</u> Import containers bound for Nhava Sheva are sometimes selected for scanning at both the transshipment port (e.g., Mundra) and the discharge port (Nhava Sheva). Ideally, containers should only be scanned at the port of discharge to avoid vessel misconnection, increased transit time, and additional costs. We request JNCH's assistance to ensure scanning occurs solely at the port of discharge.	CSLA	Commissioner NS-III acknowledged that the issue had earlier been raised with NCTC in the Customs Consultative Committee group and was subsequently rectified. In this instant case, the CHA/importer/exporter was requested to share the relevant IGM details with this office(CSD/JNCH) for onward submission to NCTC for resolution of the same. If not resolved, matter will be further escalated to NCTC through Chief Commissioner. (Action: NS-III)	Open

2.4	BL Data of Sea Arrival Manifest doesn't reflect on ICEGATE instantly as it used to in the 1.5 format Currently, BLs (Bills of Lading) appear on ICEGATE about 3 to 4 hours after successful filing. Sometimes, when the file size exceeds 5 Mb, it may take over 6 hours, which delays the process for error correction and subsequent filing. This is a change from the previous 1.5 format where reflection was instantaneous.It is recommended that DG System and ICEGATE consider measures to enable BL data to reflect on ICEGATE immediately.	CSLA	Commissioner NS-General informed that DG System is looking into the matter on priority for timely resolution.	Closed
3.1	PQ Items Being Referred to PGA Please find attached PQ (Plant Quarantine) order which exempts items less than 6 MM thickness (Sr.No.17) and issued NOC by the PGA (Partner Government Agency). The system is referring items (e.g., disposable wooden cutlery) which are out of scope. Still, the trade is made to pay their charges, visual inspection is carried out and NOC is issued by the PQ department. However, in their system, they are categorizing it as ‘Out of Scope’. This involves a delay of 2-3 days in release and is increasing dwell time and transaction costs. If such items are not reffered to PGA, it will be great relief for the Trade. Note: Attachment provided	WISA	The PQ representative acknowledged the grievance of the trade and has assured that the matter will be taken up with higher officials for "out of scope items" for which the trade requires to pay charges.	Closed
3.2	Dual use NOC from CDSCO The new two-layered procedure introduced by the Drug Control Authorities (CDSCO) for Dual Use NOC is too cumbersome and time-consuming. Moreover, they have not published any list of items or CTH (Customs Tariff Head) which requires dual use NOC. Most of the items being imported for industrial applications may also be of dual use, and the trade is taken by surprise, wasting precious time to obtain a dual use NOC. We request your good offices to prevail upon them to publish a list which requires dual use NOC. This list may please be put up in the public domain for the information of the trade.	WISA	With respect to the list of dual use items, ADC, CDSCO shared that the list are already available in public domain in CDSCO guidance documents published vide File no-DCGI/MISC/2024-05 dated 12 Sep 2024 under chapter 11 Guidance Document for grant of permission for Drugs imported in Bulk for Non-Medicinal Use as per Rule 43 of Drugs and Cosmetics Rules 1945. The firm can apply for dual use NOC in advance at any time to minimize the processing time of applications & dwell time of clearance process.	Closed

FOLLOW-UP ON PREVIOUS AGENDA POINTS

S. No.	Issue in brief	Sponsoring Stakeholder	Meeting Reply	Closed/Open
1	<u>Definition and Notification of Testing Parameters:</u> The trade has raised concerns regarding undefined and excessive testing instructions in test memos, especially for textile imports. Request: A Public Notice may be issued defining essential testing parameters, in consultation with the Textile Committee, to eliminate ambiguity, control costs, and reduce clearance times	BCBA	JNCH held two meetings with officials of Textile Committee (on 11.07.2025 and 01.10.2025) to deliberate upon CTH-wise specific testing parameters. During these meetings, the Textile Committee officials were apprised of the concerns raised by trade and requested to rationalize and simplify the test parameters of various textile items. In response, the Textile Committee officials shared (i) a list of carcinogenic arylamines released from hazardous dyes, and (ii) a general test request format for the parameters sought by customs. The Standard Operating Procedure (SOP) for the clearance of Export and Import consignments is available in public domain and can be downloaded from this link " https://textilesccommittee.nic.in/testing-service ".	Closed
2	<u>Transparency in Phytosanitary/Health Certificates:</u> There is growing concern over suspected fake or forged phytosanitary certificates, especially for fruit imports from Chile. Request: A public dashboard or alert system may be established by Customs to publish details of suspicious or invalid certificates, which will help Custom Brokers and importers exercise due diligence and avoid future litigation.	BCBA	PQ official assured that the phytosanitary certificates submitted/uploaded by the importers with respect to import from Chile are always verified from online phytosanitary verification system of NPPO, Chile which is available on PQMS portal.	Closed
3	<u>Delay in Testing at CRCL Labs:</u> There are delays in sample testing at CRCL labs and the lack of an escalation mechanism need to be addressed with a structured communication or grievance redressal platform.	BCBA	The stakeholders informed that the matter has been fast paced by Commissioner NS-V and their concerns are being addressed.	Closed
4	<u>Infrastructure Challenges at CFS During the Monsoon Season</u> With the onset of the monsoon season, we understand that there are considerable infrastructure-related challenges at various CFS's, which are impacting the handling of dock-stuffed export cargo. Suggestion: We request that adequate infrastructure, essential facilities, and protective measures be implemented across all CFS locations to ensure the safe and proper handling of export cargo during this period.	BCBA	Commissioner NS-General informed that the Annual Audit of the FY 2024-25 of the JWR CFS and Speedy CFS has been conducted highlighting <i>inter alia</i> the issues of infrastructure and also deficiency memo has been issued dated 10.09.2025 and 07.09.2025 respectively in this regard. Matter will be followed up further.	Closed

5	<u>Review of the Requirement of manual endorsement from Superintendent in the Boarding Area for Shipping Bill Verification during the Back to Town Process :</u> As per JNCH Public Notice No. 75/2023 dated 31.08.2023, Para 2B, manual endorsement from the Superintendent in the port area is currently required to process BTT requests for containers that are already gated inside the terminal. Suggestion: We request a review of the necessity for this manual endorsement by the port Superintendent. It is suggested that the required verification be carried out by the Preventive Officer at the terminal gates, thereby allowing containers to be gated out without the additional manual intervention.	BCBA	In this regard, Public Notice No. 76/2025 dated 03.10.2025 has been issued by Commissioner NS-II amending the procedure of manual endorsement and thereby addressing the concern raised by the stakeholders.	Closed
6	<u>Post clearance amendment of BE & SB u/s 149 read with Sec. 154 of CA 1962:</u> It has been observed that these provisions of The Customs Act 1962 are not followed diligently across Commissionerates in JNCH. These requests are either delayed inordinately or in cases even penal action u/s 114 or 117 are also initiated. It is requested to kindly instruct all appraising groups that provisions laid down under Sections 149 & 154 be diligently followed promptly on payment of stipulated fees and without unnecessarily invoking penal actions. Many a times such requests are also rejected on the premise that such documentary evidence (as referred to u/s 149) was not uploaded under eSanchit, which is not the spirit of law in this regards.	WISA	The meeting acknowledged that the officers are regularly getting sensitized to follow provisions laid down under sec 149. Also, a communication has been sent to DG System requesting them to make necessary changes so that documents can be uploaded on e-Sanchit against a S/B after goods are cleared.	Closed
7	<u>Non-maintenance of record by CFS:-</u> This office as part of trade facilitation measure, has taken up the task of liquidating the pendency of stuffing reports. As per records, stuffing reports for 1438 Shipping bills(for the period April-24 to Sept-24) and 5910 Shipping bills(for the period Oct-24 to May-25) are pending for updation as on 11.07.2025 in EDI system. CFS wise data of this pendency is being sought from DG Systems. In this regard, it is noticed that the pre-requisite for submitting the stuffing report by officers working in export Docks is the availability of approved CLP (container load plan). It has been informed that CLPs & list of processed S/Bs pending for stuffing report is not being maintained by CFS resulting in difficulties in feeding of stuffing reports, especially of legacy SBs. All the CFSs are required to maintain proper record of CLPs & the list of stuffing report pendency. Maintenance of such record will help in alleviating avoidable delay in disbursement of export incentive to eligible exporters.	NS-II	CFSAI informed that a message has been put across to all the CFSs to voluntarily submit the CLP data and continuous deliberations are ongoing with the CFSs to finalize this issue.	Open

8	<u>SBs with EGM error :-</u> Joint Secretary (Drawback), CBIC has forwarded a list of SBs where export incentives such as RoDTEP, RoSTCL have not been disbursed since 2021-22 to 2024-25. It has been observed that around 3000 shipping bills are pending for processing of export incentive due to:- I) Non filing of EGM. & II) EGM Error. A list of such shipping bills will be shared with the shipping lines. Shipping lines are required to take immediate action for filing of EGM & removal of EGM Error in coordination with all the stakeholders so that admissible Export incentives can be disbursed to the exporters at the earliest.	NS-II	Commissioner NS-General informed that the number of S/B's with EGM error are increasing substantially and monthly PN's are getting issued to the shipping lines for rectification of the same. CSLA assured to make necessary submissions in the coming weeks.	Open
9	Speaking Orders: It is submitted that a proper mechanism to issue Speaking orders and a standard SOP for passing Speaking Orders should be established and followed. Based on the principle of Natural Justice, PH should be granted before passing any speaking order. Practice of issuing Speaking Orders to importers in case of re-assessment should be followed.	BCBA	As discussed in previous meetings, BCBA has submitted suggestions regarding step-by-step process to be followed to Pr Commissioner (NS-I). The same is under consideration for issuance of a Standing Order. (Action: NS-I)	Open
10	Engagement of port terminals in scanning activity of Import ICD Containers : # Key Concerns Presently vehicles are deployed by shipping line /agent for scanning of Import ICD Containers. The process of deploying vehicle & completing scanning formalities takes average of 8-10 hours. Many a times it goes beyond 12 hours also, vehicles have to wait for gate-in / gate-out /pick -up/Drop Off the containers. Because of this high time taking process, transporters are not willing to deploy vehicle for scanning process. The scanning processing time can be reduced significantly if following process is adopted. # Potential Solution As per PN 157 / 2016, the inward entry process has been advanced / preponed to the point of reporting of vessel at pilot station, hence inward entry is granted atleast 1 hour prior arrival of the vessel at the port on most of the occasions. There are few cases when inward entry process is granted after 4-5 hours of berthing of the vessel which leads to delay in generation of scanning list. It is requested to grant inward entry for all the cases in advance so that scanning list could be generated before arrival of the vessel. As scanning list is generated much before arrival of the vessel, terminal can be engaged to denloy their vehicle and take the container directly from the vessel point to the	CONTAINER SHIPPING LINES ASSOCIATION (INDIA)	The matter has been deliberated for quite a long time and it was discussed that the matter of deploying vehicle for scanning activity should be mutually decided among the stakeholders, i.e. Shipping Lines and Port Terminals. Regarding, non generation of scanning list post entry inward, Comissioner NS-General informed that the matter has been taken up with NCTC, requesting to utilise the SAM tables for generation of the container scanning list so as to avoid recurrence of non-generation.	Closed

	to deploy their vehicle and take the container directly from the vessel point to the scanning site and drop the container in ICD yard after completion of scanning activity. This will help the trade in reducing multiple handing charges which are currently incurring because of multiple handling in the terminal when trailer is deployed by shipping lines/agents. In case of non-generation of scanning list even after granting inward entry by the officer which presently happens on few occasions, JNCH is requested to take up the matter with concerned department to make scanning list available before berthing of the vessel. The non-generation of scanning list case can be informed to the customs by the terminal / CFS / Shipping Line/agent.			
11	Non-Generation of SMTP (Sub Manifest Transshipment Permit) for Import ICDShipment : Shipping lines are not getting ICEGATE generated auto SMTP since 13th March 2025. For every vessel, shipping lines / agent representative have to approach customs department for approval of all pending SMTPs in the system. Even after approval also, the SMTPs are not forwarded to concerned shipping line in email message. They are facing this issue on regular interval since ICEGATE 2.0 have been launched and SCMTArrival manifest filing have been implemented. They need to take print out of SMTP documents to submit the same to port terminal to release the container. The ICD containers remain on hold in the terminal for 2-3 days especially on weekends, due to this immediate train connection is missed out. This increases dwell time of import ICD containers. It is requested to take up this matter with ICEGATE & DG System team to resolve this issue at the earliest.	CONTAINER SHIPPING LINES ASSOCIATION (INDIA)	The matter has been resolved with the efforts of Commissioner (NS-General), in coordination with DG System.	Closed