



मुख्य सीमाशुल्क आयुक्तकार्यालय, मुंबई अंचल II
OFFICE OF THE CHIEF COMMISSIONER OF CUSTOMS, MUMBAI ZONE II
जवाहरलाल नेहरू सीमाशुल्क भवन, JAWAHARLAL NEHRU CUSTOM HOUSE,
पोस्ट: शेवा, ताउरण, जिलारायगड, महाराष्ट्र. POST: SHEVA TAL. URAN, DIST- RAIGAD, MAHARASHTRA-
400707.

दूरभाष/Tel No.: 022- 27244736; फ़ैक्स/Fax 022:-27243242 Email:ccu-cusmum2@nic.in

F.No. S/V-30-Misc-333(1)/2017 CCO M-II ('A'-Cell)

Date: 21.11.2017

MINUTES OF CUSTOMS CLEARANCE FACILITATION COMMITTEE (CCFC)
MEETING HELD ON 18.09.2017 AT JNCH

The Meeting of Customs Clearance Facilitation Committee (CCFC) was held on 18.09.2017 at 03.00 P.M. in the Conference Room, at the 6th floor of the Jawaharlal Nehru Custom House, under the Chairmanship of Shri Vivek Johri, Chief Commissioner of Customs, Mumbai Zone-II.

2. Following personnel from Regulatory Agencies and representatives of various stakeholders attended the meeting:

Sr. No.	Name of the Organization	Name of the Representative & Designation (S/Shri)
1.	JNPT	Niraj Bansal, Deputy Chairman
2.	JNPT	Dr. C. Unni Krishnan Nair, Chief Manager (T)
3.	GTI	A. M. Mishra, General Manager Ops
4.	GTI	Prashant Mhatre, AGM, Ops
5.	FSSAI, WR, MUMBAI	P. Muthumaran, Director
6.	FSSAI, WR, MUMBAI	V. K. Pancham, Dy. Director
7.	TEXTILES COMMITTEE	Kishor Torvi, QAO
8.	TEXTILES COMMITTEE	Kartikay Dhanda, Director Lab.
9.	WCCB	B. S. Khati, Wildlife Inspector
10.	ANIMAL QUARANTINE	Dr. Vignesh V, Quarantine Inspector
11.	O/o ADC	Ravindra Shripad, Drug Inspector
12.	CONCOR	Anil Sonawane, GGM
13.	DP WORLD-NSICT/NSIGT	Ajay Moghe, GM Ops.
14.	DP WORLD	Amit Singh, AM-CRM
15.	DP WORLD	Sanjeev Kabbur, Manager
16.	CSLA	Norman Fernandez, Secretary
17.	CSLA	Dhananjay Joadder, V.P. Ops
18.	CSLA	Liju Rajan, Senior Manager
19.	CFSAI	Umesh Grover, <i>Secretary General</i>
20.	CFSAI	S. Srinivas, G.M.
21.	CFSAI	George Joseph, <i>Vice President</i>
22.	CFSAI	Venkat Narayanan, E.A.
23.	GDL/PCW	Capt. Kapil Anand, Director

24.	Shipping Line	Roshan Menezes, Dy. Manager
25.	Shipping Line	Rajesh Koli, Ops. Executive
26.	MOL (I) Pvt. Ltd.	Subhash Dongre, Manager
27.	MANSA	Manish Kumar, Member
28.	BCBA	Jude Fernandes, Manager
29.	BCBA	Hiren Ruparel, Member MGM. Committee
30.	BCBA	Paresh K Thakkar, Member MGM. Committee
31.	AIWCBA	Christine Glenn, Director
32.	AIWCBA	Roshan Irani, Core Member
33.	AIWCBA	Ms. Ganguly, Core Member
34.	WISA	Paresh Shah, Member
35.	WISA	Nimish Desai, Member
36.	WISA	Milan Desai, Member

The Department was represented by the following officers:

Sr. No.	Name of the Representative & Designation
1.	Shri M. R. Mohanty, Commissioner of Customs, NS- I & II
2.	Shri V. S. Chauhan, Commissioner of Customs, NS-V
3.	Shri Utkaarsh Tiwaari, Commissioner of Customs, NS-Gen
4.	Shri Dharendra Lal, Addl. Commissioner of Customs, CCO
5.	Shri C. P. S. Chauhan, Dy. Commissioner of Customs, DPD Cell
6.	Shri Yudhast Kumar, Dy. Commissioner of Customs, P(G)
7.	Shri Ajay Gautam, Dy. Commissioner of Customs, EDI
8.	Shri S. R. Adate, Commissioner of Customs, CCO
9.	Shri Girish Kapoor, Supdt.(P)/ CCO
10.	Shri C.L. Meena, Supdt.(P)/ U.B. Centre

3. The Chair welcomed all the members and the Meeting started with introduction of all present for further discussions.

4. Then, Shri Girish Kapoor, Superintendent/CCO made a power point presentation in respect of Dwell Time performance of Trade, Custom and PGAs for the month of August, 2017. Thereafter, the power point presentation on the best and the worst performing Customs Brokers & Importers was presented.

5. TIME RELEASE STUDY:

A study was made on the basis of the EDI data of August, 2017 vis-à-vis July, 2017 and July, 2016 for Facilitated and Non-facilitated Bills of Entry towards time taken by Customs, Trade and Participating Government Agencies (PGAs). The findings of the same are as follows:

(i) In case of RMS facilitated Bills of Entry for the month of August, 2017, the average time taken by Customs for clearance (including assessment and from registration to out of charge) was 4.57 hours, whereas, the

Importers/Custom Brokers took around 138.58 hours. Out of total time of 143.15 hours, the Customs has taken only 3% of the total time and the trade (Importers/CBs) accounted for 97% of the total time.

(ii) Similarly, as per time release study for 'non-facilitated' Bills of Entry, which are assessed by the Assessing Groups, for the month of August, 2017, time taken by the Customs is just 19% (32.16 hours); whereas trade (Importers/CBs) have taken 81% (137.28 hours) of the total time. The time taken by Customs from filing of Bill of Entry to Assessment is 26 hours 24 minutes and from Registration to Out of Charge(OOC) is 05 hours 45 minutes. Similarly, the time taken by trade from assessment to payment of Customs Duty is 87 hours 36 minutes and from payment of Customs Duty to Registration of goods is 49 hours 41 minutes.

(iii) The comparison of the dwell time data for August, 2017 vis-à-vis August, 2016 revealed that, there is a significant improvement of 64.56 hours in August, 2017 from Entry Inward to Out of Charge.

Similarly, comparison of the dwell time data of August, 2017 vis-à-vis July, 2017 indicated that, there is net reduction of 12.72 hours in August, 2017 from Entry Inwards to Out of Charge.

(iv) DWELL TIME PERFORMANCE OF PGA FOR ISSUANCE OF NOC:

On the basis of random sampling of the Bills of Entry, for the month of August, 2017, the average time taken by various PGAs for issuance of NOC is as follows:

a) FSSAI: Almost all the consignments were accorded provisional NOC on the same day on execution of 'NO USE BOND' by the importers. The average time taken by FSSAI for release of provisional NOC was 7 days. The best case scenario was 03 days and the worst case was of 10 days.

b) AQ: In case of AQ also, all consignments were released on the same day on execution of 'NO USE BOND' by the importers. The NOC was granted on the same day in all cases.

c) PQ: Like FSSAI and AQ, PQ also released all consignments on the day of drawal of sample, on the strength of 'NO USE BOND' executed by the importers. The average time taken by PQ for release of provisional NOC was 1.42 days; and the best case scenario was NOC on the same day and the worst case was 07 days.

d) ADC: The average time taken by ADC for release of NOC was 1.5 days. In the best case scenario, ADC granted NOC on same day and in the worst case scenario, ADC granted NOC in 12 days.

e) Textile Committee: The average time taken by TC for release of NOC was 16.28 days and the best case being 03 days and the maximum time taken for granting NOC was 25 days.

f) WLRO: The average time taken by WLRO for granting NOC was 7 days; the best case was of 05 days and the maximum delay was 09 days.

PERFORMANCE OF THETRADE:

Performance of the Importers and Customs brokers, on the basis of efficiency, was analysed and the details are as follows:

Best performing Importers in terms of Dwell Time and No. of B/Es filed during August, 2017:

<u>Entry Inward to Submission of B/E</u>		
No. of Bills of Entry filed	IEC Code	Name of Importer
1 to 25	3404000811	GYPTech SYSTEMS (average time- 0.02 hrs)
26 to 50	307019390	VOLKSWAGEN INDIA PVT. LTD. (average time- 15.28 hrs)
more than 50	303073632	MAN DIESEL & TURBO INDIA PVT. LTD. (average time- 25.61 hrs)
<u>Assessment to Duty Payment</u>		
No. of Bills of Entry filed	IEC Code	Name of Importer
1 to 25	301034800	SAFILO INDIA PVT. LTD. (average time - 0.02 hrs)
26 to 50	388045451	FORCE MOTORS LTD. (average time - 4.91 hrs)
more than 50	388066415	RELIANCE INDUSTRIES LTD (average time - 9.38 hrs)
<u>Payment to Registration</u>		
No. of Bills of Entry filed	IEC Code	Name of Importer
1 to 25	314020560	MAHIPAL ENTERPRISES (average time - 0.01 hrs)
26 to 50	3197019121	RAJ AGENCIES (average time - 5.15 hrs)
more than 50	388063394	MIRC ELECTRONIC LIMITED (average time - 17.31. hrs)

Worst performing Importers in terms of Dwell Time and No. of B/Es filed during August, 2017:

<u>Entry Inward to Submission of B/E</u>		
No. of Bills of Entry filed	IEC Code	Name of Importer
1 to 25	312024088	TIRUPATI IMPEX (average time - 6210.86 hrs)
26 to 50	2495002021	SUZLON ENERGY LTD. (average time - 239.27 hrs)
more than 50	798008300	H P DUDIA SALES PVT. LTD. (average time - 97.98 hrs)
<u>Assessment to Duty Payment</u>		
No. of Bills of Entry filed	IEC Code	Name of Importer
1 to 25	302064028	BHARGAVA'S MUSIK PVT. LTD. (average time - 862.66 hrs)
26 to 50	38001151	MUKUND LTD. (average time - 456.46 hrs)
more than 50	888007507	FAG BEARINGS INDIA LIMITED (average time - 272.26 hrs)
<u>Payment to Registration</u>		

No. of Bills of Entry filed	IEC Code	Name of Importer
1 to 25	3101003318	BEDMUTHA INDUSTRIES LTD. (average time - 835.49 hrs)
26 to 50	1388011417	HINDUSTAN ZINK LTD. (average time - 176.93 hrs)
more than 50	594044669	EXONMOBILE LUBRICANTS PVT. LTD. (average time - 184.40 hrs)

Best performing CBs in terms of Dwell Time and No. of B/Es filed during August, 2017:

Entry Inward to Submission of B/E		
No. of Bills of Entry filed	CB No.	Name of CB
1 to 25	AAFFC1130QCH005	COCHIN AIR CARGO CLEARING (average Time- 11.33 Hrs)
26 to 50	AAGCS5974ACH001	SHRI SAI SHRADDHA AGENCY PVT. LTD. (average Time- 23.98 Hrs)
more than 50	AAACU3011ECH001	UNITED CLEARING AND FORWARDING PVT. LTD. (average Time- 28.03Hrs)
Assessment to Duty Payment		
No. of Bills of Entry filed	CB No.	Name of CB
1 to 25	ACPPT1078GCH001	SHRI KRISHNA CLEARING AND FORWARDING AGENCY (average time- 1.42 hrs.)
26 to 50	AABPH5925QCH001	M/S MADHAVI SHIPPING AGENCY (average time- 4.55 hrs)
more than 50	AACPK2400LCH001	SARASWATI CLEARING AGENCY (average time-16.30)
Payment to Registration		
No. of Bills of Entry filed	CB No.	Name of CB
1 to 25	AAFA2892ACH001	M/S AJAY CLEARING ENTERPRISES (average time- 0.03 hrs)
26 to 50	AAGCS7813LCH001	SHRI SAI BABA CARGO CLEARING PVT. LTD. (average time 3.60 hrs.)
more than 50	AARPS9514JCH001	AAROH LOGISTICS (average time- 5.52 hrs.)

Worst performing CBs in terms of Dwell Time and No. of B/Es filed during August, 2017:

Entry Inward to Submission of B/E		
No. of Bills of Entry filed	CB No.	Name of CB
1 to 25	AAKFJ0737HCH003	TETWING FRIEGHT FORWARDERS (average time- 3065.30 hrs.)
26 to 50	ADIPR3597GCH001	SHREE ENTERPRISES (average time-422.67 hrs)
more than 50	AAJCA3225BCH001	AGT CLEARING AND FORWARDING PVT. LTD. (average time- 537.23 hrs)
Assessment to Duty Payment		
No. of Bills of Entry filed	CB No.	Name of CB
1 to 25	AECPB0520QCH001	TRINITY SHPPING AND LOGISTICS (average time- 411.47 hrs.)
26 to 50	AADCI5675BCH001	INTIME VAISHNO LOGISTIC PRIVATE LIMITED (average time- 325.87 hrs.)
more than 50	AAACT2922PCH002	TRISTAR OCEAN INC SERVICES PVT. LTD. (average time- 381.63 hrs)

Payment to Registration		
No. of Bills of Entry filed	CB No.	Name of CB
1 to 25	AGBPV5114DCH001	V.V. SHIPPING AGENCY (average time-453.05 hrs)
26 to 50	AAPCS1330PCH002	SANDEEP LOGISTICS PVT. LTD. (average time- 271.15 hrs.)
more than 50	AAACO31118LCH001	OVERSEAS CORPORATION PVT. LTD. (average time- 176.39 hrs.)

The Chair remarked that, the method of calculation of dwell time needs to evolve to represent the changing procedure of Customs clearance. In case of prior bills of entry, if the dwell time is calculated from the date of filing of bills of entry instead from the time of Entry Inward, it will cause distortion in estimation of dwell time. He has further observed that the Dwell Time Study reveals that the trade is taking a lot of time from payment of duty to registration of goods and requested Customs Brokers to sensitize the importers for speedy clearance of goods.

The Chair expressed dismay at very high dwell time of 16.28 days by Textile Committee and sought to know the reasons for the same. The Textile Committee officials explained that, they have taken initiatives like Passbook System and Package system for the payment of the mandatory fees so as to reduce the time required to complete the procedures. They were requested to give wide publicity to these initiatives, which in turn would improve their performance & hence the dwell time.

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

6. Pending issues from earlier CCFCs:

i. Rationalization of DPD Charges by Port Terminals:

In the previous CCFC meeting, the representatives from NSICT and NSIGT were not present. However, they later communicated the TAMP charges by e-mail, which they are collecting for handling DPD containers. As per their information, they have fixed Rs.2212/- for a 20 feet container and Rs.3318/- for a 40 feet container. Similarly, the Gateway Terminals India Private Limited (GTIPL) has fixed charges as Rs.1800/- for 20 feet container and Rs. 2700/- for 40 feet container. The Tariff Authority for Major Ports (TAMP) has notified DPD charges as Rs.1688/- per 20 feet and Rs.2532/- for 40 feet container.

The representatives of the Terminals have expressed that, a uniform rate of charges may not be possible to implement. The Chair observed that, there should be parity in pricing, otherwise it is going to impact the DPD, as the saving of the importers will further be reduced. The number of containers cleared under DPD is about 33 percent of the overall containers

handled, however NSICT and NSIGT share is only 20 to 25 percent of the containers cleared under DPD. They are charging a higher rate, which is adversely impacting the DPD. It was pointed out that, there is a case pending before Bombay High Court, where the TAMP charges have been challenged. The Chair opined that the terminal operators may educate the Trade about the TAMP charges and try to address the issues raised by them.

(Action: Terminals, Trade Representatives)

ii. On-wheel Examination of DPD containers:

For certain DPD containers, PGAs are required to draw samples, which are presently being done at the CFSs. To cut short the time further, and take DPD to next level, the samples need to be drawn at the Port itself. This requires no major changes in the current procedures and only the place for drawing the samples is changed from CFSs to the Port/ Terminals. Considering the benefits of this change for saving Importer's time & cost, the Chair directed that the number of such cases, where the DPD containers are being moved to CFSs for drawing the samples should be identified. Based on such numbers and future prospects, facility may be created inside the Port, at a designated area, based on requirements of the PGAs. In case PGAs are not in position to depute adequate manpower for drawal of samples, they can consider Customs Officers to draw samples on their behalf, as is being done at ICD Tughlakabad and at some other Custom Stations.

NSICT and NSIGT have agreed to provide space for the on wheel examination. The Commissioner (NS-Gen) was directed to permit all Terminals to provide this facility.

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

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

It was informed that, out of 23 Shipping Lines, operating at JNPT, except 2, all are issuing e-DO. However CHA representatives informed that, most of the Shipping Lines are issuing DO in PDF format which cannot be considered as e-DO. It was also informed that, most of the Shipping Lines are issuing e-DO through a service provider, named ODEX.

The Chair expressed his displeasure, as the issue is pending for very long, yet Shipping Lines have not started issuing e-DO. The Chair, therefore, directed the Commissioner (NS-Gen) to have meeting with Shipping Lines and CBs to ascertain progress on this issue and implement it in time bound manner.

(Action: Commissioner (NS-Gen))

It was also informed that, sometimes if Shipping Line make any error in specifying the container as DPD container in their IGM or import list, the container cannot be cleared through DPD. Each client has different DPD code for different terminal.

To solve this problem it was suggested that, the importer may be allowed to amend the IGM details. The Chair further suggested that, the clerical or typographical errors while filing IGM data may be avoided as far as possible. The Commissioner (NS-III) should hold meeting with Terminals to arrive at solution for common DPD code.

(Action: Commissioner (NS-III))

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

The ADC representative informed that, they have started accepting the Dual-use Bond. Other issues regarding difficulties faced by the Trade in getting NOC on time were also discussed. The representative of ADC submitted a list of 82 items which are not required to be sent for ADC NOC. ADC was requested to submit the said list through official channel. It was also informed that, many Out of Scope items are being referred to ADC for NOC. The Chair observed that, issue may be taken up with RMD to get clarification. It was also informed by ADC representative that, because of these Out of Scope items being sent to them, they are not able to concentrate on their main job of granting ADC NOC to dual-use items, which sometimes lead to delay in granting NOC.

(Action: ADC, Addl. Commissioner (EDI), JNCH)

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

This issue was discussed along with point number 6 (iii) above. Hence this point was not separately discussed in the meeting.

vi. Invoicing problem with Container Freight Stations (CFS)

It was informed that, this issue was discussed in the PTFC meeting as well. Further, the CFSAI representative informed that, there are 19 members in CFSAI and 7 associate members. Out of these 19 members, 14 are issuing e-invoices. Similarly, all the 7 associate members are also complying with it. As far as the e-Payment is concerned, 17 out of 19 members are complying with it and all the 7 associate members are also complying with it.

The Trade however, informed that, many CFSs are not issuing e-Invoicing and e-Payments. The Chair directed Commissioner (NS-Gen) to hold meeting with CFSAI and CB Association within ten days' time.

(Action: Commissioner (NS-Gen), CFSAI, BCBA)

vii. Transaction wise billing to be raised by Terminals in order to promote DPD

It is brought to the notice of the Chair that, the Terminals are now issuing transaction-wise invoices, as desired under GST regime, barring some cases which will also be streamlined in coming 10 days time. This point, therefore, may be treated as closed. **(Action: Point Closed)**

viii. Inaction by CBs/ Importers regarding the pendency of bills of entry for FSSAI NOC

The FSSAI representative has informed that, about 361 BEs are pending for NOC at their level. In many cases, the Importers have not made the payments to obtain the NOC. The same issue was raised in the previous meeting also. Some of the BEs are as old as of 2015. Of these, 183 BEs are pending for certain clarification from the Importers.

It was also informed that, there are 6000 BEs which have been transmitted through the Single Window for FSSAI NOC, however, only 205 have been received in their system. It was clarified that, Risk Parameters have been set up after discussions with FSSAI HQ. The Chair instructed that, the FSSAI representative may take up this issue with their HQ, if they are not satisfied with Risk Parameters agreed upon. **(Action: Point Closed)**

ix. Difficulty faced in execution of Dual Use Bond with ADC:

This issue has already been discussed at Point No. 6(iv).

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

This issue has also been discussed above point number 6(iii).

7. New Agenda Points

i. Procurement/ Installation of container scanner at Port area:

The Commissioner of Customs (NS-III) informed that, the meeting of the Steering Committee was held on 11.04.2017 in IPA, New Delhi, regarding the procurement of Container scanners at the Port area. Commissioner (NS-III) raised following points:

(i) IPA should expedite obtaining NOC from AERB and security clearance from Ministry of Home Affairs (MHA).

(ii) Location to be finalized for Mobile Scanners to be procured at three ports i.e. JNPCT, NSICT and GTI.

(iii) The present status of e-tenders for procurement of the three mobile scanners.

The Chair directed the Terminals to finalize the location for installation of the Mobile scanners. Other formalities, such as obtaining NOC from AERB and security clearance from MHA etc. will be taken up by IPA.

(Action: Terminals)

ii. Frequent Failure of Customs Network

The Chief Manager (Traffic), JNPT, vide their letter dated 07.09.2017, has raised the issue that frequent failure of Customs network at holding yards have been noticed on 22/23/24th August & 1st September, 2017, resulting into manual clearance of documents by Customs, leading to piling of inbound & outbound traffic at all the terminal roads. This led to congestion on the roads, causing inconvenience to trade & commuters.

The Chair informed that, this problem arose during the connectivity issue and same was restored in 2 days in consultation with BSNL.

(Action: Point Closed)

iii. Scanning of containers

The Chief Manager (Traffic), JNPT, vide their letter dated 07.09.2017, has raised the issue that, NASCOWA and CFAI have reported that, the process of scanning of containers is very slow and most of the time it is found that, 200 to 360 trucks are waiting in queue for scanning. On 6th September, 2017, it was observed that, despite there being long queue of trucks (280 nos.), the scanning machine was taken for monthly maintenance.

The Chair instructed that, the breakdown of scanner or other logistical issue, leading to the delay in scanning of containers should be brought to the notice of Commissioner concerned and prompt action should be taken to remedy the situation.

(Action: Point Closed)

iv. Strategy to improve DPD volume

The Chief Manager (Traffic), JNPT, vide their letter dated 07.09.2017, has raised the issue that, the DPD volume percentage has stagnated at around 30% since last three to four months, despite increasing the number of clients from 750 to 1150. They have requested the Customs authorities to formulate a strategy to enhance the DPD percentage to 70%.

It was informed that, there are certain bottlenecks such as constraints due to design of the port which may choke the traffic if percentage of DPD containers is increased without easing traffic within the port area. The DPD

Cell informed that, the month of August, 2017 has seen a growth of 5% in the DPD volume. They are taking various steps, which will further improve the DPD numbers. **(Action: Point Closed)**

v. Reduction of DPD period from 48 hours to 24 hours

The Chief Manager (Traffic), JNPT, vide their letter dated 07.09.2017, has raised the issue that, the Customs notification stipulates 48 hours as the period to take the delivery of container from the port. As on date, DPD share is 30% at the port out of which 50% cargo delivery is taken by client directly and balance cargo is delivered to designate CFSs as out of charge cargo. The average terminal dwell time in case of DPD is around 50 hours, which is higher due to 48 hours period provided for delivery. If this period is reduced to 24 hours the import dwell time at terminals can be reduced further.

The Chair was informed that, the upper limit of 48 hours for the evacuation of containers from the Port area has been finalized after extensive discussions and meetings with various stake-holders. The Chair observed that the ecosystem involved in the handling & delivery of cargo at JNCH is not in state of readiness to cope with a reduction in the current limit of 48 hours e.g. there are delays faced by the trade in obtaining delivery orders from Shipping Lines, the later work only for 5 days, payments to terminals are not made in a timely manner etc. Unless these problem areas are fixed, it would not be advisable to reduce the time limit of 48 hours.

(Action: Point Closed)

vi. Review of Customs Public Notice 110/2017 dated 29.08.2017

The Chief Manager (Traffic), JNPT, vide their letter dated 07.09.2017, has raised the issue that, the above said Public Notice enhancing DPD delivery period from 48 hours to 72 hours in specific cases may also be reviewed by Customs, considering the reasons as mentioned at point no. 7(v) above.

It was explained that the necessity to modify time arises as there were technical glitches after implementation of GST and the system was not working to its full potential. It's an emergency provision to be used on case-to-case basis and so far no extension in any case has been granted.

(Action: Point Closed)

vii. Utilization of Parking No. 1 allotted to Customs

The Chief Manager (Traffic), JNPT vide their letter dated 07.09.2017, has raised the issue that, Parking Area no. 1 was allotted to Customs department for facilitating parking of port users private vehicles. It is

observed that, the vehicles are parked on the main road in front of JNCH building and near PUB building, blocking the regular flow of container traffic, resulting into congestion. The allotted parking area is being used for tankers and TTs, which is against the basic purpose for which the parking area has been allotted.

It is informed that staff and visitors will be asked to utilize the parking facility. **(Action: Point Closed)**

viii. DPD transport solution tender

The Chief Manager (Traffic), JNPT vide their letter dated 07.09.2017, has raised the issue that, the Port has processed the tender for selection of transporter for handling DPD containers of all the four container terminals of JNPT. One transporter will be selected through transparent tendering procedure for one of the five selected routes. It is mandatory for the importers to align with the selected transporter for each route. No other transporter will be permitted to avail DPD facility from the terminals. The Customs may examine any procedural issues in this regard. Further, the Customs may issue a notification to importers to utilize the service of selected transporter for availing DPD facility from the terminals, after the selection process is completed. **(Action: DPD Cell)**

ix. Implementing electronic sealing for containers by exporters as per CBEC Circular No. 26/2017 & 36/2017

The BCBA vide their letter dated 08.09.2017, has raised the issue that, they need clarification for operating procedure & list of vendors for obtaining Electronic Seal.

It is informed that Commissioner of Customs (NS-Gen) is looking into the issue. **(Action: Commissioner (NS-Gen))**

x. Delay in Testing of Samples by Textile Committee

The BCBA vide their letter dated 08.09.2017, has raised the issue that, the trade is experiencing tremendous delay for testing of samples with Textile Committee. It is generally taking more than 15 days for testing samples. Also, it is suggested that testing of samples should be carried out within 2-4 working days and if Textile Committee is over burdened, then testing of samples through other lab should also be considered.

It was informed by members of Textile Committee that there was staff issue which has been resolved. They expect that dwell time will be reduced with measures taken by them. **(Action: Commissioner (NS-V, TC))**

xi. Delay in transmission of duty amount of baggage clearance

The BCBA vide their letter dated 08.09.2017, has raised the issue that, problems are being faced by the importers, particularly in the baggage section, where it has been experienced that after making the Customs Duty payment, it is taking more than 24 hrs for the duty to be integrated with the Customs. It is suggested that, once the Customs duty is paid for baggage consignment, it should reflect immediately on the server on same lines as it is being done for normal import BE. It is also requested that, baggage duty should be allowed to be paid through all authorized banks approved by ICEGATE.

The Meeting was informed that, the BEs for un-accompanied baggage are being filed through the Service Center and the online filing of the same is not working at present. The PN regarding online filing of Bills of entries for unaccompanied baggage has been issued about 3 months back. The EDI is directed to look into the issue to initiate online filing of BEs pertaining to Unaccompanied Baggage as early as possible.

(Action: Commissioner (NS-I))

xii. AD Code registration for exports

The BCBA, vide their letter dated 08.09.2017, has raised the issue that, at present, for AD Code registrations in exports, one has to go through the process of registration at EDI Centre. Whereas, on the Import side, AD Code of the bank is being incorporated at the time of submission of BE. There is no separate procedure for registration of AD Code on Import side. It is suggested that, to reduce the dwell time of exports, the provisions available for providing AD code in the import BE, should also be available in Export side, in order to avoid a separate AD code registration process.

The Chair directed the EDI to look into the issue.

(Action: Commissioner (NS-I))

xiii. Late fee charges paid by the importer due to system failure

The BCBA vide their letter dated 08.09.2017, has raised the issue that, on numerous occasions, it is observed that, the importers end up paying the late submission charges due to erratic functioning of ICEGATE/ Customs EDI system. It is suggested that, a Standing Order/ Public Notice may be issued to ensure that, waiver is given immediately by the Department, without requirement of separate PN on each occasion and a procedure of refund should also be laid down for such charges paid. The Trade was informed

that, Standing Order No. 17/2017 dated 03.07.2017 has already been issued in this regard. **(Action: Point Closed)**

8. The Meeting ended with vote of thanks to the Chair.

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

Sd/- dated 21.11.2017

(S. R. Adate)
Asstt. Commissioner of Customs,
CCO, JNCH, NhavaSheva

Copy to:

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