

**OFFICE OF THE CHIEF COMMISSIONER OF CUSTOMS, MUMBAI ZONE-II,  
JAWAHARLAL NEHRU CUSTOM HOUSE, NHAVA SHEVA, TALUKA: URAN,  
DISTRICT: RAIGAD, MAHARASHTRA-400707.**

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F.No.S/V-30/Misc.-194/2015 CCO M-II

Date: 01.10.2015.

**MINUTES OF CUSTOMS CLEARANCE FACILITATION COMMITTEE MEETING  
HELD ON 23.09.2015 AT JNCH**

The 5<sup>th</sup> Meeting of Customs Clearance Facilitation Committee was held on 23.09.2015 at Jawaharlal Nehru Custom House with the members of Committee and representatives from various agencies operating at Port, and Trade. Shri Sanjeev Behari, Chief Commissioner of Customs, Mumbai Zone-II chaired the meeting. The Agenda points for the discussions were circulated to the members, alongwith the invite to the meeting.

2. Following persons attended the Meeting.

<b>Sr. No.</b>	<b>Name of the Organization</b>	<b>Name of the Representative&amp; Designation (S/Shri)</b>
1	Customs	Rajeev Tandon, Pr. Commissioner of Customs.
2	Customs	Subhash Agrawal, Commissioner of Customs
3	Customs	Aseem Kumar, Addl. Commissioner of Customs.
4	Customs	Ashir Tyagi, Addl. Commissioner of Customs.
5	Customs	Akhilesh Pandey, Addl. Commissioner of Customs.
6	Customs	Nilkanth Shelke , Addl. Commissioner of Customs.
7	Customs	Jomy Jacob, Dy. Commissioner
8	Customs	Palash Bhoyar, Dy. Commissioner
9	Customs	B S Mangat , Dy. Commissioner

10	Customs	Sudhakar Pandey, Dy. Commissioner
11	Customs	Ms. Anushree Hardikar, Asstt. Commissioner
12	JNPT	Jagdish Patil, Manager (Container Terminal)
13	JNPT	P. G. Rao Asst Manager (Traffic)
14	JNPT (Traffic)	P. Sridhar Asst Manager (Traffic)
15	Central Railway	S S. Sonawane, Area Manager, Mumbai Division
16	CONCOR	Rajib Bhowal, General Manager
17	FSSAI	B. K. Dubey , Director ( Import)
18	FSSAI	Ais Kumar, Authorized Officer
19	NISG(FSSAI)	I. N. Moorthy, G.M
20	RPQS, Mumbai	Kiran Deshkar, Deputy Director
21	RPQS, Mumbai	Gyaneshwer Banchhor, PPO
22	Textile Committee	Ms. Vimal A Oval , Asst. Director
23	Textile Committee	Kartikey Dhanda, Director (Lab.)
24	Maharashtra Police	Arvind Salve (DCP, Traffic)
25	Wildlife Crime Control Bureau	B. S. Khati, Wildlife Inspector
26	CIDCO	Dr. P.T. Gedan, Sr. Planner
27	CIDCO	P. W. Sewatkar, EE (Dron III)
28	Drug Controller, JNPT	Gulshan Taneja, ADC
29	Drug Controller, JNPT	Arvind Hiwale, Inspector
30	CFSAI	Umesh Grover, General Secretary
31	CFSAI	Laksha Tadadikar, , Member (Customs Committee)
32	BCHAA	Paresh Shah Joint (Hony) Secretary
33	BCHAA	K. S. Shetty, Vice President
34	BCHAA	Milan Desai Chairman, Import Committee
35	PM, NISG (FSSAI)	Sanjan Bose
36	AILBIEA	Jayyannt Lapsiaa, President
37	MANSA	Subhash Rajkumar
38	APM Terminals, CFS	Salim Shikalgar
39	APM Terminals, GTI	Mrityunjay Bhawal
40	Maersk Line	Ms. Trishna Mishra, Customer Service Manager

41	HUL	V. N. More, Commercial Executive
42	HUL	So. Thirunavukkarasu, Sr. Manager
43	APMT CFS	Capt. Vikram Mathur
44	DPW	Capt. B. Fernandu
45	GDL CFS	Jacob Thomas, Sr. Vice President
46	Supreme Industries	P. Padmanasanan DGM, Import

3. The meeting started with a presentation on brief overview of the initiatives and measures taken by the Customs at JNCH for trade facilitation, simplification of procedures and ease of doing business. During the course of meeting, presentations were made by JNPT, CONCOR and FSSAI.

4. The following agenda points were taken up

**NSA-01      *Congestion: parking facilities at JNPT***

- *Status of discussions of JNPT with other terminal operators (NSICT & GTI) in respect of the parking to be developed by them on land allotted by JNPT*
- *Status report of the Parking Plaza Ph I & Ph II being developed by JNPT; Phase I was to be operational by September 2015 and Phase II in March 2016*
- *CIDCO to inform the timelines by which the four parking facilities being developed by them in CFS area would become operational*
- *JNPT to inform reasons for not utilizing Aishwarya parking (opposite JNCH Building) and other facilities*

The JNPT informed :

(i) Status of parking to be developed by GTIPL and NSICT on land allotted by JNPT: Two dedicated parking plots each measuring 6 hectares have been allotted to NSICT & GTIPL. NSICT has already erected the physical infrastructure at the parking yard, & commenced the operation w.e.f. 19<sup>th</sup> August, 2015. GTIPL has initiated the process to operationalize the parking

facility which is expected to start functioning by mid-October-2015. Each parking lot can accommodate 450 Truck Trailers.

(Action : GTIPL)

(ii) Centralized Parking Plaza: JNPT is in process of developing a parking lot measuring 45 hectares close to the Y junction, opposite to the BPCL petrol pump. Of this, 22 hectares has been developed, while the remaining 23 hectares is likely to be commissioned by December 2016.

(Action : JNPT)

(iii) Existing two 'Pay & Park' areas (namely 'Aishwarya' and 'Julie') were vacated from the contractors and tender is in process to finalize a new contractor. These are expected to be operational from February, 2016 onwards, and will accommodate 300 TTs. It was requested that the TTs be able to utilize the parking facility from now till Feb., 2016 and not keep it vacant till tender is finalized.

(Action : JNPT)

(iv) NSIT & GTI informed that they were working on a gate automation procedure which will entail completing the pre-gate paperwork before the physical arrival of the container at the respective port gates and reduce the time taken by the TT at the gates, thereby reducing the congestion.

(Action : 3 Terminals)

#### **NSA-02      *Easing of road congestion around Port***

- *Status report from JNPT in respect of the study/deliberations on the proposal for flyover at 'Y' junction*
- *Status of widening of road from Karal Village to 'Y' junction for light vehicles.*

JNPT informed that presently there was no proposal for constructing flyover at 'Y' Junction. However, 'Y' junction is being widened by adding about 3000 sq. mtrs towards BPCL petrol pump for smooth traffic movement. Additionally, concretization of 'Y' junction is also being taken up and the work project will start after monsoon. The widening & concreting of Y-Junction is being taken up for the area of 8,500 sqm.

The existing width of road from Y-Junction to CFS Junction (1150 mtrs length) is widened by 8.0 mtrs from the existing 12mtrs width, to 20 mtrs. It is also planned to the widen container road from 'Y' junction to North Gate, and environmental clearance for shifting of mangroves is awaited.

The work on road from Karal to 'Y' Junction is underway and the width of incoming lane- from Karal junction to CFS junction is being increased from 12 mtrs to 17 mtrs.

The road from CFS Junction to SH-54 (outgoing lane- length-900 mtrs) is also being widened by 17 mtrs on an average from existing width of 12 mtrs. Total width after widening would be 29 meters.

It was suggested that an alternative road from port gates to SH-54, along 'Speedy CFS' and by-passing the 'Y' junction & Karal may be helpful in easing the congestion at 'Y' junction. JNPT may consider the feasibility of constructing the said connecting road.

(Action : JNPT)

- *Congestion at Port Gates : Status of the Meetings of CM, (T) JNPT with all stakeholders on exploring the possibility of setting up of a Control room jointly by Port Terminal Operators, CFSs and Customs Brokers.*

(Meeting as envisaged in earlier CCFC meeting not yet held). .

(Action : CM(T)JNPT)

JNPT informed that it had been noticed that undocumented factory stuffed containers were regularly parked along the approach roads. These containers must be routed through the Buffer yards of CFSs in terms of Customs PN 52/2009 & 23/2010. It was contested by the members of

trade who stated that if the factory stuffed containers with direct gate in facility are routed through buffer yards of CFS, it would increase the transaction cost.

JNPT informed that they had introduced e-form 13 with Customs endorsement 'on line' through web access system which had reduced the transaction period of Truck trailers at port gates to some extent. To further reduce congestion, on-line approval may be considered by verification of data readily available in ICEGATE. The inter-terminal transfer of Tractor-Trailers which was introduced wef February 2015 had resulted in easing of congestion on approach roads. Further all three terminals are planning to introduce Gate Automation shortly.

(Action : JNPT, NSICT, APM)

- *Karalphata to Y junction drainage system levelling.*

It was informed that the Karal Phata to Y junction drainage system leveling had not been completed.

(Action : JNPT)

- *CIDCO to update status on repairs and widening of roads from Teen Tanki to Karal Junction and beyond.*
- *Congestion at Jasai Road*

It was informed that NHAI has awarded Package No.3 (out of 4) from Karal to Gavan Phata and Gavan Phata to Amra Marg awarded on August 6, 2015. Work is likely to commence by December-2015. Remaining three tenders received on 31.08.2015. Evaluation is in progress.

(Action : CIDCO)

#### **NSA-04      *Movement of containers through rail***

- *CONCOR may give a status report regarding the implementation of the proposal to operate only single destination trains and the impact on pendency of containers destined for ICDs.*

- *Delay in evacuation of containers by rail.*
- *Inform about any increase in the daily average number of trains.*
- *CONCOR may inform the handling capacity limitations in ICD TKD and explore possibilities of running trains to other nearby destinations.*
- *CONCOR may inform the possibility of increasing trains for evacuation of containers destined to CFSs with rail connectivity (Hind/Navkar/DRT).*
- *Possibility of opening level-crossing below Karal flyover to ease the load on existing flyover.*

Shri R. Bhowal, GM, CONCOR informed the following :

Implementation of operating single destination trains – Presently CONCOR is running only pure rake loads from Port to various ICD's. Also, on an experimental basis, they had started loading pure trains individually for JNPT/NSICT/GTIL from TKD. It was also informed that the capacity at TKD was about 10 rakes a day and they were also receiving rakes from other ports such as Mundra (2 rakes), Pipavav (2 rakes) and Khatuwas (1 or 2 rakes), and therefore it was not feasible to further increase the evacuation to TKD at this stage. However, as their facility at Khatuwas was likely to be commissioned in 2-3 months, and is to serve as a hub-point for north-bound traffic, it will help to decongest TKD.

The Chair suggested that the matter may be escalated and the CBEC may take up the same with the Railways for expeditious completion of the project.

Presently CONCOR was running an average of 13 rakes per day, up from 11 rakes earlier, as against the average port import discharge equivalent to approx. 9 rakes. Pendency was therefore gradually coming down.

It was explained that there were certain incidents which contributed to delay in evacuation of containers by CONCOR. The JNPT crane accident, causing a disruption from 16/03/2015 to 21/05/2015, fire at Itarsi Railway Control room resulting in line choking and diversions, GTIL slowdown and strike, and Rail line washout at Pipavav also adversely effected the rail movement.

As regards local movement, it was informed that the movement to DRT had been restored. The Chair expressed a view that the Terminal operators and 3 CFS having rail connectivity and

having commercial licence to operate private trains may explore the possibility for optimum utilization of the existing infrastructure for speedy evacuation of containers from the port.

(Action : 3 Terminals, CFS- Hind, DRT, Navkar)

**NSA-05      *All agencies under one roof***

- *Updation on which all agencies have applied to JNPT for space/land and status of such applications.*
- *TC to consider having an office at JNPT for providing a single point collection centre for of samples from all CFSs.*

It was informed that presently only the Drug Controller had requested the JNPT to make available space for their office. The Chair desired that as already discussed in the earlier CCFC Meetings, other agencies may also explore the possibility of having their offices within the JNPT area.

(Action : JNPT, Drug Controller, TC)

**NSA-06      *Dwell time in respect of various regulatory agencies.***

- *All regulatory agencies to analyze the events adding up to the dwell time in grant of NOC by them for reduction in dwell time.*
- *Updates on Risk based Inspection, sample drawl by Customs, message exchange system*
- *Updation of websites in respect of SOPs and timeline, negative list of items.*

The FSSAI informed that analysis of data for the month of August, 2015 reflected that 52% of the consignments were granted NOC within five days, and 36% were granted NoC in 5-8 days ie 88% of the consignments had been cleared by them in 8 days. It was informed that a major part of delay was attributable to lack of proactive approach on part of CHA/importers, who routinely failed to book their appointments during the prescribed time slots. The BCHAA representatives pointed out that the time window to book the appointment was very small and requested that the



same may be given twice a day instead of the present practice of giving appointment once a day. FSSAI agreed to consider the request of the trade.

It was informed by FSSAI that in view of Supreme Court Judgement/observations, the law was required to be amended and the process for the same would require about six months. Further, Risk Based Sampling issue was discussed with the Revenue Secretary and Customs may share the data of ACP clients and regular importers to the FSSAI which would be incorporated in their data bases which would further facilitate the FSSAI report.

It was informed that there was a time lag between the B/E filing and the data being transferred to FSSAI, though the systems are integrated. The Chair informed that DG/Systems has been informed of the issue and they are looking into the matter. .

(Action : FSSAI & DG, Systems)

It was informed that as per Section 22 of the FSSAI Act, 2006 food products being introduced into the country need to apply for product approval before applying for licence. However, certain recent court judgments had scrapped the product approval process and a considerable time was required by FSSAI in grant of product approval after the arrival of food products thereby adversely affecting the dwell time.

Representatives of Hindustan Unilever Ltd. informed that they are regular importers ice creams and as the testing and subsequent grant of NoC from FSSAI takes time, they are paying substantial detention/demurrages charges. They requested that grant of provisional NoC may be considered by FSSAI for such imports. The FSSAI informed that the Customs can allow the importers to move his consignment to a specified area and their officers can visit that particular place for drawing of samples.

(Action : Custodian, FSSAI, HUL)

**NSA-16      *Issues raised by CSLA***

- *Implementation of E-DO.*

A detailed presentation was made by Maersk Line outlining their system of online issuance of delivery orders, wherein the need to be physically present at shipping line counters was dispensed with. Their system enabled importers/agents to track the shipment online, get pre-arrival notices and invoice information, and return of empty container at the designated yard, with a minimum human interface.

The other Shipping Lines were requested to implement similar systems and make the process of obtaining the Delivery Orders simpler and faster.

(Action : CSLA & MANSA)

**NSA-18      *Direct Port Delivery related issues***

- *Ceiling limit for granting DPD*
- *Harmonization between JNPT and Customs for granting DPD*
- *Expanding the scope of DPD facility to match Global Standards*

JNPT informed that the DPD facility which started in 2007 with a condition that agency should import a minimum of 50 TEUs per vessel. The said condition was relaxed to 300 TEUs per month and, further relaxed to 300 TEUs per month covering all terminals. The DPD was presently being availed by 10-15 agencies, while there were 144 ACP clients. It was also informed that Ministry of Commerce vide their Office Memorandum dated 26.12.2014 had agreed to the Port's suggestion of increase in the bench mark from 300 TEUs to 500 TEUs keeping in view the above constraints. In this regard, the established global standards should be met, and feasibility of further DPD explored.

(Action : 3 Terminals)

The following issues were postponed to the next meeting, wherein the concerned agencies may comment as shown below.

- (i)      Dolphin Mooring for liquid bulk cargo      :      JNPT
- (ii)      Toll Nakas on Port approach roads      :      JNPT, CIDCO, NHAI

- (iii) Provision of weighbridges inside the Port : JNPT/GTI/NSICT
- (iv) Traffic Police: increasing the strength of Staff and deployment of PCR Mobile vans : DCP(Traffic), BCHHA
- (v) TC to pick up samples from at Nhava-Sheva on a daily basis : TC
- (vi) all stakeholders to work on respective dwell time : All Terminals & CFS

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

--Sd-- (01.10.15)  
(Jomy Jacob)  
Deputy Commissioner of Customs,  
Nhava Sheva

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