

 <p>सत्यमेव जयते</p>	<p>भारत सरकार/ Government of India वित्त मंत्रालय / Ministry of Finance आयुक्त सीमाशुल्क एन.एस.-II का कार्यालय Office of Commissioner of Customs NS-II, मुख्य निर्यात का मूल्यांकन, Appraising Main Export, जवाहरलाल नेहरू कस्टम हाउस, न्हावा शेवा, Jawaharlal Nehru Custom House, Nhava Sheva, जिला - रायगढ़, महाराष्ट्र - 400 707 Dist.- Raigad, Maharashtra – 400 707 E-mail: apmainexp@jawaharcustoms.gov.in</p>	
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दिनांक /Date: -15-12-2025

दिनांक **20.11.2025** को सम्पन्न 'स्थायी व्यापार सुविधा समिति' (निर्यात) (सामान्य) की बैठक का कार्यवृत्त

MINUTES OF THE MEETING OF THE PERMANENT TRADE FACILITATION COMMITTEE (EXPORT & GENERAL) NOV- 2025 HELD ON 20.11.2025

The monthly PTFC meeting was held in physical mode on 20.11.2025 chaired by Shri Giridhar G. Pai, Commissioner of Customs (NS – II), JNCH.

2. The meeting was attended by the following members/participants of the trade & other stakeholders:

क्र.सं./Sr No.	नाम(सर्वश्री/सुश्री/श्रीमती) Names (Shri/Ms./Mrs.)	(संगठन/संघ/पदनाम) Organisation/Association
1.	Rajesh Verma	ADC/CDSCO
2.	Sanjay Shingote	BCBA
3.	Vinayak B. Aparaj	BCBA
4.	Paresh Thakkar	BCBA
5.	Paras Shah	BCBA
6.	Kamal S. Shah	BCBA
7.	S. Srinivas	CFSAI
8.	Mark S Fernandes	Sylvester & Co.
9.	Faiz Sayyed	DP World
10.	Harendranath Y	DP World
11.	Sunil Vaswani	CSLA/MANSA
12.	Md. Hanif Bakshi	CSLA/MANSA
13.	Manish Kumar	CSLA
14.	Deepak Surve	Sima Marine
15.	Kapil Barve	ONE IN

3. विभाग की ओर से निम्नलिखित अधिकारियों ने बैठक में भाग लिया: -

Following Officers from the department attended the meeting: -

क्रमसं./ Sr.No.	नाम(सर्वश्री) Names(Shri)	पदनाम Designation
1.	B. Raghu Kiran	Addl. Commissioner of Customs
2.	Manoj Kumar	Joint Commissioner of Customs
3.	Shubh Agarwal	Joint Commissioner of Customs
4.	Sachin S. Pagare	Deputy Commissioner of Customs
5.	Gurinder Singh	Asstt. Commissioner of Customs
6.	Bharatlal Meena	Asstt. Commissioner of Customs
7.	Vinay Samrat	Superintendent/CCSP
8.	Sudhir Jadhav	Superintendent/Boarding
9.	Robin Gupta	Appraiser/AM(X)
10.	Namanna Rajanish	Examiner/AM(X)

4. The participants were welcomed by Shri Giridhar G. Pai, Commissioner of Customs, NS-II,JNCH.

5. Thereafter, Shri B. Raghu Kiran, Additional Commissioner, NS-II informed that the follow up action from PTFC meeting dated 16.10.2025 would be taken up first followed by fresh agenda points.

6. Follow-up on Previous Agenda Points of Previous PTFC Meeting:

S.No.	Issue in Brief	Sponsoring Stakeholders	Meeting in which point was discussed	Brief Record of Discussion	Closed/Not Closed
1.	<p>Request to Allow LEO for Export Pharma Shipments in Absence of Valid GMP Certificate</p> <p>We wish to bring to your kind attention that during the export of pharmaceutical consignments, queries are being raised at the docks in cases where a valid GMP certificate is not available at the time of export, even though:</p> <p>a) The GMP certificate was valid on the date of manufacturing; or</p> <p>b) The shipper has submitted documentary proof of having applied for</p>	BCBA	PTFC Meeting dated 16.10.2025 (Para 4-point 3)	<p>In the previous meeting it was informed that this issue along with other pharma exporter's issues received from Pharmexcil, has been forwarded to Assistant Drugs Controller, CDSCO for comments/inputs/feedbacks so that a holistic approach is adopted and an institutional mechanism is framed to deal with these issues. In the present meeting, discussions were held with Assistant Drugs Controller, CDSCO Shri Rajesh Verma and other stakeholders. It was decided that in cases wherein there is ADC NOC issued by CDSCO clearances will be given on the basis of ADC NOC. However, if RMS instructions require any further verification beyond the parameters covered in the ADC NOC, the same shall also be verified before granting clearance. Further, vide E-mail dated 12.12.2025, ADC, CDSCO informed that since the requirement of documents are product/category specific and</p>	Closed

	<p>GMP renewal.</p> <p>In such instances, ADC NOC is duly available. However, it is observed that Customs officers are re-forwarding the documents to the ADC office for further clarification, which results in increased dwell time and delay in export clearance. We therefore request that Customs may kindly allow issuance of Let Export Order (LEO) based on the ADC NOC already obtained in the above cases.</p>			<p>based on the type of product to be exported, a common SoP cannot be issued.</p>	
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7. Fresh Agenda Points for the PTFC Meeting:

S.No.	Issue in Brief	Sponsoring Stakeholders	Brief Record of Discussion	Closed/Not Closed
1.	<p>Facilitation of Export Operations on Sundays & Custom Holidays</p> <p>As JNPT Port is an Export consolidation hub, it is requested that carting, Customs examination, and stuffing of export cargo be facilitated at JWR CFS and CONEX CFS on all Sundays & Custom Holidays.</p>	BCBA	<p>Based on the elaborate discussions, the Chair considered the trade request to start it on a pilot basis for 1 month starting 1st December and based on the findings of the pilot study factoring various aspects, the decision in this regard will be taken thereafter.</p> <p>Office Orders dated 28.11.2025 & 01.12.2025 in this regard were issued by DC/AC/Docks and thereafter, the results of the pilot study report will be submitted to the Chair by DC/AC concerned.</p> <p>(Action: DC/AC/Docks)</p>	Closed
2.	<p>Permission for Container Stuffing at CFSs for Exports</p> <p>It is been requested that CB/Forwarder, to get Allow for Stuffing of Export containers at CFSs up till 9:00 PM. Currently, export consignments for which LEO is granted during late evening hours are being carried forward for stuffing of the next day due to unavailability of Allow for stuffing at late evening hrs.</p>	BCBA	<p>Based on the elaborate discussions, the Chair considered the trade request to start it on a pilot basis for 1 month starting 1st December and based on the findings of the pilot study factoring various aspects, the decision in this regard will be taken thereafter.</p> <p>Office Orders dated 28.11.2025 & 01.12.2025 in this regard were issued by DC/AC/Docks and thereafter, the results of the pilot study report will be submitted to the Chair by DC/AC concerned.</p> <p>(Action: DC/AC/Docks)</p>	Closed

	Allow for stuffing on same day will help Trade to get Cargo stuffed same day resulting timely gate-in of export shipments at the port and help in improving overall export efficiency.			
3.	<p>Request for Implementation of Assessment Function as Per Para 8 of PN 64/17 for Sundays and Holidays</p> <p>We refer to Para 8 of Public Notice No. 64/17 regarding the allotment of the "Assessment Function" to Superintendents posted at the Centralized Parking Plaza (CPP) during Sundays and holidays. In light of this, we seek your assistance in implementing this arrangement to ensure uninterrupted export clearance during these times. This initiative will greatly benefit the EXIM trade community by ensuring timely clearance of their Export Consignments.</p>	BCBA	The Chair informed that officers have already been sensitized to clear the pendency before any holiday. However, if difficulty is noticed, the same may be brought to the notice of DC/AC/CEAC.	Closed
4.	<p>Priority for Reefer Containers</p> <p>We refer to PN No 35/2017 dated 17.3.2017 regarding Export of Factory Stuffed refrigerated container further clarification regarding. It has been observed that Provisions of PN No 35/2017 dated 17.3.2017 (JN Customs) is not being implemented at grassroot level. Given the nature of refrigerated export cargo movements, this segment requires special attention for priority processing in larger interest of EXIM Trade.</p>	BCBA	<p>The Chair informed that the processing of reefer container is being given priority by Customs Officers considering the nature of cargo. Further, the DC/CPP informed that at CPP also the clearance of reefer container is being done on priority basis by custom staff posted at CPP.</p> <p>Also, with the introduction of universal seal reader at CPP the provisions of Public Notice No. 35/2017 dated 17.03.2017 relating to entry inwards and seal verification of such containers have become irrelevant, as the seal details and container data etc., are verified and validated immediately at the gate through this reader. The containers are cleared without any sort of delay in checking and validating seal and other data. As far as the further customs clearance is concerned such Shipping Bills are attended to on priority as and when CB informs that it is a reefer container. If such containers are selected for examination by RMS system then such examination is also being carried out on priority.</p> <p>Specific instances of delay, if any, may be brought to the notice of the higher officers.</p>	Closed

5.	<p>Request for Custom Board Officers to grant discharge permissions for Haz Cargo Containers being transported between countries having geo political issues.</p> <p>Background: Very recently an instance/event that Sima Marine encountered in the time duration that their Vessel M V ZHONG GU LAN ZHOU VOY 2511NSA was berthed at NSICT on 1st Oct 2025 at 0300 hrs.</p> <p>It was during a routine inspection, that one of the crew noticed a container carrying "NITRIC ACID 68%" (HALU2062635, loading at Bay 031282) in a leaking. The container was loaded from KRPUS & was intended for PKKHI discharge.</p> <p>To ensure safety of the vessel & crew, the Master insisted that the container be discharged at Nhava Sheva and refused to sail the vessel from NHS.</p> <p>Basis the Master's request & to avoid an incident, as which had previously occurred with one of the vessels caught fire on May 20, 2021, due to a similar leakage of the said cargo, nitric acid. Sima Marine had, basis the Master's request, approached JNCH Customs AC Preventive General, on the 1st of Oct at around 12:00 hrs, requesting for discharge permission, but due to present India - Pakistan geopolitics issues & based on Ministry of Finance Instruction No 07/2025- Customs Dated 03-05-2025, the said Officer was in a position to take any decision from the Good Office, refuted to give the discharge permission & instructed to sail the vessel as it is with container leaking</p>	CSLA	<p>JC, NS General informed that in this case, Port of Loading (POL)- South Korea & Port of Destination (POD) was Karachi, Pakistan. Request was received in this office on 01.10.2025 for permission to discharge the hazardous cargo having leakage container No. HALU2062635 from Vessel MV ZHONG GU LAN ZHOU VOY 2511NS. The said container was carrying Nitric Acid - Hazardous cargo Class No. 08 & UN No. 2031. Considering the nature of cargo very Hazardous & previous incidents of fire, undertaking from Surveyor/Technical expert for proper safety for re-working was taken. Further, on submission from Port terminal regarding placing of the said cargo in hazardous bond, permission was granted by Commissioner of Customs (General), JNCH on the same day i.e. 01.10.2025 to discharge the said hazardous cargo.</p>	Closed
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	<p>condition.</p> <p>Looking at the criticality of the case, Sima Marine then proceeded to take up the issue with the Commissioner at the next level, who was also not ready to give permission. Later, at around 16:00 hrs, the Commissioner had informed them to take up with the Joint Commissioner.</p> <p>Sima Marine was given to understand that there may have been a discussion between all the 03 Customs officers, post which it was agreed to give the permissions, subject to the condition that Sima Marine, were to submit a survey report from a reputed surveyor & Terminal's confirmation for the discharge of container, on the Terminal Letterhead, before COB.</p> <p>Since it was difficult to arrange a surveyor & conduct the survey onboard under the leaking container before 17:00 hrs., Sima Marine had managed the terminal's mail copy, basis which they had again requested the Joint Commissioner & finally, after continuous follow-up with all customs officers, they got the discharge permission on the 1st of Oct at around 20:00 hrs, post which the container was discharged at NSICT haz bund.</p> <p>Suggestions: CSLA requests that the Customs boarding officer, for such cases, considering the Emergency, Vessel & Crew safety, be able to grant permission to perform such activities. This will help all vessel operators to prevent vessel accidents & fires.</p>			
6.	<p>Non-generation of scanning list when a ship is carrying TP & Empty Containers only- When a vessel carries only TP and</p>	CSLA	JC, NS General informed that DG systems has already issued an advisory dated 17.09.2025 to NCTC, stating, "The selection of containers for scanning is made by DGARM on the basis of IGM.	closed

	<p>empty containers, the terminal needs an email from the scanning department with either a list of containers selected for scanning or a "nil" list before releasing them to CFS/ICD and transshipment destinations. Currently, the customs system generates scanning lists only for import-laden containers, and foreign transshipment containers are not included. Due to technical issues following SCMT arrival manifest filing, the scanning list or email is not sent when only empty or transshipment containers are on board, causing these containers to remain on hold until special customs approval is given. A public notice is requested to provide clear guidelines for the future release of such containers.</p>		<p>However, under SCMTR regime, IGM filing has been discontinued and Shipping Lines instead file SAM, which contains details of all cargo (including transit, transshipment, FROB cargo, etc) and empty containers. At any port of clearance, only that part of SAM is internally converted to IGM, where cargo is to be domestically cleared (empty containers, transit cargo, transshipment cargo, FROB cargo will not be converted into IGM). This office on earlier occasions have informed NCTC that ICES have already given full view of all the tables related to Sea Arrival Messages and Sea Departure messages to DGARM for risk analysis and insertion of alerts /scanning of containers from their end."</p>	
7	<p>Entry inward filing details to be shared with the terminal - DP World terminals require entry inward details from shipping lines to release containers, a process implemented last week. As outlined in JNCH PN 157/2016 and Facility Notice 18/2017, entry inward time is now currently updated as the vessel's reporting time at the pilot station, with details communicated by the boarding office to port terminals. These notices allow vessels to begin discharging immediately after berthing. We request JNCH to direct the boarding office to promptly share entry inward times with port terminals and instruct port terminals to immediately discharge and release containers on berthing, as per the JNCH guidelines.</p>	CSLA	<p>JC, NS General informed that the Entry inwards in ICES 1.5, are being done promptly. Further, at the end of day, all details including entry inward time are being shared with all the terminal through email promptly.</p>	closed
			<p>IC NS General informed that the issue has been</p>	

8	<p>Non-sharing of EGM output file for Sea Departure Manifest & Supplementary EGM filing - For the past month, shipping lines have not received Shipping Bill wise EGM output files for Sea Departure Manifest or Supplementary EGM filings. As a result, they cannot confirm if EGMs are tagged or visible on ICEGATE, and supplementary filings are still missing from the system despite repeated attempts. We request JNCH to address this issue with DG System and help resolve it.</p>	CSLA	<p>per, NS General informed that the issue has been resolved as communicated by ICEGATE. Also, the shipping lines were informed during the outreach program dated 11.11.2025 that they need to file both SDM (Sea Departure Manifest) and SDN (Sea Departure Notification) and only after filling SDN, Shipping Bill wise EGM output files will be received.</p>	closed
9	<p>The Container Cell Dept is not receiving Empty Bond Extension letters due for 2nd extension. Understand even for 1st extension they are issuing demand notices of duty payment saying “reason provided for 1st extension is not satisfactory”, hence directed to pay duty along with interest.</p>		<p>CRU Section is designated for parties to submit their request applications. Parties are required to submit applications complete in all respects, along with all supporting documents.</p> <p>In the case of a second extension, it is mandatory to attach the copy of the first extension permission and to clearly state the reasons for seeking further extension.</p> <p>It has been observed that applications are sometimes submitted with incomplete documentation. Parties are therefore advised to ensure that their applications are accompanied by all relevant documents, so as to avoid unnecessary delay in processing and placing the matter before the competent authority. This is to be done with valid reasons in accordance with Para 2 of Facility Notice No. 102/2016 dated 12.07.2016, reproduced below:</p> <p>“Taking into consideration the representations and discussion with MANSSA, it is hereby decided that in general an imported container may be granted extension for a period of 3 months from the end of 6 months of landing of the container from a ship by the Asstt./Dy. Commissioner for the reasons to be recorded in writing. The extension beyond 9 months may not be granted as a matter of routine. However, in case of genuine difficulty, further extension of a period not exceeding 6 months may be granted by the Joint/Addl. Commissioner.....”</p> <p>Regarding the second issue raised—that even for a first extension, demand notices for duty and interest were issued on the grounds that the “reason provided for 1st extension is not satisfactory”—it is submitted that only one such case, in the recent past, was rejected by the competent authority due to unsatisfactory reasons furnished by the shipping line.</p> <p>Further, the party has now submitted a letter dated 17.11.2025 stating that they are in the process of Back to Town (BTT) of the export cargo and will re-export the same shortly once the procedure is completed. The party has also conveyed their willingness to pay any penalties or other applicable charges</p>	closed

10	<p>Delay in Container movement from terminal to CFS</p> <p>It has been brought to our notice that members are facing considerable challenges due to delays in the movement of import containers from the Port terminals to various CFSs. This delay is resulting in congestion and adversely affecting the timely clearance of import consignments. It is requested that necessary measures be taken to streamline and expedite the movement of containers from the terminals to the respective CFSs.</p>	BCBA	<p>JC, NS General informed that the matter was taken up and communicated with all the port terminals. APM Terminal has informed that the import pendency report is shared with each CFS twice daily, along with regular telephonic coordination to ensure the timely deployment of empty trailers by CFSs and transporters. The CFS movement largely depends on the timely deployment of trailers at the terminal. Since the commencement of the Truck Appointment System (TAS) in April 2025, import evacuation has improved significantly. They have deployed additional manpower—two traffic attendants at Julie Cut—effective from 15th January 2025, to closely monitor IN/OUT traffic. They have allocated two LMVs for continuous traffic surveillance inside and outside the terminal. In October, they handled 163,031 Gate TEUs, with a daily average of 5,259 TEUs with daily import evacuation of 2600 Teus. Inbound traffic has not crossed the Y Junction even once during this period.</p> <p>Further, Port Terminal NSIGT have informed that the terminal is operating smoothly without any congestion at either the yard or the gates. Sufficient resources and equipment are deployed to ensure uninterrupted gate and yard operations. The movement of import containers to respective CFSs is mainly dependent on the timely placement of trailers by CFSs. Delays are often observed due to late or insufficient trailer placement. The terminal continuously follows up with CFS operators for timely trailer positioning to ensure smooth evacuation. To facilitate faster evacuation, the terminal shares daily pendency reports with all CFSs and maintains regular follow-ups through telephone calls and email communication. Their operations team coordinates closely with CFSs and transporters to expedite trailer deployment and container movement.</p>	closed
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8. The members of the meeting were informed that the date of conducting next PTFC meeting(Export & General) shall be informed well in advance. All the Association members were requested to forward their agenda points, if any, at least 07 working days in advance by e-mail to Appraising Main (Export) Section on apmainexp@jawaharcustoms.gov.in for taking up the issue in the upcoming PTFC meeting.

9. The meeting ended with a vote of thanks to the Chair.

10. This issues with the approval of the Commissioner of Customs, NS-II .

11. Any amendments to these minutes to be provided within the next five working days.

12. Minutes are placed on the JNCH website and also sent through emails to the members.

SAROJ KUMAR SHARMA

उप आयुक्त, सीमाशुल्क/ Deputy Commissioner of Customs,
मूल्य निरूपण मुख्य(निर्यात)/Appraising Main (X),
जे.एन.सी.एच., न्हावाशेवा/ JNCH, Nhava Sheva.

सेवामें /To,

पी.टी.एफ.सी. के सभी सदस्यों को ईमेल के माध्यम से /All the Members of PTFC (through email)

प्रतिलिपि/Copy to :(ईमेल के माध्यम से)

1. मुख्य आयुक्त, सीमाशुल्क, मुंबई अंचल-II/Chief Commissioner of Customs, MUM Zone-II;
2. प्रधान अपर महानिदेशक, करदाता सेवा महानिदेशालय, मुंबई/The Principal Add. Director General, Directorate General of Tax Payers Services, Mumbai Zonal Unit, room No 138/139, New Custom House, Mumbai-400001(mzu-dgtps@gov.in);
3. लोकपाल, अप्रत्यक्षकर, मुंबई/The Ombudsman, Indirect Taxes, Mumbai;
4. सीमाशुल्क आयुक्त, मुंबई अंचल-II/ Commissioner of Customs, Mumbai Zone-II;
5. सभी अपर/संयुक्त आयुक्त, जेएनसीएच, न्हावा शेवा /All ADCs/JCs JNCH, Nhava Sheva;
6. सभी उप/सहा. आयुक्त, जेएनसीएच, न्हावा शेवा /All DCs/ACs JNCH, Nhava Sheva;
7. सहा/उप आयुक्त, ईडीआई, जेएनसीएच, न्हावा शेवा को अविलंब वेबसाइट में अपलोड करने के लिए/AC/DC, EDI, JNCH, Nhava Sheva, for uploading in JNCH website;
8. कार्यालय प्रति/Office Copy.