

सीमाशुल्कआयुक्त (एनएस -I) कार्यालय
OFFICE OF THE COMMISSIONER OF CUSTOMS, NS-I
 मूल्यनिरूपणमुख्य (आयात) APPRAISING MAIN (IMPORT)
 जवाहरलालनेहरूसीमाशुल्कभवन, न्हावाशेवा,
JAWAHAR LAL NEHRU CUSTOM HOUSE, NHAVA- SHEVA
 ता.- उरण, TAL-URAN, जिलारायगड /RAIGAD - 400707, महाराष्ट्र MAHARASHTRA
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F.No. S/22-Gen-44/2017-18 AM (I) Pt.IV

Date:03.10.2019

**MINUTES OF MEETING OF THE PERMANENT TRADE FACILITATION
 COMMITTEE HELD ON 26.09.2019**

The PTFC meeting held on 26.09.2019 was chaired by Shri S.K. Vimalanathan, Commissioner of Customs (NS-II), Shri Sunil Kumar Mall, Commissioner of Customs (NS-I), Shri R K Mishra, Commissioner of Customs (NS-III & V), and Shri Sanjay Mahendru, Commissioner of Customs (NS-G). The meeting was attended by the following members/participants of trade:-

Sr. No.	Names (S/Shri/Ms./Mrs.)	Organization/Association/Designation
01	Gaupat P. Kerade	BCBA
02	Rajshekhar R	UPL
03	Vinayak V Aparaj	BCBA
04	Maruti R Gadge	BCBA
05	Nirav Thakkar	BCBA
06	Laksha Tadadikar	CFSAI
07	R K Rubin	ANTOI
08	Nimish Desai	WISA
09	V.K. Agarwal	ONIDA
10	Sheetal Ahluwalia	AIWBA
11	Ashish Pednekar	MACCIA
12	Hiren Ruparel	BCBA
13	Bakshi Md. Hanif	SAMSAKA MANSA
14	Neelesh Datir	AILBIEA
15	Mohan Nihalani	President AIIEA
16	Capt. Makaland Sardesai	AMTOI
17	Vinay V Pathak	A.V. Global
18	Jeeundza V. Kadu	Hind Terminal
19	Kamlesh A. Agnihotri	MSWE
20	Kalpesh R. Pise	CONCOR
21	Sanjeev Vasu	APMT
22	Sumeet Tanwar	APMT
23	Yatin Naik	J.M. Baxi(MANSA)
24	Paresh Vaivade	J.M. Baxi(MANSA)

Following Officers from the department also attended the meeting:-

Sr. No.	Names (Shri/Smt./Ms.)	Designation
1.	K. C. Kala	Addl. Commissioner of Customs, JNCH
2.	Dipin Singla	Joint Commissioner of Customs, JNCH
3.	Vijay Manvatkar	Joint Commissioner of Customs, JNCH
4.	T. Arivazaghan	Joint Commissioner of Customs, JNCH
5.	Vishal D. Jorande	Joint Commissioner of Customs, JNCH
6.	Lalit Meher	Asstt. Commissioner of Customs, JNCH

2) Shri Vishal D. Jorande, Joint Commissioner of Customs, started the discussion related to the agenda points of the meeting.

Old Agenda Points

Point No:-1 Annual Continuity Bond & Landing Guarantee Cancellations:

As discussed during the PTFC meeting of 30th May 2019 and informed by you ON 29th July 2019, the matter pertaining to digitization of the annual continuity bond on a Pan India basis had been taken up by the department with DG Systems on 19th of July 2019. An update on the same would therefore be appreciated.

Facts on the matter: - It is informed that an e-mail on the subject matter has already been sent to DG/Systems on 19.07.2019 and subsequent reminders were also sent on 20.08.2019 and 23.09.2019 but so far reply has not received. Whenever feedback is received from DG System, the same will be communicated to you.

[Point Closed]

Point No 2: BE filed under EPCG scheme are recalled and re-assessed even when facilitated under RMS:

- There is a practice at JN Customs to recall and re-assess the Bs/E which are filed under EPCG scheme even when bills of entry were facilitated under RMS. When the IGST is debited to the EPCG license, provisional assessment is carried out. Trade is not aware about the reasons for carrying out provisional assessment for such BE under EPCG scheme. It appears that the provisional assessment is resorted because of the fact that the system was permitting debit of licences beyond its credit limit. It is requested that this practice at JNCH is resulting in delay for clearance of consignments of importers under EPCG scheme considerably, hence any back office issues to be resolved in order to ensure that EPCG bills of entry which are facilitated under RMS should be cleared immediately.

Facts on the matter: - The provisional assessment of EPCG bills of entry, it is informed that in item ledger menu of license management option in EDI 1.5 ICES System, duty saved amount utilized are not being debited in the EPCG licenses. Thus the '**total duty saved amount**' and '**balance duty saved amount**' are

being shown as the same figure. This error of system may be mis-utilized by fraudulent exporters during discharge of their export obligation. Therefore the remedy of this problem is corrective changes in the System.

In case of EPCG licenses (Scheme Code 12), System puts a limit check only on Value and Quantity and not on Duty Saved amount. This is the logic right from the beginning since the enhancement of duty saved amount can be allowed even beyond 10% post utilization by the jurisdictional RA as Para 5.16(b) of Handbook of Procedure 2015-20. The jurisdictional Customs is required to monitor it and collect additional BG/LU of the excess duty foregone.

It is informed that the matter has been communicated to DG Systems, Delhi and since the B/Es are provisionally assessed with dummy bond, we may continue the process of provisional assessment and whenever the matter is resolved by DG/Systems, we may recall all the EPCG B/Es for further processing as per decision taken. In cases where bond is to be debited there is no option but to recall the EPCG BOE. If there is any other issue of EPCG BOE particularly at JNCH then the matter will be brought to the notice of DG/Systems. **The chair was of the opinion that the Bond debiting role is given to the Assessing officers in Systems. Further, we are exploring the possibility whether the Bond debiting authority will be given the role to Docks officers of facilitated B/Es.**

[Point Closed]

Point No:-3 Auto finalization of Prior to Final of B/E:- We refer to the point raised in earlier PTFC meeting. We would like to highlight that prior to final is not being carried out in all cases. Trade is still required to approach department for getting the prior BE regularized. It is requested to kindly look into the matter to have the prior BE regularized through System.

Facts on the matter: -It is informed that prior B/Es are being updated automatically in EDI system after filing the final IGM by shipping lines. However, in few cases prior B/Es are not getting updated due to mismatch in weight, UQC, B/L no., B/L date and some system related errors. For issue of B/Es get purged from the system, DG system had informed to forward any recent case of regularization of B/Es so that they can identify the fields and causes due to which B/E gets purged. The B/E provided earlier was already purged and information was not traceable in the system. For such cases, dedicated staff is deputed in EDI section for updating B/Es from prior to final so that trade does not face any difficulty. The staff is also available in EDI section late in the evening on working days and even on Saturdays for the said work as a measure of trade facilitation. However, EDI has forwarded the letters received from BCBA dated 31.08.2019, 03.09.2019 and 06.09.2019 to DG Systems to provide the reason

and solution (if system related issue) for non-regularization of Bills of Entry for the IGMs mentioned in their letters.

[Point Closed]

New Agenda Points

Agenda Points represented by MANSA

Point No:-1 In case of short landing of goods, as mentioned in the Standing Order No. 14/2019, the Import Noting Section was supposed to create an official email ID for the said purpose and inform the same to the Shipping Lines. The same is still to be created as per the information.

Facts of the Matter: Standing Order No. 14/2019 dated 03.07.2019 regarding Standard Operating Procedure (SOP) for short Landing of FCL/LCL Cargo is issued vide F. No. S/3-Gen-57/2013-14. Further, it is proposed that the Import Noting Section shall create an official email ID and shall inform the Shipping Lines. In this regard, e-form for creating email id was submitted to DA-admin but e-form application has been rejected by them. Now, Import Noting is trying to solve this issue with the help of NIC officers. **It was assured by Chair that the e-mail IDs will be created at the earliest.**

[Point Closed]

Point No:-2 In case DPD-CFS. All the Terminals at Nhava Sheva, except APMT is debiting/recovering the **Dwell time charges** from the Shipping Lines instead of the DPD Importers. We would therefore request to pass suitable instructions to the Terminals that they must recover all the relevant charges including Dwell time from the Customer itself.

Facts of the Matter: The above said matter will be examined and will be taken up with the concerned terminals. The department will check with Port Authorities and whatever version comes, will be intimated accordingly. **Further in the next PTFC meeting, all the terminal operators will be asked to participate. (Letter to port authorities to be present in the next PTFC)**

Point No:-3 The Shipping lines have to submit letter to Boarding Department for following activities-

1. Short landing letter (Please refer point no. 1 of Standing Order No. 14/2019).
2. Entry Inward along with ILH copy before berthing of the vessel.
3. Details for Sailing Report updation along with P.C. Copy.
4. An intimation letter with regard to the berthing of the vessel (one day prior to the berthing of the vessel).
5. Restow carried out under vessel.

We would therefore request that, there should be provision to send all the relevant information and obtain permission through email itself, without any need of hard copy.

Facts of the Matter: (1) A letter has been already sent to the EDI system by the boarding office for creating official email ID of all three superintendents posted there.

However, to ensure that email system works efficiently and safely; all the shipping lines should intimate the Boarding office for the following details:

- (i) Dedicated official email ID of such shipping lines.
- (ii) Authorized signatory in case of such emails on behalf of the shipping lines.
- (iii) The shipping line should have digital signatures of such authorized signatories created at their end and specimen signatures to be submitted to the Boarding office so as to verify the veracity of the emails. **Further the Chair suggested that the department will explore possibility for creating an automated system to find a solution so that these documents can be uploaded on line like e-sanchit, so that the boarding officer while giving entry inward can view these documents in the system itself.**

[Point Closed]

Agenda Points represented by BCBA

Point No.:- 1 Scanning of UB Containers and in case not selected for scanning, then X-ray Screening at Speedy CFS is increasing the Cost & Causing Delay: We have been informed that the X-ray machine at Speedy is located at a long distance from the location of UB containers & UB Centre. This is causing additional cost towards labour, transport and other ancillary costs. Also the X-ray machine is most of the times not functional and the activity becomes futile.

In view of the above, we request Customs Authorities to instruct Speedy CFS to direct all those UB containers to scan which have not been selected for scanning by RMS. In this way, any consignment can be easily identified and then the Preventive officers can conduct 100% examination of the consignment as necessary.

Facts of the Matter: It is to inform that at Para 4 of Public Notice No. 69/2019 dated 19.08.2019 issued vide F. No. S/43-Misc-07/2006-UBC JNCH it has been stated –

“All FCL & LCL Baggage shipments, which are not selected by RMS for scanning at the CSD, JNCH, shall be subjected to 100% screening in the X-ray machine installed at Speedy CFS for baggage screening. However, exceptions may be made in case of over-dimensional packages and packages that cannot pass through the X-ray machine. However, all such packages, which cannot be screened at the X-ray machine at the Speedy CFS, for whatever reasons, shall be

compulsorily opened and examined 100%. Also, the LCL Baggage shipments, if not scanned and destined to CFSs other than Speedy CFS, will be subjected to open and examination of 100% the packages”.

With regard to the proposal of BCBA regarding scanning of baggage consignments at CSD, the chair directed that efforts will be made to ensure that as far as possible, all the containers of baggage consignment meant for clearance at Unaccompanied Baggage Centre are scanned at CSD, whether LCL or FCL, to facilitate the passengers. **The chair directed Joint Commissioner Shri Dipin Singla to look into the matter.**

[Action: Shri Dipin Singla]

Point No.:- 2 SOP required for import goods which are not integrated in system after NOC given by PGA's: Standard Operating Procedure (SOP) is required for import goods which are not integrated in system after NOC given by PGA's as OOC through system is not generated and leads to delay in clearances.

Facts of the Matter: The matter of imported goods which are not integrated in system after NOC given by PGA as OOC through system is not generated and leads to delay in clearance has been taken up with FSSAI Authorities. FSSAI Authorities have assured to look into the matter and find practical solution in the matter on priority. In this regard, meeting has been held with ICSE official twice to find a solution. **Further on request of the trade, it was directed by chair that in case of refer containers Dc/Docks can give out of charge after verifying provisional NOC from FSSAI.**

[DC/DOCKS]

Point No.:- 3 Waste paper and many other imports valuations are fixed by Dept. Bills of Entry are facilitated and are recalled by customs brokers are sent for approval of Joint/Addl. Commissioner. This leads to delay in DPD delivery, manufacturing importers of waste paper are exempted from Basic Customs duty vide Notf. No. 50/2017 Sr. No. 292 (A).

Facts of the Matter: Even if assessed duty is 'Nil', each Bill of Entry has evidential value for the statistical purpose and creates data in the system for contemporary imports. Presently for assessment of the waste paper, there is Group practice to load value (if declared value is less) at the rate of 150 USD/PMT which has been fixed as per order issued by Valuation Cell of JNCH. Further only on the request of Customs Broker, RMS facilitated bills of entry are recalled for the purpose of value loading with prior approval of JC. **The chair directed to look into the matter as it doesn't have revenue implication in case of Manufacturer importers who are eligible for duty exemption in terms of Notn. No. 50/2017 Sr. No. 292 (A).**

[Action: Group-II H-K]

Point No.:- 4 Re-import shipments as per Public Notice No. 03/2019 can be assessed under 2nd check. However, the department is insisting for 1st Check. We request you to please clarify the same for speedy clearance if all incentives are returned back to dept.

Fact of the Matter: The Appraising Groups give 1st Check examination order only after special request made by the Importer/Customs Broker in the system. Regarding re-imported goods, the Appraising Groups follows Public Notice No. 03/2019 dated 02.01.2019.

Procedures as laid down at para 5 of Public Notice No. 03/2019 dated 02.01.2019 are being followed by the Groups. The same is reproduced below.

'In order to ensure that there is no delay in processing of documents and clearance of such goods, it has been decided that the following procedure shall be followed by importers:

i. Importers / Customs Brokers shall file either advance or prior bill of entry in such reimport cases.

ii. They should necessarily complete following formalities before filing the bill of entry

a. Surrender of export incentives as required in the respective Notifications

b. Submission of intimation [details of the consignment re-imported to the AC/DC of Customs in charge of the factory where the goods were manufactured or the premises from where the goods were supplied and to the licensing authority regarding the fact of re-importation]

iii. Upload copy of documents as proof of compliance of these two conditions under e- sanchit at the time of filing of bill of entry

*iv. In case they are not able to comply with aforesaid mandatory conditions, they may file bill of entry **without claiming the benefit of exemption** .*

*v. In cases, where benefit of these exemptions is claimed, **"First Check"** procedure need not be resorted to and identity of goods can be established under second check also. In case of variation/mis-declaration is noticed at the time of examination of goods, **necessary action regarding denial of benefit of exemption notification and other penal action may be taken.**'*

Further if test is inherent as per nature of goods (like chemicals) this public notice is not applicable & more awareness of CB and importer is also needed at this point to follow the guideline.

[Point Closed]

Agenda Points represented by CSLA

Point No.:- 1 Change in CFS for OTDI Shipments, 72 Hrs. Prior to the Arrival of the Vessel: Despite instructions from JNCH, as per Point No. 7 of the minutes of the PTFC meeting held on the 29th of July 2019, the shipping lines still continue to receive requests for the change in the OTDI, 72 hours prior to the arrival of the vessel, "by email".

While point No. 4 of PN No. 156/2018 of the 11th of Dec. 2018 stipulates that it is incumbent upon the consignees availing this facility to check the information placed on the JNCH website regularly to ensure that their names and details

appear correctly on the website, it does not mention anything about the process to be followed for requesting for a change in the OTDI 72 hours prior to the arrival of the vessel.

It would therefore help to clarify the position once and for all, if a PN were to be issued to this effect, so that the consignees requesting for a change in the OTDI do so, only by updating the JNCH website. As far as the shipping lines are concerned, they will only be guided by the details appearing on the JNCH website.

Fact of the Matter: OTDI process was introduced vide Public Notice No. 36/2018 dated 09.03.2018 as amended vide Public Notice No. 49/2018 dated 26.03.2018, Public Notice No. 115/2018 dated 02.08.2018 and Public Notice No. 126/2018 dated 21.08.2018, to obviate the need to submit 72 hours advance intimation each time to promote DPD. DPD importers who have not submitted the said “One Time default intimation” have been advised to submit the same, preferably electronically, as provided in the above mentioned Public Notices. DPD importers have also been advised not to submit more than one request/intimation for one consignment. In cases, where more than one specific request/intimation in respect of any consignment is received, shipping line may only consider first request and ignore subsequent request, even though submitted 72 hours in advance.

Further, it is informed that the DPD Cell updates the “One Time default intimation (OTDI)” list on the JNCH website on weekly basis on the basis of emails received from DPD registered importers.

[Point Closed]

Point No.:- 2 Pending refund of light house dues from DGLL : Several emails have been sent in this regard to the JNCH, DG DGLL, CBIC etc., with the last one having been sent on the 18th of Sept. 2019 to JNCH, as suggested by JNCH during the PTFC meeting held on the 29th of August 2019. However, the matter still remains pending.

Facts of the Matter: It is informed that as per available record, only two refund claims of lighthouse dues in respect of M/s Hamburg Sud Line and M/s Hapag Lloyd India Pvt. Ltd. are pending. The same is under process and will be issued shortly.

[Point Closed]

Point No.:- 3 Simplification of the short landing process : As discussed during the last PTFC meeting of the 27th of Aug. 2019, further to the PN issued in this regard, Customs was supposed to create email IDs for the Boarding & Import Noting departments, which were required to be used by the Shipping Lines for submission of the documents electronically. The same is still awaited.

Facts of the Matter: Standing Order No. 14/2019 dated 03.07.2019 regarding Standard Operation Procedure (SOP) for short Landing of FCL/LCL Cargo is issued vide F. No. S/3-Gen-57/2013-14 Import Noting Pt. II. Further, it is

proposed that the Import Noting Section shall create an official email ID and shall inform the Shipping Lines. In this regard, e-form for creating email id was submitted to DA-admin but e-form application has been rejected by them. Now, this office is trying to solve this issue with the help of NIC.

The role of Boarding office is limited to extent that as per the said Standing Order in case of short landing. The shipping lines inform the fact of short landing to Boarding office at the time of offloading of cargo.

It was assured by Commissioner that the e-mail IDs will be created at the earliest.

[Point Closed]

Agenda Points represented by CFSAI

Point No.:- 1 Public Notice No. 134/2018 dated 01.10.2018 – Procedure to be followed for “Manual correction” in EDI Bills of Entry JNCH: As per the new procedure vide Public Notice NO. 134/2018 dated 01.10.2018, in case of error/mistake is noticed/detected prior to obtaining OOC, the Importer/ Customs Broker have to approach respective Group for amendment before taking “Out of Charge”. In case, error / mistake is detected after “OOC” has been obtained, OOC has to be cancelled and Bill of Entry would be recalled by the concerned Group for amendment and correction of Container Number / other particulars. However, in many cases the respective Importers / Customs Brokers insist on CFSs to allow part delivery of the out of charged goods where error is detected in part goods with respect to the container number. JNCH may consider issuing suitable guidelines.

Fact of the Matter: The Appraising Groups scrupulously follows the procedure as laid down in Public Notice No. 134/2018 dated 01.10.2018. As no instructions on the subject issue is given/mentioned in the above Public Notice, the Groups cannot go beyond the said Public Notice. Further the Public Notice No. 134/2018 dated 01.10.2018 has given a complete procedure for manual correction in EDI Bills of Entry and the request made by Container Freight Station Association for guidelines for part delivery of the out of charge goods cannot be considered as once out of charge allowed for part delivery, then it will be difficult to carry out such amendment in the ICES.

In view of the above it is to state that where ever an error is detected, part delivery out of charge should not be permitted.

[Point Closed]

Point No.:- 2 Process of Adjudication: As per data available in UCC software approximately 6821 containers are lying uncleared/unclaimed lying with the Custodians. In most of the cases, the goods are seized by Customs or in process of adjudication or adjudicated on account of mis-declaration /restriction /

prohibition. However, CFSs being the custodian of the goods do not receive any communication from adjudicating agency/Group with respect to Show Cause Notice / Adjudication order resulting in accumulation of the uncleared / unclaimed cargo in CFSs awaiting disposal. We seek JNCH intervention in issuing necessary instructions to the adjudicating authorities with a copy to the Custodian enabling CFSs to take necessary follow up with Importer/CHA for expeditious disposal of the unclaimed/uncleared goods.

Facts of the Matter: As and when the Adjudication order on Confiscation/Absolute confiscation is received by the Disposal Unit, the CFS is intimated about the same. However, Centralized Adjudication Cell and concerned Groups may consider to develop a practice of marking a copy of the adjudication order to the concerned CFS, where the goods are kept in custody of CFS. **However chair was of opinion that marking a copy adjudication order to CFS is not going to serve any purpose. The remedy is to quantify such cases and verify the reasons of such long pending containers and speed up the process of disposal.**

[Action: Disposal Section]

Agenda Points represented by V K Agarwal, Mirc Electronics Ltd.

Clarity is required where 100% examination is ordered when scanning report indicates 'Suspicious' for RMS BE under supervision of DC/AC: Consignment is comprising of heterogeneous 30 items packed in 20 pallets and each pallet has about 15 cartons. Whether in such case each pallet will be opened – if yes whether cartons packed in each pallet will also be opened. Pl. frame guidelines for 100% examination.

Facts of the Matter: If a particular container has been marked as 'suspicious' after scanning of the said container by the Container Scanning Division (CSD), all the goods of that container will be subjected to 100% examination under supervision of AC/DC Docks. Even, if a Bill of Entry is facilitated by the RMS, the goods has to be examined 100% in case the CSD has found the same as suspicious. It means that all the packages stuffed into the said suspicious container have to be examined 100% whether or not the goods are heterogeneous in nature. It is also stated that it is responsibility of CFS to provide all the facility for 100% examination if he fail to do so it will bring the notice of Dept.

(Point closed)

Agenda Points represented by Roshan Irani/Leena Ganguly

Point No.1. Today under ease of business majority shipping lines come up with third party like ODEX or PCS but in the same port we have ECON Shipping who have NVOCC and were in real sense one gets to see ease of business. Custom Broker just has to send mail, no need to physically approach ECON only scan of B/L and few other documents alongwith payment details is sent by mail. Delivery

order is sent by mail. If other shipping lines follow the same, there will be no need to share important documents of importers with third party like ODEX or PCS. Customs adopted e-Sanchit for faceless, the same can be applied in shipping lines, and if one can do why not others. This will save lot of time and energy. D.O. should be issued once UTR number is generated.

Point No.2. Shipping Companies should keep Saturdays as working till 1.00 p.m. Also should have facility in CFS for extending the delivery order for empty containers coming to offload containers at empty yard.

Point No.3. Shipping companies should publish working Cell Nos of the representative doing the second shift for contacting them in emergency specially when containers come during night time.

Fact of Matter: Regarding point No. 1 to 3 raised by Roshan Irani/Leena Ganguly, Shipping agencies were directed to improve the system and they readily agreed to that. Further the shipping lines were asked by chair to have a meeting with the stakeholders and to resolve the issues raised by them in the spirit of ease of doing business. Further, it was decided that the Department will introduce a **score card system** for shipping agencies on the basis of quality of service rendered by them and the SOPs adopted by them in the interest of healthy EXIM trade practices.

[Action-Shipping Lines]

Point No.4. Recently one of our members had problem with ADC department wherein in a particular case ADC NOC could not come as ADC department clearly stated that they do not have staff.....21..

Fact of Matter: The ADC officer requested to speed up the process and he said that they will look into the matter.

[Point Closed]

3. The members of the meeting were informed that the next PTFC meeting shall be held on **31.10.2019 at 11:30 A.M.** at conference Hall, 7th Floor, JNCH.

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 (Import) Section on appraisingmain.jnch@gov.in for taking up the issue in the upcoming PTFC meeting.

4. The meeting ended with vote of thanks to the Chair.

5. This issues with the approval of the Commissioner of Customs, NS-I.

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

-Sd-

(Lalit Kumar Meher)

Asstt. Commissioner of Customs
Appraising Main (Import),
JNCH, Nhava Sheva

To,

All the Members of PTFC (through email)

Copy to: (through email)

- 1.** The Chief Commissioner of Customs, Mumbai Zone-II, JNCH, Sheva.
- 2.** The Principal Addl. Director General, Directorate General of Tax Payers Services, Mumbai Zonal Unit, Room No.138/139, New Custom House, Ballard Estate, Mumbai – 400 001 (mzu-dgtps@gov.in).
- 3.** The Ombudsman, Indirect Taxes, Mumbai.
- 4.** All Commissioners of Customs, Zone-II, JNCH, Sheva.
- 5.** All ADC/JC, DC/AC of Customs, JNCH, Sheva.
- 6.** DC/EDI for uploading on JNCH website.
- 7.** Office Copy.