	<p>सीमाशुल्क प्रधान आयुक्त का कार्यालय (एनएस-1) OFFICE OF THE PR. COMMISSIONER OF CUSTOMS (NS - I), मूल्यनिरूपण मुख्य (आयात)/APPRAISING MAIN (IMPORT), जवाहरलाल नेहरू सीमाशुल्क भवन, न्हावाशेवा, ता .उरण, JAWAHAR LAL NEHRU CUSTOM HOUSE, NHAVA- SHEVA, TAL- URAN, जिला-रायगड/ RAIGAD-400707, महाराष्ट्र/ MAHARASHTRA (e-mail:appraisingmain.jnch@gov.in) (Telephone No.022-27244979)</p>
---	---

दिनांक /Date: - 15-01-2026

दिनांक 30.12.2025 को सम्पन्न 'स्थायी व्यापार सुविधा समिति' (आयात) की बैठक का कार्यवृत्त

**MINUTES OF THE MEETING OF THE PERMANENT TRADE FACILITATION
COMMITTEE (IMPORT) DECEMBER 2025 HELD ON 30.12.2025**

The PTFC meeting held in physical mode on 30.12.2025 was chaired by Shri Yashodhan Wanage, Pr. Commissioner of Customs (NS-I), and attended by Shri Vijay Risi, Commissioner of Customs (NS- III) and Shri Anil Ramteke, Commissioner of Customs (NS-V)

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

क्र.सं./Sr No.	नाम (सर्वश्री/सुश्री/श्रीमती) Names (Shri/Ms./Mrs.)	(संगठन/संघ/पदनाम) Organisation/Association
1	Maruti Gadge	BCBA
2	Sanjay C. Shingote	BCBA
3	Ganpat Korde	BCBA
4	Mark Fernandes	Sylvester & Co.
5	Omprakash Agarwal	MACCIA
6	Hiren Ruparel	BCBA
7	Sanjeev Harale	BCBA
8	Umesh Grover	CFSAI
9	Beny Mathews	JWC CFS
10	Rajeev Varadkar	CFSAI
11	Niranjan Shetty	CFSAI
12	Vinayak Aparaj	BCBA
13	Dr. Vivek Uppar	PQ

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/सुश्री/श्रीमती) Names(Shri/Ms./Mrs.)	पदनाम Designation
1.	Arvind Ghuge	Additional Commissioner of Customs

2.	Mazid Khan	Joint Commissioner of Customs
3.	Dr.Parul Singhal	Joint Commissioner of Customs
4.	Raj Kumar Mishra	Asstt. Commissioner of Customs

All participants were welcomed by Shri. Yashodhan Wanage, Pr. Commissioner of Customs.

Dr. Parul Singhal, Joint Commissioner of Customs, NS-I, JNCH, with the permission of the Chair, presented the Agenda points pertaining to Import.

4. BCBAके द्वारा उठाया गया कार्य बिन्दु /AGENDA POINTS RAISED BYBCBA:

कार्यबिन्दु संख्या/POINT NO. 1. Implementation of SWIFT 2.0 and Onboarding of AQCS for NOC Processing w.e.f. 01.12.2025: We refer to CBIC Circular No. 29/2025 regarding the rollout of SWIFT 2.0 with effect from 01.12.2025. In accordance with the directions issued therein, the Association has already taken up the matter with all concerned Participating Government Agencies (PGAs) and AQCS authorities. However, updates regarding their implementation status and readiness under the new framework are still awaited.

In this regard, we request your good office to kindly take up the matter with all concerned PGAs and advise them to issue a detailed Standard Operating Procedure (SOP) for stakeholders, clearly outlining the revised process flow, documentation requirements, timelines, and compliance obligations under SWIFT 2.0.

Further, to ensure clarity, uniformity, and smooth transition to the new system, we request that all PGAs may be advised to conduct trade interaction meetings/seminars for stakeholders. Such sessions would help in creating awareness, addressing operational challenges, and resolving practical issues likely to arise during the implementation of SWIFT 2.0 and onboarding of AQCS.

प्रतिक्रिया/Response: The representative from PQ stated that the Standard Operating Procedure (SOP) for their department is under process.

All No Objection Certificates (NOCs) issued by the AQ Department are generated electronically in the system. However, due to technical glitches, the NOCs are sometimes not linked with the ICES system. In the meantime, all NOCs issued by the AQ Department are forwarded via email to the concerned section.

In the meantime, the Department will make efforts to coordinate with all PGAs to align their approaches and facilitate the timely rollout of SOPs, ensuring a smooth transition.

(बिन्दुसमाप्त/ Point Closed)

कार्यबिन्दु संख्या/POINT NO. 2. Pending Finalization and return of Bank Guarantees in case of COO Verification Cases:

In Previous meetings, we have submitted several cases of BE pending finalization due to pending COO verification. After escalation of said cases in PTFC, significant issues have been resolved. We are enclosing herewith details of five (5) cases of Provisional Bills of Entry wherein Bank Guarantees have been submitted towards verification of Certificates of Origin.

We request JNCH to share list of pending cases for Finalization in case of COO Verification aspects - and Suo moto help trade towards finalization of the cases once verification report is received for the COOs.

Sr. no.	Quantity in mt	BOE	BOE dt.	COO
1	28	2901654	13-10-15	Indonesia
2	42	3422456	30-11-15	Indonesia
3	14	4090579	30-01-16	Indonesia
4	42	3257046	16-11-15	Indonesia
5	56	3349610	23-11-15	Indonesia

प्रतिक्रिया/Response: It is informed that in cases where Bills of Entry were provisionally assessed pending verification of Certificates of Origin, finalization is undertaken immediately on receipt of verification reports from the concerned authority. The pendency, if any, is primarily on account of non-receipt of verification reports from the issuing authorities.

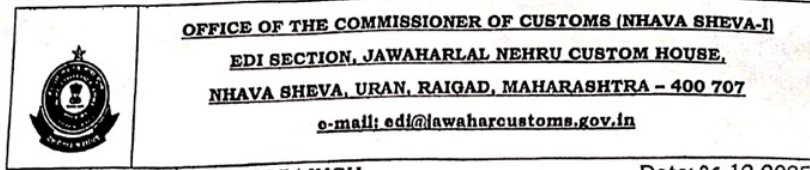
Regular meetings with the Groups and the DIC have been conducted by the FTA Cell, JNCH to streamline the COO verification process and to prepare a consolidated list of COOs sent for verification to the DIC prior to the formation of the FTA Cell. As a result of these efforts, the FTA Cell, JNCH compiled and forwarded a list of COOs to the DIC vide letter dated 10.11.2025, requesting expedited verification and confirmation of any additional COOs pending consolidation.

Trade has also been requested to provide a list of cases where the Certificate of Origin (COO) has already been verified for goods received from a specific supplier, so that the remaining Bills of Entry pertaining to the same supplier for same goods can also be finalized, thereby reducing pendency. Similar action would be taken in regard to above Bills of Entry.

(बिन्दुसमाप्त/ Point Closed)

कार्यबिन्दु संख्या/POINT NO. 3. Website of NFMIMS not working: It has been brought to the notice that the NFMIMS website is presently not functional, resulting in delays in clearance-related processes. We request the JN Customs Authorities to kindly take up the matter with the concerned authorities and ensure early restoration of the website to avoid further operational delays.

प्रतिक्रिया/Response: The competent authority for the issuance of the Certificate under NFMIMS is the Ministry of Steel. Several efforts have been made to communicate this matter to the Ministry of Steel through the Joint Secretary (Customs), Department of Revenue, vide F. No. EDI/Misc-35/2025/JNCH dated 26.12.2025. The final authority concerning matters related to NFMIMS rests with the Ministry of Steel.



File No.-EDI/Misc-35/2025/JNCH

Date: 26.12.2025

To,
The Joint Secretary (Customs),
Department of Revenue,
Ministry of Finance, New Delhi
Government of India

Sub: NFIMS Portal – Reported Accessibility Issues Affecting Processing of Import Consignments-reg.

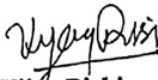
Sir,

Please refer to the letter dated 16.12.2025 vide F. No. CBIC/71/2025/O/O JS(Customs)-CBIC. In this regard, it is to inform that this office is in preparation for the upcoming NTRS-2026. During these preparations, several issues have been highlighted by the importers and other stakeholders, which are detailed below:

- i. Intermittent accessibility issues are reportedly being experienced on the NFIMS/SIMS portal over the past several days. It has been indicated therein that, during such periods, stakeholders have faced difficulties in SIMS/NFIMS registration, uploading and processing of prescribed documents on the NFIMS/SIMS portal, which has bearing on the processing timelines of the consignments.
- ii. Operational and logistical challenges are being experienced by the Trade, particularly in respect of time-sensitive consignments during the said scenarios. Also, the delays are incurring increased detention and demurrage charges, heavy penalties even though the constraints are System related.

It is therefore requested that the matter may kindly be examined in consultation with the concerned authorities/ministry, as deemed appropriate. Consideration of any facilitative measures, wherever feasible, during the period of reported system-related constraints may also be examined.

Yours faithfully,


Vijay Rishi
Convenor, NTRS,
JNCH

Copy to:

1. The Joint Secretary, Ministry of Steel, New Delhi
2. The Joint Secretary, Dept. for Promotion of Industry and Internal Trade, New Delhi
3. The DG, Directorate General of Foreign Trade
4. The Chief Commissioner of Customs, Ahmedabad Customs Zone
5. CCO, JNCH

Meanwhile, the issue is under consideration as to whether penalty should be levied in such cases. However, the NFMIMS website has now resumed normal operation

(बिन्दुसमाप्त/ Point Closed)

कार्यबिन्दु संख्या/POINT NO. 4. With effect from 1st January, 2026, login to the ICEGATE portal will be based on One Time Password (OTP) based system as against current practice through DS with user ID and password. This is likely to create lot of operational difficulties since each login, if it is based on OTP which is sent to the mobile number of the owner, and considering the fact that ice-gate portal is utilized by operational staff of CB/Exporter/Importer. This is likely to disrupt day to day working and speed of clearance.

At present login to ice-gate is being done with help of official login id and password of each company. This is secured process which is validated and in practice for past 20 years. It is requested that through JNCH an urgent reference be made to Directorate of System to ensure that ice-gate login should be through official login and password of the company instead of OTP based on mobile.

प्रतिक्रिया/Response: A communication dated 26.12.2025 has been forwarded to DG Systems and the ICEGATE escalation email ID highlighting the concerns reported by the trade for further action.

(बिन्दुसमाप्त/Point Closed)

कार्यबिन्दु संख्या/POINT NO. 5. We would like to highlight that since past several days trade is facing considerable delay in generation of Bill of Entry numbers and Shipping Bill numbers on Ice-gate. We suggest that performance of ice-gate needs to be improved urgently in order to ensure timely clearance of export and import consignments.

प्रतिक्रिया/Response: A communication dated 26.12.2025 has been forwarded to DG Systems and the ICEGATE escalation email ID highlighting the concerns reported by the trade for further action.

(बिन्दुसमाप्त/ Point Closed)

कार्यबिन्दु संख्या/POINT NO. 6. There is difficulty in viewing the Bill of Entry status in Ice-gate, we wish to convey that since the past fortnight due to change in EDI software display of status is not being viewed directly. It has to be routed through Air IGM Module. On few occasions it does not work at all. Bill of Entry status is a very important feature for the trade and should be available in simple manner as it was available earlier.

प्रतिक्रिया/Response: A communication dated 26.12.2025 has been forwarded to DG Systems and the ICEGATE escalation email ID highlighting the concerns reported by the trade for further action.

(बिन्दुसमाप्त/ Point Closed)

कार्यबिन्दु संख्या/POINT NO. 7. Trade is facing delay in faceless assessment. On

various occasions even after escalation to AEM and TSK Bill of Entry are still delayed. We also utilize NAC escalation as per CBEC Circular 21/2025, yet if delay is faced, we seek a nodal redressal from JNCH to minimize the delay. We request that the processes and alertness developed during TRS week should be continued throughout the year.

प्रतिक्रिया/Response: After the recent changes made in the Faceless Assessment Module in ICES 1.5 system, the Faceless Assessment Groups at ports other than Nhava Sheva are no longer visible, and therefore the grievances cannot be forwarded to specific FAGs for redressal. However, the grievances are being escalated to all FAGs of the concerned group through mail/phone to ensure timely resolution.

(बिन्दुसमाप्त/ Point Closed)

कार्यबिन्दु संख्या/POINT NO. 8. It is observed that SVB registration is taking around 2 weeks and further Importers are being asked to submit solvency certificate even though CBIC circular 4/2016 and 5/2016 do not mention it.

प्रतिक्रिया/Response: It is submitted that SVB cases involve provisional assessment wherein higher revenue implication is involved. Accordingly, such cases are processed with due diligence and verification strictly in accordance with CBIC Circular No. 04/2016-Cus and 05/2016-Cus. Efforts are made to release goods provisionally as early as possible.

(बिन्दुसमाप्त/ Point Closed)

कार्यबिन्दु संख्या/POINT NO. 9. In cases of MAWB/HAWB amendment in B/E or part shipment, the BOE is being marked for examination.

प्रतिक्रिया/Response: It is submitted that in cases involving amendment of MAWB/HAWB details or part shipments, marking of Bill of Entry for examination is system-driven and carried out in compliance with the prescribed procedure. However, wherever examination orders are given in such cases is only for 5% or 10% examination to rule out any possibility of misdeclarations.

Requests for amendment of MAWB/HAWB generally arise due to errors attributable to the Shipping Line. Such amendments result in the system marking the Bill of Entry for Open Examination, thereby defeating the objective of a facilitated Bill of Entry. Trade has therefore requested the issuance of an advisory to enforce stricter accountability and binding responsibility on Shipping Lines.

(Action: CSLA)

5. Agenda Points from Previous PTFC Meeting

कार्यबिन्दु संख्या/POINT NO. 1. Scanning of Two 20' Containers on a Single 40' Trailer:

The practice of scanning two 20-foot containers on a single 40-foot trailer was historically permitted; however, the facility was later withdrawn and highlighted in various meetings. Following detailed deliberations, the matter was discussed in the PTFC meeting held on 26th December 2024. As per the Minutes of the Meeting, the following direction was issued to the terminals:

“Permission to load 2x20’ containers on the same trailer is allowed, provided the trailer is already permitted and the containers are placed in such a way that both doors of each container are readily accessible to apply seals in case of suspicion.”

Despite these instructions from JNCH, terminals have not been implementing the arrangement due to certain operational constraints at their end. This non-compliance is adversely impacting truck turnaround time, causing traffic congestion, and increasing logistics costs.

The issue was subsequently discussed in a meeting convened by the GM (Traffic), JNPA, and the same was communicated to all terminals. Further, during the PTFC meeting held on 23rd May 2025, it was informed that JNCH is in the process of issuing a Public Notice to formally permit the loading and scanning of two 20-foot containers on a single trailer at JNCH container scanners. We await the issuance of the Public Notice, which is expected to help reduce logistics costs and ease traffic congestion significantly.

प्रतिक्रिया/Response: In this regard, it is submitted that the practice of scanning two 20-foot containers on a single 40-foot trailer was introduced in September 2024 as a temporary measure to address port congestion. However, during the development of a formal **Standard Operating Procedure (SOP)**, operational reviews and stakeholder feedback have identified significant challenges, as outlined below.

(i) Containers are stacked unidirectionally in the yard to optimize space and operational efficiency. Reorienting containers to access door sides disrupts yard stacking logic, increases the risk of damage, causes delays, and negatively impacts yard flow and equipment movement. Additionally, limited yard space restricts the ability to reposition containers, as such activities require clear and vacated areas, which are not feasible under current high utilization levels.

(ii) Container turning requires specialized equipment such as Reach Stackers and RTGs, which are already deployed for routine operations. Diverting these resources would reduce equipment availability, increase manpower and fuel usage, and adversely affect overall productivity. From a system perspective, enabling 2×20’ container scanning in the Terminal

Operating System (TOS) involves complex configuration, testing, and validation, along with PR and PO processes that require a minimum lead time of three months.

(iii) Operational complications also arise when two containers on a single trailer are selected for different scanning modes (Mobile and Drive-Through), or when scanning and non-scanning containers are mixed, leading to confusion, inefficiencies, and compliance risks. Furthermore, weight-based image analysis becomes unreliable with dual container loading, impacting the accuracy of scanning assessments by CSD officers.

(iv) There is also no clarity on the allocation of additional costs associated with container turning, including equipment usage, manpower, system development, and potential delays. From a safety standpoint, the yard follows a strict uni-directional traffic flow, and any deviation would pose significant safety risks. Moreover, additional handling and repositioning would result in operational delays and disrupt yard activities.

(v) It is also submitted that weight-based image analysis becomes unreliable with dual loading, impacting scanning verdicts by the CSD officers. Thus, hampering the overall efficiency of the scanning team.

In view of the above operational, system, safety, and cost-related constraints, it is not feasible to continue or formalize the practice of scanning two 20-foot containers on a single 40-foot trailer. This is submitted for your information please.

(बिन्दुसमाप्त/ Point Closed)

7. The meeting ended with a vote of thanks to the Chair.
8. This issues with the approval of the Pr. Commissioner of Customs, NS-I.
9. Any amendments to these minutes be provided within the next five working days.
10. Minutes are placed on the JNCH website and also sent through emails to the members.

(Raj Kumar Mishra)

सहायक आयुक्त, सीमाशुल्क/Asstt. Commissioner of
Customs,

मूल्यनिरूपणमुख्य(आयात)/Appraising Main (I),

जे.एन.सी.एच., न्हावाशेवा/ JNCH, Nhava Sheva.

सेवामें /To,

पी.टी.एफ.सी. केसभीसदस्योंकोई-मेलकेमाध्यमसे /All the Members of PTFC (through email)

प्रतिलिपि /Copy to :(ई-मेलकेमाध्यमसे)

1. मुख्यआयुक्त,सीमाशुल्क,मुंबईअंचल-II/Chief Commissioner of Customs, Mumbai Zone-II;
2. प्रधानअपरमहानिदेशक,करदातासेवामहानिदेशालय,मुंबई/The Principal Addl. 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. प्रधान सीमाशुल्कआयुक्त/ सीमाशुल्कआयुक्त, मुंबईअंचल-II/ Pr. Commissioner/ Commissioner of Customs, Mumbai Zone-II;
5. सभीअपर/संयुक्तआयुक्त,जेएनसीएच,न्हावाशेवा | All ADCs/JCs JNCH, Nhava Sheva;
6. सभीउप/सहा.आयुक्त,जेएनसीएच,न्हावाशेवा | All DCs/ACs JNCH, Nhava Sheva;
7. सहा /उपआयुक्त, ईडीआई,
जेएनसीएच,न्हावाशेवाकोअविलंबवैबसाइटमेंअपलोडकरनेकेलिए | AC/DC, EDI, JNCH, Nhava Sheva, for uploading in JNCH website;
8. कार्यालयप्रति/Office Copy.