

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:06.12.2019

**MINUTES OF MEETING OF THE PERMANENT TRADE FACILITATION
COMMITTEE HELD ON 28.11.2019**

The PTFC meeting held on 28.11.2019 was chaired by Shri S.K. Vimalanathan, Commissioner of Customs (NS-III), Shri R K Mishra, Commissioner of Customs (NS-V), and Shri Sanjay Mahendru, Commissioner of Customs (NS-II&General). 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 Ltd.
03	Laksha Tadadikar	CFSAI
04	R K Rubin	AMTOI
05	Nimish Desai	WISA
06	Bakshi Md. Hanif	SAMSARA MANSA
07	Neelesh Datir	AILBIEA
08	Jeetendra V. Kadu	Hind Terminal
09	Shankar Shinde	BCBA
10	Paresh Shah	WISA
11	Umesh Grover	CFSAI
12	Manish Kumar	MANSA
13	Prashant S. Mhatre	GTI APMT
14	N.Rajendra	CONCOR CFS
15	Sanjeev Vasu	APMT CFS
16	V. Narayanan	CFSAI
17	Hardik Vaidya	NSIGT
18	Capt. B. Fernandes	DPW
19	Shailesh Mishra	BMCT
20	Faiz Sayyed	BMCT
21	Vinayak B.	BCBA
22	Omprakesh Agrawal	MSWA
23	Hiren Ruparel	BCBA
24	Nishikant Chaugule	ONIDA
25	P.G. Rao	JNPT
26	A.B. Buge	JNPT
27	Dr. K.U. Methekar	FASSAI
28	Kamlesh A.	MSWC

29	Yogesh Dixit	APMT CFS
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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	Kamlesh Kumar Gupta	Addl. Commissioner of Customs, JNCH
3	Rajiv Ranjan	Addl. Commissioner of Customs, JNCH
4	Manish Thapaliyal	Joint Commissioner of Customs, JNCH
5	Saroj Samaiya	Joint Commissioner of Customs, JNCH
6	Dipin Singla	Joint Commissioner of Customs, JNCH
7	Vijay Manvatkar	Joint Commissioner of Customs, JNCH
8	T. Arivazaghan	Joint Commissioner of Customs, JNCH
9	Vishal D. Jorande	Joint Commissioner of Customs, JNCH

2) Initially Shri Manish Thapaliyal, Joint Commissioner of Customs, started the discussion and later the agenda points were discussed by Smt. Saroj Samaiya, Joint Commissioner of Customs.

Old Agenda Points

Point No.:1 SCMT ISSUES: As per notification 54 / 2019, shipping lines were directed to file SAM/SDM in test environment from 15th September to 31st October 2019. It was informed in the meeting held on 26th August 2019 in Mumbai that a test module will be created by 5th Sep 2019 for test run of SAM/SDMs. Unfortunately, the test module has not yet been created & the SCMT related important queries and requirement of JSON Samples still remain unanswered. Our members are now not in position to complete development & testing process by 31st October 2019. In view of this, CBIC team may kindly be requested to extend the EDI implementation for further period of 3 months and a timely response on all the technical queries raised by IT Team of the shipping lines may kindly be sent.

Following queries which are crucial for the development of the SCMT module by the shipping lines still remain unanswered.

SNO.	QUERIES
1	SDM JSON SAMPLE given in SCMT guideline V 1.2 dated 23 rd August 2019 reflects SAM DATA only, PCIN/CSN is not mentioned anywhere in SDM JSON SAMPLE FILE. Need JSON SDM SAMPLE with multiple PCIN of a BL or HBL /MCIN/CSN Numbers.
2	Need clarity which segments are required mandatorily for SAM/SDM to be filed by vessel operator (ASC) in case of CSN/MCIN filed by the forwarders / co-loaders.
3	Need clarity which segments are required mandatorily at the calling port when previous manifest is already filed by vessel operator at last port of call.
4	JSON Sample is required for SCE/SCX/SCD to be filed by the co-loaders(ASA).
5	As per cargo movement matrix IM (IMPORT) shipment can be domestic transit, Export shipment can be foreign transit & domestic transit & Transit Cargo can be domestic transit & foreign transit. Need clarity on each scenarios.
6	Will all Indian onboard import cargo (Cargo of other Indian Ports) be treated as Import Cargo (IM) in SAM/SDM or be treated as Transit Cargo (TR)? Need clarity .
7	In which scenario, Export Cargo can be foreign transit cargo. Need clarity. The cargo movement type "FT" is mentioned in type of cargo Export also.
8	There is basically no difference between Shipping Agent & Shipping Line, so logically getting separate registration is not required. The Agencies registered as ASA should also be permitted to file SAM / SDM. Both ASA & ASC should be authorized to file SAM / SDM as being done presently. As per SCMT Guidelines, registration done at

	one customs location is valid for the rest of the customs locations as well. A clear message needs to be sent out in this regard to all the Customs locations to avoid their seeking a separate registration at their respective locations.
9	SAA/SDA should be allowed to be filed by the concerned co-loaders as per the existing option, as cargo booking & MBLs issuance are done by co-loaders in such a case and all liability from POL to FPD remain on co-loader A/C.
10	Add/Edit/Delete option for SCMTR registration is urgently required. Most of the shipping lines have completed process for Parent User Registration only. Since documentation process of most of the shipping lines/agents are decentralized, Hence without child user registration those shipping lines cannot file SAM/SDM for their branch locations (Other sea port locations).
11	In CSN Case, What data fields are required to be matched with MBL & HBL?

Facts of the Matter: In this regard, the points shared by CSLA have been shared with DG System. Reply from DG (Systems) is awaited. A reminder dated 22.11.2019 has also been sent. In this regard, it is intimated that implementation of SCMT Regulation, 2019 has been extended to 16th Feb 2020. The chair informed that as there is no update on above query, the matter will be taken up with DG, Systems.

[Action: AC/EDI]

New Agenda Points

Agenda Points represented by MANSA

Point No. 1: We would once again like to thank JNCH to consider our request regarding hardships faced in case of amendment in 'Import Short landing Shipments'. Attached herewith is Public Notice No. 99/2019 Dated 31.10.2019 w.r.t. **STANDARD OPERATING PROCEDURE (SOP) for Import Short Landing.**

We would like to draw your attention to point no. 1 of the attached PN 99/2019. Presently the request letter alongwith other documents is submitted manually to the Boarding Office. We would request you to kindly have facility to submit / accept all these documents by Email itself.

Likewise, as of now the Shipping Lines are also submitting letter / documents to the Boarding Dept. for the following activities as well:

1. An intimation letter with regard to the berthing of the vessel, one day prior to the berthing of the vessel.
2. Entry Inward along with ILH dues copy before berthing of the vessel.
3. Details for Sailing Report updation along with P.C copy.
4. Restow carried out on the vessel.

We thereby request submission of all the relevant documents / information electronically and also to get permission through Email itself, under EODB, without any need of submission of hard copy.

Format of Sailing Report, Vessel intimation, Short landing, Restow and Entry Inward letter are attached herewith for your kind perusal please.

The above points were already taken up in the earlier PTFCs also.

Facts of the Matter: In this regard it is mentioned that Standard Operating Procedures vide S.O. No. 14/2019 for Short Landing of FCL/LCL has been issued by Import Noting Section. The role of Boarding Office is limited to the extent that as per the said S.O. in case of short landing, the Shipping Lines inform the fact of short landing to boarding office at the time of offloading of Cargo.

In this regard, it is submitted that the Boarding Office only verifies the matter related to short landing once the intimation of the same is received. The reply in respect to creating email id for Boarding Office in order to receive/ send short landing intimation is covered in the following paragraph.

A letter has already been sent to the EDI system by the Boarding Office for creating official e-mail ID of all three Superintendents posted there. However, in

order that email systems 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.

The matter is being pursued with EDI and DG systems to develop a system wherein the digital signatures of the trade can be verified at the end of Supdt. Boarding while scrutinizing such emails on their end. The Chair directed to shipping line to submit their authorized e-mail IDs. **[Point Closed]**

Point No. 2. In case of 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 for DPD & DPD-CFS containers from the Customer / Importer directly. This point was also taken up in the previous meetings. However due to non-availability of Terminal Operators, the same couldn't be discussed further.

Facts of the Matter: The Matter was discussed with port authorities. They stated that operationally all containers Whether DPD-DPD or DPD-CFS are identical. As port authorities do not have data of customer/Importer, recovering the charges from importers directly is cumbersome process. They also informed that this issue was discussed in CCFC meeting in the month of March,2019 and the Chief Commissioner has agreed to continue the present practice. **[Point Closed]**

Point No. 3: The EGM is filed in two ways: through EDI in ICEGATE and through Hard copy manually. Earlier for EGM Hard Copy, the Shipping Line had to get endorsement from the Preventive officer on each S/Bill by producing copy of Mate Receipt prepared for each container, compile and then enclose it with hard copy of EGM. This requirement of getting endorsement on S/Bill and attaching Mate receipt with EGM is stopped vide PN 150/11.2016 (attached) for local containers.

However, in case of ICD containers, there is no clarity as the PN does not speak about ICD units. Getting endorsement from boarding office on the transference copy of Shipping Bill still continues. Two transference copies of S/Bills are received from ICDs. One transference copy with endorsement is submitted along with EGM in ECU, D'Node and one T/R copy is handed over to the Preventive officer for onward dispatch to the respective ICD locations. Since EDI EGM for ICD containers is also now filed ON-LINE, and the S/Bills are available in the ICEGATE/Customs systems, the requirement of getting two T/R copies and sending one back should be scrapped. Likewise, taking endorsement from boarding office on ICD S/Bills also should be scrapped in line with the system for local Shipping Bills as per PN No. 150 dated 04.11.2016.

Since the EGM for all the containers (Local + ICD) is filed on-line, Customs should also look at the possibility of removing the HARD copy filing of EGM as well, which seems to be a futile exercise. This will help in avoiding lot of manual work and piling up of papers, and also will go with the policy of Ease of doing Business.

Both these issues were discussed in the earlier PTFC and CCFC meetings. It was told this will be taken care after implementation of SCMT regulation, 2019. However, since there is no clarity in the implementation date which is presently extended till 16th Feb 2020 therefore, in the interim, we would request you to kindly consider our request and abandon the process / requirement of hard copy EGM at the earliest please.

Facts of the Matter: The point was proposed to be closed since manual filing of EGM would not be required after implementation of SCMT Regulations, 2018 except for the cases covered under proviso to regulation No. 5 of SCMT Regulations, 2018. In view of above till implementation of SCMT Regulations 2019 by 16th Feb., 2020, the present practice may be continued. If T/R copies of ICD shipping Bills can be uploaded in ICES systems by the Customs by the Customs Boarding Officers, manual submission of said Shipping Bills can be dispensed with. **[Point Closed]**

Point No. 4: Transfer of Continuity Bond with Container Cell in case of change in Agency – This was discussed and agreed in the CCFC dated 28.08 (attached – please refer to Point No 5.16). A PN was to be issued for the information of the Trade. We would request you to kindly issue suitable PN in this respect at the earliest please.

Facts of the Matter: In this regard, it is to inform that a draft Public Notice regarding- Transfer of Authorized Representative dealing with temporarily imported containers has been prepared and put up for perusal and approval of the competent authority. **The Chair informed that the PN will be issued in 2-3 days.** **[Point Closed]**

Point No. 5: Waiver of escorting for seal intact import laden containers from CFS to CFS / Port movement: In amendment case / wrong or partial filing of container of lot shipment to different CFS cases. Presently, seal intact import containers are allowed to shift under customs escorting. Customs escorting is allowed on MOT payment basis on weekdays only. Also trade is required to arrange vehicle for escorting of officer for each container which attracts huge additional cost. It is requested that Import laden container having port EIR seal intact should be allowed to be shifted from one CFS to other CFS / PORT & vice versa without customs escort & MOT payment. This will help in reducing dwell time charges & other logistical cost.

Facts of the Matter: it is submitted that the said containers are non-duty paid containers and the vehicles on which the said movement is being undertaken are not specified & not covered in any Carrier Bond/Undertaking. The Preventive escort is provided on directions of the concerned DC CFS (import) permitting the said movement.

With regards to OT Charges payment, it is submitted that Preventive Service Manual, 2012 clearly specifies the same in chapter 12 titled “Merchant overtime fees” wherein

The overtime fee is levied for services rendered by the Customs officers to trade beyond normal working hours or on holidays. If the service is rendered by officials at a place that is not their normal place of work or at a place beyond the Customs area, overtime is levied even during the normal working hours. The term ‘service’ means any function performed by the Customs officer under the Customs Act, 1962 and it includes:

- (a) Examination of the goods and related functions,*
- (b) Loading and unloading of goods whether generally or specifically,*
- (c) Escorting goods from one Customs area to the other, and**
- (d) Any other Customs work authorized by the Commissioner of Customs.*

[Point Closed]

Point No. 6: Requirement of additional documents for amendment of import manifest: The import amendment process was simplified by JNCH through PN 47 / 2016 & CBEC Circular 14 / 2017. As per the PN & CBEC Circular, there are limited documents only which are required for amendment of import manifest. However, import noting department still requires many additional documents which are not readily available with shipping lines which delays the

amendment process sometimes by 7 to 10 days. They should be directed to consider documents as per CBEC 14 / 2017 & PN 47 / 2016.

Facts of the Matter: It is hereby submitted that most of the amendments are processed within same day after receiving the complete set of documents as mentioned in CBIC Circular 14/2017 dtd. 11.04.2017 & JNCH Public Notice No 47/2016dt. 15.03.2016. In all the cases of amendments, this office adheres to CBIC Circular No. 14/2017 dtd. 11.04.2017 & JNCH Public Notice No. 47/2016 dt. 15.03.2016. No additional documents are being asked beyond the documents mentioned in the said Circular & Public Notice. The Chair asked the stakeholder to submit the issues faced by them categorically so that the background of the issues will understand in a better way. **[Point Closed]**

Agenda Points represented by CSLA

Point No. 1: Customs at Gateway port now should not ask for hard copy Shipping bill / TR1 / TR2 forms from the shipping line. Since Customs at ICD clears the cargo via ICEGATE and that is visible in the gateway port system of Customs. This will avoid possible misconnections to the intended vessel voyage, which can happen due to non-receipt of documents at the gateway port.

Facts of the Matter: The matter is being examined in view of Public Notice No. 150/2016. **[Action: DC/Boarding]**

Point No. 2 Customs Amendment via ICEGATE rather than being manually done. This needs to start on an urgent basis so that we are able to keep track of stages of amendment.

Facts of the Matter: In this regard, it is informed that the development of above mentioned system is under process. **[Action: DC/Import Noting]**

Point No. 3: We need clarity on the SCMT registration process of ASC & ASA.

Facts of the Matter: In this regard, the points shared by CSLA have been shared with DG Systems. Reply in this regard is awaited.

[Action: AC/EDI]

Agenda Points represented by CFSAI

Point No. 1: Review on Board Circular No. 56/2004 dated 18.10.2004 (Point No. 7) - It is the responsibility of the shipping line to ensure that every consignment of metal scrap in unshredded, compressed or loose form is accompanied by a **pre-shipment inspection certificate (PSIC)** before it is loaded on the ship. There are number of uncleared / unclaimed containers containing metal scrap lying uncleared in CFSs pending for adjudication due to unviability of Pre-shipment Inspection Certificate. In case of all the restricted goods, to process same for disposal, there are conditions imposed such as requirement of Phytosanitary Certificate, consent issued by State / Central Pollution Control Board, Pre-shipment Inspection Certificate, Country of Origin Certificate etc. In absence of the required documents, these disposals get delayed and this has resulted in accumulation of uncleared/unclaimed containers lying in CFSs. We seek JNCH intervention to issue necessary guidelines in this regard.

Facts of the Matter: Board Circular No. 56/2004 dated 18.10.2004 (Point No. 7) is in respect of clearance of imported metal scraps. In the Board's Circular (at point no. 7), it is stipulated that every consignment of metal scrap in unshredded, compressed or loose form is accompanied by a Pre-shipment

Inspection Certificate before it is loaded on the ship and it is the responsibility of the shipping line to ensure the same.

In this regard, Disposal section is of the opinion that the conditions mentioned in Board's Circular are mandatory and cannot be waived. **[Point Closed]**

Point No.2: As per PN 57/2018, DPD-DPD containers to CFS after 48 hrs. from landing in the Terminal are to be moved to CFS of Shipping Lines' choice. Whilst other terminals are following same, BMCT delivers such DPD-DPD containers to CFSs only **after "Vessel completion"** instead of 48 hrs. after "landing in Terminal". We seek JNCH kind intervention in this regard.

Facts of the Matter: In this regard, comments on the subject issue were sought from BMCT. BMCT had informed that "*BMCT considers the import discharge operations completion time for calculation of 48 hours for nominating of DPD containers to CFS and not the vessel operations time as claimed by CFSAI*". **[Point Closed]**

Point No.3: Invoices pertaining to PN 57/2018 for handling DPD/DPD/CFS movements not being received on time from JNPCT- We would like to bring to your kind notice that DPD/DPD/CFS movements are handled by our Member CFSs which is governed by JNCH PN No.57/2018. In many cases the invoices for additional handling charges levied by JNPCT are being received very late and our Member CFSs face the difficulty in raising timely bills as a part of recovering these "**pass on charges**" from the Importer/CHA. We seek JNCH intervention in this regard.

Facts of the Matter: The point was discussed and representative from JNPCT informed that this issue was due to updation of their system. Now their system is streamlined. Presently no such problem pertaining to late dispatch of invoices arises. **[Point Closed]**

Point No. 4 First Check Customs Examination without Delivery Order- CFSAI Members seek a fresh directions from JNCH with respect to allowing of seal cutting without delivery order issued by respective shipping line. Earlier vide Public Notice No.65/2012 dated 05.12.2012, the Nhava Sheva Customs had decided that in order to facilitate the trade and reduce the transaction cost / dwell time of clearance of cargo, the examination of the goods to be allowed by the Customs Officer, without insistence on Delivery Order (in both the case of 1st check & 2nd check examination). As soon as the goods are registered for examination, the CFS is required to present the goods for examination / inspection by the Customs, without insistence on delivery order. The CFS releases the cargo only after production of delivery order. However, after receipt of representation from the trade, the Commissioner of Customs had reviewed the above said instruction vide Standing Order No 02/2013 dated 04.01.2013 where seal cutting without insistence of delivery order was allowed in case of duty paid goods only (only in case of 2nd check examination). As per standing order after payment of duty, the importer /CHA shall bring copy of B/E for registration along with duly self-attested copy of Bill of Lading. As soon as the goods are registered for examination, the CFSs shall present the goods for examination/Inspection by the Customs after verifying "self-attested copy of Bill of Lading with the consignee/CHA", without insistence on Delivery Order. However, the CFS shall give final delivery of cargo to the consignee/CHA only after production of Delivery Order from Shipping Lines. Our CFSAI members are following the Standing Order No. 02/2013 dated 04.01.2013, however there are cases, where importer / CHA is approaching the CFSs for seal cutting without delivery order in case of 1st check examination (without payment of applicable duty).

In view of above submissions we hereby humbly request you to issue fresh guidelines in this regard reiterating earlier instructions vide Public Notice No. 65/2012 dated 05.12.2012 & Standing Order No 02/2013 dated 04.01.2013.

Facts of the Matter: As per standing order no. 02/2003 dt. 04.01.2013, the examination of the goods in 'Second Check' Bills of Entry will be allowed by the Customs without insistence of Delivery Order.

Further, as first Check Bills of Entry require the group assessment after examination of goods followed by sampling/Testing of import goods, the same facility is not available for Bills of Entry in 'First Check'. **[Point Closed]**

Agenda Points represented by WISA

Point No.1: For clearance of re-import of chemicals and other such raw materials, the goods are subject to mandatory testing for identification on first check. Earlier trade was able to send the samples for testing at Customs recognised private laboratory and obtain report within 2-3 working days and clear the goods expeditiously. Now the groups are insisting on testing by DyCC lab only, where there is no accountability to report findings in a time bound manner. This is causing serious loss to the trade by way of demurrage and detention. We request the department to have a re-look at this aspect.

We suggest that a provision be made to permit the testing by Customs Recognised Laboratories or DyCC be made accountable to provide test reports within 48 hours so that the trade is not made to suffer.

Facts of the Matter: In this connection it is to be mentioned that, only samples pertaining to chemicals under re-import which are received in the laboratory and could be tested in the laboratory are accepted for testing. In case, there are samples which could not be tested in the laboratory for want of reference standards, literature etc., the same is informed accordingly. For most of the sample analysis by FTIR instrument has to be done for which the same is sent to NCH Laboratory, Mumbai. On receipt of FTIR results and other tests done, test report is issued. Further Public Notice No. 103/2019 dtd. 15.11.2019 may be referred regarding forwarding of samples for testing to the outside Laboratories. The chair informed that the priority is given to DyCC lab to utilize its maximum resources. We are in process of upgrading the DyCC lab in JNCH and committed to give the test report in a time bound manner. The demand of to provide test reports within 48 hours seems not genuine as some tests take more than 48 hours. In addition to that the chair also informed that we are developing a system in which the test report sent directly to Group on daily basis.

[Point Closed]

Point No. 2: For all re-import shipments, drawback and license departments have to verify and certify the incentives availed during exports and calculation is done alongwith interest for return of incentives upon goods being re-imported. Appraising group puts up note- sheet only post examination and receipt of test report seeking approval for granting necessary exemption in duties and also for calculations of return of incentives by respective departments.

Specific request made for expeditious clearance to get certification and calculation of such incentives to be returned by respective departments (Drawback or license section as the case may be) is turned down. The process of these certification sometimes involves almost a week and the trade has to wait for that to be completed before the goods are released after assessment.

We request to permit the trade to carry out these processes of certification of incentives and calculations alongwith interest be permitted immediately once Bill of Entry is filed. A delay of minimum one week could be saved thereby saving the EXIM trade from the burden of additional demurrage and detention.

Facts of the Matter: The Bill of Entry for re-import is filed on first check basis so the identity of the goods has to be established to grant the benefits of the exemptions claimed by the importer. In order to ensure that there is no delay in processing of documents and clearance of re-import shipments, public notice No. 3/2019 dtd. 02.01.2019 clearly made procedure which is as follows:

- 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. **[Point Closed]**

Agenda Points represented by BCBA

Point No.1: Challenges to process DPD/RMS BE on Holidays/ Sundays: Kindly note that the B/E allotted to officers SSOID not clearing the BE remain un-cleared till next working day, as the Officer posted on holidays are different and the AC/DC attending the office on holiday posting do not have role to change the ID.

We request that the officers being allotted the Bill of Entry be cleared on the same day before leaving office or the officer posted on holidays should be able to process the B/E.

Facts of the Matter: In this regard it is submitted that there are night/holidays shifts in RMS/FC and officers are posted to such night/Holidays on rotation basis. No incidence of denying Out of Charge has been reported by the officer posted in night/holiday shift. The Customs Broker may be advised to approach to the officer who are posted to RMS/FC during night/holiday for clearance of RMS facilitated Bills of Entry.

Point No. 2: Delay in generating SCAN List: we request the timely intimation from ADC to respective PORT Terminals/CFS's as per PN 15/2013. Kindly note that delay in processing scan list is leading to movement of DPD containers to shipping Lines CFS's beyond 48 Hrs. resulting in high cost.

Necessary instruction to Port Terminals be granted to hold such containers till generation of SCAN List or allow the movement to importer's choice of CFSs.

Facts of the Matter: In this regard, it is to inform that the relevant paragraphs of Public notice No 110/2017 dtd. 29.08.2017 answering the query is reproduced below:-

1.2 The relevant paras of said Public Notice No 08/2017 dated 16.01.2017 are reproduced below for the sake of easy reference: Para 7. Consignments not cleared within 48 hours from port terminal in respect of DPD Clients (RMS Facilitated); In case, such containers are not cleared by the DPD importers within 48 hours, as specified in the above mentioned Public Notices, the terminals should transfer the same to the designated CFS i.e. M/s Speedy Multimode unless otherwise directed by Customs.

1.3. There has been demand from DPD importers that in certain unavoidable situations (such as, system issues, IGM not finalized within normal

period etc.), they are not able to meet the 48 hours deadline, and their containers get shifted to designated CFS.

1.4. Considering the fact that there is increased compliance and gradual increase in DPD facility being availed by Importers, it has been decided that in certain unavoidable situations (such as, system issues, IGM not finalized within normal period etc.), where DPD importers are not able to complete clearance formalities within the prescribed time limit, they may request Additional /Joint Commissioner, DPD Cell for extension of said 48 hours' time limit. This request should be accompanied with valid reasons and supporting documents, if any. Additional /Joint Commissioner, DPD Cell, if satisfied with reasons, may extend the said time limit (not beyond 72 hours) and issue "extension letter".

1.5. This "extension letter" issued by Additional /Joint Commissioner, DPD Cell would be required to be submitted by DPD importer to concerned Port Terminal before the expiry of prescribed period of 48 hours. On submission of said letter by DPD importer, concerned Port Terminal shall allow the extension of said period, as specified in the said extension letter and will not transfer the container to designated CFS till the expiry of extended period.

The chair asked the terminals to submit a letter to include their email-id so that the matter will be taken up with RMCC. **[Point Closed]**

3. The members of the meeting were informed that the next PTFC meeting shall be held on **26.12.2019 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.jnchimp@gmail.com 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.