

 सत्यमेव जयते	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	
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दिनांक /Date: As Signed

दिनांक 23.07.2026 को सम्पन्न 'स्थायी व्यापार सुविधा समिति' (निर्यात) (सामान्य) की बैठक का कार्यवृत्त

MINUTES OF THE MEETING OF THE PERMANENT TRADE FACILITATION COMMITTEE (EXPORT & GENERAL) JULY- 2026 HELD ON 23.07.2026

The monthly PTFC meeting was held in hybrid mode at 1500 hrs on 23.07.2026 chaired by Shri Giridhar G. Pai, Commissioner of Customs (NS – II), JNCH and attended by Shri. Unmesh Sharad Wagh, Commissioner of Customs (NS-General), JNCH.

2. The meeting was physically 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) Organization/Association
1.	Vinayak Baparaj	BCBA
2.	Maruti Gadge	BCBA
3.	Ajay Bhokare	CFSAI
4.	Umesh Grover	CFSAI
5.	Sanjay Shingote	BCBA
6.	Milan Desai	BCBA
7.	Ganpat Korde	BCBA
8.	Mark S Fernandes	Sylvester & Co.
9.	Paras Shah	BCBA
10.	Paresh Thakkar	BCBA

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

क्र.सं. /Sr	नाम(सर्वश्री/सुश्री/श्रीमती) Names	(संगठन/संघ/पदनाम) Organisation/Association
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No.	(Shri/Ms./Mrs.)	
1.	Sunil Vaswani	CSLA
2.	Manish Kumar	CSLA
3.	Mohammed Hanif Bakshi	CSLA
4.	Rajeev Varadkar	CFSAI
5.	Umesh Grover	CFSAI
6.	Faiz Sayyed	DPW
7.	Rajesh Kumar Verma	ADC, CDSCO
8.	Rollins John	Pharmexcil

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

Following Officers from the department attended the meeting: -

क्रमसं. / Sr.No.	नाम(सर्वश्री) Name of Officers (Shri/Mrs./Ms)	पदनाम Designation
1.	Jyoti Agrawal	Addl. Commissioner of Customs
2.	Sanjay Bangartale	Addl. Commissioner of Customs
3.	Datar Prasanna Pramod	Addl. Commissioner of Customs
4.	K. Mahipal Chandra	Addl. Commissioner of Customs
5.	Santram Kumar	Apprasier, AM(X)
6.	Anjali	Examiner, AM(X)

Ms. Jyoti Agrawal, Addl. Commissioner of Customs opened the proceedings by welcoming Commissioner of Customs, NS-II and Commissioner of Customs, NS-Gen, Mumbai Customs Zone-II and other participants.

5. Fresh Agenda Points for the PTFC Meeting July, 2026:

S. No.	Issue in Brief	Sponsoring Stakeholders	Brief Record of Discussion	Closed/ Open
1.	Congestion at JNPA Terminals Resulting in Delays in Export Container Gate-In: We would like to bring to your kind notice that severe congestion has been observed on a rotational basis at various terminals operating at JNPA. At present, significant congestion is being experienced at NSICT / GT terminals over the past few days, resulting in delays in EXIM container movements.	BCBA	Reply: The issue of congestion at JNPA terminals affecting export container gate-in was taken up with the major terminal operators, viz. APM Terminals (GTI), DP World (NSICT), NSFT, PSA Mumbai and NSDT, seeking reports on the reasons for congestion, mitigation measures adopted and the impact on export cargo movement. The responses indicate that the	closed

The congestion is adversely impacting vehicle entry into the terminals, leading to increased trailer turnaround time and delays in the movement and gate-in of export containers. In this regard, we request your immediate intervention with the concerned terminal authorities to address the prevailing congestion and proactively extend vessel cut-off timings, wherever required, to facilitate the timely gate-in of containers from CPPs/CFSs. This will help ensure that export consignments are connected to their scheduled vessels without disruption, in line with JN Customs Public Notice No. 73/2017 dated 08.06.2017. Further, we have received reports of delays and non-movement of export containers from the CPP buffer yard to the port due to the ongoing congestion. We therefore request the concerned terminals to accept such containers from the CPP buffer yard and permit their gate-in for connection with the scheduled vessels, wherever the delay is attributable solely to terminal congestion. Your prompt intervention and necessary directions to the concerned terminals will be highly appreciated to minimize disruptions to export cargo movement and safeguard the interests of the EXIM trade.	congestion experienced was temporary and terminal-specific rather than system-wide. APM Terminals (GTI) attributed the congestion to lower import evacuation by CFSs, leading to higher yard occupancy, while DP World (NSICT) reported that disruption in vessel schedules due to the prevailing geopolitical situation resulted in increased yard occupancy. Both terminals informed that operational measures such as optimisation of yard operations, additional resource deployment, coordination with stakeholders and extension of vessel cut-off timings, wherever feasible, were undertaken to minimise delays. They also stated that no export containers were shut out due to congestion. PSA Mumbai and NSDT reported that no significant congestion was experienced at their terminals during the relevant period. NSDT further stated that vessel cut-off timings are extended whenever required to facilitate export cargo movement. Overall, the terminal operators have stated that necessary operational measures were taken to ensure smooth handling of export cargo and minimise delays. The matter is being closely monitored, and the terminals have been advised to continue coordinating with shipping lines and other stakeholders to ensure seamless movement of EXIM cargo. <u>Action to be Taken:</u> All terminal operators are hereby directed to promptly inform all stakeholders of any congestion, operational disruption, or service interruption at their respective terminals, along with the approximate time required for restoration of normal operations. In such situations, the vessel cut-off timings shall be suitably extended to facilitate cargo movement and minimize
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			inconvenience to the trade.	
2.	<u>Challenges in the SCMT filing process:</u> JNCH has issued Circular PN 80/2026 directing stakeholders to file arrival and departure manifests in SCMT format through the online filing mechanism, ensuring complete, accurate, and timely electronic declarations. CSLA has repeatedly raised SCMT filing related issues with DG Systems, ICEGATE and the JNCH team; however, these issues still remain unresolved. The complete and accurate filing across all business scenarios, including TP filing will be possible only after all pending issues are addressed. We request JNCH to take up this matter with CBIC and ensure resolution of all pending issues by the end of this month. This will enable stakeholders to carry out testing and complete the necessary system development before the deadline of 30 August 2026.	BCBA	<u>Reply:</u> In this regard, it is submitted that this office is continuously following up with the concerned teams of DG Systems, New Delhi for resolution of all existing issues in SCMTR implementation and is committed to extend all possible support to stakeholders in resolving their issues. It is further submitted that a meeting with all concerned teams of DG System will soon be scheduled wherein all stakeholders will also be invited to raise their issues.	
3.	<u>Non-Receipt of IGM Data from Shipping Lines / NVOCCs:</u> The Import General Manifest (IGM) data, received electronically (EDI) from the respective Shipping Lines/NVOCCs, is essential for all Container Freight Stations (CFSs) to maintain accurate container information relating to transit, receipt, handling, and delivery. The availability of this data enables seamless upload and processing in the CFS Operating System, thereby facilitating efficient cargo handling and trade. However, our members have informed us that, in the majority of cases, Shipping Lines/NVOCCs do not share the IGM data with CFSs, particularly where containers are nominated to a CFS based	CFSAI	<u>Reply:</u> In this regard, it is submitted that the subject agenda point was also discussed in PTFC meeting held on 20.01.2026 and the CFSAI members were advised to take up the matter with National Logistics Portal. As the NLP has assured that the IGM data would be made available to the respective CFSs through the NLP platform immediately upon filing by the Shipping Line, it is again reiterated that the issue may be followed up with NLP teams for resolution. This office will also take up the matter with DG Systems, New Delhi with a request to facilitate integrations required for the required flow of data through NLP. Letter has been sent to DG system in this regard.	closed

on the choice of the importer or Customs House Agent (CHA). Consequently, CFSs are deprived of critical information required for effective yard planning, container stowage, and operational management on a real-time basis. In the absence of the IGM data, CFSs are compelled to update their systems only after receiving copies of the Bill of Lading and Bill of Entry from the respective customers. This results in delays in cargo processing and clearance. Additionally, CFSs remain unaware of the nature and particulars of the cargo being received, creating operational and safety challenges. The issue was discussed in detail during the PTFC meeting held on 20.01.2026. During the meeting, representatives of the Shipping Lines informed that their existing systems do not support the generation of CFS wise IGM EDI files. It was explained that, in the past, containers discharged from a vessel were typically destined for only two or three CFSs, enabling manual sharing of EDI files. However, with the significant increase in Direct Port Delivery (DPD) cargo and the involvement of multiple CFSs, the manual preparation and dissemination of CFS-wise IGM files has become operationally impracticable. As advised during the meeting, the matter was also taken up by CFSAI with the National Logistics Portal (NLP) team. The NLP team had earlier assured that the IGM data would be made available to the respective CFSs through the NLP platform immediately upon filing by the Shipping Line. However, no progress has been observed in this regard to date. In view of the above, the matter is submitted for your kind intervention to facilitate an appropriate mechanism for the			
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	timely electronic sharing of IGM data with the concerned CFSs, thereby ensuring efficient cargo planning, expeditious clearance, and smooth trade facilitation.			
4.	Public Notice was to be issued 2 months ago, with regard to Cargo which are short landed/Cargo which are landed not moved to the CFS and part Cargo being received at the CFS. The simplified PN laying out the procedure for clearance of the said consignments has not yet been issued. We would be grateful, if the said Public Notice, which was approved after due discussion with Trade may kindly be issued in June itself.	Sylvester & Co	Reply: Matter pertains to NS-I.	Closed
5.	Delay in EGM being filed: We regret to bring to your kind attention that though the Vessel Los Angeles Express Voyage No.610W sailed on 13.3.2026, Container No. HAMU 3016480, S/Bill No.1236624 dated 5.3.2026 & S/Bill No.1235289 dated 05.03.2026 the EGM for the same has not yet been finalized. Such types of delays in finalization of EGM create a lot of difficulties for the Exporters.	Sylvester & Co	Reply: In this regard, it is submitted that the grievance pertains to the non finalization of the Export General Manifest (EGM) in respect of Shipping Bill Nos. 1236624 and 1235289, both dated 05.03.2026, covered under MV LOS ANGELES EXPRESS – 610W, Rotation No. 1179448 dated 17.02.2026, which sailed on 13.03.2026. The said vessel is operated by M/s. Hapag-Lloyd Shipping Line. As confirmed by the Shipping Line, a total of 2,574 containers were loaded on the vessel, out of which 1,660 containers belonged to Hapag-Lloyd. Further, a total of 5,525 Shipping Bills were associated with the said vessel. Out of these, SDM/SDN has been successfully filed with Customs for 1,418 Shipping Bills. The Shipping Line has also confirmed that the SDM and SDN for the subject vessel were successfully filed by the carrier and the corresponding acknowledgements were duly received. However, the Shipping Line has informed that, due to a technical issue in the ICEGATE/ICES system, the	closed

			EGM pertaining to the subject vessel is not being reflected in the ICES 1.5 in respect of the remaining 4,107 Shipping Bills, which were filed under the ICES 1.5 EDI EGM process. The output file generated by the system reflects the status "EGM Amd. Submitted for Approval." Consequently, the EGM is unable to progress beyond the "EGM Amendment Approval" stage in the EGM module and, therefore, cannot be finalized. As a result, export benefits linked to the EGM, including processing of IGST refunds and drawback claims, are also getting delayed. The matter has been under continuous follow-up by this office in coordination with the Shipping Line. Regular liaison is being maintained with Sh. Sanjay Vaidya, Director, NIC, JNCH, Sh. Hemant Bapurao Yewale, Manager, M/s. Hapag-Lloyd Shipping Line, and Sh. Animesh Kanjilal, Consultant, NIC, DG Systems, for early resolution of the issue. However, despite sustained efforts, the issue remains unresolved due to the aforesaid system-related problem. It is also pertinent to mention that the Commissioner of Customs (NS-General) has already taken up the matter with Sh. Alok Gupta, Principal Additional Director General, DG Systems, vide letter F. No. CUS/MCD/MISC/202-EGM dated 13.07.2026 (enclosed), requesting expeditious resolution of the issue relating to the EGM of the subject vessel. The EGM has been filed.	
6.	Custom bonded warehouses recovering huge sum as Insurance cover. Vide our Letter dated 07.04.2026 we had submitted evidence wherein certain Custom bonded warehouses were recovering Insurance premiums ranging from Rs.2 to Rs.5 lakhs though the value of the cargo is Rs.2 to Rs.3 crores rupees.	Sylvester & Co	Reply: In this regard, it is informed that the issue is being examined by this office. Comments have been called for from the concerned Customs Bonded Warehouse operators on the allegations made in the representations received in the matter. Based on the comments	Open

	Whereas, the actual Insurance premium which covers the value + Custom duty when obtained by the Trade, does not exceed Rs.15,000/- for cargo valued at 5 Crores.		received and the findings of the examination, it will be ascertained whether there is any violation of the provisions of the Customs Act, 1962, the Warehoused Goods (Custody and Handling) Regulations, 2016, or the conditions of the warehouse licence. If any irregularity is found, appropriate action shall be initiated under the applicable legal provisions.	
7.	Facilitation of Amendments in Consignee/Notify Party / Port of Discharge / Final Destination Country Details Without Penalty (Pre/Post LEO and Before Vessel Sailing). Due to the prevailing global geopolitical uncertainties, exporters are often required to amend Consignee/Notify Party details, Port of Discharge, and Final Destination Country due to unavoidable commercial circumstances. Although such amendments are permitted, penalties are currently imposed, creating an additional burden on exporters. It is requested that such amendments, whether pre-LEO or post-LEO, may be allowed without penalty, provided the vessel has not sailed. An expedited mechanism may also be introduced for processing post-LEO amendment requests, considering the limited time available before vessel departure. This facilitation will help exporters overcome genuine operational challenges and promote ease of doing business.	BCBA	Reply: The existing procedure already provides facilitation in cases where amendment requests arise due to genuine commercial reasons, including exceptional situations such as geopolitical disturbances, sanctions, or other unforeseen circumstances. Such requests are examined on their individual merits and are processed appropriately. However, where amendments arise due to avoidable errors or omissions on the part of the exporter or Customs Broker, a nominal penalty is imposed in accordance with the applicable legal provisions. The imposition of such minimal penalty serves as a deterrent against recurring mistakes and encourages due diligence while filing Shipping Bills. Accordingly, genuine cases continue to be facilitated, while maintaining necessary compliance and procedural discipline. Action to be Taken: The Chair advised the trade bodies to take up the matter with the Board, as CBIC Circular No. 09/2026-Customs dated 08.03.2026 and CBIC Circular No. 10/2026-Customs dated 10.03.2026 were valid upto 30.06.2026 in view of the prevailing global geopolitical situation. Considering that the present circumstances are similar to those prevailing in March 2026,	Closed

			the Chair informed that the procedure prescribed under Public Notice No. 31/2026 dated 06.03.2026 and Public Notice No. 36/2026 dated 16.03.2026 shall continue to be followed until further instructions.	
8.	Repeated queries being raised by Officers despite all documents being uploaded E-Sanchit. It has been brought to our attention off-late Officers at JN Port are raising repeated Queries, thereby delaying clearance for 2 to 3 days resulting in congestion at the CFS and the trade has to bear container detention charges and CES Charges. This can be easily verified, by the Department, verifying the days taken for clearance of import or export shipments, and on investigation the cause would be established.	Sylvester & Co.	Reply: No such systemic issue has been noticed in the processing of export consignments at JNCH Port. Export Shipping Bills are accorded priority and, wherever all requisite documents are available and found in order, clearance is generally granted on the same day. However, on certain occasions, documents uploaded on e-Sanchit may not be accessible due to technical issues or system-related problems. In such cases, exporters or Customs Brokers are requested to produce the essential supporting documents along with the Shipping Bill to facilitate timely examination and clearance, thereby avoiding unnecessary delay. The field formations continue to make all efforts to ensure expeditious clearance of export consignments while maintaining the prescribed compliance requirements. Action to be Taken: The Chair informed the trade that the number of available Document Codes in the ICES 1.5 system is currently limited. Consequently, while uploading documents, Customs Brokers (CBs) and exporters are often unable to provide an appropriate description, as the system automatically fetches the description mapped to the selected Document Code. As a result, officers are required to open multiple uploaded documents to locate the relevant document, leading to additional processing time and avoidable delays. The Chair assured that the	Closed

			matter will be taken up with DG Systems.	
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6. 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.

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

8. This issues with the approval of the Commissioner of Customs, NS-II and Commissioner of Customs, NS-Gen.

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

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

सहायक आयुक्त,सीमाशुल्क/ Asstt. 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)

- मुख्य आयुक्त,सीमाशुल्क,मुंबईअंचल-II/Chief Commissioner of Customs, MUM Zone-II;
- प्रधानअपरमहानिदेशक,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);
- लोकपाल,अप्रत्यक्षकर,मुंबई/The Ombudsman, Indirect Taxes, Mumbai;
- सीमाशुल्कआयुक्त, मुंबईअंचल-II/ Commissioner of Customs, Mumbai Zone-II;
- सभी अपर/संयुक्त आयुक्त,जेएनसीएच,न्हावा शेवा /All ADCs/JCs JNCH, Nhava Sheva;
- सभी उप/सहा.आयुक्त,जेएनसीएच,न्हावा शेवा /All DCs/ACs JNCH, Nhava Sheva;
- 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) कार्यालयप्रति/Office Copy.