

सी मा शु ल् कअणु क् त (एनएस -I) कार् यालय
OFFICE OF THE COMMISSIONER OF CUSTOMS, NS-I
मू ल् यनरि रू पणमु ख् य (अया त) APPRAISING MAIN (IMPORT)
जवा हरला लने हरू सी मा शु ल् कभवन,न् हा वा शे वा ,
JAWAHAR LAL NEHRU CUSTOM HOUSE, NHAVA- SHEVA
ता . उरण,, TAL-URAN, जलिरा यगड /RAIGAD -
400707,महारा ष ट् र MAHARASHTRA
(E-mail:appraisingmain.jnch@gov.in Telephone No.022-27244979)

F.No. S/22-Gen-44/2017-18 AM (I) Pt. III

Date: 10.06.2019

MINUTES OF MEETING OF THE PERMANENT TRADE FACILITATION
COMMITTEE HELD ON 30.05.2019

The PTFC meeting held on 30.05.2019 was chaired by Shri M R Mohanty, Commissioner of Customs (NS-II), Shri R K Mishra, Commissioner of Customs (NS-III & V), Shri Sunil Kumar Mall, Commissioner of Customs (NS-I) and Shri Utkarsh R. Tiwari, 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	Manish Kumar	MANSA
02	Ganpat P. Korade	BCBA
03	Shankar Shinde	BCBA
04	Vinayak R. Apasaj	BCBA
05	Venkat Narayanan	CFSAI
06	Jude Fernandes	CFSAI
07	Rajshekhar R	UPL
08	Neelesh Datir	AICBIEA
09	Maruti R. Gadge	BCBA
10	Ashok Saini	BCBA
11	Sindhu Kunep	Trans Asia Line
12	Hiren Ruparel	BCBA
13	S C Mohanty	MSWC-CFS
14	Vinay Pathak	A V Global
15	Vinay Thandel	Speedy CFS
16	Salim Shikalgar	CFSAI
17	Om Prakash Agrawal	MSWA
18	Karunakar S. Shetty	BCBA
19	Kiran Ram bhia	BCBA
20	Dushyant Mulani	BCBA
21	Sunil Vaswani	CSLA
22	V K Agarwal	ONIDA
23	James Joseph	CFSAI
24	S. Srinivas	CFSAI

25	Sanjay Rai	Sarweshwar Logistics
26	Prashant Mhatre	APMT-GTI
27	Mark S Fernandes	INC
28	Philomena Pereria	MACCIA
29	Ashish Pednekar	ASCP
30	Mrs. Ganguly	AIWCBA
31	Mrs. Dhvani H. Dagha	AIWCBA
32	Nimish Desai	WISA
33	Paresh Shah	WISA

Following Officers from the department also attended the meeting:-

Sr. No.	Names (Shri/Smt./Ms.)	Designation
1.	Sanjay Kumar	Addl. Commissioner of Customs, JNCH
2.	R. K. Singh	Addl. Commissioner of Customs, JNCH
3.	Rohit Singla	Joint Commissioner of Customs, JNCH
4.	Kamlesh Kumar Gupta	Joint Commissioner of Customs, JNCH
5.	Alok Shrivastava	Joint Commissioner of Customs, JNCH
6.	Rajiv Shankar	Joint Commissioner of Customs, JNCH
7.	Kunal Kashyap	Joint Commissioner of Customs, JNCH
8.	Prashant Kumar Sinha	Deputy Commissioner of Customs, JNCH
9	Sahil Seth	Deputy Commissioner of Customs, JNCH

2) The Joint Commissioner of Customs, Appraising Main (Import), started the discussion related to the agenda points of the meeting.

Old Agenda Points

Point No. 01:- Prior to finalization of BOE:-

It has been represented by BCBA that prior to finalisation of IGM is a technical issue specific to Nhava Sheva only. IGM should be finalised automatically which is occurring only in six out of ten cases, hence members have to approach EDI section for getting the BE regularised. Further it is to state that, members are facing problems in BE, which are filed in advance but are not being regularised in system and BEs get purged in due course. BE which gets purged have to be filed again, which attracts late filing penalty for no fault of the CHA/importer. Therefore, it was requested that directions to the boarding office may be issued to follow PN 84/2017 to avoid hardship faced by Trade. It was pointed out that point no. 3(vii) of PN 84/2017 is not being diligently followed by officers due to which BE is left unregularized.

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 do not get updated due to mismatch in weight, UQC, B/L no., B/L date and some other system related errors. With regard to issue of B/Es getting purged from the system, DG system had informed to forward any recent case of regularisation of B/Es, so that they can

identify the fields and reasons due to which B/E get purged. The B/E provided earlier was already purged and information was not traceable in the system. Further to attend 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 Saturday's for the said work as a measure of trade facilitation.

[Point Closed]

Point No. 02:- SCMT (Sea Cargo Manifest and Transshipment) registration related issue:-

It has been represented that JNCH can further take up this issue with CBIC team for clarification. Presently authorized Sea Carrier option is not available for filing the IGM. Authorized sea carrier is very important in terms of SCMT regulation as most of the responsibilities have been conferred on the master of the vessel. Also there are some vessel operators (feeder operators for instance) who are just carriers and do not own any containers. They are unable to register themselves as authorized sea carrier. We need clarity on the issue of registration of authorized sea carrier.

The application of the existing authorized users are getting rejected under the new registration option due to a mismatch in the name on the PAN card viz-a-viz that appearing on the digital signature certificate. Presently those users are able to file IGM/EGM with their digital signature certificate. In most of the cases short name have been mentioned in PAN number whereas it is full name on the digital signature certificate. Due to this problem, shipping lines/agents are not able to register themselves as authorized ship agent. All authorized users of existing system should be allowed to register in the new system, the details should be verified as per the documents uploaded in the existing system (either PAN or digital certificate).

Presently some ICEGATE applications like rotation number etc. are available to shipping agent only. Earlier shipping lines who were registered as shipping lines were not able to obtain rotation number through online ICEGATE ROTATION option, they had to get themselves registered also as shipping agents for such ICEGATE applications. All ICEGATE related options pertaining to shipping lines/shipping agents should be available for all registered Shipping lines (Authorized sea carrier) & shipping agents (Authorized shipping agent), or else the shipping lines will face the same issue again in the new system too.

Facts on the matter: - It is informed that an email had been sent to DG/Systems on 16.04.2019 and subsequent reminder has also been sent on 28.05.2019 regarding implementation of SCMT, reply in this regard is awaited.

Point No. 03:- Agenda Point from Sh. V K Agarwal (Mirc Electronics Ltd):-

It has been represented that if bonded consignment is under interest (after 90 days of bonding) and at the time of ex-bond, if we pay duty through duty Scrip; the interest amount on duty appears on the first page of the BE under heading “**XBE Duty FG Int.**” But we are unable to pay this amount as its challan doesn't appear on ICEGATE unless we get it generated manually. But there is no such problem in case BCD is paid in cash.

To generate challan, we need to approach OOC Officer in bond section and provide BE number & date. Based on this information, Officer generates challan in the system. After generating challan, it takes more than two hours to reflect it on ICEGATE site for payment. It is suggested that once duty is paid thru scrip, challan for Interest if any, on this amount need to be generated automatically thru system.

Facts on the matter: - It is informed that an email had been sent to DG/Systems on 27.03.2019 and subsequent reminder has also been sent on 16.04.2019 & 28.05.2019, reply is awaited.

[Action-AC/EDI]

Point No. 04:- Agenda point from Deepak Gupta, Deputy Director, CHEMEXIL, Mumbai regarding high nominated CFS charges by Liners which adds to transaction cost: - It is informed that most of the shipping lines charge extra Rs 5000 to 7000 as either nomination CFS charges or off dock charges. There is no logic in this extra levy by Liners in both cases whether movement of containers to nominated CFS or other CFS. It is requested to regulate & standardize the CFS charges and the heads under which they collect the local charges. It was also pointed by the trade that on the forwarders request, the shipping lines are changing the destination CFS and transferring containers to the CFSs other than the designated CFS.

Facts on the matter: - In this regard, it is to inform that the Public Notice No. 01/2017 dated 04.01.2017 as well as Regulation 6(3) of HCCA Regulations, 2009, have already been issued to cover this issue. Moreover, with regards to the point raised by CHEMEXIL, the complainant has not, categorically, mentioned the name of the Shipping line which is levying extra charges so that an appropriate action can be initiated against the violating Shipping line. The CCSP Cell, JNCH has made e-mail communication with the members of CFSAI & CSLA, seeking their viewpoints on the above issue. CSLA vide their reply dated 30.05.2019 had submitted that it may be a specific case, and has thus

requested to share case details and shipping agent name related with that specific case.

The CFSAI has replied as under:

“Firstly it is a very generic and vague statement made by AIIEA that transaction cost in our country is very high impacting our EXIM trade. Further the statement is that some Shipping Lines and CFSs charge very high and these costs should be regulated. We wish to submit that all CFSAI member CFSs detailed item-wise tariff is printed and is in public domain. It is hosted on own website of CFSs and also on JNCH website. So the trade knows exactly what they are paying and there are no hidden charges. There is 100 % transparency. Further these are the maximum tariff that can be charged and many CFSs as a commercial consideration may offer discount on their published tariffs which are normally customer specific, depending on their relationship with client and the volumes being done. This is not unique in CFS industry but is a norm practiced in every segment of trade and commerce. Further in our opinion, India is a free economy promoting EXIM trade and market forces determine the pricing. Hence, it is reiterated that the details of the shipping lines and extra charges may be made available to the CCSP Cell so that CCSP Cell can initiate an inquiry into this matter.

[Point Closed]

Point No. 05:- Stamping of documents by PO at GTI Out gate- DPD imports causing delay and congestion: - It is represented that in the recent CFSAI-GTI bilateral meet on issue related to delays and congestion, we have been informed that one of the reasons attributed to congestion is the fact that TTs with DPD imports are required to stop at out gate of JNPT for stamping of documents despite the fact that there is a valid OOC document. This necessitates the TT driver to get down of the vehicle, approach PO, and get the document stamped. During this process, many TTs with DPD container queue up disrupting the normal traffic within the GTI premises. It is requested that JNCH may consider discontinuing this practice.

Facts on the matter: - It is informed, as per PN 163/2016 dated 01.12.2016 preventive officer at GTI import yard are posted for verifying the genuineness of the Out of Charge issued from the ICES as well as all other pertinent information loaded in Terminal Gate Automation System which is essential operations prescribed in the procedure. Thereafter, customs officers also give online approval for the movement of such containers in the Terminal's Gate Automation System. Further, the above mentioned practice is applicable at all terminals, Import Yards for clearance of DPD containers. Therefore, it appears that the current procedure followed by customs is entirely in consonance with the PN 163/2016 and appears to be necessary for compliance verification. If at

all the CFSAI feels that the same leads to congestion at GTI terminal, an alternative and suitable place may be suggested by them for customs PO to undertake this job effectively and efficiently without creating the claimed congestion at GTI Terminal. GTI and BMCT are required to build a facility for gate PO at the exit points. Trade was assured that customs will look into whether representative of CHA is required for exit of consignment at the exit gates.

[Point Closed]

New Agenda Points

Agenda Points represented by BCBA

Point No. 01:- Clearance of pendency of assessment in Gr 2A, 4, 5 & 7B:- It is represented that in order to ensure timely clearance and improvement in dwell time at JNCH, pendency in assessment of B/Es in Gr 2A, 4, 5 & VIIB needs to be cleared on daily basis.

Facts on the matter: - It is informed that B/E filed by importer up to 6 PM on the same day are being assessed on day to day basis. **[Point Closed]**

Point No. 02:- Mitigation of pendency of OOC at RMS/DPD Cell:- It is represented that even after implementation of 'Turant Customs' members are facing delays for obtaining OOC from the RMS Cell. It is requested to depute sufficient officers to give OOC and also the display of date and time for which OOC is being processed, be displayed on hourly basis to avoid panic situation at DPD/RMS Cell.

Facts on the matter: - It is informed that after the issuance of biannual transfer/shift of appraisers, the strength of appraisers has been increased from 4 to 8 gradually as per the requisition received from the RMS/DPD facilitation cell. Present working strength of the appraisers in Mumbai Custom Zone-II is only 118 (approx. 56%) against the sanctioned strength of 210. In view of the above, it is currently not feasible to post more appraisers in RMS/DPD facilitation cell. However, as the AGT-2019 is to be issued shortly, the requisitions for appraisers received from various sections will be placed before the placement committee. The idea of 'Turant Customs' is to make less interactive and a faceless system. There has been reworking of manpower at RMS centre as more than 50% B/Es are RMS facilitated. Further, to mitigate the anxiety level of the stakeholders, it has been also decided to display the time of which B/E is registered and out of charge is given at the notice board

outside of RMS centre as well.

[Point

Closed]

Point No. 03:- Adequate officers at respective CFS's for examination and

OOO:- With regard to the recent decision of Commissionerate of early closing of OOC by 07:30 PM, there should be fixed officers at respective CFSs to attend examination and OOC to avoid delays and to further plan shipment deliveries. It is also suggested that new officers be posted where there is absenteeism at CFSs instead of providing charge to other CFS officer, as tracking of officers becomes a challenge. The list of alternate officer posted in place of regular officer should be available for trade in advance and also be displayed at CFS's.

Facts on the matter: - It is informed that at least one independent Appraisers/Supdt and at least one independent Examining officer is posted in each CFS under the jurisdiction of NS-I, III & V of import docks. However, when any officer is on leave for a short period, then additional charge is given to Appraiser/Supdt of the adjacent CFS.

[Point

Closed]

Point No. 04:- Availability of online clean scan report to trade: - It is represented that members are facing difficulties in obtaining physical copies of clean report from respective CFSs. It would be appreciated if Customs would make the clean report print out available online, which can be immediately produced at DPD/RMS cell for OOC. This would help in releasing container's delivery on time. It is also difficult to obtain scan reports from CFSs after office hours and trade has to depend on the staff availability of CFS which causes personal interference.

Facts on the matter: - It is informed that in case of scanning of DPD containers, the respective CHA approaches CSD alongwith bill of entry copy and necessary comment on the scanner system is made viz DPD status and DPD number. Then result (clean/suspicious) is enclosed on EIR and handed over to the driver. It is to inform that immediately after scanning, the CHA has the scan result in hand. With respect to make the scan result available online, integration of scan result with ICES application is underway. To make more transparency, JNCH is deciding to launch a mobile app on real time basis to mitigate the scanning related issues. Scanning related information will be communicated on a mobile app and the images will be transferred to authorized officers who can see the images and accordingly carry out the

examination of goods as required.

[Point Closed]

Point No. 05:- Ease of process to recall of B/E for debit of national bond:-

It is noticed that every time the note sheets are processed to obtain Additional Commissioner's permission for debit of bond in case of national bond registered at other customs station which delays the process. The process being of administrative nature should be carried out at Dy. Commissioner level on request without note sheet process as was done earlier.

Facts on the matter: - It is informed that as per CBIC circular no. 43/2005, the RMS facilitated bills of entry can be recalled only with the approval of jurisdictional ADC/JC. Therefore, any change in the present practice can be considered only after consulting RMD and getting their feedback. **[Point Closed]**

Point No. 06:- Delay in reflecting Customs duty paid: - It is requested to note that in some of the cases, the duties paid are reflected late in system due to which further process of registration is not possible. Further, trade has to manually monitor and verify duty on ICEGATE to get it confirmed. It is requested that this should be auto processed and reflected immediately to avoid further dwell time for shipment clearance.

Facts on the matter: - It is informed that the duties paid against the challan have been transmitted from bank to ICEs through ICEGATE automatically. There is no manual option or procedure to verify in the EDI system. Sometimes duty reflects late due to server issue. **[Point Closed]**

Agenda Points represented by CSLA

Point No. 07:- Annual Continuity Bond & landing Guarantee

Cancellations:- It is requested that the Annual Continuity Bond & landing Guarantee Cancellations should get converted from the current manual to the online / auto updates on the website. Having the Annual Continuity Bond on a Pan India basis would help, as the containers discharged at a particular port could well be shipped out of another one. If the system is automated, the boxes could easily be identified and the system updated accordingly.

Facts on the matter: - It is informed that digitization and automation of annual continuity bond on pan India basis appears to be a welcome

development, which will streamline the process, inter alia, online submission and acceptance of continuity bond, credit and debit of such bonds on import and further re-export of such containers respectively. In this regard, it is stated that EDI/JNCH will take up the matter with DG System and explore the possibility of digitization of annual continuity bond, preferably on pan India basis. **[Point Closed]**

Point No. 08:- BMCT Terminal Existing Continuity Bond: - The following points are represented:-

- Inter-terminal transfer of BMCT TP containers (To & from) should be allowed without customs escort & overtime.
- Shipping lines can include TP Containers to be shifted to other terminal in the existing continuity bond executed with container cell department by mentioning the IGM details.
- Those containers will be debited to the bond once the CMC is issued by the customs.
- Upon shifting of the containers to the destined terminal, a letter for closing of the continuity bond will be submitted by the shipping line to the customs department, on the basis of the terminal confirmation / gate in report.
- The bond should then be closed by the customs upon receipt of letter with details of shifting containers.

Facts on the matter: - It is informed that BMCT terminal is not geographically contiguous with the other terminals like JNPT, GTI, and NSICT. Hence, the containers move out of the customs area in such to and from movement. Therefore, the movement of TP containers to and from BMCT in case of inter terminal transfer, is legally governed by the regulation as is the case of movement of TP containers from JNPT to other ICD locations in the hinterland. Accordingly, it appears proper that a carrier bond is submitted by BMCT for to and fro movement of TP containers from BMCT, as submission of individual carrier bond by each of shipping lines in case of such to and fro movement of containers will increase paperwork and administrative difficulty as well. Moreover, the purpose of continuity bond executed by shipping lines or their agents is to keep track on the containers imported under notification 104/1994 dated 16.03.1994 into pan India temporarily without payment of Customs duty on execution of bond, provided that these containers are re-exported within the stipulated period of six months or such extended period as may be allowed. Continuity bond does not cover the inter transfer of TP containers for which a

carrier bond is specifically prescribed as per TP regulations.

[Point Closed]

Point No. 09:- Return of the empty Containers: - The following cases are pointed out:-

CASE 1: One of the CSLA member lines has yet to receive back 2 containers (CHA is MARC Shipping agency, Consignee is Bentley Pipes Pvt Ltd). It has been almost 12 months now but even after continued reminders and follow-up, the containers have yet to be returned.

CASE 2: 1 container has still not been received back from CHA - Priya Hemant Bandarkar, Consignee - Giracil Enterprises. The Transporter has off-loaded the container at an empty container yard as informed by the CHA. However they are yet to bring the empty box to the line's empty yard.

For both the cases there has been continuous follow-up with the Consignees / CHAs. BCBA has also been informed about these cases as the CHAs are registered with them but the matter still remains unresolved.

Facts on the matter: - It is informed that the grievance of the trade appears to be an internal matter between shipping lines and CHA and no action from Customs appear to be required.

[Point Closed]

Point No. 10:- Boarding Formalities: -It has been represented that currently, the Master of the vessel is required to submit the feedback form, to the Boarding officer, after the completion of the boarding formalities. It is instead recommended that a soft copy of this form be allowed to be submitted by the Master through the vessel's official email ID, to a senior Customs Official.

Facts on the matter: - It is informed that boarding of any vessel under JNCH is being done in terms of S. O. No. 71/2016 dated 24.11.2016. At present feedback formalities is being completed by Master of vessel on the hard copy of feedback form provided to them, which itself contains the contact details of Boarding Superintendent as well as DC P(G). Change in existing practice of seeking feedback report at the time of boarding by email needs to be decided by competent authority, being a policy matter.

[Point Closed]

Point No. 11:- Clarity on which the Custom House will approve amendment in case there are changes in IGM at ICD Level: - CSLA has had several instances where ICD customs insist on IGM amendment at Gateway port. However, POD customs states that since physically the container is not

present at the gateway port, the same has to be done at the concerned ICD. Secondly, even if amendment is completed at the gateway port, SMTP is not changed due to Systems constraints in IGM EDI Version 1.5. We request Customs to issue clear instructions / PN stating that Customs amendment will be performed at the location where the container is physically available. Also, changes may please to be allowed to be made in the EDI system.

Facts on the matter: - It is informed that in cases where transshipment permission has already been granted in EDI systems for destination ICD/CFS and where container had already reached at destination ICD/CFS, EDI systems does not permit any amendment. **[Point Closed]**

Point No. 12:- Standardization of e-form 13 and Common Group Codes:- In the CCFC meeting held on the 8th of March 2019 CSLA suggested standardization of the E - Form 13 format and Common Group Codes (IAL - CFS/ICD) to assist in the Ease of Doing Business.

Facts on the matter: - It is informed that E-Form 13 being used by different port terminals will be standardized by incorporating all the relevant fields of these forms and a public notice will be issued in this regard which will be applicable on all the port terminals falling under jurisdictional of JNCH.

[Point Closed]

Point No. 13:- Import Customs Amendment Procedure – Automation status: In the SCMT meeting held on the 14th of January 2019, with the Customs commissioner - Mr. Subhash Agarwal, CSLA had discussed about having online Import amendment request. Presently, post IGM filing, if there is any changes in the B/L (change in consignee/ packages/gross weight) on request of the consignee; the importer/CHA needs to obtain an amendment application from the shipping line. All the relevant documents need to be then taken to the Customs for approval. The manual process of verification and approval is time consuming. The Customs commissioner had taken this positively and verbally confirmed that it would be in place in next 2-3 weeks' time. Subsequently, this issue was taken up in the CCFC Meeting on 8/3/2019, under point no. 5.17 & 6.12. The Chief Commissioner, Mr. Vivek Johri, advised the Commissioner (General) to explore the option of developing an on-line application for amendment in IGMs by the shipping lines, as created for DPD applications. An update on this therefore would be deeply appreciated.

Facts on the matter: - In this regard, all the technical feasibility has been obtained from the vendor regarding online amendment application. The

proposal is at advance stage and it will be completed in due course.

[Point Closed]

Point No. 14:- EGM filing procedures: Presently, EGMs are 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 Mates Receipt prepared for each container, compile and then enclose it with hard copy of the EGM filed. This requirement of getting endorsement on S/Bill and attaching Mates receipt with EGM has been stopped vide PN 150/2016. Can Customs look at the possibility of doing away with the hard copy filing of EGM as well, in view on-line filing and ease of doing business. 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 Shipping Bill still continues. Two TR copies of S/Bills are received from ICDs. One T/R copy with endorsement is submitted along with EGM in ECU, D'Node and one TR 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 TR 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 S/Bills as per PN 150/2016. 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.

Facts on the matter: - It is informed that the matter regarding requirement of filing manual EGM is under examination. **[Point Closed]**

Point No. 15:- Boarding Procedures: Customs boarding procedures for vessel clearance need to be renewed. Today lines/ Master have to submit several copies of different documents to 3-4 different Departments i.e. Immigration / Customs (Boarding and Import Dept.) / PHO and R & I on a case to case basis. Boarding formalities therefore, need to be reviewed and simplified, as many of the procedures/paper work are obsolete.

Facts on the matter: - It is informed that this office receives only one page arrival report from the Steamer Line. However, as per boarding procedure, documents like Crew List, Arms and Ammunitions declaration, Satellite Phone declaration, Personal effects declaration etc. are sought from Master of vessel. These are required to complete boarding formalities as per section 30 & 31 of

the Customs Act, 1962.

[Point

Closed]

Point No. 16:-Simplify IGM modification process for Import Short landing

Shipments: Import containers are short landed due to operational reasons (damaged cell guides, terminal equipment breakdown etc.). Sometimes huge numbers of containers are short landed. In such a situation containers pertaining to multiples BLs and importers are involved. As the import short landed containers arrive on the next vessel, therefore there is no revenue implication and fraudulent intention. The short landing case should be treated as a common / specific case and not an amendment case where remarks from boarding office, terminal confirmation, master's letter and Shipping Lines letter are to be furnished. Consignee documents are not required for IGM modification in Short landing cases.

Facts on the matter: - In this regard, the chair had directed to lay down a procedure/SOP. This issue is in examination and draft SOP is under process.

[Point Closed]

3. The members of the meeting were informed that the next PTFC meeting shall be held on **27.06.2019 at 11:30 AM** 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.

(SAHIL SETH)

Deputy 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.