

OFFICE OF THE COMMISSIONER OF CUSTOMS (NS-GENERAL)

Jawaharlal Nehru Custom House, At & Post Sheva, Taluka: Uran,
District: Raigad, Maharashtra - 400 707

F.No.S/43-10/2012 PSO JNCH

Date: 12 Apr 2018

MINUTES OF THE MEETING HELD ON 12.04.2018

As directed by Shri Vivek Johri, Chief Commissioner of Customs, JNCH, Zone II, a meeting of all the stakeholders was held on 12.04.2018 at Conference Hall, 5th floor, chaired by Shri Utkaarsh R Tiwaari, Commissioner of Customs(General), Zone II, JNCH for ascertaining the reasons and probable solutions for issues related to delay in the Issuance and Cancellation of Form E-13 by Shipping lines for Export Containers. The meeting was attended by the following Officers of the department:-

Sl No.	Name	Designation
1.	Sh. S Veeramuthu	Deputy Commissioner of Customs (PG)
2.	Sh. Ajay Deshmukh	Superintendent of customs, PSO (Admn)
3.	Sh. Kuldeep Singh	Preventive Officer, PSO (Admn.)

The meeting was also attended by the following Traders/Exporters/Shippers/Association members/Pertaining agency representatives :-

	Name	Designation/Agency
1.	Sh. Atul Jahagirdar	
2.	Sh. Paresh Thakkar	BMCT
3.	Sh. Manish Kumar	Member/BCBA
4.	Sh. Shekhar Mhatre	Sr. Mngr./MANSA
5.	Sh. Bakshi Mohd. Hanif	Cosco Lines
6.	Sh. V M Thomas	Sr. Ops. Mngr./MANSA/SAMSARA
7.	Sh. Subhash Rajkumar	CSLA
8.	Sh. Subhash Dongre	MANSA
9.	Sh. Shankar Shinde	ONE
10.	Sh. Ajay Nakhwa	BCBA
11.	Sh. Vinay Singh	SIMATECH
12.	Sh. Yogesh	Hyundai
13.	Sh. S Murugan	BCBA
14.	Sh. S Y Tawade	CMA CGM
15.	Sh. Abhay Gharat	Evergreen Shipping
16.	Sh. Suresh Pawar	ONELINE Transworld

17.	Sh. Pravin	Shreyas Shipping
18.	Sh. R N Rao	JNPT
19.	Sh. N M Chincholkar	JNPT
20.	Sh. Narendra Mistry	AGM OPS (MSC)
21.	Sh. Prashant Mhatre	AP Terminals
22.	Sh. Prakash T	AGM/KMTC
23.	Sh. Kalpesh Jadhav	AGM/YML
24.	Sh. S K Kulkarni	Dy Mngr(Traffic), JNPT
25.	Sh. Y B Patil	JNPT(Traffic)
26.	Sh. Kalbinder Singh	Manager/PIL
27.	Sh. S Patinar	Dy. Gen. Mngr./ZIM
28.	Sh. Sanjiv Kabbur	D P World
29.	Sh. Kolte C B	Dy. Manager/OOCL

At the outset, the Chairman welcomed all the members. The complete procedure for the issuance and cancellation of Form E-13 for Export containers by Shipping Lines was discussed and the various difficulties/procedural issues related to the same were discussed in detail. The discussion and decisions in respect of the various points discussed in the meeting are as under :-

Point No.1-Delay in Issuing FORM E-13 for Export Containers by Shipping Lines :- The ODEX data which was furnished by BCBA to the Chair in the earlier meeting was examined by the Shipping Lines and they furnished fresh ODEX data for the issuance of the form E-13(Copy Attached). From the furnished data, the following points were deduced :-

1. Around 63% of the form E-13 are being issued within one hour.
2. Overall 81%, 86% and 88% of the Form E-13 are being issued further within a period of 2 hrs, 3 hrs and 4 hrs respectively.
3. Around 12% of the Form E-13 applied for are taking more than four hours for issuance.

Hence, in almost 81% of the cases, the Form E-13 are being issued within the period of two(02) hours. Only in 12% of the cases, the issuance of Form E-13 is taking more than four(04) hours.

It was submitted by the Shipping lines that among these 12% cases, around 5-6% cases are of the Reefer Containers where the window is opened only before 48 hours for the issuance of Form E-13 whereas one can apply for Form E-13 before 04 days(shut out period) as in the case of other cargo. This practice obviously result in more time being taken for issuing Form E-13 for reefer cargo. However, the remaining cases of delay are because of System issues and non operations of some of the Shipping lines after 20:00 hrs in the night.

The Chair requested the BCBA to convey the names of the specific Shipping lines which are not opened after 20:00 hrs in the night so that the matter may be taken up with them and the time period of four(4) hours can be reduced. The chair also requested the shipping lines to increase the staff strength or to induce automation in the process to avoid manual intervention.

Point No. 2-Issue of Reefer Containers :- It was conveyed by the BCBA and Shipping lines representatives that among the 12% of the cases of the issuance of Form E-13 where the time taken is more than four hours, around 5-6% cases are of the Reefer containers because in that case the window is opened only 48 hours before. On this issue, the APM and BMCT representatives conveyed to the chair that the number of Plug-in points for Reefer containers are less inside the port terminals because of which it becomes difficult to handle large volume of reefer containers during peak season. On this point, DP world representative conveyed that there are sufficient number of plug in points in their terminal to handle the load. GTI and BMCT conveyed that they have 840 and 1000 plug in points respectively. However, when the chair asked about the possibility of increase in the number of charging points, the terminals replied that the number of reefer containers meant for export increases only during two months i.e. March and April. Except these two months, the volume of reefer containers is quite nominal and if they increase the number of plug in points, they will remain unused for rest of the year, thus, leading to cost and space implications.

Point No. 3-Cancellation and Amendment in Form E-13 :- It was conveyed that in case of around 2-3% containers which are diverted for Open and Examination on account of RMS instructions from Parking Plaza, the Form E-13 is cancelled and that berth is allocated to some other container. However, the procedure of cancellation of Form E-13 takes unreasonable time. On being asked about it, the Shipping lines assured to provide a quantifiable data as they have provided for "Issuance of Form E-13" so that the exact reasons can be ascertained for the late cancellation of Form E-13 and decisions can be taken accordingly.

When it was conveyed by the BCBA and Shipping lines representatives that the vessel gate opens 96 hours prior for non reefer containers and 48 hours prior for reefer containers, the chair asked the various terminal operators to provide a window of 96 hours for Reefer containers also so that in case of RMS instructions for open and examination also, the cancellation and reissuance time can be reduced.

BMCT and DP world conveyed that they are already providing 96 hours time for Reefer containers vessel gate opening. The APM and JNPT representatives assured that they will work on it and try that the window is extended from 48 hours to 96 hours.

In case of amendment in Form E-13 because of change of seal number regarding the Export Containers, it was intimated that in case of JNPCT and NSICT/NSIGT terminal, the amendment is quite convenient as it done by the concerned Shipping lines only and hence there is no manual interference on part of terminal operators. However, this amendment is not undertaken in case of GTI and BMCT operators as they require an E-mail intimation which is processed and then only the permission is granted which takes long time.

The matter was discussed with the representatives of APM and BMCT terminals as the container traffic is maximum in case of APM terminals. Both the terminal representatives conveyed that it is based on the individual system of the various terminal operators and requires changes in the system. However, they assured the chair to check the feasibility and revert as soon as possible.

2. The meeting ended with thanks to the Chair.
3. This issues with the approval of the Commissioner of Customs (General), JNCH, NhavaSheva.

S. Veeramuthu
20/4/18

(S. VEERAMUTHU)

Deputy Commissioner of Customs
Preventive General

Copy to :-

1. The Chief Commission' er of Customs, Mumbai Cus Zone II, JNCH, Sheva.
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