



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

Date: 10.12.2018

MINUTES OF MEETING OF THE PERMANENT TRADE FACILITATION
COMMITTEE HELD ON 29.11.2018.

The PTFC meeting held on 29.11.2018 was chaired by Shri M. R. Mohanty, Commissioner of Customs (NS-I & II), Shri Subhash Agrawal, Commissioner of Customs (NS-III & IV), Shri Utkaarsh R. Tiwaari, Commissioner of Customs (NS-G) and Shri R. K. Mishra, Commissioner of Customs (NS-V). The meeting was attended by the following members/participants of trade:-

Sr. No.	Names (S/Shri/Ms./Mrs.)	Organization/Association/Designation
01	V. K. Agarwal	ONIDA
02	Lakshya Tadadikar	CFSAI
03	Bakshi Md. Hanif	SAMSARA/MANSA
04	Umesh Grovar	CFSAI
05	Manish Kumar	MANSA
06	Ganpat P. Korade	BCBA
07	Shankar Shinde	BCBA
08	Vinayak Apparaj	BCBA
09	Roshan Irani	AIWCBA
10	Nimish Desai	WISA
11	Sunil Vaswani	CSLA
12	Venkat Narayanan	CFSAI
13	Paresh Shah	WISA
14	Rajshekhhar R	UPL
15	Neelesh Daler	AICBIEA
16	Nirav Thakker	BCBA
17	Leslie Pinto	Ocean Network
18	Maruti R. Gadge	BCBA
19	Ashok Saini	BCBA
20	Sindhu Kunep	Trans Asia Line
21	Unni Nair	CMA CGM
22	Ketan Desai	BCBA
23	Hiren Ruparel	BCBA
24	S C Mohanty	MSWC-CFS

25	Chetna M Badheka	AWCBA
26	Capt. Sunny Williams	Speedy – CFS
27	Raghav Lichel	AWCBA
28	Nirav Vora	Atul Ltd.
29	Viay Pathak	A V Global
30	Philomewa Pereira	MACCIA
31	Vinay Thandel	Speedy CFS
32	Nama Zaware	Navkar CFS
33	V M Thomas	CSLA
34	Subhash Rajkumar	MANSA
35	Omkar Dongre	One
36	Puneet Jain	FFFAI
37	Shivdas Tandel	Emirets
38	Kalbinder Singh	PIL
39	Samir Shikalgar	CFSAI
40	Wilfred Menezes	AMTOI

Following Officers from the department 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.	Kailash Chandra Kala	Addl. 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.	Rohit Singla	Joint Commissioner of Customs, JNCH
8.	Vishal D. Jaronde	Joint Commissioner of Customs, JNCH
9.	Kunal Kashyap	Joint Commissioner of Customs, JNCH
10.	Vijay J Manvatkar	Joint Commissioner of Customs, JNCH
11.	Dhirendra Kumar	Deputy Commissioner of Customs, JNCH
12.	Prashant Kumar Sinha	Deputy Commissioner of Customs, JNCH
13.	Shashank Dwivedi	Deputy Commissioner of Customs, JNCH
14.	J. P. Singh	Deputy Commissioner of Customs, JNCH
15.	Jitendra Singh	Asst. 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 POINTS

Point no 1:- It was represented by BCBA that AQ and FSSAI have same tests for some products such as whey proteins. If FSSAI conducts same test as required by AQ, the same should not be sent for test to AQ. This will save time and cost.

Facts on the matter: - The Chair informed that this office has not received requisite reply from FSSAI office in this regard. The outcome will be intimated as it received from the concerned authorities.

[Action: DC/AM (Imp)]

Point no 2:- It was represented by CFSAI that issuance of PN 57/2018 dated 10.04.2018 has given a level playing field to all CFSs catering to DPD boxes rather than restricting to single designated CFS in respect of DPD-DPD-CFS boxes that are not cleared within 48 hours from the terminals at JNPT. However, their member CFSs have reported that barring GTI, they have not received any such boxes under DPD-DPD-CFS mode not cleared within 48 hours from other terminals.

They have requested to ensure strict compliance of PN 57/2018 by all the terminals. Further, they have requested that JNCH may also consider asking terminals to furnish the full data of boxes under DPD/DPD/CFS category for a specified period of one month.

The trade representatives further informed in the meeting that provisions of the PN 57/2018 dated 10.04.2018 are not being followed by JNCPT.

Facts on the matter:-The Chair informed that the Port terminals except JNCPT are distributing containers as per guidelines laid in PN 57/2018. A letter has been issued to the Chief Manager (Traffic) of JNCPT for compliance of PN 57/2018. Also the Chair directed the representative from JNCPT to strictly follow the guidelines of PN 57/2018.

[Action: DC/DPD]

Point no 3:- It was represented by BCBA that License registration port should reflect on home screen during appraising assessment to avoid delays in assessment and query of bond debit, alternatively implementing National Bond.

Point no 4:- It was represented by BCBA that Advance Authorization statement and Bond debit ledger printout be provided with every B/E or facility be given so that it can be viewed online on ICEGATE portal.

Facts on Point no 3 & 4:- The Chair informed that the matter has been referred to DG (Systems). After receiving response from there the same will be examined in consultation with the Appraising Groups and requisite actions will be taken.

[Point Closed]

Point no 5:- It was represented by BCBA in PTFC meeting dated 25.10.2018 informed that cluster wise contact details of Assistant/Deputy Commissioner of Customs posted at Docks/CFS are not updated in JNCH website. Further, in the present meeting trade representatives have requested to update mobile numbers of Assistant/Deputy Commissioner of Customs posted at Docks/CFS in JNCH website

Facts on the matter:- The Chair informed that EDI section is regularly updating cluster wise contact details of Assistant/Deputy Commissioner of Customs posted at Docks/CFS in JNCH website. Further, he directed the Deputy Commissioner (EDI) to monitor and update the contact details with mobile numbers of Assistant/Deputy Commissioner of Customs posted at Docks/CFS on weekly basis.

[Action: DC/EDI]

Point no 6:- It was represented by BCBA that only one touch screen out of the 6 touch screen is functional & available for members to check their ICEGATE details at JNCH. Further, they have requested to look into the same and provide the facility for convenience and ease of trade.

Facts on the matter:- The Chair informed that the vendor company examined six faulty Kiosks touch screens and reported that three kiosks machines are repaired and now function-able. Remaining three machines are not working and need to be replaced. Further, the purchase and re-installation of touch screen of these three machines is under process.

[Point Closed]

Point no 7:- It was represented by BCBA that members are facing problem of Drinking Water because of non-functioning of filtered water dispenser.

Facts on the matter:- The Chair informed that some of the filtered water dispensers have already been repaired and presently functional. Repairing of remaining filtered water dispensers is under process.

[Point Closed]

Point no 8:- It was represented by BCBA that JNPT does not provide facility to map the container number with the truck number which results in difficulty of loading capacity based containers on trucks which leads to additional handling outside that port and also road safety. Further, they have requested that the system be aligned to accept truck number along with container number.

Facts on the matter:- The JNCPT representative informed in the meeting that provision for mapping of truck number and container number is already in place in AGS system functioning at JNPCT in case of DPD containers. Importers can enter the truck number and container number as per their choice in the Truck booking system of Import E-Form 13.

[Point Closed]

Point no 9:- It was represented by BCBA that there have been instances that Invoice and Delivery Order through ODEX are not received by members for 2-3

days. Letter in this regards has already been submitted to the Department. Further, they have requested to resolve the issue.

Facts on the matter:- The Chair informed that this office has shared the matter with the concerned stakeholder and the comments have been sought however the same have not been received so far. Corrective action will be taken after receiving of the requisite comments.

[Point Closed]

Point no 10:- It was represented by BCBA that it had been noticed that majority of the Bills of Entry have to be manually processed from prior to Final which has to be automated by the System. Further, the trade representative in the present meeting informed that six IGMs are still pending for prior to Finalization

Facts on the matter: - The Chair directed the trade representatives to provide details of the six IGMs to this office to analyze and investigate the real cause of their pendency.

[Point Closed]

Point no 11:- It was represented by WISA that online Goods registration has been activated on ICEGATE and will go a long way in reducing dwell time and sure to reflect in forthcoming time release study. However, after having done goods registration online through ICEGATE, the Bill of Entry remains hanging in the system until an officer pulls it for granting out of charge. Ideally, if such Bills of Entry sequentially appear in officer's screen for out of charge on FIFO basis like assessment screen, the trade will get true benefit and turn-around time will be much faster. Most importantly, the lag between duty payment and goods registration will get curtailed largely reflecting in improved turn-around time.

Facts on the matter:- The Chair informed that the matter has been referred to DG (Systems)/Saksham Seva for resolving the matter.

[Point Closed]

NEW POINTS

Point No. 1:- Public Notice No. 133/2018 – Introduction of “online Out of Charge module” at JNCH for AEO and DPD Clients- reg.

It has been represented by BCBA that CBIC Circular No. 33/2016 dated 22.07.2016 (as amended by Circular No. 03/2018, dated 17.01.2018) providing for priority in clearance of import cargo of AEO clients and JNCH Public Notice No. 87/2017 dated 30.06.2017 providing for priority assessment for DPD importers.

They have thanked for the above PN issued in promotion of online Registration and out of charges. However, following issues were raised which are being still faced by their members:

- a. The officers seek physical dockets before OOC.
- b. The B/E documents are selected manually by officers for OOC within the ambit of DPD /AEO for RMS without processing in sequence.
- c. There are delays to provide out charge beyond the prescribed time of 2 hours as mentioned in the PN 133/2018 (PARA 5) after online registration and OTP received.
- d. They have requested for the monitoring system be implemented to expedite the OOC.

Facts on the matter:- The Chair has informed as under:

- a. RMS Facilitation Center works as per E-SANCHIT Public Notice No 123/2018 dated 20.08.2018 and Public Notice No. 133/2018. The officers deputed under RMS Facilitation Center do not for any documents except first page of the Bill of Entry for Out of Charge in online Out of Charge module. Officers seek documents only in cases where complete set of documents are not uploaded in the system in order to curtail dwell time.
- b. In RMS Facilitation Centre the bills of entry are selected by the officers manually as there are DPD, Non DPD and all Bills of entry due for Out of Charge comes in the OOC queue. However Bills of entry are cleared at RMS Facilitation Centre in the sequence of token no. and on the ground of first page of Bill of entry.
- c. Normally there is no delay in providing Out of Charge of Bills of Entry received in online Out of Charge module. The delay occurs due to lack of proper care from the importer/custom broker side while filing Bills of Entry for online Out of Charge. For example: Yet to pay duty (YPD), Non DPD Bills of entry, Bills of entry filed by AEO/DPD Client where supporting documents like Country of Origin Certificate etc are required to be presented in original for verification and/or debiting at the time of Out of Charge. Therefore these Bills of entry could not be given Out of Charge within stipulated time frame. Further, the Chair directed the trade representatives to provide details of specific cases where OOC was given beyond the prescribed time of 2 hours as mentioned in the PN 133/2018 (PARA 5)

- d. The bills of entry received under online Out of Charge module is being monitored by officer concerned. Record is being maintained. Further, for sequential clearance of Bills of Entry Token system is in place.

[Point Closed]

Point No. 2:- To review the amendment Process for Manual Correction in EDI BE – 134/2018

It has been represented by BCBA that members are facing hardship to process the amendment process which results in delay and high transaction cost, We request for simplification of process and suggest following.

Presently for amendment, Custom Brokers have to follow duplication process in case of change in details i.e. once deletion of incorrect details. Second time for updation of correct details which should be carried at first stage in single process. Further, following suggestions have been given by BCBA:

- a. Amendment in system should be processed without cancellation of OOC.
- b. Amendment should be processed at Superintendent level which is of administrative nature to update the system and should be able to carry in system at CFS level.
- c. LCL/FCL incoterms amendment should not be insisted upon as this does not affect the assessment.

Facts on the matter:- The Chair has replied as under:

- a. Amendment in system without cancellation of OOC is not possible.
- b. After implementation of Public Notice, this office does not come across any case wherein delay occurred in amendment process. After Out of Charge, amendment process is responsibility of importer/custom broker however the same is not being done from their side. Further, the chair directed the trade representatives as well as the field formations to be more cautious while filing IGM.
- c. The Chair informed to discuss the matter to take further action.

[Point Closed]

Point No. 3:- Scanning of Import Containers (PN 146/2018)

BCBA has appreciated and thanked the JN Customs for creating the state of an Art infrastructure along with easing process for scanning of import Containers which was a long standing demand of trade as it would result in high efficiency in the reduction of dwell time and ease of handling EXIM Shipments. However, following issues are also mentioned which need to be addressed:

- a. Baggage Container moved to UB Centre under R Scan which are not accepted as diverted to D-Scan. We request that System be tagged for D Scan.
- b. Process for Queuing token system be implemented for systematic and timely scanning.

Facts on the matter:- The Chair has informed that :

- a. With respect to request that Baggage Containers which are moved to UB Centre under R Scan should be diverted to D-Scan, the same is under process by the department in coordination with RMD.
- b. As regards implementation of process for Queuing Token System, it is informed that E-Tender for the same has already been issued and is under process.

[Point Closed]

Point No. 4:- Importers be allowed to process 1st time import registration as per PN No. 112/2017 without filing BE to avoid delays at later stage.

It has been represented by BCBA that presently the group practice is to process 1st time Import registration. If group is not ascertained, same may be processed through noting section to avoid delays on arrival of shipment.

Facts on the matter:- The Chair shown his consent on the proposal and directed to make necessary arrangements to implement the same.

[Point Closed]

Point No. 5:- Containers Sent for Scanning by Navkar CFS

It has been represented by BCBA that members are facing hardship regarding containers being sent for scanning by Navkar CFS.

- a. Scan list in not being made available to trade, the same may be available online for reference and monitoring.
- b. Navkar CFS's charging for 100% scanning of all containers in a shipment without providing scanning reference details to verify legitimate selection and processing.
- c. With the implementation of D Scan all container should be scanned and transported to CFS's without charging any additional Scanning/Transportation charges.
- d. CFS should provide the scanning list to trade on request.

Further, the trade representatives in the meeting have stated that most of the CFSs are charging by the name and description of scanning charge.

Facts on the matter:- The Chair directed the trade representatives to provide details of similar cases where charges by the name and description of scanning charge is charged by the CFSs so the corrective action may be taken by this office.

[Point Closed]

Point No. 6:- Imports Containers Seal with 12 digit facing clearance issues

It has been represented by BCBA that the Systems are designed to 10 digit input field for Container Seal No's, whereas the container seal are received with 12 digit. Further, they have suggested that in such cases the last 10 digit of seal no be accepted for clearances without insisting upon amendment or allow from higher authority.

Facts on the matter:- The Chair has informed that the matter has been referred to DG (Systems)/Saksham Seva for resolving the matter.

[Point Closed]

Point No. 07:- Huge delays of CFSAI Members TTs both at R Scanner and Drive Thru Scanner

It has been represented by CFSAI that it was generally felt that with the commissioning of the new D Scanner with a capacity of approx, 100 containers per hour delays at the scanning will be totally eliminated. However contrary to the above, there have been large & unprecedented queues at both R-Scanner as well at the new D-Scanner.

The issue has been sensitized vide letter CFSAI/Customs/97/2018-19 dated 5th November and also through CFSAI daily traffic advisory sent to the trade wherein, the reasons for long queues despite both the R Scanner & D Scanner operational could be attributed to following:-

- a) The arrangements for EDI Connectivity at D Scanner have not yet been completed as a result most of the data has to be fed manually in the system by the Scanning operator, which is cumbersome and time consuming. This is resulting in building up of the long queues creating congestion near PUB and Y-Junction. It is requested that EDI Connectivity is not available, the number of containers selected for scanning may be curtailed so that CFSAI Member TTs are not for several hours.

- b) 2*20 Containers on a 40' TT out of which only one container is earmarked for scanning, the concerned officer has been insisting our Member CFSs to furnish the complete details of the container which is not ear-marked for scanning.
- c) There is no arrangement for priority scanning of Reefer Containers at D Scanner. It is requested that some guidelines are issued in this regard. Alternatively scanning of Reefer Containers may be considered at R-Scanner where a separate queue is possible.

Facts on the matter:- The Chair in the meeting has informed that :

- a). The EDI Connection is not established between scanner Server and SFTP Server. The selection of containers for scanning for Drive through Container Scanner was stopped due to traffic/congestion at Port road. This was a temporary issue which has been sorted out. The EDI connectivity will also be established in due course of time.
- b). With respect to scanning 2 X 20" containers on 40" trailer, where one container is selected for scanning and other not selected for scanning only, on 40" trailer, all CFSs have been instructed to follow above direction of Commissioner as IGM details of the container not selected for scanning are not available with CSD.
- c). Reefer containers are scanned on priority.

[Point Closed]

Point No. 08:- CTF meetings

It has been represented by CFSAI that CTF Meetings wherein a periodical review, monitoring and expediting the longstanding cargo are deliberated be held on regular intervals. The last CFTF Meeting was held on 30th July 2018.

Facts on the matter:- The Chair has informed that last CTF meeting was held on 30th July 2018 and it was supposed to be a bi-monthly meeting. Meanwhile exercise of revaluation of old containers was started on Speedy and other CFSs. So that the next meeting couldn't be held in time. The next CTF meeting will be held in the month of December 2018.

[Point Closed]

Point No. 09:- Retaining the old Customs documents and samples:

It has been represented by CFSAI that presently there are no specified guidelines issued for the duration for which the Old records lying at Member CFSs are to be maintained. Each CFS is renting out space to preserve such documents and over the years, many of them are illegible and tracing the 7-10

year old records is not easy, Whilst in some Meetings it has been stated that the records are required to be kept for 5 years, it is requested that if a PN or an advisory in this regard is issued. Similarly old samples are also being retained for several years. CFSAI requested to issue clear disposal guidelines for same.

Facts on the matter: - The Chair has directed the DC (Appraising Mains/Import) to discuss the issue with CCSP as well as Central Sample Cell and also direct them to issue guidelines in this regard.

[Action: DC/AM (Imp)]

Point No. 10 :- Disposal of Bonded/Uncleared and Unclaimed Cargo:

It has been represented by CFSAI that there are several cargoes lying for years together occupying revenue earning space in CFSs. We had requested that as per CBIC guidelines, permission may be accorded to dispose of such cargoes, irrespective of the fixed price after 4 auctions as it has generally been noticed that with each auction, the price offered keeps decreasing. Further the containers detained by the investigating agencies like DRI and others may be requested to expedite clearance of such cases as the containers are lying for several years.

Facts on the matter:- The Chair informed that maximum number of containers are under some kind of hold under some agencies hence these are out of purview of disposal section. Hence only 200-300 containers are under auction-able category as per UCC data. However, these are typical containers i.e. they belong to unknown parties or commodities are imported for specific purpose. Further, as per the practice followed in JNCH, those containers which have been put on auction more than four times and their valuation was done more than two years ago will have to be revalued.

[Point Closed]

Point No. 11:- It has been represented by CSLA that the issue of ITT of ICD/TP/Local containers between BMCT and other Terminals still persists. This need to be sorted out, with a Public notice as discussed in the last meeting.

Facts on the matter:- The Chair informed that other four terminals except BMCT have inter-connectivity to pick the containers. The Chair took a meeting with BMCT officials and they requested to keep the matter on hold as the same issue is pending for decision in Competition Commission of India (CCI). CCI on 09.11.2018 has passed an order in the matter. Further, a meeting is also proposed with BMCT and other terminals officials to discuss the way to pick the containers from BMCT and other terminals. Further, he suggested to the

trade representatives to discuss the issue in some other meeting instead of the PTFC meeting.

[Point Closed]

Point No. 12:- It has been represented by CSLA that the Immigration department needs to be given access by Customs to ICEGATE to avoid manual intervention by the shipping lines. This would also help in the “Ease of doing business”. The matter was discussed and communicated with the Immigration department too. This matter remains pending too.

Facts on the matter:- The Chair informed that the immigration department is a government agency which is beyond the control of Customs department. Hence, the matter is out of the jurisdiction of this office. However, the information sought by immigration department will be provided by this office. Further, he suggested the trade representatives to keep communication line open with the immigration department.

[Point Closed]

Point No. 13:- It has been represented by AIIEA that our ranking in the World Bank Ranking for "Ease of Doing Business" has improved substantially. One of the parameters for calculation of such ranking is the Citizen-Government interface. It can be said with a great degree of certainty that amongst the varied arms of the Government- the CUSTOMS department has been in the forefront of Citizen friendly methods and initiatives. Herein a specific mention is made about the PTFC (Public Trade Facilitation Committee). This institution was originally called the Watch Dog Committee- till at one such meeting the Presiding Commissioner (New) wondered as to who was watching whom -was the Customs watching the Trade? Or was the Trade watching the Customs? - When told that the purpose of the Committee was for the Trade to watch the Customs - he promptly changed the name to its present Avatar. However, levity apart, this institution viz., the PTFC has played a very important in working out credible solutions to the problems faced and issues raised by the Trade from time to time. These are discussed in a free and frank manner without any fear or rancor. As a matter of fact it is our considered opinion, that if the Proceedings of these meetings are videotaped and intimated to the World Bank our ratings would improve further. We deal with many Government Departments but surmise that the Customs Department is in the forefront of creating suitable institutions for Citizen - Government interface.

Facts on the matter:- The Chair informed that this office doesn't have any means to forward the details of meeting to World bank.

[Point Closed]

Point No. 14:- It has been represented by AIEA that without in any way lessening the importance of what have been stated above, what cannot be ignored are instances of harassment and rent-seeking the Trade faces. Herein, it is requested that a credible standing mechanism be created by the Department for handling such cases in- Camera, as a public exposure may invite reprisal and be counterproductive. No doubt you have the Vigilance Directorate, but it is not very effective on a day to day basis. A in depth dialogue with office bearers of leading stakeholders institutions, again in- Camera, be held to work out such a mechanism.

Facts on the matter:- The Chair informed that as per CVC guidelines any case of corruption will not be tolerated. The complainant has to be come forward and lodge complaint if any such incident occurs and the disciplinary actions will be taken by the department.

[Point Closed]

Point No. 15:- It has been represented by CHEMEXCIL that Genuineness required by Customs from local GST office for confirmation of any pending legal cases against Atul every 6 months for registration of fresh Advance Authorization/ EPCG Licenses, though Atul has AEO T2 accreditation.

Facts on the matter:- The Chair directed the trade representatives to put up such individual case to him so that the same could be presented before RMS section for corrective action.

[Point Closed]

Point No. 16 :- It has been represented by CHEMEXCIL that details of bonds sought by customs even when the bond is physically cancelled. This sometimes leads to delay in assessment of import consignments.

Point No. 17:- It has been represented by CHEMEXCIL that Bonds issued against Advance Authorization appears in the customs system even though the same is canceled. Due to this issue IEC is under alert and leads to delay in import consignments.

Regarding point 16 & 17, the trade representatives in the meeting requested to set up a mechanism to send alert SMS or E-mail to get the Bond cancelled in system also.

Facts on the matter:- Regarding point 16 & 17, the Chair informed that no such incident has come in notice. Further, he directed the trade representatives to provide details of such specific case, if any, so that the corrective action may be taken. He also advised to the trade representatives to make sure that the Bond should also be cancelled in system also. Regarding setting up a mechanism to send SMS or E-mail to alert to get Bond cancelled in system, the Chair asked for some time to work out a solution on this matter.

[Point Closed]

Point No. 18:- It has been represented by CHEMEXCIL that one time intimation to shipping lines by consignee/ CHA has been initiated by customs for IGM filing for DPD clients. This system has been initiated under public notice 49/2018 issued by JNCH Customs. Even though public notice is issued, still IGM intimation needs to be sent to shipping lines separately.

Facts on the matter:- The Chair informed that there is no such need / requirement to submit advance intimation of Import General Manifest (IGM) to Shipping lines separately 72 hours before arrival of vessel by the DPD importers as per paragraph 7 of Public Notice No. 36/2018 dated 09/03/2018.

[Point Closed]

Point No. 19:- It has been represented by CHEMEXCIL that for past couple of months, we observe that the movement of containers from port to CFS has been slow. Few of our boxes took more than 3 days just to move from port to CFS thereby delaying the time for delivery. Also we end up paying additional charges of ground rent etc.

Facts on the matter:- The Chair informed that this office has sought further details from the M/S Chemexcil vide this office email dated 28-11-2018 to address the issue raised therein.

[Point Closed]

4. The members of the meeting were informed that the next PTFC meeting shall be held on **27.12.2018 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.**

5. The meeting ended with vote of thanks to the Chair.

6. This issues with the approval of the Commissioner of Customs, NS-I.

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

SD/-

(Shashank Dwivedi)

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.