



सीमाशुल्क आयुक्त(न्हावा शेवा-II) का कार्यालय, मूल्यांकन मुख्य (निर्यात)

OFFICE OF THE COMMISSIONER OF CUSTOMS (NS-II), APPRAISING MAINS (EXPORT)

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S/12-Gen-60/2018-19-AM(X)-Part-III

Date:12.01.2022

**MINUTES FOR THE P.T.F.C. (EXPORT) MEETING HELD ON 29.12.2021**

The PTFC meeting held through video conference on 29.12.2021 at 03.00 PM was chaired by **Shri U. Niranjana**, Pr. Commissioner of Customs (NS-I), **Shri. N V Kulkarni**, Commissioner of Customs (NS-II & III), **Shri Istikhar Baig**, Commissioner of Customs (NS-Gen & Audit) and **Shri. D.S. Garbyal**, 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
1	Anand	
2	Anirudh	
3	Arun N Adak	
4	Avinash Buge	
5	Avinash Satardekar	
6	Bakshi Md Hanif	
7	capt Iyer	
8	Capt Jasbir Singh	
9	Dushyant Mulani	BCBA
10	Ganpat Korade	BCBA
11	Hiren Ruparel	BCBA
12	jude	
13	Kalpesh Jadhav	
14	Karunakar S Shetty	
15	Kiran Rambhia	BCBA
16	Manish Kumar	MANSa
17	Manohar Patyane	BCBA
18	Manoj Nair JWC	
19	Mark S Fernandes	
20	Maruti Gadge	BCBA
21	Mrs Ganguly	AWCBA
22	Neelesh Datir	AILBIEA
23	NIMISH DESAI	WISA
24	Nirav Thakker, BCBA	
25	Paresh Shah	WISA
26	PARESH VAIVADE	
27	PG Rao	
28	pramod	
29	R.K.Rubin	AMTQI
30	Rahul V Bhojani	BCBA
31	rajasekhar	
32	Rekha	CSLA
33	salim	
34	salim shikalgar	
35	sethu	
36	Shankar Shinde	
37	sheetal Ahluwalia	AWCBA
38	Subhash Rajkumar	CSLA

39	sunil vaswani	Executive Director, CSLA
40	V K Agarwal	Mirc Electronics Ltd. (ONIDA)
41	V.Rajappan	CDSCO
42	VENKAT	
43	vinay singh	
44	vinayak baparaj	BCBA

2. Following Officers from the department attended the meeting:-

क्रमसं./ Sr.No.	नाम(सर्वश्री/सुश्री/श्रीमती) Names(S. Shri/Ms./Mrs.)	पदनाम Designation
1.	Shweta Chander	Addl. Commissioner of Customs, JNCH
2.	Raguram K	Joint Commissioner of Customs, JNCH
3.	Dinbandhu Diwakar	Joint Commissioner of Customs, JNCH
4.	Suresh Merugu	Addl. Commissioner of Customs, JNCH
5.	Sushil Chandra	Addl. Commissioner of Customs, JNCH

3. Shri Suresh Merugu, Addl. Commissioner of Customs, JNCH started the discussion on the agenda points of the meeting related to the General & Export Commissionerate.

**A. GENERAL COMMISSIONERATE:**

**(I) Agenda points proposed by Container Shipping Lines Association (India) (CSLA):**

**(1) SCMTR Implementation date to be extended till technical issues are resolved and all logics are successfully tested:** We have been sharing SCMT filing related difficulties since the last several months with DG Systems /CBIC/ JNCH. However, the issues still remain unresolved because of no response from DG System/CBIC team. Shipping lines/agents are unable to test export/import logics required for filing of Sea arrival manifest/Sea departure manifest. This matter was also raised at the last PTFC & CCFC meetings. In fact, at the last CCFC meeting, the Chief Commissioner was kind enough to indicate that a virtual meeting would be held by DG Systems with the technical & legal teams of CSLA to discuss & address all the pending issues. We look forward to your kind feedback on the communication resting with our last representation of 18/12/21, along with the dates for the virtual meeting with the CSLA team members.

Besides, we had also requested at the last meeting that SCMT implementation should be postponed once & for all till all pending issues are resolved. A notification in this regard too would be much appreciated.

**REPLY:-** The Chair stated that the implementation date of SCMTR is a policy decision and the Board office/ DG Systems is the proper authority regarding the same. Further, it is informed that this office has escalated the various issues faced by CSLA/MANSA in implementation of SCMTR by pursuing with DG Systems.

**(2) Port Clearance Permission for sailing of the vessel to be granted 24x7 basis:** - Recently Mumbai Customs have issued a notification through File no. S/43-198/2021-22 P(P SO) Dated 10<sup>th</sup> Dec 2021 to provide 24x7 Port Clearance for expediting vessel movement at Mumbai Port. With this initiative, port clearance permission can now be taken 24x7 including holidays. The number of ships calling at Nhava Sheva port is quite high in comparison with Mumbai Port. Many times, some of the certificates pertaining to a vessel are renewed on the day of the arrival of the vessel. This creates last minute hassles for the vessel operator, especially after office hours or on holidays, in terms of arranging advance port clearance permission. Hence It is requested to provide similar additional options at JNCH also so that port clearance permission could be arranged after office hours & on holidays.

**REPLY:-** The Chair stated that the said issue is under consideration and in this regard office order will be issued shortly.

**(3) (a) IGM amendment for ICD shipments once approved by gateway customs should ideally not be required to be processed again at ICD Customs** - In case of IGM error of an Import ICD shipment, amendment is submitted at gateway customs before the railing of the

container. Despite the approval of amendment by gateway customs, the amendment is required to be done again at ICD Customs. May we therefore once again request that a common guideline be kindly issued by CBIC to all ICD customs so as to enable them to update the changes in their respective systems on the basis of the amendment approved by gateway customs & without the need of a fresh amendment request at the ICD.

**(b) Short landing process of ICD Import shipment should ideally not be required to be carried out again at ICD Customs** – When containers are short landed from a vessel due to operational/other reasons, the application for short lading approval is submitted at gateway customs to delete the containers from the manifest. In such a case, the Customs system generates a local ICD IGM automatically once entry inward is granted by the gateway customs. In all short landing cases (Local /ICD shipment), a short landing certificate is issued by the boarding department of gateway customs and thereafter the short landing approval is given by the import noting department of gateway customs. In case of Import ICD shipment, even after the amendment approval is granted by the gateway customs, stakeholders are required to submit the amendment application again at ICD Customs, which delays the process & cargo clearance time. Request JNCH to take up this issue as well with CBIC so as to avoid duplication of processes to help save time & effort & ensure ease of doing business. ICD customs need to be directed to update short landing details in their system on the basis of the approval given by gateway customs, without any need of going through a new short landing process at ICD Customs.

These points were also discussed at the CCFC meeting held on the 30th of Nov 2021 & as per the kind advice of the Chief Commissioner of Customs, JNCH, a separate representation was made on the 3rd of Dec followed by a gentle reminder on the 18th of Dec 2021 both of which are attached for your ready reference.

**REPLY: - The Chair stated that this office will escalate the amendment issue with the DG Systems. Trade Association are advised to taken the issue with ICD also.**

**(II) Agenda points proposed by CFSAI:**

**(1) Review on JNCH PN 89/2021 on SOP for Handling (Storage, Transport & Examination) of Unclaimed, Uncleared, Suspicious and Detained Import Containers lying at various CFSs/Port area** - CFSAI vide letter dated 6th Dec 2021 Ref # CFSAI/JNCH/71/2021-22 had made a detailed submission stating that Member CFSs would face certain challenges in compiling the reports as the same is dependent on external data. Our Member CFSs do not receive the data timely from Terminal, Shipping Line and from ICEGATE and our submission requesting a review in the PN. Request JNCH intervention in this regard.

**REPLY:- The Chair stated that review on JNCH PN 89/2021 is under consideration.**

**(III) Agenda points proposed by Maritime Association of Nationwide Shipping Agencies-India (MANSA):**

**(1) Simplification required in seal mismatch/missing cases:-** Presently even simple mismatch of 1<sup>st</sup> digit "0" or prefix (most of the times country code/shipping line code for example UK/US etc.) of seal number found in IAL /IGM & Physical Seal, those cases are reported by port terminals as seal mismatch cases. Shippers at most of the foreign ports update numeric value only (without prefix) as seal numbers. The first digit "0" is not fetched when data is converted into excel format. These are actually not to be considered as the seal mismatch cases, this contributes approximately 60-70% in total seal mismatch cases. There are many countries where strip seal only (No bottle seal) are inserted by the customs department, when such containers arrive at Nhava Sheva port, Bottle seals are affixed by port terminals on landing here at Nhava Sheva port. Those cases are reported as seal missing cases by the terminal, However IGM seal & physical seal are matched in such cases.

We have been informed by our member lines that they are insisted to arrange seal verification report from boarding officer by JNP terminal for seal mismatch /seal missing containers arriving at JNP terminal. Though PN 99 /2021 & 101/2021 are self-explanatory, clearly laying down that port terminal / (having affixed a new bottle seal as needed) have to intimate only about the seal mismatch /seal missing cases to customs & shipping lines. Still containers are held up inside JNP terminal until shipping lines arrange physical seal verification report from boarding office. Further, though other private terminals are not holding the delivery of import containers of seal mismatch cases, still they insist on cumbersome seal amendment procedure prior to clearance at CFS. Now there is a need to understand that when there is need as per provision for 100% examination of cargo, then why seal amendment procedure is insisted which doesn't serve any meaning or purpose. For seal amendment process, Shipping lines are

asked to arrange letter from shipper, shipping line, IEC Copy, EIR copy, Invoice copy, packing list, physical seal verification report by boarding / dock CFS etc. which is wasteful and a time-consuming process that leads to substantial delay of cargo clearance/increase of dwell time. Following processes are requested to be considered to avoid ambiguity in seal mismatch / seal missing cases.

**REPLY:-** The pointwise reply is reproduce below:

**Point No. 1-** The 1st digit "0" / prefix missing cases should be taken leniently. Those cases should not be treated as seal mismatch cases by the terminal and Customs.

**Reply:** The Chair stated that JNPT should not considered these type of cases as mismatch.

**Point No. 2-** In case of strip seal where IGM /IAL seal matches with physical seal & bottle seals are inserted by port terminal should not be treated as seal missing cases. Seal amendment should not be imposed in such seal mismatch /missing cases.

**Reply:** The Chair stated that for further clarification of mismatch of bottle seal P.N. will be issued.

**Point No. 3-** Since physical seal number is recorded in EIR document by the port terminal, seal verification by boarding / dock officers should not be required in such cases.

**Reply:** The Chair stated that the same has been informed to the JNPT Terminal Officials by Mail dt.22.12.2021. Further, the Chair stated that for implementation of the P.N. regarding Bottle seal, a joint meeting with JNPT Authorities will be held.

**Point No. 4-** As 100% examination is done in seal missing/mismatch cases, The physical seal number to be allowed to be updated in the system basis on shipping line's explanation letter only. The other documents like letter from POL Shipper, IEC, Invoice, packing list etc. requires communication from port of loading office & shippers/importers which delays the amendment process by 6-7 days , can be simplified if amendment is allowed on basis of shipping line's letter only. In such seal mismatch cases there is no change in gross weight/cargo description and doesn't have any revenue implication.

**Point No. 5-** Many times seals are taken in lot by the shippers, sometimes they interchange the seal numbers in the containers which they initially declare to the shipping lines. Hence in such lot cases seal amendment should be allowed on single application/explanation letter only.

**Reply to Point no. 4 & 5:** The Chair stated that only 3 documents by Customs are required for amendment and the same will be accepted by the Customs in single application.

**(2) EGM errors:-** we have to submit the most vexatious point of long standing issue on EGM filing which is causing unending work load to Ship Agents/ Lines / their Surveyors absolutely for no fault on their part but mostly arising out of the errors/ mistakes committed with unmindful and utter negligence by different stakeholders at RCDs and other origins en-route to the Port and the amendments of errors are thrust upon to be carried out by Shipping Agents / Lines. For instance, in the past on umpteen occasions, the Surveyors have already provided with required details to Customs to clear the back log of error "C" vide their office reference mails on various dates for all the lines / agents handled by M/s Master Marine.

Customs have repeatedly sent same list without carrying out update of the details provided by Surveyor's office. This has resulted in wasted effort from our Surveyors side if corrective action is not taken by the Customs and keep sending same list again and again. Request concerned officials of Customs to update the same at their end and provide revised list, if any.

Also kindly take up with all Stakeholders, officials and RCDs to pay strict attention and ensure correct information is furnished while feeding EGM details to avoid strenuous repetition of work later to provide final EGMs. Kindly peruse the attached latest filed EGM, a cursory glance at the errors pointed out in the same clearly indicates mostly are attributable to customs .It is unfair to saddle the same on the lines which amounts to penalising them for not filing proper EGM in full while in the back ground customs have not adhered to comply with their jobs correctly.

**REPLY:-** The Chair stated that EGM Coordination Cell mainly deals with rectification of errors by way of updating the necessary data in the system based on copies of Bills of



lading/CLPs (Container Load plan) as provided. Further, for rectification of EGM errors in EGM Co-ordination cell, copies of Bills of lading/ Container Load Plan are mandatory to make necessary changes in the system for container mismatch/nos. It has been observed that in most of the cases these documents are found to be missing and letters are being forwarded without enclosure of these necessary documents. This delays the process of rectification of errors as mail/letter has to be forwarded to the concerned for seeking documents necessary for rectification.

Further, most of the shipping bills are pending due to stuffing errors which cannot be resolved at our end and the same has to be dealt by concerned CFS/IT department. Also, there are issues with Inter CFS transfer of containers. The same is yet to be resolved from their end.

Error also occurs due to non-filing of local EGM or late filing of the same. In case of ICDs, there is no proper coordination between the shipping lines for filing of local EGM and Gateway EGMs. In many of the cases local EGMs are not generated. This factor also contributes to be the reason for pendency of shipping bills

The records are constantly updated and the same (updated list of pending shipping bills) are also being forwarded to concerned CFS on fortnightly basis.

**(IV) Agenda points proposed by Brihanmumbai Custom Brokers Association (BCBA):**

**(1) EGM Error :**

Please be informed that export incentives are on hold due to EGM Errors in Shipping Bills. We have already submitted a data for some sample Shipping Bills (240 S/Bs) We request to initiate a drive to clear the pending EGM Errors in larger interest of Export trade at JN Customs.

**Reply:-** The Chair stated that it is verified as follows from the system that out of these 240 shipping bills 158 shipping bills are already cleared and free from EGM angle. Further, 67 shipping bills are pending for stuffing which the concerned CFS may initiate action. For C errors (05 S/bills) & N Errors (04 S/bills) copies of Bills of lading are not enclosed with the list to do the necessary rectification. There are 03 shipping bills for which EGM is not filed which has to be filed by concerned shipping line. There are two (02) short shipment cases which has to be sorted out by DC/Docks concerned.

**(2) Examination of Export consignments to be carried out on 24x7 basis:-** All Containers arrived into the CPP and those containers which are selected for examination by the EDI System are diverted to CFS for examination. The whole process is very time consuming as the examination is generally conducted on next working day due to non-availability of officer & CFS Staff in second Shift and Sundays/Customs Holidays. We therefore request for availability of examination facility by Customs on 24x7 basis along with other stakeholders in order to reduce the dwell time for exports.

**REPLY:-** The Chair assured that examination Centre at CPP will be functional shortly. Further, regarding 24\*7 examination at CFS, the Chair will examine the issue regarding requirement of 24\*7 examination, resources viz. man power and logistics.

**(3) ICEGATE Issues:-** Due to frequent downtime in ICEGATE system, filing of S/Bills is getting delayed which is impacting further export clearances. We request to take up with ICEGATE for alternate solution during ICEGATE downtime.

**REPLY:-** The Chair stated that issue of frequent downtime in ICEGATE for filing has been flagged to ICEGATE.

**(Reply from EDI)**

**(4) One-time Bond for Tank Containers:-** Current process is manual. Members have to approach the Dept. at Speedy CFS, the entire process is manual. We request that members may please be allowed to send email to the Dept. This will avoid physical interface in the current Covid situation.

**REPLY:-** The Chair stated that bonds are usually renewed for a period of one year which could be extended further as requested by the person executing the bond. It may be seen that importers furnishing renewal of bonds/continuity bonds will be verified by Container Cell on the number and type of containers intended to be imported during the bond period

and the bond amount is calculated on the basis of containers declared. After proper verification of the bond, the stamp is duly signed by the PO and AC/DC, container Cell.

As the Bond is legal agreement, whereby a person undertakes to do or not to do anything subject to conditions stipulated in the agreement, therefore, it is recommended for physical submission of the stamp paper which acts as a surety for the department.

Further, the Chair stated that Trade request for sending the Bond over Mail will be examined.

4. The members of the meeting were informed that the date and mode of conducting next PTFC meeting 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 email to Appraising Main (Export) Section on [apmainexp@jawaharcustoms.gov.in](mailto:apmainexp@jawaharcustoms.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-II.

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



वि. रामनाथ रेड्डी/ V. Ramanadha Reddy 12/12

संयुक्त सीमा शुल्क/ Joint Commissioner of Customs

मूल्यांकन मुख्य(निर्यात) /Appraising Main (Export)

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](mailto:mzu-dgtps@gov.in)).
3. The Ombudsman, Indirect Taxes, Mumbai.
4. All Commissioners of Customs, Zone-II, JNCH, Sheva.
5. All AD/JC, DC/AC of Customs, JNCH, Sheva.
6. DC/EDI for uploading on JNCH website.
7. Hindi Officer: for translation and issuance of Hindi version.
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