

	<p>मुख्य सीमा शुल्क आयुक्त कार्यालय, मुंबईअंचल-II Office of the Chief Commissioner of Customs Mumbai Customs Zone-II जवाहरलाल नेहरू सीमाशुल्क भवन JAWAHARLAL NEHRU CUSTOM HOUSE पोस्ट :शेवा, तालुका :उरण,जिला रायगढ़,महाराष्ट्र-400707 Post: Sheva, Taluka: Uran, District: Raigad, Maharashtra-400707 दूरभाष/Tel No.: 022-27244736 फ़ैक्स/Fax 27242402-022: Email: ccu-cusmum2@nic.in</p>	
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07-08-2025

**MINUTES OF THE CUSTOMS CLEARANCE FACILITATION  
COMMITTEE (CCFC) MEETING HELD ON 30.07.2025**

A CCFC meeting was held on 30.07.2025 at 15:00 hrs at Jawaharlal Nehru Custom House (JNCH), Port User Building, Nhava Sheva, Uran, Raigad, Maharashtra, under the chairmanship of Shri Vimal Kumar Srivastava, Chief Commissioner of Customs, Mumbai Customs Zone-II, Nhava Sheva. The names of the participants in the meeting are listed in '**Annexure - I**'.

2. Brief record of discussion is placed as '**Annexure - II**' (fresh Agenda points) and '**Annexure - III**' (follow-up on previous Agenda points).

3. This issues with the approval of Chief Commissioner of Customs, Mumbai Customs Zone-II, JNCH, Nhava Sheva.

**(Om Prakash Tiwary)**

Deputy Commissioner of Customs,  
CCO, Mumbai Zone-II,  
JNCH , Nhava Sheva.

Encl: Annexure - I, Annexure - II and Annexure - III

Copy to:

1. PS to Zonal Member / Member (Customs), CBIC, New Delhi
2. All Pr. Commissioners/Commissioners, JNCH, Nhava Sheva
3. All members of CCFC
4. DC/EDI (for uploading on website)
5. Office copy

**ANNEXURE – I (List of Participants)**

The following officers of the department attended the meeting:

Sr. No.	Name	Designation
1.	Shri Yashodhan A. Wanage	Pr. Commissioner, NS-I
2.	Smt. B. Sumidaa Devi	Commissioner, NS-Gen,
3.	Shri. Vijay Risi	Commissioner, NS-III
4.	Shri Anil Ramteke	Commissioner, NS-V
5.	Shri Pankaj Kumar Dwivedi	Addl. Commissioner, CCO, JNCH
6.	Shri Raghu Kiran B.	Addl. Commissioner, NS-II, JNCH
7.	Shri Chittaranjan Prakash Wagh	Addl. Commissioner, NS-II, JNCH
8.	Shri Manoj Kumar	Joint Commissioner, NS-Gen, JNCH
9.	Shri Om Prakash Tiwary	Deputy Commissioner, CCO, JNCH

2. The following PGAs/Stakeholders attended the meeting: -

Sr. No.	Name	Name of the PGAs/Stakeholders
1	Dr. Parthasarathi karmakar	Chemical Examiner
2	Mrs. Leena Ganguly	AIWCBA
3	Mrs. Divya Shetty	AIWCBA
4	Harpreet Makoi	FIEO
5	Mark S. Fernandes	IMC Chamber of Commerce and Industry
6	Dr. Karuna Dhale	FSSAI
7	Mr. Shankar Shinde	FFFAI
8	Nirav Thakker	BCBA
9	Venugopal Shetty	All Cargo
10	Prashant Thakur	NSFT Terminal
11	Paresh Thakker	BCBA
12	Ganpat Korde	VP- BCBA
13	Sachin Patil	APM Terminal
14	Hash Lepsa	AILBIEA
15	Umesh Grover	CFSAI
16	Kamal Shah	BCBA
17	Prashant Popat	AMTOI
18	Nimish Desai	WISA
19	Omprakash Agrawal	MACCIA
20	Isarunakar S. Shetty	VP-MACCIA
21	Manish Kumar	CSLA/MANSA
22	Hiren Ruparel	BCBA

23	Shivendra Mhatre	APM Terminal
24	Dushyant Mulani	FFFAI
25	Mrs. Sheetal Ahluvalia	AIWCBA
26	Tej Contractor	BCBA
27	Rajesh Kumar Verma	Asst. Drug Controller
28	Vinayak Aparaj	BCBA
29	Rahul Mhatre	D.P. World
30	Capt. Ankur	ULA
31	Paresh Shah	WISA
32	Rajendra Salve	DIVVYA CPP
33	Vivek Vasant Uppar	Plant Protection Officer
34	Chetan Mhatre	BMCT
35	Sachin Kadu	BMCT
36	Vikash Kanke	FSSAI

**LIST 2: AGENDA POINT FOR CCFC MEETING, DATE: 30.07.2025**

Sr. No.	Issue in Brief	Sponsoring Authority	Brief Records of Discussion	Closed/Not Closed
1.1	<p><b><u>Digitization of e-Bond and Bank Guarantee – Circular No. 04/2025:</u></b></p> <p>While we appreciate the rollout of the digital e-Bond and Bank Guarantee module under the above-referenced circular, we wish to highlight challenges being faced in implementation:</p> <ul style="list-style-type: none"><li>•As per Annexure F, AEO-T1 clients are required to submit a 50% Bank Guarantee, and AEO-T2 clients a 25% Bank Guarantee along with the bond, particularly for consignments requiring chemical testing.</li><li>•This results in delay and additional compliance burden.</li></ul> <p>Request: Goods requiring chemical testing may be permitted clearance on PD Bond alone, and BG requirements may be waived. This will help avoid delays from provisional assessments and align with trade facilitation goals.</p>	BCBA	<p>Circular 04/2025-Cus is not about AEO or any other scheme, but it elaborates the modalities in respect of e-bond and e-BG.</p> <p>AEOs have been given the facility of reduced B.G. in certain matters, as per original Circular of 38/2016-Cus dealing with guidelines on provisional assessments. Circular 04/2025-Cus has collated the pre-existing provisions in respect of extent of BGs in various scenarios, at one place for implementation through e-Bond/BG module. Hence, Circular 04/2025-Cus does not impose any new requirement on AEOs. Since the issue raised is a policy matter, JNCH has a very limited role to play.</p> <p>The meeting also acknowledged the need for outreach / training programme for proper implementation of e-bond / e-BG, in consultation with DG System.</p>	Closed
1.2	<p><b><u>Definition and Notification of Testing Parameters:</u></b></p> <p>The trade has raised concerns regarding undefined and excessive testing instructions in test memos, especially for textile imports.</p> <p>Request: A Public Notice may be issued defining essential testing parameters, in consultation with the Textile Committee, to eliminate ambiguity, control costs, and reduce clearance times</p>	BCBA	<p>(i) As requested by BCBA, it was decided to approach Textile Committee to have CTH-wise specific testing parameters.</p> <p>(ii) The matter shall also be flagged to the Convenor of concerned NAC, to have a harmonized approach.</p> <p>(iii) In addition, NS-III will conduct analysis of Test Memos regarding different test specifications being prescribed, and explore how this can be simplified.</p> <p>NS-III shall take further action on the above lines.</p>	Not Closed

1.3	<p><b><u>Transparency in Phytosanitary/Health Certificates:</u></b></p> <p>There is growing concern over suspected fake or forged phytosanitary certificates, especially for fruit imports from Chile. Request: A public dashboard or alert system may be established by Customs to publish details of suspicious or invalid certificates, which will help Custom Brokers and importers exercise due diligence and avoid future litigation.</p>	BCBA	<p>The meeting acknowledged the need for a holistic examination of this issue in consultation with Plant Quarantine Authorities and sensitizing the officers on this issue. NS-I shall take further action.</p>	Not Closed
1.4	<p><b><u>Delay in Testing at CRCL Labs:</u></b></p> <p>There are delays in sample testing at CRCL labs and the lack of an escalation mechanism need to be addressed with a structured communication or grievance redressal platform.</p>	BCBA	<p>BCBA informed that instances have been noticed where FAGs have sent test samples to CRCL New Delhi instead of referring the matter to the Lab located at PAG. This has resulted into avoidable delays, more so because CRCL New Delhi in-turn referred the matter to the local lab after considerable lapse of time.</p> <p>The records of 2 cases pointed out by BCBA in this regard were handed over to Commissioner (NS-V) with a request to take up with Director CRCL and concerned FAG.</p> <p>NS-V shall also explore the possibility of having an escalation mechanism wherever there is a delay in sample testing by CRCL.</p>	Not Closed
1.5	<p><b><u>Mapping of AQCS NOCs with ICES and RMS Cell Visibility</u></b></p> <p>Currently, NOCs issued by AQCS are not visible to the RMS Cell at the time of OOC (Out of Charge) in the ICES system. Challenge: Members are compelled to approach AQCS physically, obtain a signed letter from the Assistant Commissioner, and upload it manually on e-Sanchit before the consignment is cleared. Request: A systemic integration mechanism may be introduced between AQCS and ICES, allowing automated mapping and visibility of NOCs, thereby facilitating a digital and efficient clearance workflow.</p>	BCBA	<p>This is a system level integration glitch and in this regard a <b>letter dated 06.08.2025 from CCO office has been forwarded to DG System</b>, New Delhi for early resolution of the said request made by BCBA.</p>	Closed

1.6	<p><b><u>Manual Procedure for Shipper-Owned Tank Containers (SOC Tanks):</u></b></p> <p>Clearance process for SOC tank containers remains entirely manual, requiring multiple handwritten endorsements and approvals from various authorities.</p> <p>Impact: This outdated process leads to avoidable delays and duplication of work for trade stakeholders.</p> <p><b>Suggestion:</b> We propose complete digitization of the SOC tank permission workflow via ICES/ICEGATE or through a dedicated digital module. This will ensure faster approvals, end-to-end tracking, and improved accountability.</p>	BCBA	Commissioner (NS-General) informed that the desired workflow is there in SCMTR module and the issue will be resolved once it is fully operationlized.	Closed
1.7	<p><b><u>Seal Cutting at Docks – Clarification Regarding System-Based Examination Orders:</u></b></p> <p>Despite implementation of System-Based Examination Orders under CBIC Circulars No. 16/2022, 23/2022, and 02/2023, members are still asked to obtain separate seal-cutting approval from the Docks Superintendent/Appraising Officer.</p> <p>Issue: This practice undermines the purpose of automation and leads to duplication and delays.</p> <p>Suggestion: A standing instruction or public notice may be issued clearly stating that the System-Based Examination Order itself constitutes valid authority for seal cutting at docks, eliminating the need for additional endorsements.</p>	BCBA	<p>The meeting acknowledged that where the goods are selected for docks examination/sample drawal, the Seal cutting is necessarily be done in the presence of Customs officer for the sanctity of Examination process. <b>The process of granting Seal cutting permission by Docks Officer is a preventive measure to rule out any possibility of misuse with malafide intention.</b></p> <p>Furthermore, in cases when RSS is drawn in presence of any other Partner Government Agency officer, then the seal cutting is to be done in presence of said PGA officer.</p>	Closed

1.8	<p><b><u>Operationalization of Gate Automation / Universal RFID Reader at CPP:</u></b></p> <p>In line with the Digital India initiative by the Government of India, we propose the operationalization of fully automated gates at CPP. These gates would seamlessly integrate RFID Seal Reading capabilities and utilize technology to capture essential operational details.</p> <p>As you are aware, RFID seals on factory-stuffed containers are currently read using hand-held devices specific to each manufacturer. The implementation of a Universal RFID Reader System through automated gates will not only help reduce the dwell time for export clearances but also significantly enhance trade facilitation at JNCH.</p>	BCBA	<p>It was informed that Universal RFID Reader is already under implementation at CPP. There were some initial glitches that are being resolved.</p>	Closed
1.9	<p><b><u>Infrastructure Challenges at CFS During the Monsoon Season</u></b></p> <p>With the onset of the monsoon season, we understand that there are considerable infrastructure-related challenges at various CFS's, which are impacting the handling of dock-stuffed export cargo.</p> <p>Suggestion: We request that adequate infrastructure, essential facilities, and protective measures be implemented across all CFS locations to ensure the safe and proper handling of export cargo during this period.</p>	BCBA	<p>It was discussed that two CFSs namely <b>JWR CFS</b> and <b>Speedy CFS</b> are lacking infrastructural facilities. The inconvenience to traders and other stakeholders get aggravated during monsoons owing to issues such as waterlogging, flooded &amp; broken roads as well as open examination areas.</p> <p>The Committee took note of the issues raised and asked the CFSAI as well as the concerned CFSs for immediate resolution.</p> <p>Commissioner (NS-General) to monitor compliance.</p>	Not Closed

1.10	<p><b><u>Review of the Requirement of manual endorsement from Superintendent in the Boarding Area for Shipping Bill Verification during the Back to Town Process :</u></b></p> <p>As per JNCH Public Notice No. 75/2023 dated 31.08.2023, Para 2B, manual endorsement from the Superintendent in the port area is currently required to process BTT requests for containers that are already gated inside the terminal.</p> <p>Suggestion: We request a review of the necessity for this manual endorsement by the port Superintendent. It is suggested that the required verification be carried out by the Preventive Officer at the terminal gates, thereby allowing containers to be gated out without the additional manual intervention.</p>	BCBA	<p>NS-II Commissionerate is of the view that suggestion of BCBA appears to be acceptable. NS-II will further examine the matter in consultation with Commissioner (NS-General) and take the matter to logical conclusion.</p>	Not Closed
2.1	<p><b><u>Post clearance amendment of BE &amp; SB u/s 149 read with Sec. 154 of CA 1962:</u></b></p> <p>It has been observed that these provisions of The Customs Act 1962 are not followed diligently across Commissionerates in JNCH. These requests are either delayed inordinately or in cases even penal action u/s 114 or 117 are also initiated. It is requested to kindly instruct all appraising groups that provisions laid down under Sections 149 &amp; 154 be diligently followed promptly on payment of stipulated fees and without unnecessarily invoking penal actions. Many a times such requests are also rejected on the premise that such documentary evidence (as referred to u/s 149) was not uploaded under eSanchit, which is not the spirit of law in this regards.</p>	WISA	<p>It appears that Section 154 has been wrongly referred here as this Section provides for correction of clerical/arithmetical errors in orders passed by the Government, Board or an officer under the Customs Act.</p> <p>For amendment under Section 149, it was informed that the applicant has to produce proper documentary evidence as existing at the time of clearance. Further, Section 149 <i>per se</i> does not provide for any penalty. However, where appropriate, the proper officer may decide a penalty based of the facts of each case and upon issuing a speaking order.</p> <p>During the meeting, the stakeholders also pointed out that there is no provision to upload a document against a SB after the goods are cleared. This hinders the process of amendment under Section 149 in the case of SBs. Such a provision does exist on import side. The matter shall be referred to DG Systems. .</p>	Not Closed



2.2	<p><b><u>Need for a mechanism for seeking clarification on BIS matters:</u></b></p> <p>With more and more items being brought under QCO, many a times there are different interpretations of goods covered thereunder by the trade and the department. It is in this perspective it is requested to have a mechanism in place between Customs and BIS authorities for timely resolution of disputes and smooth clearance of compliant cargo.</p>	WISA	<p>This is an inter-Ministerial issue and will be examined for making a reference to the Ministry.</p>	Closed
2.3	<p><b><u>Examination order for Chemicals:</u></b></p> <p>Usual examination orders stipulated for chemicals and allied goods is to “Check markings of description”. However, many FAG are stipulating examination order “Check description” which is humanly impossible to verify with naked eyes without resorting to testing of the goods. We are confident, that is not the intention of the department but due to ignorance on part of officers at times leads to such examination orders. <b>We request your goods offices to sensitise the FAG officers to be aware of the difference between the two and stipulate suitable examination orders only.</b></p>	WISA	<p>The concerned Commissionerate informed that 'Check markings of description' for chemicals and allied goods is appropriate, as the term '<b>Check description</b>' is meant for verifying the labeling particulars, including product description, batch number, expiry date, manufacturer information, country of origin, and composition, as mentioned on the consignment label, with respect to the corresponding details in the import documentation. The officers are regulary sensitized for the same.</p>	Closed

3.1	<p><b><u>Non-maintenance of record by CFS:-</u></b></p> <p>This office as part of trade facilitation measure, has taken up the task of liquidating the pendency of stuffing reports. As per records, stuffing reports for 1438 Shipping bills(for the period April-24 to Sept-24) and 5910 Shipping bills(for the period Oct-24 to May-25) are pending for updation as on 11.07.2025 in EDI system. CFS wise data of this pendency is being sought from DG Systems. In this regard, it is noticed that the pre-requisite for submitting the stuffing report by officers working in export Docks is the availability of approved CLP (container load plan). It has been informed that CLPs &amp; list of processed S/Bs pending for stuffing report is not being maintained by CFS resulting in difficulties in feeding of stuffing reports, especially of legacy SBs. All the CFSs are required to maintain proper record of CLPs &amp; the list of stuffing report pendency. Maintenance of such record will help in alleviating avoidable delay in disbursement of export incentive to eligible exporters.</p>	NS-II	<p>The concerned association took a note of this and assured Commissioner NS-II to put across this message to all the CFS to voluntarily submit the CLP data for the past Shipping Bill.</p>	Not Closed
3.2	<p><b><u>SBs with EGM error :-</u></b></p> <p>Joint Secretary (Drawback), CBIC has forwarded a list of SBs where export incentives such as RoDTEP, RoSTCL have not been disbursed since 2021-22 to 2024-25. It has been observed that around 3000 shipping bills are pending for processing of export incentive due to:- I) Non filing of EGM. &amp; II) EGM Error.</p> <p>A list of such shipping bills will be shared with the shipping lines. Shipping lines are required to take immediate action for filing of EGM &amp; removal of EGM Error in coordination with all the stakeholders so that admissible Export incentives can be disbursed to the exporters at the earliest.</p>	NS-II	<p><b>Commissioner NS-II</b> drew attention to a letter by JS Customs wherein roughly 6000 Shipping Bills require urgent attention of Shipping lines to file EGM for disbursement of export benefits to the stakeholders. The association positively took this matter and requested Commissioner NS-II to share the list of those Shipping Bills with them for faster resolution of this matter.</p>	Not Closed

LIST 1: FOLLOW-UP ON PREVIOUS AGENDA POINTS					
S. No.	Issue in brief	Sponsoring Stakeholder	Meeting in which point was discussed	Brief Record of Discussion	Closed/Not Closed
1	<p><b>After CPP (central parking Plaza) for export Buffer containers</b> was commissioned JNCH vide PN 59/2022 dated 6th Oct 2022 had barred CFSs from servicing" Buffer Exports" which was historically been done at CFSs with efficiency to the satisfaction of Exporters. CFSAI has made few representations seeking Review of PN 59 dated 6th October 2022 as:</p> <p>i) Since our Member CFSs have been have providing this facility as "export Buffer" yard for last several years, depriving them of same has adversely impacted their performance adversely and is unfair. Also granting permission only to a single facility i.e. CPP creates a monopolistic situation.</p> <p>ii) Our Member CFSs who wish to participate and have procured RFID Readers" would be able to offer the services exactly in line with what is offered in CPP.</p> <p>iii) The Trade / Exporter should have the option to choose the service provider for buffer yard, other parameters being same, on the basis of their competitiveness, service level comfort level of the Exporters and should not be left with only one option of using CPP.</p> <p>We have not been favoured with any response from JNCH, despite several representation. It is requested that our request be considered on basis of merits and JNCH may please respond to our representation.</p>	<b>Container Freight Stations Association of India (CFSAI)</b>	<b>15.01.2025 (para 5.2) 30.04.2025 (Annex-2, 7)</b>	The matter has been deliberated for quite a long time and it was once closed in 2024. However, on further requests of CFSAI, the matter has been re-examined in consultation with the concerned stakeholders and it is noted that the concerned Ministries appear to be satisfied with the present arrangement considering the factors such as ease of doing business.	Closed

2	<p><b>Long Standing Containers:</b></p> <p>JNCH has full Data on the Ageing Import Containers, category wise / age wise / CFS wise etc., as provided by CFSAI every month, and the same can also be retrieved from their own system.Inspite of several meetings in the past, thousands of such containers are lying uncleared not only for several months but for several years. As per the Board Circular 50/2005, the maximum number of auctions/tenders for one lot should be four, with the goods to be necessarily sold to the highest bidder, however, the containers are still languishing for several years.</p> <p>It is recommended that JNCH restart holding CTF meetings at least every quarter with all the stake-holders &amp; agencies to help monitor &amp; expedite the clearance of long-standing containers. Particular emphasis should be given to containers languishing beyond 6 months (many have been stuck for several years). A time limit should be set for the clearance of these containers beyond which, the cargo should be destuffed &amp; the empty containers released to the concerned lines so that they could then provide them for Indian exports.</p>	CSLA	<p><b>21.05.2024 (para 3.1)</b></p> <p><b>04.10.2024 (para 1.4)</b></p> <p><b>15.01.2025 (para 1.3)</b></p> <p><b>30.04.2025 (Annex 2,8)</b></p>	<p>The Stakeholders informed that the matter has been fast paced by Commissioner General and their concerns being addressed.</p>	Closed
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3	<p><b>Speaking Orders:</b></p> <p>It is submitted that a proper mechanism to issue Speaking orders and a standard SOP for passing Speaking Orders should be established and followed. Based on the principle of Natural Justice, PH should be granted before passing any speaking order. Practice of issuing Speaking Orders to importers in case of re-assessment should be followed.</p>	BCBA	30.04.2025 (para 1.11)	<p>Commissioner NS-I informed that Public Notice No. 117/2020 has already been issued, para 9.4 of the said Public Notice reiterates the procedure outlined in Paragraph 5.4 of Instruction No. 09/2020-Customs dated 05.06.2020. Further, Officers have been directed to follow the procedures laid down in above board circular and Public Notice.</p> <p>BCBA requested that an SOP may be issued specifying detailed modalities / steps for issuing speaking orders. BCBA stated that this would assist the officers and enhance level of compliance. BCBA offered to provide detailed inputs in the matter in writing, which would be examined by NS-I.</p>	Not closed
4	<p><b>Proper description of samples sent for analysis:</b></p> <p>It is informed by Chemical Examiner that some samples (about 14%) are received with trade names. It is very difficult to analyse samples without proper description and chemical composition. The importers/exporters may provide scientific/technical literature containing exact chemical composition of the product, its physicochemical properties, analytical data (e.g. Spectroscopic and chromatographic data), method of analysis and a Certified Reference Material (where applicable), along with the sample. It will help in expediting the analysis of samples and issue of test reports.</p>	CHEMICAL EXAMINER Gr-I (I/C)	30.04.2025 (para 6.1)	<p><b>Public Notice No. 49/2025</b> has already been issued by the Commissioner of Customs, NS-V, JNCH, Nhava Sheva to address this issue.</p>	Closed

5	<p><b>Engagement of port terminals in scanning activity of Import ICD Containers :</b></p> <p><b># Key Concerns</b></p> <p>Presently vehicles are deployed by shipping line /agent for scanning of Import ICD Containers. The process of deploying vehicle &amp; completing scanning formalities takes average of 8-10 hours. Many a times it goes beyond 12 hours also, vehicles have to wait for gate-in / gate-out /pick -up/Drop Off the containers. Because of this high time taking process, transporters are not willing to deploy vehicle for scanning process.</p> <p>The scanning processing time can be reduced significantly if following process is adopted.</p> <p><b># Potential Solution</b></p> <p>As per PN 157 / 2016, the inward entry process has been advanced / preponed to the point of reporting of vessel at pilot station, hence inward entry is granted atleast 1 hour prior arrival of the vessel at the port on most of the occasions. There are few cases when inward entry process is granted after 4-5 hours of berthing of the vessel which leads to delay in generation of scanning list. It is requested to grant inward entry for all the cases in advance so that scanning list could be generated before arrival of the vessel.</p>	<b>CONTAINER SHIPPING LINES ASSOCIATION</b>	<b>30.04.2025 (Para 3.3)</b>	<p>The request for “grant of entry inward in all cases in advance so that scanning list could be generated before arrival of the vessel” shall be examined by Commissioner (NS-Gen).</p> <p>The matter regarding deploying vehicles by port terminals from vessel point to scanning site shall be discussed separately among the concerned stakeholders, viz. Shipping Line Association, Port Terminals, CFSAI, and JNPA under the chairmanship of Commissioner (NS-Gen).</p> <p>In respect of non-generation or delayed generation of the scanning list post entry inward, it was informed during the meeting that CSD, JNCH has already taken up the issue with the NCTC. The matter has been accorded priority by NCTC, and necessary efforts are underway to resolve at the earliest.</p>	Not closed
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	<p>As scanning list is generated much before arrival of the vessel, terminal can be engaged to deploy their vehicle and take the container directly from the vessel point to the scanning site and drop the container in ICD yard after completion of scanning activity. This will help the trade in reducing multiple handing charges which are currently incurring because of multiple handling in the terminal when trailer is deployed by shipping lines/agents.</p> <p>In case of non-generation of scanning list even after granting inward entry by the officer which presently happens on few occasions, JNCH is requested to take up the matter with concerned department to make scanning list available before berthing of the vessel. The non-generation of scanning list case can be informed to the customs by the terminal / CFS / Shipping Line/agent.</p>	(INDIA)				
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6	<p><b>Non-Generation of SMTP (Sub Manifest Transshipment Permit) for Import ICDShipment :</b></p> <p>Shipping lines are not getting ICEGATE generated auto SMTP since 13th March 2025. For everyvessel, shipping lines / agent representative have to approach customs department for approval of all pending SMTPs in the system.</p> <p>Even after approval also, the SMTPs are not forwarded to concerned shipping line in email message.They are facing this issue on regular interval since ICEGATE 2.0 have been launched and SCMTArrival manifest filing have been implemented. They need to take print out of SMTP documents tosubmit the same to port terminal to release the container.</p> <p>The ICD containers remain on hold in the terminal for 2-3 days especially on weekends, due to this immediate train connection is missed out. This increases dwell time of import ICD containers. It isrequested to take up this matter with ICEGATE &amp; DG System team to resolve this issue at the earliest.</p>	<p><b>CONTAINER SHIPPING LINES ASSOCIATION (INDIA)</b></p>	<p><b>30.04.2025 (Para 3.1)</b></p>	<p>The meeting acknowledged the difficulties faced by stakeholders and it was informed that JNCH had already issued a letter dated 18.03.2025 to Pr ADG ICEGATE for early resolution. CSLA informed that SMTP generation process was further stopped from 27th June to 7th July 2025. The matter will be taken up again with DG Systems.</p>	<p>Not closed</p>
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