



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

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Date: #Approved Date#

दिनांक 19.06.2026 को आयोजित CCFC की बैठक का कार्यवृत्त

MINUTES OF THE CUSTOMS CLEARANCE FACILITATION COMMITTEE (CCFC) MEETING HELD ON 19.06.2026

The 3rd Customs Clearance Facilitation Committee (CCFC) meeting of the Calendar Year 2026 and 2nd CCFC meeting of the Financial Year 2026-27 was held on 19.06.2026 at 15:00 hrs at Jawaharlal Nehru Custom House (JNCH), Nhava Sheva, Uran, Raigad, Maharashtra, in hybrid mode under the Chairmanship of the Chief Commissioner of Customs, Mumbai Customs Zone-II, Nhava Sheva.

2. The participants included various stakeholders (Customs Brokers, Shipping Lines, Port Terminals, CFS Operators, Trade Associations and other trade representatives), Participating Government Agencies (PGAs), officers from CBIC formations (DG Systems, ICEGATE, ICES, SWIFT, etc.) and officers of JNCH. The list of participants is placed at **Annexure-I**.

3. In his opening remarks, the Chief Commissioner welcomed all participants and stated that the trade and logistics sector had been passing through a turbulent phase on account of the prevailing geopolitical situation, which had resulted in significant challenges to cargo movement and logistics operations. In this regard, he further stated that, several Special CCFC meetings were held during March and April 2026 to address emerging issues and ensure uninterrupted trade facilitation.

4. The Chief Commissioner informed that JNCH Customs had remained in continuous engagement with stakeholders and other Government agencies since the previous CCFC meeting held on 29.04.2026. Various facilitation measures were introduced to address issues relating to congestion, transportation constraints and cargo clearance. These included issuance of Public Notices relating to part delivery of cargo, streamlining of scanning procedures, permitting movement of two 20-foot containers on a single trailer, facilitation measures concerning DPD cargo movement and notification of additional parking areas to address export congestion.

5. Highlighting the process improvements undertaken during the period, the

Chief Commissioner informed that NS-I Commissionerate had issued a Public Notice for streamlining the acceptance of previous test reports. It was further informed that NS-General Commissionerate had introduced a risk-based vessel boarding mechanism in place of the earlier system of 100% vessel boarding. The Chief Commissioner also apprised that based on recommendations received from stakeholders and the National Assessment Centre (Chemicals), CBIC had issued Circular No. 24/2026 providing for identification and expeditious clearance of specified hazardous cargo categories. He emphasized that Customs would continue to work closely with stakeholders and pursue measures aimed at improving trade facilitation and operational efficiency.

6. The Chief Commissioner congratulated the Brihanmumbai Customs Brokers Association (BCBA) on the successful organisation of its Logistics Conclave. Representatives of BCBA briefly apprised the Committee regarding the deliberations held during the Conclave and informed that the recommendations emerging therefrom would be shared with Customs for consideration.

7. During the preliminary discussion, stakeholders appreciated the facilitation measures undertaken by JNCH and sought clarification regarding implementation of the risk-based vessel boarding mechanism. In response, the Commissioner of Customs (NS-General) informed that the requisite risk parameters had been finalized and that the revised mechanism would be operationalized shortly.

8. Thereafter, the agenda items were taken up for discussion. The record of discussion is placed at **Annexure-II (Follow-up Agenda Points)** and **Annexure-III (Fresh Agenda Points)**.

भवदीय,

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Hasan Ahmed
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अपर आयुक्त सीमा शुल्क,
मुख्य सीमाशुल्क आयुक्त कार्यालय
मुंबई सीमाशुल्क अंचल-II

संलग्नक : परिशिष्ट-I, परिशिष्ट-II तथा परिशिष्ट-III,

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

प्रतिलिपि :

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 in person:

Sr. No.	Name	Designation
1.	Smt. B. Sumidaa Devi	Commissioner, NS-I
2.	Shri Unmesh Sharad Wagh	Commissioner, NS-Gen,
3.	Shri. Shri Ravneet Singh Khurana	Commissioner, NS-III
4.	Shri Anil Ramteke	Commissioner, NS-V
5.	Shri Pankaj Kumar Dwivedi	Addl. Commissioner, CCO, JNCH
6.	Shri Shokender Kumar	Addl. Commissioner, CCO, JNCH
7.	Ms. Jyoti Agrawal	Addl. Commissioner, NS-II
8.	Shri Amit Sharma	Addl. Commissioner, NS-V

The following officers of the department attended the meeting in virtual mode:

Sr. No.	Name	Designation
1.	Shri Rishi Goel	Addl. Director General, DG Systems & Data Management
2.	Shri Kevin Boban	Joint Director, DG Systems & Data Management
3.	Shri S. V. Prakash	Addl. Director, DGTS

The following PGAs/stakeholders attended the meeting in person:

Sr. No.	Name	Name of the PGAs/Stakeholders
1.	Dr. Karuna Dhale	FSSAI
2.	Shri Abhijeet Jadhav	FSSAI
3.	Shri Rajesh Verma	CDSCO
4.	Shri Paresh Shah	WISA
5.	Shri Harsh Lapsia	AILBIEA
6.	Shri Nimish Desai	WISA
7.	Shri Paresh Thakkar	BCBA
8.	Shri Hiren Ruparel	BCBA
9.	Shri Umesh Grover	CFSAI

10.	Shri Manish Kumar	CSLA
11.	Smt. Roshan Irani	AIWCBA
12.	Capt. Sunny Williams	CFSAI
13.	Shri Kamal Shah	BCBA

The following PGAs/stakeholders attended the meeting in virtual mode:

Sr. No.	Name	Name of the Officer
1.	Shri Omprakash Agrawal,	MACCIA
2.	Shri Maruti Gadge	BCBA
3.	Shri Sanjeev Harale	BCBA
4.	Smt. Leena Ganguly	AIWCBA
5.	Shri Nilesh	MCS Logistics India Private Ltd.
6.	Shri Nikhil Bhandary	Western India Bonded Warehouse Association
7.	Shri P T Srinath	FIEO
8.	Shri Sachin G. Patil	GTI
9.	Shri P. Nair	JNPA
10.	Shri Kalpesh Jadhav	CSLA
11.	Shri Karan Kiran Rambhia	FFFAI
12.	Shri Prashant Thakur	NSFT
13.	Shri Satyajeet Patnaik	CSLA
14.	Shri Faiz Sayyed	DP World
15.	Shri Ajay Bhokare	CFSAI
16.	Shri Daniel	CSLA
17.	Shri Sachin C. Parab	GTI
18.	Ms. Annie Shikhare	FIEO
19.	Ms. Rekha	CSLA
20.	Shri Paras Shah	BCBA
21.	Shri Tej Contractor	BCBA
22.	Shri Amit	Seahorse Ship Agencies Pvt. Ltd.
23.	Shri Dushyant Mulani	FFFAI
24.	Shri Shivendra Mhatre	GTI
25.	Shri Srinivas Subramanian	CFSAI
26.	Shri Vishal Anant Koli	BMCT
27.	Shri Chetan Mhatre	BMCT
28.	Shri Sunil Vaswani	CSLA
29.	Shri Bakshi Md Hanif	MANSA
30.	Shri Ravi D Rao	JNPA
31.	Smt. Harpreet Makol	FIEO

<u>Annexure-II- FOLLOW-UP ON PREVIOUS AGENDA POINTS FOR CCFC MEETING DATED19.06.2026</u>				
Sr. No.	Issue in Brief	Sponsoring Authority	Brief Records of Discussion	Open/Closed
1	<u>EDI and ICEGATE:</u> Facilitate immediate and automatic sharing of OOC status through ICEGATE with custodians, shipping lines, and port terminals to support seamless direct delivery b) Address technical challenges observed after recent ICEGATE upgrades, particularly difficulties in generating required printouts, which may delay clearance when manual documents are requested. c) Advance paperless, real-time digital routing of all essential document statuses in line with CBIC’s vision of fully paperless trade, minimizing the need for physical submissions or manual follow-ups. These steps will reduce clearance dwell time, eliminate manual bottlenecks, and align with the goal of digital, transparent customs operations.	BCBA	The representative of CFSAI informed that custodians are not receiving OOC/LEO and other electronic messages and continue to depend on physical documents. Commissioner (NS-I) informed that details of Custodian Codes and MFTP IDs are being collected for sharing with DG Systems. Representatives of ICEGATE/DG Systems informed that the messages are being transmitted through the existing system and that the reported gaps would be examined on receipt of the requisite details. DG Systems further informed that custodians are being encouraged to migrate to API-based integration for seamless exchange of data. The Chair directed Commissioner (NS-I) to coordinate with EDI and DG Systems for early resolution of the issue. DG Systems was also requested to examine the feasibility of extending API-based data sharing arrangements to Shipping Lines. [Action: Commissioner (NS-I)]	Open
2	<u>Provisional Assessment of S/Bills in ICES:</u> This point was earlier discussed in the CCFC meeting held on 10.10.2025, wherein it was conveyed that the issue would be communicated to DG Systems for resolution. We request that the matter be addressed with DG Systems for due resolution.	BCBA	The Chair noted that the issue relating to provisional assessment and post-export amendments in Shipping Bills has been under discussion in earlier CCFC meetings and sought clarification on the status of the requisite system enhancements. Representatives of DG Systems informed that the matter has already been taken up for development and is under process. It was further informed by DG Systems/ICEGATE that the post-EGM amendment module is available in ICES and that amended Shipping Bill data is being transmitted to RBI, while the issue relating to transmission of amended data to DGFT is under consideration. Further, ADG (SWIFT) assured that the issues relating to availability of amended Shipping Bills and reflection of amended particulars would be examined. The Chair observed that availability of amended Shipping Bills incorporating the amended values/particulars is a genuine requirement and requested DG Systems to take necessary action for enabling the requisite functionality [Action: DG (Systems)]	Open

3	<u>Processing of Shipping Bill Amendments under Public Notice No. 44/2025:</u> This issue was discussed in the CCFC meeting held on 10.10.2025. As the issue remains unresolved, we request that the matter may kindly be taken up with the concerned authorities to ensure that amended Shipping Bills are accessible to the trade and that updated data flows seamlessly to DGFT, Banks, and other regulatory bodies.	BCBA	This issue has already been discussed under Point 2.	Closed
4	<u>Non-Visibility of Notification No. 96/2008 (Developing Country List):</u> PDF copies of Notifications lack visibility of the developing country list under Notfn. 96/2008-Cus, leading to clearance confusions. This may be addressed with DG Systems for system-level updation.	BCBA	It was informed that this issue has already been resolved.	Closed
5	<u>OOO Generated for DPD Containers Selected for Scanning:</u> Our Terminal Operating System (TOS) is integrated with NLP Marine (ICEGATE) to auto-release DPD containers based on the EDO and OOC messages. However, in certain cases, it has been observed that for DPD containers selected for scanning, the OOC is generated in advance, before completion of the scanning process. In such cases, there is a risk that DPD containers selected for D-scan may be delivered without completion of the scanning process, as the drive-through scanner is located outside the terminal. Details of such instances are as follows: 1. Container No.: HAMU1546285 Selected for: SCAN-D OOO Ref. No.: 2068386359 OOO Date: 04-01-2026 2. Container No.: CAIU6620490 Selected for: SCAN-D OOO Ref. No.: 2068231369 OOO Date: 06-01-2026	GTI	It was informed that the issue had already been examined and addressed through Public Notice Nos. 62/2025 and 70/2025 issued by NS-III Commissionerate. Commissioner (NS-III) explained that while Out of Charge is generated automatically by the system, containers selected for scanning are separately identified through the scanning list shared with the concerned stakeholders. He emphasized that stakeholders involved in the delivery process, including shipping lines and terminal operators, are expected to exercise reasonable care and caution to ensure compliance with scanning requirements before release of such containers.	Closed

6	<u>Hazardous Cargo Facility (Public Notice No. 20/2026 dated 04.02.2026 copy):</u> The said notice mandates scanning of hazardous cargo (excluding IMO Class 5, 8, and 9) post-embarkation. However, current dock procedures require note sheet approvals from the Examiner/Appraiser/Deputy Commissioner, which is time-consuming and affects turnaround time. Additionally, the earlier facilitation provided under Public Notice No. 153/2020 may be referred. (copies of PN attached attached and Job Number). We request a review to streamline procedures and reduce delays.	BCBA	Commissioner (NS-III) informed that, with the implementation of Public Notice No. 20/2026 w.e.f. 01.07.2026, importers and Customs Brokers are required to specifically indicate chemicals other than those falling under Classes 5, 8, and 9 at the time of filing Bills of Entry. This will facilitate the proper identification and timely processing of such consignments.	Closed
7	<u>BoE Review Process & NAC Best Practices:</u> BoE are being pushed to PAG/FAG after queries, leading to delays. We request that such queries may be reviewed with a separate interactive session at JNCH. For BE pushed back to PAG after raising queries. We request that such queries reviewed by Addl. Commissioner / Joint Commissioner to avoid such practices in near future. Repeated raising of queries followed by pushback of Bills of Entry from FAG to PAG was causing avoidable delays and additional costs.	BCBA	The Chair observed that the issue had already been discussed earlier and that the specific instance raised by the trade had since been resolved. Commissioner (NS-I) clarified that push back of Bills of Entry is undertaken only with the approval of the Additional/Joint Commissioner. It was agreed to hold a separate session to discuss the matter in detail, with specific cases for illustration. Both EDI Section of JNCH and BCBA will separately collate such cases, in advance. [Action: BCBA, Commissioner (NS-I)]	Open
8	<u>Auto OOC / Registration / LEO (CBIC Circular No. 06/2026):</u> Although introduced in the recent Budget, many AEO (T2/T3) importers/exporters are not getting these automated facilities. For Eg. Philips India not availing Auto OOC facility. We propose a joint initiative between BCBA and Customs RMS Cell to identify such cases, share data, and facilitate activation for eligible AEO clients.	BCBA	The issue is being discussed under Fresh Agenda Point no. 1.10.	Closed

9	<u>Delays in Movement of Containers from CPP Buffer Yard to Terminals – Request for Consideration of Buffer Yard Cargo within Terminal Cut-Off:</u> It has been observed that ongoing congestion at JNPA terminals and related operational challenges are causing significant delays in the movement of containers from the CPP Buffer Yard to respective terminals. Despite timely submission at the CPP Buffer Yard, these delays have resulted in late gate-in and consequent shut-outs of export containers, leading to increased transaction costs and disruption of export schedules. Considering that the CPP functions as an extension of the container terminals, it is proposed that once buffer movement is submitted for the said containers at the CPP Buffer Yard, they should be treated as “deemed gate-in” for the purpose of cut-off timelines. Accordingly, such containers, if required should be accepted for vessel connection even if the actual gate-in at the terminal occurs beyond the prescribed cut-off time. Request: An appropriate trade notice may kindly be evolved, in consultation with all concerned stakeholders, to facilitate this mechanism for the benefit of EXIM trade.	BCBA	Commissioner (NS-Gen.) clarified that deemed gate-in is not feasible, as physical arrival of the container at the terminal is necessary for planning and operational purposes. It was further informed that the concern had arisen due to a temporary delay in the movement of containers from the CPP buffer yard to the terminals, which has since been sorted out.	Closed
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Annexure-III-FRESH AGENDA POINTS (CCFC DATED 19.06.2026)

Sr. No.	Issue in Brief	Sponsoring Authority	Brief Records of Discussion	Open/Closed
1.1	<u>Too many and unwanted CCR needs to be reviewed and removed:</u> It has been noticed that too many CCRs have been inserted by NCTC. Also, for a particular commodity viz. Industrial Sewing Machines and Accessories are invariably marked for a very high – 75% examination causing delay in clearance and no misdeclaration or concealment has ever been noticed in this product. These goods are invariably imported in 40' containers with each package weighing 25-40 Kgs and it is particularly difficult to repeatedly destuff containers to such high extent. A representative sample data is attached herewith for your kind perusal.	WISA	The issue is being discussed under fresh agenda point no. 1.10.	Closed
1.2	<u>Need to set SOP and timelines for high traffic departments in JNCH:</u> TSK and RMS-FC are two departments in JNCH which handles very high volumes in terms of number of transactions. Presently there are no SOP and timelines in place which frequently creates very high pendency of 24-72 hours or even more at times. In the times where department is aiming for overall clearance time of 48 hours and below, a single activity, in spite of all facilitations, if takes such high time, it is defeating the very purpose of all positive initiatives undertaken by CBIC and JNCH.	WISA	Commissioner(NS-III) informed that the functioning of the Turant Suvidha Kendra (TSK) is governed by Standing Order No. 18/2020 and that several trade facilitation measures, including Ekal Anubandh and e-BG, have already been implemented. He invited specific suggestions from the trade for defining SOPs and timelines for internal processes wherever feasible. On the issue of defacement of Certificates of Origin (CoO), the trade suggested that the photocopy of the COO may be verified in advance and endorsed as "verified", while the original COO may be produced subsequently for defacement in the system. Commissioner(NS-III) informed that, in terms of CBIC Circular No. 32/2020-Customs dated 06.07.2020, verification of the original COO is a mandatory requirement. He further observed that the suggested process would increase physical interface, as the importer/customs broker would be required to approach the officer more than once. However, he stated that the existing process would be reviewed with a view to reducing physical interface and improving timelines, wherever feasible. With regard to delays in RMSFC cases, Commissioner (NS-III) informed that instructions have been issued to the concerned officers and that efforts are being made to reduce processing time. He further stated that the matter is being closely monitored and improvements are expected in the coming weeks.	Closed
1.3	<u>Visibility of eSanchit documents to departmental officers:</u> ICEGATE has assigned fixed codes for few hundred documents to be uploaded under eSanchit, e.g. 861000 for Certificate of Origin, 380000 for Commercial Invoice etc. The officer of Customs, while looking at them are able to see the assigned code and description given against it. However, there are several documents, which are missing in this list which are regularly required to be checked by officers before releasing any cargo. In absence of specific codes, such documents are assigned nearby generic code by the trade which is not very accurate in describing nature of the document uploaded. Few examples are EPR registration, LMPC registration, BIS certification etc. The system should be modified to display on officer's screen assigned code, assigned description of document as well as name of the document assigned by user while uploading under eSanchit. This will reduce almost 30% queries being issued by RMS-FC and also by FAG officers.	WISA	Representative of DG Systems informed that updated document codes have been prescribed vide Circular No. 05/2026 and advised stakeholders to utilise the prescribed document codes and IRN/DRN-based mechanism available under SWIFT 2.0. It was further informed that DG Systems regularly updates the document code directory and any additional document categories requiring codification may be considered on receipt of specific inputs from stakeholders. The Chair requested the sponsoring association to furnish details of document categories, if any, which are not covered under the existing document code directory for examination by DG Systems and appropriate action.	Closed

1.4	<u>Impractical advisory issued by JNPA for empty yard payments:</u> Attached herewith advisory issued by JNPA asking the trade to make payment of empty container offloading charges directly to the empty yard. All empty yards are appointed by shipping lines to keep their containers in safe custody and also carry out usual repairs, maintenance, cleaning etc. There exists a proper contract between shipping lines and empty container yards. Hence, logically it's shipping line which must be recovering these charges but due to vested interest most are refusing to do so and inconveniencing and forcibly asking the trade to make direct payment to their contracted empty yard. It can not get more weird than this - only observation trade can make. Already there are few major shipping lines like ONE, Hapag Lloyd, CMA-CGM, Yang Ming etc. which are recovering these charges themselves along with their import Delivery Order charges. We request kind intervention of Chief Commissioner to bring some sanity in the operations of shipping lines.	WISA	Commissioner (NS-General) observed that the issue relates to the arrangements between shipping lines, importers, transporters and empty container yards and does not fall within the direct jurisdiction of Customs. Representatives of JNPA informed that the advisory had been issued after consultations with stakeholders and that the mechanism is under implementation. After hearing the views of the stakeholders, the Chief Commissioner stated that the concerns raised be referred to JNPA for consideration. [Action: Commissioner (NS-Gen)]	Closed
1.5	<u>System-based sharing of scanning reports for Import ICD containers with shipping lines and respective port terminals:</u> Currently, scanning of Import ICD containers is handled by shipping lines. The scanning status is stamped on physical EIR/SMTP documents which shipping line representatives collect from transporters. These documents are then scanned and submitted to port terminals to facilitate container release for onward railing. This manual process causes delays in releasing Import ICD containers and affects timely evacuation. We request JNCH to implement an electronic mechanism for sharing scanning status in place of the existing manual process. This will help ensure faster evacuation of Import ICD containers.	CSLA	Commissioner (NS-III) stated that the feasibility of such data sharing would require detailed examination. He observed that scanning outputs constitute sensitive information and are not intended for general dissemination, while the requisite scanning status is already being reflected in the EIR. He further stated that any system-based sharing mechanism would require development of appropriate APIs and system integration, as manual transmission of such information may lead to operational difficulties and data inaccuracies. The matter would be examined further in consultation with the stakeholders. [Action: Commissioner (NS-III)]	Open
1.6	<u>Scanning of Import ICD containers to be permitted only at the terminal of discharge:</u> Import ICD containers are currently marked for scanning at D-1, D-2 and mobile scanners. Considering the multiple yard movements and transportation involved for Import ICD containers, JNCH Public Notice 60/2024 permits scanning within the port terminal instead of at D-1 or D-2 scanners located outside the port. Although scanners are now available at each port terminal, Import ICD containers are still being assigned to scanners at terminals other than the one where they are discharged. For example, containers discharged at DP World are directed to the D2 scanner at BMCT which is located in a different and distant area of the port. The limited lanes at the D2 scanner and the additional travel distance increase dwell time, create congestion and lead to unusually long handling and processing times. We sincerely request JNCH to allow Import ICD containers to be scanned at the scanner located within the terminal where they are discharged from the vessel. This change will help reduce congestion, shorten dwell time, and minimize additional costs for stakeholders.	CSLA	Commissioner (NS-III) clarified that, in terms of Public Notice No. 60/2024, ICD-bound containers selected for scanning can be scanned at the port terminals using the available scanning infrastructure and no separate permission from Customs is required for the same. On the concern regarding marking of ICD-bound containers to specific scanners despite availability of scanning facilities at the concerned terminal, Commissioner (NS-III) stated that the concerned officers would also be sensitized regarding the provisions of the said Public Notice.	Closed
1.7	<u>LCL Hazardous Cargo Handling under Facility Notice 20/2026:</u> For LCL haz cargo (other than Class 5, 8, 9) covered under Public Notice 20/2026 dated 04.02.2026, examination orders are often waived even if selected for examination, with scanning permitted instead. However, custodians face severe difficulties as empty containers are allotted and routed to CFS without prior scanning, leading to delays of 7–10 days and extra admin costs between ₹10,000–14,000 per instance. We urge a review to streamline scanning procedure for LCL shipments at earliest.	BCBA	The issue is being discussed under follow up agenda point no. 6.	Closed

1.8	Terminal Congestion and CFS Examination Delays: Heavy congestion at terminals prevents CFS from moving containers promptly, resulting in delayed examinations and overall clearance bottlenecks, as noted in past CCFC meetings. Part containers are moved to CFS. To facilitate trade, we request permission for part-examination (manual Out of Charge – OOC) for manufacturing importers, AEO clients (T2/T3), MSME clients, and containers not selected for scanning—leveraging AEO benefits like priority processing	BCBA	It was informed that while congestion on the import side had eased considerably, operational challenges continued on the export side due to increased export container gate-in activity. Representative of BMCT informed that the issue was being addressed and that necessary arrangements, including those relating to safety and security requirements, are under implementation.	Closed
1.9	Creation of Dashboard for CRCL Test Reports: At present, importers and Customs Brokers face difficulties in accessing and tracking test reports issued by the Central Revenue Control Laboratory (CRCL). We request the development of a dedicated dashboard on ICEGATE/Customs portal for: ·Viewing and downloading CRCL test reports online. ·Maintaining a repository of historical test reports. ·Facilitating future clearances of identical or similar goods based on previously accepted test reports. ·Reducing delays caused by repeated submission and retrieval of laboratory reports. Such a facility will enhance transparency, improve compliance, and significantly reduce clearance time.	BCBA	Representatives of CRCL informed that test reports are being regularly uploaded on the Sampling Application as well as the EDI system. It was further submitted by the stakeholders that while the status of samples is visible through the existing system, the facility for viewing and downloading test reports is not available to them. Commissioner (NS-V) was instructed to hold a separate deliberation with the stakeholders to examine the issue and assess the requirement for any further enhancements in the existing system. [Action: Commissioner (NS-V)]	Open
1.10	Review of CCR Instructions in Light of CBIC Circular No. 06/2026: CBIC Circular No. 06/2026 introduced the concept of Auto Out of Charge (Auto OOC) and Auto Let Export Order (Auto LEO) with the objective of facilitating trade and reducing dwell time. However, certain provisions under CCR Instructions No. 10/2024 continue to require manual interventions, thereby limiting the benefits of automation. We request a review of the following aspects: ·Automatic defacing/verification of Certificates of Origin (CoO). ·Elimination of repetitive manual checks where electronic data is already available through government-to-government data exchange arrangements. For example, under the India–Korea Economic Partnership framework, Certificate of Origin data is electronically shared through designated systems and is available to Customs through ICEGATE. Despite this, importers continue to face verification requirements regarding CoO utilization and debiting status. We request suitable amendments to align CCR procedures with the trade facilitation objectives envisaged under Circular No. 06/2026.	BCBA	The Chair observed that the issue requires examination from both facilitation and risk management perspectives. While certain CCRs may continue to be necessary on account of policy requirements and risk assessment, the need for continuation of CCR instructions in cases where verification is already available electronically may be reviewed. It was informed that NCTC has initiated an exercise for rationalization of CCRs in consultation with NACs. Commissioner (NS-I) agreed to examine the specific CCR instruction relating to verification of COO debit. Stakeholders were requested to bring specific instances of such CCRs to the notice of Customs for examination and suitable action. [Action: Commissioner (NS-I)]	Open

1.11	Technical Issues Under SWIFT 2.0 and Delay in Data Routing to PGAs:Trade members are experiencing significant delays under the SWIFT 2.0 platform due to issues in routing data to Participating Government Agencies (PGAs). In many cases, approvals and responses from PGAs are delayed, resulting in cargo clearance delays extending up to a week or more. We request that: ·The issue be examined with the concerned PGAs and system administrators. ·Timelines for data transmission and response be monitored. ·A mechanism be established for prompt escalation and resolution of technical issues impacting cargo clearance.	BCBA	ADG (SWIFT) informed that significant improvements have been made in data transmission timelines between Customs and PGAs and that most data exchange issues have been addressed. It was further informed that integration of the payment mechanism for Animal Quarantine and Plant Quarantine through SWIFT is under progress and is expected to be implemented shortly. In order to facilitate continuous interaction and expeditious resolution of operational issues, the Chief Commissioner advised that regular meetings may be held involving stakeholders, PGAs, DG Systems and JNCH officers. Accordingly, <u>It was decided that Commissioner (NS-I) would hold weekly meetings every Tuesday at 3:30 PM under the coordination of EDI, JNCH, to review and address system-related issues.</u> Stakeholders were also encouraged to share specific instances of system-related issues for examination and resolution.	Closed
1.12	Weekly Coordination Meetings with Stakeholders and PGAs: To ensure timely resolution of operational and system-related issues, we propose that a weekly coordination meeting be held involving: ·Customs officials, ·Participating Government Agencies (PGAs), ·ICEGATE/System representatives, and ·Trade stakeholders, including Customs Brokers, importers, and exporters. Such regular interaction will facilitate quicker identification and resolution of bottlenecks, improve stakeholder communication, and enhance the overall efficiency of the clearance process. We request your kind consideration of the above agenda points for discussion and appropriate action.	BCBA	The issue was discussed along with Agenda Point No. 1.11. Stakeholders and PGAs were advised to utilize the proposed weekly coordination mechanism for addressing specific operational and system-related concerns.	Closed

1.13	<u>Persistent Congestion at JNPA Affecting Export Container Gate-In:</u> We would like to draw your kind attention to the severe and recurring congestion being experienced at one or more terminals at JNPA over the past several months. The situation has been further aggravated by ongoing transportationrelated challenges, adversely impacting the smooth movement of EXIM cargo. Export containers are facing significant delays in gatein procedures after being moved from the Centralized Parking Plaza (CPP) and Container Freight Stations (CFS) to terminal gates. These delays are substantially increasing trailer turnaround times and, in several instances, causing export containers to miss their intended vessel connections. Further, there have been reported instances where containers lying in the CPP Buffer Yard were not moved to the terminal within the stipulated vessel cutoff timelines. Similarly, delays are being experienced in the evacuation of import containers from terminals to CFS facilities, leading to congestion across the logistics chain. These operational bottlenecks are resulting in increased transaction costs, reduced efficiency, and uncertainty for trade stakeholders. In the current geopolitical environment, coupled with rising fuel and logistics costs, it is imperative that export consignments are able to connect with their scheduled vessels without disruption. In view of the above, we request your urgent intervention with the concerned terminal operators to identify and implement practical and sustainable solutions in the interest of EXIM trade. We further request your good office to kindly consider and ensure the following: a)Extension of Terminal Cut Off Timings: Terminals may suitably extend vessel cutoff timings for containers that have already moved from CPP/CFS prior to the prescribed cutoff and are in queue for gate in, thereby enabling their gate-in and loading onto the designated vessel at no additional cost to Trade. b)Timely Communication to Stakeholders: Any such extensions or operational decisions may be proactively communicated in the public domain for the benefit of all stakeholders, including trade participants and Customs authorities. c)Recognition of CPP Buffer Yard Containers as Deemed Gate-In: Containers offloaded and awaiting movement in the CPP Buffer Yard may be treated as “deemed gated-in” from the terminal’s perspective, considering that the CPP effectively functions as an extended operational arm of the terminals and such containers should be accepted into the terminal even after cut off. We seek your intervention to address these concerns and facilitate EXIM cargo movement through JNPA.	BCBA	The issue is being discussed in follow up agenda point no. 9 and fresh agenda point no. 1.8.	Closed
1.14	<u>Implementation Support for Automated Goods Registration for E-Sealed Export Cargo:</u>Reference is invited to ICES Advisory No. 06/2026 dated 04.02.2026 issued by DG Systems regarding the implementation of Automated Goods Registration for e-sealed export cargo. We appreciate the efforts of JN Customs in conducting handholding sessions on 27.03.2026 and 01.04.2026 to familiarize trade stakeholders with the requirements of the said advisory. However, certain operational challenges and processrelated bottlenecks are still being identified and may require timely intervention and resolution, particularly considering that this is being implemented as a pilot initiative at JNCH. Request: Continued support, monitoring, and proactive engagement with all concerned stakeholders may kindly be ensured to facilitate smooth and timely implementation of the advisory in the larger interest of EXIM trade.	BCBA	The Chief Commissioner informed that the issue is under monitoring at the Board level and has also been discussed with Member (Customs). He further informed that the architecture of message flows is under review and that recommendations are being formulated to further simplify the process.	Closed