



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

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Date: #Approved Date#

**MINUTES OF THE CUSTOMS CLEARANCE FACILITATION
COMMITTEE (CCFC) MEETING HELD ON 29.04.2026**

The 2nd CCFC meeting of the Calendar year 2026 and 6th Special CCFC meeting to review issues arising due to the ongoing geopolitical situation in the Middle East and its impact on cargo movement and customs facilitation at JNCH was held on 29.04.2026 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, CFS Association, Shipping Lines, Port Terminals, trade representatives), Participating Government Agencies (PGAs), officers from CBIC formations (DG Systems, ICEGATE, NCTC, SWIFT) and officers of JNCH. The list of participants is placed at **Annexure-I**.

3. In his opening remarks, the Chief Commissioner informed that frequent Special CCFC meetings have been conducted in March-April 2026 in view of the ongoing geopolitical situation in the Middle East. The Chair highlighted key facilitation initiatives and developments, including progress on the revamped warehousing module announced in the Union Budget, for which a Special Committee was constituted under the Chairmanship of the Pr. Commissioner (NS-I). It was informed that the revised warehousing module is expected shortly and is likely to resolve several system-related issues. The Chair further highlighted the adoption of body-worn cameras at CFSs with a standard SOP to be issued shortly, and the proposed rollout of e-scheduling for physical examination from the 1st of the next month, for which system readiness and stakeholder training are underway.

4. The Commissioner of Customs (NS-Gen) apprised that, in view of the ongoing situation in the Middle East, permission has been granted for conversion of 168 containers from International Transshipment to local clearance. Out of these, 70 containers have been assessed to duty of approximately ₹5.5 crore, while in 33 cases, duty foregone on account of import licence/country of origin benefit is about

₹62 lakh. It was further informed that Bills of Entry in respect of around 60 containers are yet to be filed, involving commodities such as sodium carbonate, fresh apples, scrap and flour. It was further informed that the issue of levy of late fee in such conversion cases has been taken up with the Board and is under consideration. It was also highlighted that International Transshipment volumes have increased to nearly three times as compared to the corresponding period last year. Shipping lines were requested to honour detention waiver certificates, and CFSs were instructed to ensure that containers selected for scanning are duly scanned and that proper safety and security of cargo, particularly hazardous cargo, is maintained.

5. The Chair invited general comments from stakeholders. During the discussion, the following main issues were discussed:

- (i) Difficulty in obtaining NOC from original consignee in ITP to local amendment cases;
- (ii) Instances of container escaping scanning;
- (iii) Delay in evacuation of containers from port terminals to CFSs, attributed to shortage of drivers and operational constraints;
- (iv) Issues relating to detention waiver certificates, including incomplete details and non-acceptance by shipping lines;
- (v) Need for improved coordination among stakeholders to reduce dwell time and avoid operational bottlenecks.

6. Regarding (i) above, it was informed that NOC of original consignee would be essential keeping in view the business contract. In respect of delays in movement due to shortage of drivers, the Chair emphasised that stakeholders must ensure better planning and coordination to prevent such avoidable situations. Also, in such cases, the trade should not be burdened with charges such as detention and demurrage. Concerned stakeholders were advised to honor the waiver certificates issued by customs and not raise unnecessary disputes. Instances of bypassing of container scanning are being viewed seriously and all concerned need to exercise strict control.

7. Record of discussion is placed at '**Annexure II – Follow-up Agenda Points**' and '**Annexure III – Fresh Agenda Points**'.

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

Digitally signed by
Shokender Kumar
Date: 28-05-2026
07:43:00

(shokender kumar)
Additional 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	Pr. Commissioner, NS-III
4.	Shri Anil Ramteke	Commissioner, NS-V
5.	Shri Raghu B Kiran	Commissioner of Customs, NS-II (In-situ)
6.	Shri Pankaj Kumar Dwivedi	Addl. Commissioner, CCO, JNCH
7.	Shri Shokendar Kumar	Addl. Commissioner, CCO, JNCH
8.	Dr. Chittaranjan Wagh	Addl. Commissioner, NS-II

The following PGAs/Stakeholders attended the meeting in offline mode: -

Sr. No.	Name	Name of the PGAs/Stakeholders
1.	Shri Vinayak Aparaj	BCBA
2.	Shri Shivendra Mhatre	GTI
3.	Shri Sachin G. Patil	GTI
4.	Shri Rajendra S Coimbatore.	NSFT
5.	Shri Ashwajit Patil	NSFT
6.	Shri Hiren Modha	PSA Mumbai
7.	Shri Faiz Sayyed	DGM, DP World
8.	Shri Ashok Kumar Saini	BCBA
9.	Shri Gopakumar Pillai	NSDT
10.	Shri Nimish Desai	WISA
11.	Smt. Roshan Irani	AIWCBA
12.	Shri Hiren Ruparel	BCBA
13.	Shri Ganpat Korde	BCBA
14.	Shri Paresh Thakkar	BCBA
15.	Shri Nikhil Bhandary	Western India Bonded Warehouse Association

The following officers, PGAs/Stakeholders attended the meeting in Virtual Mode : -

Sr. No.	Name	Name of the PGAs/Stakeholders
1.	Smt. Pritee Chaudhary,	Regional Director, FSSAI
2.	Dr Karuna Dhale	FSSAI
3.	Shri Hans Raj	ICEGATE
4.	Dr. Pradeep Jhahharia	DGTS
5.	Shri Rishi Goyal	Swift Team
6.	Shri Prahalad Khatik	ICEGATE
7.	Shri Niraj kumar singh	RPQS
8.	Dr Sonia Sharma	AQCS
9.	Shri Asif Jamal	AD, NCTC
10.	Shri Rakesh Burman	WCCB
11.	Smt. SUNITA PANTHRI	ICES
12.	Capt. Sanjay Gujral	CSLA
13.	Shri Nirav Thakker	BCBA
14.	Shri Rajeev Varadkar	BCBA
15.	Shri Ketan Desai	BCBA
16.	Shri Mark S. Fernandes	Sylvester & Co.
17.	Shri Paresh Shah	WISA
18.	Shri Natarajan	Consolidators Association of India
19.	Smt. Harpreet Makol	FIEO
20.	Shri Vineet Singh Tanwar	GTI
21.	Shri Umesh Grover	CFSAI
22.	Shri Sachin Naik	CONCOR
23.	Shri Jibu K Itty	DP World
24.	Shri Sunil Vaswani	CSLA
25.	Shri RK Salve	Divya CPP Private Limited
26.	Shri AJAY SRIVASTAVA	GTRI
27.	Shri Dixit Gharat	CPP
28.	Shri Manish Kumar	CSLA
29.	Shri SHAILESH KOLI	CSLA
30.	Shri S Natarajan	FFFAI
31.	Shri Harsh Lapsia	AILBIEA
32.	Shri Satyajeet Patnaik	CSLA
33.	Shri Milan Desai	BCBA
34.	Shri Tej Contractor	BCBA
35.	Shri Victor Fernandes	MANSA
36.	Shri Dayanand Kotian	BCBA
37.	Shri Jayyannt Lapsiaa	AILBIEA

38.	Shri Umesh Grover	CFSAI
39.	Shri Sanjeev Harale	BCBA
40.	Shri KALPESH JADHAV	CSLA
41.	Smt. Leena Ganguly	<u>AIWCBA</u>
42.	Shri Paras Shah	BCBA

FOLLOW-UP ON PREVIOUS AGENDA POINTS FOR CCFC MEETING DATED 29.04.2026

Sr. No.	Issue in Brief	Sponsoring Authority	Brief Records of Discussion	Open/Closed
1	<p><u>Improve Testing and Sampling Protocols:</u></p> <p>Request that the Textile Committee issue clear and uniform Public Notices/Standing Orders on mandatory testing parameters, avoid unnecessary testing, and adopt risk-based sampling—particularly for repeat suppliers and identical products—to reduce delays and associated costs.</p>	BCBA	<p>The issue has been deliberated in previous meetings and the Principal Commissioner (NS-III) was entrusted to hold consultations with Textile Committee and BCBA to finalize a list of appropriate testing/ examination parameters for textile items. It was informed by the Pr Commissioner (NS-III) that stakeholder consultations have been completed and a comprehensive proposal has been forwarded to the concerned National Assessment Centre (NAC-III). The guidelines on standardized testing/ examination parameters are expected shortly.</p>	Closed
2	<p><u>EDI and ICEGATE</u></p> <p>Facilitate immediate and automatic sharing of OOC status through ICEGATE with custodians, shipping lines, and port terminals to support seamless direct delivery</p> <p>b) Address technical challenges observed after recent ICEGATE upgrades, particularly difficulties in generating required printouts, which may delay clearance when manual documents are requested.</p> <p>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.</p> <p>These steps will reduce clearance dwell time, eliminate manual bottlenecks, and align with the goal of digital, transparent customs operations.</p>	BCBA	<p>The ICEGATE representative informed that OOC data is being shared with custodians subject to proper mapping of custodian codes, and that similar position applies to port terminals; issues arise where such mapping is not available. It was also stated that OOC data is not being shared with shipping lines as no such requirement has been received.</p> <p>EDI Section of JNCH to look into the matter as to why OOC data is not being received by the CFSs/Port Terminals of JNCH, in view of the clarification given by ICEGATE, and take corrective measures.</p> <p>Action Owner: NS-I</p>	Open

<p>3</p>	<p><u>Provisional Assessment of S/Bills in ICES:</u></p> <p>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.</p> <p>We request that the matter be addressed with DG Systems for due resolution.</p>	<p>BCBA</p>	<p>Matter has already been brought to notice of DG (System) in writing to make suitable changes so that amended/provisionally assessed Shipping Bills are made accessible to trade.</p> <p>Action Owner: DG (Systems)</p>	<p>Open</p>
<p>4</p>	<p>Processing of Shipping Bill Amendments under Public Notice No. 44/2025</p> <p>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.</p>	<p>BCBA</p>	<p>Matter has already been brought to notice of DG (System) in writing to make suitable changes so that amended/provisionally assessed Shipping Bills are made accessible to trade.</p> <p>Action Owner: DG (Systems)</p>	<p>Open</p>

5	<p><u>Technical Issues on the Digital Warehousing Module:</u></p> <p>a. There are technical challenges being faced on the Warehousing Module – specifically in case of ‘transfer of ownership’ and subsequent clearance under ‘SEZ’ / ‘EOU’ / ‘Re-Export’.</p> <p>b. In case of Transfer of Ownership from A to B, if there is any subsequent clearance by ‘B’ under SEZ / EOU or Re-Export, the debit of quantity happens in ledger of ‘A’ instead of ‘B’, which is blocking the quantity for ‘A’.</p> <p>c. This has been an ongoing issue, for which previously the Systems team had suggested a reversal of quantity – which the Bond Section in JNCH has been supporting tremendously, however we request for a system-based solution on this.</p>	<p>AILBIE A</p>	<p>Borad constituted a Committee under Pr Commissioner (NS-I) to comprehensively study the issues in the existing warehousing module, in consultation with stakeholders. The Committee has completed the task and submitted its detailed recommendations to the concerned policy wing of Board.</p>	<p>Closed</p>
6	<p><u>Permitting Multiple Warehouse Code at the time of Filing Bill of Entry</u></p> <p>a. In case of Import of Cargo which is being stored across multiple warehouses, it is essential for the system to allow Multiple Warehouse Codes – and enabling quantity wise Warehouse Code to be entered at time of filing of Bill of Entry.</p> <p>b. Lack of this will result in mismatch at the time of ex-bond under the new updates of the warehousing module.</p>	<p>AILBIE A</p>	<p>The issue of multiple warehouse codes has already been flagged to the Ministry and a solution has recently been suggested. As an interim measure, stakeholders may use the warehouse-to-warehouse transfer module by initially allocating goods to one warehouse and subsequently transferring them to another.</p>	<p>Closed</p>

7	<p><u>Digitalization of Bond Section:</u></p> <p>The bond section remains entirely manual, including MOWR schemes and Ex-Bond processes. Even when Out of Charge (OOC) is granted by Assistant/Deputy Commissioners, physical initials from the Bond Superintendent at JNCH are mandatory, citing jurisdictional limits. In this digital era, we urge immediate digitalization of the entire process via ICEGATE to reduce delays and errors.</p>	BCBA	This issue has already been discussed under Point 5.	Closed
8	<p><u>Non-Visibility of Notification No. 96/2008 (Developing Country List):</u></p> <p>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.</p>	BCBA	<p>BCBA to share relevant Bills of Entry with DG Systems for examination and necessary corrective action.</p> <p>Action Owner :- BCBA / DG Systems</p>	Open

<p>9</p>	<p>Issuance of a Public Notice in line with PN No. 15/2013 to facilitate the evacuation of SMTP-granted ICD containers in cases where there is a delay in receipt of the scanning list for a particular vessel.</p> <p>In case of non-receipt of the scanning list, terminals are unable to load SMTP-granted ICD containers on trains due to the absence of a specific public notice. In the CCFC meeting held on 21-05-2024, it was mentioned, in response to agenda point 5.2 raised by DP World, that “PN No. 15/2013 does not differentiate between CFS-bound containers and ICD-bound transshipment cargo, as the necessary communication will continue to be sent to the ICD location once the scanning list is made available by the CSM module for detailed examination at the respective ICDs.” However, in PN No. 15/2013, point 3 specifically states that “After completion of eight hours from entry inwards, if the scanning list still remains to be generated, the CFS shall be allowed to move containers to the respective CFSs to avoid congestion inside the port.” As there is no specific instruction for ICD-bound containers given in PN15/2013, we request the issuance of a separate public notice prescribing the process to be followed for ICD-bound containers in cases of delayed receipt of the scanning list.</p>	<p>GTI</p>	<p>While limited relaxation exists for CFS-bound cargo, similar provisions may not be feasible for ICD-bound containers due to lack of scanning facilities at ICDs. Stakeholders also reported frequent delays in generation of scanning list and instances of repeated selection of the same containers for scanning at different locations. NCTC was requested to examine the issue, and stakeholders were requested to furnish specific recent instances to NCTC for review.</p>	<p>Closed</p>
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<p>10</p>	<p>OOO Generated for DPD Containers Selected for Scanning</p> <p>Our Terminal Operating System (TOS) is integrated with NLP Marine (ICEGATE) to auto-release DPD containers based on the EDO and OOO messages. However, in certain cases, it has been observed that for DPD containers selected for scanning, the OOO is generated in advance, before completion of the scanning process.</p> <p>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.</p> <p>Details of such instances are as follows:</p> <p>1. Container No.: HAMU1546285 Selected for: SCAN-D OOO Ref. No.: 2068386359 OOO Date: 04-01-2026</p> <p>2. Container No.: CAIU6620490 Selected for: SCAN-D OOO Ref. No.: 2068231369 OOO Date: 06-01-2026</p>	<p>GTI</p>	<p>Pr. Commissioner (NS-III) informed that, as per the existing Public Notice, containers selected for scanning are required to be routed through the designated CFS and shall not be directly released to importers. It was further informed that certain data gaps relating to nomination of CFSs by DPD clients on the OTDA portal are being streamlined and the same is also being incorporated in a proposed Public Notice under pilot implementation. Further, Port terminals were requested to ensure timely sharing of data for effective implementation of the pilot project aimed at end-to-end monitoring of container movement.</p> <p>Action Owner: NS(III)</p>	<p>Open</p>
<p>11</p>	<p>Provision to Extract Vessel Entry Inward Time Details from NLP Marine Portal</p> <p>Presently, terminals receive vessel entry inward time details through e-mails from the Boarding Office. In the absence of such e-mails, terminals are solely dependent on the vessel operating agent to provide this information. During night hours, it becomes very difficult for terminals to obtain this information from either the Boarding Office or the vessel operating agent.</p> <p>Hence, we recommend that once the vessel entry inward time is granted in the Customs system, this information should be simultaneously captured in the NLP Marine Portal, from which terminals can extract it whenever required. This will eliminate the terminals' dependency on the Custom Boarding Office/vessel operating agents and will also help reduce import dwell time.</p>	<p>GTI</p>	<p>ICES team agreed to share the relevant data, including IGM No., date and Entry Inward time, with the port terminals, subject to availability of terminal codes and email IDs. In this regard, Commissioner (NS-General) requested the port terminals to share the required details with the ICES team for operationalization of the mechanism. Similar request was also made by the shipping lines, who were requested to provide the required fields/details and email IDs for enabling the proposed system of electronic communication.</p>	<p>Closed</p>

<p>12</p>	<p>Transmission of Import SEZ Containers SMTP Messages through NLP Marine Portal (ICEGATE)</p> <p>Import SEZ container SMTP messages should be transmitted to terminals through the NLP Marine Portal (ICEGATE) to enable the auto-release of SEZ containers. Presently, terminals receive SMTP documents for import SEZ containers via e-mail from SEZ clients. To automate this process, we request Customs to transmit SEZ container SMTP messages through the NLP Marine Portal (ICEGATE) to terminals, similar to the process followed for ICD and DPD containers.</p>	<p>GTI</p>	<p>In this regard, reference was made to the written response received from DG Systems stating that auto-transshipment of SEZ-bound cargo from Gateway Ports/Airports has already been implemented in the system and, after assessment of the Bill of Entry, the system automatically generates the Transshipment copy which is delivered to the registered email ID. Further, as per the written response received from ICEGATE, SMTP messages are being transmitted to NLP. The Chair advised the stakeholders to verify the issue at their end and revert in case the system was still not functioning as intended.</p>	<p>Closed</p>
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FRESH AGENDA POINTS (CCFC DATED 29.04.2026)

Sr. No.	Issue in Brief	Sponsoring Authority	Brief Records of Discussion	Open/Closed
1.1	<p><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.</p>	BCBA	<p>During the discussion, Pr. Commissioner, NS-I informed that, in cases where system/FAG/NCTC orders prescribe open examination or 100% examination for hazardous cargo, the Examining Officer/Appraiser presently submits a note seeking permission from AC/DC for allowing scanning in lieu of physical examination, after which the container is referred to CSD for scanning. It was further stated that this practice is being followed uniformly across CFSs based on earlier Public Notices.</p> <p>The Chair observed that the present procedure appears to be a legacy practice arising out of earlier Public Notices and emphasized that unnecessary procedural formalities should be avoided.</p> <p>Further, Pr. Commissioner, NS-I stated that a suitable fresh Public Notice/Office Order would be issued prescribing that the Examining Officer/Appraiser may directly mark hazardous cargo containers to CSD for scanning, without requiring separate routine approvals from AC/DC in each case. The Chair further instructed Pr. Commissioner, NS-III to coordinate with CSD in the matter and examine issuance of suitable instructions to ensure uniformity in implementation of the prescribed procedure across all CFSs.</p> <p>Action Owner:- NS-I/NS-III</p>	Open

<p>1.2</p>	<p><u>Data Sharing with Custodians:</u> Bills of Entry (BoEs) and Shipping Bills (SBs) with Out of Charge (OOC) / Let Export Order (LEO) status are not being shared with custodians, despite CBIC circulars mandating ICEGATE registration and data transmission. We request strict implementation to ensure seamless operations.</p>	<p>BCBA</p>	<p>The issue has already been discussed in follow up agenda points.</p>	<p>Closed</p>
<p>1.3</p>	<p><u>Handling of Dock Queries:</u> Queries raised by dock officers are currently routed through Additional Docks and attended by Addl. Docks/DC Docks. We suggest that such queries may be reviewed and resolved at the dock level before referring them to assessment groups, to reduce delays.</p>	<p>BCBA</p>	<p>Pr. Commissioner, NS-I informed that, as per the existing practice, queries are generally resolved at the Docs level itself and only cases involving issues such as classification or matters requiring further examination are escalated further. The Chair observed that queries should ordinarily be resolved up to the DC level and escalated only where necessary. An Office Order 12/2025 dated 11.12.2025 had already been issued prescribing that unresolved issues alone are to be forwarded to ADC/JC level.</p> <p>Further, the representative of BCBA submitted that importers/Customs Brokers do not always get an opportunity to explain the matter at the JC/ADC level before the issue is referred to the concerned group.</p> <p>In this regard, the said Office Order requires concerned ADC/JC to regularly visit Docks and also conduct Open Houses there. All Commissioners to ensure compliance.</p>	<p>Closed</p>

1.4	<p><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.</p>	BCBA	<p>Pushback of Bills of Entry from FAG to PAG requires recording of reasons and approval of the concerned JC/ADC. Where this procedure is not followed, BCBA may share specific examples for examination. In parallel, JNCH EDI team to also extract a few such BEs from Systems for further examination.</p> <p>Action Owner: NS-I/BCBA</p>	Open
1.5	<p><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.</p>	BCBA	<p>Pr. Commissioner, NS-III informed that the issue regarding non-grant of Auto OOC facility in certain cases, including Philips India, had already been taken up with DIC and the matter was under examination. It was further stated that additional data/examples from the trade may also be shared for examination with the Systems team.</p> <p>On the export side, Commissioner, NS-II informed that in certain cases exporters were not properly filing Annexure-C details and JNCH, in coordination with ICEGATE/ICES, is conducting awareness sessions for the trade in this regard. It was further informed that cases where Auto LEO was not being granted despite proper filing of Annexure-C had already been raised with the ICES team for examination.</p> <p>Action Owner:- NS-III/BCBA</p>	Open
1.6	<p><u>Mid-Term Time Release Study (TRS):</u> We suggest conducting a mid-term TRS by June 2026 to evaluate dwell time improvements following implementation of automated processes such as Auto OOC, Registration, and LEO.</p>	BCBA	<p>TRS requires considerable effort, analysis and coordination. Presently, it is conducted once a year across different formations, driven by Customs Policy wing of the Board.</p>	Closed

1.7	<p><u>Measures in Light of Geopolitical Crisis:</u> In view of ongoing global challenges and to reduce dwell time:</p> <ul style="list-style-type: none"> •Export containers are currently picked up from empty yards. • We suggest that empty containers arising from destuffing of import cargo at CFS may be retained at CFS. •Export carting may also be permitted at CFS. <p>These measures will significantly improve efficiency and reduce congestion.</p>	BCBA	Secretary General of CFSAI stated that BCBA may formally share the proposal with CFSAI so that the same could be circulated amongst its members for examining the operational implications and obtaining their views.	Closed
1.8	<p><u>SOP for Re-working of Transshipment Containers (Non-Indian Origin):</u> Reference is invited to CBIC Circular No. 15/2026 dated 27.03.2026 and JN Customs Public Notice No. 38/2026 dated 30.03.2026, issued regarding international transshipment of FCL/LCL cargo under Section 143AA of the Customs Act, 1962, in light of disruptions caused by the closure of the Strait of Hormuz.</p> <p>Trade stakeholders have sought clarity on the procedure for re-working of international transshipment containers (non-Indian origin) that have been offloaded at JNPA due to Declaration of End of Voyage by carriers, or Inability of the existing carrier to transport the containers to their onward destination.</p> <p>Request: A detailed SOP/clarification may kindly be issued to streamline the handling of such cargo and avoid operational ambiguity.</p>	BCBA	Public Notice no. 47/2026 has already been issued in this matter.	Closed

<p>1.9</p>	<p><u>Delays in Movement of Containers from CPP Buffer Yard to Terminals – Request for Consideration of Buffer Yard Cargo within Terminal Cut-Off:</u></p> <p>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.</p>	<p>BCBA</p>	<p>During the discussion, it was informed that most terminals agreed to allow gate-in of containers which exited CPP up to six hours prior to terminal cut-off time.</p> <p>NSICT and NSIGT expressed operational difficulties in implementing the arrangement and were requested to submit written responses explaining the same. CPP and terminal operators were requested to submit relevant data regarding shut-out containers and denial of gate-in after cut-off time, along with communications received from shipping lines, if any.</p> <p>The issue would be deliberated further upon receipt of submissions as above.</p> <p>Action Owner: NS-GEN</p>	<p>Open</p>
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<p>1.10</p>	<p><u>Congestion at Terminals-Resulting in Delays in Import Evacuation and Export Container Gate-in:</u></p> <p>It is submitted that there is ongoing congestion at JNPA terminals, which is significantly impacting the evacuation of import containers as well as the timely gate-in of export containers.</p> <p>The situation has been further aggravated due to increased inflow and accumulation of containers at JNPA, resulting in a considerable rise in in-yard inventory, arising from the ongoing Middle East crisis, leading to operational constraints across terminals. We do understand that JNPA in coordination with JNCH has allotted additional space to some of the terminals.</p> <p>This is adversely affecting cargo dwell time, increasing logistics costs, and disrupting overall supply chain efficiency. In the case of exports, delays in gate-in are resulting in missed cut-offs and shut-outs, thereby impacting vessel connections and export schedules.</p> <p>We request JN Customs, to seek container AGEING REPORT from the respective terminals so as to identify bottlenecks and facilitate timely in / out movement of containers in consultation with the relevant stakeholders.</p> <p>Request: JN Customs may kindly examine the above issues and take necessary steps, in consultation with stakeholders, to ease congestion and streamline import evacuation and export gate-in processes</p>	<p>BCBA</p>	<p>The issue had already been discussed at the beginning of the meeting, wherein stakeholders had highlighted delays in movement of containers from terminals to CFSs due to shortage of drivers and other operational constraints. It was noted that such delays were impacting cargo clearance timelines and manufacturing operations, particularly in cases involving multi-container consignments.</p> <p>Pr. Commissioner NS-I observed that similar concerns regarding delayed or partial receipt of containers at CFSs had earlier been raised during PTFC meetings. It was informed that a draft Public Notice addressing the issue has been prepared and would be issued shortly.</p>	<p>Closed</p>
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<p>1.11</p>	<p><u>Implementation Support for Automated Goods Registration for E-Sealed Export Cargo:</u></p> <p>Reference is invited to ICES Advisory No. 06/2026 dated 04.02.2026, issued by DG Systems regarding Automated Goods Registration for e-sealed export cargo.</p> <p>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 for implementation of the said advisory. However, certain operational bottlenecks remain to be identified and require timely resolution, particularly considering that this is a pilot process at JNCH.</p> <p>Request: Continued support and proactive engagement with all concerned stakeholders may kindly be ensured to facilitate timely implementation of the advisory in the larger interest of EXIM operations</p>	<p>BCBA</p>	<p>The Chair observed that the issue had already been discussed under Point No. 1.5. Further, Commissioner-in-Situ, NS-II informed that a dedicated hand-holding/awareness session would also be conducted in this regard.</p>	<p>Closed</p>
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