



OFFICE OF THE CHIEF COMMISSIONER OF CUSTOMS, MUMBAI ZONE-II  
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Date: 23.05.2017

**MINUTES OF CUSTOMS CLEARANCE FACILITATION COMMITTEE (CCFC)**  
**MEETING HELD ON 11.05.2017 AT JNCH**

The Meeting of Customs Clearance Facilitation Committee (CCFC) was held on 11.05.2017 at 3.00 P.M. in the Conference Room at 6<sup>th</sup> floor of Jawaharlal Nehru Custom House under the Chairmanship of Dr. John Joseph, Chief Commissioner of Customs, Mumbai Zone-II.

2. Following persons from Regulatory Agencies and representing various stakeholders attended the meeting:

<b>Sr. No.</b>	<b>Name of the Organization</b>	<b>Name of the Representative &amp; Designation (S/Shri)</b>
1.	JNPT	Dr. C. Unni Krishnan, Chief Manager
2.	JNPT	S.K. Kulkarni, Dy. Manager
3.	JNPT	P. G. Rao, Asst. Manager
4.	FSSAI, WR, MUMBAI	Shailesh Nimbalkar, O.M.
5.	FSSAI, WR, MUMBAI	Shiv kumar, Junior Assistant
6.	PQ	Dr. Shivaji Wavare, Asst. Director
7.	TEXTILES COMMITTEE	Ms. Vimal Oval, Asst. Director
8.	O/o ADC (I)	Ravindra R, Drug Inspector
9.	WCCB	B.S. Khati, Wildlife Inspector
10.	ANIMAL QUARANTINE	Dr. Vignesh V, Quarantine Inspector
11.	CONCOR	Anil Sonawane, GGM
12.	APM TERMINAL	Avinash Kalse, AGM-Ops
13.	APM TERMINAL	Prashant Mhatre, Manager
14.	DP WORLD-NSICT	Alok Mishra, GM-Ops
15.	DP WORLD	Amit Singh, AM-CRM
16.	D.P. WORLD	B. Fernandes, Sr. Manager Ops
17.	CSLA	D. K Tewari, Chairman
18.	CSLA	Norman Fernandez, Secretary
19.	CSLA	Anshuman Baruah, DGM

20.	CSLA	Ramesh Kumar, OPS Resp.
21.	NYK Line	Roshan Menezes, Dy. Manager
22.	CFSAI	Umesh Grover, Secretary General
23.	CFSAI	Arun Adak, Hon Secretary
24.	CFSAI	Laksha Tadadikar, COO
25.	CFSAI	James Joseph, GM-OPS
26.	CFSAI	Venkat Narayanan, E.A.
27.	GDL/PCW	Capt. Kapil Anand, Director
28.	CONTINENTAL CFS	Umesh Sheety
29.	MOL (I) Pvt. Ltd.	Subash Dongre,
30.	MSWA	Om Prakash Agrawal, President
31.	MANSA	Dhananjay Javadekar, Ex. Com. Member
32.	MANSA	Manish Kumar, Sr, Manager
33.	MANSA	Subhash Rajkumar, Committee member
34.	AMTOI	Narender Singh, Chief Coordinator
35.	AMTOI	R Rubin, V.P.
36.	BCHAA	Dushyant Mulani, Hon. Secretary
37.	BCHAA	Hiren Ruparel, Member MGM. Committee
38.	BCHAA	Paresh Thakkar, Member
39.	All India Women custom Brokers Association (AIWCBA)	Leena Ganguly, Core Member
40.	AIWCBA	Roshan Irani, Core Member
41.	AIWCBA	Chetana Badega, Core Member
42.	WISA	Paresh Shah, Member
43.	WISA	Nimish Desai, Member
44.	WISA	Milan Desai, Member

The Department was represented by the following officers:

<b>Sr. No.</b>	<b>Name of the Organization</b>	<b>Name of the Representative&amp; Designation (S/Shri)</b>
1.	Custom	Sh. Shrawan Kumar, Commissioner of Customs, NS-III
2.	Custom	Sh. V. S. Chauhan, Commissioner of Customs, NS-V
3.	Custom	Sh. M. R Mohanty, Commissioner of Customs, NS-II
4.	Custom	Sh. Subhash Agrawal, Commissioner of Customs, NS-Gen

5.	Custom	Dr. Vijay Risi, Addl. Commissioner of Customs, NS-I
6.	Custom	Dr. Dharendra Lal, Addl. Commissioner of Customs, CCO
7.	Custom	Smt. Pritee Choudhary, Jt. Commissioner of Customs, NS-G
8.	Custom	Sh. B. L. Reddy, Dy. Commissioner of Customs, CCO
9.	Custom	Sh. Clint D'Sliva, Asstt. Commissioner of Customs, CCO

**3.** The Chair welcomed all the members and Meeting started with introduction of all present for further discussions.

**4.** Then, Sh. B L Reddy, DC/CCO made power point presentation on latest developments at JNCH as detailed below:

- i. Refund pendency as on date is equivalent to one month.
- ii. Direct Port Delivery has now reached about 30% of total clearance in month of April, 2017.
- iii. All valid drawback Shipping Bills are fully processed within 48 hours.
- iv. As on 31<sup>st</sup> March 2017, no valid drawback claims were pending.
- v. 87% Bills of Entry are being cleared in less than 2 days.
- vi. 95% of import goods cleared in less than 5 days from the time of Entry Inward.
- vii. Total time taken by Customs is just 21 hours (14 Hrs + 7 Hrs.).
- viii. On 01.05.2017, the total time taken from Entry Inward to OCC was 72.72 Hrs.

The performance of JNCH was applauded by all members present. Thereafter, power point presentation in respect of dwell time performance of Trade, Custom and PGAs was screened.

**5. TIME RELEASE STUDY:**

Study was made on the basis of EDI data of April, 2017 vis-à-vis March, 2017 and April, 2016 for Facilitated and Non-facilitated Bills of Entry towards time taken by Customs, Trade and Participating Government Agencies (PGAs).

**(i)** In case of RMS facilitated Bills of Entry for the month of April, 2017, the average time taken by Customs for clearance (including assessment and from registration to out of charge) was 4.46 hrs., whereas, Importer/CB took around 121.81 hrs. Out of total time of 126.27 hrs. , the Customs has taken only 3.53 % of the total time and the trade (importer/CB) accounted for 96.47% of the total time.

**(ii)** Similarly, as per time release study for 'non-facilitated' Bills of Entry, which are assessed by Groups, for the month of April, 2017, time taken by Customs is 23.16% (37.92 hrs.), whereas, trade (importer/CB) have taken 76.84% (125.75 hrs.) of the total time. The time taken by Customs from filing of Bill of Entry to Assessment is 31 hrs & 55 min and from Registration to Out of Charge is 6 hrs. Similarly time taken by trade from assessment to payment is 87 hrs & 36 min and from payment to registration of goods 38 hrs & 09 Minutes.

**(iii)** Comparison of dwell time data for April, 2017 vis-à-vis April, 2016 revealed that there is significant improvement of 94.08 hrs. in April, 2017 from Entry Inward to Out of Charge.

Similarly, comparison of dwell time data of April, 2017 with March, 2017 indicated that there is net reduction of 10.32 hrs in April, 2017 from Entry Inward to Out of Charge.

**(iv) DWELL TIME PERFORMANCE OF PGA FOR ISSUANCE OF NOC:**

On the basis of random sampling of Bills of Entry for the month of Feb, 2017, the average time taken by various PGAs for issuance of NOC is as follows:

**FSSAI:** Almost all consignments were accorded provisional NOC on the same day on execution of 'NO USE BOND' by the importers. Performance was counted on provisional NOC and average time taken by FSSAI for release of provisional NOC was 1.4 days and best case scenario was same day and worst case was 04 days. Out of 09 provisional releases, only in 2 cases, Final NOC was granted.

**AQ:** In case of AQ also, all consignments were released on the same day on execution of NO USE BOND by the importers. The average time taken by AQ for release of provisional NOC was 1.5 days and in best case scenario, AQ released NOC on same day and in worst case scenario, AQ released NOC in 05 days. The final NOC is pending in 11 cases.

**PQ:** Like FSSAI and AQ, PQ also released all consignments on the day of drawl of sample on the strength of NO USE BOND executed by the importer. Average time taken by PQ for release of provisional NOC was 1.1 days and in best case scenario on same day and in worst case scenario in 02 days. Final

NOC in respect of provisional release cases was given at an average of 3.9 days.

**ADC:** The average time taken by ADC for release of NOC was 1.1 days. In best case scenario, ADC released NOC on same day and in worst case scenario, ADC released NOC in 02 days.

**Textile Committee:** The average time taken by TC for release of NOC was 3.8 days and best case being 03 days and was 07 days the maximum time.

**WLRO:** The average time taken by WLRO for release of NOC was 6.8 days; best case 05 days and maximum delay is 09 days.

Dwell time performance of PGAs shows that ADC & PQ were releasing at an average of 1.1 days and for WLRO the average time for issuance of NOC was 6.8 days.

Chair expressed satisfaction that NO USE BOND is being extensively used by the trade, pending final NOC from PGAs, creating positive impact on overall dwell time and thanked PGAs for embracing the concept of NO USE BOND. He has further requested PGAs to issue final NOC as early as possible to enable Customs to close all such NO USE BOND and also appealed to trade to collect Final NOC from PGAs and ensure that all NO Use BOND are closed timely.

Chair further observed that PGAs have definitely reduced the time taken for issuance of NOC, but still there is ample scope for improvement and requested all PGAs to improve their performance by upgrading test procedure and equipment.

Chair informed that DPD volume are increasing day by day and in all likely hood, by end of May, 2017 DPD clearance may cross 40 % of the total volume and attributed this achievement to the cooperation of all stakeholder such as Port Terminals, Shipping Lines, Customs Brokers and Trade.

#### **PERFORMANCE OF TRADE:**

Performance of importers and Customs brokers, on the basis of efficiency, was analysed and the details are as below:

**Best performing Importers in terms of Dwell Time and No. of Bs/E filed during April, 2017:**

<b>Entry Inward to Submission of B/E</b>		
<b>No. of Bills of Entry filed</b>	<b>IEC Code</b>	<b>Name of Importer</b>
1 to 25	392019841	INTERNORMEN FILTERS PVT. LTD. (average time- 0.07 hrs)
26 to 50	310040001	NOVATEUR ELECTRICAL & DIGITAL SYSTEMS PVT. LTD. (average time- 24.87 hrs)
more than 50	588055816	HUHTAMAKI PPL LIMITED (average time- 37.67 hrs)
<b>Assessment to Duty Payment</b>		
<b>No. of Bills of Entry filed</b>	<b>IEC Code</b>	<b>Name of Importer</b>
1 to 25	390018660	NEON LABORATORIES LTD. (average time - 0.14 hrs)
26 to 50	312072716	MUMBAI FABRICS PVT LTD (average time - 4.29 hrs)
more than 50	2207004091	RELIANCE JIO INFOCOMM LTD (average time - 17.55 hrs)
<b>Payment to Registration</b>		
<b>No. of Bills of Entry filed</b>	<b>IEC Code</b>	<b>Name of Importer</b>
1 to 25	3116923469	AUTONATION (average time - 1.66 hrs)
26 to 50	516954229	MANAV TRADE INTERNATIONAL (average time - 1.5 hrs)
more than 50	300068573	AAYUSH IMPEX (average time - 1.51 hrs)

**Worst performing Importers in terms of Dwell Time and No. of Bs/E filed during April. 2017:**

<b>Entry Inward to Submission of B/E</b>		
<b>No. of Bills of Entry filed</b>	<b>IEC Code</b>	<b>Name of Importer</b>
1 to 25	516925199	ALUMINA IMPEX PRIVATE LIMITED (average time - 7175.165 hrs)
26 to 50	596033117	BOMBARDIER TRANSPORTATION INDIA PRIVATE LTD (average time - 291.16 hrs)
more than 50	388066415	RELIANCE INDUSTRIES LTD. (average time - 308.92 hrs)
<b>Assessment to Duty Payment</b>		
<b>No. of Bills of Entry filed</b>	<b>IEC Code</b>	<b>Name of Importer</b>
1 to 25	398025410	JAYCO CHEMICAL INDUSTRIES (average time - 697.47 hrs)
26 to 50	302030522	ROLLMANS ALUMINIUM PVT. LTD. (average time - 287.24 hrs)
more than 50	311067875	I G INTERNATIONAL PRIVATE LIMITED (average time - 208.81 hrs)
<b>Payment to Registration</b>		
<b>No. of Bills of Entry filed</b>	<b>IEC Code</b>	<b>Name of Importer</b>
1 to 25	888007655	GUJARAT ALKALIES & CHEMICALS LTD

		(average time - 481.09 hrs)
26 to 50	388003791	CIPLA LIMITED. (average time - 157.65 hrs)
more than 50	799000515	TATA HITACHI CONSTRUCTION MACHINERY COMPANY PRIVAT (average time - 118.86 hrs)

**Best performing CBs in terms of Dwell Time and No. of Bs/E filed during April, 2017:**

<b>Entry Inward to Submission of B/E</b>		
<b>No. of Bills of Entry filed</b>	<b>CB No.</b>	<b>Name of CB</b>
1 to 25	AAFFK0897GCH001	M/S.KUMAR CLEARING AGENCY (average Time- 0.24 Hrs)
26 to 50	AAGCS2827JCH002	SHIVAM CLEARING AGENCY (MUMBAI) PVT LTD (average Time- 21.20 Hrs)
more than 50	AAACB0697BCH001	SCHENKER INDIA PVT LTD. (average Time- 30.43 Hrs)
<b>Assessment to Duty Payment</b>		
<b>No. of Bills of Entry filed</b>	<b>CB No.</b>	<b>Name of CB</b>
1 to 25	AAWPK8342BCH001	CLASSIC FREIGHT FORWARDERS (average time- 0.47 hrs.)
26 to 50	AABPH5925QCH001	M/S.MADHAVI SHIPPING AGENCY (average time- 8.42 hrs)
more than 50	AABCP4495NCH001	P.V.AGENCIES FRIGHT FORWARDERS PVT.LTD (average time-20.89 )
<b>Payment to Registration</b>		
<b>No. of Bills of Entry filed</b>	<b>CB No.</b>	<b>Name of CB</b>
1 to 25	AAACT1396HCH001	TRAVELS AND SHIPPING PRIVATE LIMITED (average time- 0.11 hrs)
26 to 50	AAEPD3132CCH001	GLOBAL TRADE LINKS (average time1.44 hrs.)
more than 50	AABFU2837NCH001	UNITY CARGO CARE (average time- 2.42 hrs.)

**Worst performing CBs in terms of Dwell Time and No. of Bs/E filed during April, 2017:**

<b>Entry Inward to Submission of B/E</b>		
<b>No. of Bills of Entry filed</b>	<b>CB No.</b>	<b>Name of CB</b>
1 to 25	AAKPS0500MCH001	MINESH R.SHAH (average time- 5029 hrs.)
26 to 50	AAUCS4743BCH001	SHIVANSH CLEARING AND FORWARDING PVT LTD (average time-1475.07 hrs)
more than 50	AAAFV5198GCH001	VASUDEO RANHHODDAS & CO (average time- 925.09 hrs)
<b>Assessment to Duty Payment</b>		

<b>No. of Bills of Entry filed</b>	<b>CB No.</b>	<b>Name of CB</b>
1 to 25	AAXFA4476FCH001	AEVITAS SHIPPING AND LOGISTICS LLP (Average time- 378.33 hrs.)
26 to 50	AAKFA0351QCH007	AMITY LOGISTICS (average time- 170.20 hrs.)
more than 50	AADCH4193HCH001	HARESHWARE CLEARING AGENCY PVT LTD (average time- 205.58 hrs)
<b><u>Payment to Registration</u></b>		
<b>No. of Bills of Entry filed</b>	<b>CB No.</b>	<b>Name of CB</b>
1 to 25	AAACH0379JCH001	H.S.COX & CO.PVT.LTD (average time-319.31 hrs)
26 to 50	AAACO3118LCH001	OVERSEAS CORPORATION PVT LTD (average time- 128.46 hrs.)
more than 50	AAKFS2646ACH001	SUMANGALAM (INDIA) (average time- 123.86 hrs.)

Thereafter, pending issues from earlier CCFCs were taken up for discussion.

## **6 Old Points:**

### **i. Rationalisation of DPD Charges by Port Terminals:**

In last CCFC meeting, chair directed port terminals to rationalize the DPD charges and publish the same on their website along with standard operating procedures on the lines issued by customs vide public notice no. 28/2017 dated 06.03.2017.

Chair expressed displeasure that no such rationalization of charges are under taken by the Port Terminals so far and sought to know the progress in this regard.

JNPT representative informed that other terminals (NSICT, GTI) are reluctant to submit the proposal for rational and moderated charges before TAMP (Tariff Authority for Major Port) and JNPT has already submitted a proposal toward rational and moderated charges before TAMP and same was forwarded to the Ministry of shipping for its Concurrence and same may be finally approved by the next week.

Chair enquired with NSICT, NSIGT and GTI as to why they are reluctant to place any proposal for rationalization of charges before TAMP.

Terminals representative replied that they would adhere to charges approved by the TAMP and same will published thereafter.

**(Action: Port Terminals)**

Meanwhile, CSLA representative raised the issue that JNPT and GTI are collecting storage Charges from Shipping Lines instead of DPD client. On account of this, Shipping Lines are facing difficulty in realizing these charges, as same are non-transparent (not fixed) and disputed by the client and requested the chair to ask these terminals to collect storage charges directly from DPD client.

JNPT representative replied that as on date they are not collecting any DPD charges and in rare instances, such as cargo not being cleared within 48 hrs. such charges are being collected and has further informed that once the moderated charges come into force, storage charges, if any, will be collected from the client directly.

Chair asked GTI to explain the rational of collecting storage charges alone from shipping lines, when all other DPD charges are credited to the DPD client and directed GTI to collect storage charges directly from the client.

**(Point: closed)**

**ii. Gate automation-**

Chair appreciated the step taken by NSICT for gate automation.

JNPT informed that Gate automation has already been done except some software issue and same would be resolved in 10 days.

**(Point: closed)**

**iii. Entry time of containers at Parking Plaza should be treated on par with gate cut-off time of port terminals:**

In last CCFC, concerned over the contradictory claims of Terminals and Trade on the issue of shut out/missing the scheduled vessel, the chair asked Commissioner, NS-Gen to resolve the matter by discussing with Terminals and trade.

Sh. Subhash Agrawal, Commissioner of Customs (Gen), JNCH informed that Draft Public Notice on this matter is prepared and same is supplied to the representatives of all Port Terminals and Customs Brokers Associations for their feedback.

Sh. Subhash Agrawal, has further explained the procedure envisaged in the public notice is that pre-gate approval is accepted/processed in the Terminal Operation System till cut off time of the vessel and it is the responsibility of the respective Port Terminals Operator to ensure that once any container has entered their parking plaza and pre-gate approval is given in their system, the container should not be shut out on ground of delay unless the trailer entered inside the terminals after 6 hours of pre-gate approval. He has further stated that if any consignment is still shutout due to any reason (not due any lapse on the part of exporter), it would be responsibility of terminal operator & shipping line to ensure that the said consignment is exported at the earliest next opportunity, without burdening the exporter any additional cost.

Chair expressed hope that the Public Notice would resolve the matter and any difficulties/complaints in this regard may be brought to notice of the department.

**(Point closed)**

**iv. Infrastructure and Amenities at Parking Plaza for operational staff:**

Chair enquired with the Port Terminals about progress made in setting up infrastructural/amenities in their parking plazas for operational staffs.

Customs Brokers expressed satisfaction about the facilities provided by NSICT; however lamented that parking plaza of JNPT and GTI doesn't contain bare minimum facilities such as drinking water, toilet, seating arrangement etc. and requested chair to direct these Port Terminals to provide basic minimum facilities on humanitarian ground.

JNPT and GTI informed that work is under progress and same will be completed in a few days' time. In addition to that Terminals agreed to install electronic display, in parking plaza and terminal gate.

Chair expressed severe displeasure at Terminals laxity in providing the required amenities and announced a joint inspection on 23<sup>rd</sup> May, 2017 comprising of representative of Terminals, Customs and trade to take stock of the amenities available in parking plaza and asked the Terminals to finish the work before the inspection date.

**(Action: Commissioner (NS-G), Port Terminals, Custom Brokers)**

**v. E form 13 submission:**

As directed by Chair a meeting has been held by Commissioner, (Gen) on 29.03.2017 with Port Terminals and Trade. The issue of E-form 13 pertains to NSICT only and in the meeting they have agreed to provide User Id and Password to Customs Brokers to generate E-form 13 as to avoid any visit to the office of the Shipping Lines.

Trade and Custom Brokers informed Chair that issue is resolved.

**(Point Closed)**

**vi. Custom brokers should be allowed to maintain P.D. Account with Terminals:**

Sh. Subhash Agrawal, Commissioner of Customs, NS-G asked Port Terminals why there are not offering the facility of maintaining of P D account to the Customs Brokers.

JNPT stated that as on today they are comfortable with importer/consignee as the number is sizable and manageable, so they want to continue with present procedure. He further informed that most of importers have 03-04 Custom Broker and they have already faced the problem of segregating consignments between Custom Brokers of the same importer.

Chair asked custom Brokers and Port Terminals to have a separate meeting to discuss the matter without affecting the interest of either party and the same was scheduled on 23<sup>rd</sup> May, 2017.

**(Action: BCHAA, Terminals)**

**vii. Customs Broker Employees should be provided with yearly passes to obtain DPD:**

CISF official informed that passes will be issued to the Customs Brokers on submission of police verification certificate. House applauded the CISF's decision.

**(Point Closed)**

**viii. Loading of container should be done in such a manner that door of the container is always on the rear side of the trailer:**

NSICT representative informed as part of gate automation, snap of seal no. and container number are uploaded in the system and the same can be viewed by Customs as well as CISF.

Chair appreciated the procedure adopted by NSICT and asked other Terminals to adopt the same as foolproof security measures. Till then it has been mandated that loading of containers should be such that seal are visible and this should be strictly complied by CISF before gate out. **(Point closed)**

**ix. Special service request (SSR), Additional Service request (ASR) or Interchange number request (ITR) not to be insisted by terminals for DPD delivery:**

In last meeting, Chair suggested that truncated information stating only code of the container as indicated in the IAL can be published on the Port Terminals website.

Commissioner, NS-G, Sh. Subhash Agrawal informed that a public notice is being contemplated providing a mechanism for Shipping Lines to upload truncated information of IAL such a Container number and stacking code on portal @dpdjnch.com and same can be viewed by the trade.

Vijay Risi, Addl. Commissioner of Customs explained that a portal dpdjnch.com will be made available on JNCH website and Shipping Lines would be provided with User id and Password by the Appraising Main (I). Shipping Lines can login by punching ID and Password @ IAL login and upload the IAL list having container number and stacking code and voyage no. which is visible in another functionality with a view facility without any password. Shipping Lines can upload on portal in text format with an option to upload any updated information.

Chair opined that such sharing of IAL information would lead to transparency and resolve the grievance of trade on additional charges.

**(Point closed)**

**x. On wheel Examination of DPD containers:**

**(Points raised by Custom)**

In last CCFC, JNCH Customs has requested Port Terminals to provide facilities for on wheel examination of containers by designating some area within Terminals for DPD containers to solve the problem faced by PGAs in drawal of sample and verification of labelling etc.

JNPT informed that train yard survey is being undertaken and after completion of survey, they would be able to identify any place for such on wheel examination.

Jt. Commissioner of Customs, P (G), Smt. Pritee Chaudhary, enquired with JNPT about unused space available near Maruti yard which can be utilized for on wheel examination of DPD containers.

JNPT and other Port Terminals requested for time till next CCFC meeting. However, Chair asked the Terminals and Commissioner (Gen) to undertake a joint survey to identify suitable location for on wheel examination in all the 03 Terminals and same is to be conducted in the first week of June, 2017.

**(Action: Commissioner, NS-G, Port Terminals)**

**7. New Agenda points:**

**i. Mandatory issuance of E-Delivery Order/Advance DO:**

JNCH has already requested to Port Terminals, All shipping lines, CFSs and NVOCC to issue E-DO and Advance DO online mandatorily. However, some of Shipping Lines and Freight Carriers are not complying the directions/instruction.

CSLA informed that before arrival of the vessel only 32% are taking DO, 36% taking DO within 48 hrs of the arrival of the vessel and rest of trade is taking DO only after 48 hrs. and still there are many request for manual DO. He has further informed that many payment are also being received through cheque instead of electronic mode. CFSAI also informed that only 4% payments are received through electronic mode.

BCHAA clarified that Shipping line and CFSs have different formats of electronic payment and the same is hampering furtherance of e-payment.

Chair noted that taking of deliver order after 48 Hrs by DPD clients and very few number electronic payment is quite disturbing and therefore suggested for evolving standardized procedure making E-DO as well as E-payment mandatory. A meeting in this regard is scheduled on 23<sup>rd</sup> May, 2017.

**(Terminal Line, CFSAI, CSLA, Custom Brokers)**

**ii. Delay in Loading of ICD containers on Rail by Terminals awaiting SMTP updation:**

CONCOR representative pointed that Terminals are not loading ICD Containers on rail despite E-mail correspondence of Boarding Officer granting Entry Inward and loading is only initiated on updation of SMTP causing severe delay. He has further informed that as on date 200 containers are pending for loading on account non-updation of SMTP.

Terminals have clarified that they receive message from CONCOR anywhere between 6-12 Hrs. after arrival of the train.

The Chair asked Port Terminals to load the container on the basis of Entry Inward mail without waiting for SMTP updation and suggested for a meeting between and CONCOR and Port Terminals to resolve the matter and update the progress in the meeting scheduled on 23<sup>rd</sup> May, 2017.

**(Point Closed)**

**iii. Non-issuance of E-invoice and E-payment for CFSs charges in compliance with PN 50/2015:**

BCHAA raised the issue that CFSs such as Continental, Punjab Conware are not issuing E-payment of CFSs charges.

CFSAI representative clarified that this issue has already been raised in past CCFC meetings and closed thereafter, further they do have regular monthly and bi-monthly meeting between logistic committee and BCHAA committee discussing such issues and same has been resolved amicably. He has further informed that as on date only 4% payments are received through E-mode and rest are received through cheque. He has requested the Chair to standardize the procedure and implement making E-payment compulsory.

Punjab Conware representative informed that both CFS GDL and Punjab Conware are under same management, therefore, the question of Punjab Conware issuing manual invoices towards CFS charges doesn't arise and trade themselves make request for manual invoice and therefore, request the Chair for standardization of procedure for E-payment. All India Customs Women Brokers Association made it clear that they do not have such problem with CFSs.

The Chair assured the members that the view of points of all the stakeholders will be discussed on 23<sup>rd</sup> May 2017 Meeting and SOP will be formulated.

**(Point closed)**

**iv. Request for a Shuttle bus Service between Port Terminals and Nearest transport Junction:**

BCHAA requested for a shuttle service from Port Terminals to nearest transport junction.

JNPT informed that as on date an hourly bus services is being operated from Terminals to the nearest transport junction at free of cost and the occupancy is just 25 %. Against this background, the Chair asked the trade to fully utilize the already available services. **(Point closed)**

**v. Frequent breakdown of ICEGATE System:**

BCHAA pointed that frequent breakdown of ICEGATE System is severely hampering the timely clearance of import and export clearance.

Sh. Vijay Risi, Addl. Commissioner informed the members that presently Custom/Trade are working on centralized IT platform maintained by DG, system, Delhi and centrally housed in CBEC data system; JNCH is also one of the user and he has further stated that as and when trade complaints on problems related with ICEGATE, the same are religiously flagged to the central team and Officers are asked to sit late, to attend and complete the work.

BCHAA has complimented the efforts of EDI, JNCH and all the Officers for working extra hours in completing the work in times of breakdown.

The Chair expressed dissatisfaction at frequent disruption of ICEGATE system and informed the members that matter will be escalated to the central CCFC. **(Point Closed)**

**vi. Delay in DPD Registration by Port Terminals:**

BCHAA brought to notice of the chair that of late, there is considerable delay in giving DPD registration by the Terminals.

Chair asked the Port Terminal to assign a common single DPD code for all Terminals and registration with one terminals shall be accepted by other and further instructed Customs to collect 03 set of document and hand over the same to JNPT for sharing with other Terminals. The issue may also be taken up in the stakeholder meeting on 23<sup>rd</sup> may, 2017.

**(Point closed)**

**vii. Non-Compliance of Procedure for movement of import cargo in containers from Port to CFS :**

All India Women Custom Brokers Association raised the issue that some Shipping Lines are not following PN 01/2017 and requested for suitable directions in this regard.

Chair observed that since the matter pertains to a particular Shipping Line and all such individual cases may be brought to the notice of JC/PG for further necessary action. **(Point closed)**

**viii. Importer/Brokers should not be made to approach third party for E-DO:**

All India Women Custom Brokers Association raised the matter that Shipping Lines are tied up with third party like Odex to issue E-DO and they have to approach third party for E-DO and they are collecting additional charges for issuance of E-DO in addition to the DO charges already paid to Shipping Lines.

Shipping Line representative explained that portal like ODEX are engaged by Shipping Lines as interface with the trade to give E-DO, E-form 13, EGM information electronically and facilitate banking transactions and this portal provide guaranteed service within 02 hours without referring to banking message on payment and their service charges are very minimal equivalent to the banking transaction charges. CSLA representative further clarified that portals like ODEX are facilitator of services and no one is required to visit them. Therefore, there is no merit in the point raised by the representative of AIWCBA.

Chair Directed AIWCBA and Shipping Line to nominate one person respectively from each to examine the issue under supervision of Sh. O P Meena, Assistant Commissioner of Custom, CFS management Cell.

**(Action: Sh. O. P. Meena, AC/CFS Cell, AIWCBA, CSLA)**

**ix. Requirement of sample for out of Scope by Animal Quarantine:**

All India Women Custom Brokers Association raised the matter that Animal Quarantine have recently demanded sample for out of Scope item. i.e. vegetable NPK liquid Organic Fertilizer derived from Plant in 200ltr. Drum. Since the sample was already drawn for DYCC test, what was the need for Animal Quarantine to seek the sample.

AQ representative clarified that so as to ascertain the origin of the material whether plant/animal based protein, they do conduct unique test on

molecular approach and same is done only once and further explained that DYCC test doesn't provide any information on origin of the material. He has further stated that without knowing the requirement any such testing, trade themselves declare the item as out of scope causing difficulties for AQ.

The Chair agreed with AQ representative and said that since the test is only for once, trade should oblige the same. **(Point closed)**

**x. Difficulty faced in execution of Dual Use Bond with ADC:**

Western India Shippers Association (WISA) stated that all dual use NOCs are issued by ADC's Zonal office located in Mumbai and all applications have to be submitted to the zonal office and however, NOCs are to be collected from ADC office at located CFS JWR, JNCH causing delay.

ADC representative informed that they are now accepting applications for dual use item in advance and the suggestion of Chair for mailing the softcopy of NOC will be taken up with higher authority.

A member of the trade requested for yearly contract registration for Dual Use items to avoid delay in clearance.

The Chair asked the member to give a detailed representation in this regard so that ADC officials may take up the matter with the HQ.

**(Action: Customs Broker & ADC)**

**This issues with the approval of the Chief Commissioner of Customs, Mumbai Zone-II.**

Sd/-

(23.05.2017)

**(B. LOKANATH REDDY)**

Deputy Commissioner of Customs,  
CCO, JNCH, Nhava Sheva

Copy to:

1. Member (Customs), Member (Zone), CBEC, New Delhi
2. All Pr. Commissioner/Commissioner of Customs, JNCH, Mumbai Zone-II
3. DC/EDI, JNCH (with a request to upload the minutes on website)
4. All members of CCFC Meeting (via e-mail)
5. Officers concerned
6. Office Copy