



मुख्य सीमाशुल्क आयुक्तकार्यालय, मुंबई अंचल II

OFFICE OF THE CHIEF COMMISSIONER OF CUSTOMS, MUMBAI ZONE II

जवाहरलाल नेहरू सीमाशुल्क भवन, JAWAHARLAL NEHRU CUSTOM HOUSE,

पोस्ट: शेवा, ताडरण, जिलारायगड, महाराष्ट्र. POST: SHEVA TAL. URAN, DIST- RAIGAD, MAHARASHTRA-400707.

दूरभाष/Tel No.: 022- 27244736; फॅक्स/Fax 022:-27243242 Email:ccu-cusmum2@nic.in

F.No.: S/V-30-Misc-333(1)/2017 CCO M-II ('A'-Cell)

Date: 17.05.2018

**MINUTES OF CUSTOMS CLEARANCE FACILITATION COMMITTEE (CCFC) MEETING**  
**HELD ON 16.04.2018 AT JNCH**

The meeting of Customs Clearance Facilitation Committee (CCFC) was held on 16.04.2018 at 03.30 P.M. in the Conference Room, at the 6<sup>th</sup> floor of the Jawaharlal Nehru Custom House, under the Chairmanship of Shri Vivek Johri, Chief Commissioner of Customs, Mumbai Zone-II.

2. Following personnel from regulatory agencies and representatives of various stakeholders attended the meeting:

Sr. No.	Name of the Organization	Name of the Representative & Designation
1.	CISF	Shri Rajesh Kumar, Asst. Commandant
2.	JNPT	Dr. C. Unnikrishnan Nair, Chief Manager (T)
3.	GTI	Shri Avinash Kalse, AGM, Ops
4.	PSA/ BMCTPL	Capt. Mrityunjay Dhawal, Head Ops
5.	DP WORLD-NSICT/NSIGT	Shri Ajay Moghe, GM Ops.
6.	DP WORLD-NSICT/NSIGT	Shri Sanjeev Kabbur, Manager
7.	DP WORLD-NSICT/NSIGT	Shri Hardik Vaidya, Head Ops.
8.	DP WORLD-NSICT/NSIGT	Shri Sagar Mhatre, Head HSE
9.	FSSAI, WR, MUMBAI	Shri V. K. Pancham, Dy. Director
10.	FSSAI, WR, MUMBAI	Shri Shailesh B. Nimbodkar, Onsite Manager
11.	TEXTILES COMMITTEE	Shri Om Prakash J. Ram, Quality Assurance Officer
12.	TEXTILES COMMITTEE	Shri Vijay N Menkudale, Jr. QAO
13.	PQ	Shri Sanjay Kumar Das, Plant Protection Officer
14.	WCCB	Shri D. Adimallaiah, Inspector
15.	Drug Controller	Shri V. Rajappan, ADC (I)
16.	Drug Controller	Shri Ganesh Nannawau, DI
17.	AQCS	Dr. V. Vignesh, Examiner
18.	AIWCBA	Ms. Roshan Irani, Core Member
19.	AIWCBA	Ms. Ganguly, Core Member
20.	BCBA	Shri Shankar Shinde, Member MGM. Committee
21.	BCBA	Shri Hiren Ruparel, Member MGM. Committee
22.	BCBA	Shri Ganpat P. Karade, Member MGM. Committee
23.	CSLA	Shri D. K. Tewari, Chairman
24.	CSLA	Shri Norman Fernandez, Secretary
25.	CSLA	Shri Shivdas Tandel, Sr. Manager
26.	CSLA	Shri V. M. Thomas, Asst. General Manager
27.	CFSAI	Shri Umesh Grover, Secretary General
28.	CFSAI	Capt. Nishit Joshi, Vice President
29.	CFSAI	Shri Venkat Narayanan, E.A.
30.	CFSAI	Shri Salim Shikalgar, COO

31.	MANSA	Shri Manish Kumar, Sr. Manager
32.	WISA	Shri Paresh Shah, Member
33.	WISA	Shri Nimish Desai, Member
34.	AILBIEA	Shri Neelesh Datir, Secretary
35.	GDL CFS	Shri Navneet Gamba, Vice President
36.	ONE	Shri Subhash Dongre, Manager Ops.
37.	ONE	Shri Leslie Pinto, Sr. Manager
38.	PIL	Shri Kalbinder Singh, Manager
39.	MSC	Shri Dhanjay Javadalur, VP Ops.
40.	SRSL	Shri Wiliam Gudune, Sr. Manager
41.	M/s Bhavana Clearing Forwarding and Shipping Pvt. Ltd.	Shri Manish Thakkar

The department was represented by the following officers:

Sr. No.	Name of the officer & designation
1.	Shri M. R. Mohanty, Commissioner of Customs, NS- I &II
2.	Shri Subhash Agrawal, Commissioner of Customs, NS-III & IV
3.	Shri Utkaarsh Tiwaari, Commissioner of Customs, NS-Gen
4.	Shri Dharendra Lal, Addl. Commissioner of Customs, CCO
5.	Shri Kunal Kashyap, Joint Commissioner of Customs
6.	Ms. Monika Yadav, Dy. Commissioner of Customs, CCO
7.	Shri Shaileshkumar D. Jambotkar, Dy. Commissioner of Customs, CSD
8.	Shri S. Veeramuthu, Dy. Commissioner of Customs, Preventive (G)
9.	Shri Girish Kapoor, Supdt.(P)/ CCO
10.	Shri A.V. Deshmukh, Supdt.(P)/PSO
11.	Shri P. M. Patil, Supdt.(P)/ CSD

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

4. Shri Girish Kapoor, Superintendent/CCO made a power point presentation in respect of Dwell Time, highlighting the time taken in clearance of cargo by trade, customs and PGAs for the month of March, 2018.

**5. Dwell Time Analysis for March, 2018:**

A study was conducted on the basis of the EDI data of March, 2018 vis-à-vis February, 2018 and March, 2017. The facilitated and non-facilitated bills of entry were studied separately to analyse the time taken by Customs, trade and Participating Government Agencies (PGAs). The findings of the same are as follows:

- i. In case of RMS facilitated Bills of Entry for the month of March, 2018, the average time taken by Customs for clearance (including assessment and from registration to out of charge) was 3.45 hours, whereas, the Importers/Custom Brokers took around 139.05 hours. Out of total time of 142.50 hours, Customs has taken only 2.5% of the total time and the trade (Importers/CBs) accounted for 97.5% of the total time.
- ii. Similarly, as per time release study for 'non-facilitated' Bills of Entry, which are assessed by the Assessing Groups, for the month of March, 2018, time taken by the Customs is just 18% (30.60 hours); whereas trade (Importers/CBs) has taken 82% (171 hours) of the total time. The time taken by Customs from filing of bill of entry to assessment is 26 hours 24 minutes and from registration to Out of Charge (OOC) is 04 hours 12 minutes. Similarly, the time taken

by trade from assessment to payment of Customs duty is 91 hours 12 minutes and from payment of Customs duty to registration of goods is 49 hours 12 minutes.

- iii. The comparison of the dwell time data for March, 2018 vis-à-vis March, 2017 revealed that, there is a significant improvement of 12.48 hours in March, 2018 from Entry Inward to Out of Charge. Similarly, comparison of the dwell time data of March, 2018 vis-à-vis February, 2018 indicated that, there is increase of 5.24 hours in March, 2018 from Entry Inwards to Out of Charge.
- iv. **DWELL TIME PERFORMANCE OF PGA FOR ISSUANCE OF NOC:** On the basis of random sampling of the Bills of Entry, for the month of March, 2018, the average time taken by various PGAs for issuance of NOC is as follows:
- a) **FSSAI:** The average time taken by FSSAI for release of provisional NOC was 4.9 days. The best case scenario was 04 days and the worst case was 09 days.
  - b) **AQ:** The average time taken by AQ for release of provisional NOC was 0.6 days; and the best case scenario was NOC on the same day and the worst case was 02 days.
  - c) **PQ:** The average time taken by PQ for release of provisional NOC was 02 days. The best case scenario was 01 day and the worst case was 04 days.
  - d) **ADC:** In case of ADC also, the NOC was granted on the same day in all cases.
  - e) **Textile Committee:** The average time taken by TC for release of NOC was 06 days- the best case being 04 days and the maximum time taken for granting NOC 09 days.
  - f) **WLRO:** The NOC was granted on the next day in all cases.

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

**6.1. Advance filing of Bills of Entry:**

In the previous CCFC meeting, Shri Vijay S. Chauhan, Commissioner (NS-V) informed the Chair that as per the data collected for the Time Release Study (TRS), 2018, it took an average of 165 hours for clearance of goods in case of normal BE, but it took only 99 hours, in cases where advance BE was filed. It was stressed that despite this obvious advantage, the trade is not filing BE in advance. It was impressed upon the trade to opt for the same.

BCBA assured the Chair that Trade is being regularly sensitized to opt for advance filing of Bills of Entry.

**(Action: Point closed)**

**6.2. Rationalization of DPD Charges by Port Terminals:**

In the previous CCFC meeting, Commissioner (NS-IV) pointed out that, the NSICT and NSIGT are charging much higher rates as compared to GTI and JNPT. The representatives of NSICT & NSIGT, however expressed that the reason for the same is that their volumes are very low as compared to the other Terminals. Commissioner (NS-IV) advised NSICT and NSIGT to lower their rates, to attract more DPD clients. They, in reply, informed the Chair that they will contact their management and seek clarity on the issue.

NSICT & NSIGT have informed that the management has reviewed and examined the request on lowering of the current DPD charges but they are unable to change their tariff for DPD customers. Further, this office will pursue Ministry of Shipping regarding the issue and the trade will be informed accordingly.

**(Action: Point closed)**

**6.3. On-wheel Examination of DPD containers:**

In the previous CCFC meeting, the issue of providing space was also discussed with the Terminals to which the representatives of GTI had responded that they are discussing the issue with JNPT to provide additional space. The representatives of JNPT authorities, in principle, agreed to provide space and assured to take necessary steps at the earliest. The Chair then

directed the Terminals to respond in writing for sharing space for on-wheel examination and also directed PGAs & Commissioner (NS-IV) to formulate a SOP, in the matter, within a week.

JNPT informed the Chair that NSICT has already identified area for carrying out sampling. JNPCT will provide the land and facilities as agreed in the meeting dated 26.03.2018. Appropriate trade advisories shall be issued on hearing of the commencement of this pro trade practice. ADC, CCO, JNCH informed that a Public Notice enclosing a SOP to roll out the facility of on-wheel examination of containers is ready to be issued in a day or two by Customs.

**(Action: Point closed)**

**6.4. Mandatory issuance of e-Delivery Order/Advance DO:**

In the previous CCFC meeting, the representatives of CSLA responded that an SOP is being prepared in consultation with DG (Shipping), Special Secretary (Logistics) and JNPT. The said SOP will cover the aspects like DPD process, non- DPD process, issuance of delivery order and acceptance of payment. The Chair opined that the SOP should also cover the aspect of documents to be uploaded by the Importers/Exporters.

CSLA has informed that all members are now compliant with issuance of e-DO. Also all its members are capable of issuing advance DOs. However, trade informed that despite issuance of e-DO by the shipping lines, CFSs insist for hard copy of the e-DO from CBs which defeats the purpose of issuance of e-DO. CFSAI then assured the Chair that they will issue an advisory for all CFSs in this regard. CFSAI shall also demonstrate the mechanism of e-DO/ e-invoicing in the next CCFC.

**(Action: CFSAI)**

**6.5. Invoicing problem with Container Freight Stations (CFS):**

In the previous CCFC meeting, the CFSAI representatives informed the Chair that, all the CFSs, who are registered with them, are complying with the instructions of e-invoicing. The Chair directed the BCBA and other CB associations to submit a list of such CFSs. He also directed Commissioner (NS-Gen) to look into the matter and further directed to take up the matter with the CFSs not registered with CFSAI.

CFSAI has clarified that in the meeting with BCBA on 09.03.2018, it was mutually agreed to implement e-invoicing and e-payment by 31.03.2018. But still almost 65% of the trade is making payments by cheque. The Chair directed the BCBA to encourage trade to shift to e-payment and hoped that by the next CCFC the volume of physical payments may come down to 40% atleast. He directed the CFSAI to present the quantifiable data in respect of the e-payments made by the trade in the next CCFC and also directed the Commissioner (NS-Gen) to oversee the matter through CCSP Cell, JNCH.

**(Action: Commissioner (NS-Gen), CFSAI, BCBA)**

**6.6. Assigning a common single DPD code for all Terminals:**

In the previous CCFC meeting, Commissioner (NS-IV) suggested that, Customs itself or any one of the Terminals may be allotted the work of assigning fresh codes to all the existing clients and those, who are to be registered. These fresh assigned single codes then, may be shared with rest of the Terminals. The other measure can be that, the codes used by any one Terminal say JNPT, may be used by the other Terminals.

Terminals have informed that from 08.03.18 onwards, DPD Importers are required to get registered at JNPCT only. JNPCT will allot a unique DPD Code to the Importer and intimate the same to other Terminals. Also for existing codes, there are some technical glitches which are to be removed before moving on to common DPD code. The Chair suggested sorting the issue by having transposition table. Terminals requested for months time to remove the glitches. The Chair agreed and also directed the Terminals to have meeting with together of their IT teams to find out an early solution.

**(Action: Terminals)**

**6.7. Difficulty in execution of Dual-use Bond with ADC:**

In the previous CCFC meeting, the Chair had opined that, the mechanism presently prevalent with the ADC is cumbersome, as many documents are still submitted manually by the trade. The Chair directed the Commissioner (NS-II) to conduct a meeting with the higher authorities of ADC, so that a system of electronic exchange of requests/ documents and test reports may be introduced.

ADC authorities informed that in the meeting with Chief Commissioner of Customs, it was decided that importers can submit legal undertaking for import of Dual-Use items along with all requisite documents to their office well in advance before actual filing of B/E by submitting a copy of invoice, legal undertaking & other requisite documents and accordingly NOC will be issued by them well in advance before actual import of such items. The trade also informed the Chair about the problem of demand of the Certificate of Analysis by the ADC for every batch of import. ADC officer assured the Chair to take up the matter with his higher authorities and also requested the BCBA to submit a representation to their office in this regard.

**(Action: Commissioner (NS-I), ADC)**

**6.8. Procurement/ Installation of container scanner at Port:**

In the previous CCFC meeting, the representatives of JNPT informed that they will be offering space to GTI on lease. For NSICT & NSIGT, JNPT is unable to finalize a suitable space due to traffic movement restrictions, dedicated rail corridor etc. CM (T), JNPT suggested the option of installing the scanner outside the gate of NSICT. However, Commissioner (NS-IV) opined that the scanner should ideally be inside the Terminal. The Chair directed the Terminals to have a meeting on 11.01.2018 and identify space for GTI and NSICT/NSIGT scanner.

JNPT informed that Purchase Order for supply of 03 Mobile Container Scanners was placed in Feb' 2018. Planting of the scanners will be done in the first week of June and by mid June, the scanners will be in position. Purchase order of the mobile scanner for the fourth terminal and the fixed scanner is under process and the same will be placed in August' 2018. Also, JNPT has offered land to both private terminals for a period of 11 months on lease so that mobile scanners can be relocated within their premises. GTI & NSICT/ NSIGT have agreed to locate the mobile scanners in the area offered on lease by JNPT.

**(Action: JNPT)**

**6.9. Pilot Implementation of paperless processing under SWIFT/ Extension of e-SANCHIT application:**

In the previous CCFC meeting, it was informed that, this zone has issued a Public Notice No. 162/2017 dated 29.12.2017, to kick-start the project. It has been observed that, a few importers/exporters are using this facility. The representatives of BCBA assured the Chair that, wide publicity shall be given to this project, to make the trade aware of this facility by organising seminars on the subject.

BCBA informed that they have conducted several e-SANCHIT seminars for training of their members and their staff. It was pointed out by the BCBA that proper/ specific error codes are not being reflected in the system while uploading documents on e-SANCHIT. The Chair directed them to submit a detailed representation in this regard so that the matter can be taken up with DG Systems.

**(Action: BCBA, ADC (CCO))**

**6.10. Incentivizing the DPD containers, cleared within 24 hours:**

In the previous CCFC meeting, the Commissioner of Customs (NS-IV) suggested that importers who are clearing the DPD consignments within 24 hours, as against the fixed time-limit of 48 hours, may be given more incentives by the Terminals. The Chair discussed the issue with the representatives of the terminals and it was proposed that the terminals shall examine the issue in detail and come up with a proposal with the approval of their management.

BMCTPL informed that to incentivize the DPD customers, they will provide dedicated lane for DPD containers. GTI agreed to provide two slots i.e. 5 AM to 10 AM and 6 PM to 10 PM as specific time slot for DPD containers. NSICT & NSIGT asked for 3 days time to have a decision and revert on the issue. JNPT also assured the Chair of a similar action proposed within the next ten days.

**(Action: Terminals)**

**6.11. Invoices for DPD charges raised by Terminals:**

In the previous CCFC meeting, the issue was discussed that for payment of the port related charges, only 05 banks have been authorised through which the trade can remit charges. The trade representatives asked for inclusion of all the PSBs, for this purpose. The Chair suggested that the payment through RTGS may be accepted till the time more banks are included.

JNPT informed that IPA is developing module to provide e-payment gateway through SBI and it will be operational by 30.04.2018. 50 banks will be a part of this gateway. CSLA informed the Chair that often invoices are raised to the shipping lines for DPD charges late after the delivery of the goods and the amount is directly deducted from their PD accounts instead of the PD accounts of the DPD customers. The terminals requested CSLA to submit details of such cases and if found so, credit notes shall be issued to the shipping lines once the facts are verified.

**(Action: Terminals, CSLA)**

**6.12. Maximum time for evacuation of DPD containers (Port to declare):**

In the previous CCFC meeting, the Commissioner of Customs (NS-IV) suggested that a time limit of two hours may be fixed to finish the container pick up process. The representatives of the Terminals informed that there are some procedures required to be done before the container comes out of the gate. The Chair directed to look into the issue and list the procedures required to be followed and along with suggestion to reduce this time.

JNPT and NSICT & NSIGT have informed that in normal circumstances it takes 3 hours for a DPD container to come out of the gate. GTI informed of a time of 3.5 hours for the same. The Chair was also informed about the non-availability of Customs Brokers 24x7 for presentation of documents which adds to the evacuation time. However, BCBA pointed out that the actual time taken for evacuation is on the higher side and it is generally 5-7 hours. The Commissioner of Customs (NS-IV) directed BCBA and terminals to carry out a joint exercise to find out the actual time taken. Also, the Chair directed BCBA to sensitize its members to be available for a longer duration. Terminals informed that the out-of-charge message verified by the Customs gate officer is verified by the terminals as well. It was suggested to review this duplicity of effort. The Chair directed the Commissioner of Customs (NS-IV) to review the procedure followed by the Customs at the gates regarding the same.

**(Action: Commissioner (NS-IV), BCBA, Terminals)**

**6.13. One time intimation (CSLA):**

In the previous CCFC meeting, the Commissioner of Customs (NS-IV) informed that DPD clients are supposed to submit an intimation of 72 hours in advance for each consignment. He suggested that the shipping lines may accept only one intimation initially which may be treated as permanent unless it is subsequently changed. The Chair directed to move to a system wherein an importer is not supposed to give advance intimation for each consignment.

CSLA has informed that they have started receiving such intimations but so far only 51 intimations have been received from the importers. The Chair expressed his displeasure over the same and directed the trade representatives to submit a report within a week regarding the quantum of advance intimations to the CSLA/ DPD Cell.

**(Action: DPD Cell, BCBA, CSLA)**

**6.14. Delay in evacuation of containers by CFS:**

In the previous CCFC meeting, Chief Manager (Traffic), JNPT has informed that, some CFSs are evacuating containers after severe delay which is adversely affecting yard efficiency and increasing dwell time. The dwell time of SBF CFS for the last 03 months is 4.69, 2.73 & 3.50 hrs respectively, whereas the same for JNPCT is 1.80, 0.97 & 1.20 hrs respectively. The Chair directed CFSAI to take up the matter with individual CFSs.

JNPT has informed that there was a delay in evacuating containers by Shri Balaji Warehousing CFS in month of Oct 17 to Jan 18. Same was improved in the month of Feb-18. However their performance is being monitored constantly and will be taken up with JNCH in case the same is found to be poor.

**(Action: Point closed)**

**6.15. Deplorable condition of road at JNPT:**

In the previous CCFC meeting, the CFSAI raised the issue of deplorable condition of road at JNPT location and has sought JNCH's intervention to take up the matter with CIDCO & NHAI. The Chair directed Commissioner (NS-Gen) and JNPT to look into the matter.

JNPT has informed that the roads connecting terminal gates with NH-348/348 (A) at Karal Phata maintained by JNPT are in good condition. The bad patches noticed on Karal bridge and approach roads are under repair for smooth flow of traffic. The roads around CFSs are either maintained by CIDCO or state PWD. JNPT has taken up the issue with CIDCO and other authorities concerned.

**(Action: Point closed)**

**6.16. Delays at R Scanning Facility at CWC Distripark:**

In the previous CCFC meeting, the CFSAI has raised the issue that, there is perpetual problem and delays in scanning and in the last 3 months alone, the frequency of delay and long queues of TTs has increased.

It was informed by the Joint Commissioner, CSD; JNCH that regular monitoring by the administration is being done for speedy clearance of R scan bound containers.

**(Action: Point closed)**

**6.17. Longstanding containers put on hold in CFSs, by investigating agencies:**

In the previous CCFC meeting, the CFSAI had raised the issue of long-standing containers that are put on hold by various agencies such as SIIB, DRI, which are lying in their member CFSs since 2001. The Commissioners (NS-Gen) & (NS-III) informed the Chair that they are segregating the data of such containers and sending the lists to the agency concerned, to expedite the matter for early disposal of the same. The Chair fixed the timeline of 15 days to finalize the lists and raise the matter with the agency concerned.

It was informed that the data has been segregated by the Disposal Section, JNCH and the same has been circulated to the DRI, SIIB (I), SIIB (X) & CIU to issue NOC for clearance of the goods. The Commissioner of Customs (NS-II) informed the Chair that within two weeks time, they will be in position to start auction of the goods. The Chair directed the Commissioners of Customs to pursue the matter with utmost priority, A review shall be taken up in next CCFC meeting.

**(Action: Commissioner (NS Gen), (NS- II) and (NS-III))**

**6.18. Issues raised by All India Women Customs Brokers Association (AIWCBA):**

In the previous CCFC meeting, AIWCBA had raised the following issues:

- a) "Every Shipping Line will issue e-DO, trade does not recognize third party. Recently, it is noticed that most Shipping Lines are using third party for issue of e-DO."

The issue was already discussed already above with point no.6.4.

**(Action: Point closed)**

- b) "Collection of blank cheque by shipping lines for factory stuffed containers which is against trade practices". The CSLA informed that they are strictly against such practices

and requested to bring to their notice if any such practice is in place. They further assured the Chair to take up the matter with concerned CFS and resolve the issue.

CSLA had informed the forum that they haven't received any specific details in this regard. The Chair directed the AIWCBA to submit the details of such cases to CSLA.

**(Action: CSLA, AIWCBA)**

- c) "APM CFS retains back original Bill of Entry, which is a Customs document, after delivery, thereby harassing Importers." The Chair asked them to submit details of such cases to CFSAI. He directed CFSAI to look into the matter and take necessary action to stop such practice.

CFSAI informed that APM terminals have responded that they keep original copy of any Bill of Entry. In exceptional instance like non-payment of CFS charges upon the request of customer itself to hold their documents, such instances are noticed.

**(Action: Point closed)**

- d) "The Shipping Lines collect KYC. However, whenever Custom Broker approaches for next DO, every time they have to carry a photo copy, which is waste of paper. This should be discouraged." The Chair asked them to submit details of such cases to CSLA and directed CSLA to look into the matter and take necessary action to stop such practices.

CSLA informed that all its members are in compliance of one time submission of KYC. If there is any specific case, the trade representatives may submit details of such cases to them.

**(Action: CSLA, BCBA, AIWCBA)**

- e) "Government mandates Import/Export processes to function 24x7. Shipping company timings for delivery order is only upto 03.00 pm, also Saturday & Sunday are holidays for them. Difficulties are being faced by the trade to contact them during their non-working hours, even in the cases of emergencies."

An SOP has been issued by the CSLA mentioning procedures/ timelines in this regard.

**(Action: Point closed)**

- f) "Shipping companies issue invoices very late, with a reported delay of at least a day. Customs Broker has to leave all work aside and continuously keep following up with Shipping Lines."

The issue was discussed already above with point no.6.5

**(Action: Point closed)**

- g) "Exchange rates of some Shipping Lines keep changing. Therefore, after reaching Shipping Lines, often there is a difference in payment to be made. Shipping Lines uses this as an excuse to refuse DO."

An SOP has been issued by the CSLA mentioning procedures/ timelines in this regard.

**(Action: Point closed)**

#### **6.19. Visibility of Import Advance List (IAL):**

In the previous CCFC meeting, Western India Shippers Association (WISA) raised the issue that submission of IAL on JNCH website should be mandatory for all IGMs at least 3 days prior to berthing enabling to get time for rectification in DPD request for change of code if any. The Commissioner of Customs (NS-IV) informed that every Shipping Line is supposed to upload its IAL on JNCH website, some Shipping Lines are however, not uploading all of their IALs on JNCH website. He directed the CSLA to ensure the compliance of the same.

CSLA has informed that all its members have confirmed that IAL being uploaded on JNCH website.

**(Action: Point closed)**

**6.20. Email intimation with required documents to be accepted by all Shipping Lines:**

In the previous CCFC meeting, WISA raised the issue that, a few Shipping Lines who are insisting to send DPD intimation, either on private portal or on own portal. The Chair pointed out that the matter has already been discussed and it was agreed by Shipping Lines to start implementation of P.N. No. 110/17. The Chair directed the Commissioner of Customs (NS-Gen) to look into the matter.

Commissioner (NS-Gen) has informed that the matter was taken up with CSLA and all shipping lines are directed to accept email intimation as per PN 110/2017 without insisting upon any additional documents with auto acknowledgement.

**(Action: Point closed)**

**6.21. Pilferage of Goods from containers with in Nhava-Sheva Port area:**

In the previous CCFC meeting, it was discussed that there are cases of pilferage of goods from containers, while in transit from Terminal to CFS, with seal intact. Chair's intervention was requested in the matter. The Chair agreed and directed Commissioner (NS-Gen) to take up the matter with police.

Commissioner (NS-Gen) informed that he has already taken up the matter with the Police authorities, Nhava-Sheva to increase the patrolling in the port area in view of various untoward incidents.

**(Action: Point closed)**

**6.22. Increase in container shifting charges:**

In the previous CCFC meeting, the representatives of the Terminals requested that it has been two years since the shifting charges were last fixed. They requested that the facilities offered by the Terminals have increased multi-fold in the past two years and it is time to increase the charges also. The Chair directed the Terminals to list out details, in the next two days, of facilities provided or to be provided in lieu of increasing charges.

Terminals have informed that the issue was discussed pertaining to the parking fee of the Parking Plaza Complex. The regulators have considered the request and the fresh parking plaza toll charges are already effective.

**(Action: Point closed)**

**6.23. IGST Refunds:**

In the previous CCFC meeting, the Chair raised the issue that Shipping lines have been instructed to file the EGMs but still a substantial number of EGMs, have not been filed. He directed the CSLA to ensure that all the EGMs are filed. Secondly, in large number of cases EGM errors are reported. It was pointed out by the Commissioner of Customs (NS-Gen) that unless these errors are removed, they are unable to process IGST Refunds. He sought cooperation of Shipping Lines to remove such errors to expedite disbursement of IGST Refunds. CSLA ensured to provide full cooperation in the matter.

Joint Commissioner of Customs, Preventive (G) informed the Chair that all gateway EGMs are regularly filed, through the EGM coordination cell. Their office is also in process of writing to DG Systems to allot the role of removal of error to the respective ICDs. CSLA has informed that errors are reported due to the fact that ICD operators do not file the train/ truck report in time. It was requested that the ICD operators may be sensitized to file the Truck/Train report prior to sailing of vessels at load port to avoid these rejections. The Chair informed that he had already written to all the Chief Commissioners about the same. However, if required, he will again approach the ICDs.

**(Action: Point closed)**

**6.24. Non-food/ Out-of-Scope items being referred to FSSAI for NOC:**

In a separate meeting with RMD & FSSAI Officials on 10.01.2018, it was pointed out that in case of certain items, referred to both AQ & FSSAI simultaneously for NOC, the message reaches the AQ system, but the same is not received by FSSAI. This implies there must be some problem of message exchange with FSSAI. The Chair directed that the matter be taken up with RMD and SWIFT team/ ICEGATE immediately, to resolve this issue of message exchange. He also directed Commissioner (NS-IV) to issue instructions for allowing manual OOC in respect of goods appearing in the Out-of Scope list (to be circulated to Docks staff), till the problem of message exchange is resolved. The Chair also directed the FSSAI authorities to provide the list of Out-of-Scope items within 1-2 days, as was discussed in the CCFC meeting.

The Chair informed that as regards the out-of-scope items being referred for NOC, RMD has taken up the matter with Single Window team & also with FSSAI for rationalization of non-food CTH. Also the list of out-of-scope of items, for which provisional NOC is given, has been expanded. A Public Notice no. 12/2018 was issued with a list of items (Out of Scope) which should not be referred to them for clearance henceforth. The Chair further directed the FSSAI authorities to submit fresh updated list.

**(Action: FSSAI)**

**6.25. Delay in granting FSSAI NOC:**

In a separate meeting with RMD & FSSAI Officials on 10.01.2018, the Commissioner (NS-III) raised the issue that, there is a delay in granting FSSAI NOC, for the BEs specifically marked to FSSAI. The Chair asked the FSSAI authorities to explore the scope of reducing the time taken by their labs for testing. The FSSAI representatives informed the Chair that by using latest technologies available, the testing time can be reduced to 02 days or even further. However, the FSSAI representatives pointed out that, these new technologies are costly and if trade is receptive to the idea of bearing extra cost, they may submit representations/ proposals from their associations.

FSSAI also informed that CHA/Importer can file advance application without IGM details for NOC. They can provide details before issue of final NOC.

**(Action: Point closed)**

**6.26. Selection of large number of food-items for FSSAI NOC:**

In a separate meeting with RMD & FSSAI Officials on 10.01.2018, the Chair also pointed out that, certain dual-use items like chemicals, antibiotics may not be routed for FSSAI NOC. The Joint Director, RMD informed that they are in discussion with FSSAI to revise the list. The Chair also stressed upon the issue that, if the goods imported by an entity from a particular supplier pass the test successively for a certain number of times (say, thrice), the risk management system should automatically include that importer-supplier combination for that item in the positive list. The Chair directed that the issue of automatic revision of risk parameters may be taken-up with the SWIFT Team/ RMD & FSSAI, on top priority.

RMD has informed that as for the reference to capturing test results & PGA acceptance or rejection and for excluding out-of-scope bills, the RMS team is in the process of updating existing software to implement dynamic facilitation of FSSAI documents based on compliance history which is expected to be live very shortly. This update will facilitate FSSAI consignments dynamically and also prevent routing of out-of-scope bills to FSSAI for NOC based on compliance history. Also it was informed that to reduce unintended routing of non-food bills to trade is requested to refer to SWIFT Referencer before filing PGA documents & fill the Grades (PHG, NPH or NFG) as applicable & FS related end uses viz. FSH100, FSH200, FSH700 etc. as applicable correctly. Commissioner of Customs (NS-IV) informed that a Public Notice in this regard will be issued in a day or two.

**(Action: Commissioner (NS-IV), RMD, FSSAI)**

7) **New Points**

**7.1. Revised targets for overall cargo release:**

Member (Customs), New Delhi, vide D.O. letter dated 26.03.18, informed that the Cabinet Secretary in the meeting of the National Committee on Trade Facilitation (NCTF) held on 12.02.2018 has directed to revise the targets for overall cargo release time as within 48 hours for imports of Sea Cargo and within 24 hours for exports of Sea Cargo. It is also instructed that the field formations may devise a strategy to bring the clearance time within the desired range. The stakeholders were requested to put forward their proposals for smooth implementation of the target set by the Board.

JNPT suggested the option of moving out the containers, which are not cleared within the prescribed time, to the respective CFSs. The matter was discussed and the Commissioner of Customs (NS-IV) directed the terminals to develop a strategy to clear the import cargo within 48 hours. The importers may be instructed to ensure delivery of DPD containers directly from the terminals. Also on request from the trade, the Chair directed the CFSAI that the CFSs may issue a clear-cut tariff guidelines in respect of the DPD containers to be released after the lapse of 48 hours timeline. DC, CCO requested the Chair that for accurate monitoring of the dwell time, PGAs may capture the exact time stamp of the receipt of sample and of the dispatch of report instead of no. of days. The Chair agreed and directed PGAs to develop capacity for the same. The Chair also directed BCBA to ensure advance filing of bills of entry by the importers and also highlighted that the time taken for payment of duty by the trade and in registering goods for examination needs to be substantially reduced to achieve the target set out in the National Action Plan for trade facilitation.

**(Action: Commissioner (NS-III), Terminals, BCBA, CFSAI, PGAs)**

**7.2. Increase in time of clearance of consignments requiring FSSAI NOC due to waiver being stopped:**

In the PTFC meeting dated 28.12.2017; it was represented by the trade that there is increase in time of clearance of consignments requiring FSSAI NOC due to waiver being stopped. All shipments are subjected to testing. This has led to increase in dwell time i.e. 12-14 days. The Chair of the PTFC meeting directed that the matter may be escalated in this CCFC meeting.

The matter was already discussed with the old points no. 6.24 to 6.26

**(Action: Point closed)**

**7.3. Smart use of information already available 24x7 on container status:**

DP World vide their email dated 06.04.2018 raised the issue that the Trade members at large to please take note of the 24x7 Container Tracking facility available on the Terminal(s) website. The 24x7 Customer Care desk set up at the Terminal to primarily cater to DPD customers is requested on numerous occasions during the routine shift working hours on Container landing and discharge status, on its Terminal gate out status. This information is readily available and can be accessed anywhere any time using the public website of the Terminal(s).

Trade was sensitized to use the facility provided by DP World.

**(Action: Point closed)**

**7.4. Smart use of email communication: Avoid Human Pedestrian Traffic at Terminal(s) Customer Care Desk (DPD):**

DP World vide their email dated 06.04.2018 raised the issue that they would like to request the Trade through this meeting forum that the Terminal accepts the required DPD consignment clearance documents over email at its email id's [cs@dpworld.com](mailto:cs@dpworld.com) and [crm.nsict@dpworld.com](mailto:crm.nsict@dpworld.com). There is no need for the Trade members (Importer/ Customs Brokers) to send their employees/ human recourses physically to the Terminal premise for handing over OOC/Shipping Line Delivery orders and or any such standard DDP consignment specific documents.

Trade was sensitized to use the facility provided by DP World.

**(Action: Point closed)**

**7.5. Safe driving inside Terminal premises – Trucks/Trailers – DPD:**

DP World vide their email dated 06.04.2018 raised the issue that with DPD share of the business increasing and with the objective to further propel the DPD segment of the business by the Government of India, it is very important for the members of the Trade (Transport organisations) to support the Terminal(s) on some basic given standards of Safe work operations. It is requested that the members of the Trade to take a step forward and co-operate with the Terminal(s) especially in case of traffic vendors.

Trade was sensitized to adhere to the terminals safety instructions to be followed in the port area.

**(Action: Point closed)**

**7.6. Other Points of Concern on the Parking plaza for Ease of Business:**

DP World vide their email dated 06.04.2018 raised the issue that trade should use all the three 8 hours shifts equally for smooth and faster movement of container traffic related to the Parking Plazas. This will make the Plaza more efficient, reduce the man machine interface and traffic density within the plaza.

Trade was sensitized to adhere to the terminals safety instructions to be followed in the port area.

**(Action: Point closed)**

**7.7. All PGAs to provide exhaustive and expanded list of out-of scope:**

Western India Shippers Association (WISA) vide their email dated 09.04.2018 raised the issue that SWIFT was supposed to a step towards ease of doing business but the trade is experiencing severe delays due to Single Window after two years of its introduction. The fact, however is, there are hundreds of Bills of Entry being referred to these and other PGAs based on CTH on a daily basis but has no relevance to said authorities. All the PGAs must be asked to provide exhaustive and expanded list of out of scope items and keep them updating frequently.

The matter was already discussed with the old point no. 24

**(Action: Point closed)**

**7.8. Appointment of sector-wise nominated transporters for DPD deliveries:**

Western India Shippers Association (WISA) vide their email dated 09.04.2018 raised the issue that there is no clarity on the JNPT's proposal to appoint sector-wise nominated transporters for DPD deliveries –nor the concerned importers have been informed in detail about the same and taken in to confidence. JNPT authorities must be asked to come out with clarity exhaustive information on the subject.

The Chair directed that matter may be dealt with separately as it is out of the purview of CCFC.

**(Action: Point closed)**

**7.9. Shipping line Agent Code registration-**

CSLA vide their email dated 09.04.2018 raised the issue that earlier shipping line/ agent code registration was handled at New Custom House, Mumbai. Now some shipping lines have been informed by Mumbai Customs Zone-I that the option of Shipping Line registration is not available with them. This issue was taken up with ICEGATE Delhi Office also by a few shipping lines. They have been advised by ICEGATE that this registration process needs to be done at respective Customs house only. It was suggested that Customs House should be authorized for shipping line registration as per the earlier practice. Alternatively ICEGATE/DG System should be requested to accept online rotation application based on shipping agent's Pan Number registered with Customs.

ADC, CCO informed the Chair that they have received representations/ requisition from the shipping lines and the matter is being taken up with DG System/ ICEGATE. CSLA was also directed to submit a representation to the ADC, CCO in this regard.

**(Action: ADC (EDI), CSLA)**

**7.10. CMC permission to be granted on holidays by boarding section-**

CSLA vide their email dated 09.04.2018 raised the issue that presently CMC permission is issued Container Cell, JNCH based on continuity bond submitted by the shipping line in the beginning of the year on working days (Monday to Friday). CFS containers are moved out from the port on the job order of CFS, but empty containers are released and moved out from the port on CMC permission only. During the weekends/holidays, in absence of CMC permission evacuation of empty containers are delayed till the next working day. Trade also raised similar concerns about the roles (EDI system) given to the officers posted for holiday duty.

The matter was discussed with CSLA and the Chair directed the Commissioner of Customs (NS-Gen) to examine the matter and if required, authorise the Boarding officer to grant such permissions on public holidays.

**(Action: Commissioner (NS-Gen))**

**7.11. EGM'S pending update-**

CSLA vide their email dated 09.04.2018 raised the issue that they are regularly receiving files on the Pending EMG's for filing. These files contain sensitive and confidential information of consignees/customers for which distribution to all lines will be in violation of the Competition Act. These files also contain information on NVOCC's / Shipping agents. It was suggested that relevant data be sent only to respective Shipping lines individually due to the sensitivity and relevance.

The Chair took cognizance of the matter and directed Commissioner of Customs (NS-Gen) that the name of the exporter need not be reflected in such files.

**(Action: Commissioner (NS-Gen))**

**7.12. One time DPD Intimation-**

CSLA vide their email dated 09.04.2018 raised the issue that CSLA is receiving One Time Intimations through various channels like by emails direct from importers/ forwarders / CHAs, physical delivery, courier, Customs DPD cell. This creates multiple messages and confusion to Trade as well as our members. It was suggested to simplify the process and avoid multiple email exchanges.

The matter was already discussed with the old point no. 6.13

**(Action: Point closed)**

**7.13. PCS e-Module:**

CSLA vide their email dated 09.04.2018 raised the issue that the PCS system currently has various challenges and it is non functional and there is immense backlash from Customers and Ports/ Terminals as CSLA is unable to provide real time information they want and in the format they expect.

CSLA informed the Chair that DIPP & Ministry of Shipping holds a fortnightly meeting to review the progress made for commencement/ working of PCS e-Module. They will regularly provide the update of the meetings to the Customs.

**(Action: Point closed)**

**7.14. Network facility of all cellular Operators with wi-fi facility at Parking Plaza:**

BCBA vide their letter dated 07.04.2018 raised the issue that network at all Parking Plaza is very weak. The communication and examination of export consignments is badly affected. It is requested that all the terminals may improve the network service with wi-fi facility.

The Chair discussed the matter with the Terminals and directed them to provide the wi-fi facility at the earliest. He also directed Commissioner of Customs (NS-Gen) to supervise the matter.

**(Action: Commissioner (NS-Gen), Terminals)**

**7.15. Working of PGAs during long weekends and holidays:**

BCBA vide their letter dated 07.04.2018 raised the issue that all the PGAs are not working on weekend and holidays on which Customs are working. It is requested that all the PGAs may work when Customs offices are open.

The Chair directed ADC, CCO to sensitize all PGAs of this issue and invited comments on the same. (Action: ADC, CCO)

**7.16. SMS Service to be adopted by terminals to get delivery status:**

BCBA vide their letter dated 07.04.2018 raised the issue that SMS system should be started by all terminals for status of shipments as they have contact numbers but they are always busy and it is difficult to get the status.

Terminals informed the Chair that the information is already available on their website.

(Action: Point closed)

**7.17. Delay in generation of e-Form 13 by Steamer Company:**

BCBA vide their letter dated 07.04.2018 raised the issue that steamer companies are taking more than 2-5 hours in generation of e- Form 13. They have requested to expedite the issuance of e-Form 13.

Commissioner of Customs (NS-IV) informed that the matter has been discussed with the Terminals. NSICT & NSIGT have already a system of changing e-seal number without going for the process of cancellation of e-Form 13. JNPT also have a simpler process in place. The main problem persists with GTI. The Chair directed GTI to devise a mechanism similar to that of NSICT & NSIGT at the earliest. He also directed the trade that while their container is coming to the parking plaza, they should bring the e-Form 13 along to save time.

(Action: GTI, BCBA)

**7.18. Proper online accounting system by terminals:**

BCBA vide their letter dated 07.04.2018 raised the issue that proper online accounting system needs to be developed by terminals for transparent accounting system with real time balance verification.

Terminals informed the Chair that everyday ledger is already forwarded to the registered email id of the importers. Trade was directed to update the email ids with the terminals.

(Action: Point closed)

**7.19. Other issues regarding CFS & Shipping Lines:**

CHA M/s Bhavana Clearing Forwarding and Shipping Pvt. Ltd. vide his email dated 11.04.2018 has raised certain issues regarding CFS and the Shipping Lines like high movement charges collected by CFS from Port to CFS, scanning charges towards detention of vehicle for weighment, choice of CFS etc.

The Chair directed ADC, CCO to have details, examine them at the earliest and revert back to the complainant.

(Action: Point closed)

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

*Monika*  
17/05/18  
(Monika Yadav)

Deputy Commissioner of Customs,  
Chief Commissioner's Office

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. Office Copy