

**MINUTES OF MEETING OF PERMANENT TRADE FACILITATION  
COMMITTEE (PTFC), CUSTOM CLEARANCE FACILITATION COMMITTEE  
(CCFC), PUBLIC GRIEVANCE REDRESSAL COMMITTEE (PGRC) HELD ON  
09.10.2024**

A meeting of “PERMANENT TRADE FACILITATION COMMITTEE (PTFC), CUSTOM CLEARANCE FACILITATION COMMITTEE (CCFC), PUBLIC GRIEVANCE REDRESSAL COMMITTEE (PGRC)” was held at Custom House, Kandla, on 09.10.2024 at 11.30 Hrs under the Chairmanship of Shri M. Rammohan Rao, Commissioner of Customs, Kandla. The following Customs Officers and representatives from the trade were present during the meeting:

<b>Sr. No.</b>	<b>Name of the Representative (S/Shri/Ms.)</b>	<b>Designation of Officers / representatives of Members</b>
1	Vishwajeet Singh	Additional Commissioner of Customs, C.H., Kandla
2	Rajesh Dahiya	Deputy Commissioner, C. H., Kandla
3	Shri Kant Mantri	Deputy Commissioner, C. H., Kandla
4	D. Srikanth	Assistant Commissioner, C. H., Kandla
5	N. K. Chowdhary	Assistant Commissioner, C. H., Kandla
6	Saurabh Singh	Assistant Commissioner, C. H., Kandla
7	B. V. S. Prasad	Assistant Commissioner, C. H., Kandla
8	Mohammad Shabir Khan	Assistant Commissioner, C. H., Kandla
9	B. B. Singh	Superintendent, A. G. Section, C.H., Kandla
10	Sanjeev Kumar	P. O., A. G. Section, C.H., Kandla
11	Ankur Sharma	P. O., R&I Section, C.H. Kandla
12	Nitish Kumar Tomar	Superintendent, DP Section, C. H., Kandla
13	H. S. Bhandarkar	CRCL, Kandla
14	Dinesh Gupta	President, KCBA
15	Dhiren Chhaya	Vice President, KCBA
16	Keyur Thakkar,	Secretary, KCBA
17	Ramendra P. Singh	Joint Secretary, KCBA
18	Atul Kumar Rai	KCBA
19	Rajubha Sodha	Member, KPSAA
20	Vikram Singh Bhati	Member, KPSAA
21	Hari Shyam	Director, DPCA
22	Narendra Ramana	Treasurer, Gandhidham Chamber of Commerce
23	Ramde Karangiya	Terminal Head, KICT Terminal
24	Geeta A Meena	Sr. Manager, Sales & Marketing, KICT Terminal
25	Apparsh Kewalramani	Asstt. Manager, Sales & Biz. Dev., KICT Terminal
26	Bhavna Verma	Executive - Sales Coordinator, KICT Terminal
27	Jagdev Singh	Asstt. Manager - Operations, KICT Terminal
28	Chirag Katariya	FOKIA
29	Pramod Soneta	CB, Hemjyot Agency
30	Hemchandra Yadav	Vice President, Kandla Timber Association
31	Ranjan Dixit	Adani Kandla Bulk Terminal Pvt. Ltd.

At the outset, the Chairman welcomed the members of Trade, Customs Broker Associations, Representatives of Shipping Line Associations and other stakeholders present for the meeting. Shri Vishwajeet Singh, Additional Commissioner, C. H. Kandla outlined the agenda for the meeting and provided an overview of the current state of trade facilitation and key challenges faced by stakeholders.

Thereafter, the DWELL time analysis in respect of Kandla Customs was presented before all attendees. As per the latest study the DWELL time is 71.22 Hrs which is below the limit of 72 Hrs. The chairman has expressed his satisfaction over it and suggested that, the extended support from the CB and Trade may help to reduce this DWELL time more than the present state by way of early filing of Bills of Entry after arrival of vessel/Entry Inward and early payment of duties.

**The following agenda points were discussed in the meeting:**

**[A] AGENDA POINTS OF THE PREVIOUS MEETING HELD ON 19.12.2023:**

**1. Certificate of Origin benefit is not being considered by the officers when the Ex-Bond Party is different from the Party warehousing the goods.**

*{Point sponsored by Kandla Customs Brokers Association (KCBA)}*

The member of Kandla Customs Brokers Association (KCBA) has pointed out that Certificate of Origin benefit is not being considered by the officers when the Ex-Bond Party is different from the Party warehousing the goods and stated that COO in the these case should be allowed as there is merely transfer of documents and the goods remain the same.

The Chairman has observed that the issue is having revenue implications and as per the FTA Rules, each and every prescribed column of the COO Certificate is necessarily to be filled with correct information. In the COO certificates, name of original importer is mentioned and if Ex-Bond party is different from that mentioned in the COO certificate, the importer details will mismatch. The Chairman has further observed that the said issue has been examined and letter to Board has been written by this office for seeking clarification in respect of COO benefits claimed by importers.

*(issue is closed)*

**2. Stamping of Gate Pass:**

*{Point sponsored by Deendayal Port Authority (DPA)}*

Traffic Department of Deendayal Port Authority vide letter No.TF/SH/CUST/3304-I/1629 dated 15/11/2023 has requested to clarify whether Gate Pass is required to be authenticated/stamped by the Customs authority after implementation of Electronic Delivery Order System, as this office is not in receipt of any communication from Customs Department regarding E-Gate pass, at the time of delivery of cargo. It is requested to kindly confirm the same.

The Chairman expressed that, the CBIC vide circular No. 19/2020-Customs dated 13.04.2020 has already issued instructions regarding e-gate pass system. Since, no authorized

representative from Deendayal Port Authority was present during the meeting, therefore, the members of the KCBA/Trade have been informed that OOC B/E copies are sufficient for delivery of goods. The Chairman further observed that the letter F.No. GEN/TECH/Misc/1946/2022-Docks/Prev dated 29.12.2023 has already been issued regarding discontinuation of stamping on Custom Broker's delivery Gate passes at exit gates.

On this the trade bodies expressed their satisfaction.

*( issue is closed)*

**3. The CB association has raised a point that PPQ NOC is not being issued online by the Plant Quarantine department and waiver of NOC in System by Custom Authorities, based on physical copy of NOC, takes time. Due to the same, clearance of goods is also being delayed.**

*{Point sponsored by Kandla Customs Brokers Association (KCBA)}*

Members of the KCBA raised a point that PPQ NOC is not being issued online by the Plant Quarantine department and waiver of NOC in System by Custom Authorities, based on physical copy of NOC, takes time. Due to the same, clearance of goods is also being delayed.

The Chairman observed that, the raised issue is related to software and being dealt at HQ level of the Plant Quarantine department through CGG (Centre of Good Governance). The API integration of PQMS with SWFIT 2.0 is under process and after successful API integration between swift 2.0 and PQMS, this issue will be permanently resolved.

The members of the KCBA further expressed their concerns that they are experiencing delays in processing of Bills of Entry especially in Group 2. They further stated that, the primary reason for the delays in processing Bills of Entry is the No Objection Certificate (NOC) from the Plant Protection Quarantine (PPQ) department.

As the no officer from the Plant Quarantine department was present for the meeting, the chairman suggested the members of the KCBA to collect the information regarding the practice being followed at other ports, and Additional Commissioner (AG) will held a meeting with the PPQ department and Trade to come up with some positive solutions on this issue and resolve the same.

The chairman expressed his concern regarding absence of PPQ officials at the meeting and directed to convey same to the PPQ.

**(Action by: AG Section and Plant Protection Quarantine (PPQ) department, Gandhidham)**

**4. The member of trade has informed that they are not receiving benefit of RoDTEP timely.**

The Dy./Asstt. Commissioner (MCD/DBK) informed the chair that, the said delay in releasing time of benefit of RoDTEP is due to EGM errors i.e. EGM not filed and EGM not closed etc. He further informed that, there were a total 250 EGM errors pending for rectification and 254 EGMs were pending to file as on 19.12.2023. Out of 250 EGM errors 124 has been rectified and 194 EGMs have been filed till date and for remaining we are taking necessary action on Non-filers or late filers of EGM.

The Chairman has observed that, the representatives of the Shipping line association were earlier requested to take up the issue with their association member and encourage them to file EGM timely and rectify the errors related to EGM. Further, Members of the Shipping Line /Agents present in the meeting assured to make necessary efforts in next 15 days. The Chairman directed Dy./Asstt. Commissioner (MCD/DBK) to check up the pendency and impose penalties on the defaulter Shipping Lines/Agents, if things are not improving.

*(Action by: MCD/RODTEP Section and Shipping line Association)*

**NEW AGENDA POINTS:**

**[B] AGENDA POINTS BY KANDLA CUSTOMS BROKER ASSOCIATION (KCBA).**

**1. In the case of liquid bulk vessels with a single shipper or supplier, it is suggested to avoid multiple samplings to alleviate the burden on the laboratory.**

The members of the KCBA suggested to take one sample from the cargo carried by one single bulk liquid vessel where the description as well as foreign supplier is single even in the case of multiple Bills of Lading, Bills of Entry and related to different importers.

The Chairman has observed that, the cargo are being examined and representative samples are being drawn as per directions on RMS/FAG. The same are necessarily required to be followed by the officers of Dock Examination.

*(issue closed)*

**2. Linkage of import release orders (NOC) generated by the Plant Protection and Quarantine office (PPQ) with the Bills of Entry on the customs portal.**

This point has already been discussed in detail above at Point No. (3) of the Agenda points of the previous meeting held on 19.12.2023.

**(Action by: Plant Protection Quarantine (PPQ) department, Gandhidham)**

**3. Challenges regarding export containers Cleared by Mundra Customs at Mundra and to be loaded at Kandla Port as a Gateway Port.**

The members of the KCBA expressed that, the trade community is encountering a specific issue where export containers stuffed at Gandhidham CFS and cleared at Kandla Customs Station are being loaded via Mundra Port as a Gateway Port. However, the reverse scenario, where containers are stuffed at Mundra CFS and the vessel calls at Kandla, poses challenges as they cannot be Customs Cleared at Mundra and directly loaded with Kandla as a Gateway Port. Currently, members are required to return to town from Mundra to initiate fresh shipments through Kandla Customs.

The Chairman has observed that, the said issue is already addressed by a Public Notice No. 10/2016-17 dated 08.09.2016 issued by Mundra Customs, wherein procedure for Export Transshipment has been elaborated. Trade was requested to go through the same and state if any further examination is required.

*(issue closed)*

**4. Proposal for the assessment and customs clearance of factory-stuffed containers on Sundays and holidays.**

The Chairman has observed that, an arrangement is already in place regarding clearance of factory-stuffed containers even on Sundays and holidays. All the officers are sensitized in this regard.

The Chairman suggested the members of the KCBA to collect the information regarding the practice being followed on other ports especially regarding assessment of Shipping Bills and directed to keep the said Point open for next Meeting.

**(Action by: AC/DC, Export Assessment Group, Dock Examination & Dock Preventive/KCBA)**

*(issue is open and to be considered in next meeting)*

**5. Discharge permission of Liquid cargo by Boarding officer when Bill of Entry is already filed.**

The members of the KCBA submitted that, they need to address the protocol for obtaining discharge permission on liquid cargo by the Boarding officer, particularly in cases where the Bill of Entry has already been filed. They further requested for clarification on the procedures and any associated implications for smoother operations.

The Chairman has observed that, provisions laid down under section 31 of the Customs Act, 1962 states that, *Imported goods not to be unloaded from vessel until entry inwards granted*. Said protocol for obtaining discharge permission of cargo by the Boarding officer is mandatory and important for determining the rate of duty as per the Custom Act, 1962.

The Chairman has further expressed that, the instruction laid down in the Public Notice No. 24/2016-17 dated 15.09.2016 issued by the Pr. Commr., Kandla Customs are being followed by the Boarding Officer during the boarding procedure and granting Entry Inward. He also noted that PN No. 14/2017 dated 12.01.2017 issued by Kandla Customs is holding good and is simplified.

*(issue closed)*

**6. Simplified SOP for filing the Bill of Entry and paying additional duty.**

The members of the KCBA requested for formulation of a simplified Standard Operating Procedure (SOP) that can be approved at the Assistant Commissioner Level. The

members of the KCBA further requested that, the SOP should outline the process for filing the Bill of Entry to pay additional duty and clear the goods and urged the establishment of strict timelines for the entire process to ensure efficiency and compliance.

The Chairman has observed that, practice is already being followed provided vide Public Notice No. 1/2019-20 dated 12.04.2019 issued by the Pr. Commissioner, Mundra Customs regarding the assessment, examination and clearance of excess cargo found during the course of weighment of the cargo. He assured sensitization of officers in the Groups, and advised the trade to bring delay to the note of Senior officers.

*(issue closed)*

**7. Issuance of a public notice based on Board Circular No 14/2016-Cus., dated 27.04.2016:**

The members of the KCBA proposed for the issuance of a public notice based on Board Circular No 14/2016-Cus., dated 27.04.2016, allowing for the clearance of coastal goods without the filing of a Coastal Bill of Entry.

The Chairman has observed that, a Public Notice No. 30/2018 dated 20.09.2018 based on Board Circular No 14/2016-Cus., dated 27.04.2016 read with Notification No. 56/2016 (NT) and 57/2016 (NT) both dated 27.04.2016 have already been issued by the Commissioner, Kandla Customs regarding the carriage of coastal cargo from one Indian port to another port in vessels carrying out coastal runs.

The Chairman further observed that, the vessels carrying exclusively coastal goods arriving to Deendayal Port Kandla, need to file arrival cargo manifest under section 30 and departure cargo manifest under section 41 of the Customs Act, 1962, but exempted from filing Bills of Coastal Goods (Import/Export), obtaining Port Clearance and filing of shipping bills for supply of ship stores etc.

*(issue closed)*

**8. Designation of an area for a public bonded warehouse within the port:**

The members of the KCBA requested the Port Authorities to designate an area within the port premises for a public bonded warehouse and proceed to notify the same accordingly to facilitate smoother operations and enhance logistical efficiency.

The Chairman has expressed that, this point regarding designation of an area for a public bonded warehouse within the port pertains to the Port Authorities. Matter may be addressed to and taken up with Deendayal Port Authority (DPT). A copy formal request may also be sent to Kandla Customs and we will also take up the matter with DPT for possible solution, and to ensure necessary permission from Customs side.

**(Action by: KCBA/DPA)**  
*(issue closed)*

**[C] AGENDA POINTS BY KANDLA INTERNATIONAL CONTAINER TERMINAL (KICT).**

**1. The current status and expected date of the container scanner installed at KICT to be operationalized.**

The members/attendees from the KICT asked regarding the current status of the container scanner installed at KICT along with and the progress and its tentative operational date.

The Chairman has conveyed that, the matter has been taken up with the Directorate of Logistics, New Delhi and are in regular touch with them. The Container Scanner installed at Kandla Port has already been repaired. However, for regular maintenance of the same, a contract for annual maintenance (AMC) has to be entered into by Directorate of Logistics, and is under progress.

The Chairman further informed that DoL was also asked for a mobile scanner to be installed / used at this port.

**(Action: CSD Section)**

**[D] AGENDA POINT RECEIVED FROM M/S. J. M. BAXI THROUGH THE GANDHIDHAM CHAMBER OF COMMERCE & INDUSTRY:-**

**1. Connecting Laden Transshipment Containers between Mundra and Kandla by Rail/Road.**

**2. Connecting Empty Transshipment Containers between Mundra and Kandla by Rail/Road.**

The member/attendees from M/s J. M. Baxi (KICT) requested for connecting Empty as well as Laden Transshipment Containers between Mundra Port and Kandla Port by Rail/Road.

The Chairman has observed that, the matter is under examination to check whether extant laws provides for such a request to become operational such procedure related to movement of Empty as well as Laden Transshipment Containers between Mundra Port and Kandla Port by Rail/Road.

The Chairman further asked M/s J. M. Baxi (KICT) to also work on their request in consultation of their legal team and come up with a detail proposal covering practical feasibility as well as legal aspects involved in the matter. He also asked for inputs whether Customs Mundra, part operations support this request.

**(Action by: AC/DC, Appraising General / M/s. KICT)  
(issue is open and to be considered in next meeting)**

**3. Movement of Export Containers cleared at CFS situated at Mundra to Kandla**

**Port and vice-versa.**

The member/attendees from M/s J. M. Baxi (KICT) requested to allow Export Containers cleared at CFS linked to Mundra Port to Kandla Port and vice versa.

The Chairman has observed that, such facility of allowing Export Containers cleared at CFS linked to Kandla Port to Mundra Port is already there. Also, for the reverse scenario, i.e. Export Containers cleared at CFS linked to Mundra Port to Kandla Port, a Public Notice No. 10/2016-17 dated 08.09.2016 has also been issued by Mundra Customs, wherein procedure for movement of export cargo from Mundra to gateway port has been elaborated.

*(issue closed)*

**4. ICD containers Gated In at Mundra/Kandla by rail to be moved to Kandla/Mundra by road/rail.**

**5. Local containers Gated In at Mundra/Kandla by rail to be moved to Kandla/Mundra by road/rail.**

The member/attendees from M/s J. M. Baxi (KICT) requested for movement of ICD containers/Local Containers carrying export goods Gated In at Kandla Port/Terminal to be moved to Mundra Port/Terminal and vice versa.

The Chairman has observed that, after grant of customs clearance (LEO/STUFFING) to the goods and the containers have been Gated In at Port/Terminal, permission to take them Back To Town (BTT) is required for taking the goods out of the Customs area. So, there is no provision under the law to directly re-route the containers carrying export goods Gated In from Kandla Port to Mundra Port and vice-versa.

*(issue closed)*

The Chairman has also conveyed to the meeting that Standing Committee on CRC Labs has recommended setting up of a laboratory at Mundra. He also emphasized the need of trade participation in discussion and collaboration for finding effective solutions to the issue raised.

The trade welcomed the positive attitude of the chair and assured of their cooperation at all times. The meeting ended with a vote of thanks to the chair.

This issues with the approval of Commissioner, Customs House, Kandla.

**(Vishwajeet Singh)**  
Additional Commissioner  
Custom House Kandla

**Copy to:**

1. P.A. to Commissioner, Customs House, Kandla



2. The Additional Commissioner of Customs, CCO, Customs Gujarat Zone, Ahmedabad.
3. All the Additional Commissioner, Custom House, Kandla.
4. All the Assistant/Deputy Commissioner, C.H., Kandla,
5. All the members of PTFC/CCFC/PGRC meeting.
6. The EDI Section, Custom House, Kandla for uploading on the website of the Commissionerate.
7. Notice Board.
8. Guard file.