

OFFICE OF THE COMMISSIONER OF CUSTOMS (IMPORT & GENERAL)
NEW CUSTOM HOUSE, NEAR IGI AIRPORT, NEW DELHI

C.No. VIII(12)I&G/Tech/PTFC/47/2009/

Date : 10.10 .2011

MINUTES OF PTFC MEETING HELD ON 20.09.2011

The Meeting of the Permanent Trade Facilitation Committee (PTFC) was held on 20.09.2011 at 16.00 hours in the Committee Room, New Custom House, New Delhi. The meeting was chaired by Sh. V. K. Goel, Commissioner of Customs (Import & General). The following officers of the department attended the meeting:

Sh. Ashutosh Barnwal, Additional Commissioner
 Sh. S. K. Sinha, Additional Commissioner
 Sh. G. S. Karki, Additional Commissioner
 Sh. Satyendra Mathuria, Joint Commissioner
 Sh. S. N. Ojha, Deputy Commissioner
 Sh. Rajan Lachala, Assistant Commissioner

The following members of PTFC also attended the meeting:

1. Sh. Rajender Kumar, Goyal, Hony Treasm, (DCCAA).
2. Sh. Kailash Gupta, Hony (DCCAA).
3. Sh. Shailendra Jain, Vise president, (DCCAA).
4. Sh. Deepak Mithal, Ex. Member (DCCAA).
5. Sh. Tarun Sabharwal, Manager Comm. Cargo (DIAL)
6. Sh. Rishi Michael, AGM (DIAL).
7. Sh. Sushant Nigam, General Manger, (DIAL)
8. Sh. Nikhil Vohra, CS Manager, (BAR (I) c/o British Airways)
9. Sh. V.V. Satish, CSM (British Airways).
10. Sh. Sanjeev Kapoor, (Lufthansa Cargo).
11. Sh. Vipin Jain, Chairman (BAR (I) CC-NR c/o LH)
12. Sh. Mukesh Sharma, Sr. Engineer (CMC Ltd.).

The Chairman welcomed the members and proceeded to take up the agenda points for discussion.

Point No. 1: Delhi Customs Clearance Agents Association (DCCAA) raised the issue of undertaking with regard to truthfulness of educational qualification of H/G Card holders to be given by CHAs was being insisted upon by the Policy Branch of the Commissionerate despite the fact that Commissioner had opined to the contrary in previous PTFC meeting and requested for issuance of a Public Notice in this regard.

Comments: Commissioner acceded to the point with a caveat that in case the education certificates are subsequently found to be fake on verification, action against H/G card holders would be initiated as per CHLAR 2004.

Point No. 2: DCCAA pointed out that when Superintendent (Import shed) has given out of charge order for a shipment on the system and the same has been received by Celebi, then the requirement of hard copy of the out of charge order should be dispensed with.

Comments: After due deliberations on the issue, the Commissioner held that in the absence of any digital signatures, the requirement of hard copy of the out of charge order cannot be dispensed with.

Point No. 3: Sh. Vipin Jain of BAR(I) Cargo Committee NR. stated that all the requirements mentioned as per Aircraft Act 1976 in attachment are already met with advance filing of manifest for long time now. We kindly request your office to consider and advice passenger side accordingly.

Comments: With the permission of the Commissioner, Sh.Ashutosh Baranwal, Additional Commissioner, IGI Airport, clarified that there was some confusion on the part of Airlines because of which the issue has become an agenda point. He explained that advance manifest has to be filed with the Customs authorities at IGI Airport in respect of Arms, Ammunition, Explosives Narcotics, Dangerous drugs, Gold and Silver carried by the passenger. In response to the query, he further clarified that in case any of the aforementioned items figure as imported cargo, to be cleared at the Import Shed, the same was not to be informed to the Customs authorities at Passenger Terminal of the IGI Airport.

Point No. 4: BAR(I), Cargo Committee-NR wanted a general update on AEO Programme implementation including benefits to carriers and specifically wanted to know the procedure to acquire the AEO Status.

Comments: With the permission of the Commissioner, Sh.G.S.Karki, Additional Commissioner explained that the detailed procedure has been laid down in the Public Notice no. 27/2011 dated 14.09.2011 issued by this Commissionerate. He explained that Application for Authorized Economic Operator was to be made in prescribed format, annexed as Annexure 'A' to the Public Notice alongwith certain other documents mentioned therein, with AEO Programme Manager, Directorate General of Inspection, who happens to be the Additional Director General (Inspection). As regards the request for organizing a workshop on the issue, it was advised that a request in the matter be made with the Director General of Inspection, Customs & Central Excise.

Point No. 5: Sh. Vipin Jain of BAR (I) raised issue of regularization of cargo during Flight Checks. Quoting from the study conducted by DIAL, he Stated that 49% of irregularities pertained to labels getting dislodged from the packages or packages not supporting any labels etc. and went on to suggest that if during the course of flight check, which is being done on 24X7 basis, IFO be authorized to grant permission for regularization of such irregularities as he too is there round the clock, then incidence of amendments later on could be minimized. In case, IFO is not fully convinced, same can always be dealt as an amendment as per the procedure.

Comments: Commissioner after due consideration of all the aspects of the issue concluded that the regularization of Cargo be dealt with as an amendment as per procedure. However he asked Mr. Sushant Nigam of DIAL to furnish the findings of the study conducted by DIAL to Sh.G.S.Karki, Additional Commissioner for a holistic resolution of the issue, to which he agreed.

Point No. 6: Sh. Vipin Jain of BAR (I) suggested that in Bangalore the Airlines are furnishing only one set of document like manifest, console manifest and copies of MAWB with the custodian and the custodian further provides the required information to the Customs. However in Delhi, the airlines prepare three sets (one each for handling agent, Customs and Customs Preventive) containing Main Manifest, Console Manifest, Copies of MAWB and HAWB. He stated that if Bangalore pattern could be followed in Delhi also, it would reduce the paperwork.

Comments: It could not be fathomed as to how the proposal would culminate in reduction of paper work when the custodian would be saddled with the responsibility of making the same no. of copies of manifest etc. for Various Custom Authorities. It would merely translate into shifting of responsibility of the Airlines to DIAL to provide the copies of Main Manifest, Console Manifest, Copies of MAWB, HAWB etc. to various authorities. However the Commissioner asked Sh.G.S. Karki, Additional Commissioner to study the Bangalore pattern in this regard.

Point No. 7: Sh. Vipin Jain of BAR (I) raised the point that of all the shipment coming to India, a mere 2% of these are part shipments. Due to heavy demurrage, it is imperative that a simple procedure for clearance particularly when consignee is willing to pay 100% duty while clearing the first part needs to be evolved. He, therefore, requested that if an exclusive session with 4-5 top console agents along with NIC, Customs – Systems and Customs Field Officers could be organized for 2-3 hours at the earliest.

Comments: Commissioner asked the trade to agitate the matter before the Board for the sake of uniformity throughout the country. However, Commissioner acceded to the request for organizing workshop and asked the member of the trade to co-ordinate with Sh.G.S.Karki, Additional Commissioner in the matter.

Points other than Agenda Points

Point No. 8: With the permission of the Commissioner, Mr. Sushant Nigam raised the issue of morning working hours not being utilized properly by the trade. He lamented that the CHAs were not implementing the decisions taken in the earlier PTFC meetings where it was agreed upon that location slips in respect of consignment to be examined were to be submitted to Celebi on the eve of the day on which the examination was scheduled, thereby facilitating the lining up of the import cargo by 10:00 Hrs on the scheduled day for examination. However due to gross apathy of the CHAs, the lean morning hours were being utilized for a paltry clearance of just 3-4 consignments on an average per day despite the 100% presence of customs staff. He implored the chair to drive home the point to CHAs for optimum utilization of the lean morning working hours, which would go a long way in reducing the pressure on the infrastructure and manpower of all the stakeholders.

Comments: The Commissioner agreed with the proposition and asked the DCCAA to impress upon its member to take advantage of the concept. Sh. Kailash Gupta informed that he had repeatedly requested the members of DCCAA to avail themselves of the facility but to no avail. However, he assured to pursue the matter further with member of his association.

The meeting concluded with a vote of thanks to the chair and it was decided that the next meeting would be held on 18.10.2011 (Tuesday) at 16.00 Hrs. at the same venue for which the agenda points may be submitted latest by 11.10.2011.


10.10.11
**ADDITIONAL COMMISSIONER
TECHNICAL (IMPORT & GENERAL)**