



GOVERNMENT OF INDIA
OFFICE OF THE PRINCIPAL COMMISSIONER OF CUSTOMS (AIRPORT & ADMIN)
AIR CARGO COMPLEX, NSCBI AIRPORT, KOLKATA - 700052

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**Minutes of "Trade Facilitation Committee" Meeting held on 28.02.2019 in the
Customs Board Room at Air Cargo Complex, NSCBI Airport, Kolkata**

The Trade Facilitation Committee (TFC) Meeting was held on 28.02.2019 at 12:00 hours in the Customs Board Room at Air Cargo Complex, NSCBI Airport, Kolkata. The meeting was presided over by Shri Manish Chandra, Commissioner of Customs (Airport & Administration).

No agenda points were received till beginning of the meeting. Points raised by different stakeholders in the meeting were discussed, as summarised below:

1. DGM Cargo, AAICLAS stated that there was some confusion among officials of Disposal Cell (A&A), ACC Customs and AAICLAS over the number of packages for disposal/destruction. NOC from Customs was still awaited for disposal (destruction/auction) of uncleared cargo lying at ACC, which is leaving less space to the Custodian for normal operations. DGM Cargo, AAICLAS requested for an early resolution of the issue.

[AAICLAS, Disposal Cell, ACC]

Comments : Earlier, vide their letter dated 10.11.2017, the Custodian had requested Customs for NOC towards destruction of 179 packages lying at ACC for a long period. But the NOC given by Disposal Cell was only for 156 packages because of discrepancies noticed in the inventory, which also included few antique items (e.g. Buddha statues). Further, vide their letters dated 04.01.2018 and 20.02.2019, the Custodian has requested for NOC towards destruction of 1370 packages (in addition to previous 179 packages) and auction of 1167 packages lying at ACC. Thus, three lists/inventories have been sent by AAICLAS to Customs : two lists of goods for destruction and one list of goods for auction. Not following the due procedure for inventorisation has only caused confusion and delay in the disposal process. The Commissioner of Customs (A&A) asked AAICLAS to sort out the issue in coordination with Disposal Cell. These goods also need to be examined / inspected by Customs following due procedure, before NOC is given for their disposal.

[Action Taken / Status Update as on 04.03.2019 : On 02.03.2019 (Saturday), a meeting of officials from Disposal Cell, ACC Customs and AAICLAS took place in the Boardroom of AAICLAS to decide the future course of disposal action. In view of discrepancies and errors noticed in previous lists/inventories, it was decided that the entire exercise needs to be started afresh. AAICLAS along with officials from Disposal Cell and ACC Customs shall give top priority to inventorisation of consignments 'ripe for disposal and lying unclaimed' at ACC Kolkata (Import Shed, Import Shed Strong Room, Export Shed and Export Shed Strong Room) with a target of time-bound disposal action (destruction / auction) as per merit.]

2. The average dwell time at ACC in January 2019 was 4.47 days which is quite high when compared to the national average. [Import Group, Import Shed, AAICLAS]

Comments : The Commissioner of Customs stated that all concerned stakeholders have to improve their respective performance as ACC Kolkata is lagging behind in cargo handling and efficiencies. Average dwell time has to be brought down by all stakeholders (Import Group, Import Shed, AAICLAS, Custom Brokers, Trade). It also calls for sensitising the Trade for faster duty payment and registration of goods after assessment is complete. DGM Cargo, AAICLAS said that from June 2019 onwards, the present system of Cargo handling by M/s Bhadra International/BIIL shall discontinue and cargo handling operations shall be directly looked after by AAICLAS.

3. Representative of the Air Cargo Agents Association of India, Eastern Region (ACAAI) raised an issue that unusual delay in clearance is taking place at INCCU4 in those cases where Import Shed officials insist for BIS certification, unlike other Customs locations (Mumbai and Chennai). [Import Shed]

Comments : ACAAI representative was asked to submit specific details of those cases, where goods were exempt from BIS certification and still delay in clearance was caused due to Import Shed officials insisting for BIS certification. DC, Import Shed was directed to give clear instruction to shed officials in this regard.

4. "EGM filing error" on part of Airlines results in transmission problem from ICEGATE to DGFT. Because of this, benefit to exporters is getting stuck. [Airlines & EDI Section]

Comments : In the last TFC meeting, it was agreed by trade and airlines that most cases of EGM errors pertain to Air India, Jet Airways and Indigo Airlines. These three airlines have a high number/frequency of flights at INCCU4 and their staff works in shift-rotations. Human Error on part of airlines staff at the time of EGM filing leads to a high number of EGM errors. Airlines have to train and sensitise their staff to be careful while doing their duty especially at the time of EGM filing, so that unnecessary hardships to trade and officers can be minimised. Penalty under Section 117 of the Customs Act, 1962 shall be imposed on Airlines in case EGM errors are caused by fault on their part.

Action Taken : Superintendent, EDI Section informed that a list containing details of Shipping Bills with EGM Number, date and EGM Errors (from 01.01.2017 upto 25.02.2019) has been uploaded on the website of Kolkata Customs for wide circulation among Trade and Airlines. Follow up is being done, however exporters are not coming forward with necessary details for resolution of EGM errors.

To avoid EGM error in case of non-perishable export cargo, Airlines/Exporter/Customs Broker should approach Export Group or EDI Section in case of wrong filing of EGM to remove EGM errors from ICES system and get the Shipping Bill amended before taking LEO whenever an error/discrepancy between actual documents (details of AWB, number of packages, weight, Flight etc) and ICES Shipping Bill is noticed before LEO stage. Exporter/Customs Broker must get Shipping Bills cancelled in ICES system after withdrawing goods for "Back to Town" cases. Failure to do so may attract penal provisions in terms of the Customs Act, 1962.

Summary : Two types of EGM related Queues are seen in ICES enquiry against a Shipping Bill. For the first type (when EGM is visible in ICES S/B details), EGM errors against a Shipping Bill can be forcefully removed by EDI Section after identification of the mistake/cause of error (e.g. clerical input error at the time of data entry, multiple EGM numbers in case of part shipments against a S/B, LEO date greater than EGM date in those cases where because of ICEGATE link problem / failure, LEO was given in system after allowing actual export to perishable cargo).

For the second type (when EGM is not visible in ICES S/B details), the Exporter / Customs Broker has to follow up with the concerned Airline and provide EDI Section of Customs with details of Flight date, EGM number and date to find out the reason for error (e.g. Mismatch of AWB, EGM number and date missing / Not generated etc). AWB number can be amended to rectify the clerical/input error in data entry once physical copy of the AWB and correct Flight date / EGM details are provided to EDI Section of Customs.

The procedure for rectification of 'EGM errors' has to be meticulously followed by Exporter / Customs Broker and concerned Airlines. For resolving EGM errors, necessary details can be sent to EDI Section through email on the official email address **scpedi-acckol@gov.in** (accexport-apkolcus@gov.in is the email address of Export Group, ACC).

5. Getting NOC from FSSAI in case of food import shipments consumes a lot of time and results in delay in clearance. Simplification of procedure is needed at the end of FSSAI. [FSSAI]

Comments : The Commissioner asked FSSAI representative to brief their higher authorities in order to ensure that one FSSAI official is present at Cargo premises during working hours. This will prevent undue delay in clearance of perishable import consignments.

6. Deputy Director, Regional Plant Quarantine Station, Kolkata stated that they require at least 2 hours time for inspection of export shipments towards issuance of NOC. [RPQS/PQA]

Comments : The Commissioner asked Trade to plan export shipments keeping 2 hours for inspection by Plant Quarantine officials.

7. DGM, AAICLAS assured in the meeting that one dedicated room with two computers and Internet connectivity shall be provided to Partner Government Agencies (FSSAI/WLA/PQA/AQA/ADC) in New Integrated Cargo Terminal premises for giving NOC / working on SWIFT. Commissioner of Customs stated that in the meantime, representatives of Partner Government Agencies can utilise Customs EDI Terminals at Import Shed and Export Shed.

8. Status of installing 'Pallet Scanners' in Export Shed, ACC : Decision regarding installation of Scanners is being taken by the Ministry / Board.

9. Draft of 'Standard Operating Procedure' on "Air Trans-shipment (onward trans-shipment of goods from INCCU4 to other domestic locations after customs clearance)" has been shared by EDI Section with AAICLAS and Airlines representative so that they can give timely inputs/suggestions. The file is under processing.

10. DGM Cargo, AAICLAS informed that necessary hardware arrangements and infrastructure for proposed New Courier Terminal is ready and it is expected that the new Courier Terminal shall start with handling of goods over 100 Tonnes a month (assurance given by big courier operators like DHL, UPS, AMAREX to AAICLAS). However, the issue of ECCS connectivity and the cost of EICI software is still pending resolution among Ministry of Civil Aviation, EICI (Express Industry Council of India) and Directorate General of Systems. The Commissioner of Customs requested AAICLAS to send further updates on this matter.


[Status Update as on 07.03.2019 : On 07.03.2019, the Commissioner of Customs spoke to the ADG, Systems. It was learnt that the ECCS Software has been developed (as per CBIC specifications) by EICI, a private entity acting as Custodian at Bengaluru, Delhi and Mumbai. AAICLAS should operate the ECCS Software by entering into a commercial agreement with EICI or develop their own software.]

11. Members of Trade associations are most welcome to meet senior officers with details of problems, if any, faced by them in cargo clearance at ACC Kolkata. Leather exporters have been advised to meet the Additional Commissioner of Customs (A&A) with details of problems faced in export of leather and give their inputs/suggestions.

This issues with the approval of the Commissioner of Customs (A&A).

F.No. S60 (Misc)-13/18CCI

Date: 12.03.2019


12/3/2019

(N. Zimik)

Deputy Commissioner of Customs, TFC
Air Cargo Complex, NSCBI Airport, Kolkata

Copy to:

1. P.S. to the Chief Commissioner of Customs, Kolkata
2. P.S. to the Commissioner of Customs (A&A), Kolkata
3. P.S. to the Commissioner of Customs (Port), Kolkata
4. P.S. to the Commissioner of Customs (Preventive), Kolkata
5. All Additional Commissioners of Customs, Kolkata
6. All Assistant/Deputy Commissioners of Customs (Airport / Port / Preventive)
7. Computer Cell, Custom House, Kolkata with a request to upload on the website
8. DGM (Cargo), AAICLAS, Kolkata
9. The President, CCHAA : cchaakolkata@gmail.com
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Following officers/members were present in the TFC meeting on 28.02.2019 :

| Sl. No. | Name of Officer / Member | Designation / Organisation |
|---------|--------------------------|---|
| 1 | Manish Chandra | Commissioner of Customs (A&A) |
| 2 | M A Ansari | Additional Commissioner of Customs (A&A) |
| 3 | Dhruvajyoti Roy | Deputy Commissioner, SIB & AEO Cell |
| 4 | Dr. Tanisha Dutta | Deputy Commissioner, Import Group & Export Shed |
| 5 | Mini Chowdhary | Deputy Commissioner, Import Shed & Export Group |
| 6 | Rahul Nandy | DGM (Cargo), AAICLAS |
| 7 | Vishal Kumar | Appraiser General |
| 8 | R N Mishra | Superintendent, Transshipment & EGM/IGM |
| 9 | K C Mallick | Superintendent, EDI Section & U.B. |
| 10 | Asish Ganguly | Appraiser, SIB |
| 11 | Dr S K Verma | Deputy Director, Plant Quarantine (RPQS) |
| 12 | Soumalya Banerjee | Assistant Director, FSSAI |
| 13 | Pradeep Patel | On-site Manager, FSSAI |
| 14 | Pradeep Kumar Singh | Senior Manager (Cargo), AAICLAS |
| 15 | Louis Alphonso | Chairman, CFC and Cargo Manager, Singapore Airlines |
| 16 | Pradeep Kumar Singh | Senior Manager (Cargo), AAICLAS |
| 17 | P. C. Maity | Chairman, CCHAA Airport Committee |
| 18 | Seema Daga | Treasurer, ACAAI |
| 19 | Sunil Bisht | Cargo Manager (Bhadra International / BIIL) |
| 20 | Z A Ahmed | AAICLAS |
| 21 | Soumya Chowdhury | AIATSL (Air India) |
| 22 | Tanay Karmakar | AIATSL (Air India) |
| 23 | Biswajit Bandyopadhyay | AIATSL (Air India) |