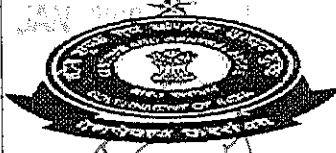


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(आई.एस.15700:2005 (सेवोत्तम) प्रमाणित)
 (IS 15700:2005 (Sevottam) Certified)

भारत सरकार
 GOVERNMENT OF INDIA
 वित्त मंत्रालय, राजस्व विभाग,
 MINISTRY OF FINANCE, DEPARTMENT OF REVENUE
 आयुक्त सीमा शुल्क का कार्यालय, चेन्नै- IV
 OFFICE OF COMMISSIONER OF CUSTOMS, CHENNAI- IV
 60, राजाजी सालै, सीमा शुल्क भवन, चेन्नै-600 001.
 60, RAJAJI SALAI, CUSTOM HOUSE, CHENNAI-600 001.

F.No.S.Misc.65/2016-Appg.Main (Ch-IV)

Date: 21.01.2019

MINUTES OF THE PERMANENT TRADE FACILITATION COMMITTEE MEETING HELD ON 11.01.2019 AT 3.30 P.M. AT COMMISSIONER'S CHAMBER, O/o THE COMMISSIONER OF CUSTOMS, CHENNAI- IV, KRISHNA BLOCK, CUSTOM HOUSE, CHENNAI.

At the outset, Smt.Sudha Koka, Commissioner of Customs, Chennai- IV who chaired the meeting, welcomed the members of Trade Association.

2. The following members from the Trade Associations attended the meeting.

S/Shri/Smt

1. Priya Jacob, CWC
2. V. Nirmal, CWC
3. A.V.Hari, CHENSAA
4. R.N.Sekar, CCBA
5. A.S.Aleemuddin, CCBA
6. Y.Leeladharan, CHENSAA

3. The following officer of Chennai-IV Commissionerate attended the meeting:

S/Shri/Smt.

1. D.Ranjith Kumar, Jt.Commissioner
2. M.Ramesh, Dy.Commissioner
3. S.Kumar, Asst.Commissioner
4. C.R.Rajah, Superintendent.

4.0 The following point which was presented in the previous PTFC meeting held on 21.12.2018 was taken up for the discussion.

4.1. The OOC officers, posted in INMAA 1 cannot, process the OOC of DPD containers lying at Kattupalli Port and Ennore Port. The clearing clerk of CCB has to get manual examination report from concerned officers of Kattupalli Port, Ennore Port and the manual examination report has to be entered in the system to get the OOC. They have requested to provide user ID to mark attendance to all Ports to process the DPD cargo.

4.2. The Commissioner informed that there are two columns for filing IGMs , one is Gateway Port and another one is destination port, based on which the port of clearance is determined while filing the Bill of Entry. If any Bill of Entry is filed in INMAA-1 based on destination port mentioned in the Bill of lading, later on the subject shipment is destined to Kattupalli Port or Ennore Port, the destination port can be amended in the Bill of Entry to avoid getting manual examination report for DPD containers. If the importer/CCB desired to get clearance of INMAA-1 consignments, they can also amend the Bills of entry and get clearance. Further, told that the operational procedures are separate for INMAA-1 and Kattupalli, Ennore Port. Hence, if any container facilitated under DPD, selected for examination at Kattupalli, Ennore Port, it can be examined and cleared at respective port itself i.e Kattupalli/ Ennore Port or its related CFSs itself. Commissioner has instructed that the INMAA-1 officer will not give examination report of DPD Containers selected for examination and clearance for those containers has to be given by the officers of Kattupalli and Ennore Port only. Commissioner has directed the DC (Docks-admin) to issue suitable instruction in this regard.

4.3: After discussion of previous pending points, the following fresh points sponsored by CCBA were taken up for discussion.

Point-A: The CCBA representative stated that if there is any problem in taking printout of Bills of Entry or Shipping Bills after OOC/LEO, the subject import or export goods have to be cleared only after reprint. It is requested that manual clearance may be given pending reprint of the documents in order to expedite the clearance.

Reply: The Commissioner informed that in the absence of printed copy of shipping Bills or Bills of Entry , the gate officer would not be in a position to verify the consignment at the port. Hence, it would not be possible to allow shipment in such cases. Commissioner has further informed that without OOC officers details, it is not possible to give manual OOC. The issue will be examined and in genuine cases, where the importer is a manufacturer, the permission can be considered case by case and the blanket permission for manual OOC cannot be given.

Point-B: In case of export of goods under Annual Advance Licence presented at DPE, Kattupalli Port., the examination officers are insisting that the Licence should have the licence number as registration number. Licences registered at EDI are provided only 4 digit registration numbers. The Customs Brokers have to contact the AC/DCs before shipments are released. It is requested that if any clarification is required on Annual Advance Licences, the exports may be allowed and file may be sent to EDC for verification to avoid missing vessel connections.

Reply: Commissioner informed that all annual Advance licenses are registered at the licensing section of the port of shipment and the Registration Number (4-Digit) is generated at the port of shipment for such advance licenses. The checklist for the shipping Bill furnished at the time of registration of the Shipping Bill clearly indicates the license Number. The officers are instructed to verify the Licence registration number in ICES and allow the shipments. The Commissioner also informed that the Exporters are advised to upload Licence copies on e-Sanchit.

Point-C: The present procedure in the case of Export of petroleum base oil stored inside the port is that the permission has to be obtained from the AC/DC O'yard and LEO will be issued at O'yard. Sometimes the customs Brokers asked to move the containers to DPE facility for obtaining LEO and the officers at DPE insisting to bring the containers for issue LEO. The tanker containers are brought inside the port for filling and export from CITPL/CCTL, as the movement of these containers are within the port area and there is no movement outside the customs area. The process of exports in such cases is tedious and requested to simplify the procedure.

Reply: During daytime, the permission may be obtained from AC/DC (O-Yard) and LEO may be obtained at O-Yard. For clearance during night, advance intimation may be given 24 Hrs before clearance, so that officers can be deployed to attend the above work.

Point-D: The CCBA representatives have told that the connectivity of ICES systems at Thiruvottiyur DPE facility breaks down frequently. Sometimes alternate arrangements are made to issue LEO at STP yard. If the connectivity fails in both the areas, it hampers the movement of self sealed containers. They have requested for alternate mechanism to proceed with exports e.g. obtaining LEO at O'yard or DPD facility in case of system failure.

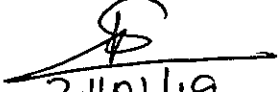
Reply: The DC (Docks-Admin) has informed that this matter has been taken up with EDI. In the meantime, alternate arrangements have been made at STP yard. We are exploring direct clearance to the port container terminals for AEO T-2 clients. The Manager, CWC has informed that they have applied for one more connection and the process is already started with EDI and the additional connectivity will solve the system problem at Thiruvottiyur DPE facility.

5. PTFC meeting for the month of February, 2019 is due on **08.02.2019 at 3.30 PM** in Commissioner's Conference Hall, 5th Floor, Krishna Block, Custom House, Chennai-1.

6. The Points if any for the PTFC Meeting of February 2019 may be furnished on or before **01.02.2019** to the Mail ID commrchiv@gmail.com and CoordcellchNSEAexp@gmail.com.

7. With the above discussions, the meeting was concluded by the Commissioner thanking all the members who were present in the meeting.

This issues with the approval of Commissioner of Customs, Chennai-IV.


21/01/19
(SIDLINGAPPA TELU)
**JOINT.COMMISSIONER OF CUSTOMS
CHENNAI-IV**

To

All Trade Associations

Copy submitted to:

1. The Chief Commissioner of Customs, Chennai Zone for kind information.
2. The Commissioner of Customs(Chennai II/III/VII and VIII)

Copy to

1. All JC/DC/ACs in Chennai IV Commissionerate.
2. The Assistant Commissioner of Customs, EDI....for uploading in Chennai Customs Website/Intranet of the Zone,
3. The Enquiry Section.