



मुख्य सीमा शुल्क आयुक्त का कार्यालय (दिल्ली क्षेत्र)
OFFICE OF THE CHIEF COMMISSIONER OF CUSTOMS (DELHI ZONE)
नवीन कस्टम हाउस, इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे के पास, नई दिल्ली-110037
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F. No. CCCO/TECH/RPTS/OTH/1075/2022-TECH-O/o CC-CUS-ZONE-DELHI Dated:-

MINUTES OF CUSTOMS CLEARANCE FACILITATION COMMITTEE(CCFC)
MEETING HELD ON 24.12.2025

In terms of CBIC Circular No. 13/2015-Customs dated 13.04.2015 read with Circular No. 21/2025 dated 12.09.2025, the CCFC meeting of Delhi Customs Zone was held on 24.12.2025 in the Kalpana Chawla Conference Hall, Room No. 5, 3rd Floor, Terminal-3, IGI Airport, New Delhi-110037, under the Chairmanship of Sh. Manish Kumar, Chief Commissioner of Customs (DZ). The list of participants is enclosed at Annexure-I.

At the outset, the Joint commissioner, Chief Commissioner Unit extended a warm welcome to all the participants briefly highlighting the context of CCFC meeting and requested for brief introduction from the attendees. Thereafter, he briefed the presentation in two phases- the first phase briefly highlighted the CBIC policy and digital initiatives describing the initiatives taken in the last one and a half year and how those initiatives were implemented in the jurisdictional of Customs, Delhi Zone; and in the second phase, the Agenda Points were taken up for discussion, one by one, wherein the following discussion were held: -

Agenda Points raised by Delhi Customs Brokers Association.

1. Issues Related to Faceless Assessment Group / Port Assessment Group-Need for Robust and Time-Bound Grievance Mechanism for Faster BOE Assessment

The Delhi Customs Brokers Association expressed concerns regarding the implementation of the Faceless Assessment Scheme. They highlighted that despite raising grievances through ICEGATE/TSK, there are delays in the assessment of Bills of Entry. It has been observed that grievance registration does not lead to timely resolution, with several Bills of Entry remaining pending for 5-6 days or more even after grievances are lodged. This defeats the very objective of the grievance redressal mechanism and causes avoidable disruption to trade facilitation. The DCBA concern was mainly focused on Air Cargo shipments.

The Chair observed that this office has already issued necessary directions to all field formations vide letter dated 08.12.2025, sensitizing them for proactive monitoring of consignments (Bills of Entry and Shipping Bills) pending clearance at Customs (copy enclosed), with a direction to submit daily reports in this regard wherein it was directed that (a) all clearances pending for more than 24 Hrs.(1 day) of filing of Bills of Entry and Shipping bills shall be monitored by DC/ACs concerned (2) All clearances pending for more than 72 Hrs. (3 days) of filing of Bills of Entry and Shipping bills shall be monitored by ADC/JCs concerned and (c) All clearances pending for more than 120 Hrs. (5 days) of filing of Bills of Entry and Shipping bills shall be monitored by Pr. Commissioners/Commissioners concerned.

The Chair has further directed that for air cargo shipments, the prescribed timelines in the escalation mechanism shall be reduced by half compared to those applicable to ICDs. Further, all officers have been directed to maintain designated time slots in their offices to meet with stakeholders and understand their grievances. In cases where issues remain unresolved despite these efforts, the Chief Commissioner's office will be available to intervene and ensure timely resolution. Finally, the Chair assured all trade partners that the Delhi Customs Zone is fully committed to taking all necessary measures to further improve the system and enhance efficiency, while working within the existing framework.

It was further suggested that the matter be taken up with DG Systems to review the AEM ticket generation timeline, which currently permits ticket creation only after 24 hours, to align it with the revised timeframes for Air Cargo shipments.

(Action:- All Commissionerates, CCCU)

2. Infrastructure Constraints Affecting Digital Examination under PAG

(i) The Delhi Customs Brokers Association has highlighted that, although examination officers are required to capture images of cargo and consignments using official ICETAB tablets and upload them along with examination reports for review by the Superintendent, this process is not being completed within the prescribed timelines. The delay is primarily attributed to network connectivity issues at sheds and examination areas, which hinder timely upload and review of examination reports.

The Custodian i.e. CONCOR informed that the primary complaints regarding delayed image uploads are due to slow network connectivity, as the existing network speed is inadequate. They clarified that this is not specific to ICD TKD, but is a PAN-India issue affecting approximately 66 operational terminals of CONCOR across the Country. CONCOR further stated that their technical team is actively working on it, and the issue is expected to be resolved within a month. Additionally, Custodian GMR informed that their IT team is continuously monitoring network performance, regularly collecting feedback from Customs, and ensuring that IT managers are specifically following up on the issue to expedite resolution.

The Chair desired that, through joint efforts, the network connectivity issue be closely monitored over the next 15 days to ascertain whether the problem persists and to ensure its resolution. It was also noted that there is no shortage of ICETAB tablets, and that the core issue lies in connectivity. Accordingly, the primary responsibility for strengthening connectivity rests with the Custodian, while Customs officers are expected to proactively examine and suggest measures to improve the situation.

(ii) The DCBA further highlighted that the issue primarily lies at the ICEGATE level, where photographs are uploaded successfully by officers at the field level, but their transmission is delayed, particularly during evening hours. Due to this delayed transmission, officers are unable to view the images in time, which in turn causes delays in granting Out of Charge(OOC). Consequently, the transmission of OOC and print data from Customs to the custodian is also delayed, impacting the overall efficiency of the process.

The Chair assured that the matter would be taken up with DG Systems for appropriate intervention and resolution.

The Air Cargo Agents Association of India (ACAAI) highlighted a related issue in export operations. In first check cases, although documents are uploaded electronically, officers are often unable to view them promptly due to system slowness. As a result, despite the paperless initiative, trade is compelled to submit physical documents, thereby defeating

the objective of digitization. Frequently, the document files fail to open in the system, leading to delays in examination, review, and the grant of Let Export Order (LEO).

The Chair directed that this issue in export operations also be included in the 15-day monitoring trial to closely track system performance and ensure timely resolution.

(iii) The DCBA further added that during peak evening hours, when a large number of examinations and uploads occur, officer logins are frequently blocked and OTPs are not delivered for several hours, preventing officers from accessing the system. They further requested that technical team from DG Systems to visit and examine whether the issue is attributable to hardware capacity constraints.

The Chair agreed with the DCBA's request and suggested coordinating with the DG Systems technical team to visit and examine the system's hardware capacity in order to identify and resolve the issue.

(Action:- Custodians and DG(Systems)/ICEGATE)

3. Issues in E-Bond Authorization

The Delhi Customs Brokers Association highlighted that Customs Brokers regularly raising issues with E-Bond authorisation on ICEGATE, which results in their inability to execute bonds in a timely manner, causing undue delays in the clearance of cargo.

The Chair observed that the issue in this particular case relates to PPG, where a recurring problem persists because the Governments of Haryana and Punjab have not yet come on board; however, it is primarily a policy matter. In continuation of ongoing initiatives to make the project "Ekal Anubandh" more user-friendly, this office has been making all-out efforts, resulting in the generation of more than 1,640 e-Bonds and successful linkage of over 75 e-BGs with e-Bonds. Regarding other aspects, as previously noted, delays have occurred due to incorrect data entries, which need to be addressed to ensure that the process functions efficiently and promptly. Customs will also examine why the system is not operating smoothly even when accurate entries are made. It is expected that inaccurate entries will lead to rejection. Thus, the stakeholders need to file the declarations correctly and department is committed to proactively handhold them wherever required.

4. Non-Availability of PAGs as per Routine Schedule

The Delhi Customs Brokers Association highlighted that the Port Assessment Groups are not available on all working days or as per routine schedules, which results in delays in assessment and the accumulation of pending cases.

It was noted that all offices of Delhi Customs remain operational on all working days. The Chair further directed that necessary instructions be issued to all Commissionerates to ensure that all Appraising Groups open the PAG group at least once every two hours. This measure is intended to reduce pendency and ensure that PAG Bills of Entry are attended expeditiously.

(Action:- All Commissionerates)

5. Agenda Point: Delay in Bond Cancellation – DCBA Observation

The Delhi Customs Brokers Association highlighted that there is a considerable delay in the cancellation of Bonds after the fulfilment of prescribed conditions. This delay is causing blocking of financial limits and Bank Guarantees, resulting in avoidable financial and operational difficulties for importers and exporters, an increased compliance burden, and working capital constraints.

The Chair observed that necessary actions have already been taken and further steps will be initiated. As regards to reports pending with CRCL, it was directed that reports may be correlated through email records, and necessary follow-up action be taken to resolve the pending cases.

(Action:- All Commissionerates)

6. Absence of Prescribed Timeline for Step-I Clearance by CDSCO Zonal Office

(i) The Delhi Customs Brokers Association highlighted that there is no prescribed timeline for the grant of Step-I clearance by CDSCO Zonal Offices. In the absence of a defined timeframe, applications are pending for unduly long periods, leading to increased dwell time and congestion at ports, financial hardship to importers due to demurrage and detention, and uncertainty and lack of predictability in import clearance.

CDSCO informed that the timeline for Step-I clearance is 5 working days, which is already published on the CDSCO website. Under Step-I, the Zonal Office is required to issue the No Objection Certificate (NOC) within 5 working days. For Step-II, the Port Office is required to issue the NOC within 2 working days, and this timeline is also available on the website.

(ii) The Delhi Customs Brokers Association further highlighted two key concerns:

1. The absence of a prescribed Dual-Use Item List.
2. The time taken for issuance of NOC via the Sugam Portal.

CDSCO informed that a complete list of dual-use items is already available on the CDSCO website at cdsco.gov.in (Dual Use NOC) system guidance). Further, the Chair directed that CDSCO issue the available dual-use list through a public notice and circulate it again to both the trade and Customs. It was further suggested that CDSCO should sensitize the trade regarding the Sugam Portal and examine any issues being faced on the portal. Regarding timelines, the Chair directed CDSCO to take up the matter with the Ministry, recommending that the timelines for Step-I (5 days) and Step-II (2 days) may be reduced.

(Action:- CDSCO)

7. Difficulties in Obtaining PQMS NOC under SWIFT 2.0

The Delhi Customs Brokers Association (DCBA) highlighted that it has been over one month since the Pilot Project for issuance of PQMS NOC under SWIFT 2.0 was rolled out. During stakeholder consultations, DG Systems had assured that, following the induction of SWIFT 2.0, PGA-related issues would be largely resolved and NOCs would be issued in a swift and seamless manner. Contrary to this assurance, trade members are still facing difficulties in obtaining PQMS NOCs, which, in practice, are taking longer than under the earlier PQMS portal.

PQMS informed that the SWIFT 2.0 Single Window Clearance was initiated approximately one month ago from the Customs side. Since implementation, the system has been functioning smoothly on both the ICEGATE and PQMS portals, with effective coordination between the two systems. PQMS highlighted that during the initial phase, certain technical glitches were noticed, which are being addressed jointly by the PQMS Headquarters, Faridabad and the ICEGATE technical team. Additionally, several issues are arising due to errors at the importer/Customs Broker level, particularly causing non-generation of permanent linkage between ICEGATE and PQMS. PQMS further confirmed that a well-established mechanism for examination and clearance is in place.

The Chair desired that the issue of technical glitches be taken up with ICEGATE and PQMS.

(Action:- CCCU, PQMS and ICEGATE)

8. Agenda Point: Issuance of Forwarding Note by Shipping Lines / Surveyors for Export Shipments at ICD, TKD

The Delhi Customs Brokers Association highlighted that shipping lines or their surveyors regularly request the LEO copy for issuing the forwarding note for container handover. As the LEO copy is generally received late from ICEGATE, this results in avoidable delays in shipment handovers.

The Chair desired that the issue be taken up with DG Systems for resolution.

(Action:- DG(Systems))

Agenda Points from Airlines and Air Cargo Forum India (ACFI) combined

9. Preparation of Manifest related

The ACFI highlighted that under the current process, the airline must prepare the manifest and then approach the Export Freight Officer (EFO) for signatures to allow release of cargo. The EFO-signed manifest is then used to generate the ULD gate pass, which is checked by CISF before the ULDs/units can leave the cargo terminal for loading onto the aircraft. The ACFI suggested that this old process be reconsidered by Customs, since all cargo that has entered the bonded area has already secured a LEO for export.

The Chair observed that this is a matter between the airlines and Customs. He desired that if there are genuine operational concerns, the activity should continue. However, if the process is being carried out solely to obtain a required document and the concerns are not genuine, it should be discontinued.

(Action:- All Airlines)

10. Segregation of Cargo and Amendment process is manual involving a lot of paperwork

The ACFI highlighted that cargo is de-stuffed by the custodian according to the manifest, and a segregation report is prepared, which requires the IFO's countersignature before being finalized. Any subsequent amendments require Import DC/IFO permissions, which delays the delivery process. Airlines have requested that the segregation report be treated as the final manifest, and that any amendments, additions, or deletions of shipments, weight, or pieces be allowed at the time of filing the inward date through the IFO.

The Chair directed the ACFI to submit a detailed proposal on the subject issue so that the matter may be taken up for further consideration.

(Action:-ACFI, Custodians and Airlines)

11. Agenda: Part Shipment Clearance

The ACFI highlighted that airlines are requesting Customs to allow part-shipment clearance, as operational challenges generally prevent airlines from transporting the entire consignment on a single flight as per HAWB or MAWB. Allowing part shipments would help avoid demurrage charges and simultaneously clear the warehouse.

The Chair observed that the issue will be taken up only for similar or identical items, and that provisions need to be developed for a manual Out of Charge mechanism, subject to examination of the arrived goods, with final clearance granted only after the complete shipment has arrived.

(Action:- All Commissionerates)

Agenda Points from Plant Quarantine Management System (PQMS)

12. Low Referral of Imported Commodities to Plant Quarantine (PQ)

PQMS highlighted that a very low percentage of imported consignments are being referred to Plant & Quarantine (P&Q) for mandatory inspection. Commodities such as Blueberries, Saffron (Kesar), Fresh Apples, Figs, and Dried Pistachios, among others, are frequently not being referred to P&Q, contrary to regulatory requirements.

The Chair observed that the subject issue needs examination and looked into further to ensure that statutory compliance is not compromised due to system-based facilitation.

(Action:- All Commissionerates, DG Systems, NCTC (Cargo))

13. Non-linkage of Bills of Entry with ICEGATE and PQMS

PQMS highlighted that approximately 40% of Bills of Entry are not being properly linked with ICEGATE and the Plant Quarantine Management System (PQMS). This disconnect results in procedural delays, monitoring difficulties, and compliance issues.

The Chair observed that the issue is primarily system-related and requires examination at the level of DG Systems. Accordingly, the matter will be taken up with DG (Systems).

(Action:- DG(Systems))

14. Sensitization and Capacity Building of Customs Officers

PQMS suggested that Customs officers may be encouraged to participate in the monthly Interaction-cum-Training Programmes organized at the Regional Plant Quarantine Station, New Delhi, to enhance awareness and ensure proper and uniform implementation of the Plant Quarantine Order.

The Chair suggested that whenever the next training programme is scheduled by PQMS, the concerned field formations be informed in advance, so that officers can be nominated for sensitization. Additionally, the chair advised PQMS to upload a module on Karmyogi Portal and the completion of the module will be made mandatory for the customs officers.

(Action:- PQMS and All Commissionerates)

15. Non-referral of Passenger Baggage Commodities (Terminal-3)

PQMS highlighted that despite Plant Quarantine operations being functional on a 24x7 basis at Terminal-3, no commodities or consignments carried in passenger baggage have been referred to Plant Quarantine for inspection.

The IGIA Commissionerate replied that no case of seizure of plants has been reported in recent times. The Chair directed that as and when such cases occur in the future, they shall be referred to PQMS for their assistance and necessary action.

(Action:- Commissioner (A&G))

Agenda Points from ASSOCHAM

16. Enabling SEZ and EOU/IGCRD/MOOWR Clearance via Courier Mode Using ECCS-ICES Integration

The ASSOCHAM highlighted that a committee has been constituted and a process finalized for SEZ clearances through the ECCS—ICES platform. A Business Requirement Document (BRD) has been drafted and approved by the DG (Systems) team and is currently awaiting final approval. Expediting this approval will enable seamless processing of SEZ, EOU, IGCRD, MOOWR, and other clearances, resulting in significantly improved transit times and reduced dwell time by exploiting the capabilities of the ECCS—ICES system.

The Chair observed that there is no provision or option for filing warehousing Bills of Entry at NCT (ECCS). Further, as the integration of ECCS with ICES at NCT is still under process, Bills of Entry under SEZ/MOOWR cannot presently be processed in ECCS. The Chair desired to take up the matter with DG Systems for expediting the integration process.

Action: (DG Systems)

17. Agenda Point: Adherence to Paperless Customs & Digital Mandate

ASSOCHAM highlighted that, although the examination processes for international cargo are mandated to be completely online via e-SANCHIT and ICEGATE, there is a usual practice where hard copies of documents are still insisted upon for processing/clearance of cargo. This dual requirement—online and physical documents—leads to significant delays, creates redundant manual work, and defeats the primary objective of online processing and clearance by Customs.

The Commissionerate replied that Delhi Customs is strictly adhering to the policy of paperless compliance and does not ask for submission of any physical documents uploaded by stakeholders on e-Sanchit and ICEGATE. Further, physical copies of documents are sought only in exceptional cases involving high risk or where specific intelligence suggests a discrepancy, and not as a routine requirement. Physical documents are also requested only when the nature of the document necessitates retention of a hard copy on record, such as copies of bonds and bank guarantees. Apart from the above, the trade is consistently encouraged to submit documents through electronic mode only. Further, the Chair desired that all concerned make their best efforts to address the same.

(Action:-All Commissionerates and Stakeholders)

18. Availability of Partner Government Agencies (PGAs)

The ASSOCHAM highlighted that PGA offices do not operate on a 24×7 basis, causing cargo to remain stuck during nights, weekends, and public holidays, which results in heavy demurrage and disrupts the “24/7 Clearance” objective of Customs. It was suggested that these agencies should be required to provide 24×7 onsite presence at Air Cargo Terminals, aligned with Customs’ working hours, to ensure that time-sensitive and perishable/Pharma shipments are not delayed due to departmental closures.

The Chair observed that shipments requiring the ADC’s NOC necessitate 24×7 clearance. As this is a policy matter, the issue may be taken up with the Ministry to obtain the necessary directions on the subject.

(Action:- CDSCO)

19. Agenda Point: Optimization of Terminal Infrastructure and X-Ray Capacity

The ASSOCHAM highlighted that during peak operational hours, not all entry gates to the cargo terminals are kept open, and multiple X-ray scanning machines remain non-operational, causing delays in cargo handling and clearance.

The GMR informed that at their terminals, all X-ray machines are fully functional. However, they face operational challenges, including:

1. **Timing of Exports:** Most exports arrive post-lunch in the second half of the day. While the infrastructure is designed for 24x7 operations and is available round-the-clock, the uneven volume of exports during the day naturally impacts processing times.
2. **Screening Process:** Screening is conducted as per DCSC norms, which require piece-level screening, affecting the overall throughput.

The Chair observed that a dedicated team will be formed consisting of a representative of GMR, a member from the Association, a representative from terminal operators and an officer from Customs. The team's role will be to observe operations on the ground, identify bottlenecks, and pinpoint actual problems. It is acknowledged that everyone is putting in their best effort, and mistakes are not intentional but due to business realities. The goal is to find practical, realistic solutions that can be implemented effectively.

(Action:- GMR, ASSOCHAM, Terminal Operator, ACC Export)

Agenda Points from MMTC-PAMP India Pvt. Ltd.

20. Agenda Point: Out-of-Charge (OOC) for Ex-Bond BOEs

1. M/s MMTC-PAMP India Pvt. Ltd. highlighted that Out of Charge for Ex-Bond BOEs is currently processed at the Group level, where limited officers handle multiple charges, resulting in delays. It was suggested that Superintendents posted at the shed could process OOC promptly. Additionally, the current requirement for mandatory counter signature and seal by Inspectors and Superintendents after EDI-generated OOC should be abolished, as the system-generated OOC is sufficient.

The Chair directed that a team consisting of one officer each from the jurisdictional Commissionerates concerned be constituted to examine the issue in detail, following which a meeting will be held to review the process and explore possible improvements in the matter.

(Action:-Jurisdictional Commissionerates)

2. M/s MMTC-PAMP India Pvt. Ltd. highlighted some of the technical issues viz. (i) ICEGATE error code 998 while filing warehousing bills of entry with provisional duty bond (ii) Double and incorrect debiting of IGCR Bond (Warehouse BOE and Ex-Bond BOE) and (iii) DORE License not integrated with Customs EDI-ICEGATE

The Chair observed that these issue have already been communicated to DG (Systems) for necessary corrective action vide letters dated 07.08.2025 and 25.08.2025 respectively. Further, the Chair directed to make a reference to DG (Systems) to ensure that these issues are fully resolved within next 15 days.

(Action:- CCCU)

Agenda Points from M/s Maruti Suzuki India Limited

21. Recovery of duty under Section 28 of Customs Act 1962

M/s Maruti Suzuki India Limited highlighted that, under the current procedure, Section 28(4) is being invoked as a default provision, which does not permit re-assessment of

the Bill of Entry. The company suggested that priority should instead be given to Section 28(2), and that Section 28(4) should be applied only in specific and exceptional cases.

The Chair assured that the issue will be examined to deliberate jointly on this issue..

22. Exemption Notification No. 51/94-Customs (Exemption for R&D goods)

M/s Maruti Suzuki India Limited highlighted that under the present process, there is no defined explanation or clarification of the term "scientific and technical instruments, apparatus, equipment." Further, the value limit for prototypes is prescribed as up to INR 50,000 per financial year. In this context, the company suggested that a clear definition or explicit explanation of "scientific and technical instruments, apparatus, and equipment" be provided to avoid ambiguity and ensure uniform interpretation.

The Chair directed that a representation be made to the Customs Policy wing since this is a policy matter.

(Policy matter)

23. EPCG Bond cancellation

M/s Maruti Suzuki India Limited highlighted that under the present process, the cancellation procedure is lengthy and document-intensive, requiring submission of multiple documents such as EODC, ANF-5A, Installation Certificates, Bills of Entry, Shipping Bills, etc. The company suggested that the cancellation process be streamlined and carried out based solely on the EODC copy issued by DGFT, to reduce procedural complexity and documentation burden.

The Chair observed that Customs does not insist upon the submission of the Installation Certificate, Annexure-5A, Bills of Entry, or Shipping Bills at the time of cancellation of the Bond. It was further submitted that, upon receipt of the Export Obligation Discharge Certificate (EODC), the EPCG/Advance Authorisation licences, along with the associated bonds, are cancelled in the EDI system. Further, he desired that all concerned make their best efforts to address the same.

(Action:- Commissionerates and Stakeholders)

24. Rail movement to and from seaports to ICDs

M/s Maruti Suzuki India Limited (MSIL) pointed out that, under the present process, in transit delays create uncertainty in planning, as there is no visibility for importers/exporters on rail movement. The company suggested that Indian Railways be requested to accord priority to EXIM container trains and that live tracking of train movement between Ports and ICDs be enabled on ICEGATE.

M/s Gateway Distriparks Limited (GDL), which manages terminals across various ports, submitted that since the implementation of the Western Dedicated Freight Corridor, the overall transit time has reduced from 72 hours to 48 hours, representing a significant improvement. It was further stated that Maruti operates on a Just-In-Time (JIT) system. However, during the festive/fall season, delays are occurring due to crew shortages in Indian Railways. The matter was also taken up with Indian Railways at Baroda House, where a request was made for assured transit for critical JIT consignment since the matter raised by Maruti pertains to their cargo import at ICD Garhi Harsaru operated by GDL.

The Chair suggested that the stakeholder submit a reference to the Ministry of Railway at Baroda House again, with a copy to Customs. Thereafter, a specific reference would be made to Indian Railways/CONCOR to look into the matter.

(Action : MSIL, GDL)

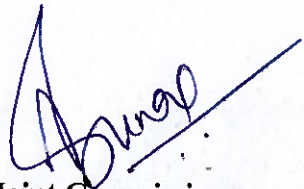
25. Electronic Bond

M/s Maruti Suzuki India Limited pointed out that, under the present process, electronic bonds are not being accepted at certain ports (e.g., ICD Garhi Harsaru) and suggested that all ports under the Delhi Zone should accept e-bonds to ensure uniformity.

The chair observed that this is primarily a policy matter and will be taken up with the Ministry.

(Policy matter)

The meeting concluded with a vote of thanks to all the representatives from the Chief Commissioner of Customs, Delhi Zone highlighting that the Delhi Customs Zone reaffirms its commitment to promoting ease of doing business and advancing trade facilitation within the framework of law. It emphasized that the guiding motto of the Zone rests on the principles of Transparency, Accessibility, and Efficiency. These values are not only central to the functioning of Customs but also serve as a foundation for building trust and ensuring that stakeholders feel empowered to engage openly with the administration.



Joint Commissioner
CCU DZ

Copy for information and necessary action to:

1. The Chief Commissioner of Customs (DZ), New Delhi.
2. The Pr. Commissioner of Customs, Air Cargo (Import), New Delhi.
3. The Commissioner of Customs, ICD (Import), TKD, New Delhi.
4. The Commissioner of Customs, ICD (Export), TKD, New Delhi.
5. The Commissioner of Customs, ICD Patparganj, New Delhi.
6. The Commissioner of Customs, Air Cargo (Export) New Delhi.
7. The Commissioner of Customs, Airport & General, New Delhi.
8. The Commissioner of Customs, Audit, New Delhi.
9. The Food Safety and Standards Authority of India (FSSAI), Ministry of Health and Family Welfare Ground Floor, CHEB Building, Near FDA Bhawan, Kotla Road, New Delhi-110002.
10. The Joint Director and Officer-in-Charge (E), Plant and Quarantine (PQ), NPQS, Rangpuri, New Delhi- 1100037.
11. The Central Drugs Standard Control Organization (CDSCO), Directorate General of Health and Family Welfare, FDA Bhawan, Kotla Road, New Delhi-110002.
12. The Central Revenues Control Laboratory, Hill Side Road, Pusa, New Delhi- 110012.
13. The Wildlife Crime Control Bureau, IInd Floor, Trikoot-I Bhikajicama Place, New Delhi-110066.
14. The Textiles Committee, P Balu Road, Prabhadevi, Mumbai, Maharashtra, India Pin: 400025.
15. The ICE Gate Project, Directorate General of Systems, Indirect Taxes & Customs, Central Revenue Building, I.P. Estate, New Delhi-110095.
- 23 The Delhi Pollution Control Committee (DPCC) 6th Floor, C-Wing, Delhi Secretariat, New Delhi-110002.
- 24 The Delhi Customs Clearance Agent Association, 260/261, Anarkali Bazar, Jhandewalan Extension, DDA, Shopping Complex, New Delhi-110005.

- 25 The Air Cargo Agents Association of India, Khasra No. 819, Block-K2, Vasant Kunj Road, Mahipalpur, New Delhi – 110037.
- 26 The Air Cargo Forum India, Room No-39-40, Ground Floor, Terminal-2 Arrival, IGI Airport, Delhi-110037.
- 27 M/s EICI Express Terminal (Near Haj Terminal), IGI Airport, New Delhi – 110037.
- 28 M/s Delhi International Airport Limited, IGI Airport, New Delhi.
- 29 M/s Container Corporation of India Ltd., CONCOR Bhawan, -3, Mathura Road, Opposite Apollo Hospital, New Delhi 110076.
- 30 M/s DHL Express (I) Pvt. Ltd., New Courier Terminal, New Delhi.
- 31 M/s FedEx Express, New Courier Terminal, New Delhi.
- 32 M/s UPS Express Pvt. Ltd., New Courier Terminal, New Delhi.
- 33 M/s Express Industry Council of India (EICI), New Courier Terminal, New Delhi.
- 34 M/s ACTL, M-26, Main Market, GK Part- II, New Delhi.
- 35 M/s. Gateway Distripark Ltd., 4th Floor, Prius Platinum, D-3, Saket District Centre, Saket, New Delhi.
- 36 M/s DP World Rail Logistics Pvt. Ltd., Plot No. 60, Block- A, Kailash colony, New Delhi-48.
- 37 The Garment Export Manufacturers Associationj, Unit No. 209, ABW Tower, MG Road(IFFCO Chowk), Sector-25, Gurugram-122001, Haryana.
- 38 The Gems & Jewellery Export Promotion Council's, D2B, D-Tower, West Core Wing, Bharat Diamond Bourse, Bandra Kurla Complex, Bandra(E), Mumbai-400051, Maharashtra, India.
- 39 The ASSOCHAM Headquarters, 4th Floor, YMCA Cultural Centre and Library Building, 01, Jai Singh Road, New Delhi-110001.
- 40 M/s Samsung India Electronics Pvt. Ltd., 6th Floor, DLF Centre Sansad Marg, New Delhi, Delhi, India-110001.
- 41 M/s Vivo Mobile India Pvt. Ltd., 10th & 11th Floor, Palm Springs Plaza (Complex) Village Wazirabad, Gurugram, Haryana-122003.
- 42 M/s MMTC-PAMP India Pvt. Ltd., Rojka Meo Industrial Estate, Tehsil Nuh, District Mewat, Sohna, Haryana, India-122103.
- 43 M/s Maruti Suzuki India Ltd., Plot No. 1, Nelson Mandela Road, Vasant Kunj, New Delhi, Delhi, India-10070.
- 44 M/s Denso Haryana Pvt. Ltd., B-1/D-4, Ground Floor, Mohan Co-operative Industrial Estate, Mathura Road, New Delhi, Delhi, India-110044.
- 45 M/s VVDN Technologies Pvt. Ltd., 12/10, East Patel Nager, Delhi, India-110008.
- 46 DCSC, the Custodian, Cargo Terminal -2, Gate No. 6 IGI Airport, Cargo Terminal, Terminal 2B Road, Aerocity, Delhi-110037.
- 47 M/s GAL Cargo, F-157, Ashirwad Apartment, 1st Floor, Near HDFC Bank, Dilshad Garden-110095, Delhi, India.
- 48 M/s Delhi International Airport Limited (DIAL), Pioneer House, Building No. A 45, 50, Sector-16, Noida - 201301 (Near McDonalds)
- 49 The Ministry of Ports, Shipping and Waterways, Transport Bhawan, 1, Parliament Street, New Delhi-110001.
- 50 The Ministry of Railways, 256-A, Raisina Road, Rajpath Area, Central Secretariat, New Delhi, 110001.
- 51 The Ministry of Road Transport & Highways, Transport Bhawan, 1, Parliament Street, New Delhi-110001.
- 52 The National Customs Targeting Centre, DGARM Mumbai, 13, Sir Vithaldas Thakersey Marg, Opp Patkar Hall, New Marine Lines, Mumbai- 400020.

- 53 The Directorate General of Foreign Trade, Vanijya Bhawan, 'A' Wing, 16 Akbar Road, New Delhi-110011.
- 54 The Animal Quarantine and Certification Service, Old Delhi Gurgaon Road, Kapashera, New Delhi-110037.
- 55 The Directorate General of Systems and Management, 4th and 5th Floor, Hotel Samrat, Chanakyapuri, Delhi-110021
- 56 The Directorate of Logistics, A-Wing, 4th Floor, Lok Nayak Bhawan, Khan Market, Delhi-110003.


Assistant Commissioner
CCCU(DZ)

ANNEXURE-I**List of participants attended the CCFC Meeting at NCH, New Delhi on 24.12.2025**

S. No	Name of the officers / Representative (Sh./Smt.)	Designation	Office
1	Rajeev Yadav	Pr. Commissioner	PPG
2	Parmod Kumar	Commissioner	TKD Export
3	Ashima Bansal	Commissioner	ACC Export
4	Kshitendra Verma	Addl. Commissioner	ACC Export
5	Shankar Prasad Sarma	Addl. Commissioner	ACC Import
6	Bharti Sharma	Addl. Commissioner	ACC Import
7	Gayatri	Addl. Commissioner	TKD Export
8	Anuj Kumar Pandey	Addl. Commissioner	IGIA
9	Anup Kumar	Addl. Commissioner	IGIA
10	Anu Agarwal	Addl. Commissioner	CCCU
11	Sanjeet Kumar	Joint Commissioner	PPG
12	Amit Chandra Sunal	Joint Commissioner	CCCU
13	Rajender Kumar Gupta	Asstt. Commissioner	CCCU
14	Dharamvir Singh	Assistant Drug Controller	CDSCO
15	Manvesh Kumar	Director	FASSAI
16	Bharat Pachiciya	Deputy Director	FASSAI
17	Gopal Lal Meena	Assistant Director	Plant and Quarantine
18	Rajesh Kumar Jain	Assistant Director	Plant and Quarantine
19	Arnav Basu	Wildlife Inspector	WCCB
20	Devendra Singh Bhadoria	F- Card	DCBA
21	N.G. Pillai	F- Card	DCBA
22	Rajiv Goel		EICI
23	Subhasish Majhi		EICI
24	Rajguru Singh Behgal		Gateway Limited Distriparks
25	Prakash Veer Tyagi		Gateway Limited Distriparks
26	Vineet Chadha	Director, Viksun Carrier Pvt. Ltd.	ACAAI
27	Manoj Kumar Jain	Managing Director, Sea air Freighter International	ACAAI
28	Sonia	Quality Assurance Officer (Lab.)	Textile Committee
29	V. Suresh	Director	CRCL
30	R.P. Meena	Chemical Examiner-I	CRCL
31	Avik Kapoor	(From Emirates)	Air Cargo Forum India
32	Ranjeet Rana	(From Spice Jet)	Air Cargo Forum India
33	Pankaj Kumar Singh		DHL Express
34	Bhasker Sarvan Babu		FedEx Express
35	Yashpal Taneja		FedEx Express
36	Naveen Kumar		UPS
37	Lt. Col. Mitul Goyal	Chief Operating Officer	ACTL

38	Chhotoo Jha	Manager	DP World Logistics Pvt. Ltd.
39	Devendra Kumar Maurya	Executive Secretary	Garment Export Manufacturers Association
40	Ashutosh Srivastava	Regional Director-North	The Gems & Jewellery Export Promotion Council
41	K.K. Duggal	Senior Director	The Gems & Jewellery Export Promotion Council
42	Vipin Vohra	Co-Chair	ASSOCHAM
43	Arushi Jain	Executive	ASSOCHAM
44	Jaideep Das	GM-Customs	SAMSUNG India Electronics Pvt. Ltd.
45	Himanshu Bhadauriya	Deputy Manager	VIVO Mobile India Pvt. Ltd.
46	Shubham Saxena		VIVO Mobile India Pvt. Ltd.
47	Rahul Jain	Head- SCM	MMTC
48	Sandeep Mathur	GM(Exim)	Maruti Suzuki India Pvt. Ltd.
49	Ashish Rawat	Senior Manager	Maruti Suzuki India Pvt. Ltd.
50	Yogender Parsad	Manager	DENSO Haryana Pvt. Ltd.
51	Pradeep Sharma	Director-Logistics	VVDN Technologies Pvt. Ltd.
52	Rajib Bhowal	Group General Manager	CONCOR
53	Rajesh Makhijani	Senior Manager	CONCOR
54	Naresh Kumar	AGM	DCSC(Custodian)
55	Amit Balarathinam	Director-OPS	GAL Cargo
56	Surinder Singh	Sr. Manager Operation	GAL Cargo
57	Puskar Thakur	CCO	DIAL
58	Pankaj Bhasin	Head Cargo	DIAL