



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

NEW CUSTOM HOUSE, NEAR IGI AIRPORT, NEW DELHI-110037

ई-मेल- ccu-cusdel@nic.in दूरभाष न.-011-25656620

F. No. CCCO/TECH/RPTS/OTH/1075/2022-TECH-O/o CC-CUS-ZONE-DELHI Date:

**MINUTES OF CUSTOMS CLEARANCE FACILITATION COMMITTEE (CCFC) MEETING HELD
ON 10.10.2025**

In terms of CBEC Circular No. 21/2025-Customs, dated 12.09.2025, the meeting of the CCFC was held on 10.10.2025 in the New Customs House, New Delhi, under the Chairmanship of Sh. Manish Kumar, Chief Commissioner of Customs (DZ). The list of participants is enclosed as Annexure-I.

At the outset, the Joint commissioner, (CCCU) extended a warm welcome to all participants and invited brief introduction from them. Thereafter, the Agenda Points received from the stakeholders were taken up for discussion, one by one, wherein the following discussions were held.

1. Agenda Points raised by Delhi Customs Brokers Association (DCBA)

i. Customs Broker License Management System (CBLMS)

The DCBA has raised concerns regarding delays in updating G/H card holder details, which often take 15 to 20 days. A key issue contributing to this delay is the requirement for the physical presence of the cardholder to approve any updates, without which applications are not processed. Additionally, DCBA highlighted that applications are frequently rejected due to reasons such as missing document uploads or submission of illegible copies. In most cases, they are compelled to approach the Mumbai for resolution, but the lack of proper response from there further exacerbates the delay.

The chairman observed that the implementation of CBLR 2018 has been streamlined through the CBLMS portal, although sometimes technical glitches occur. These issues are being addressed progressively, and officers from DG Systems assured that the current glitches particularly those requiring intervention from Mumbai will be resolved by the end of the year. Furthermore, DCBA was assured that the issue of mandatory physical presence for application clearance will be reviewed by the concerned Commissionerate.

ii. Section 49 of Customs Act, 1962 for Export Goods

The DCBA has suggested that a provision similar to the existing Section under the Customs Act, 1962 be introduced for export goods under investigation. This measure aims to mitigate excessive wharfage charges incurred during the course of such investigations.

The chairman observed that this issue falls within the ambit of policy matters. Accordingly, DCBA was advised to submit a detailed representation clearly justifying the necessity of such a provision and, if found appropriate, forward it to the Board for further deliberation.

iii. Reduce late filing fee arising from ICEGATE downtime and lack of tracking, which unfairly penalizes trade.

The DCBA raised concerns regarding instances where shipping bills could not be filed due to the non-functioning of the ICEGATE portal. This disruption has reportedly led to demurrage charges for goods already brought into the Custodian's premises for clearance. It was highlighted that, at times, the ICEGATE downtime extends from morning until evening, significantly delaying the filing process. However, the DCBA requested that this agenda item be deferred due to the absence of their President.

The officers from DG Systems informed that advance notice is consistently provided whenever the ICEGATE website is scheduled to be down for maintenance or other reasons through tickers on the ICEGATE website. The chairman observed that the Exporters/Importers and Customs House Agents (CHAs) are therefore expected to plan the filing of Shipping Bills accordingly. The Association was advised to regularly monitor the ICEGATE website for such notifications and manage their filing schedules in line with the announced downtimes. In cases where filing issues occur without any prior notice of downtime, the matter should be promptly reported to the office of the Chief Commissioner, Delhi Customs Zone so that the same be escalated to ICEGATE for further action.

iv. Pharmaceutical & Cosmetics Imports extended to other major ports i.e ICD Garhi Harsaru.

The DCBA proposed that the import of pharmaceutical and cosmetic consignments be permitted through additional major ports such as Garhi Harsaru as it will help to reduce logistics costs.

The Chairman observed that the import/export of drugs, cosmetics, and medical devices is currently restricted to notified ICDs within the jurisdiction of Delhi Customs Zone viz. ICD Tughlakabad and ICD Patparganj. Consequently, such imports are not permissible from other non-notified ports. The trade and Custodian were advised to prepare a comprehensive proposal to the line Ministry, clearly justifying the operational need for extending this facility. The Custodian must also substantiate their infrastructure and handling capacity within the proposal. Furthermore, they were instructed to submit the representation directly to the line Ministry, with copies forwarded to the local office of the Central Drugs Standard Control Organization (CDSCO) and to the office of the Chief Commissioner, Delhi Customs Zone.

v. Testing Parameters for Group 3

The DCBA pointed out that the trade has expressed concerns regarding undefined and excessive testing instructions in test memos given by FAG, particularly in the context of textile imports. Major issue is in Test Memos where FAG simply copy and paste CCR instructions which are irrelevant or of no use. For example, for import of product such as towel, test memos have included 16–20 parameters, many of which are not applicable and sometimes, they forget to insert major test like hazardous dyes test which is required to be done. The trade also pointed out that in spite of GSM mentioned in bills of entry for each product and even mentioned for different fabrics, excessive parameters to determine the GSM were put in test memos which results in high sampling cost expenses. Further it was pointed out that parameter of 25% sampling for testing is not being followed, however 100% sampling is being done. In this regard, it was requested that a Public Notice may be issued in consultation with the Textile Committee, so that FAG may issue instructions based on that Public Notice.

The Chairman observed that this concern had already been raised during the last and recently held NAC (National Assessment Centre) meeting of Gr-3 and 3A. The core issue identified is that not all textile products require testing against the full set of 16 parameters; only relevant parameters should be selected and tested. NAC is actively working on examining this issue and suggest measures. Further, DCBA and the trade were advised to submit a detailed representation to the office of the Chief Commissioner, Delhi Customs Zone. The representation may include specific tests required for each category of textile product and tests deemed unnecessary or irrelevant. Once received, the department will examine the proposal in consultation with the concerned testing agencies to arrive at a resolution.

vi. Delays due to ICEGATE frequent non- functioning in Air Exports

The DCBA pointed out that ICEGATE system functioning is erratic wherein it stops working without any pre-intimation on their website. In many cases wherein prior intimation was given but the system was not resumed on the given time. In other cases, the Truck Dock and LEO messages transmission between customs and CTO systems are frequently interrupted and immediate resolution is not provided. In such cases proactive checks and measures are not in place with ICEGATE. The CTOs also remains clueless as to when system will resume. It results into delay in clearance, increased dwell time and higher logistics costs etc.

The officers from DG Systems informed to the chairman that the advance notice is consistently issued whenever the ICEGATE portal is scheduled for maintenance or expected downtime. Exporters and Customs House Agents (CHAs) are therefore expected to plan the filing of Shipping Bills in accordance with such notifications. The chairman emphasized that any instances of unannounced downtime impacting the filing process should be formally reported to the office of the Chief Commissioner, Delhi Customs Zone so that the matter be taken up with the concerned agency with a view to improving system reliability and responsiveness. The DCBA agreed to compile and submit a one-month update detailing instances where ICEGATE disruptions occurred without prior notice, thereby affecting trade operations.

vii. Restoration of free period of 24hrs for export cargo

The DCBA pointed out that the free period for export cargo is currently 12 hours whereas earlier it was 24 hours, and the reason for reduction in free period was cited as better infrastructure and dwell time. Over the period, the infrastructure/space available for export cargo was given to the integrators for their offices and warehouse purpose by the CTO. On 28th October 2022, the Bureau of Civil Aviation Security directed the CTO's to implement single piece screening for all export consignments. Due to these two reasons, it is difficult to manage the processing of a shipment within 12 hours free period. Since there is no immediate resolution to the single piece screening, it is requested to restore free period to earlier 24 hours.

The Chairman was informed that this issue had also been discussed during the PTFC meeting held on 28.08.2025 by the ACC Export Commissionerate. It was reiterated that the determination of the free period falls under the purview of the Ministry of Civil Aviation (MoCA). While the concerns of the trade are valid, any change in policy must be considered by MoCA. Accordingly, the DCBA was advised to submit a formal representation to MoCA, clearly outlining the operational difficulties and justifying the need for restoring the 24-hour free period. A copy of the representation may also be forwarded to the office of the Chief Commissioner, Delhi Customs Zone for reference and further coordination.

viii. Levy of payment by CTO which is undue or for which service is not provided

The DCBA pointed out that almost a decade ago, the CTO started levy of packaging charges on every shipping bill as shipments were being customs examined and required re-packaging. Over a period, the export consignments are now under 98% RMS facilitation and no examination is being prescribed by the system. The custodian system is so designed that at the time of execution of terminal charges; their system deducts packaging charges of Minimum Rs. 39.00+GST and increases depending upon the number of packages. The issue has been highlighted on many occasions but the CTO is not ready to remove these charges. Airport Economic Regulatory Authority of India (AERA) had also directed them to remove packaging charges but the CTO is still charging undue packaging charges on export consignments.

The chairman noted that the DCSC informed that no packing charges are paid by CHA at the time of TC execution at DCSC terminal for export cargo. Further, DIAL informed that cargo handling packaging charges are determined and included by the relevant authorities from time to time as per existing charge structure which remained unchanged since law. The same was mutually agreed upon with the cargo rate remains for the stakeholders duly approved by the competent authority. It may be noted that applicable packaging charges remains the same irrespective of number of check point where the cargo is open and repackaged. Currently their packaging rates are applied on approx. 2% of the shipping bills value with average lot size of 50. These services mainly involve sufficient operational cost including allocation of dedicated examination space, stationary, packaging material at 8 terminal check points where cargo packages are opened and repackaged. Sometimes the consignment does not come with ready to go condition, so they must repackage and then it will be accepted. For x-ray all the consignment must go through 10% of physical checking as per VCS mandate and in customs examination for all the red countries there is 100% physical examination. In a case wherein a consignment that is going through 2% of

the charges where examination is not allowed and only one piece is open and where in case where 100 pieces opened in a consignment, customer must pay additional charges. However, if the packaging charges are calculated on consignment wise then it is not a viable thing, then the cost for packaging charges becomes too high. The chairman asked the DIAL to collect and analyse the data on packing charge consignment wise for next one month and provide the data to the office of Chief Commissioner, Delhi Customs Zone for further deliberations.

ix. Resolution of IGST Refund Backlog

The DCBA pointed out that there are delays in IGST Refund due to errors and physical interactions. They further suggested that department should accept error resolution documents via email, upload monthly pendency lists on official site, communicate shortfalls promptly via email and monitor applications daily to minimize delays.

The chairman was informed that the department is already accepting error resolution documents through email, and grievances are being addressed based on communications received from exporters. Further, monthly pendency lists of IGST refund backlogs are being uploaded via Public Notices and exporters are promptly informed via email whenever additional documents or clarifications are required for processing refund claims. Applications are also being monitored daily to reduce the backlog and expedite refunds. It was emphasized that the department is effectively implementing all the measures suggested in the agenda point.

x. Relocation of MMS Surveyors' Office Outside ICD-TKD Premises

The DCBA pointed out that Master Marine Surveyor (MMS) office has been shifted outside ICD premises which is causing delays, higher costs, and operational inefficiencies and requested that surveyor offices and shipping line representatives be remain within the ICD-TKD premises.

The chairman noted that CONCOR had conducted multiple meetings with Master Marine officials to facilitate the relocation of the MMS office back within the ICD premises. CONCOR had also offered space at concessional rates to support the establishment of their office within the terminal. However, Master Marine officials declined the offer, stating that they have already developed a substantial office facility near ICD Tughlakabad (TKD), and operating an additional office within the ICD is commercially unviable.

The chairman requested CONCOR to organize a meeting between Master Marine Surveyor (MMS) officials and the concerned Commissionerate to address and resolve the matter collaboratively.

xi. PFMS-Related Refund Delays

The DCBA pointed out that Refunds were being withheld despite correct account details and requested to streamline PFMS approval process.

The Chairman observed that all refunds are processed through PFMS following due verification and approval as per prescribed procedures. While delays may occasionally occur due to technical or system-related issues within PFMS or ICEGATE, these are isolated instances. Whenever such cases are identified, they are promptly escalated to the

concerned System Manager or PFMS technical team, and necessary follow-up action is taken to ensure timely resolution. It was further noted that no specific cases have been brought to the department's attention where refunds were withheld despite correct bank account details being provided. DCBA was therefore requested to submit a list of such cases for further examination. Further, DG Systems was requested to analyze and report the average time gap between scroll generation and the actual credit of refund amounts into exporters' bank accounts under normal processing conditions.

xii. Regular Website Updation

The DCBA pointed out that there must be timely updates on the "Delhi Customs" website regarding Officers' names, designations, and work allocation and Public notices and standing orders.

The chairman observed that Website of Delhi Customs is being updated regularly which includes updating of officer's details and updation of Public Notice and Standing Orders, etc. However, the task of updation of website is being done through a Vendor and although all the orders/ Public Notice/Standing Orders are being sent to the Vendor on the same day but sometimes, the Vendor takes some time to update the website. The matter is being taken up with the vendor for expeditious updation of the website.

xiii. Service Centre Facility at NCH

The DCBA pointed out that setting up a service centre at NCH to provide photocopying and email printouts for trade members.

The chairman observed that the viable space for photocopying machine will be provided in NCH, however all the expenses incur in respect of photocopying machine will to be borne by the trade.

xiv. Availability of Hardware and connectivity

The DCBA pointed out that there should be adequate hardware (ICETABS) and stable connectivity at all ports for inspectors to file examination reports efficiently. It was pointed out that there should be stable connectivity at all ports for inspectors to file examination reports efficiently

The chairman observed that necessary hardware, including ICETABS, has already been available at various Customs locations to support electronic filing of examination reports. To further enhance digital facilitation and meet growing operational demands, the Commissionerate has formally requested the DG Systems to provide additional tablets. It was also conveyed that the process for procuring additional ICETABS has already been initiated with DG Systems, and the matter is expected to be resolved shortly. It was also conveyed that Custodians have been instructed to ensure stable network signal and uninterrupted internet connectivity within all Customs examination areas and operational zones and to take immediate steps to rectify any reported instances of weak signal or network disruption so that officers can carry out their duties efficiently.

xv. Non-Functional 24x7 Facility at ICDs & Airports

The DCBA pointed out that despite CBIC's notification, facilities are not fully functional for AEO clients and manufacturers regarding 24x7 clearance operations .

The Chairman observed that the Export Shed is already operating on a 24x7 basis, and the facilities for AEO clients and manufacturers are functional. Regarding the ACC Import Shed, it was informed that consultations are currently underway with other ports and cargo terminals to understand prevailing procedures and best practices for implementing extended facilitation measures. Based on the feedback received and subject to operational feasibility, necessary steps will be taken to further enhance trade facilitation and reduce cargo release times for eligible importers. Lastly, DCBA was advised to submit a detailed proposal identifying specific facilities or services that are currently unavailable to AEO clients. This proposal should be submitted to the office of the Chief Commissioner, Delhi Customs Zone for further examination and appropriate action.

xvi. Issues in Obtaining NOC from CDSCO

The DCBA pointed out that current email-based process lacks acknowledgement, standardization, and transparency, leading to delays and demurrage and requested to issue NOCs via ICEGATE/ICES portal.

In response, the Asst. Drug Controller, CDSCO clarified that while NOCs are granted through the ICEGATE/ICES portal, the system currently lacks functionality to view previously submitted documents alongside the application. As a result, supporting documents must still be procured via email to complete the NOC issuance process. It was further informed that all applications received are processed and cleared on a daily basis, and no delays have been observed in the issuance of NOCs.

The chairman requested the ADC, CDSCO to analyze data related to NOC issuance over a one-month period to identify any instances of undue delay. The findings are to be submitted to the office of the Chief Commissioner, Delhi Customs Zone for further review. With regards to lacking functionality to view previous documents, the matter shall be taken up with ICES, DG Systems.

xvii. Transmission of PQIS, FSSAI, and AQCS NOCs

The DCBA pointed out that NOCs not transmitted into ICES/ICEGATE and manual upload create inefficiencies and requested to urgently resolve transmission issues.

The chairman requested to provide details where NOC not transmitted into the ICES/ICEGATE to the office of Chief Commissioner, Delhi Customs Zone. The officers from DG Systems informed that a new functionality is being rolled out under SWIFT 2.0 vide which the status of NOCs can be checked at the ICEGATE portal also.

xviii. Testing Delays at CRCL Lab

The DCBA raised concerns regarding prolonged delays in sample testing and the absence of a clear escalation mechanism, which adversely impacts clearance timelines. They proposed the establishment of a centralized portal for sample status updates with automated alerts, a formal grievance redressal system with defined timelines, and regular reporting of pending tests along with officer accountability.

In response, the Director, CRCL informed that a Laboratory Information Management System (LIMS) is being developed and is expected to be implemented within six months. This system will enable real-time tracking of sample status and report processing, with scanned updates being sent directly to field formations. Once operational, LIMS is anticipated to resolve most of the grievances raised by the trade. It was further clarified that sometimes CRCL receives bulk samples, and testing such volumes within expected timelines is not always feasible. This operational constraint is a key factor contributing to delays. To address this, CRCL is in the process of streamlining testing timelines commodity-wise across all laboratories to ensure uniformity and predictability in report generation.

The Chairman asked all field formations under the Delhi Customs Zone to ensure that samples are dispatched to laboratories at least once every two days to mitigate the issue of bulk samples. While the resolution of these issues will take time, efforts are actively underway to improve efficiency and transparency in the sample testing process.

xix. Issues related to ICEGATE

The DCBA raised multiple concerns regarding system-related inefficiencies affecting customs clearance operations such as such as Safeguard Duty on steel and Countervailing Duty (CVD) on copper tubes are sometimes not correctly applied in the EDI system. They requested that ICES be updated to strictly enforce Notifications 01/2025 (SG) and 02/2022 to ensure accurate duty calculation. Further, duty challans could previously only be regenerated at the end of the day following failed payment attempts, causing delays. They requested restoration of immediate regeneration functionality. Also, frequent downtimes in ICEGATE, SCORE, and ERP systems were reported, leading to clearance delays. DCBA requested improved system stability, real-time grievance redressal mechanisms, and waiver of penalties arising from system failures.

In response, DG Systems informed that the regeneration of duty challans has been successfully enhanced. The system now automatically updates the status of failed challans to "not paid" within 15 minutes of receiving a bank failure message. This allows users to re-initiate payment immediately without manual intervention or waiting until the end of the day.

The chairman observed that their grievance regarding challan regeneration has been resolved. Further, advance notice is consistently provided whenever the ICEGATE website is scheduled to be down for maintenance or other reasons. The Association was advised to regularly monitor the ICEGATE website for such notifications and manage their filing schedules in line with the announced downtimes. In cases where filing issues occur without any prior notice of downtime, the matter should be promptly reported to the office of the Chief Commissioner, Delhi Customs Zone so that the same be escalated to ICEGATE for further action. The matter related to on updation of Safeguard and CVD notification in ICES will be highlighted to ICES, DG Systems for necessary action.

xx. Other Agenda Points

The DCBA highlighted the need for Capacity Building Workshops to train SMEs, Chartered

Accountants (CAs), Legal professionals (LLMs), and Customs Brokers (CBs) on evolving customs procedures. They also requested for Allocation of dedicated space for association activities and establishment of a designated office for AEO-related coordination

The chairman observed that Capacity Building Workshops and training sessions are regularly organized upon request from the trade. However, no such request is currently pending from DCBA. Additionally, regular meetings with sectoral associations are being conducted by NAC Convenors as per Board's instructions, including monthly outreach programs to address trade-related issues. It was further informed that a dedicated room has already been allotted to DCBA for association activities and an operational AEO Cell is already in place to handle AEO-related coordination.

2. Air Cargo Forum India (ACFI)

i. Streamlining of EGM online

Air Cargo Forum India (ACFI) requested the issuance of a Public Notice regarding the online filing of Export General Manifest (EGM) and sought departmental support during the initial phase to streamline the process.

The chairman observed that a Public Notice has already been issued detailing the complete procedure for filing EGM online through the ICEGATE portal. This includes step-by-step instructions along with screenshots, and the notice has been uploaded on the official website. To facilitate smooth implementation, it was further conveyed that a single point of contact will be designated during the initial phase to enable coordination between ACCE officers and ICEGATE for resolving any technical issues. ICEGATE has also released comprehensive user manuals for all modules, which are available on icegate.gov.in.

The chairman also informed that ICEGATE has uploaded tutorial videos on YouTube to assist the trade in understanding and operating the EGM module effectively. ACFI was advised to encourage stakeholders to refer to these resources for better clarity and operational ease. It was also emphasized that efforts must be made from both sides—while the department will provide handholding support during the initial 1–2 months, the trade must proactively familiarize themselves with the available digital resources. The designated point of contact will be shared with ACFI to ensure seamless coordination.

ii. Bonded Cargo movement by Road Feeder services

Air Cargo Forum India (ACFI) highlighted that the Bonded Cargo movement via Road Feeder Services is currently non-operational, despite its potential to optimize under-utilized airline space. It was informed that such provisions are available at other airports across India and internationally. ACFI has requested Delhi International Airport Limited (DIAL) to kindly work on it and they will be approaching Custom Office for permission. ACFI requested to kindly provide support to expedite the permission process.

The chairman observed that any proposal received from DIAL regarding Bonded Cargo movement through Road Feeder Services will be examined on priority. A decision will be

taken after due consideration of its operational and commercial viability. DIAL was also advised to expedite their internal review and submit a commercially sound proposal at the earliest to facilitate further action.

iii. Segregation of Import manifest

Air Cargo Forum India (ACFI) informed that the amendment process due to short / excess /over-carried cargo is bit complex and time consuming beside penalties at times. ACFI requested to consider to treat segregation report as final manifest as Customs have the entire data before and after the flight. In case finally any cargo remains short after a certain duration, same can be dealt by the department. This will help to expedite the clearance process without any revenue loss to Customs department.

The chairman observed that some operational and regulatory issues pertaining to Legal and Regulatory Compliance, Data Accuracy and System Integrity, Revenue and Risk Management, Accountability and Record Keeping are observed in implementing the proposal. Further, the chairman invited specific, practical suggestions from The DCBA on Possible procedural simplifications that can be implemented without contravening statutory provisions and mechanisms to enable real-time reconciliation between the Import Manifest and the Segregation Report. Further, ACC Import was asked to hold a meeting with the trade representatives on this issue.

iv. Part Shipment Clearance

Air Cargo Forum India (ACFI) requested the issuance of a Standard Operating Procedure (SOP) for the clearance of part shipments, citing operational challenges faced by airlines in bringing entire consignments on a single flight as per the House Air Waybill (HAWB) or Master Air Waybill (MAWB). They emphasized the urgency of such clearances to avoid demurrage charges and sought a simplified process for part-wise cargo release.

The chairman observed that this issue had already been discussed in the PTFC meeting. The department acknowledged the concern but highlighted several practical constraints such as absence of part-wise invoices, technical limitations in issuing multiple Out of Charge (OOC) clearances against a single Bill of Entry and operational and legal challenges in tracking partial deliveries, especially in cases under investigation. It was also conveyed that the department is open to examining the matter further based on the data received and will explore the development of a viable mechanism to address part shipment clearance. However, due to the complexity of the issue, no definitive timeline can be committed at this stage.

3. Central Drugs Standard Control Organisation (CDSCO)

i. ICEGATE system and Internet is very slow

Central Drugs Standard Control Organisation (CDSCO) pointed out that the ICEGATE system and Internet is very slow to view/process the Bills of Entry in time bound manner.

There is no provision/option to view the status of released consignments at the level of O/o ADC(I), Port Office. Number of times complete documents are not submitted in the ICEGATE System along with BoE as per ADC Sheet/Checklist. No access is provided to any CDSCO port office for report generation i.e. product wise, importer wise, manufacturer wise, Country etc. Therefore, the port offices faced the problem for reply to Parliament

Question, RTI reply, different Ministries reply due to lack of statistical data from Port offices. There is no provision for debiting the quantity in some type of licence /permission like Test License, Dual use NOCs etc.

In response, ICEGATE informed that CDSCO headquarters has approved the development of a dedicated back-office system for CDSCO. ICEGATE and DG Systems are currently working on this, and the system is expected to be launched by the end of the year. Once implemented, CDSCO officers will be able to view submitted documents seamlessly, access a Management Information System (MIS) tool to track all processed NOCs and will be able to generate reports and manage license-related debits more efficiently

The chairman also asked ACC Import to convene a separate meeting with all Participating Government Agencies (PGAs) and trade representatives to address their concerns collectively and facilitate smoother coordination.

ii. Submission of fabricated BOE, invoices, Labels by Importer/CHA etc

The Central Drugs Standard Control Organisation (CDSCO) raised serious concerns regarding fraudulent practices by certain importers and Customs House Agents (CHAs). These include submission of fabricated Bills of Entry (BoEs), invoices, and product labels for obtaining ADC NOCs, filing of BoEs under incorrect Customs Tariff Headings (CTHs) for drugs, medical devices, and cosmetics, which poses risks to public health and safety etc.

The chairman asked CDSCO to promptly forward any such instances of suspected fraud to the concerned Customs Commissionerates. This will enable appropriate legal and regulatory action to be initiated under the relevant provisions of law against the parties involved.

The meeting ended with the vote of thanks to all the representatives from the Chief Commissioner Customs Delhi Zone.

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 Ministry of Ports, Shipping and Waterways, Transport Bhawan, 1, Parliament Street, New Delhi-110001
10. The Ministry of Railways, 256-A, Raisina Road, Rajpath Area, Central Secretariat, New Delhi, 110001
11. The Ministry of Road Transport & Highways, Transport Bhawan, 1, Parliament Street, New Delhi-110001
12. 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
13. The Joint Director and Officer-in-Charge(E), Plant and Quarantine (PQ), NPQS, Rangpuri, New Delhi- 1100037
14. The Central Drugs Standard Control Organization (CDSCO), Directorate General of Health and Family Welfare, FDA Bhawan, Kotla Road, New Delhi-110002
15. The Directorate General of Foreign Trade, Vanijya Bhawan, 'A' Wing, 16 Akbar Road, New Delhi – 110011
16. The Central Revenues Control Laboratory, Hill Side Road, Pusa, New Delhi- 110012
17. The Wildlife Crime Control Bureau, IInd Floor, Trikoot-I Bhikajicama Place, New Delhi – 110066
18. The Animal Quarantine and Certification Service, Old Delhi Gurgaon Road, Kapashera, New Delhi – 110037
19. The Textiles Committee, P Balu Road, Prabhadevi, Mumbai, Maharashtra, India Pin: 400025
20. The Directorate General of Systems and Management, 4th and 5th Floor, Hotel Samrat, Chanakyapuri, Delhi- 110021
21. The ICE Gate Project, Directorate General of Systems, Indirect Taxes & Customs, Central Revenue Building, I.P. Estate, New Delhi-110095
22. The National Customs Targeting Centre, DGARM Mumbai, 13, Sir Vithaldas Thakersey Marg, Opp Patkar Hall, New Marine Lines, Mumbai- 400020
23. The Directorate of Logistics, A-Wing, 4th Floor, Lok Nayak Bhawan, Khan Market, Delhi-110003
24. The Delhi Pollution Control Committee (DPCC) 6th Floor, C-Wing, Delhi Secretariate, New Delhi-110002
25. The Delhi Customs Clearance Agent Association, 260/261, Anarkali Bazar, Jhandewalan Extension, DDA, Shopping Complex, New Delhi-110005
26. The Air Cargo Agents Association of India, Khasra No. 819, Block-K2, Vasant Kunj Road, Mahipalpur, New Delhi – 110037
27. The Air Cargo Forum India, Room No-39-40, Ground Floor, Terminal-2 Arrival, IGI Airport, Delhi-110037

28. M/s EICI Express Terminal(Near Haj Terminal), IGI Airport, New Delhi – 110037
29. M/s Delhi International Airport Limited, IGI Airport, New Delhi
30. M/s Container Corporation of India Ltd., CONCOR Bhawan, -3, Mathura Road, Opposite Apollo Hospital, New Delhi 110076
31. M/s DHL Express (I) Pvt. Ltd., New Courier Terminal, New Delhi
32. M/s FedEx Express, New Courier Terminal, New Delhi
33. M/s UPS Express Pvt. Ltd., New Courier Terminal, New Delhi
34. M/s Express Industry Council of India (EICI), New Courier Terminal, New Delhi
35. M/s ACTL, M-26, Main Market, GK Part- II, New Delhi
36. M/s. Gateway Distripark Ltd., SF 7, D-2, Southern, Park, Saket District Centre, Saket, New Delhi
37. M/s DP World Rail Logistics Pvt. Ltd., Plot No. 60, Block- A, Kailash colony, New Delhi-48

Assistant Commissioner
CCCU(DZ)

List of participants attended the CCFC Meeting at NCH, New Delhi on 10.10.2025**ANNEXURE-I**

S.No	Name of the officers/ Representative (Sh./Smt)	Designation	Office
1	Dheeraj Rastogi	Pr. Commissioner	ACC Import
2	Rajeev Yadav	Pr. Commissioner	PPG
3	Vishal Pal Singh	Commissioner	Airport & General
4	Kshitendra Verma	Addl. Commissioner	ACC Export
5	Bharti Sharma	Addl. Commissioner	ACC Import
6	Gayatri	Addl. Commissioner	TKD Export
7	Rakesh Bhadadiya	Addl. Commissioner	TKD Import
8	Sanjeet Kumar	Joint Commissioner	PPG
9	Amit Chandra Sunal	Joint Commissioner	CCCU
10	Kevin Boban	Joint Director	DG Systems
11	Akshat Jain	Joint Director	DG Systems
12	Meena Tejram	Deputy Commissioner	ACCE
13	Rajender Kumar Gupta	Asstt. Commissioner	CCCU
14	Zaheer Bakshi	VP & Head Cargo	DIAL
15	Dharamvir Singh	Assistant Drug Controller	CDSCO
16	Arnav Basu	Wildlife Inspector	WCCB
17	Vinod Singh	Assistant Director	RPQS
18	Pankaj Singh	Clearance Sups	DHL Express
19	Jogesh Sethi	Sr. VP	DCBA
20	Vipan Jain	Chairman-DEL	ACFI
21	V. Suresh	Director	CRCL
22	R.P. Meena	Chemical Examiner	CRCL
23	Mayank Mathur	GGM	CONCOR
24	Rajesh Makhijani	Senior Manager	ICD, TKD, CONCOR
25	Prakash Veer Tyagi	AVP	Gateway Distriparks Limited
26	Co. Mitul Goyal	GM	ACTL
27	Naresh Kumar	AGM-OPS	DCSC
28	B S Behl		FEDEX
29	Naveen Kumar		UPS
30	Deepanvita Basu		UPS
31	Amit Kumar Singh		UPS
32	B. S. Bisht		DCSC
33	Subhasish Majhi		EICI
34	Rajiv Goel		EICI
35	Rajaram Kumar		EICI
36	Ranjeet Rana		ACFI

37	Surinder Singh		DIAL
38	Tarun Sabarwal		DIAL