



भारतसरकार

GOVERNMENT OF INDIA

सीमा शुल्क प्रधान मुख्य आयुक्त का कार्यालय, कोलकाता क्षेत्र

OFFICE OF THE PRINCIPAL CHIEF COMMISSIONER OF CUSTOMS, KOLKATA ZONE

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Date:14-08-2026

MINUTES OF THE CUSTOMS CLEARANCE FACILITATION COMMITTEE (CCFC)
MEETING HELD ON 04.08.2026

The meeting of the Customs Clearance Facilitation Committee (CCFC) of Kolkata Customs Zone was held on **04.08.2026** in Hybrid Mode in the Board Room, Custom House, Kolkata under the Chairmanship of **Shri Shrawan Kumar**, Principal Chief Commissioner of Customs, Kolkata Customs Zone.

The following departmental officers and stakeholder representatives attended the meeting in person/through Video Conferencing:

DEPARTMENTAL OFFICERS		
Sl. No.	Name of the Attendees (S/Sh/Ms)	Designation & Commissionerate/Organisation
1	Nasim Arshi	Pr. Commissioner (Port)
2	Vinayak Azaad	Pr. Commissioner (Preventive)
3	Aarti Saxena	Commissioner (Airport & ACC)
4	Amit Bhardwaj	ADC (CCO)
5	Ajeet Kumar	ADC (AP & ACC)
6	Mohsina Tabassum	ADC (AP & ACC)
7	Gautam Kumar Tiwary	ADC (Port)
8	Sushil Kumar G Kale	ADC (Preventive)
9	Parampreet Rai	JC (CCO)
10	Shilpi Srivastava	JC (Preventive)
11	Nitika Dubey	JC (AP & ACC)
12	Raunaq Jamil Ansari	JC (Port)
13	Indranil Roy Chowdhury	AD (DGSTS)
14	Sourabh Chakravorty	DC (CCO)
15	Anirban Dasgupta	DC, SRI (Preventive)
16	Ranjit Kumar Hembram	AC (Port)
17	Nishant Kumar	SCP (CFS UNIT)
18	Prince Chauhan	SCP (EDI)
19	Durga Prasad Sinha	SCP (CCO)
20	Manish Kumar Choudhary	EO (CCO)

PGA/TRADE REPRESENTATIVES/IMPORTER'S REPRESENTATIVES		
Sl. No.	Name of the Attendees (S/Sh/Ms)	Designation & Commissionerate/Organisation
1	Manu Choudhary	President, CCHAA
2	S. K. Ghosh	Hony. Secretary, CCHAA
3	Jayanta Sen	ASIC (Association of Shipping Interests in Calcutta)
4	Bhushan Das	Ocean Network Express, Kolkata
5	Ashim Verma	Branch Manager, (ONE INDIA PVT. LTD.)
6	Ashapura Roy	FIEO, Kolkata (Eastern Region)
7	Atanu Ghosh	DGM-OPS (MSC)
8	Darpan Das	Sr. Manager (ONE INDIA PVT. LTD.)
9	Arup Chatterjee	Dy. Traffic Manager, SMPK
10	Dr. Soumen Maity	Textile Committee, Government of India, Kolkata
11	Sarfaraz Javed	Quarantine Inspector, Plant Quarantine Station, Kolkata
12	Kishor Patil	Asstt. Director, Wildlife Crime Control Bureau, Kolkata (Eastern Regional Office)
13	Pratibha Narayan	Reserve Bank of India, Kolkata
14	Dr. Mritunjoy Maity	Chemical Examiner (CRCL, Kolkata)
15	A.K. Chatterjee	CDSCO, East Zone
16	S K Mondal	APEDA, Kolkata
17	Dr. Jimlee Sharmah	JC, AQCS
18	Ritika Saha	NA

1. At the outset, Shri Amit Bhardwaj, ADC (CCO) welcomed all the participants and requested them to introduce themselves. Representatives of CCHAA, ASIC, Ocean Network Express, FIEO (Eastern Region), MSC, SMPK, Textile Committee, Plant Quarantine Station, Wildlife Crime Control Bureau, RBI and CRCL etc were present.

2. The Chair welcomed the gathering and appreciated the active participation of representative of PGAs, and stated that CCFC is a bi-monthly platform for Customs and partner government agencies to discuss and resolve issues concerning trade facilitation.

3. This was followed by a presentation on the Public Notices issued by the Port and Airport Commissionerate since the last CCFC meeting held on **05.05.2026**. In this context, the Chair also invited feedback on the functioning of extended container scanning hours up to 10.00 PM (**issued vide Public Notice 41/2026**). Mr. Manu Chowdhury, President, CCHAA requested that an official SOP be put in place for sharing the list of containers selected for scanning with trade. ASIC raised the related issue of "unclean"-marked transshipment containers from Ennore/Chennai not being communicated back to the transshipment port after clearance at Kolkata; and SMPK apprised the Committee that crane density at the Port is expected to increase within 15-20 days with three additional MHCs becoming operational, and that a pre-gate system with capacity for about 150 vehicles is being developed at M-Dock. The Chair directed that the practice followed at other Customs stations be examined before a decision on the SOP is taken, and that MSC furnish specific case details in respect of the Ennore/Chennai issue. The Chair reiterated the objective of progressively increasing container scanning coverage from the current 10 percent to 50 percent and eventually 100 percent.

4. A brief status report on the action taken pursuant to the minutes of the last CCFC (Special Session) held on **05.05.2026** was then provided as follows:

(Sponsored by ASIC / Hyundai Shipping Line, raised at the CCFC held on 05.05.2026)

Issue: A number of containers have been lying at CFS/yards for long periods, without disposal, largely on account of investigation/detention by DRI/SIIB.

Direction of the Chair: The matter be taken up with DRI through a meeting to expedite issuance of NOC for disposal (Action Owner: Port Commissionerate).

Action Taken: An ATR was received from Port Commissionerate and a meeting with DRI has been fixed on **10.08.2026** to expedite disposal of such containers; the Chair directed that all stakeholders furnish precise lists of detained/unclaimed containers lying at the terminal/CFS for consolidated review at the said meeting.

5. The Additional Commissioner (CCO) then outlined the new agenda points received for the present CCFC meeting. The agenda points, the discussions held thereon and the directions issued by the Chair are detailed below:

Agenda Point No. 1 (Sponsored by ASIC, Kolkata)

Issue: M/s ONE has raised the matter of 6 export containers carrying Arecanut Powder cargo of M/s Sterling Agro (forwarded by M/s PLB Logistics, under Shipping Bill No. 7083124 dated 07.01.2025, destined for Jebel Ali). These containers were placed on SIIB hold at CWC CFS on 07.01.2025 and released only on 26.11.2025, after nearly eleven months. Following release, CWC CFS has now raised a demand for storage charges accrued during the entire hold period, and is withholding release of the containers pending payment of these charges. CWC CFS may be directed to destuff the cargo and retain it in their own custody for recovery of their dues, and release the containers so that they can be put back into export usage.

Discussion: Shri Asim Verma (Ocean Network Express) confirmed the containers belong to his line and that the SIIB investigation had not resulted in any actionable finding, but the exporter has remained untraceable.

Direction of the Chair: The Chair observed that Customs is not directly party to the commercial dispute between the exporter, CWC and the shipping line. However, the Chair suggested that the exporter be approached to take delivery/pay dues or formally abandon the cargo; failing response, a notice be issued for auction and the matter taken forward for disposal of the goods and release of the containers.

Agenda Point No. 2 (Sponsored by CCHAA)

Issue: Under the SUGAM portal, dual NOC has been applicable since March 2021. The role of "dual NOC Step 1" (for imports) has been removed from importers' existing SUGAM portal profiles over the last 15–20 days, requiring each importer to re-register afresh using a new e-mail ID for the dual-use NOC role. Only after CDSCO verifies the fresh registration documents and grants approval can a new application for dual-use NOC be submitted. The concerned ADC officers have informed CCHAA that the local Custom office is not in a position to expedite this process, as the decision rests entirely with CDSCO Head Office, Delhi. As a result, the registration and approval process is presently taking 10–15 days, and consignments remain stuck for want of the NOC.

Discussion: CCHAA stated the requirement was introduced without a transition period and that approvals are centralised at Head Office, taking 10-15 days. The CDSCO, Kolkata representative clarified that the requirement of registration through a fresh e-mail ID is not new, that profile approvals are centrally processed at Noida and take approximately 10-15 days for applications received from across the country; and that an advance NOC facility is already available whereby

an importer may obtain a single advance NOC against estimated annual requirement of a commodity.

Direction of the Chair: The Chair advised CCHAA to submit a self-contained proposal, to be forwarded to CDSCO Head Office with a request to expedite the registration/approval process.

Agenda Point No. 4 (Sponsored by CCHAA)

Issue: The Electronic Booking System (EBS) has been launched for use of Port facilities. However, after a user completes registration on the Portal, the User Credentials (User ID and Password) are not sent automatically over e-mail. The user is required to follow up with additional e-mails, and in some cases has to physically visit the concerned officer to retrieve the credentials — a process that takes a further 3–4 days, thereby delaying shipments and increasing costs to trade. User ID & Password be sent by registered e-mail within 1–2 hours of registration, instead of requiring follow-up or physical visits.

Discussion: The Port Trust representative attributed the delay to manual credential issuance during system stabilisation, and clarified that running the legacy POS system in parallel with the new EBS/ERP system is not technically feasible.

Direction of the Chair: The Chair directed the Port authority to expedite resolution of the credential-issuance delay.

Agenda Point No. 5 (Sponsored by CCHAA)

Issue: Customs, Port, and CHA operations function on a 24/7 basis, but Shipping Lines issue Delivery Orders (DO) only from Monday to Friday, and only where documents are submitted within a specific cut-off time. Consequently, an Original Bill of Lading received late on a Friday evening can only be submitted once the shipping line's office reopens on Monday, after which further DO-issuance formalities take place. This consumes valuable time, as the port allows only 48 hours free of Ground Rent (LLD) for DPD cases; by the time the DO process is completed, this free period has typically already lapsed, and the cargo has to be shifted to a CFS at the client's cost.

Discussion: ASIC stated that the larger loss of time is on account of documents being submitted late in the day rather than lines being uncooperative; CCHAA cited certain lines not issuing e-DOs after 5:30-7:00 PM, particularly affecting Friday clearances.

Direction of the Chair: The Chair agreed to examine the gravity of the issue and directed trade bodies to quantify the problem and identify the specific shipping lines involved, for further engagement.

Agenda Point No. 6 (Sponsored by CCHAA)

Issue: CCHAA has reported that Shipping Lines have, in some cases, blocked a Customs Broker's access to their portal without any prior intimation or stated reason — which CCHAA views as contrary to the principle of natural justice. Since Customs Brokers are licensed by the Government of India and act on behalf of multiple clients, a portal block triggered by a discrepancy in one shipment or with one customer ends up affecting all of that Broker's other clients as well, disrupting their access to Delivery Orders.

Discussion: Shri Manu Choudhury cited instances involving Maersk Line and PIL, where a member's access was blocked over a single client's discrepancy, resulting in re-filing under another name and heavy detention charges.

Direction of the Chair: The Chair directed that such instances be identified for the Department to engage with the shipping lines concerned and examine the need for a suitable advisory.

Agenda Point No. 7 (Sponsored by SMPK)

Issue: The Import General Manifest (IGM) data is frequently not being transmitted from ICEGATE to the Port Operations Management System (POMS) through the National Logistics Portal (NLP), adversely affecting import container clearance. In particular, line numbers for containers destined for Nepal and Bhutan are not being transmitted to POMS, resulting in operational constraints. Further, Out of Charge (OOC) and Let Export Order (LEO) messages are frequently unavailable in POMS, causing delays in import and export container processing. Electronic Delivery Orders (eDOs) also cannot be retrieved when the corresponding IGM data is unavailable in NLP, compelling the Port to rely on manual Delivery Orders.

Discussion: It was noted that this issue had already been decided to be taken up with ICEGATE in an earlier meeting.

Agenda Point No. 8 (Sponsored by SMPK)

Issue: SAM (Sea Arrival Manifest) filings for Nepal/Bhutan-bound cargo (SAM-2) continue to require processing under the legacy EDI 1.5 version, as the house bill of lading line number is not being captured under the present system, hampering delivery.

Discussion: SMPK confirmed that a representation on the issue has already been made to ICEGATE by their Head Office.

Direction of the Chair: The Chair directed that a copy of the representation be furnished to this office for taking up the matter with the DG System.

Agenda Point No. 9 (Sponsored by SMPK)

Issue: Sixteen (16) containers detained by DRI/SIB have been occupying valuable space within the dock premises for a prolonged period. Although several communications have been issued seeking permission for their removal to an off-dock CFS, approval is still awaited.

Discussion: It was noted that similar issues affect other shipping lines as well, with the total number of long-detained/unclaimed containers likely running into hundreds.

Direction of the Chair: The Chair directed that stakeholders furnish precise lists of detained/unclaimed containers for consolidated review at the meeting with DRI, so that containers with no impediment to disposal can be taken up for release/auction.

Agenda Point No. 10 (Sponsored by SMPK)

Issue: As per Public Notice No. 04/2019, Direct Port Delivery (DPD) clients are required to take delivery of containers within 48 hours of vessel landing, failing which the containers are shifted to BL-CFS by rail within 72 hours. Presently, Sundays and Holidays observed by both the Port and Customs are not excluded while computing this 48-hour period. It was requested that Sundays and Holidays observed by both the Port and Customs may be excluded while computing the 48-hour period applicable to DPD clients. Accordingly, a suitable Public Notice may kindly be issued incorporating this amendment.

Discussion: SMPK explained that the 48-hour period is presently computed automatically from the last landing date/time of the vessel, and that a formal Public Notice would be required to exclude such days.

Direction of the Chair: The proposal was accepted. Port Commissionerate was directed to issue a Public Notice excluding Sundays and holidays, but not Saturdays, from computation of the 48-hour period applicable to DPD clearance.

Agenda Point No. 11 (Sponsored by FIEO, Kolkata (Eastern Region))

Issue: Exporters filing custom invoices through Kolkata Airport and Seaport are presently

required to apportion the total actual freight item-wise in the invoice, instead of declaring a consolidated freight amount, even where export orders are on FOB basis with freight arranged and recovered separately. This is time-consuming and error-prone on account of rounding-off, and is not required by Chennai Customs.

Discussion: It was noted that a separate column already exists in the shipping bill/invoice for declaring freight, and that item-wise apportionment does not appear necessary.

Direction of the Chair: The Chair directed that the requirement be examined in respect of both the Port and Airport Commissionerate, and necessary action to be taken in due course of time.

6. Apart from the above agenda points, the following discussion were also held during the meeting:

(Sponsored by CCHAA)

Issue: Out of Charge of RMS Bills of Entry from the Custom House Facilitation Centre has, over the preceding week to ten days, been taking 25 to 40 hours.

Discussion: Shri S. K. Ghosh (CCHAA) cited his own pending Bill of Entry, then outstanding for about 36 hours, as an instance.

Direction of the Chair: The Chair directed that officers posted at the Facilitation Centre be sensitised in this regard.

(Sponsored by Textile Committee, Kolkata)

Issue: Letters issued by Customs referring samples for laboratory testing do not, in some cases, indicate the name of the importer and/or CHA, creating difficulty in raising the corresponding invoice.

Discussion: The Textile Committee representative requested that both the importer's and CHA's names be indicated in such letters, as applicable.

Direction of the Chair: It was clarified that the name(s) as appearing in the Bill of Entry should be indicated in such test-referral letters.

(Sponsored by ASIC, Kolkata)

Issue: A long-pending, abandoned import container (industrial apparel, importer M/s Apex Content Company) has been lying at Century CFS since 2023. Century CFS confirmed availability of space for the cargo vide mail to AC, Special Disposal Cell (SDC), but progress has since stalled at the level of SDC.

Discussion: The representative reported that despite regular follow-up, no definitive response has been received from SDC.

Direction of the Chair: The Chair directed that the matter be handed over to the Custodian, in coordination with SDC, for expeditious disposal by auction, with full details to be furnished to his office.

(Sponsored by CCHAA)

Issue: Under extant instructions, a test report for a given importer/exporter and item is valid for six months. Presently, re-testing is being insisted upon for most consignments at the local Faceless Assessment Group (FAG), notwithstanding the six-month validity.

Discussion: The stakeholder stated that the issue had been raised at the last CCFC meeting as well, and that re-testing continues to be insisted upon at the local FAG despite a valid test report

being available.

Direction of the Chair: The stakeholder was advised to furnish specific case details for examination.

Note: Agenda points received from NACFS regarding movement of export cargo with LEO granted at ICD Durgapur to all Kolkata CFS, direct transmission of Export Transshipment Permits (ETP) to the concerned ICD etc. were deferred to the next CCFC meeting for elaboration by the stakeholder, in view of a personal exigency on the representative's part.

7.The meeting concluded with a vote of thanks to the Chair.

This issues with the approval of the competent authority.

DEBASHIS CHOWDHURY
ASSISTANT COMMISSIONER
Chief Commissioner's Office
Kolkata Customs Zone

Copy to:

1. Sr. PS to Pr. Chief Commissioner of Customs, Kolkata.
2. P.S. to Pr. Commissioner of Customs (A&A)/ Pr. Commissioner of Customs (Port)/ Pr. Commissioner of Customs (Prev.), West Bengal.
3. All Additional/Joint Commissioner of Customs (Port/A&A/CCP)
4. All the Stakeholders
5. DC/AC (EDI) for uploading on Kolkata Customs Web Page