



भारतसरकार/ GOVERNMENT OF INDIA  
वित्तमंत्रालय/ MINISTRY OF FINANCE  
राजस्वविभाग /DEPARTMENT OF REVENUE  
सीमाशुल्कआयुक्तकाकार्यालय /OFFICE OF THE COMMISSIONER OF CUSTOMS  
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F. No. S/99-180/2017-Appg

Date :- 11.10.2021

**MINUTES OF THE COMBINED CCFC & TFC MEETING HELD ON 07.09.2021**

The combined meeting of Customs Clearance Facilitation Committee (CCFC) and Trade Facilitation Committee (TFC) was held on 07.09.2021 at 03.00 P.M. via video conferencing under the Chairmanship of Shri V. Soundararajan, Commissioner of Customs, Goa.

2. The following representatives of Trade/Facilitators attended the meeting:

Sr. No	Name (Shri./Smt.)	Member/Representative of	Designation
1.	Mario Furtado	Furtado & Co.	Customs Broker
2.	Mario Leitao	J.A.F. Leitao & Co.	Partner
3.	Manzoom Sheikh	Capricorn Logistics Pvt. Ltd.	Sr. Vice President
4.	Satyajit Bhattacharjee	Goa Air Cargo Association	Founder/Secretary
5.	Premanand Dhumskar	MPT	ATM Gr. I
6.	Abhijeet	AAICLAS	JE (Cargo)
7.	Kaustubh Kamat	Keshav N. Kamat & Co.	Customs Broker
8.	Amit Kamat	Kamat & Co.	Customs Broker
9.	Paresh Kolvankar	Capricorn Logistics Pvt. Ltd.	Customs Broker
10.	Vinod Gupta	CONCOR	Traffic Manager

In addition to the above members, as the meeting was conducted online, representatives from other stakeholders of CCFC & TFC also joined the meeting vide the url/link shared to the Trade.

3. The Department was represented by the following officers:

Sr. No.	Name of the Officer (Sh./Smt.)	Designation
1.	Mahabir Singh Meena	Joint Commissioner
2.	Juliet Fernandes	Assistant Commissioner (Appg.)
3.	SaashaVishwasrao	Superintendent
4.	Shankar Naik	Appraiser
5.	Kasbe Mukesh Uttam	Appraiser



4. At the outset, the Chairman welcomed all the participating members and thanked everyone for joining the meeting through online mode during the pandemic time.

5. The compliance of previous CCFC & TFC meeting held on 06.11.2020 was discussed first.

6. Smt. Saesha Vishwasrao, Superintendent presented the agenda points for discussion. The following issues were discussed:

a) **Points sponsored by Goa Air Cargo Association (GACA).**

**Point 1 :** Although the permission has been granted to AAICLAS as custodian for Exim cargo, still no appraiser posted for inspection of cargo; that after upgradation of software, the system is automatically asking for physical inspection of goods for EOU shipments as well. Hence, if staff is not posted at the Airport, the clearance of the shipments will get affected resulting in diverting the Air cargo to other ports due to current problems.

**Decision :** The Chairman informed that the working strength of the appraisers is now improving and assured that an appraiser will be posted to Air Cargo shortly.

**Point 2 :** Since last 10 TFC meetings it has been assured that a Line printer will be installed at the Dabolim Airport which has not happened. A committed date to sort out this issue is required.

**Decision :-** On being requested by the chairman, the AAI representative in this regard informed that the issue will be resolved shortly.

**Point 3 :** Airlines whoever received the permission towards acceptance of cargo, Goa is the only station where permission time frame is either 1 or 2 years. It is requested to extend the time frame to a minimum of 5 years for scheduled international airlines like other stations.

**Decision:** The Chairman informed that no such proposal has been received in this office by any of the Airlines. However, requested the GACA to make a separate representation in this regard to the Customs and the matter will be re-visited.

**Point 4 :** AAI should be asked to notify the area for import cargo clearances which is long pending.

**Decision :-** The AAI representative informed that the efforts are being made and assured that the same will be done shortly.

**Point 5 :** Goa is having average 1 ton of courier shipments and the couriers are getting delayed moving via other ports and Dabolim Airport doesn't have the courier cell, Therefore on behalf of GACA it is requested to expedite the process of Courier Cell.

**Decision:** The Chairman requested GACA to make a representation in this regard to the AAI and requested the AAI to take up this matter to their higher authority. Further, the Chairman informed that the FPO, Panaji, is currently dealing with export parcels and this option can also be exercised.



**Point 6 :** Due to termination of permission of bonded trucking, the Trade is facing challenges of onward connection by using other ports as gateway and therefore, it is requested to reconsider the terms of Export bonded trucking.

**Decision :-** The Chairman informed that currently M/s Oscar Freight is providing Bonded Trucking Services in Goa. It is further informed that if any such proposal in respect of Bonded trucking service is received, the same will be looked into.

**b) Points Sponsored by Goa Custom Brokers Association**

**Point 1: Passed For Shipment Formalities:** It is only at Marmagoa Port, that it is insisted the Passed For Shipment formalities have to be compiled with by the Custom Broker, for the consignments to be loaded on to the vessel for Export. However, Section 40 of the Customs Act, 1962 is quite clear that the onus is on the Shipping Company or the Vessel Agent to ensure that this formality is complied with and it is not at all in the domain of the Custom Broker; that at no port except Marmagoa Port a Custom Broker obtains a Passed for Shipment endorsement from the Proper Officer. It is the shipping company's or the vessel's agent, who complies with this formality; that after the LEO is obtained the Custom Broker submits the Shipping Bill to the shipping line. Thereafter, he has no role to play. Hence a public notice making the shipping lines, vessel agents responsible for complying with this formality is required to be issued.

**Decision :** The Chairman referred to the Section 40 of the Customs Act, 1962 and informed that there is no such statutory responsibility upon the Customs Broker and also the Department is not insisting the Customs Broker for doing the same. The Chairman accordingly informed that there is no need to issue a Public Notice in this regard.

**Point 2 : Availability and Operationalisation of Offices of Allied Agencies:** It needs to be ensured that offices of Allied Agencies are available and operational at Marmagoa Port so that all types of consignments, which require clearance/approval of allied agencies can be imported. Further Customs being the nodal agency under the Single Window System, the Department should take up the matter with CBIC and further concerned Ministries to ensure that all the Allied Agencies are on board at this Customs Station i.e. Marmagoa, being a major port, which is capable of handling all types of commodities. Testing facilities that is laboratories, accredited by the Govt. to test the samples should be present and operational in Goa for this purpose.

**Decision :-** The Chairman informed that the Allied Agencies using FSSAI, ADC, PQ etc. are available at the station. However, in respect of Animal Quarantine, this office will forward the proposal requesting to set up the AQ office at Goa.

**Point 3 : Non-availability of Forklift in the port area:** MPT earlier used to provide forklifts on a charge for an hourly basis for customs examination. It has been long since MPT has discontinued this as they have done away with all their forklifts. Consequently if a consignment is selected for examination by the EDI system, we have to source a forklift from private operators, where the total cost i.e. to and fro movement of the forklift, plus the hire charges work out to Rs.10,000/- Now this is a huge cost as compared to other ports, where



this work can be completed at a cost of Rs.500/- to Rs.750/- . Even when MPT used to provide forklift on an hourly basis, the cost used to be in the range of Rs.1,200/- to Rs.1,500/- which was still workable. Such high costs ultimately increase the transaction cost and the transaction time (as it takes one day to mobilize the forklift), which discourages the Trade from using this port for their imports. Since Commissioner of Customs - Marmagoa is a Trustee on the Board of Trustees of MPT, he is requested to prevail on MPT by escalating this matter to Chairman - MPT, that since Mormugao Port Trust is a Major Port Trust expected to handle all types of cargo, it is incumbent on the Port Trust to possess facilities and equipments in an operational stage for handling all types of cargo.

**Decision :** The Chairman referred to HCCAR, 2009 and informed that as the matter is long pending, the same will be taken up on a priority with the MPT authorities. Further, in this regard, MPT being the Custodian, informed that they are having 02 nos. of Forklift, of which one is not in working condition and the other one is functional. MPT also informed that the charges for the use of Forklift is Rs. 1150/- per hour. Further, in respect of Stalker, the Chairman informed that the matter will be taken up with the MPT.

**Point 4 : New officers posted and allocation of work amongst officers:** We are all aware that new officers have been posted from Hyderabad to Goa Customs. We understand that these officers have no previous experience of Customs as they are from an Excise background. However there are officers at Custom House, Marmagoa with a background of Customs. As such, it is our humble suggestion that crucial functions like appraising, import/export department, examination should be retained with the existing officers who have customs background or else there should be a mix of present and new officers for the aforesaid functions, where the officers with background of customs get major allotment. Once the new officers who are posted get experience in due course of time, the allotment can be done equally. Similarly for appraising as well as for examination, a number of officers could be posted, dividing responsibilities between them such as Group and Shed, which could be further divided into import and export and yet further divided chapter-wise (i.e. of the Customs Tariff). It may please be noted that this is purely our suggestion in the interest of Trade. We have no intention whatsoever to interfere with the administrative functions of the department.

**Decision:** The chairman informed that this is an Administrative matter and assured that the work will not be hampered. Further, the Chairman assured that sufficient number of officer i.e. Appraisers and Examiners will be posted shortly in respect of all important sections.

**Point 5 : Only a few Custom Brokers are Members of CCFC:** It is observed that only a few custom brokers are on the list of members of CCFC, while other custom brokers are missing in the list. It is requested that their names be included in the list of members of CCFC.

**Reply :** The Chairman assured that all the members will be included for the subsequent CCFC & TFC meetings.



c) **Points Sponsored by M/s Capricon Logistics :**

**Point 1 :** Bonded trucking charges from GOI-BOM are very high as there is only one bonded cargo transporter.

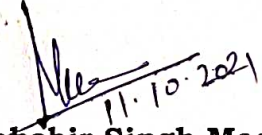
**Reply :-** The Chairman informed that if any new proposal in respect of Bonded trucking services is received, the same will be considered.

**Point 2 :** Few Airlines are registered at Goa customs because of which the shipments Ex- GOI to specific destinations are affected.

**& Point 3:** If opted for transshipment option, the local Airlines at Goa wants the origin to be specified as GOI on MAWB and Airlines at BOM needs the origin to be mentioned as BOM on MAWB.

**Reply:-** The Chairman informed that if any proposal received in this regard, the same will be taken up with the airlines.

The Chairman, while concluding, thanked all the representatives of various agencies for their active participation.

  
(Mahabir Singh Meena)

Joint Commissioner of Customs, Goa

To,

All Concerned by email.

Copy to :

1. The Commissioner of Customs, Goa
2. The Joint Commissioner of Customs, Goa (Appg.)
3. The Commissioner of Customs, Goa (P)
4. All Acs
5. Notice Board
6. Website
7. Goa Customs Broker Association
8. Office copy