

	<p style="text-align: center;">मुख्य आयुक्त सीमा शुल्क का कार्यालय OFFICE OF THE CHIEF COMMISSIONER OF CUSTOMS मुंबई जोन- I, दूसरी मंज़िल, नवीन सीमा शुल्क भवन, बेलार्ड इस्टेट, MUMBAI ZONE-I, 2nd FLOOR, NEW CUSTOM HOUSE, BALLARD ESTATE, मुंबई/ MUMBAI-400 001 दूरभाष स/ Phone No.022-2262 0091 Email: ccu-cusmum1@nic.in</p>
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24-01-2025

MINUTES OF THE ELEVENTH MEETING OF NATIONAL ASSESSMENT CENTRE (AUTOMOBILE AND INSTRUMENTS & MISCELLANEOUS PRODUCTS) HELD ON 08.01.2025 AT 03:30 PM

The 11th review meeting of the NAC – “Automobile and Instruments & Miscellaneous Products” was conducted via online mode under the Chairmanship of Shri Nitish K. Sinha, Chief Commissioner of Customs, Mumbai Customs Zone-1 and Convenor of the said NAC, with the Nodal Pr. Commissioners/Commissioners, Additional/Joint Commissioners FAG Officers, NCTC representative etc. on 08.01.2025 at 3:30 pm.

2. The list of attendees is as per the attached Annexure-I.
3. At the outset, the Convenor welcomed all the members present and mentioned that a greater emphasis is now being laid by the Board in various meetings from time to time on all NAC group Convenors for close monitoring of their NAC members' performance on various criteria.
4. The Chair asked Shri Amitkumar Nikalje, Joint Commissioner, CCO, Mumbai Customs Zone-I to take the meeting ahead with respect to the points discussed in previous meeting, action taken on those points, agenda points for this meeting and review of performance of this NAC on various parameters. Shri Amitkumar Nikalje proceeded with the action taken on agenda points of previous NAC meeting and instructions received from the Board as part of the Minutes of CC Conference, held on 30.09.2024 at Hyderabad, as below.

4.1 It was instructed that the faceless Bills of Entry be promptly acted upon. The Convenors were asked to set daily targets for each FAG site and monitor the progress closely. It was further instructed if a Bill of Entry remains unattended for extended period, it will be reassigned to the FAG site with least workload. Additionally, queries should be regularly

monitored by Convenors to ensure timely resolution and efficient management of the process.

In response to this, it was informed that ICES system allots and displays daily targets of Bills of Entry on the screen of the assessing officers and queries are being regularly monitored in every NAC meeting. Further, it was also stated that reassignment of Bills of Entry is being taken up with DG Systems. The Chair stated that the revision in the targets of Bills of Entry is being discussed with DG Systems and also directed all members to ensure that daily targets set by ICES are invariably met with.

Action: NAC Convenor & All NAC members

4.2 It was instructed that RMS examination orders need to be tailored to provide more specific guidance based on the description and classification of goods. NCTC and NACs to conduct thorough review and refinement of these standardised examination orders. Assessing officers have been asked to strictly adhere to and follow the guidelines with respect to RMS standardization examination orders mentioned in Circular No. 16/2022-Cus dated 29.08.2022 to ensure consistency and accuracy in examination process.

In previous meeting, NAC's Working Group on Restrictions & Prohibitions and Co-ordination with PGAs & NCTC, formed by the Public Notice 16/2024 dated 26.09.2024 of this Zone, was asked to discuss the matter with NCTC and present their recommendation in the next meeting of the NAC. However, no reply had been received till date. The Chair nominated Pr. Commissioner/Commissioner of Customs (Kolkata) to head the Working Group D and to submit the feedback to this office within two weeks. Shri Gautam Kumar, ADC, Customs, Kolkata acknowledged the direction given by the Chair. The Chair further nominated heads of all the 05 Working Groups as mentioned in Annexure II.

Action: Pr. Commissioner, Kolkata

4.3 In the previous meeting, the Chair had asked the members for suggestions to improve the facilitation of Bills of Entry, for bringing down percentage of queries and reducing the assessment time.

With respect to Bills of Entry requiring compulsory 1st Check i.e.

with respect to import of second hand and re-imported goods, Joint Director, NCTC was asked to look into the issue whether ICES system could automatically forward the Bills of Entry for examination instead of sending it first to FAGs for assessment as to reduce the dwell time. Thereafter, the Chair had directed Commissioner of Customs, Import I, Mumbai Zone-I and Commissioner of Customs, NS-V, Nhava Sheva to work together and share their feedback with NAC and NCTC and also provide a reference to be made to the DG Systems under intimation to the Board before the next meeting of NAC.

Replying to this, Shri Vivek Pandey, Commissioner of Customs, Import I, Mumbai Zone-I submitted that feedback has been received from NCTC wherein it is stated that Bills of Entry are already being routed directly to examination wherever compulsory 1st check is requested by the importer. He further submitted that in cases also where the importer has not requested 1st check but it is apparent from the details of Bill of entry that the goods are old and used / second hand, the RMS interdicts such consignments in line with Board's instructions. Adding to this, Shri Sonal Bajaj, Commissioner of Customs NS-V, Nhava Sheva mentioned that although they have received feedback from NCTC, yet there have been instances where some Bills of Entry requested for 1st check have not been routed directly to examination. Shri Vasishtha Chaudhary, Commissioner, Patparganj, Delhi Zone mentioned that the segregation of Bills of Entry for sending to examination is a continuous process which requires regular refinements for up-gradations and its work is in progress. The Chair acknowledged the nature of the process and directed Commissioner of Customs, Import I, Mumbai Zone-I to co-ordinate with other members and take inputs on this and submit the findings to the Convenor's office in two weeks' time. It was further asked to all the members to collate data and come up with specific instances in the recent past where RMS has not interdicted 1st check Bills of Entry properly and to send it to the Commissioner of Customs, Import I, Mumbai Zone-I. Shri Yogesh Loke, NCTC mentioned that inputs from NAC members are welcomed so as to identify newer CTHs where importers are invariably requesting 1st check and incorporate those CTHs into the system.

Action: Commissioner of Customs, Import I, Mumbai Zone-I, All NAC members

4.4 In the previous meeting, with respect to Provisional Assessments, the Chair had requested Commissioner, Chennai (Sea) and Commissioner, ICD, PPG to undertake a detailed analysis about the high number of provisional bills of entry and to submit a detailed report at the earliest. However, no report had been submitted in this regard. Responding to this, Commissioner of Customs, Chennai (Sea), mentioned that individual members can access the subject data related to their jurisdictional ports only whereas NAC may get the data of all the ports directly from DG Systems. It was also mentioned that most of the provisional Bills of Entry pertain to automobile manufacturing companies and there have been investigations with respect to relationship aspects between the companies. The Chair acknowledged the same and suggested that a one-time exercise may be undertaken wherein subject data of few bigger ports may be analysed so as to have a clear picture whether SVB investigations are the main reason behind high number of provisional bills of entry. In line with this, Commissioner of Customs, Chennai (Sea) and Commissioner of Customs, ICD, Patparganj were requested to identify the data fields, share a format with relevant NAC members, and Commissioner of Customs, Chennai (Sea) was requested to present the findings of exercise and course corrections, if required, in the next meeting.

Action: Commissioner of Customs, Chennai (Sea) and Commissioner of Customs, ICD, Patparganj

4.5 In the previous meeting, the Chair directed the Working Group on Classification under NAC to submit a report whether Nitrogen Oxide sensors should be classified under CTH 90271000 i.e. 'Gas or Smoke Analysis apparatus', or under CTH 90318000 i.e. Other instruments, appliances, and machines not specified or included elsewhere in Chapter 90. However, no report had been received till date. Responding to this, Shri Sonal Bajaj, Commissioner of Customs, NS-V, Nhava Sheva mentioned that the comments have been requested from various locations handling the subject goods, however, no reply has been received till date. On being asked, Shri Yogesh Loke, JD, NCTC informed that subject case was recently reflected in DIGIT database and CTH 90271000 bears a higher BCD rate, hence view from the NAC was sought before incorporating the changes at the national. The Chair requested all the members of Working Group on Classification to send the comments/views in the subject case to Commissioner of Customs, NS-V, Nhava Sheva who

shall collate and forward the data to the Convenors Office within two weeks.

Action: Working Group on Classification and Commissioner of Customs,
NS-V, Nhava Sheva

4.6 In the previous meeting, discussion was held on the issue of difficulties faced in the implementation of CBIC's Instruction No. 28/2023 dated 12.12.2023 regarding random sampling of LED products and delay in clearance. In this regard, the Chair had requested NCTC to enquire whether the previous test report was enough for giving clearance. However, no reply has been received so far. Responding to this, Shri Yogesh Loke, JD, NCTC mentioned that there are two approaches in this respect. In first approach, if an importer has a BIS certificate and previous samples were found correct on sampling, the importer shall be de-selected from the requirement of drawl of samples. The second approach entails the reduction in percentage of intervention, modification of instructions where re-testing of samples is not required if the importer has valid test reports of past 3/6 months. He also mentioned that the second approach shall be undertaken in case first approach consumes time. Further, it was stated that work for both of these approaches are in progress and the first approach is not just limited to LED products but also to other products in general where frequent testing is mandated. The Chair noted the submissions made by NCTC as satisfactory and asked the members to sponsor points related to this discussion if these arise in future.

Action: Point Closed

5. Thereafter, discussions were held on the agenda points sponsored by the Convenor and various members of NAC as follows:

5.1 ICD, Patparganj submitted that trade bodies have raised the issue for delay in assessment of BOEs as and when FAG officer is on leave. Accordingly, VDC may be sensitized to allocate such BE to link officer on daily basis. Further, Commissioner of Customs, ICD PPG elaborated that barring a few incidents where the charge transfer did not take place due to technical glitches in the system, the BOEs are automatically transferred to the link officer if the assessing officer is on leave. The Chair directed all the members to ensure that there are arrangements in place where charge is transferred to the link officer, even in cases of technical glitches in the

system, when an assessing officer is on leave so that work doesn't suffer. It was further directed to have some specific inputs in the next meeting so that the issue can be examined in detail and proper solutions are adopted.

Action: ICD PPG, All NAC members.

5.2 The Convenors' office has submitted that the CBIC vide letter F. No. 450/26/2019-Cus.IV(Pt.) dated 02.12.2024 directed NAC Convenor to set up a separate cell within their zone which shall act as a mini secretariat to handle the work assigned to NAC and for collation and co-ordination. To this effect, the Chair appointed Shri Amitkumar Niklaje, Joint Commissioner, CCO Mumbai Zone-I to head the mini secretariat. For the purpose of better collation and co-ordination, the Chair further asked all NAC members to nominate a nodal officer of the rank of AC/DC as a single point contact for NAC related matters. The details of nominated officer shall be intimated to this office within a week in the format as under:

S.No	Name of the officer	Designation	Mobile No.	Gov. Id

Action: All NAC members

5.3 The NAC Convenor proposed to appoint the Chair of the Working Groups which have been formed by Public Notification No. 16/2024 dated 26.09.2024. The Public Notice and the nomination table for the appointment of Chair of each Working Group is enclosed in Annexure II.

Action: Point closed

5.4 The Convenors' office has submitted that the CBIC vide letter F.No. 450/26/2019-Cus.IV(Pt.) dated 02.12.2024 states that NACs should have structured periodic coordination meetings with DRI, DGGI, DGoV, DGARM, NACIN, DGTS, DG Audit/Audit Commissionerates and DG System as intended in Circular No. 40/2020-Customs dated 04.09.2020. The Chair asked members to provide suggestions in this matter and ascertain the feasibility of representation from various organisations in the meeting. Responding to this, Commissioner of Customs, ICD PPG mentioned that meeting invitation may be sent to the said organisations and the same shall be kept optional unless any organisation is specifically

concerned with any point to be raised in the meeting. The Chair welcomed and took note of the suggestion. All the members were also encouraged to raise issues / agenda points and come up with suggestions for improvements in all areas of work pertaining to the working of this NAC.

Action: Point closed

5.5 The Convenors' office submitted that the CBIC vide letter F.No. 450/26/2019-Cus.IV(Pt.) dated 02.12.2024 mentions that Ports of Import may be advised to compile on monthly basis, the list of (i) the audit objections (ii) orders passed by the advance ruling authorities (iii) orders passed by any legal fora and (iv) any other divergent practices found and forward them to NAC for review. In this regard, this office has made the Annexures A, B and C for reporting and has shared these with all members. The Chair mentioned that the Board has also entrusted Mumbai Customs Zone-I to develop a repository of all compliance related documentation concerning a particular NAC meeting. The concept paper in this regard is being developed for taking up with the Board. Further, a real time MIS where the pending B/Es going to FAG, among other important aspects, can be tracked by the senior officials is being discussed. The Chair asked the members to share their inputs with respect to the formats mentioned in Annexures within two weeks so that their views can be incorporated before presenting the data to the Board.

Action: All NAC Members

6. In continuation of the meeting and with permission of the Chair, Shri Amitkumar Nikalje, JC CCO Mumbai Zone-I shared a presentation on query analysis, dwell time and other aspects of faceless assessment. It was also mentioned that in order to have a better representative picture about data, Bills of entry filed were taken for a longer period (01.01.2024 - 30.11.2024) and compared with those filed in the last month i.e. 01.12.2024 – 31.12.2024. Also, the fields based on percentage of 1st query have been colour coded as below:

- a.) Percentage of 1st query <10 % coded in green colour,
- b.) Percentage of 1st query between 10%-20% coded in yellow colour,
- c.) Percentage of 1st query > 20% coded in red colour.

6.1 The average 1st query percentage for all the nodal ports in FAG 5B

(Vehicles) for the period 01.01.2024-30.11.2024 was below 14%, however, percentage of 1st query was more than 20% for Chennai (INMAA1) and Garahi Harsaru (INGHR6) and were in red zone. Responding to this, Commissioner, Chennai (INMAA1) informed that most of the cases of 1st query arise due to classification issue wherein the importers differ from the stance already decided by local Custom authorities. The Chair requested Commissioner, Chennai (INMAA1) to submit a reference to this office in this regard so that the same could be taken up with Board for the sake of having uniformity and standardisation in respect of classification across various Customs jurisdictions.

Action: Commissioner, Chennai (INMAA1)

6.2 The average percentage of 1st query for all the nodal ports in FAG 5F (Aircrafts) for the period 01.01.2024-30.11.2024 was close to 6% with none of the FAG location being in red, however, Cochin (INCOK1) was in red zone for last month (01.12.2024 to 30.12.2024). Commissioner of Customs (INCOK1) inter alia stated that the query percentage is high because of the technical nature of the goods, non-submission of certain invoices from trade side and presence of a common systematic issue where goods have not been identified to the satisfaction of AC/DC. The Chair directed to have discussion with the officers as well as trade so that issues which lead to arising of queries are sorted.

6.3 The 1st query percentage for ports i.e. Ahmedabad (INALA1) and Mumbai-I (INBOM1) in FAG 5S (Vessels) for the period 01.01.2024-30.11.2024 was on the higher side. In this regard, Commissioner, Import-I, Mumbai mentioned that the 1st query percentage remains high owing to the greater scrutiny in the classification on general and specialised vessels. The Chair directed to delve deeper into the classification issues and engage in a more proactive manner with the trade. Commissioner of Customs, Ahmedabad (INALA1) mentioned that the data in the Advait seems to be inflated with respect to that from the EDI. The Chair asked representatives from both the ports to cross check the data and submit it with supporting documents so that it may be taken up in the next meeting. It was also observed that out of the three nodal ports, Kakinada (INKAK1) has not received any Bill of entry since 01.01.2024. In this regard, Assistant Commissioner of Customs, Kakinada (INKAK1) mentioned that despite posting of officers, the Bills of entry are not being assigned to the

concerned FAG location in Kakinada port. On this Shri Yogesh Loke JD NCTC, mentioned that issue might pertain to ICES. The Chair asked the Convenor's office to verify with the concerned authority in this matter and take corrective measures.

Action: NAC Convenor's office

6.4 The average percentage of 1st query for all the nodal ports in FAG 5I (Instruments and Apparatus) for 01.01.2024 to 30.12.2024 was in the either yellow or red zone. The Chair pointed out the high percentage of 3rd query for Delhi ACC (INDEL4) and high number of 1st query percentage at Chennai ACC (INMAA4) and Mumbai-II (INNSA1). Responding to this, Additional Commissioner (INDEL4) acknowledged that the numbers are high and a deeper study of the reasons behind shall be undertaken before next meeting. The Chair directed all to take all the efforts to minimize the percentage of query especially that of 3rd query. Hence, it was suggested to note the matter and have a look into it.

Action: All NAC members

6.5 The average percentage of 1st query for all the nodal ports in FAG 6 (Miscellaneous products/project imports) for both the periods was on the higher end of around 20%. Responding to this, Additional Commissioner (INDEL4) mentioned that the number is high owing to the import of rifles requiring certification from Rifle Association of India, and clerical errors at the time of filing the Bill of entry. It was also mentioned that the issues have been identified and discussions with trade are being held for taking corrective steps in future. The Chair suggested to develop a SOP, if needed, and guide trade for better compliance. The Chair also asked all the nodal ports in FAG 6 to take note of the performance which are in red and yellow zone, and to make efforts to lower the overall percentage of queries in future.

Action: INCCU1, INBOM1, INHYD4, INMAA1, INCOK1, INBLR4, INBOM4 and INDEL4

7. In continuation of the presentation, Shri Amitkumar Nikalje, JC, CCO Mumbai Zone-I shared the data analysis of the assessment time related to various FAGs for the period (01.01.2024-30.11.2024) and (01.12.2024 - 31.12.2024). It was also pointed out that as per the latest

Citizen's Charter, the bills of entry are to be assessed within 48 hours in sea ports and 24 hours in Air Cargo. Hence, the areas based on time taken for assessment of Bills of entry have been colour coded as below:

a) green, where Bills of entry assessed within 8 hours and their percentage > 50%,

b) yellow, where Bills of entry assessed within 8 hours >40% and < 50% and

c) red, where assessment time is > 72 hours or percentage of Bills of entry assessed within 8 hours <40%

7.1 With respect to all the nodal ports for FAG 5B (Vehicles), the average percentage of Bills of entry assessed within 8 hours was roughly same at around 58% for both the time periods. Whereas, the number of Bills of entry in red has increased. The Chair expressed concern at the data and pointed out high percentage of bills of entry where assessment time is greater than 72 hours. in Mumbai II (INNSA1). Responding to this, Commissioner, NS-V, Mumbai Zone II mentioned that the assessment time for all the Bills of entry is high across FAGs 5B, 5S, 5F and 5I owing to the high number of 1st check occurring on one particular date i.e. 14.12.2024. The Chair enquired the reason behind this particular occurrence and it was stated by Shri Sonal Bajaj that the details in this regard were being gathered which shall shortly intimated to the Convenor's office.

7.2 With respect to all the nodal ports for FAG 5F (Aircrafts), the average percentage of Bills of entry assessed within 8 hours was 70% for the period 01.01.2024 – 30.11.2024 and 63% for the last month. The average percentage of Bills of entry in the red zone was around 10% for the period 01.01.2024 – 30.11.2024 and around 16% for the last month. Cochin sea (INCOK1) has the highest percentage of Bills of entry where assessment time was greater than 72 hours. Responding to this, Commissioner (INCOK1) stated that the replies of queries raised in a couple of Bills of entry were received after a long time, which raised the average assessment time.

7.3 With respect to all the nodal ports for FAG 5S (Vessels), the average percentage of Bills of entry assessed within 8 hours was around 37% for the period 01.01.2024 – 30.11.2024 and around 14% for the last month. The Chair expressed that the data was concerning and also directed Mumbai-I (INBOM1) to take immediate corrective measures to improve the

assessment time.

7.4 With respect to all the nodal ports for FAG 5I (Instruments and Apparatus), the average percentage of Bills of entry assessed within 8 hours was around 60% for the period 01.01.2024 – 30.11.2024 and around 47% for the last month. The average percentage of Bills of entry in the red was around 20% for the period 01.01.2024 – 30.11.2024 and around 25% for the last month. The Chair pointed out the high percentage of Bills of entry in the red in Mumbai-II (INNSA1).

7.5 With respect to all the nodal ports for FAG 6 (Miscellaneous Products/Project Imports), the average percentage of Bills of entry assessed within 8 hours was around 61% for the period 01.01.2024 – 30.11.2024 and around 55% for the last month. The average percentage of Bills of entry in the red zone was around 15% for the period 01.01.2024 – 30.11.2024 and around 12% for the last month.

7.6 In view of the above, the Chair asked all the members to take note and abide by the time limits mentioned as per the revised Citizen's Charter so as to bring down the assessment time to the minimum possible. The Chair asked all the member ports of the concerned FAG to make efforts in bringing down the average percentage of Bills of entry in the red close to 10 % and then improve upon this further. The Chair further asked Joint Director, NCTC to fine tune the 1st check requirements in the system while taking note of the general observation that assessments get delayed when NCTC implements interdictions.

Action: All NAC Members and NCTC

8 . In continuation of the presentation, Shri Amitkumar Nikalje, JC CCO Mumbai Zone-I shared the data analysis of the Bills of entry pushed back to Port of Assessment (PAG) related to various Groups for the period 01.01.2024-30.11.2024 and 01.12.2024 - 31.12.2024. The areas based on the total Bills of entry pushed to PAG as a percentage of total Bills of entry have been colour coded as below:

- a.) green, where such percentage is < 2%,
- b.) yellow, where such percentage is 2-5%, and
- c.) red, where such percentage is > 5%

8.1 With respect to Group 5B (Vehicles), the average percentage of Bills

of entry pushed back to PAG was in the red only for Chennai sea (INMAA1) for the period 01.01.2024 – 30.11.2024. Mumbai-I (INBOM1) and Chennai sea (INMAA1) was in red zone for the past month's period. The Chair asked Commissioner, Mumbai-I (INBOM1) and Chennai sea (INMAA1) to examine the matter and discuss before next meeting.

Action: Mumbai-I (INBOM1) and Chennai Sea (INMAA1)

8.2 With respect to Group 5F (Aircrafts), the average percentage of Bills of entry pushed back to PAG was in the red zone only for Cochin (INCOK1) for the period 01.01.2024 – 30.11.2024. Responding to this, Commissioner (INCOK1) mentioned that the cases pertain to re-imported goods after repair and this requires to and fro freight fares to be included in the transactional value. Also, owing to generic incorrect classification of certain items, the concerned Bills of entry were required to be pushed back to PAG. It was further mentioned that though these cases appear genuine, more efforts would be taken to improve in this area. The Chair acknowledged the response and asked to implement local improvements, where required.

8.3 With respect to Group 5S (Vessels), the average percentage of Bills of entry pushed back to PAG was in the red zone only for Mumbai-I (INBOM1) for the last month period. Responding to this, Shri Nidhish Singhal, JC, Import-I, Mumbai Zone-I mentioned that as per a recent notification issued by DGFT in the last month, the importers are required to submit a license for import of few goods falling under chapter 89. Further, it was brought to the notice of the Chair that the issue is being taken up with the DGFT by importers as well. The Chair asked to examine the matter and submit the details.

Action: Mumbai-I (INBOM1)

8.4 With respect to Group 5I (Instruments and Apparatus), the average percentage of Bills of entry pushed back to PAG was in the red zone only for Bengaluru (INBLR4) for the period 01.01.2024–30.11.2024. The Chair directed Additional Commissioner, Bengaluru (INBLR4) to examine the issue and submit the explanation shortly.

Action: Bengaluru (INBLR4)

8.5 With respect to Group 6 (Miscellaneous Products/Project Imports),

the average percentage of Bills of entry pushed back to PAG were low for all of the FAG locations. The Chair acknowledged the same.

9. In the respect of number of Bills of entry given 1st check examination order in FAG, the Chair asked all the members to check their respective data vis-à-vis the average values as provided in the presentation pertaining to different FAGs and take efforts to attain the same.

10. Further, in the presentation, FAG targets & achievements and number of AEM (Anonymized Escalation Mechanism) resolved data was presented for the period 01.01.2024 – 30.11.2024 were shared. It was pointed out that this office is yet to receive data from 06 FAG locations (INALA1, INBRC6, INMAA4, INHYD4, INDEL4 and INWFD6). The Chair instructed that the relevant data be sent within two days. Further, the Chair also applauded the zones where targets were met and asked the remaining zones to come up with better performances in future. Further, the Chair also applauded the zones where 100% disposal of grievances has been achieved.

Action: INALA1, INBRC6, INMAA4, INHYD4, INDEL4 and INWFD6

11. The Chair highlighted the enhanced attention being paid by the Board to the functioning of the NACs and for regular assessment of the work done by all the Zones and Commissionerates. He once again requested that all pending data, reports and inputs should be sent within the specified timelines. As there were no further points for discussion, the meeting ended with a vote of thanks.

This issues with the approval of Convenor of NAC (Automobile and Instruments & Miscellaneous Products).

Encl: Annexure-I (List of Attendees).

Annexure-II (PN & Working Groups and respective Heads).

Annexures A, B, C.

AMITKUMAR NIKALJE

JOINT COMMISSIONER
CCO, Zone-I, Mumbai.

Copy to:

1. Under Secretary, Customs IV, CBIC, New Delhi.
2. All Nodal Pr. Commissioner/Commissioner of NAC (Automobile and Instruments & Miscellaneous Products).

Annexure-I

List of attendees

Sr. No.	Name of the Nodal Officers (S/Shri/Ms.)	Designation & Office
1	Ajazuddin	Pr. Commissioner, Air Cargo, Hyderabad
2	Debashish Sahu	Pr. Commissioner, Air Cargo, Bengaluru
3	Dheeraj Rastogi	Pr. Commissioner, Air Cargo, Delhi
4	Sonal Bajaj	Commissioner, Nhava Sheva (NS-V)
5	Vasishtha Chaudhary	Commissioner, Patparganj, Delhi Zone
6	Gurkaran Singh Bains	Commissioner of Customs, Cochin, Thiruvananthpuram, Cochin Sea
7	K.S.V.V. Prasad	Commissioner, Chennai-II (Import)
8	Dheerendra Lal	Commissioner (P), Jamnagar, Ahmedabad Zone
9	Vivek Pandey	Commissioner, Mumbai Zone -1
10	Yashodhan A. Wanage	Commissioner, Pune Zone
11	Amitkumar Nikalje	Joint Commissioner, CCO, Mumbai Zone-I
12	D S Sangeeta	Additional Commissioner, Air Cargo, Chennai
13	Sukhveer Singh Ahuja	Additional Commissioner, Calcutta (Sea)
14	K K Prasad	Additional Commissioner, NS V, Nhava Sheva
15	Nidhish Vinayak Singhal	Jt. Commissioner, Import-I, Mumbai Zone-I
16	Yogesh Loke	Joint Director, NCTC, Mumbai

17	G. Ramkrishnan Raju Yadav	Additional Commissioner, Kakinada Vishakhapatnam Zone
18	P. Senthil Kumar	Joint Commissioner, Cochin Customs
19	Nimishamba C.P.	Deputy Commissioner, ICD, Bengaluru
20	Girish Vadassery	Deputy Commissioner, CCO, Mumbai Customs Zone-I
21	K. Manjappan	Assistant Commissioner, Bengaluru City Customs

Annexure-II

Chair of the Working Groups

Sr. No.	Working Group	Chair of the Working Group
A	Monitoring of timely assessment Bills of Entry	Pr. Commissioner/Commissioner of Customs, Import-I, Mumbai Zone-I
B	Valuation and related issues	Pr. Commissioner/Commissioner of Customs, ICD PPG, Delhi Zone
C	Classification and related issues	Pr. Commissioner/Commissioner of Customs, Chennai-II (Import) (INMAA1-Chennai Sea)
D	Restrictions and Prohibitions and co-ordinations with PGAs	Pr. Commissioner/Commissioner of Customs, Kolkata Zone (INCCU1-Calcutta Sea)
E	Communication and Outreach for departmental officers and Trade	Pr. Commissioner/Commissioner of Customs, Pune Zone (INTLG6)