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राजस्वविभाग / Department of Revenue
सीमाशुल्कआयुक्तकार्यालय / Office of the Commissioner of Customs
कस्टमहाउसनयीहारबरएस्टेट / Custom House, New Harbour Estate
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Date:05-08-2026

**MINUTES OF PERMANENT TRADE FACILITATION COMMITTEE
MEETING**

The Permanent Trade Facilitation Committee (PTFC) Meeting for the month of July, 2026 (Hybrid Mode) was held on 31.07.2026 at 11:30 hrs. at Custom House Tuticorin under the chairmanship of Shri. Devendra Vasudeo Nagvenkar, Principal Commissioner of Customs, Custom House Tuticorin.

2. The Customs Officials representative of CHAs/Trade who attended the meeting is mentioned in Annexure-A.
3. At the outset, the Chairman welcomed the participants of the meeting. During the meeting, the following agenda points were taken up for discussion and the details of the same are as below.

**A. POINTS RAISED BY TUTICORIN CUSTOMS BROKERS'
ASSOCIATION**

Agenda Point No. 1 : - Delay in filing of IGM by Feeder Operators

With reference to the PTFC meeting held on 13/07/2026, we have raised an issue on filing of IGM and subsequently we have submitted a letter No. CB/C-02/D.31 DT. 16/07/2026 clarifying on filing of IGM. We request to kindly review in this meeting.

Reply:- In the previous PTFC meeting, TSAA had replied that they take all possible effort to file SAM (IGM) at the earliest without compromising the accuracy of the manifest. Since the issue has been flagged in this PTFC meeting also, compliance on part of the shipping lines/shipping agents for the intervening period will be examined and this issue will be taken up in the next PTFC meeting for further deliberation.

(ACTION: Policy section to call for details of IGM (SAM) filed by shipping Agents)

Agenda Point No. 2: - Functioning of CONCOR & CWC 24x7

We request you to ensure 24 x 7 working of CONCOR and CWC CFS's for handling of Self Sealed (RFID) export cargoes (Especially Perishable cargo) after CFS Working hours and on Holidays.

Reply: - Feedback/input in this regard would be obtained from the concern CFS and issue would be taken up in the next PTFC meeting.

(ACTION: AC/DC of Concor & CWC)

B. POINTS RAISED BY Mr. P. Jeyanth Jason Thomas, Secretary, Tuticorin Ship Agents' Association

Agenda Point No. 1. - Expeditious Disposal of FSSAI-Rejected / Uncleared Import Cargo and Early Release of Shipping Line Containers.

It has been observed that import consignments rejected by FSSAI continue to remain uncleared at Container Freight Stations for prolonged periods, even after being declared unfit for human consumption. In one such instance, four 40' containers of Raw Cashew Nut in Shell imported under B/L No. ONEYLOSE0440580 dated 23.12.2024 have remained at Diamond CFS since February 2025. Although the cargo has been auctioned, delivery could not be effected due to rejection in the FSSAI re-test. The Shipping Line and the Custodian have requested Customs to issue the necessary destruction order and facilitate early release of the empty containers; however, the containers continue to remain occupied pending completion of the disposal process. The prolonged retention of such cargo blocks shipping line containers, reduces container availability for trade, occupies valuable CFS storage space, causes yard congestion and operational inefficiencies, and results in additional equipment detention and repositioning costs, thereby adversely affecting port efficiency and trade facilitation. TSAA, therefore requests that a time bound Standard Operating Procedure be prescribed for disposal/destruction of FSSAI rejected cargo after completion of the statutory formalities. Pending disposal, the Custodian may be permitted, under Customs supervision, to de-stuff the cargo into the bonded warehouse, wherever feasible, to facilitate early release of the shipping line's empty containers. Further, defined timelines may be prescribed for each stage of the disposal process involving Customs, FSSAI and the Custodian, along with a mechanism for periodic review of long pending FSSAI rejected or abandoned cargo to ensure timely disposal. Timely disposal of such cargo will improve container availability, reduce congestion at CFSs and port premises, optimize utilization of Customs and Custodian infrastructure, minimize logistics costs, facilitate faster cargo movement, and enhance trade facilitation and Ease of Doing Business at Tuticorin Port.

Encl.: Supporting documents relating to Point.

1. FSSAI Rejection Letter dt: 26.03.2026.

2. FSSAI Order - 1st Review as per FSS (Import) Regulations, 2017 dt: 21.05.2026
3. Ocean Network Express (India) Pvt. Ltd. representation to Customs dt: 26.06.2026 to The Assistant Commissioner of Customs, Disposal Section, Tuticorin.
4. Diamond CFS request for issuance of Destruction Order dt: 13.07.2026 to The Assistant Commissioner of Customs (Disposal), Custom House, Tuticorin.

Reply:- The request made by Diamond CFS has already approved by the competent Authority.
(ACTION: Closed)

Agenda Point No.2- Faster evacuation of Empty containers from terminal/ Stakeholder request to Tuticorin Customs Commissionerate for facilitation / doing away with physical signature by preventive officer in EIR.

We hereby submit a representation with a request to facilitate quicker evacuation of Empty containers from Terminal to Empty container depot.

Statistics of category wise movement of Containers at VOC Port, Tuticorin

Given below is the statistics of container flow of VOC Port, Tuticorin for the period January to December 2025 (12 months).

VOC Port, Tuticorin - January to December 2025 Category wise, Equipment wise - number of UNITS handled						
Sl. Nos.	Category / Eqpt type	Laden IN	Laden Out	Empty In	Empty Out	Remarks
1	EXIM 20'ft	41941	4995	14509	9652	
2	EXIM 40'ft	115999	147269	43873	10700	Huse Volume of 40's MT brought in
3	Coastal 20'ft	40771	6258	4049	36487	
4	Coastal 40'ft	8170	6187	4278	2998	
	Total	206881	209709	66709	59837	

As we can see, as the imports are lesser than the exports, particularly in the EXIM trade, Tuticorin is an Empty container deficit location.

From January to December 2025 (12 months), for meeting an export volume of 2,63,314 TEUS (149719 units), 88,394 TEUS (49,557 units) have been brought into Tuticorin.

In percentage terms, empty inward positioning constitutes to 33.5%. In other word, Tuticorin Port, in order to achieve 1000 TEUS of export, empties equivalent to 335 TEUS have to be brought into Tuticorin from other Ports. Therefore, inward movement of empty containers is a critical function to cater to the export trade.

This is unique to Tuticorin as other neighbouring ports are generally equipment surplus port (more import than export) Hence, it is prudent to ensure that the supply chain of empty containers coming into Tuticorin is operating at optimum efficiency and all possible facilitation is to be extended by Authorities.

A brief on the challenges faced by Exporters and our Port.

1) Export, already undergoing so many challenges due to tariff imposed by USA etc. Further, the exporters face intense competition from other manufacturing countries such as Bangladesh, Vietnam, Cambodia etc

2) Competition among Ports particularly between Cochin, Chennai, Kattupalli and Ennore for the same hinterland cargo. Tuticorin attracts cargo in spite of stiff competition from other ports & thrives on efficiency.

Empty repositioning from terminal to empty container depot might appear as if it's a small and insignificant operation but not so. It is indeed an important operation in the entire supply chain. When this operation is facilitated and free flow is ensured, it will indeed be a significant trade facilitation and immensely contributing to the trade.

Benefits of seamless movement of empty containers from Terminal to Depot.

Some of the benefits are listed down...

a) The yard space inside the terminal will be decongested and it will pave way for efficient and accident free operations by the terminal operators.

b) The transport fleet operators will be able to move the empty containers from the terminal to empty depot much faster. Further, the efficiency of the transportation will improve as more trips can be achieved with the existing fleet. Informatively, earlier 6 to 7 trips / day / vehicle was easily achievable but now it has reduced to only around 4 trips / day / vehicle. c) Shipping Lines can provide MT containers for exporters & their service providers ie Customs Brokers, Freight forwarders and Consolidators in a timely manner and it will pave way for the exporters to complete their export shipment in a timely manner and meet the buyer's delivery schedule.

d) The drivers of the truck also will be greatly benefitted as quick turn around will reduce fatigue and mental stress and contribute in they driving carefully and efficiently and ultimately improve their earnings. Due to high stress, we often hear about fights with personnel of the terminal operators, security guards and if left unchecked can lead to strikes and law & order problems.

e) Finally, this will improve the overall efficiency of our port and will contribute in attracting more cargo to our Port.

Current process (through ICEGATE & manual)•

- Vessel operator files IGM with Customs specifying each empty container number for each Shipping Line. •
- Entry Inward cleared by Customs after vessel berthing. •
- Bond Automatically debited and Cargo Container Bond Approval order generated in ICEGATE.
- Container Bond Approval order (Customs permission) printed at CMFC located at DBGT and get sign from Superintendent of Customs manually for onward movement. (Enclosed the same for ready ref)•
- Based on this, the Shipping Line shares Customs permission & requests the Empty container depot appointed by them to transport the empty containers from

- terminal to the nominated empty container depot. •
- Based on Customs permission and the IGM, the concerned terminal operator generates EIR (Equipment interchange receipt and permits the empty depot operator for onward movement for empty container. Truck picks up empty/laden container against EIR issued by terminal.
- Prior to gate out from terminal (Both terminal DBGT/TICT) EIR is being endorsed for each & every container by the Customs official, Wharf preventive officer even though, the list of empty containers have to be moved out from the IGM and permission copy is generated by ICEGATE is already available with Customs. (Enclosed herewith EIR copy of both terminals which are endorsed by the Customs official) •
- Empty container moves to Green gate where CISF verifies the EIR, opens the doors of each and every container to confirm that it is empty and allows the container to be gated out from the Port.

Challenge faced:

The process of obtaining endorsement after taking delivery from customs officials for each and every empty container involves unproductive time and subsequently impacting the overall operations from terminal to an empty depot.

The endorsement on EIR doesn't happen on round the clock / real time basis ie as & when the Empty containers arrive the Terminal gate due to various reasons.

The Customs officials in the Preventive Department have a role of going onboard the vessel. During such time the EIR endorsement doesn't happen on real time basis & the trucks, even though ready in all aspects to be gated out.

Further, it is expected that there are at least a sizeable number of trucks so that the EIR endorsement happens in batches at a certain interval instead of real time basis.

Also, empties arrived at TICT which has to be moved out to depot, after loading of containers and gate out from TICT, the depot representative has to go to Customs Wharf preventive office for obtaining endorsement in EIR from Customs official. This to & fro physical movement by depot representative or truck driver adds up to the time taken for this process.

Submission to Customs, Tuticorin Commissionerate:

As it is clearly evident that the volume of empty repositioning into Tuticorin for meeting the export volumes is significant & as the movement of empty from the terminal to the Shipping line nominated depot is not happening on real time basis because of the one process i.e. Endorsement of EIR by Customs officials, Preventive department at wharf to various reasons & as the information such as empty container number, shipping line are already available to Customs through EDI documentation such as IGM file by vessel operator, Customs bond approval order, the process of Endorsement of EIR by Customs may be done away with.

It would be great facilitation if endorsement of Customs on the EIR for each and every container is discontinued & the movements shall be allowed based on the

Customs permission generated through ICEGATE. No further permission or endorsement shall be required. This will definitely benefit the Exporters and their facilitators namely Custom brokers / Freight Forwarders / Consolidators and the Terminal operators, Shipping lines, the Empty depot operators, the Transport fleet operators and the drivers. We eagerly look forward to facilitation from Tuticorin Customs and facilitate the trade.

Enclosures :

- a) EIR of M/s DBGT & M/s TICT which are endorsed by Customs
- b) Photos

Reply:- After physical visit to port premises and after examining the issue in the light of the provisions of the Customs Act, 1962 or Rules or Regulation made under Customs Act 1962 and practice followed in other customs formation, appropriate instruction will be issued for balancing law enforcement vis-a-vis facilitation

(ACTION: AC Dock)

Agenda Point No.3- Boarding of Vessels by Preventive Officers.

Tuticorin Ship Agents' Association (TSAA) thanks the Commissioner of Customs, Tuticorin, for issuing Public Notice No. 07/2026 dated 16.07.2026 regarding the implementation of Risk-Based Selective Boarding of Vessels at VOC Port, Tuticorin. The Association appreciates the initiative, which aims to facilitate trade, avoid operational delays and bottlenecks, and reduce routine physical boarding of vessels through a risk-based approach.

It is observed that, even after the issuance of the above Public Notice, both the Customs Preventive Superintendent and the Inspectors continue to board vessels together in almost all cases, including coastal vessels.

In this regard, the Association kindly requests the Commissioner of Customs to take necessary steps to ensure the effective implementation of the Risk-Based Selective Boarding mechanism as envisaged in Public Notice No. 07/2026 dated 16.07.2026, so that physical boarding is undertaken only for vessels identified through the prescribed risk assessment and risk-profiling process.

Reply:- Vessels are selected for physical boarding based on the prescribed risk assessment and risk-profiling mechanism. Physical boarding, wherever required, is undertaken only by the designated Preventive Officers in accordance with the Risk-Based Selective Boarding mechanism prescribed under Public Notice No.07/2026 dated 16.07.2026. Hence Shipping lines/Shipping Agent are requested to furnish the detailed information to the Superintendent (Docks), so that risk profiling would be carried as per the parameters mentioned in the public Notice for implementing of the Public notice in letter & spirit.

(ACTION: Shipping lines/Vassal Agents/AC (docks))

C. POINTS RAISED BY Q RICH CREATIONS

Agenda Point No. 1. – Non-credit of DBK/ROSCTL/IGST

We have exported the shipment through Tuticorin port (INTUT6) on May'26. The DBK/ROSCTL/IGST refund has still not been credited. Two months have passed, but the current DBK status remains unchanged (DBK-SUP).

SB No.	SB Date	DBK Amount	ROSCTL Amount	IGST Amount	Port code	Return Month	ICEGATE Reff
3491447	23.05.2026	2,29,240	4,69,299.00	5,04,804.55	INTUT6	MAY'26	DBK:IM04691425, ROSCTL:
3491441	23.05.2026	1,13,377	2,43,599.00	2,86,317.94	INTUT6	MAY'26	IM04693123,IGST : IM04693124
	Status for all	DBK-SUP					

ICEGATE sent a reply email stating: RESOLVED.

Kindly look into this matter, check, & arrange the credit for the pending amount.

Reply:- Technical error pertaining to the Shipping Bills were rectified and scroll was generated (Scroll No.187800 dt.03.08.2026). **(ACTION: Closed)**

D. POINTS RAISED BY Mr. KARTHIKEYAN.M, Manger Export and Import, TEA.

Agenda Point No. 1. – Request for Immediate Intervention to Resolve Vessel Delays at Tuticorin Port.

We would like to bring to your kind attention the severe challenges being faced by exporters due to the ongoing vessel delays at Tuticorin Port.

We regularly export our shipments to Europe and the USA through Tuticorin Port via DPE. However, in recent weeks, there have been frequent delays in vessel departures due to the shortage and delayed arrival of mother vessels at Colombo Port. Consequently, export containers are being delayed by 1 to 3 weeks, causing significant disruption to our export operations.

Due to these delays, containers cannot be moved to the Port/CFS as scheduled, forcing us to hold them at the CFS or at our factory premises. This has resulted in an additional logistics cost of approximately Rs. 10,000 per container, besides creating acute storage space constraints at our factory.

Furthermore, the delay in shipment is extending the realization of export proceeds, resulting in a 10 to 20-day delay in receiving payments from overseas buyers. This is adversely affecting exporters' working capital, production planning, and customer commitments.

This issue is not confined to our company alone but is affecting a large number of exporters in Tirupur who rely on Tuticorin Port for their exports.

In view of the above, we earnestly request you to take up this matter with the concerned Government authorities, VOC Port Authority, Shipping Lines, and other relevant stakeholders to find an immediate and long-term solution. Timely

intervention will help minimize logistics costs, avoid shipment delays, and safeguard the competitiveness of exporters in the global market.

Reply:- This issue was already taken up in the CCFC meeting held on 30.07.2026 under the chairmanship of the Chief commissioner and had taken note of the problem faced by the trade and stakeholders. If any specific issue for redressal brought to the notice of the undersigned, the same would be escalated to the Chief Commissioner for flagging it to the appropriate authority. **(Action: closed)**

E. The problem faced while Generation and Linkage of the e-BGs with the corresponding Customs Bonds in ICEGATE:-

Reply: For facilitating the seamless generation of Electronic Bank Guarantees (e-BGs) with respect to Customs Bonds in ICEGATE. Below mentioned details & instructions are being hereby communicated to the trade, Banks, Importers, Exporters, and all other stakeholders for use while obtaining e-Bank Guarantees through the NeSL platform:

1. Unique Identification Number (UIN): NCTGC2441P
2. Beneficiary Name: *Commissioner of Customs, Custom House, Tuticorin, on behalf of the President of India*
3. Official Email ID: epcgcustut-2024@gov.in
4. Name of the Representative: *Commissioner of Customs, Custom House, Tuticorin*

The Banks issuing e-Bank Guarantees are requested to correctly populate the above mandatory details while issuing e-BGs in favour of Customs through the NeSL platform. This will facilitate the successful generation and linkage of the e-BGs with the corresponding Customs Bonds in ICEGATE, ensuring smooth processing of Customs transactions.

Circular No. NeSL/DDE/2025/0206 dated 24.07.2025 of the ICEGATE User Manual namely “e-Bond Management & Linking of e-Bank Guarantee to the e-Bond” Version 1.14 dated 24/02/2026 may be referred for further assistance.

(ACTION: Information & Banks/Customs Broker/concerned importers)

4. The next PTFC meeting shall be held on 18.08.2026 @11.30 hrs in Hybrid mode at Board Room of the Office of the commissioner of Customs, Tuticorin. The members are requested to submit agenda points for the meeting as early as possible.

Encl-As above

(DEVENDRA V. NAGVENKAR)
PRINCIPAL COMMISSIONER

To,
The Members of the Permanent Trade Facilitation Committee.

- a. Tuticorin Customs Brokers' Association
13A/2H, Briyant Nagar, 3rd Street Main, Tuticorin- 628 008
- b. Tuticorin CFS Association
SF No. 1538/1A1, Plot No. 1, New Sundar Nagar, EB Colony Main Road,
Tuticorin - 628 101.
- c. Tuticorin Ship Agents' Association,
50, Beach Road, Tuticorin-628001
- d. The Traffic Manager, VOC Port trust, Tuticorin
- e. M/s. D.B.G.T. Terminal Limited, Tuticorin.
- f. M/s. Tuticorin International Container Terminal.
- g. Spices Board, World Trade Avenue, VOC New Port Tuticorin-628004
- h. AEPC, Thiruppur
- i. TEA, Thiruppur

Copy Submitted to:

1. The Chief Commissioner of Customs (Preventive), Trichy.

Copy to:

1. All the Deputy/ Assistant Commissioner of Customs, Custom House, Tuticorin.
2. The EDI Section, Tuticorin Customs for taking necessary action for uploading in official website of Trichy Customs Preventive Zone..

Annexure-A

Table-1 (List of officers who attended the PTFC meeting)		
Sl. No.	Name of the officer (S/Shri)	Designation
1.	Shri. Devendra Vasudeo Nagvenkar,	Principal Commissioner
2.	Shri Kathirvel P	Deputy Commissioner
3	Shri. Joseph K C	Assistant Commissioner
4.	Shri. Joseph Israel	Assistant Commissioner
5	Shri Ravi Kumar T	Assistant Commissioner
6.	Shri. Dilip Kumar	Superintendent

Table-2 (List of representatives from Trade/stakeholders who Attended the meeting).		
Sl. No.	Name of Nominated Members (S/Shri)	Name of the Organization
1.	A S Ramaswamy	TCBA
2.	J. Pinto Villavarayar	TCBA
3.	Karthikeyan. M	TEA
4.	A. Wenisch Fonseka	TCFSA
5.	V Minesh Raja	TCBA
6	P. Jeyanth Jason Thomas	Tuticorin Ship Agents' Association
7	C Eswarasundar	APEC Tirupur