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वित्त मंत्रालय MINISTRY OF FINANCE
राजस्व विभाग DEPARTMENT OF REVENUE
केन्द्रीय अप्रत्यक्ष कर और सीमा शुल्क बोर्ड
CENTRAL BOARD OF INDIRECT TAXES AND CUSTOMS
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Dated. 16.09.2021

TRADE FACILITY NO.15/2021

Kind attention from members of Trade is invited to CBIC Circulars No. 14/2021-Customs dated 07.07.2021, No. 28/2020-Customs dated 05.06.2020, No.40/2020-Customs dated 04.09.2020, No.45/2020-Customs dated 12.10.2020 and No. 55/2020-Customs dated 17.12.2020, which put together detail the roll out of Faceless Assessment pan India w.e.f. 31.10.2020 and clarify/streamline certain processes for its effective implementation.

2. Further, the Board has recently comprehensively reviewed the implementation of Faceless Assessment and deliberated on the further measures required for expediting the pace of assessment and Customs clearance of imported goods. Board finds that by and large the objectives of Faceless Assessment in terms of expeditious assessments, anonymity in assessments and uniformity in assessments have been met. However, Board observes that there is even now scope for improvement which would potentially lead to a substantial increase in the pace of assessments and Customs clearance, while further enhancing the uniformity in assessments and anonymity with a view to reduce interface with the trade.

3. Accordingly, Board has decided to implement the following measures in the Customs Faceless Assessment and clearance processes:

3.1 Enhancement of facilitation levels: Board has earlier reviewed the facilitation levels in imports and vide Circular No. 39/2011-Customs dated 02.09.2011 decided the facilitation targets should be 80% for Air cargo Complexes, 70% for Seaports and 60% for ICDs. Various initiatives have since been taken to leverage technology as well as simplify extant procedures. As a result, the overall average facilitation levels have already exceeded these levels with the All-India average facilitation level across all Customs stations being 77% for May 2021. Board also notes that the use of machine learning and the other state of art technologies now enables RMS to more precisely target the risky consignments thereby enabling more focussed attention on lesser number of Bills of Entry for assessment by the FAGs. Thus, Board has decided that w.e.f. 15.07.2021 the facilitation level across all Customs stations would be increased to 90% relating to RMD. It is clarified that the element of randomness in interdiction of any Bill of Entry would be retained by RMS. This measure is expected to enable faster clearance of non-risky imports with enhanced focus on risky imports, so that revenue remains safeguarded. The aforementioned circular stands modified accordingly.

3.2 Enhancing Direct Port Delivery (DPD): Circular No.29/2019-Customs dated 05.09.2019 stipulates the eligibility criteria for availment of DPD by the importers. Since then a number of measures including advance filing of Bill of Entry have led to quicker turn-around time for the import cargo. The present decision to enhance the facilitation levels is also a step in this direction. However, while facilitation levels are going up, the DPD levels are not rising commensurately. This is primarily because the present policy is to have an entity based DPD while facilitation levels are linked primarily to Bills of Entry. Accordingly, in order to enhance DPD for faster Customs clearances as well as de-congestion of ports, Board has decided to shift from entity based DPD to a Bill of Entry based DPD. In short, in partial amendment to the said circular, Board has decided that, as a general principle, all the advance Bills of Entry which are fully facilitated (do not require assessment &/or examination) would be granted the facility of DPD. It is clarified that, this facility is over and above the present system of entity based DPD extended to AEO clients. However, the entity whose Bill of Entry has been facilitated for DPD would be required to adhere to the requirements of the ports/terminals/custodians for taking physical delivery of the

container. Further, to optimise the ground handling by the ports/terminals/custodians, the ICEGATE shall modify the electronic message being sent to the ports/terminals/custodians on arrival of the cargo, to additionally flag the containers granted (or ready for) DPD along with IEC details. The flag would also indicate the requirement of scanning of specific containers, wherever applicable. This would be done at the stage of Entry Inwards to facilitate efficient planning in stacking and movement of these containers and thus quicken their turn-around time. Similar message would be sent to the importer/Customs Broker.

3.3 Automated generation of examination orders: In order to enhance uniformity and streamline the examination orders, Board has decided to introduce RMS generated uniform examination orders at all Customs stations across the country. Further, the imports of items which ordinarily warrant First Check as per para 2.3 of Circular No.45/2020-Customs dated 12.10.2020 would now be directly routed to the shed for First Check examination. Such First Check Bills of Entry will now be referred to the FAG for assessment only after a First Check examination report has been uploaded by the Shed Officers in the Customs system.

3.4 Anonymised escalation: To better address the grievances of trade relating largely to delays in assessment, DG Systems shall soon shortly operationalise an Anonymized Escalation Mechanism (AEM) on ICEGATE which would empower importers/Customs Brokers to directly register his/her requirement of expeditious clearance of a delayed Bill of Entry, which may be pending for assessment or examination. The features of the AEM would include, amongst others:

- i. In case of delay of more than 1 working day, an importer/Customs Broker would be able to initiate AEM through ICEGATE or approach TSK for the same.
- ii. The AEM will automatically route the grievance to the concerned FAG / Import Shed, with a notification to Additional/Joint Commissioners of Customs of the concerned FAG and Port of Import.
- iii. The concerned FAG is required to dispose the grievance promptly

and same shall be monitored by the concerned Additional/Joint
Commissioner of Customs of the concerned FAG/Import Shed.

iv.The status of the disposal would be updated on the dashboard of
ICEGATE, TSK, FAG and to the concerned officers.

4. Any difficulties faced or doubts arising in the implementation of this
Circular may please be brought to the ADC (Import).

**Digitally Signed by Mohd
Yousaf P K
Date: 16-09-2021 11:01:37
Reason: Approved**

(MOHD.YOUSAF)
COMMISSIONER

F.No.:CUS/APR/MISC/3595/2021-A/GR

Dated:16.09.2021

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The Chief Commissioner of Central Tax, Central Excise and Customs