

Proceedings of the 57<sup>th</sup> Session of Standing Committee on Promotion of Exports (SCOPE) - Air held on 4<sup>th</sup> July, 2019 and 30<sup>th</sup> July, 2019

S. No.	Name of the Organization	Issues raised in Brief / Status	Decision taken in the meeting held on 30-07-2019.
1.	AAI Cargo Logistics & Allied Services Company (AAICLAS) Ltd.	<p><b>1. Issue : Exemption from Customs Recovery Charges for AAICLAS at Tier-II / III cities Airports.</b></p> <p><b>Status :</b> Though AAICLAS has been creating the infrastructure / facilities at Tier-II / III cities to facilitate the Exporters at these Airports inter-alia its socio-economic obligations, however, it has time and again taken up the matter with CBIC, M/o F for review of the Customs Cost Recovery charges at Tier-II / III cities airports but the exemption in charges is still a distant reality for AAICLAS which is not able to breakeven due to low volume of cargo and high operational costs. Customs Cost Recovery is adding up to its already higher operational cost which needs to be looked into seriously and reviewed for exemption.</p> <p><b>Remarks of AAICLAS :</b> The matter has been flagged to CBIC/MoF through MoCA on numerous occasions in the past.</p> <p><b>2. Issue : Transfer of Custodianship from AAI to AAICLAS by Customs.</b></p> <p><b>Status :</b> AAI has demerged and corporatized its Cargo Directorate into functionally and administratively independent organization namely AAICLAS on 11.08.2016 with a view to be a professionally driven and responsive service enterprise to harness ample opportunities available in cargo logistic business. Accordingly, CBIC has been requested to transfer the custodianship bestowed upon AAI at various Indian Airports in favour of AAI Cargo Logistics &amp; Allied Services Company Limited (AAICLAS) but still awaiting the communication from Customs.</p> <p><b>Remarks of AAICLAS :</b> The matter has been taken up with CBIC through MoCA many a times in the past.</p> <p><b>3. Issue : Delay in implementing the ECCS by Customs.</b></p> <p><b>Status :</b> Non resolution of implementation of Express Cargo Clearing System (ECCS) by Customs has been affecting the operationalization of International Courier Terminals at Kolkata &amp; Trichy Airport. This is not only affecting the courier growth but the business of the stakeholders. CBIC needs to expedite the resolution of this issue for the sake of growth of Intl' courier at India Airports.</p>	<p>1 (1) : Logistics Division along with MoCA will take it up with Customs and Ministry of Finance for a decision.</p> <p>1 (2) : Logistics Division along with MoCA will take up with Customs for an expeditious decision</p> <p>1 (3) : Logistics and MoCA will follow up with Customs for expeditious action.</p>

		<p><b>Remarks of AAICLAS :</b> The matter has been pursued with CBIC through MoCA &amp; in CCG also but the stalemate continues.</p> <p><b>4. Issue : Shortage of other Regulatory Agencies officials at International Cargo facilities for expeditious processing of EXIM cargo.</b></p> <p><b>Status :</b> While AAICLAS is creating new Intl' Cargo facilities at Tier-II / III cities, delay &amp; non deployment of Cargo Regulatory Authorities such as Customs, Plant Quarantine, Asstt. Drug Controller &amp; Animal Quarantine Officer (s) etc. is resulting in the expeditious operationalization of the facilities and clearance of Export cargo which affects the growth of EXIM trade. A list of Regulatory Agencies officials requirement at AAICLAS Cargo facilities is attached as <b>Annexure-A</b>.</p> <p><b>Remarks of AAICLAS :</b> MoCA has been sensitized time &amp; again, however, the shortage of officials continues at Airports.</p>	<p>1 (4) : AAICLAS may suggest an SoP for outsourcing certain activities of PGA concerned for addressing the issue. May make a start with 3 PGAs</p>
2.	<p><b>Air Cargo Agents Association of India (ACAAI)</b></p>	<p><b><u>Point Wise agenda issue are as under :</u></b></p> <ol style="list-style-type: none"> <li>1). Planned and integrated development of Air Cargo Complexes</li> <li>2). Adequate air connectivity to Tier II and Tier III cities</li> <li>3). Effective Implementation of policy on Air Freight Stations (AFSs)</li> <li>4). Exemption from GST for airfreight industry beyond 30<sup>th</sup> September 2019</li> <li>5). Major variations in Customs procedures and regulations for airfreight shipments vis a vis courier shipments</li> <li>6). Demand for different formats of security declarations by airlines</li> <li>7). Part shipment amendment to be made online</li> <li>8). IGM at "Wheels up" stage</li> <li>9). Introduction and implementation of Standard Operating Procedures (SOPs) and minimum service standards for airport operators and Custodians</li> <li>10). 24x7 availability of allied agencies (Department of Plant Protection, Quarantine and Storage (DPPQ&amp;S), Food Safety Standards Authority of India (FSSAI), Drug Controller (CDSCO), Animal Quarantine (AQCS), Wild Life Crime Control Bureau (WCCB) and Textile Committee) at major airports which have 24x7 Customs clearance operations.</li> <li>11). Clarity regarding transshipment regulations and procedures. Usage of sector Air Waybills is still not permitted for this purpose.</li> <li>12). Levy of Customs Facilitation Fee on airfreight forwarders by Custodian at IGI Airport, New Delhi for international cargo.</li> </ol>	<p>Closed as issues are addressed separately and action noted in respective items</p>

<p>3.</p>	<p><b>Brihanmumbai Custom Brokers Association, Mumbai (BCBA) and Federation of Freight Forwarders Association of India (FFFAI)</b></p>	<p>1. <b><u>Infrastructure at ACC Mumbai</u></b> – As highlighted in earlier meetings, Air Cargo Complex, Mumbai being the premier Air Cargo Complex of the country requires major infrastructural improvement.</p> <p>They request for a time bound programme for additional capacity and availability of new warehouse to handle import/export goods (general cargo). Proper infrastructure is required in time bound manner which will help to increase and handle the additional growth in Air Cargo trade volumes.</p> <p>2. <b><u>Online E Delivery</u></b> – Issuance of Online E Delivery Order was commenced vide CBEC Circular No 24/2015-Customs dated 14.10.2015 and vide ACC PN No 09/2015 dated 17.7.2015, however it is being observed that the hard copies of original documents of Airway Bill is still being insisted.</p> <p><b><u>Suggestion:</u></b></p> <p>a) If we have to progress towards Digital India transactions, insistence of hard copy of Airway Bill at the time of delivery should be discontinued with immediate effect.</p> <p>b) For Payment of charges to Airlines / Console Agents, a payment gateway be created immediately since insistence of payments by Demand Draft / Pay Order in the present day and age by Airlines / Console Agents is defeating the purpose of E-Delivery Order.</p> <p>3. <b><u>Delay in clearance of Import consignments due to inadequate infrastructure at Air India Import shed, Mumbai</u></b></p>	<p>3 (1) : This issue is addressed as part of the 56<sup>th</sup> Meeting. Hence closed here.</p> <p>3 (2) (a) : Customs to address the matter expeditiously. Chairman stated that (on the basis of site visits), it is happening because the officers and inspectors at site do not have the benefit of hand held digital media during inspections. The digital media which is given to them is a computer terminal which is immobile while the site inspector requires details of all the goods to be inspected at site which is different from the office location housing the Computer terminal.</p> <p>3 (2) (b) : AAICLAS, DIAL, BIAL and FFFAI to suggest way forward and present report at next meeting. Mr. Keku Gazdar may chair the meeting.</p>
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		<p>which are detained by Customs, upon authorization by importer.</p> <p><b>6. <u>Participating Govt. Agencies(PGA's) should be available at all Custom Stations</u></b></p> <p>For Ease of Doing Business and to reduce dwell time, all PGA offices should be available at Air Cargo Complex and J.N.Customs for timely release of all consignments.</p>	<p>3 (6) : This issue is being addressed in other references. Hence closed here.</p>
4.	<b>PHD Chamber of Commerce and Industry, New Delhi</b>	<p>To harness the export potential of the country, the overall ease of doing exports is needed to be enhanced in terms of accessibility to the latest and the most efficient technology and techniques, increased availability to credit for long term loans, easier access to raw materials, building linkages for strong marketing of products, and by improving labour productivity, labour flexibility and capital efficiency.</p> <p>Five pronged strategy to boost exports include Identification of prospective products to scale up the export volumes; strengthening the export growth momentum towards emerging and developing economies through greater access in the Asian and African economies; Structural improvements in export and logistics infrastructure; Developing the supply chains of Micro, Small &amp; Medium Enterprises and Enhancing the overall ease of doing exports.</p> <p>There lies a massive scope for Indian exporters in the product categories wherein it could capture the high world demand by strengthening its export-oriented firms in the sectors, including Vehicles, parts and accessories of vehicles, Petroleum oils and Medicines.</p> <p><b>Some of the key suggestions are as follows:</b></p> <p><b>1. Replacement of Advance Authorization Scheme by existing duty free import procedures under Customs notification 24 and 25 dated 1.3.2005 for Duty Free import of Inputs for Exports and Deemed Exports</b></p> <p><b>Issue:</b> Indian exporter is currently required to use Advance Authorization Licenses (AAL) to be able to import the required inputs for exports at nil customs duty, which is very cumbersome and complicated process and manufacturer needs to deal with 3 separate authorities: Customs, Excise/GST and DGFT</p>	<p>4 (1) : DGFT will examine and submit a response by next meeting or earlier.</p>

which results in loss of competitiveness for the Indian exporters.

**Suggestion:** A very simple and effective way is to implement a procedure similar to that allowed for zero duty import of inputs for manufacturing of Information Technology Agreement (ITA) products like telecom cables, calculators, etc. It is already there through customs notification no. 24/2005 and 25/2005, wherein the importer just needs to follow the Customs (Import of Goods at concessional rate of duty for manufacture of excisable goods) Rules. A similar kind of method to ensure that the inputs / raw materials are going into production only for export products may help the country's manufactures immensely in being internationally competitive.

## **2. Customs Clearance for Importers:**

### **INDIAN CUSTOMS (Customs Office at Ports, Inland Container Depots & Container Freight Services)**

**Issue:** Import Clearance is always a hurdle irrespective of regular compliances. This is especially in the case of import of food items particularly wellness bulk; custom clearance procedures are tough involving lot of testing in FSSAI labs along with the submission of several declarations. It takes normally 7-10 days in custom clearance. Delay in import Clearance always attracts huge amount of container detention and warehouse charges, which directly inflates the price of material to be sold in the Indian Market.

**Suggestion:** The suggestion is to have a further simplified customs clearance process taking into consideration the past track records. Construction of new berths and terminals to enhance port capacity to minimize pre-berthing detention time and reduce turnaround time to vessels calling on the ports. Modernizing berths with state of the art loading / unloading equipment to improve operational efficiency is needed. Strengthening rail/road connectivity of Ports for speedy evacuation of cargo is necessary in the coming times.

## **3. Technology & infrastructure bottlenecks faced by MSMEs**

**Issue:** On the technology front, it has been observed that due to low level of technology adoption, there is lack of innovation resulting in low-value addition in our exports trajectory. Often MSMEs are not able to meet the quality standards

4 (2) : An RMS system for FSSAI is under development Logistics Division will address the issue.

		<p>as specified by the importer and/or establish suitable products for the export market.</p> <p><b>Suggestion:</b> Focus should be given on quality products that are export ready. Build centres of excellence (innovation) that reinforce the capabilities of Technology Centers or tool rooms. The motive is to identify needs for innovative products and processes for MSMEs.</p> <p><b>4. Market Research and intelligence for MSMEs in terms of export opportunities</b></p> <p><b>Issue:</b> The MSME sector faces challenges with regards to lack of awareness and/or limited Know how regarding developments in policy environment. Further, marketing of exporting products remains a major challenge for MSMEs with most of them suffering from information asymmetry and competitiveness. It has also been found that MSMEs do not possess knowledge on the working of the foreign markets, and in particular face difficulties in accessing export distribution channels and building communication with foreign customers.</p> <p><b>Suggestion:</b> It is suggested that the Government should set up a system to undertake research and collate information about export avenues in various countries. MSMEs can be supported with financial assistance to undertake market research on areas such as market size and segmentation, growth rates, trends, buying attitudes, regulatory requirements, product requirements, distribution channels, and knowledge about prevailing competitors in the market, among others. The scheme can also consider covering the costs for developing an international marketing/market entry plan for the MSMEs and assist the export oriented MSMEs in their brand building, quality upgradation and packaging.</p> <p>An online Grievance Redressal System should be established to resolve all hurdles and problems being confronted by MSMEs in their foreign trade operations like inspections, delays in clearances, shipping, matters relating to customs and duty drawback or refunds etc.</p> <p><b>5. Strengthening Exports Infrastructure</b></p> <p>Infrastructure helps in building productive capacity by bridging connectivity gaps, reducing distribution and trade costs, boosting growth of trade, investments and</p>	<p>4 (3) : Closed as noted.</p> <p>4 (4) : Closed as noted.</p>
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		<p>exports in the economy. Hence, a strong and modern export infrastructure is the need of the hour to enhance competitiveness of Indian exporters in the global market. The key suggestions on strengthening export infrastructure are as follows:</p> <ol style="list-style-type: none"> <li>1. Elevated roads towards the ports may help in avoiding land acquisition and undisturbed fast traffic to and from ports.</li> <li>2. Extra incentive in the form of duty concession / exemption for all the items are needed for port development under Project Import and EPCG schemes, as presently only equipment and machinery are given benefits under the scheme.</li> <li>3. Construction items like cement, steel, and structuring material which are the primary cost and also in the nature of capital asset should be given benefits under the schemes.</li> <li>4. Strengthening connectivity of trains to ports from Container Freight Services (CFS) / Inland Contained Depots (ICDS) is needed as containers have to wait for longer period which attracts huge costs. Therefore, frequency of trains shall be extended more in the coming times especially during winters.</li> <li>5. Focus on developing ease of cargo through land, air and water by publication of all fees and charges other than import, export duties, etc on single window website.</li> <li>6. Putting fast movers close to shipping stations should be encouraged to improve end to end visibility to improve our exports scenario.</li> <li>7. Construction of new berths and terminals to enhance port capacity to minimize pre-berthing detention time.</li> <li>8. Modernising berths with state of art loading/uploading equipment to improve operational efficiency and improving rail/road connectivity of ports for speedy evacuation of cargo.</li> <li>9. Currently the gate in time i.e. terminal opens gate for few days prior to cut-off. This puts restrictions in planning for factory stuffing containers as containers are either offloaded in buffer or detained resulting in extra cost to shipper. Hence, containers should be allowed to be gated-in on Ground rent basis for smooth flow &amp; avoid buffer &amp; detention cost.</li> <li>10. Frequency of Examination for dock stuffing needs to be increased by deploying more superintendents / examination officers enabling cargo to be examined and clear same day on arrival. Installing more number of weighbridges or cranes with weight system at all major ports in time bound manner</li> </ol>	<p>4 (5) : Closed as noted.</p>
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5.	<b>Delhi International Airport Ltd. (DIAL)</b>	<p>The agenda points proposed to be placed in the upcoming 57<sup>th</sup> Session of SCOPE (Air) meeting from DIAL are appended below:</p> <p><b>1. Frequent Breakdowns in Customs Electronic Data Interchange (EDI) System (ICES)</b>  There are frequent breakdowns of ICE-Gate system which leads to delays in clearance of cargo, missed connections and difficulties to the EXIM Trade which leads to slowing down overall process.</p> <p><b>Recommendation:</b>  The ICES system should be upgraded to new version so that such delays can be avoided and cargo can be processed faster.</p> <p><b>2. Integration of CTO's Cargo segregation report messages with Customs system</b>  On receipt of the IGM details the Cargo Terminal Operators segregate the cargo and submit cargo segregation report of import flight electronically to Customs along with a hard copy. Submission of Hard Copy is a added process which can be done away with and make process faster.</p> <p><b>Recommendation:</b>  The segregation report messages should be electronically processed through ICE Gate system and submission of hard copy to be done away with.</p> <p><b>3. International to International Transshipment Cargo – In ICE-Gate system, IGM of transshipment cargo details should be integrated with EGM details of Master or House Airway bill for closer of IGM automatically</b></p> <p>Currently, for International to International Trans-shipment (TP) cargo the IGM closure in ICE-Gate system has to be done manually, which is a cumbersome process. This needs to be simplified.</p> <p><b>Recommendation:</b>  In ICE-Gate system, IGM of transshipment cargo details should be integrated with</p>	<p>5 (1) : Noted. The system is regularly monitored for downtime and has been significantly reduced. Hence closed.</p> <p>5 (2) and (3) : Trade bodies have sought integration of ECCS and ICEGATE. AAI to revert after discussions with members. Chairman opined that on the lines of Port Community System, there should be ACS (Air Community System). Logistics Division, Customs and MoCA to address this issue expeditiously.</p>

	<p>EGM details of Master or House Air waybill for closer of IGM electronically automatically for international to international (I to I) transshipment cargo processing.</p> <p><b>4. IGM Inward Entry to be made Online</b>  Currently IGM Inward Entry for import flight is being done manually by Customs. For this, Airline's representative has to approach Customs to get the entry done in the Customs systems, which is time consuming process.</p> <p><b>Recommendation:</b>  Post electronic submission of IGM by Airlines in ICE-Gate and subsequent segregation of cargo by the Custodian viz-a-viz submission of Segregation Report message in ICE-Gate, IGM inward entry details should be updated automatically through ICE Gate based on Custodian segregation report messages.</p> <p><b>5. Part Shipment Amendment to be Online</b>  As on date, Customs ICE-Gate system does not have provision for part-shipment clearance/delivery of import cargo.</p> <p>For taking any part-shipment load clearance/delivery, manual permission from Customs is required. Currently, there is no electronic interface available in ICE-Gate for the message being routed between Airlines, Custodian and Customs for part-shipment clearance/delivery. This manual permission process takes longer time.</p> <p><b>Recommendation:</b>  Customs ICE-Gate system must have provision for part-shipment clearance/delivery of import cargo, so that immediately after receipt of electronic segregation message from Custodian in ICE-Gate, IGM inward entry should automatically reflect part shipment details in ICE Gate system for clearance of Bill of Entries.</p> <p>The other balance part received thereafter should also be processed electronically through ICE-Gate system in the similar manner.</p> <p><b>6. Integration of all PGAs system with ICE Gate system and presence of Participating Government Agencies (PGAs) officials at International Cargo facilities for expeditious processing EXIM Cargo.</b></p> <p>The officials of PGAs like Plant Quarantine, Asstt. Drug Controller, Animal Quarantine Officer(s), WCCB, etc. are not present within the Cargo Complex on</p>	<p>5 (4) : Logistics Division, Customs and MoCA to address this issue expeditiously.</p> <p>5 (5) : Logistics Division, Customs, MoCA and IPA to address this issue expeditiously through SoP and online facilitation.</p> <p>This is an important issue that can address several field level issues.</p>
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6.	<b>Air India</b>	<p>1. There is no facility for transshipment courier consignments to be rescreened at DEL, esp. as required for courier going to USA. This is affecting our courier movements.</p> <p>2. Incoming courier shipments are piling up at the Courier terminal in Delhi due to Customs checking delays.</p> <p>3. Transshipment from Dhaka to Indian ports is not allowed by Customs from 1.4.19. Our Kolkata office has taken up the matter, but the issue is still pending for resolution.</p>	<p>6 (1) and (2) DIAL to address before next meeting. MoCA, logistics Division to coordinate. The process will be time – stamped for monitoring.</p> <p>6 (3) : CLOSED as resolved.</p>
7.	<b>Express Industry Council of India(EICI)</b>	<p><b>Customs Staffing at Express Terminals:</b> Shortage of customs officers at various express terminals especially Bangalore which adversely impacts clearances and dwell time.</p>	<p>Customs may please address before the next meeting.</p>
8.	<b>Federation of Indian Export Organisations (FIEO)</b>	<p>A. Current Handling issues at airport</p> <p>1. For export of perishable items like F&amp;V, there are multiple touch points in supply chain at airports leading to potential delays.</p> <p>2. Lack of training of ground teams to manage the Fruits and Vegetable cold chain.</p> <p>3. Currently no specified time for handover of perishable cargo at airports.</p> <p>❖ Timelines for general cargo is fixed @ D-5 (5 hours before departure).</p> <p>❖ For perishable exports, different airports/airlines have their own guidelines -</p>	<p>8 (1, 2 and 3) : FIEO alongwith AAICLAS, DIAL and MIAL may come up with an SoP and implementation standards. Mr. Keku Guzdar, CMD – AAICLAS may chair the Committee and submit a report and present it at the next meeting.</p>

		<p>Delhi @ D-4, Mumbai @ D-5, BLR @ D-4. Chennai D-3</p> <p>4. Documentation: Original phyto sanitary certificate are required to be carried by vehicle from packhouse to airport a/w cargo and physical handover/checking done by duty officer at airport, which is a cost and time consuming activity. Digitalisation of documentation like phyto-sanitary certificate to improve speed of operations.</p> <p>5. Limited plug in points for reefer vehicles/ units at airports, which might lead to temperature integrity in the case of any delays.</p> <p>6. No-cool dollies at MUM/BLR/CHENNAI/GOA airports for movement of packed containers from CPC to aircraft. This transit &amp; loading into aircraft is anywhere between 90 mins to 120 mins, where the consignment is exposed to ambient temperatures and in summers, can lead to temperature abuse.</p> <p>7. While products like vaccine and insulins are transported and stored within a temperature band of +2 to +8 degree centigrade with the aid of active cooling solutions are envirocontainers, the mainstay of the business i.e. finished formulations which are to be stores and transported between +15 to +25 degree centigrade are always at risk of temperature excursions because this segment is typically not supported by any active or passive cooling solutions as these are expensive options. While such cargo is routed through temp. controlled cargo service centre (CSC) at</p>	<p>8 (4) : To examine and develop SoP. Logistics Division will coordinate with MoCA, FIEO, AAICLAS and concerned PGAs to develop SoP in four months. AAICLAS will propose a draft for the first meeting.</p> <p>8 (5) : AAICLAS, DIAL and MIAL, FIEO will give a Report on the provision required and its augmentation before next meeting. May be Chaired by Mr. Keku Gazdar, CMD, AAICLAS</p> <p>8 (6) : AAICLAS, DIAL, MIAL and FIEO may please come up with an SoP on how to address the concern. CMD-AAICALS as Chair may report at next meeting and present.</p> <p>8 (7) : MIAL, AAICLAS and FIEO may address this concern. CMD-AAICLAS as Chair may report at at next meeting on the way forward.</p>
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	<p>Mumbai, it is exposed. The present capacity of CSC Mumbai is inadequate and need to be augmented for exports</p> <p>Exporter also face issues during movement of Dangerous goods (DGR), as CSC does not accept DGR palletized temperature cargo and MIAL has space constrains and such consignments are kept on hold on vehicles.</p> <p>8. Cold chain infrastructure improvement at airports like increased plug points for reefers, cool dolleys for transportation, X ray scanners for fruits/vegetables etc</p> <p>9. Scaling up of Amritsar /Goa/Nasik airport to support perishable produce export by adding more international flights/ BIG X-RAYS scanners.</p> <p>10. International airport operations at Ludhiana and Chandigarh airport required.</p> <p>11. Hard copies of documents (Invoice, packing list, ADC sheet, FEMA declaration, Non-hazardous certificate, export value declaration) are still required to be submitted for air exports whereas for sea factory stuffed container shipment, it is not required</p> <p>12. For last 6 months at IGI Delhi, there is no photocopier or computer / internet facility, at the airport. It was there till around Jan 2019. After the contract of the previous contractor expired the authorities – CELEBI/DCSC/ DIAL/ GMR have neither renewed the contract nor allotted it to some other company. (as on 5.6.2019)</p> <p>A suggestion has been received that the customs custom clearance of cargo should be done on FIFO basis and till the previous shipments are either custom cleared or the objection put up in writing in the system itself, the next clearance should not take place.</p> <p><b>B. <u>Challenges on Air freight cost and Ground handling charges</u></b></p> <p>Handling, processing &amp; storage costs (which are charged for general cargo), are being charged to perishable exports also, despite non usage of these services. Further, Delhi airport handling charges have been increased again in April 2017 to</p>	<p>8 (8) : The issue is general and hence dropped.</p> <p>8 (9) : MoCA to reply at next meeting or earlier</p> <p>8 (10) : MoCA to reply at next meeting or earlier.</p> <p>8 (11) : AAICLAS, FIEO, DIAL and MIAL may make a factual report and suggest way forward. Mr. Keku Gazdar, CMD AAICLAS may Chair.</p> <p>8 (12) : DIAL to respond.</p> <p>SoP regarding Customs clearance of cargo may be specified by Customs at the next meeting.</p> <p>8 (B) (a) to (c) : These changes / matters are determined by AERA.</p>
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		<p>around Rs 6.25/kg (against MUM/BLR airport charges of approx Rs 3.45/kg. Hence, option of waiver on handling/packaging and storage costs for perishable exports may be examined.</p> <p>Benchmarking of ground handling charges between private &amp; government operated centers and capping of charges at reasonable levels by AERA.</p> <p>b) Lack of uniformity on TSP (terminal charges) across all major ports with Delhi being highest. Suggestion to have uniform TSP charges not more than Rs 0.50/kg (which include scanning and security fee only as no other services are consumed by perishable produce).</p> <p>c) Domestic air freight cost for perishable movement in certain sectors higher /equal to international. (Del- Blr cargo rates are equivalent to Del-Dubai)</p> <p>d) No minimum space allocation for fruits and vegetable exports with most international carriers, due to which F&amp;V cargo is many a time refused &amp; preference given to high value pharma category.</p> <p>e) Request to Ministry of Road transport to allow perishable produce vehicle for export to be allowed to enter city limits during NO ENTRY time also, to reduce transit times.</p>	<p>Hence closed here.</p> <p>8 (B) (d) : The statement is too general and hence nothing actionable. Closed.</p> <p>8 (B) (e) : It was clarified that this is not the issue at all. Hence closed.</p>
9.	Agricultural and Processed Food Products Export Development Authority (APEDA)	<p>Agricultural and Processed Food Products Export Development Authority (APEDA) vide letter dated 14.06.2019 has informed that the meeting notice was circulated to exporters of cereals and cereals products. Some of the issues raised by the exporters are submitted here under which may kindly be considered in the 57<sup>th</sup> Session of the Standing Committee on Promotion of Exports (SCOPE) Air - 2019.</p> <p>i. The shipping lines charges the Terminal Handling Charge (THC) from the exporters. The CHA also charge Lift-On, Lift-Off charges over and above THC charges. The bifurcation of THC is not provided by the Shipping line as to whether Lift-on and Lift-off charges are covered in THC or not. It needs to be clarified by the Shipping line.</p> <p>ii. It is general practice that containers stuffed in the factory and moved to Port, and</p>	<p>These matters relate to SCOPE – Shipping. These issues are being addressed separately in other references. Hence closed here.</p>

		<p>container offloaded outside the Container Freight Station (CFS) . It is not stored in the warehouse but still CHA and CFS raise invoice for CFS charges. This is undue charges levied by CHA and CFS owners. The CFS charges should not be levied on the container where the cargo is not stored in the warehouse. Sometime, it is also observed that for realizing CFS charges, the containers are kept on HOLD in or out CFS warehouses. It should be stopped from all the ports in India.</p> <p>iii. Raipur is a hub of rice production and the exporters want following arrangements for the smooth clearance and transportation for facilitating exports of rice :</p> <ul style="list-style-type: none"><li>a) Activation of Dry Port at Raipur for Customs Clearance, warehousing &amp; other facilities.</li><li>b) Smoother movement of cargos by Train</li><li>c) Daily Train availability to Vizag (preferably) and other ports like Kakinada, Krishnapatnam.</li></ul>	
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## Annexure-A

S.N.	Airport	ADC	# ppQ	APHO	WCCB	FSSAI	AQCS	Remarks
1.	*Aurangabad	Required	Required					
2.	Chennai				Required	Required	Required	
3.	Goa		Required					
4.	Guwahati		Required					
5.	Indore	Required	Required			Required		
6.	Kolkata					Required		
7.	Mangalore		Required					
8.	Patna		Required					
9.	Varanasi		Required					
10.	Vizag		Required			Required	Required	

\* Cargo facility yet to be operationalized at the station, awaiting for Customs EDI connectivity.

# In addition to these airports, Min. of Agriculture & Farmer's Welfare Deptt. of PPQ vide letter dated 22.10.2018 sent the requirement of space for establishment of PQ Office-cum-Laboratory at Trichy, Trivandrum, Lucknow, Hyderabad, Ahmedabad, Coimbatore, Delhi & Chennai but no representative of PPQ Deptt. has approached to AAICLAS for the space requirement at these AAICLAS airports.

Legend:

ADC: Assistant Drug Controller: Min. of Health & Family Welfare

PPQ: Plant Protection Quarantine & Storage Officer: Min. of Agriculture & Farmer's Welfare

APHO: Airport Health Organization: Min. of Health & Family Welfare

WCCB: Wildlife Crime control Bureau: Ministry of Environment & Forest

FSSAI: Food Safety & Standard Authority of India: Min. of Health & Family Welfare

AQCS: Animal Quarantine & Certification Services: Min. of Agriculture & Farmer's Welfare