

Government of India (भारत सरकार)
Department of Commerce (वाणिज्य विभाग)
Directorate General of Foreign Trade (विदेश व्यापार महानिदेशालय)
Vaniya Bhawan, New Delhi-110011 वाणिज्य भवन, नई दिल्ली

No. 01/89/180/30/PSIA/AM-24/PC(A)

Date of Order: 25.06.2026

Date of Issue: 25.06.2026

Name of the Agency:

Valmark International
Office No. P8/03-37, SAIF Executive Building,
Sharjah Airport International Free Zone,
Sharjah, United Arab Emirates P80337

Order passed by:

Shri. Rakesh Kumar
Additional Director General of Foreign Trade

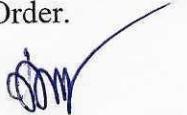
ORDER-IN-ORIGINAL

Any person/party aggrieved by this order, may prefer an appeal under Section 15 of the Foreign Trade (Development and Regulation) Act, 1992 before the Competent Authority. The appeal may be filed within 45 days from the date of receipt of this Adjudication Order together with a copy of this and a complete set of evidence in the form of Annexure to the appeal relied upon in support of the appeal.

2. Any person/party desirous of filing an appeal against this order shall deposit the penalty amount and produce proof of payment of penalty amount along with the appeal to the appellate Authority failing which the appeal is liable to be rejected for non-compliance of the provisions of Section 15 of the Foreign Trade (Development and Regulation) Act, 1992.

3. The penalty amount is to be deposited under the Head of Account "1453 Foreign Trade and Export Promotion Minor Head 102 other receipts fines and penalties etc. Imports and Exports Control Organization. Evidence of payment of penalty is required to be furnished to the Adjudicating Authority within 45 days from the date of service of this Adjudication Order.

4. **FACTS OF THE CASE**



4.1 Valmark International, Office No. P8/03-37, SAIF Executive Building, Sharjah Airport International Free Zone, Sharjah, United Arab Emirates P80337 (hereinafter referred to as the 'Agency') is a Pre-Shipment Inspection Agency (PSIA) recognized by the Directorate General of Foreign Trade (DGFT) vide Public Notice No. 34/2015-2020 dated 03.11.2022. The Agency was granted recognition as per Para 2.52 of the Handbook of Procedures (hereinafter referred to as 'HBP'), as amended from time to time, for conducting pre-shipment inspections of metallic scrap consignments intended for import into India and issuing Pre-Shipment Inspection Certificates (hereinafter referred as 'PSICs') in connection therewith, against a declared and authorised capacity of 13 instruments across 13 countries.

4.2 During the review of records for the period 1st January 2024 to 31st August 2024, it was observed that the Agency had issued 42,016 inspections during the said period, averaging 173 inspections per day, against the declared capacity of only 13 approved instruments across 13 countries. Analysis of the top inspection days revealed instances of an extraordinarily high volume of certifications reported on single dates, including 728 inspections on 14.05.2024 spanning 26 countries and 567 inspections on 15.05.2024 spanning 31 countries, far exceeding what is physically and logistically feasible for the equipment and personnel declared to be available with the Agency.

4.3 On further examination of records, it was observed that PSICs issued against single registered instruments were reflected as having been issued on the same date, i.e. 14.05.2024, by multiple inspectors of the Agency operating from geographically distant and incompatible locations using the same instrument. The specific instances - namely, Instrument No. 110017 (166 Pre-Shipment Inspection issued by 2 inspectors, Mr. Vladislav Honchar and Ms. Tanya Rudra, across Cyprus, Finland, Germany, Greece, Netherlands, Norway, Poland, Spain, Sweden and the USA), Instrument No. 110019 (197 Pre-Shipment Inspection issued by 3 inspectors, Mr. Henault Christopher, Mr. Vaibhav Kumar and Mr. Vladyslav Honchar, across Canada, Germany and the USA), Instrument No. 110021 (99 Pre-Shipment Inspection issued by 5 inspectors, Mr. Barkauskas Gomes, Mr. Brice Benjamin Beker, Mr. Ram Ratan, Mr. Willy Jose Alvarado Zarraga and Mr. Zarraga Jose, across Brazil, Mexico, UAE, UK and Venezuela), and Instrument No. 110023 (43 Pre-Shipment Inspection issued by 3 inspectors, Mr. Gururaj Tiwary, Mr. Jorly Matthew and Mr. Tan, across Hong Kong, Malaysia and Singapore) - the simultaneous use of each such single instrument across such disparate geographies on the same date being physically and logistically unattainable.

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4.4 The facts and circumstances available on record, particularly the issuance of multiple Pre-Shipment Inspection Certificates within a single day using the same instruments and involving inspections at geographically distant locations, give rise to a reasonable apprehension regarding the reliability, transparency, and consistency of the inspection process adopted by the Noticee PSIA. These circumstances raised concerns and cast a reasonable doubt on the fairness and certainty of the operations carried out by the Noticee PSIA and undermine the credibility of the certifications issued thereunder.

4.5 As per Para 2.51 of the HBP, the import of any form of metallic waste, scrap will be subject to the condition that it will not contain hazardous, toxic waste, radioactive contaminated waste/scrap containing radioactive material, any type of arms, ammunition, mines, shells, live or used cartridge or any other explosive material in any form either used or otherwise. Hence, the import of metallic waste or scrap is a matter of national security interest and recognition of the agencies and subsequent issuance of PSICs will be subject to strict scrutiny.

4.6 In view of the above, Para 2.53(a) of the HBP provides, 'In case of any mis-declaration in PSIC or mis-declaration in the online application form for recognition as PSIA, the PSIA would be liable for penal action under Foreign Trade (Development & Regulation) Act, 1992, as amended, in addition to suspension/cancellation of recognition.'

4.7 Further, as per Section 11(2) of the Foreign Trade (Development & Regulation) Act, 1992 (hereinafter referred to as the 'FTDR Act'), where any person makes or abets or attempts to make any export or import in contravention of any provision of this Act or any rules or orders made thereunder or the foreign trade policy, he shall be liable to a penalty as prescribed thereunder.

4.8 Additionally, as per Section 11(3) of the FTDR Act, where any person signs or uses, or causes to be made, signed or used, any declaration, statement or document submitted to the Director General or any officer authorised by him under this Act, knowing or having reason to believe that such declaration, statement or document is forged or tampered with or false in any material particular, he shall be liable to a penalty as prescribed thereunder.

4.9 In compliance with Section 14 of the FTDR Act, a Show Cause Notice bearing No. 01/89/180/30/PSIA/AM24/PC(A)/74 dated 19.09.2024 (copy annexed) was issued setting out the specific discrepancies and relied-upon evidence informing of the grounds on which it is proposed to impose a penalty including suspension or cancellation and make a representation within such reasonable time before the adjudicating authority. A personal hearing was



accordingly provided on 30.12.2024. That subsequently, an Addendum to Show Cause Notice bearing No. 01/89/180/30/PSIA/AM-24/PC(A)/e-40755/286 dated 01.04.2026 (copy annexed) was issued consequent upon the transfer of adjudicatory proceedings to the present adjudicating authority. The said Addendum SCN set out, in specific detail, the instances of simultaneous instrument-sharing across geographically distant locations on the same date, constituting the gravamen of the allegations against the Agency, and afforded the Agency a fresh opportunity of personal hearing through hybrid mode, scheduled on 14.05.2026 between 02:00 PM and 05:00 PM, in conformity with the principles of natural justice.

4.10 That in pursuance of the opportunity of personal hearing so afforded, and in consonance with the *audi alteram partem* rule a pillar of natural justice, personal hearing was conducted on 14.05.2026. The Agency availed of the said opportunity and was represented in-person before the adjudicating authority by Ms. Khushboo, Manager of the Agency, accompanied by Adv. Dhruv Sharma, the authorized legal representative, who appeared physically before this authority. The submissions advanced during the personal hearing have been duly considered and are set out hereinbelow

5. SUBMISSIONS OF THE AGENCY

The Agency submitted the following before the Adjudicating Authority.

5.1 The Agency submitted that following its detailed response to the original Show Cause Notice in September 2024 and the personal hearing held on 30.12.2024, it had received no further communication from DGFT for a period of approximately 16 months, during which the DGFT had even allowed it to expand its area of operation and add instruments. The Agency further submitted that a writ petition bearing No. 1608/2025 filed by it after the original SCN was disposed of in its favour vide order dated 10.02.2025, and a contempt petition bearing No. 740/2025 was also disposed of in its favour vide order of the Hon'ble High Court dated 24.07.2025, and that these developments had led the Agency to reasonably believe that its earlier reply had been found satisfactory and the proceedings were closed.

5.2 The Agency submitted that the primary discrepancies noted in the Addendum are a result of how data is recorded on the DGFT portal rather than any lapse in actual inspection. It was contended that the portal was plagued with technical glitches in the year 2024 and permitted a PSIA to select only a single date per inspection entry, even where inspections for large or bulk shipments actually took place over two or three days, resulting in inspectors



entering the date of uploading or the final date of the process as the 'inspection date' for the entire consignment.

5.3 The Agency further submitted that the DGFT portal allows entry of only one machine and one lead inspector per shipment, whereas the Agency often deployed multiple teams and various instruments simultaneously. It was contended that the digital framework does not have the provision to reflect these additional resources, thereby creating a technical discrepancy where it appears as though one instrument is being used in multiple places at once, when in fact the work was distributed across multiple specialised teams and equipment.

5.4 The Agency additionally submitted that the SCN proceeds on the incorrect assumption that inspection and certification occur simultaneously, whereas in practice inspections may be carried out earlier and PSICs may be generated or released in batches on a particular day. Accordingly, the Agency contended that issuance of multiple PSICs on a single day does not imply that inspections were conducted on that day.

5.5 The Agency submitted that high-volume inspections are common in the scrap trade and bulk consignment sector, where multiple PSICs may relate to the same yard or a single shipment divided into multiple lots. It was further submitted that in most developed countries, radiation-detecting monitors are used at ports and yards, ensuring preliminary scanning of scrap materials before they reach the Agency's inspectors, thereby enabling the Agency's inspectors to focus on targeted verification and safety checks, and resulting in significantly higher efficiency allowing a larger volume of inspections without compromising on quality or safety.

5.6 The Agency contended that the submission sought in terms of Para 2.52(e) of the HBP regarding details of visits/inspections undertaken by its inspectors is no longer applicable, inasmuch as the said provision was overruled by the minutes of the 24th IMC Meeting dated 05.04.2024, which mandated that PSIAs would be allowed to function only in those countries where they have physical presence, thereby dispensing with the requirement of prior intimation for deputed inspectors, and accordingly such records were neither prepared nor preserved.

5.7 The Agency submitted that every inspection conducted by it is supported by mandatory photographic and video evidence showing inspectors on-site, container seals, and actual use of radiation testing equipment, and that till date, not a single shipment certified by it has been flagged for radiation or any safety incident by any authority. The Agency also submitted that photographs in respect of inspections carried out by its inspectors were being filed along with the reply.

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6. DISCUSSIONS AND FINDINGS

6.1 At the outset, the principal issue for determination is whether the Pre-Shipment Inspection Certificates (PSICs) issued by the Agency represent inspections actually carried out in accordance with the Handbook of Procedures or whether the records maintained by the Agency disclose such operational impossibilities and inconsistencies as to render the certifications unreliable. Upon examination of the inspection records, it is found that multiple Pre-Shipment Inspections were purportedly conducted on the same day at geographically distant locations using the same inspection instrument and, in several instances, overlapping inspection personnel. Such deployment is physically and logistically unattainable. The Agency reported 42,016 inspections averaging approximately 173 inspections per day against a declared capacity of only 13 authorised instruments across 13 countries, including 728 inspections on 14.05.2024 spanning 26 countries and 567 inspections on 15.05.2024 spanning 31 countries. Such inspection volumes are wholly disproportionate to the Agency's declared operational capacity. Further, identical instrument numbers were reflected across multiple inspections conducted simultaneously at geographically distant locations, rendering the inspection records inherently unreliable and casting serious doubt on the genuineness of the certifications issued.

6.2 One of the several illustrative instances evidencing such operational infeasibility is reproduced below. The records demonstrate that Instrument No. 110021 was reflected as having been used on 14.05.2024 by multiple inspectors across Brazil, Mexico, United Arab Emirates and the United Kingdom, resulting in ninety-nine Pre-Shipment Inspections on the same date. Similar instances are found in respect of Instrument Nos. 110017, 110019 and 110023, which were simultaneously shown as deployed across numerous countries by different inspectors. The following PSICs are illustrative of the pattern observed:


Sl. No.	PSIC Number	Inspector Name	Inspection Country	Inspection Date	Sr. No. of the Instrument
1	PSICVIXXXX324652AM25	MR. RAM RATAN	Brazil	14.05.2024	110021
2	PSICVIXXXX335508AM25	Mr. Willy Jose	Venezuela	14.05.2024	110021

		Alvarado Zarraga			
3	PSICVIXXXX340311AM2 5	ZARRAGA JOSE	United Arab Emirates	14.05.2024	110021
4	PSICVIXXXX340415AM2 5	Mr. Ram Ratan	Brazil	14.05.2024	110021
5	PSICVIXXXX340712AM2 5	Mr. Ram Ratan	Brazil	14.05.2024	110021
6	PSICVIXXXX341260AM2 5	Mr. Ram Ratan	Brazil	14.05.2024	110021
7	PSICVIXXXX344565AM2 5	Mr. Ram Ratan	Brazil	14.05.2024	110021
8	PSICVIXXXX345463AM2 5	Mr. Ram Ratan	Brazil	14.05.2024	110021
9	PSICVIXXXX345793AM2 5	RAM RATAN	Brazil	14.05.2024	110021
10	PSICVIXXXX346083AM2 5	Mr. Ram Ratan	Brazil	14.05.2024	110021
11	PSICVIXXXX346324AM2 5	Mr. Ram Ratan	Brazil	14.05.2024	110021
12	PSICVIXXXX346901AM2 5	Mr. Ram Ratan	Brazil	14.05.2024	110021
13	PSICVIXXXX352123AM2 5	MR. BRICE BENJAMIN BEKER	Mexico	14.05.2024	110021
14	PSICVIXXXX354861AM2 5	BARKAUSK AS GOMES	United Kingdom	14.05.2024	110021
15	PSICVIXXXX354867AM2 5	BARKAUSK AS GOMES	United Kingdom	14.05.2024	110021
16	PSICVIXXXX358062AM2 5	Mr. Ram Ratan	Brazil	14.05.2024	110021

The above records demonstrate that the same inspection instrument was shown as being deployed simultaneously across multiple countries separated by substantial geographical distances, making such deployment physically impossible and indicating that the corresponding PSICs do not represent genuine inspections carried out in accordance with the Handbook of Procedures.

6.3 The Agency has submitted that after filing its reply to the original Show Cause Notice and participating in the personal hearing held on 30.12.2024, no communication was received for approximately sixteen months and that, during this period, its area of operation and inspection instruments were expanded by DGFT. It has also relied upon the disposal of Writ Petition No. 1608/2025 and Contempt Petition No. 740/2025 to contend that it reasonably believed the proceedings stood concluded. The contention is devoid of merit. Administrative decisions relating to recognition, expansion of operational areas or approval of additional instruments cannot operate as an adjudication on the merits of the Show Cause Notice nor create any estoppel against the statutory authority from completing proceedings initiated under the provisions of the Foreign Trade (Development and Regulation) Act, the Foreign Trade Policy, and the Handbook of Procedures issued thereunder. Similarly, disposal of judicial proceedings without adjudication on the merits of the allegations contained in the Show Cause Notice cannot be construed as a finding exonerating the Agency or terminating the present proceedings. It is further observed that the intervening period was attributable solely to administrative reasons, including change of charge of the concerned officers, and did not result in closure or abandonment of the proceedings. No coercive action was taken against the Noticee during this period. To ensure compliance with the principles of natural justice and to afford the Noticee a further reasonable opportunity of being heard, an Addendum to the Show Cause Notice was subsequently issued before any final decision was taken.

6.4 The Agency has further contended that the discrepancies are attributable to technical limitations of the DGFT portal, which permits only a single inspection date to be entered even where inspections extend over multiple days. This explanation is unacceptable. The present proceedings are not founded merely upon the date of generation or uploading of PSICs but upon the inspection particulars recorded by the Agency itself, which reflect identical inspection instruments being used simultaneously across geographically distant countries. Even if inspections extended over multiple days, such explanation does not reconcile the simultaneous deployment of the same registered instrument in different jurisdictions or explain the inspection records generated by the Agency.



6.5 The Agency has further contended that the DGFT portal permits entry of only one lead inspector and one inspection instrument per shipment, whereas multiple teams and multiple instruments are actually deployed. This contention cannot be accepted. A recognised Pre-shipment Inspection Agency is under a statutory obligation to conduct inspections only by using inspection equipment duly approved and recognised by DGFT, the particulars whereof form an integral part of its recognition and are required to be accurately reflected in the Pre-shipment Inspection Certificate. Significantly, the Agency has itself candidly acknowledged that the inspection instrument number recorded on the DGFT portal and consequently reflected in the PSIC may not be the instrument actually used for carrying out the inspection, attributing the same to alleged portal limitations and operational practices. Such an admission amounts to a clear acknowledgment that the inspection particulars declared in the PSIC do not necessarily correspond to the actual inspection equipment deployed. The instrument serial number is a material declaration forming part of the certification process and is intended to identify the DGFT-approved equipment used during inspection. Any substitution, incorrect recording or repetition of such instrument particulars, irrespective of the explanation offered, constitutes a material mis-declaration and undermines the integrity and traceability of the inspection process. The Agency has further failed to produce any contemporaneous equipment deployment registers, calibration records, movement logs or other documentary evidence to establish that any DGFT-approved instrument other than the one declared in the PSIC was actually used for the inspection. Accordingly, the plea of portal limitation is found to be wholly untenable and incapable of explaining the serious discrepancies noticed in the inspection records.

6.6 The Agency has further contended that inspections and issuance of PSICs do not necessarily occur simultaneously and that certificates may be generated in batches after completion of inspections. The contention does not address the core allegation. The present proceedings do not proceed on the basis that inspections and certification must occur on the same day; rather, they proceed on the basis of the inspection dates and inspection particulars recorded by the Agency itself, which disclose simultaneous deployment of identical instruments across geographically distant locations. The submission is therefore irrelevant to the issues under consideration.

6.7 The Agency's submission regarding efficiency gains arising from radiation-detecting monitors installed at ports and yards in developed countries is noted but cannot be accepted as a defence. The statutory obligation of a recognised PSIA is to independently conduct physical



inspection and radiation detection in accordance with Para 2.52 of the Handbook of Procedures before issuing a PSIC. The existence of radiation monitoring infrastructure maintained by foreign ports or exporters neither substitutes nor diminishes the Agency's independent statutory responsibility and, in any event, does not explain the operational impossibility of identical inspection instruments being simultaneously deployed across multiple countries.

6.8 The Agency has contended that the requirement under Para 2.52(e) of the Handbook of Procedures regarding details of inspector visits ceased to apply pursuant to the Minutes of the 24th IMC Meeting dated 05.04.2024 and that such records were therefore not maintained. The contention is misconceived. Even assuming that prior intimation requirements stood modified, the Agency remained under a continuing obligation to maintain adequate records demonstrating that inspections were actually carried out in accordance with the conditions of recognition. The absence of inspector deployment records, equipment movement records or other contemporaneous documents only reinforces the inability of the Agency to substantiate the inspections reflected in the impugned PSICs.

6.9 The Agency has further submitted that every inspection is supported by photographs and videos depicting inspectors, container seals and radiation testing equipment, and that no shipment certified by it has ever been flagged for radiation or safety violations. Mere production of photographs or videos, without reliable contemporaneous metadata linking the same to the specific inspections under scrutiny, cannot rebut the documentary inconsistencies apparent from the Agency's own inspection records. Furthermore, the absence of any reported radiation incident or importer complaint does not validate inspections that appear physically impossible on the face of the records. The statutory framework is preventive in nature and is intended to ensure the integrity of the inspection process itself rather than to await the occurrence of an adverse event.

6.10 The submissions made by the Agency are therefore found to be general in nature and largely seek to divert attention from the central issue, namely, the genuineness and physical feasibility of the inspections purportedly conducted. The Agency has failed to furnish any cogent documentary evidence, movement records, equipment deployment registers, inspection logs or other contemporaneous material capable of substantiating the actual conduct of inspections in the manner claimed. In the absence of such evidence, the explanations offered cannot be accepted.



6.11 The issuance of PSICs without actual physical inspection constitutes a serious failure in the discharge of statutory obligations. Pre-Shipment Inspection Certificates serve as a critical regulatory safeguard to ensure that metallic scrap imported into India is free from radioactive contamination and hazardous material before entry into Indian ports. Any compromise in the integrity of such inspections transcends a mere procedural irregularity and carries direct implications for public safety, environmental protection, port infrastructure and national security.

6.12 In view of the foregoing, the conduct of the Agency constitutes mis-declaration within the meaning of Para 2.53(a) of the Handbook of Procedures, 2023, which provides that any mis-declaration in a PSIC renders the PSIA liable for penal action under the Foreign Trade (Development & Regulation) Act, 1992, in addition to suspension or cancellation of recognition. The said conduct also attracts the provisions of Sections 11(2), 11(3) and 13 of the FTDR Act.

6.13 Accordingly, I find that **Valmark International** has contravened the provisions of the Foreign Trade (Development & Regulation) Act, 1992, the applicable Foreign Trade Policy and the relevant provisions of the Handbook of Procedures, 2023, and is consequently liable for appropriate penal and regulatory action under the said Act.

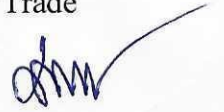
I, therefore, in exercise of the powers vested in me under Section 13 read with Section 11 of the Foreign Trade (Development & Regulation) Act, 1992, as amended, and Para 2.53(a) of the Handbook of Procedures, pass the following order:

ORDER

No.: 01/89/180/30/PSIA/AM-24/PC(A)

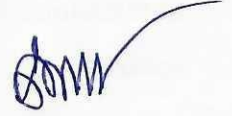
Dated: 25.06.2026

- i. The recognition granted to Valmark International as a Pre-Shipment Inspection Agency is hereby cancelled with immediate effect.
- ii. The Bank Guarantee No. 032LGFN222660002 dated 23.09.2022, for an amount of USD 20,000/- (United States Dollars Twenty Thousand Only), furnished by M/s Valmark International at the time of recognition/renewal as a Pre-Shipment Inspection Agency, is hereby forfeited in full, in view of the established violations of the conditions of recognition and the obligations prescribed under the Foreign Trade



(Development and Regulation) Act, 1992, the Foreign Trade Policy, and the Handbook of Procedures issued thereunder.

- iii. A penalty of ₹10,00,000 (Rupees Ten Lakhs Only) is hereby imposed upon Valmark International under Section 11 of the FT (D&R) Act, 1992, for the violations established herein.



(Rakesh Kumar)

Additional Director General of Foreign Trade

To:

Valmark International, Office No. P8/03-37, SAIF Executive Building, Sharjah Airport International Free Zone, Sharjah, United Arab Emirates P80337

Copy to:

1. Joint Secretary, Customs, Central Board of Indirect Taxes and Customs (CBIC)
2. Commissioners of Customs, Chennai / Cochin / Ennore / JNPT / Kandla / Mormugao / Mumbai / New Mangalore / Paradip / Tuticorin / Visakhapatnam / Pipavav / Mundra / Kolkata / Krishnapatnam / Kattupalli / Hazira / Kamarajar
3. DGFT Website
4. EGTF Section, DGFT Hqrs

Government of India
Ministry of Commerce and Industry
Department of Commerce
Directorate General of Foreign Trade
Vanijaya Bhawan, New Delhi

File No 01/89/180/30/PSIA/AM24/PC(A) 174

Dated : 19 September, 2024

Subject: Show Cause Notice under Section 9(4), 11 (2), Section 11(3), and Section 13 of the Foreign Trade (Development and Regulation) Act, 1992 as amended and para 2.53 (a) of Handbook of Procedure 2023 for plausible issuance of Pre-Shipment Inspection Certificates (PSICs) without adherence to mandatory standards and procedures.

1. Whereas, you, **VALMARK INTERNATIONAL**, Office No. P8/03-37, SAIF Executive Building, Sharjah Airport International Free Zone, Sharjah, UNITED ARAB EMIRATES P80337 notified as Pre-Shipment Inspection Agency vide Public Notice No. 34/2015-2020 dated 03.11.2022 under the Foreign Trade (Development & Regulation) Act, 1992 (FTDR Act), have been vested with the responsibility of ensuring that imported metal scrap complies with the provisions laid down in the **Foreign Trade Policy (FTP)** and relevant provisions under the **Handbook of Procedures (HBP)**. Your role is critical to prevent the importation of harmful, hazardous, or contaminated material into the country.

2. **Whereas**, it has been observed that your agency issued an inordinate number of PSICs covering a vast geographical range in a manner inconsistent with your available personnel and resources, thereby raising serious concerns about the legitimacy of these certifications. A summary statistics of all inspections certificates issued by you during the period of 1st January, 2024 – 31st August 2024 is tabulated below:

Agency Name	No of Inspections undertaken during the period 01st Jan-31st August 2024	Average Daily Inspection during the period 01st Jan-31st August 2024	Number of Equipment authorised	Number of Countries authorised
Valmark International	42,016	173	13	13

3. Whereas, it has been observed that on umpteen times, a large number of inspections have been reported by your agency during this period of 1st January 2024 – 31st August 2024. A list of such days (top 10 days in terms of count of inspections reported) and counts of inspections have been tabulated below:

Table B – List of Top 10 days in terms of count of inspections reported for the period of 1st January 2024 – 31st August 2024

	Agency_Name	Valmark International
Sr. No.	Inspection_Date	Number of inspections
1	2024-05-14 00:00:00	728
2	2024-05-15 00:00:00	567
3	2024-05-22 00:00:00	545
4	2024-05-21 00:00:00	536
5	2024-05-08 00:00:00	533
6	2024-05-07 00:00:00	532
7	2024-06-04 00:00:00	496
8	2024-04-15 00:00:00	487
9	2024-04-29 00:00:00	474
10	2024-04-18 00:00:00	461

4. Whereas, it has been observed that such inspections have been reported from a large number of nations (territories) with vast geographical coverage, based on the limited number of equipments and personnel available with you, which seem practically and logistically infeasible. A country wise list of inspections reported by your agency for 2 dates (dates with maximum number of inspections reported) have been tabulated below in 2 Tables (Table C & Table D):

Table C – List of Countries of inspections reported for the Highest Number of Inspection Day

	Agency_Name	Valmark International
	Inspection_Date	2024-05-14 00:00:00
Sr. No.	INSPECTION_COUNTRY	Number of inspections
1	United States Of America	159
2	Poland	127
3	United Kingdom	76
4	South Africa	71
5	Brázip	70
6	Canada	36
7	Australia	27

8	Bahrain	25
9	Hong Kong	20
10	Mozambique	20
11	Malaysia	18
12	Norway	18
13	United Arab Emirates	18
14	Netherlands	7
15	Germany	7
16	Sweden	5
17	Turkey	5
18	Singapore	5
19	Cyprus	3
20	Greece	3
21	New Zealand	2
22	Finland	2
23	Venezuela	1
24	Mexico	1
25	Morocco	1
26	Spain	1
Grand Total		728

Table D – List of Countries of inspections reported for the 2nd Highest Number of Inspection Day

	Agency_Name	Valmark International
	Inspection_Date	2024-05-15 00:00:00
Sr. No.	INSPECTION_COUNTRY	Number of inspections
1	United States Of America	156
2	Poland	103
3	United Kingdom	66
4	Brazil	50
5	South Africa	35
6	Malaysia	30
7	Canada	17
8	Belgium	11
9	Mozambique	10
10	Bahrain	10
11	Latvia	10

12	Italy	9
13	Australia	8
14	Venezuela	8
15	United Arab Emirates	7
16	Chile	7
17	Singapore	6
18	Hong Kong	3
19	Cyprus	3
20	Djibouti	3
21	Jamaica	3
22	Japan	3
23	Maldives	2
24	Mexico	1
25	Netherlands	1
26	Kuwait	1
27	Germany	1
28	Greece	1
29	New Zealand	1
30	Honduras	1
31	Grand Total	567

The above tabulated records highlights that your agency has issued an excessively large number of Pre-Shipment Inspection Certificates (PSICs) covering a vast geographical range in a manner inconsistent with your available personnel and resources, thereby raising serious concerns about the legitimacy of these certifications. The equipment number has also been matched with each of the inspection as per the details uploaded by your agency and clearly points out to gross violations of the obligations associated with inspections.

5. **Whereas**, as per **Para 2.54** of the Handbook of Procedures, 2015-2020 (and subsequent amendments), a Pre-Shipment Inspection Agency (PSIA) is obligated to inspect metal scrap consignments physically at the site of inspection to ensure compliance with Indian standards and laws. The guidelines further mandate that "PSIA shall ensure that no radioactive contaminated material or other hazardous waste is imported into India under the guise of metal scrap."

7. **Whereas**, Section 9(4) of the FTDR Act, 1992 provides that the Director General or any officer authorized by him may, by order, direct any agency to act in accordance with the instructions issued for the inspection and certification of goods. Further, Section 11(3) of the FTDR Act, 1992 states that any person holding a license, certificate, or registration under this Act shall comply with any orders or directions made under the Act. In this regard, the relevant provisions of the FTDR Act 1992 (as amended in 2010) is reproduced here for ease of reference -

A. Section 9(4) of FTDR Act 1992 (as amended in 2010)

9. Issue, suspension and cancellation of licence.—

....
(4) *“The Director General or the officer authorised under sub-section (2) may, subject to such conditions as may be prescribed, for good and sufficient reasons, to be recorded in writing, suspend or cancel any ¹¹[licence, certificate, scrip or any instrument bestowing financial or fiscal benefits] granted under this Act:*

Provided that no such suspension or cancellation shall be made except after giving the holder of the ¹¹[licence, certificate, scrip or any instrument bestowing financial or fiscal benefits] a reasonable opportunity of being heard. “

B. Section 11(1), 11(2) & 11(3) of of FTDR Act 1992 (as amended in 2010)

“11. Contravention of provisions of this Act, rules, orders and foreign trade policy.—*(1) No export or import shall be made by any person except in accordance with the provisions of this Act, the rules and orders made thereunder and the foreign trade policy for the time being in force.*

2. Where any person makes or abets or attempts to make any export or import in contravention of any provision of this Act or any rules or orders made thereunder or the foreign trade policy, he shall be liable to a penalty of not less than ten thousand rupees and not more than five times the value of the goods or services or technology in respect of which any contravention is made or attempted to be made, whichever is more.

3. Where any person signs or uses, or causes to be made, signed or used, any declaration, statement or document submitted to the Director General or any officer authorised by him under this Act, knowing or having reason to believe that such declaration, statement or document is forged or tampered with or false in any material particular, he shall be liable to a penalty of not less than ten thousand rupees or more than five times the value of the goods or services or technology in respect of which such declaration, statement or document had been submitted, whichever is more. “

C. Section 13 of FTDR Act 1992 (as amended in 2010)

“Section 13 Adjudicating Authority.—*Any penalty may be imposed or any confiscation may be adjudged under this Act by the Director General or, subject to such limits as may be specified, by such other officer as the*

Central Government may, by notification in the Official Gazette, authorise in this behalf. "

8. Whereas, you have violated the provisions laid down for requirements for recognition as a Pre-shipment Inspection Agency (PSIA) under the para 2.52 of Handbook of Procedure 2023. Para 2.52 of HBP reads as,

(a) Applications for recognition in respect of PSIA's have to be made online on DGFT Website (<https://dgft.gov.in>) by payment of applicable fee in terms of Appendix 2K of FTP.

(b) The online applications will be considered by an Inter-Ministerial Committee.

(c) The recognized PSIA's will be notified under Appendix 2G for a period of three years. At the end of 3 years PSIA has to make a fresh online application for further recognition by DGFT.

(d) PSIA shall issue PSIC in the format given in Appendix 2H. PSIA shall generate PSICs using the facility provided on the DGFT website.

(e) A PSIA can also carry out inspections in countries, where it does not have a full-time equipped branch office but which falls within its area of operation, by deputing its Inspectors. However, for such inspections in other countries, the PSIA will be required to give prior intimation to DGFT by sending an email (at psia-travel-dgft@gov.in) and furnishing details of visit / inspection done by the Inspector in PSIC.

(f) The PSIA applicant(s) may submit online application(s) initially without bank guarantee, as required under S.No.9 of ANF-2L. Their applications would not be rejected only on the ground of non-submission of bank guarantee. Applicants would, however, be required to submit bank guarantee or an equivalent financial instrument, before they are notified as PSIA, by the competent authority.

(g) Any application for amendment in instruments and/or areas of operation of the existing PSIA has to be made online on the DGFT website.

9. Whereas mis-declaration of inspection made by the Pre-Shipment Inspection Agency attracts the provisions of para 2.53 (a) of Handbook of Procedure 2023. Para 2.53 (a) of HBP reads as,

"In case of any mis-declaration in PSIC or mis-declaration in the online application form for recognition as PSIA, the PSIA would be liable for penal action under Foreign Trade (Development & Regulation) Act, 1992, as amended, in addition to suspension/ cancellation of recognition."

10. Further, as per para 2.53 (c) and (d) & (e) of HBP 2023, PSIA is required to capture photos/videos of the inspection process and upload the same on DGFT website while issuing the online PSIC. Photos/videos uploaded by the PSIA are the evidence that required inspection has been carried out by the PSIA in the country of inspection. Para 2.53 (c), (d) & (e) of HBP read as:

(c) "PSIA may generate and upload PSIC online through the DGFT website. The PSIC shall be generated by the PSIA after the required inspection has been carried out. Required Video or photographic evidence is to be uploaded by the PSIA during this online PSIC process. The attested copy of the PSIC (in pdf format) shall have to be uploaded by the PSIA on DGFT website. The certificate shall be issued in prescribed form Appendix 2H."

(d) "The PSIA will also be required to take photographs or make video of the inspection carried out, duly capturing the following activities/details:

(i) Photograph(s) or video clipping of the place of inspection with PSIA inspector (mandatory) and representatives of exporter / importer, if available (optional); with time, date of the inspection (at least 1 photograph or video clipping);

(ii) Photograph(s) or video clipping of the testing instrument(s) used for inspection;

(iii) Photograph(s) or video clipping of the process of stuffing of containers showing the container number (at least 1 photograph or video clipping per container)

(iv) Photograph(s) or video clipping of the sealing process (at least 1 photograph or video clipping per container)

(v) One Photo of Inspector shall be captured with empty container in the background having only one door closed (door with container number) and container number

shall be clearly readable in that photo. Another photo of Inspector shall be captured with sealed container with same container number on the door clearly readable

(vi) Photo of Instrument used for inspection (as indicated at serial no (h) of PSIC) shall be captured along with container seal, having container seal number and instrument serial number, visible in the same photo"

(e) The photographs and/ or video clippings [as per 2.53(d) above] shall be uploaded on DGFT website (<https://www.dgft.gov.in/ICP/>) by PSIA at the time of issue of PSIC."

11. **Whereas the application form ANF-2L of the Handbook of Procedures (HBP) 2023** for Recognition of PSIA outlines the requirement for PSIA to submit a bank guarantee and provide details of the instruments and areas of operation. Any deviation or misrepresentation in this application process is subject to scrutiny and action by the DGFT.

12. **Whereas you were aware through the Minutes of the Meeting uploaded on DGFT Portal about the 24th Meeting of the Inter-Ministerial Committee (IMC) held on 05.04.2024 had noted** that the Committee has taken note of the various PSIAs operating in vast number of countries without physical presence & requisite resources. Committee decided that area of operation should be limited to countries where the firm has actual physical presence (not through some agent etc). It was further decided that area of operations for existing PSIAs may also be amended in line with decision of the committee. Committee decided that PSIAs must declare specific instruments and inspectors corresponding to specific countries/branches, employed by them beforehand. These specific instruments & inspectors will be linked to specific countries in the online system. The Minutes were uploaded on DGFT website and were available to all the agencies for further action and compliance.

13. **Whereas the following points has been observed:**

(a) **Insufficient Equipment:** It has been observed that your agency has been conducting large number of inspections at multiple locations with a limited number of inspection machines (Annexure A) and other necessary equipment, raising critical legal concerns regarding the adequacy and reliability of these inspections. According to Chapter 2.52 of the Foreign Trade Policy (FTP) 2023, all recognized Pre-shipment Inspection Agencies (PSIAs) are required to maintain adequate infrastructure, including sufficient inspection instruments,

to ensure that all inspections are conducted thoroughly and accurately. The Handbook of Procedures (HBP) 2023, particularly in Appendix 2G and ANF-2L, further emphasizes the necessity of maintaining the required equipment at all operational locations.

The failure to deploy adequate inspection machinery directly contravenes these provisions, potentially leading to the issuance of Pre-shipment Inspection Certificates (PSICs) that are not based on thorough inspections. This constitutes a serious breach of the conditions of recognition and may be deemed a misrepresentation under Section 9 of the Foreign Trade (Development & Regulation) Act, 1992, which provides for penal action, including the suspension or cancellation of the PSIA's recognition.

(b) **Non-compliance with Inspection Protocols:** The inordinate number of inspection certificates issued point to the real possibility that your agency has failed to adhere to the mandatory inspection protocols as stipulated in Appendix 2H of the Foreign Trade Policy (FTP) and the Handbook of Procedures (HBP) 2023. Specifically, these lapses include inadequate or incomplete or false photographic and video documentation of the inspection processes, as required under Para 2.53(d) of the HBP. This provision mandates that PSIA's must capture and upload photographic and video evidence of various stages of the inspection process, including but not limited to, the place of inspection, the testing instruments used, the process of stuffing and sealing containers, and the serial numbers of both the containers and the inspection instruments.

The failure to comply with these documentation requirements not only violates the terms of recognition under the FTP but also raises serious concerns about the integrity of the Pre-shipment Inspection Certificates (PSICs) issued by your agency. These lapses, whether due to negligence or intentional omission, could be construed as grounds for penal action under Sections 9 and 11 of the Foreign Trade (Development & Regulation) Act, 1992 including cancellation of PSIA in the public interest.

Additionally, it has been observed that your agency has reported an unusually high number of inspections conducted within short time frames. Upon analysis, as tabulated in Para 3-5, it is evident that the number of inspections claimed on any given day far exceeds what is physically possible given the number of inspection machines and resources available to your

agency. For instance, records indicate that on certain days, hundreds of inspections were purportedly completed with only a limited number of machines, which raises serious doubts about the authenticity and accuracy of these inspections. Such discrepancies suggest a violation of the mandatory inspection procedures required under the Foreign Trade (Development & Regulation) Act, 1992, as well as the guidelines set forth under the Pre-Shipment Inspection Agency (PSIA) scheme.

(c) **Potential Security Risks:** The observed deficiencies in your agency's inspection processes, including insufficient equipment and non-compliance with mandatory protocols, pose significant security risks. These deficiencies are particularly concerning as the inspection process serves as a critical control mechanism designed to prevent the importation of radioactive, hazardous materials, or items that could be used for illicit purposes. Under the Foreign Trade Policy (FTP) 2023, in conjunction with international trade regulations and agreements, it is mandated that all inspections conducted by Pre-shipment Inspection Agencies (PSIAs) must be rigorous and comprehensive to ensure the safety and security of the materials being imported. This requirement is especially stringent for inspections of sensitive materials such as scrap metal, which may include radioactive or hazardous elements, necessitating strict adherence to the guidelines provided in the FTP and the Handbook of Procedures (HBP) 2023.

Failure to conduct thorough and accurate inspections, as observed in your agency's operations, not only undermines the integrity of the PSIC system but also creates substantial security risks with potentially far-reaching consequences. Under Section 9 of the Foreign Trade (Development & Regulation) Act, 1992, the Director General of Foreign Trade (DGFT) is empowered to suspend or cancel the recognition of any PSIA without prior notice if such action is deemed necessary in the interest of public safety or national security.

14. In view of above, it could be presumed that you have mis-declared while issuing inspection certificate and are liable for punitive action under para 2.53 (a) of HBP 2023.

Further you have violated the provisions of para 2.53 (c), (d) & (e) of Handbook of Procedure 2023.

15. **Now, therefore**, in exercise of the powers conferred under Section 9, Section 11, and Section 13 of the FTDR Act, 1992, you are hereby called upon to show cause as to why:

- i. **Your recognition as a Pre-Shipment Inspection Agency (PSIA) should not be suspended or cancelled** under Para 2.53 (a) of HBP 2023 for violations of statutory provisions, guidelines, and procedures laid down under the FTDR Act and Handbook of Procedures; and
- ii. Why penalty in terms of Section 11 (2) & Section 11(3) of the Foreign Trade (Development & Regulation) Act, 1992 is not imposed on you; and
- iii. Why Proprietors/Partners/ Directors are not blacklisted for indulging in deliberate violation of duties and responsibilities cast upon them in being recognised as PSIA.

16. Your reply to this notice along with documentary evidence (if any) should reach the undersigned on or before 7th October 2024 through email psia-dgft@nic.in hereof;


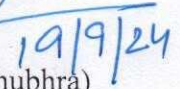
17. In case, you want to be heard in person, you may appear before the undersigned on 10.10.2024, based on the specific request for personal hearing, for which Video Conference link which will be sent to you in email, failing which it would be deemed that you have no defence to make in writing or orally in person, and the matter would be decided ex-parte on merits. You may represent yourself though an authorized person, who is well versed with the case to represent you on record, and who carries a proper Vakalat Nama in his name for the purpose.

18. Your reply/defence should contain all original documents you wish to rely on to establish your claims/statements. Please note that once the orders are passed, further appeal therein against lies with the appellat authority and no further correspondence with respect to the Show cause notice will be entertained.

19. The content of this Show-Cause Notice should also be brought to the notice of the Directors/ Partners / Proprietors, etc. of the firm and its branches so as to enable the

Directors/Partners to send written replies separately, if desired, as the Directors/Partners are jointly and severally liable for the violations under the FTDR Act.

20. This is issued without prejudice to any other action that may be taken against you under any other law applicable.

(Ms. Shubhra)

Additional Director General of Foreign Trade

Email: shubhra.ag@nic.in

To

Valmark International,
Office No. P8/03-37,
SAIF Executive Building,
Sharjah Airport International Free Zone,
Sharjah, UNITED ARAB EMIRATES P80337.

Government of India
Ministry of Commerce and Industry
Department of Commerce
Directorate General of Foreign Trade
Vanijya Bhawan, New Delhi

No: 01/89/180/30/PSIA/AM-24/PC(A)/e-40755/286

Dated: 01st April, 2026

ADDENDUM TO SHOW CAUSE NOTICE

Subject: Addendum to Show Cause Notice No. 01/89/180/30/PSIA/AM24/PC(A)74 dated 19.09.2024 issued to M/s Valmark International – Reg.

Whereas, reference is invited to the Show Cause Notice No. 01/89/180/30/PSIA/AM24-PC(A)/74 dated 19.09.2024 issued to M/s **Valmark International** regarding concerns about the legitimacy of its certifications, wherein the firm was called upon to show cause as to why action should not be taken against it under the provisions of the Foreign Trade (Development & Regulation) Act, 1992, the Rules/Orders made thereunder, and the Foreign Trade Policy, for the alleged contraventions mentioned therein. In response, the agency submitted its reply to the aforesaid Show Cause Notice, and a personal hearing was subsequently granted to the agency on 30.12.2024 before the Adjudicating Authority.

2. **Whereas,** the adjudicatory proceedings have been taken over by a new Adjudicating Authority, thereby necessitating the issuance of this fresh notice to afford the agency a reasonable opportunity of being heard. Accordingly, in the interest of the principles of natural justice, it has been decided to afford the noticee an opportunity of personal hearing afresh in the matter.

3. **Whereas,** the noticee is also provided an opportunity to submit any additional written submissions, if any, within 15 days from the date of issuance of this Addendum.

4. Further, the following has been observed during examination of the records:

S. No.	Instrument No.	Inspector(s) Name	Date of inspection	Observations
1.	110017	i. Mr. Vladislav	14.05.2024	• It has been observed that multiple Pre-shipment Inspection Certificates

		<p>Honchar, ii. Mr. Tanya Rudra</p>		<p>(PSICs) were issued on the same day using a single instrument.</p> <ul style="list-style-type: none"> • A total of 166 PSICs were issued on the same day by 02 different inspectors of your agency, operating from Cyprus, Finland, Germany, Greece, Netherlands, Norway, Poland, Spain, Sweden and USA. • The issuance of PSICs by different inspectors at geographically distant locations using the same instrument raises serious concerns regarding the integrity and coordination of the inspection process; such issuance within a single day does not appear to be practically feasible and gives rise to a reasonable apprehension that the PSICs may have been issued in a routine or “table-based” manner, without the actual conduct of the requisite physical inspections.
2.	110019	<p>i. Mr. Henault Christopher, ii. Mr. Vaibhav Kumar, iii. Mr. Vladyslav Honchar</p>	14.05.2024	<ul style="list-style-type: none"> • It has been observed that multiple Pre-Shipment Inspection Certificates (PSICs) were issued on the same day using a single instrument. • A total of 197 PSICs were issued on the same day by 03 different inspectors of your agency, operating from Canada, Germany and USA. • The issuance of PSICs by different inspectors at geographically distant locations using the same instrument raises serious concerns regarding the integrity and coordination of the inspection process; such issuance within a single day does not appear to be practically feasible and gives rise to a reasonable apprehension that the PSICs may have been issued in a routine or “table-based” manner, without the actual conduct of the requisite physical inspections.
3.	110021	<p>i. Mr. Barkauskas Gomes,</p>	14.05.2024	<ul style="list-style-type: none"> • It has been observed that multiple Pre-Shipment Inspection Certificates (PSICs) were issued on the same day

		<ul style="list-style-type: none"> ii. Mr. Brice Benjamin Beker, iii. Mr. Ram Ratan, iv. Mr. Willy Jose Alvarado Zarraga, v. Mr. Zarraga Jose 		<p>using a single instrument.</p> <ul style="list-style-type: none"> • A total of 99 PSICs were issued on the same day by 05 different inspectors of your agency, operating from Brazil, Mexico, UAE, UK, and Venezuela. • The issuance of PSICs by different inspectors at geographically distant locations using the same instrument raises serious concerns regarding the integrity and coordination of the inspection process; such issuance within a single day does not appear to be practically feasible and gives rise to a reasonable apprehension that the PSICs may have been issued in a routine or “table-based” manner, without the actual conduct of the requisite physical inspections.
4.	110023	<ul style="list-style-type: none"> i. Mr. Gururaj Tiwary, ii. Mr. Jorly Matthew, iii. Mr. Tan 	14.05.2024	<ul style="list-style-type: none"> • It has been observed that multiple Pre-Shipment Inspection Certificates (PSICs) were issued on the same day using a single instrument. • A total of 43 PSICs were issued on the same day by 03 different inspectors of your agency, operating from Hongkong, Malaysia and Singapore. • The issuance of PSICs by different inspectors at geographically distant locations using the same instrument raises serious concerns regarding the integrity and coordination of the inspection process; such issuance within a single day does not appear to be practically feasible and gives rise to a reasonable apprehension that the PSICs may have been issued in a routine or “table-based” manner, without the actual conduct of the requisite physical inspections.

5. **Whereas**, the following specific deficiencies appears to have been observed:

- a) **Violation of Inspection Integrity and Physical Feasibility:** Issuance of multiple Pre-Shipment Inspection Certificates (PSICs) on the same day at geographically



distant locations using the same instrument, which does not appear to be practically feasible. This raises serious concerns regarding the genuineness of inspections and is in contravention of Para 2.53(c) of the Handbook of Procedures (HBP), which mandates that PSICs be issued only after actual inspection.

- b) **Material Mis-declaration in PSICs:** The agency has recorded the use of specific instruments at locations where their presence do not appear to be feasible, indicating mis-declaration of material facts in the PSICs. This attracts penal provisions under Para 2.53(a) of the HBP and Section 11(3) of the FT (D&R) Act, 1992, which deal with submission of false or misleading information.
- c) **Mandatory Intimation and Supporting Records:** As per Para 2.52(e) of the Handbook of Procedures (HBP), 2023, a PSIA may undertake inspections in countries within its area of operation where it does not maintain a full-time equipped branch office by deputing its inspectors, subject to prior intimation to DGFT with complete details of such visit/inspection, along with corresponding particulars in the PSIC. In the present case, the Noticee is required to furnish details of such visits/inspections undertaken by its inspectors in respect of the aforesaid PSICs, along with supporting documentary evidence. The Noticee shall also produce all relevant documents and records during the course of Personal Hearing in support of its submissions.
- d) **Compromised Reliability of Inspection Process:** The observed discrepancies undermine the credibility and reliability of the inspection mechanism, which is a critical safeguard in the import process, thereby raising concerns regarding the integrity of certified consignments.
- e) **Systemic and Repetitive Irregularities:** The pattern of such instances across multiple PSICs suggests that the deficiencies are not isolated but systemic in nature, indicating serious lapses in internal controls and compliance mechanisms within the agency.

6. **Whereas**, such lapses constitute mis-declaration and a serious breach of the conditions of recognition, attracting penal action under Sections 11 of the FTDR Act 1992, including potential suspension or cancellation of PSIA recognition action under Sections 9 of the FTDR Act.

7. **Now, therefore**, in exercise of the powers conferred under Section 9, Section 11, and Section 13 of the FTDR Act, 1992, you are hereby called upon to show cause as to:

- i. Why your recognition as a PSIA should not be suspended or cancelled under Para 2.53 (a) of HBP 2023.
- ii. Why penalties in terms of Section 11 (2) & Section 11(3) of the FTDR Act, 1992 should not be imposed.



iii. Why your Agency should not be blacklisted for deliberate violation of duties.

8. **Whereas**, the noticee is further required to submit details of visit/ inspection carried out by the Inspector in respect of the aforesaid PSICs, along with supporting documentary evidence. The noticee shall also produce the relevant documents and records during the Personal Hearing in support of its submissions.

9. **Whereas**, you, M/s **Valmark International** is hereby afforded an opportunity of personal hearing through hybrid mode on **16.04.2026 between 02:00 PM - 05:00 PM**, failing which it would be deemed that the noticee has nothing further to submit in the matter, either in writing or orally, and the case shall be decided ex-parte on merits. The Noticee may also be represented through an authorised representative who should be well conversant with the facts of the case and duly empowered by a notarized Letter of Authorisation. The Letter of Authorisation shall be issued at least 3 days prior to the scheduled hearing and be sent to the Directorate .

10. The noticee is required to submit details of visit/ inspection carried out by the Inspector in respect of the aforesaid PSICs, along with supporting documentary evidence. The noticee shall also produce the relevant documents and records during the course of Personal Hearing in support of its submissions and must include all original documents relied upon in support of the submissions made.

11. The contents of this Show Cause Notice may also be brought to the notice of the Directors/Partners/Proprietors of the firm as well as its branches, so as to enable the firm to submit written replies separately, if so desired, as the firm, in its entirety, remains responsible for the actions under reference.

12. This is issued without prejudice to any other action that may be taken against the noticee under any other law applicable.

13. All other contents of the Show Cause Notice dated 19.09.2024 shall remain unchanged.



(Rakesh Kumar)

Additional Director General of Foreign Trade

Email: r.kumar73@nic.in

To:

**Valmark International,
Office No. P8/03-37, SAIF Executive Building,
Sharjah Airport International Free Zone,
Sharjah, UNITED ARAB EMIRATES P80337**