



भारत सरकार/GOVERNMENT OF INDIA

प्रधान आयुक्त सीमा शुल्क का कार्यालय/OFFICE OF THE PRINCIPAL COMMISSIONER OF CUSTOMS

चेन्नै-I आयुक्तालय (विमानपत्तन)/CHENNAI-I COMMISSIONERATE (AIRPORT)

नवीन सीमा शुल्क भवन, मीनमवाक्कम/NEW CUSTOM HOUSE, MEENAMBAKKAM,

चेन्नै /CHENNAI-600 016

F. No. S Misc 07/2021-Courier Cell

Date: 05.03.2021

DIN No.20210373MW000071717C

PUBLIC NOTICE No. 01 /2021

**Subject: Implementation of Express Cargo Clearance System (ECCS) at Chennai
Courier Terminal – reg.**

Attention of the Trade, Custodian, authorised Couriers and all concerned is invited to the provisions of the Customs Act, 1962 (hereinafter referred to as 'the Act') and Courier Imports and Exports (Electronic Declaration and Processing) Regulations, 2010 (hereinafter referred to as 'the Regulations'), as amended from time to time.

2. Consequent upon the issue of the Regulations and subsequent amendments, the provisions of this Public Notice, in so far as they are with respect to automation of courier clearance for import and export, shall prevail over existing instructions. Further, the words used in this Public Notice shall have the same meaning as assigned to them in the Act and the Regulations. The Regulations apply to automated assessment and clearance of imported or export goods, other than those excluded vide the said Regulations, carried by an Authorized Courier by air on behalf of a consignee or consignor.

3. CBIC, vide Notification No. 27/2018-Customs (N.T.) dated 28.03.2018 has appointed Chennai Airport as International Courier Terminal (ICT). Thus, Express Cargo Clearance System (ECCS) is planned to be rolled out at Chennai ICT in a phased manner.

4. The Import and Export of documents and non-documents shall be handled in the automated system called ECCS. Once consignment details (including scanned documents) are entered into the system, it shall be accessible to all stakeholders i.e. Authorized Couriers, Customs and Custodian, as per the access control defined in the ECCS. The Risk Management Systems (RMS) functionality managed by National Customs Targeting Centre for Cargo (NCTC- Cargo), is available for both import and export modules of ECCS.

5. As the ECCS is a web-based application, the ECM-I, CBE, CEM-I & CSB can be uploaded from the offices of Courier Companies through the Internet by authorized users. For efficient control of shipments, the proposed system shall use barcode scanners enabled to present and change status of import and export consignments.

6. The activities in the ECCS are assigned to users through the Access Control Module. The Group Admin is the authority for creating and assigning 'Roles' to different users to enable them to function in specified subsets of activities in accordance with user types. The Port Admin will create one 'Group Admin' for various user Groups viz. Customs, Authorised Courier and Custodian. In turn, every 'Group Admin' will be authorised to create 'users' within their own circle. The functioning of a user in the ECCS is limited to the menu appearing for the user in each module,

which in turn depends upon the activities assigned to the user.

7. Application for registration of Authorized Courier: The registration process of authorized Courier will be governed by the provisions specified in the Regulations. The registration of Courier Company would take place through an application made by a person intending to operate as an Authorized Courier. Such application would be made in writing to the Pr. Commissioner / Commissioner of Customs. Once the PAN based registration has been granted to the authorized courier by the jurisdictional Commissionerate, the particulars of the registration shall be updated in a centralized directory in the ECCS. This process of updating the directory in ECCS shall be handled by the jurisdictional Assistant/Deputy Commissioner of Customs through Port Admin user account.

8. Clearance of Export Goods:

8.1 The procedure for Export is prescribed under Regulation 6 of the Regulations.

8.2 Goods not allowed for export: The Regulation 2 of the Regulations specifies the goods not allowed for export.

8.3 Packaging of goods: The export goods shall be packed separately in identifiable courier company bags, with appropriate labels, in the following categories:

- (a) Documents
- (b) Samples and free gifts
- (c) Commercial goods; and that each package shall bear declaration by sender regarding the content of package and value thereof.

8.4 FILING OF COURIER SHIPPING BILL

Regulation 6 of the Regulations prescribes forms for three types of Shipping Bills i.e. CSB-III, CSB-IV and CSB-V.

1) CSB-III (Form G) is to be filed for documents that include any message, information or data recorded on paper, cards or photographs having no commercial value, and which do not attract any duty or subject to any prohibition/restriction on their export;

2) CSB-IV (Form H) is to be filed for other goods namely :-

- (a) Bonafide gifts or articles for personal use of a value not exceeding Rs.25,000/- for a consignment in case of exports, which are not subject to any prohibition or restriction on their export and which do not involve transfer of foreign exchange,
- (b) any bonafide commercial samples and prototypes of goods supplied free of charge of a value not exceeding Rs.50,000/- for exports, which are not subject to any prohibition or restriction on their export and which do not involve transfer of foreign exchange and
- (c) re-export of durable container including accessories thereof, imported in relation to COVID -19 vaccines.

3) CSB V (Form HA) is to be filed for the goods specified in Appendix 3C of the Foreign Trade Policy (2015-20) and for other Commercial goods not covered under Sub-regulation (2) of Regulation 2 of the Regulations, including where value of consignment is up to Rs.5,00,000/- and transaction in foreign exchange is involved.

The Authorized Courier or his agent shall make entry of goods for export, in Courier Shipping Bill III (CSB-III) for documents in Form G or Courier Shipping Bill IV (CSB-IV) in Form H or Courier Shipping Bill V (CSB-V) in Form HA for goods specified in Appendix 3(c) of FTP 2015-20, as well as Commercial goods up to Rs. 5,00,000/- per shipment, as prescribed under Regulations. The same can be done through Bulk Upload server with the individual XML schema.

No person shall, except with the permission of proper officer, open any package of export goods brought into the Customs area, to be loaded on a flight.

8.5 Arrival Scan: The arrival scan is conducted by the custodian at the gate of the export bay. The custodian weighs the shipments and keys in details of the shipment.

8.6 Weight Record: The weight record is conducted by Custodian after the arrival scan is done completely for a shipment.

8.7 X-RAY SCAN AND PHYSICAL EXAMINATION:

(a) 100% screening of export consignments (documents and all types of shipment) required to be done through X-Ray (not applicable for goods interdicted by RMS for examination).

(b) The physical examination of export documents (covered by customs declarations CSB-III) gifts, samples and export goods (covered under CSB-IV) and commercial goods and MEIS (covered under CSB V) shall be done by Customs officer. The selection of consignments for physical examination would be based on the various parameters such as nature of goods, value, weight, status of exporter etc.

(c) However, the Commissioner of Customs can exercise discretion of random examination of goods, on specific parameter such as country of export, nature of goods.

(d) Notwithstanding anything contained above, any consignment can be examined by the Customs (even up to 100% examination), if there is any specific intelligence or there is doubt during X-ray in respect of the said consignment.

8.8 Clearance of goods covered under CSB III, IV & V:

The clearance of export goods is subject to self- assessment in terms of Section 17 of the Customs Act, 1962. The trade is, therefore, required to exercise due care in making accurate and correct declarations. As the proposed Courier Clearance under the ECCS shall be governed by the Risk Management System (RMS), CSBs would be subjected to assessment and/or examination based on risk parameters, as may be determined by the Customs. The shipment/bag will pass through X-ray machine and if during X ray scanning, the Inspector does not find anything suspicious in the shipments, the shipments will be marked X Ray cleared and unless otherwise selected for examination will be forwarded to Superintendent and Superintendent will give LEO (Let export order). For the shipments, which are fully facilitated by RMS and X-Ray cleared, auto LEO will be given by ECCS.

8.9 PROCEDURE FOR SUSPICIOUS CONSIGNMENTS FOR GOODS COVERED UNDER CSB III, IV & V:

In case, the shipments are found suspicious during X-Ray by the proper officer, the shipments shall be removed and sent to Inspector (Examination) or Examiner, who shall create an examination report and submits the same to the Superintendent. If the suspicious shipments are contained in bags, the same are removed from the bags and an examination report is created for each suspicious shipment. The report is submitted to the Superintendent for further action as mentioned below.

1. **Detention Memo:** If the suspicions are confirmed, the Superintendent issues a detention memo and goods move into the warehouse of the custodian. He can seek document/information from the Authorized Courier.

2. **Query Memo:** The Superintendent can even raise a query memo, for which he shall enter remarks and can seek documents/information from the Authorized Courier. The Authorized Courier has to submit reply to the queries in the system itself.

If, post referral of a case by the Inspector, the Superintendent does not find anything suspicious in the shipment, he would approve export of the same and will give LEO.

8.10 Amendment in Flight:

On account of lack of space in a particular flight or on account of flight delays, it may not be possible to load the shipments in the flight that had been specified in the shipping bill. This would necessitate alternations in the shipping bills. The system shall provide a feature for couriers to modify the shipping bills that have been filed. For this purpose, the status of the shipping bill must be either of "Filed" or "Cleared".

Shipping bills modified in the manner given above must be approved by the Shed Superintendent. Unapproved shipments shall not be considered for loading for export.

8.11 BACK TO TOWN:

There are certain cases where post arrival scan, shipments can be sent "Back to Town", implying that they can be re-sent to their place of dispatch. For the purpose of sending shipments back to town, the Authorized Courier amends the shipping bill and indicates the shipments that are to be sent back to town and gives reasons for making such a request. Permission for back to town shall be given by the DC/ AC. Shipments meant for re-export (status "Return to Origin" or "Misrouted Shipment") or that have been detained shall not be allowed to be moved "Back to Town".

8.12 Courier Export Manifest (CEM-I) in Form F to the regulations:

CEM-I filing is segregated as per flight number. After LEO of shipments, CEM-I is automatically generated in which list of HAWB with respect to CSB filed can be viewed by the courier user. The courier user will have the option to omit specific HAWB, which are not being exported through the mentioned carriers/ flight after recording the reason for the same. Once the same has been verified and updated, the CEM-I detail shall be submitted by the courier user.

8.13 Unclaimed cargo:

Any export goods that have been brought into customs area for export purpose and have not been exported within seven days of arrival of such goods into such area or within such extended period as permitted by the proper officer in case of delay due to such reasons, which the proper officer considers to be beyond the control of the concerned Authorized courier and declared exporter, may be detained by the proper officer and sold or disposed by the person having custody thereof, after issuing notice to the concerned Authorized courier and declared exporter provided the charges payable, for storage and handling of such goods are paid by such Authorized courier.

9. Clearance of Imported goods:

9.1 The clearance of imported goods under ECCS shall be governed by the procedure prescribed under the Regulations. The Regulations provide, inter-alia, that:

- i. The Authorized Courier shall file, in an electronic form, a manifest i.e. the Express Cargo Manifest Import (ECM-I) in Form A for import goods prior to its arrival, with the proper officer.
- ii. (a) The Courier packages containing the imported goods shall not be dealt with in any manner, except as may be directed by the Commissioner of Customs.

(b) No person shall, except with the permission of proper officer, open any package of imported goods.

- iii. The Authorized Courier or his agent who has passed the examination referred to in Regulation 6 or Regulation 13 of the Customs Brokers Licensing Regulations, 2018, shall make an entry for

the imported goods, in an electronic declaration in ECCS, by presenting to the proper officer in the following manner:

- (a) for Documents, Courier Bill of Entry-XI (CBE-XI) in Form B
- (b) for samples and gifts, Courier Bill of Entry-XII (CBE-XII) in Form C
- (c) for low value dutiable consignments, Courier Bill of Entry-XIII (CBE-XIII) in Form D
- (d) for other dutiable consignments, Courier Bill of Entry-XIV (CBE-XIV) in Form E.

The same can be done through Bulk Upload server with the individual XML schema.

- iv. The Authorized Courier shall present imported goods brought by him or by his agent, in such manner as to the satisfaction of the proper officer or as per instructions issued by the Board or Public Notice issued by Commissioner of Customs, from time to time, for inspection, screening, examination and assessment thereof.
- v. Any imported goods which are not taken clearance even after the expiry of a period of thirty days of its arrival shall, after permission from the proper officer, be sold or disposed of by the person having custody thereof, after issuing a notice to the Authorized Courier and the declared importer, if any.

9.2 ECM-I (Express Cargo Manifest) in Form A to the Regulations: ECM-I filing is segregated as per documents and non-documents. For clearance of shipments, user needs to file the ECM -I (ECM Docs and ECM Non-Docs) through the ECCS online application either by entering details of each shipment separately or through ECCS bulk upload mode. During ECM-I filing, the Authorized Courier feeds the scheduled date and time of arrival of the flight. However, after arrival of the flight the IGM (Import General Manifest) number is given by the designated Customs Officials (offline process), to each of the Authorized Courier. Once the Authorized Courier gets the IGM number, the same is to be updated in the ECCS system with actual date and time of arrival of flight by using the feed IGM number process. This is important as it is on the basis of this date and time the system re-computes duty liability wherever applicable (taking the time of importation as the time of arrival of the flight). Upon Submission of the ECM-I, ECM number which comprises of a Customs serial number along with the running financial year and port name is generated. An example of ECM number is, ECM_MAA_2020-2021_01.

9.3 Arrival Scan: This process, carried out by barcode scanners in case of shipments covered under CBE XII, XIII and XIV, is used by the Custodian to update the status of the shipment in ECM-I as 'arrived'. Arrival Scan is done only after IGM Number and actual arrival time have been updated for the ECM-I. Shipments may arrive in multipart, which means House Airway Bill (HAWB) shall comprise of one or more packet. In such cases, the HAWB number is the unique identifier while individual packages in the shipment may be identified by the Consignment Reference Number (CRN) or HAWB number as the case may be. While in case of document shipments the arrival scan is carried out at the bag level, in case of non-document shipment all packages, including part packets being multipart for a particular shipment, shall fall under 'Arrival Scan'. Apart from updating the status of the shipment as 'arrived', Arrival Scan shall also be used for recording actual weight of the shipment (docs or non-docs) by the Custodian. Process of recording weight shall occur once the arrival scan has been completed. In case of discrepancy between manifested and the actual weight, the manifest shall be amended after due permission from Customs.

9.4 After filing ECM-I, the user can either file a Courier Bill of Entry (CBE) for clearance of the shipment or request to put it on hold pending further documents/clarification. Shipments put on hold shall be stored in the warehouse till the hold is released. On receipt of complete information/documents, the Authorized Courier shall release the hold and file a CBE for clearance. For this purpose, shipment details like HAWB (House Air Way Bill) number, description, consignee information, arrival information etc. shall be entered into a computerized warehouse register maintained by the Custodian.

9.5 Courier Bill of Entry (CBE) shall be filed in the forms prescribed under the Regulations for the clearance of imported goods as under:

9.6 CBE-XI shall be filed by Authorized Courier for clearance of document shipments. CBE XI can be filed both for the bagged shipments and for the loose shipments pertaining to the same ECM-I. An example of CBE-XI number is CBE-XI_MAA_2020-2021_01_01.

9.7 CBE-XII shall be filed by Authorized Courier for clearance of non-document shipments comprising of samples and gifts (life saving drugs / medicines and Rakhi, but not gifts related to Rakhi). This would be filed in cases, where the value of sample is less than Rs.10,000/-. This CBE can be filed prior to arrival of shipment (Pre-filing) or after arrival of shipment (post filing). An example of CBE-XII number is CBE-XII_MAA_2020-2021_01_01.

9.8 CBE-XIII shall be used for low value Non-Document dutiable shipments. Authorized Courier shall file this Bill of Entry, only if the assessable value of the goods does not exceed rupees One Lakh (Rs.1,00,000/-) as prescribed in the Regulations. An example of CBE-XIII number is CBE-XIII_MAA_2020-2021_01_01.

9.9 CBE-XIV shall be filed by the Authorized Courier, only when the assessable value of the imported goods is exceeding rupees One Lakh (Rs.1,00,000/-). As an exception CBE-XIV will also be filed in case of import under 100% EOU scheme and in cases of import for repair and return consignments. An example of CBE-XIV number is CBE-XIV_MAA_2020-2021_01_01.

9.10 Import Clearance Process: The clearance of imported goods is subject to self-assessment in terms of Section 17 of the Customs Act, 1962. The trade is, therefore, required to exercise due care in making accurate and correct declarations and assessment of duty. As the proposed Courier Clearance under the ECCS shall be governed by the Risk Management System (RMS), CBEs would be subjected to assessment and/or examination based on risk parameters, as may be determined by the Customs. The CBEs facilitated by the RMS shall move directly for payment of duty in case of dutiable goods and for X-Ray scanning and Out of Charge in case of non-dutiable goods and documents. The non-facilitated CBEs shall be subjected to both assessment and examination/only assessment/ only examination of the goods, as may be determined by the RMS. However, in all cases where Compulsory Compliance Requirements (CCRs) are required to be complied with, an Authorized Courier is required to provide the requisite information/documents in the ECCS before the CBEs can be taken up for further processing.

9.11 Clearance of goods under CBE-XI: The Clearance shall be governed by the Risk Management System (RMS). The facilitated CBE-XI shall directly move to X-Ray officer. However, when X-Ray is marked as suspicious by X-Ray officer, same will be forwarded to Inspector for Examination who updates his remarks in the ECCS application. On Submission of examination report by the Inspector, the CBE goes to the Shed Superintendent/Appraiser for further processing.

9.12 CBE selected for assessment may be subjected to assessment with or without altering the details, as filed in the Bill of Entry. The CBEs selected for assessment shall be marked to the Assessing Officer, who can assign the shipment for first check assessment/second check assessment/detention/issue a Query Memo etc.

- a) **First Check:** In First Check assessment, the CBE shall be marked by the Assessing Officer for examination after arrival process. Once examined by the Examination officer, the CBE shall be sent to Assessing Officer, who shall then assess the CBE. The consignment would then be X-Rayed before Out of Charge Order by the Shed Superintendent/Appraiser.
- b) **Second Check:** If Assessing Officer selects second check mode of assessment, after the

assessment of the shipment is completed, the CBE moves for payment of duty by the Authorized Courier. Later, the arrival process shall be followed before the consignment is X-rayed by the designated officer. The goods will then be examined by the designated officer, if so prescribed by the RMS or found to be suspicious in the X-Ray Scan and if in order, OOC shall be given by the Shed Superintendent/Appraiser.

- c) **Query during assessment:** The Assessing Officer may raise query, for which he/she shall enter remarks and can seek for documents/information from the Authorized Courier. The CBE in such cases will be sent to DC/ AC of that ICT for approval. After the approval over raised query is provided by the DC/ AC, it will be transferred to the Authorized Courier for replying to the query.
- d) **Detention:** If required, the Assessing Officer may detain the imported goods and seek documents/information from the Authorized Courier. In such cases, a Detention Memo will be issued. The CBE shall be transferred to the Authorized Courier for replying to the Query Memo and Custodian for updating details in the warehouse register.
- e) **Approval of Appraisal by DC/ AC:** The CBE-XII which are marked to DC/ AC by Assessing Officer and all CBEs of Assessable Value more than Rs.1,00,000/- (Rupees One Lakh) get allocated to DC/ AC for approving appraisal. DC/ AC can either return such CBEs to the Assessing Officer or approve Appraisal. In cases, where CBEs are returned to Assessing Officers, the Assessing Officer shall take appropriate action. If the DC/ AC approves the appraisal, then the CBE shall move to the Authorized Courier for payment of Duty.
- f) **Duty Payment by Authorized Courier:** The payment module of ECCS has been integrated with the banking payment process, which shall be used to make online payment of Duty, Interest, Fine, Penalty and others charges (e.g. Trans-shipment Fee etc.). **For this purpose, all the registered Authorized Courier must have an account with any branch of State Bank of India.**
- g) **X-Ray Scan:** Post payment of duty and arrival of the ECM-I, the CBE shall be available to the Out of Charge officer. However, before Out of Charge, the imported goods shall be subjected to X-Ray scanning. If the goods are found suspicious during X-Ray scanning, the CBE will be sent to the Inspector for examination and entering the outcome thereof (Examination Report) in the ECCS. The CBE would thereafter be sent to the Shed Superintendent/Appraiser for giving Out of Charge or any other action that may be required. All the Non- Document type CBEs, which are fully facilitated by RMS will be given auto-OOC, once X-Ray clearance is provided by officer to these shipments.
- h) **Examination Inspector:** Consignments marked as suspicious during X-Ray scan or selected for examination by RMS, will be sent to the Inspector for examination, who shall examine such shipments and enter his report and recommend action against each shipment and send it to Shed Superintendent/Appraiser for further action.
- i) **Query during examination:** A query memo shall be raised by the Shed Superintendent/Appraiser, in case of suspicious shipments stating the grounds for raising the query. The Superintendent/Appraiser may also ask the courier to produce necessary documents. The CBE in such cases will be sent to DC/ AC of that ICT for approval. After the approval over raised query is provided by the DC/ AC, it will be transferred to the Authorized Courier for replying to the query. Once the Authorized Courier tenders a response, the CBE would be available to the Shed Superintendent/Appraiser for further action.
- j) **Refer to Assessing Officer:** If the situation so requires, the Shed Superintendent/Appraiser shall recommend the same for adjudication and shall mark the same to the Assessing Officer.

The Assessing Officer shall also have the option of raising a query and the procedure pertaining to queries shall follow. Subsequent to raising queries and obtaining responses, the Assessing Officer may proceed with the adjudication process.

- k) **Detention Memo/ Raise Query/ OOC:** In cases, where the Inspector has identified suspicious shipments and has prepared an examination report, the Shed Superintendent/Appraiser can issue a detention memo, raise a query to call for additional information or clear the shipments by issuing an Out of Charge order.
- l) **Re-Examination:** In case of any suspicion/dispute, the Shed Superintendent/ Appraiser may request for Re-examination and send the CBE back to Inspector (Examination) for examining the shipment again. After re-examination, the inspector shall send shipments meant to be cleared to the Shed Superintendent/ Appraiser for issuance of Out of Charge.

9.13 Payment of Customs duty and other Customs dues: The ECCS provides for online payment of Customs duty, interest etc. For this purpose, the user shall create a Challan in the ECCS by selecting CBE and the available port-wise authorized bank. Once the Challan is created, the application shall direct the user to the bank payment gateway for payment of duty. The bank shall process the transaction and shall debit the user account with the requisite amount mentioned in Challan. The bank application, after processing the transaction, shall direct user to the ECCS application and shall also send the transaction confirmation message to the ECCS application. The system will then generate a cyber-receipt of the paid challan at bank site. The transaction details of the user shall also be available in Transaction History option in ECCS application from where user can view the history of paid/unpaid challans. Presently, only SBI option is available in ECCS for online payment of Customs duties, interest etc.

9.14 Manual Verification of duty payment: In cases, where the user's account gets debited and the transaction at bank's end is processed but the confirmation token is not sent to ECCS or not received by ECCS, then the process of verification can be initiated by the user. The user shall enter the bank transaction number against the specific challan in the interface provided on ECCS application and shall submit the details for verification. ECCS then sends the verification message to the bank verification URL and gets verification confirmation from the bank. On the basis of such confirmation, the challan shall be considered as paid.

9.15 Stop Process: The DC/ AC shall be able to stop the clearances of shipment at any stage (before OOC). Once a CBE has been filed for the shipment, the same would be available for stop process. Thereafter, the DC/ AC would have the option to detain or clear the shipment. The detained shipments can also be taken up for adjudication, if required.

9.16 CBE Cancellation: The ECCS provides for cancellation of CBEs, whose duty is not paid, if so required. Such cancellation will however be processed after due verification and permissions.

9.17 CBE Amendment before and after Out of Charge: CBE Amendment process shall be used to modify/amend the existing details of CBE. Once the CBE has been filed, it shall go through several processes before it is approved and cleared by Customs. As and when the need arises, Authorized Courier can raise the request to change or modify the CBE details. Such requests shall be processed by the Assessing Officer and be approved by the DC/ AC. The Bill of Entry after approval shall be sent for assessment/re-assessment. Similarly, the CBE can be sent for amendment post OOC as well and it will follow the same approval process by Customs. Once the approval is provided by Customs, the CBE will be sent for payment of the amendment charges.

9.18 ECM-I Amendment: The ECM-I amendment process shall be used to amend/modify the details of Express Cargo Manifest (ECM-I) before the arrival scan is conducted for the flight. Authorized Courier can request for ECM-I amendment, whereby they shall be able to add new

HAWB details in case of 'excess landing' and delete existing HAWB details in case of 'short shipment', with the approval of DC/ AC. ECM –I Amendment process however, has some constraints with regard to the modification of details. The set of details permitted to be modified shall depend upon the stage where the ECM-I is present at the time of amendment. The conditions can be summarized as follows:

- (i) Before IGM Feed: All details in the ECM-I can be modified.
- (ii) After IGM Feed but before arrival scan: Once IGM number is updated in the ECM-I, on board courier details and the Flight details will be non-editable and cannot be modified.
- (iii) After Arrival Scan: Once ECM-I is received by Custodian, the HAWB number and CRN details become non-editable.

Any amendment in the ECM-I shall be done after due permission/adjudication by Customs as may be required.

9.19 Bond Management: The ECCS has provisions for Registering, Managing and maintaining various types of Bonds in ECCS system. These Bonds can either be Continuity Bonds or Consignment Specific Bonds.

9.20 Bond registration: On the request of the Authorized Courier/Importer, the designated officer shall register and maintain Bonds/BGs through the Bond Registration function available in the ECCS. These registered Bonds/BGs shall be used by respective Authorized Courier in cases of Transshipment. The designated officer shall compute the amount of Bond/BG and the same shall be approved by the DC/ AC. The approved amount of Bond/BG shall be indicated on the CBE after the assessment.

9.21 Bond Expiry alerts: ECCS has provision to alert the Authorized Courier about the expiry of their Bond/BG, so that they shall be able to timely replenish/renew their Bond/BG, as per Customs requirements. Departmental officers shall also have option to view the details of Bond/BG, which enables them to communicate to the respective Authorized Courier.

9.22 Bond release: On a request from Authorized Courier, Bonds/BGs due for release shall be released by the Assessing Officer after verifying the status of the Bond/BG, with due permission of DC/ AC.

9.23 Import Trans-shipment: The ECCS application has the facility for trans-shipment of imported goods after execution of appropriate Bond. The Import Transshipment process shall be initiated once ECM-I (Express Cargo Manifest) is filed with a request for transshipment of a consignment in the ECCS. Authorized Courier shall file Cargo Transfer Manifest (CTM) for HAWBs indicated as trans-shipment cases in the ECM-I. Trans-shipment related bonds will be checked and debited in the ECCS as required. In case of insufficient bond amount, the ECCS shall generate an alert to the Authorized Courier for replenishing the same before filing the CTM.

9.24 Trans-shipment fee payment: Once the trans-shipment is approved by Customs officer, the Authorized Courier makes the payment towards trans-shipment fee charges through e-payment, the payment details shall be viewable to the Assessing Officer in the ECCS for approval.

10. Manual Clearance: After automation, manual clearance of CBEs/ CSBs will be permitted only in exceptional circumstances, including prolonged downtime of the application. Such clearances shall however be permitted with the approval of Commissioner of Customs, Courier Terminal, Chennai.

11. The roll-out of ECCS at Chennai ICT is planned to be done in a phased manner. The ECCS at Chennai ICT will be rolled in phased manner tentatively from 10th March, 2021 subject to the preparation of all stakeholders. In the initial stages, the pilot run would include only selected flights

which shall be notified separately, while the remaining shipments would continue to be cleared manually.

12. The ECCS application would be accessible through the following URLs:


Sl. No.	Module	URL
i.	Main Application Portal (for all stakeholders)	https://eccs.cbic.gov.in/eccs/
ii.	Mobility (for Trade to track the status of the shipment)	https://eccsmobility.cbic.gov.in/eicimobility/
iii.	Bulk Upload (for Authorised Couriers through SFTP)	eccsbulkupload.cbic.gov.in

13. The following details of helpdesk support are for the end users of the ECCS application:

- i. Helpline Email Id: eccs.helpdesk@icegate.gov.in
- ii. Helpline Contact No.: 0120-4864713

14. The earlier Public Notices issued by this Custom House relating to the procedure for presenting and processing of the CBEs/ CSBs stand modified to the above extent and shall continue to apply to the extent that they are not in contradiction with this Public Notice.

15. Any difficulty in the implementation of this Public Notice should be reported to the Additional/ Joint Commissioner of Customs, Courier Terminal, Chennai at 044 22560087 or Deputy/Assistant Commissioner of Customs, Courier Terminal, Chennai at 044 22569575/04422560133.


(Rajan Chaudhary)
Commissioner of Customs

To,

1. The Chief Commissioner of Customs, Chennai Zone, for information.
2. The ADG, Systems, WZU, Mumbai for information.
3. The Additional/ Joint Commissioner of Customs, Courier Terminal, Chennai.
4. All Deputy/ Assistant Commissioner of Customs, Courier Terminal, Chennai.
5. M/s AAICLAS, Chennai.
6. Authorised Couriers, Chennai ICT.
7. Notice Board.