

# ICS2

BIFA Member Event Introduction  
to ICS2

February 2023

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# Speakers & Agenda



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VP, Product  
Management, Descartes

## Agenda

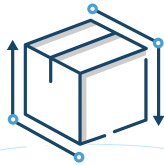
- An overview of the ICS legislation as detailed in the UCC
- An overview of ICS as a system
- An outline of the legal responsibilities of individual parties in the supply chain
- An explanation of the data that individual supply chain parties might be in a position to submit
- An understanding of how this data may be submitted, and relevant information passed to other players
- Suggestions to help traders to prepare for ICS2 including new systems etc.

# DESCARTES™ SOLUTIONS

Routing, Mobile  
& Telematics



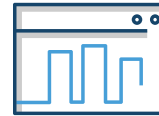
Transportation  
Management



Ecommerce, Shipping  
& Fulfillment



Global Trade  
Intelligence



Broker & Forwarder  
Enterprise Systems



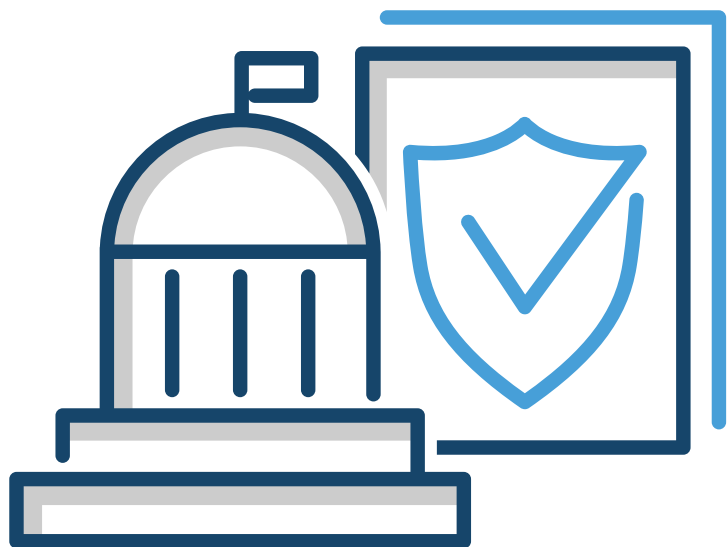
Customs &  
Regulatory Compliance



DESCARTES GLN™

B2B MESSAGING & CONNECTIVITY

# *What is ICS2 & Why is it Important for Carriers & Forwarders*



New Safety & Security system with greater advanced cargo information replacing current EU Import Control System (ICS)

Extension to cover Mail and Express

Increased data required compared to ICS "1" which was handled predominately by carriers



Greater risk of delays for incomplete or inaccurate data

# *Union Customs Code*

## **TITLE IV - GOODS BROUGHT INTO THE CUSTOMS TERRITORY OF THE UNION;**

### *CHAPTER 1 - Entry summary declaration*

#### *Article 127 - Lodging of an entry summary declaration*

4. The entry summary declaration shall be lodged by the carrier.

Notwithstanding the obligations of the carrier, the entry summary declaration may be lodged instead by one of the following persons:

(a) the importer or consignee or other person in whose name or on whose behalf the carrier acts;

(b) any person who is able to present the goods in question or have them presented at the customs office of entry.

5. The entry summary declaration shall contain the particulars necessary for risk analysis for security and safety purposes.

6. In specific cases, where all the particulars referred to in paragraph 5 cannot be obtained from the persons referred to in paragraph 4, other persons holding those particulars and the appropriate rights to provide them may be required to provide those particulars.

# UCC Definitions

(15) "declarant" means the person lodging a customs declaration, a temporary storage declaration, **an entry summary declaration**, an exit summary declaration, a re-export declaration or a re-export notification in his or her own name or the person in whose name such a declaration or notification is lodged;

(40) "carrier" means:

(a) in the context of entry, the person who brings the goods, or who assumes responsibility for the carriage of the goods, into the customs territory of the Union. However,

(i) in the case of combined transportation, "carrier" means the person who operates the means of transport which, **once** brought into the customs territory of the Union, moves by itself as an active means of transport;

(ii) in the case of maritime or air traffic under a vessel-sharing or contracting arrangement, "carrier" means the person who concludes a contract and issues a bill of lading or air waybill for the actual carriage of the goods into the customs territory of the Union;

# *Filing Deadlines - Air*

In case of transport by air, the PLACI ENS filing shall be lodged **as early as possible** [Article 106 (1) UCC-DA]

The term 'as early as possible' means that the ENS is to be lodged as soon as all required particulars of the ENS are available to the person filing.

The pre-arrival ENS should be lodged within the regular time limits:

- For flights with a duration less than four hours from the last airport outside of the ICS2 countries territory – at the time the aircraft takes off (air short haul);
- For flights with a duration of four hours or more - four hours prior to the arrival of the aircraft at the first airport in the ICS2 countries territory (air long haul).

# ***Filing Deadlines – Maritime / Road / Rail***

Containerised maritime cargo (except short sea containerised shipping) - At least 24 hours before commencement of loading in each foreign load port

Bulk/break bulk maritime cargo (except short sea bulk/break bulk shipping) - At least 4 hours before arrival at the first port in the customs territory of the Community

Short Sea Shipping - At least 2 hours before arrival at the first port in the customs territory of the Community

Rail and inland waterways - At least 2 hours before arrival at the customs office of entry in the Community

Road traffic - At least 1 hour before arrival at the Customs Office of First Entry in the Community (Where the goods are brought into the customs territory of the Union on a means of transport which is, itself, transported on an active means of transport, the time-limit for lodging the entry summary declaration shall be the time-limit applicable to the active means of transport)



# ***EU ICS2 Challenges & Opportunities***



**Pre-Loading for  
Air (PLACI)**



**Pre –Arrival (ENS)  
HS Code Requirement**



**Request for  
Information (RFI)**

**Request for  
Screening (RFS)**

**Do not Load (DNL)**

**Control Notifications**



**Dual Filing**

# ICS2 Phases

**Release 1**  
15 March 2021



Air – Express



Air – Mail

PRE-LOADING



**Release 2**  
1 March 2023



Air – General Cargo



Air – Express & Air – Mail

PRE-LOADING & PRE-ARRIVAL



**Release 3**  
1 March 2024



Ocean



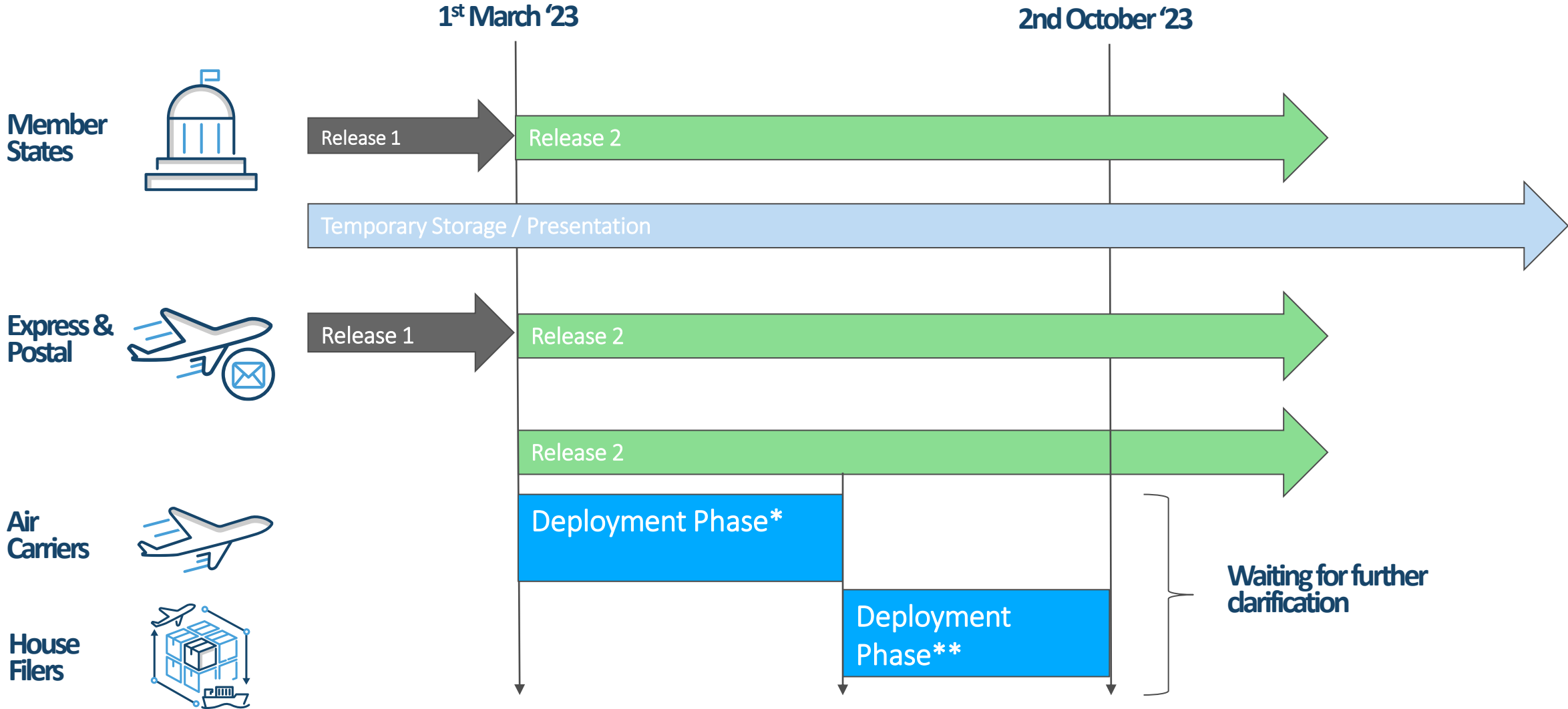
Rail



Truck

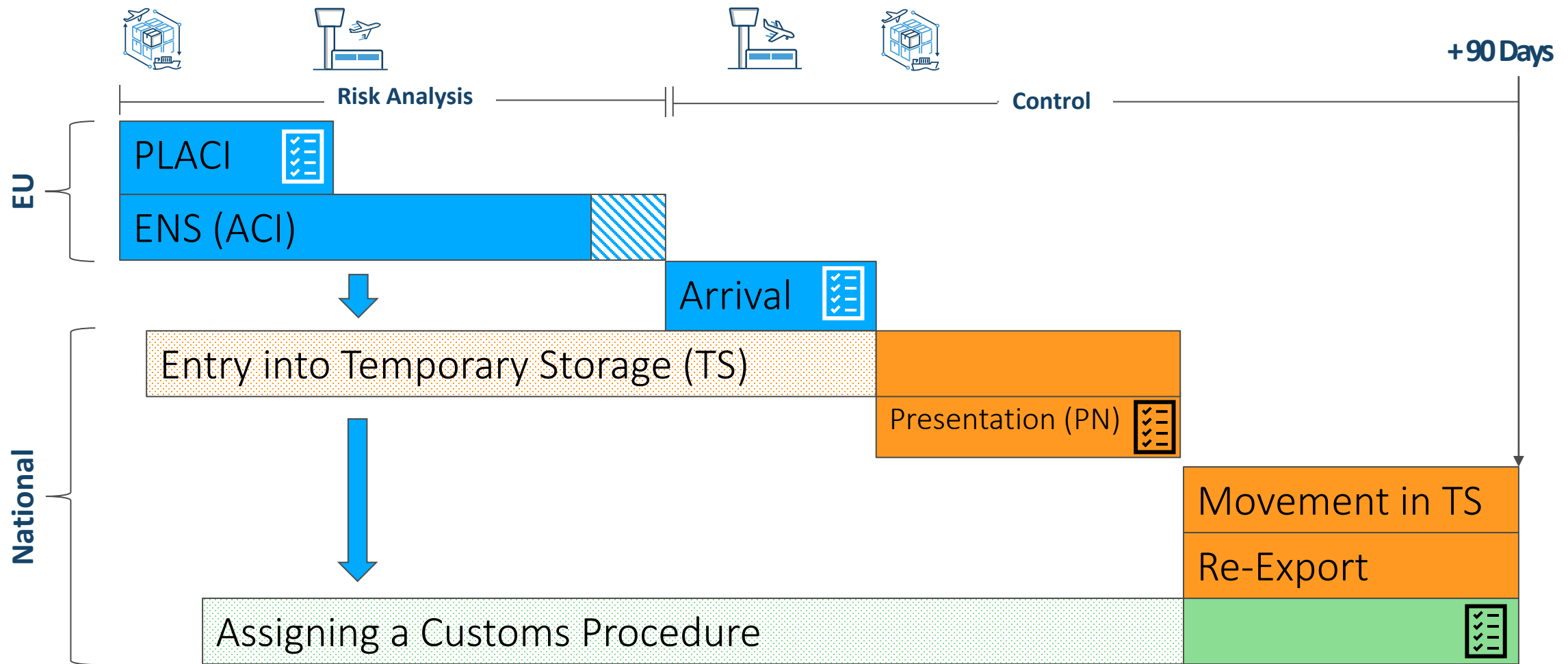
PRE-LOADING & PRE-ARRIVAL

# Timeline

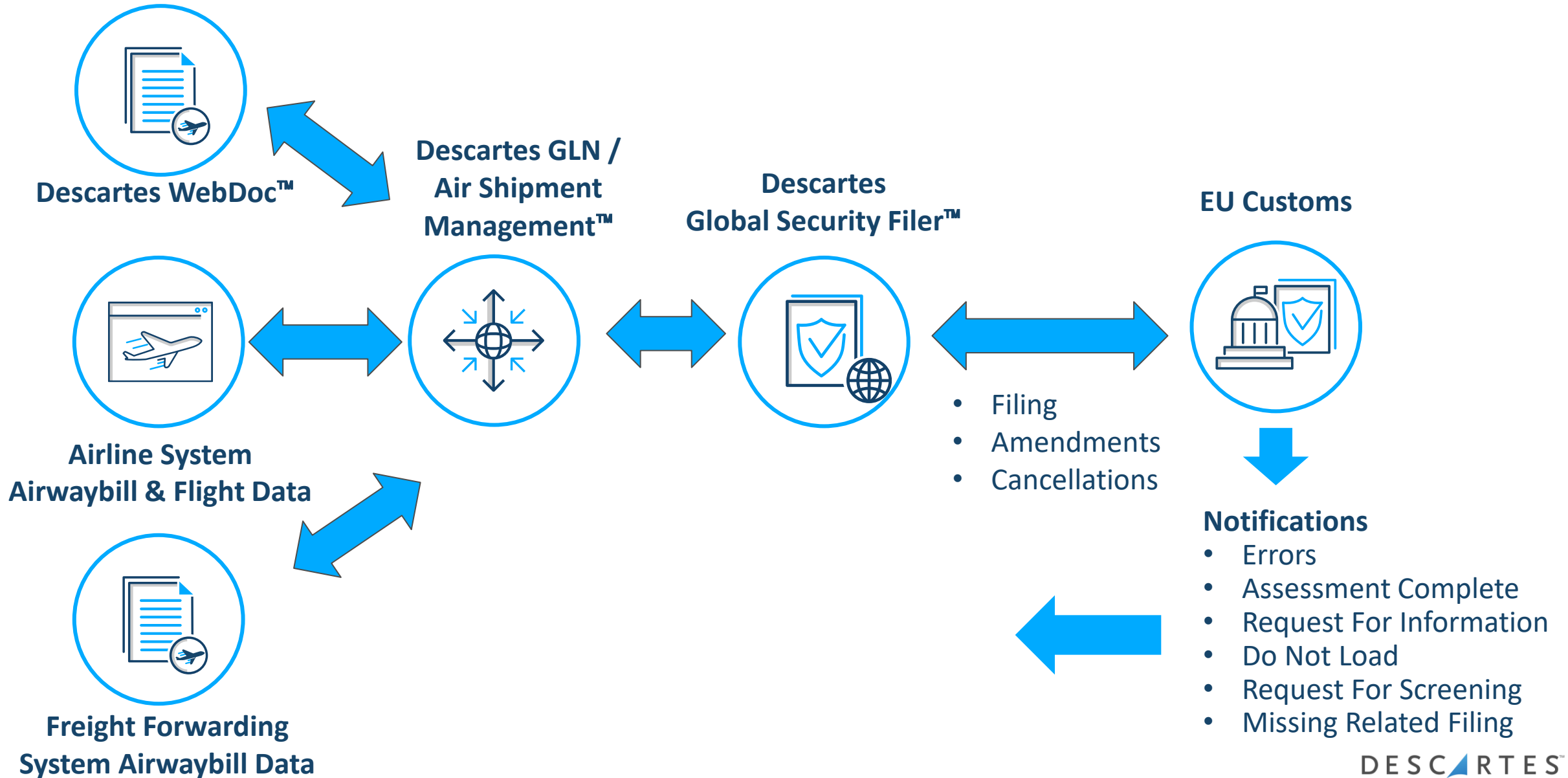


All Carriers on ICS2 – 30/6/23

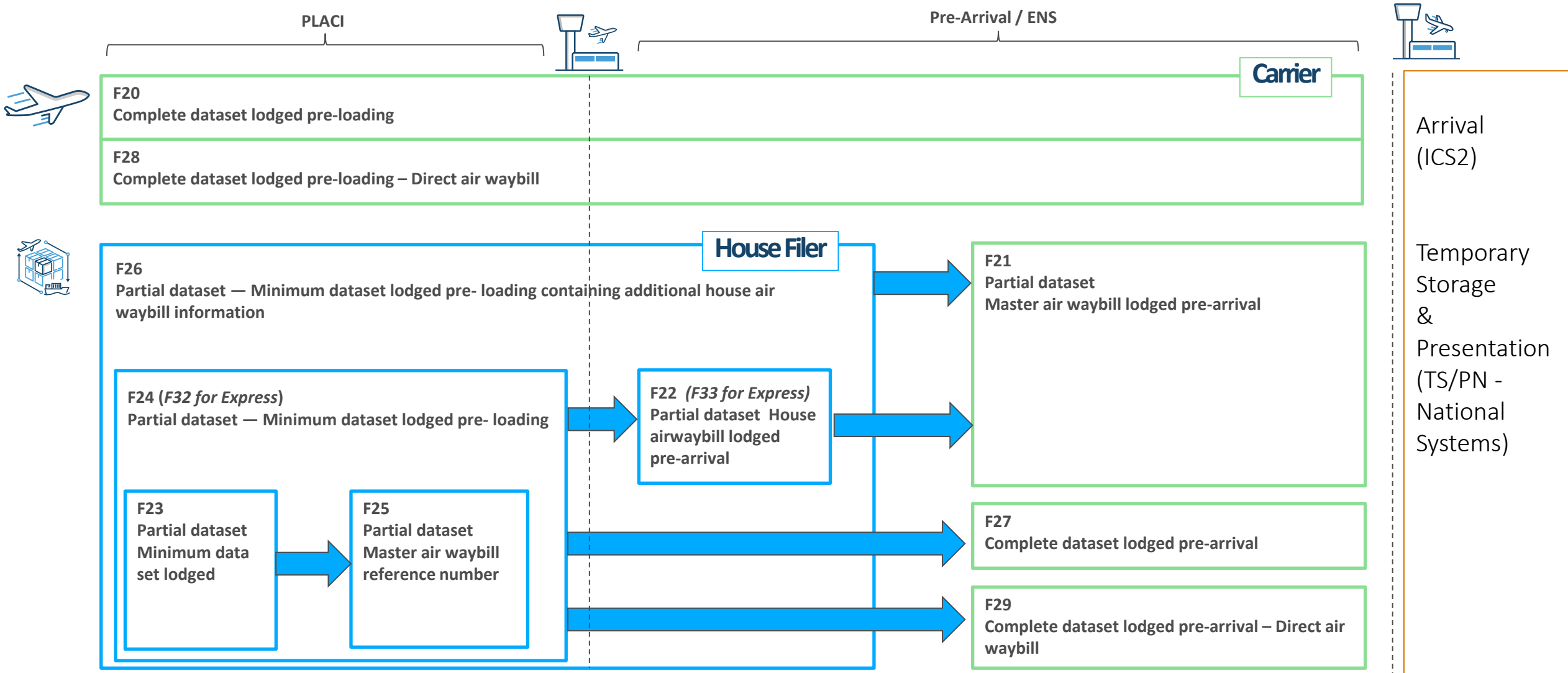
# EU Cargo Flow



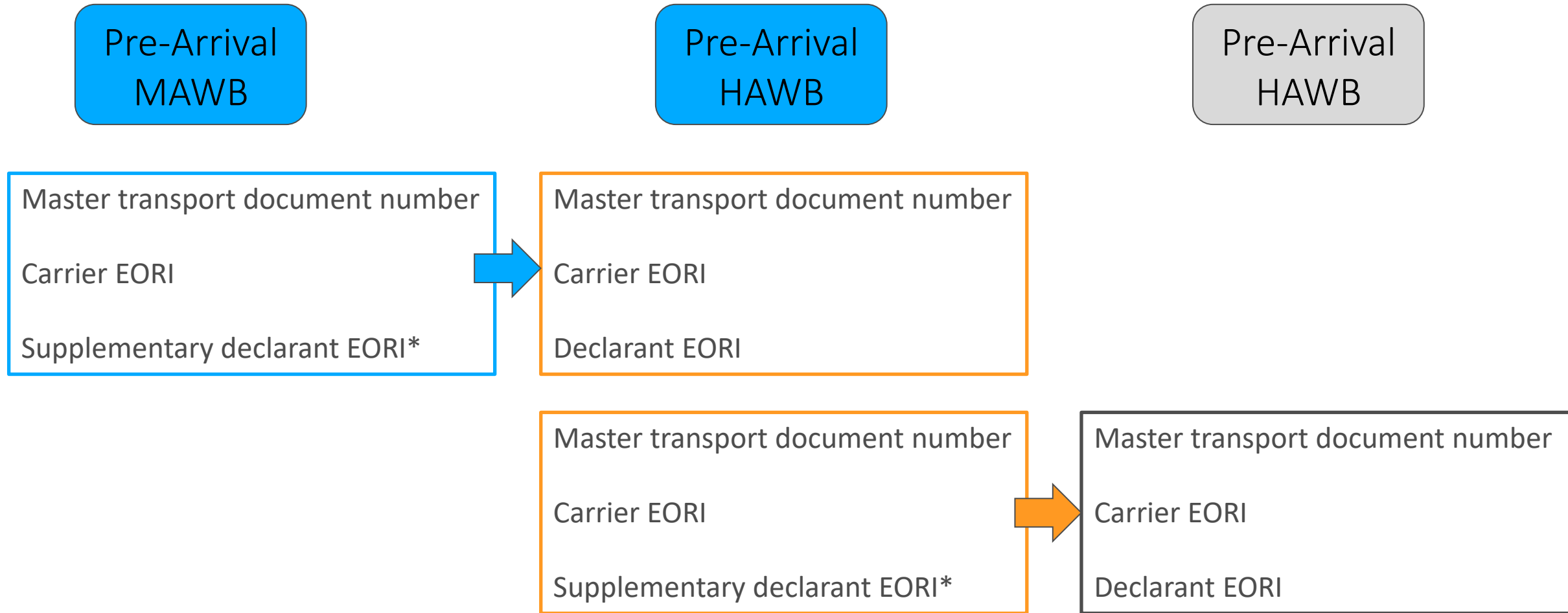
# ICS2 Data Flow for General Air Cargo



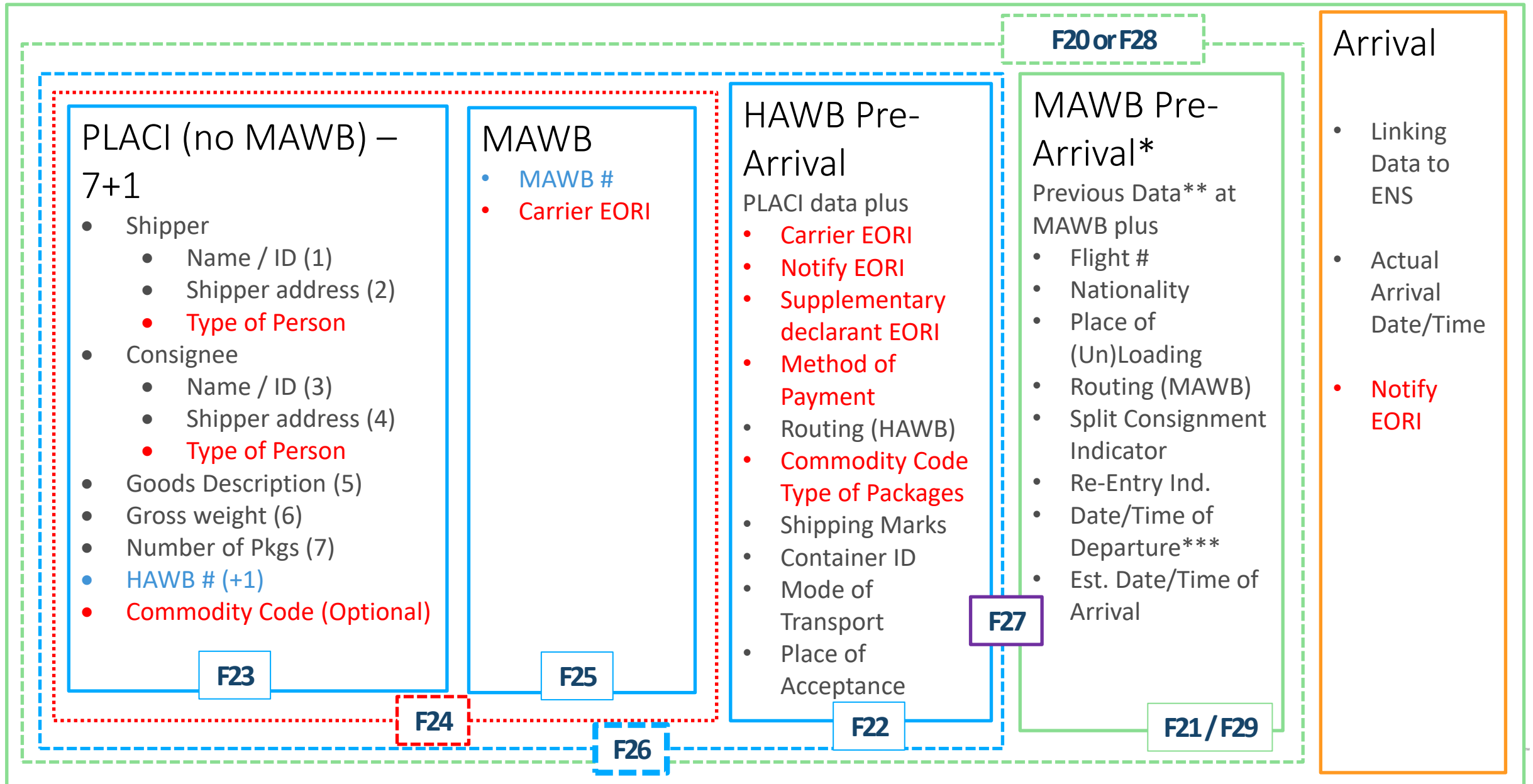
# Cargo Message Scenarios



# How are multiple filings linked



# PLACI & ENS Data Set Build up





# Data Collection Challenges

## HS Code

- 6 Digit HS Code
- Multiple HS Codes & Weights
- CIMP limitations
- CXML Multiple HS or Multiple Items ?
- UI Guidance based on Goods Description
- Non “HS” goods – Personal Effects, Excess Baggage, Human Remains

## Goods Description

- Banned List
- “Consolidation”
- Challenge at MAWB level ! HS Code ? Description ?

## EORI

- Optional from a Technical perspective apart from
  - Carrier
  - Declarant
  - Representative
  - Notify Party at Arrival
- Required if Consignee has one – no longer only “if known”

# ***Risk Analysis & Notifications***

## Pre-Loading

- Request For Screening
- Request For Information
- Request For Amendment
- Do Not Load
- Assessment Complete

## Pre-Arrival

- Request For Information
- Request For Amendment
- Missing ENS Filing
- Assessment Complete

## Arrival

- Arrival
- Control
- Incorrect HAWB State

# *Why show Forwarders consider dual filing for air?*

- Avoid disruptions in the supply chain
- To be in a better position to meet lead time SLAs agreed with shippers
- The sooner PLACI data is submitted then more time to react to referrals
- Avoidance of blockages at GHAs and Airlines at origin
- Supports the “ready for carriage principle”, so that only goods for which an Assessment Complete has been issued will be delivered to the GHA / Airline
- Some airlines may insist on this for PLACI or want to pre-validate the data if they are to do the PLACI and/or ENS
- If the Airline files with the MAWB data then risk of need to De-consolidate & re-consolidate later with additional costs and risks.
- In many cases the airline would need to contact the Forwarder in case of a RFI to provide information.

**Note : some carriers will still require HAWB data for other reasons (for example later use in temporary storage / presentation in countries that do not support re-use of ENS data)**

# Maritime, Rail & Road – Data Levels

Full ENS



Partial ENS Filings



# Maritime Cargo Message Scenarios

PLAC

Carrier



F11  
Complete ENS

F10  
Complete ENS – Straight Bill



F15  
Partial dataset — house consignment and shipment level data

House Filer

F12  
Partial dataset  
Master level data only



F16  
Partial dataset — house shipment only  
(Buyer & Seller Information)

F14  
Partial dataset — house  
consignment only

F13  
straight bill of lading cases, master and house  
consignment level data only

F17  
Partial dataset —shipment level data (straight bill of lading)

Arrival  
(ICS2)

Temporary  
Storage  
&  
Presentation  
(TS/PN -  
National  
Systems)

# Road & Rail Cargo Message Scenarios



F50 - Road  
Complete ENS



F51 - Rail  
Complete ENS – Straight Bill

# Questions



# Sources of Information

## EU Website

[https://taxation-customs.ec.europa.eu/customs-4/customs-security/import-control-system-2-ics2-0\\_en](https://taxation-customs.ec.europa.eu/customs-4/customs-security/import-control-system-2-ics2-0_en)

## EU FAQs

[https://taxation-customs.ec.europa.eu/customs-4/customs-security/import-control-system-2-ics2-0/faq\\_en](https://taxation-customs.ec.europa.eu/customs-4/customs-security/import-control-system-2-ics2-0/faq_en)

## Circab

<https://circabc.europa.eu/ui/group/ea5f882b-9153-4fc1-9394-54ac8fe9149a> (Library)

*Air Cargo General Operational Guidance due soon.*

## Descartes

<https://www.descartes.com/resources/knowledge-center/eu-import-security-filing-ics2-for-mail>

<https://www.descartes.com/solutions/customs-and-regulatory-compliance/security-filings/emea/eu-import-control-system-ics>



***Thank you!***



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UNITING THE PEOPLE & TECHNOLOGY THAT MOVE THE WORLD