

## Frequent Asked Questions on ICS2 project

### A. General Section

#### 1. What is ICS2?

ICS2 is a system for the lodgement of the Entry Summary Declaration (ENS) to process advance cargo information to customs. With regard to customs requirements, it is used for the security and safety risk analysis, the arrival of means of transport, the presentation of goods to customs and the control by customs of goods, where required.

#### 2. What is not ICS2?

ICS2 is not a customs clearance system and it is not used for the customs declarations for release into free circulation.

#### 3. What is the current legal situation?

There is still an exception for postal operators which is defined in Art. 104 (2) Unions Customs Code Delegated Act (COMMISSION DELEGATED REGULATION (EU) 2015/2446 of 28 July 2015). However, this exception will be removed with the introduction of ICS2

#### 4. Does ICS2 follow ICS1?

No. It will fully replace ICS1 and **introduce an entirely new business process** in accordance with the Union Customs Code legal requirements and the strategic operational needs expressed in the EU Customs Risk Management Strategy and Action Plan (adopted in 2014). Furthermore, it involves more supply chain actors and business models including postal operators and their processes.

#### 5. Are postal operators affected by ICS2?

Postal operators are fully affected by ICS2, with the exception of items for correspondence.

#### 6. When is the start of ICS2?

ICS2 starts on **15 March 2021**.

#### 7. What are the “releases planning”?

**Release 1** is foreseen to become operational on **15 March 2021** and includes the lodgement of pre-loading minimum data set (PLACI) and the presentation process for postal consignments.

**Release 2** is foreseen to become operational on **1 March 2023** and includes the lodgement of the complete ENS and the arrival notification for all goods in air traffic and the presentation process for air express consignments and general air cargo.

**Release 3** is foreseen to become operational on **1 March 2024** and includes the lodgement of the complete ENS for maritime and inland waterways, road and rail traffic (this includes goods in postal consignments transported in these means of transport) and the arrival notification

for maritime and inland waterways. Further it includes the presentation process for all goods on all modes of traffic.

## 8. Where do I get information about ICS2?

Please ask your national customs authority or go to the EU PICS platform for information and project documentation ( <https://webgate.ec.europa.eu/pics/group/17879> ).

Before requesting access to PICS you should contact the ICS2 functional mailbox ( [TAXUD-ICS2-PROJECT-TEAM@ec.europa.eu](mailto:TAXUD-ICS2-PROJECT-TEAM@ec.europa.eu) ) first. The ICS2 team will contact the PICS team, so that they can take action on PICS side so that everything is ready for the trade member to create an account. Once this is done, ICS2 team will contact you and you can register for PICS.

If you created your PICS account, inform the ICS2 team by sending a mail to [TAXUD-ICS2-PROJECT-TEAM@ec.europa.eu](mailto:TAXUD-ICS2-PROJECT-TEAM@ec.europa.eu). The ICS2 team will grant you access to the relevant ICS2 groups on PICS.

## 9. What kind of postal shipments are included in ICS2?

Every postal shipment has to be included in ICS2 with the exception of items for correspondence.

## 10. Is there any transitional period?

Depending on the availability of national customs systems, a transitional period could be possible.

## 11. Are there any obligations resulting from GDPR?

According to DG TAXUD, ICS2 is fully compliant with GDPR.

## 12. What is ENS?

Entry Summary Declaration (ENS) means the act whereby a person informs the customs authorities, in the prescribed form and manner and within a specific time-limit, that goods are to be brought into the customs territory of the Union.

Postal operators will have to always submit ENS to their Member States through the Common Repository.

## 13. What is PLACI?

PLACI refers to a specific type of partial ENS filing, which is the mandatory minimum dataset ('7+1') to be filed as soon as possible prior to loading of the goods onto the aircraft in a third country. It is limited to air traffic only and covers all goods including postal consignments.

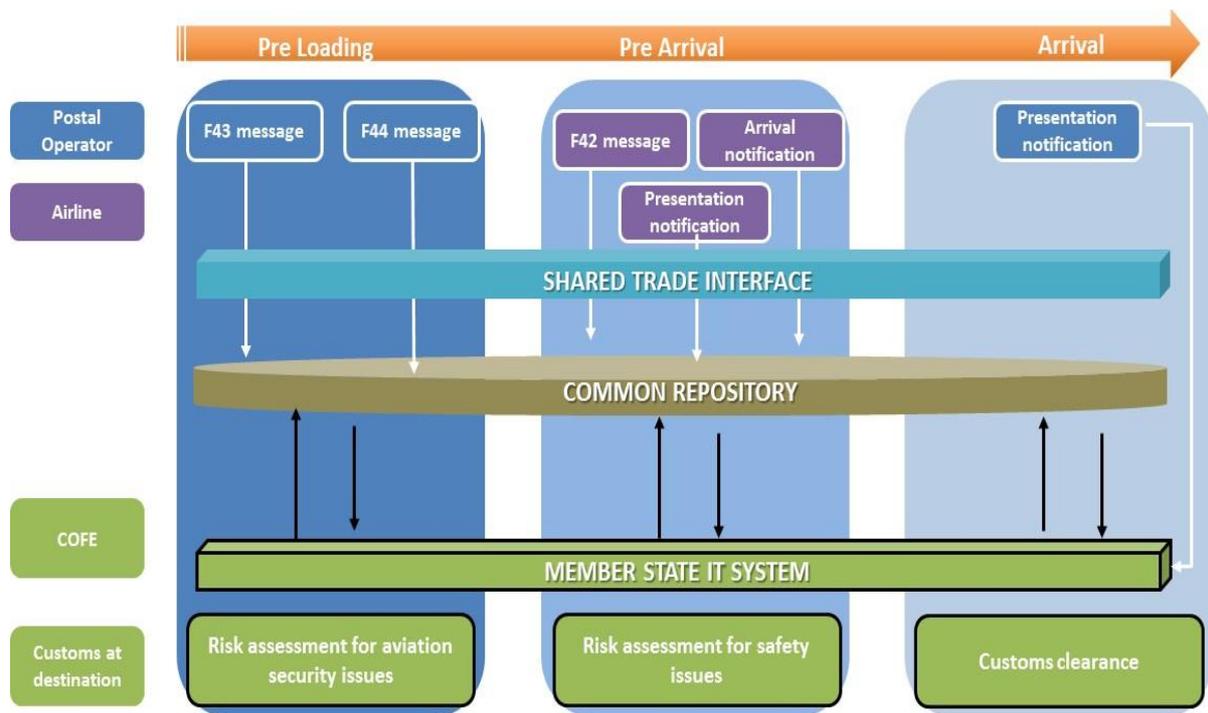
## 14. What is Annex B?

Annex B of the Union Customs Code Delegated Act (COMMISSION DELEGATED REGULATION (EU) 2015/2446 of 28 July 2015) defines the common data requirements for declarations, notifications and proof of the customs status of Union goods.

## B. Technical section

### 1. What is the global process mapping?

The global process mapping describes the way stakeholders (postal operators, customs authorities and carriers) should exchange EDI messages for air transport safety and security risk assessments.



*COFE: Customs Office of First Entry*

*F43: ENS declaration for postal shipments at item level*

*F44: ENS declaration for postal shipments at receptacle level*

*F42: Pre Arrival Notification based on Master Airway Bill*

*PN: Presentation Notification message directly lodged in the national systems*

## 2. European platforms vs National systems

The principle of EDI message exchanges is as follows:

- F43 and F44 messages provided by postal operators (from 2021) and F42 message by carriers (from 2023) will always be submitted to the “Common Repository” through the “Shared Trade Interface”;
- The “presentation notification” message will have to be lodged via the national system of the Member State.

## 3. What are the processes between origin post and destination post?

Processes between origin and destination posts represent the core relationship of the ICS2 model. It implies first that both posts are able to exchange data especially ITMATT messages with regards to customs declarations. PREDES messages will also be required.

To exchange data, both posts shall set up data sharing agreements either bilaterally or in a multilateral way.

## 4. What are the processes between destination post and destination customs?

Destination post and destination customs are from the same country (it is not the case for express integrators). Customs will reply to ENS submissions by transmitting a formal response message after the risk assessment.

## 5. What data elements will be required for ICS2?

Data elements requirements are based on ITMATT messages.

*For Release 1 in March 2021:*

- Customs will conduct risk assessments only for air transport security reasons. It means that the initial risk assessment will be based on the “7+1” PLACI data elements (see below). Destination postal operators will have to lodge the “7+1” dataset for all goods shipments. This dataset will be considered by Customs as the minimum required dataset.
- Postal operators will have to submit presentation notification to their customs authorities.

Note: The “7+1” data elements are:

- i. The name of the consignor
- ii. The address of the consignor
- iii. The name of the consignee
- iv. The address of the consignee
- v. Number of items
- vi. Gross weight
- vii. Detailed description of each item
- viii. Package Identification number (S10 barcode)

*For Release 2 in March 2023:*

In addition to EDI messages required for Release 1 to postal operators, carriers will have to declare the arrival notification message to the Common Repository. Their declaration should be based on CARDIT messages sent by origin posts.

*For Release 3 in March 2024:*

- Lodgement of complete ENS messages for maritime, road and rail transport means.
- Presentation notification messages to national customs systems.

## 6. What is the principle of multiple filing?

The multiple filing is a technical possibility foreseen in ICS2 (but not in ICS1) that different stakeholders of the supply chain are liable to lodge a part of the ENS declaration. In terms of ICS2 requirements, an ENS declaration will be considered complete only when:

- Postal operators will submit:
  - a. F43 and F44 messages for air transport security concerns
  - b. Presentation notification to their national customs authorities
- Carriers will submit F42 message

Please note that both postal operators and carriers should submit the above messages in the Common Repository.

## 7. What is a “Referral”?

The Pre-Loading Air Cargo Information risk assessment is focused on the detection of an immediate risk to aviation (“Bomb in the Box” concept). A referral is a risk mitigation action aimed to communicate to postal operators air transport security risks under specific messages:

- Request for Information
- Request for High Risk Cargo and Mail Screening
- Do Not Load

2 different messages are also defined in ICS2 but must not be strictly considered as referral messages:

- Assessment Complete
- Incomplete PLACI dataset

Risk assessment result	Referral Type
PLACI risk analysis successfully completed	Assessment complete
PLACI data not complete	Filing to be rejected
Data not sufficient or bad quality	Request for Information
Potential security risk	Request for Screening
Security risk confirmed	Do Not Load

## 8. The “Assessment complete” message

This message should be sent in a large majority of cases based on automated risk assessments. The results will be confirmed through an “Assessment Complete” message which means that the shipment can be loaded onto the aircraft.

The Common Repository will systematically deliver an “Assessment Complete” message but its receipt is optional. This message could be requested by airlines used by non-EU postal operators to carry their shipments into the European Union. In such cases, EU posts would have to download “AC” messages from the Common Repository and forward them to origin posts.

## 9. The “Incomplete PLACI dataset” message

If one of the “7+1” data elements is missing, the Common Repository will automatically reject the ENS submission. To avoid any loss of time, postal operators are invited to systematically check upon the submission the validity of the ITMATT message received from the origin post by screening the presence of the mandatory data elements.

## 10. The “Request For Information” message

Customs authorities could not be able to fully conduct assessments for aviation security risks for 2 reasons:

- They need additional information to the “7+1” data elements;
- They need postal operators to amend one of the “7+1” data elements.

→ Additional information

Customs authorities could need more information such as phone numbers, email addresses or accompanying documents (invoices, pictures) to complete the risk assessments.

→ “7+1” data elements amendment

If customs authorities consider that 1 of the “7+1” data elements, is incorrect or unusable to conduct risk assessments, they could ask to modify the provided information.

From customs perspective, the EU postal operator is the only one who is liable to provide an accurate and liable data. In case of RFI message, EU posts could take the initiative either to correct by themselves data or to ask origin post to verify and change data, if necessary.

If responses provided from posts are sufficient and accurate, customs will deliver an “assessment complete” message. If not, they will escalate the request onto a “request for screening” message.

## 11. The “Request For High Risk Cargo and Mail Screening” message

If customs authorities consider that a potential risk does exist, they may require postal operators to screen shipments as a High-Risk Cargo and Mail procedure before being loaded on board and in accordance with:

- The EU regulation as defined in point 6.7.3 and 6.7.4 of the annex to Commission Implementing Decision C (2015)8005;
- At least, refer to the means and methods described in the point 13.5.6 of the ICAO Technical Instructions Doc 8973.

EU (and non-EU) postal operators will have to provide the information that such screening has already been performed or is about to be performed in the supply chain.

If provided responses from posts are sufficient and accurate, customs will deliver an “assessment complete” message. If not, they will escalate the request onto a “Do Not Load” message.

## 12. The “Do Not Load” message

A “Do Not Load” message is triggered when customs receive intelligence that there is an imminent threat to aviation security. The DNL referral could be delivered after an initial risk assessment (specific intelligence) or after a “RFS” procedure.

Such messages imply that an emergency procedure should be set up as soon as possible within the appropriate national bodies to avoid a bomb explosion in the postal facility or the aircraft.

## 13. What actions in case of referrals messages (RFI, RFS and DNL)?

As the postal supply chain is not an integrated system, the way non-EU and EU postal operators will collaborate will be one of the key factors of success. Beyond the simple exchange of EDI messages, both posts should know how operations are led especially in their respective offices of exchange.

Even if the ICS2 model is based on the principle that mail flows will not be hampered by customs requirements, postal operators must be aware that operations procedures would definitely have to be modified to take into account these requirements.

### → From origin (non-EU) post side:

- Provide ITMATT to Destination Post as soon as possible in the postal supply chain, considering that the office of exchange is the latest point where ITMATT messages could be sent;
- Check if the minimum “7+1” dataset is provided;
- Nest the item into the receptacle only when:
  - o Either an “Assessment complete” message has been sent by destination post;
  - o Or the time limit (determined by both) to get a referral message is over;
- If a RFI has been requested, complete or amend the initial ITMATT message;
- If a RFS has been requested, perform the HRCM screening either in the postal facility or in any facility located in the airport;
- If a DNL has been triggered, apply the emergency procedure as soon as possible.

### → From destination (EU) post side:

From EU post side, the main actions are to:

- Receive ITMATT messages from non-EU posts;
- Convert these messages into EU standards (F43 and F44);
- If any, forward referral messages to origin posts;
- Wait for referral responses from origin posts and submit them to the Common Repository.