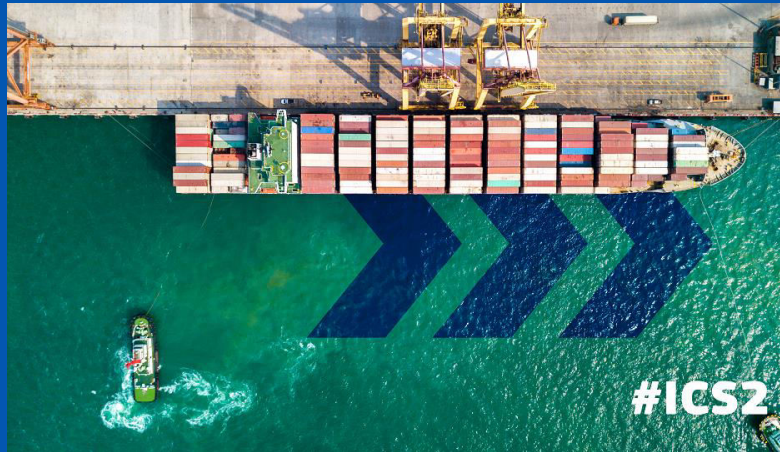
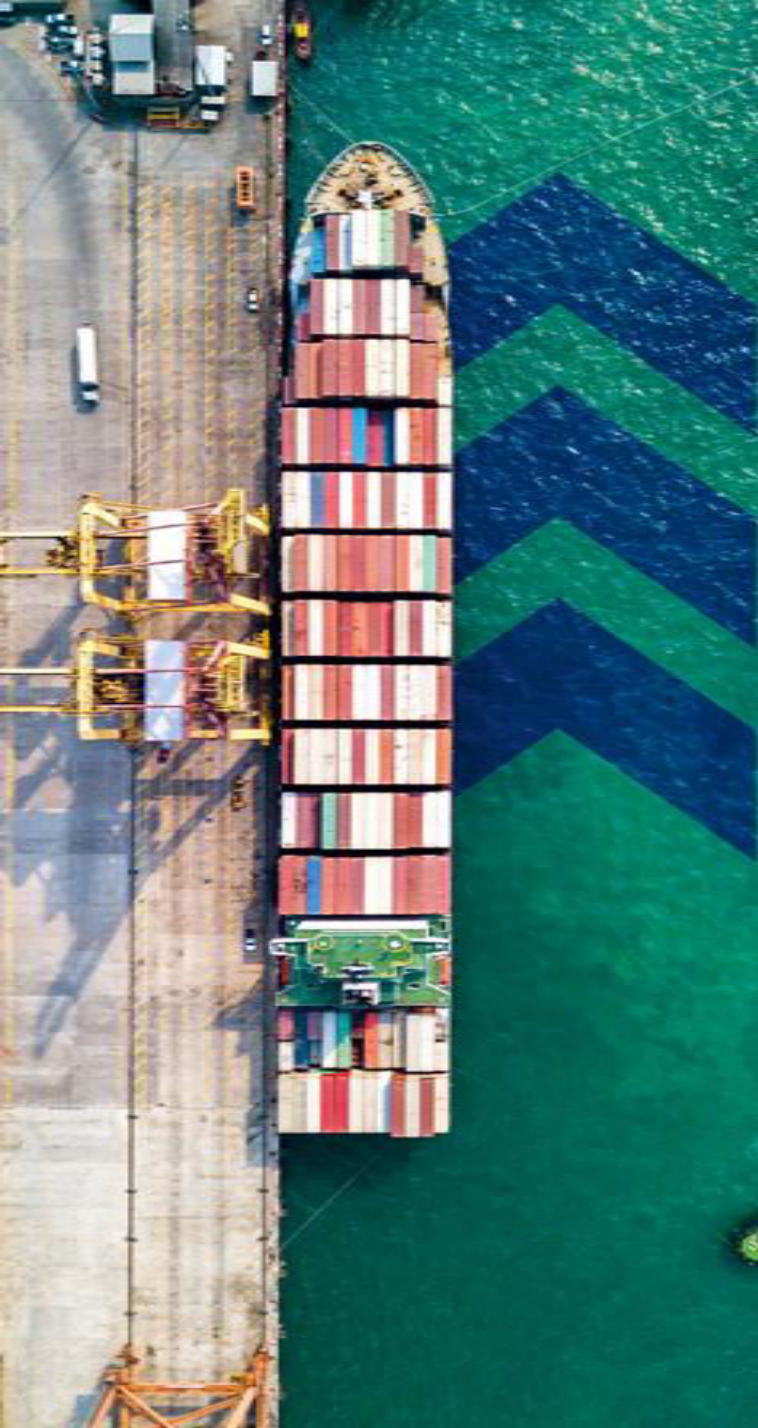


EU Pre-Arrival Security Programme Changes: What You Need to Know

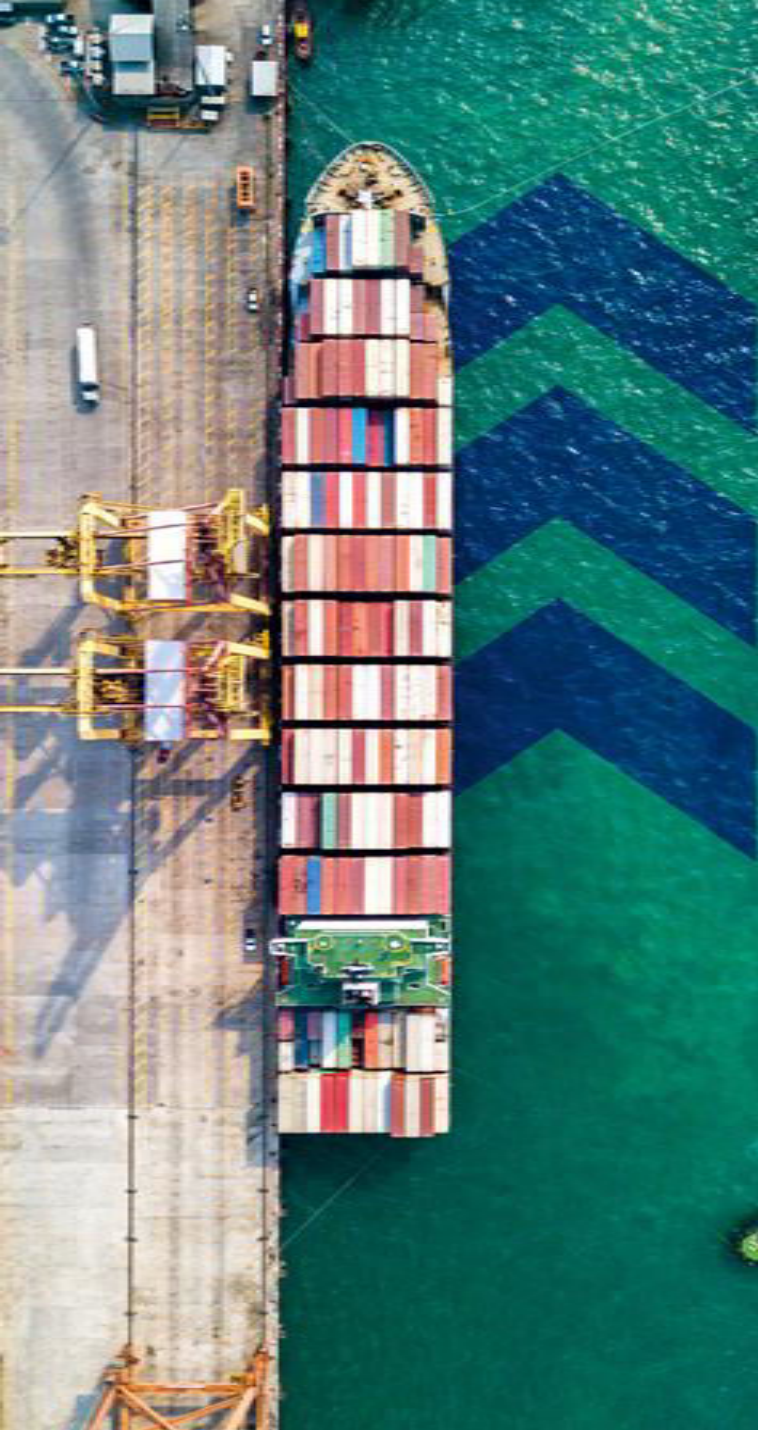


INTERMODAL EUROPE
10-12 OCTOBER 2023 AMSTERDAM



Quiz – Import Control System (ICS2) is a EU system used to...

- A. process customs import declarations for customs clearance into the EU market
- B. provide FAL form 2: Cargo Declaration to the EU Maritime Single Window environment
- C. provide advance cargo information (ENS) for all inbound goods to customs for their risk based border checks
- D. Offer to clients a blockchain solution to secure their import of goods to the EU



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ICS2 Changes: What you need to know

Technology

- Decentralised ICS1 phase-out & replaced by
- ICS2 EU single access point



Entry Summary Declaration (ENS) data

- In addition of Master BoL (ICS):
- All underlying house BoLs
- Buyer, Seller (owner), mandatory HS6 commodity code, EORI of consignee if assigned...



Processes

- New protocols - referrals
- New processes – diversion, split consignments, re-entry into the EU
- Commercial data sharing arrangements among carrier and supplementary filers (multiple filing)



Responsibilities

- Carrier issuing MBoL
- NVOCC and all freight forwarders issuing HBoL
- EU based consignee – lowest BoL
- Postal operator
- Express operator
- Combined transport (Ro-Ro)



ICS2 Changes: What you need to know

Multiple filing regime is a game changer!

- If you are a carrier issuing a master BoL, you must:
 - File complete ENS by obtaining all required data from all underlying HBoLs issuing parties, including seller/buyer,.. OR if you cannot obtain it
 - Declare in your partial 'master' ENS filing an EORI of the freight forwarder stipulated in your MBoL
- If you are house BoL issuer (NVOCC, freight forwarder), you must:
 - Inform your carrier that you issued a house BoL, and share its data with carrier, OR if you do not want to
 - File partial 'house' ENS to ICS2 yourself, including seller/buyer data...

ICS2 Changes: What you need to know

! All parties must get ready in time – technically and operationally

! Do not repeat mistakes of some actors in Release 2

What will happen if you're not ready in time?

- Goods will be stopped at the EU customs borders.
- The goods in question will not be cleared by the customs authorities.
- Inadequate ENS declarations will either be rejected or subject to intervention, with possible national sanctions or financial penalties imposed for non-compliance.

ICS2 Changes – What you need to know

Phase 1
Air postal and
express pre-
load

Phase 2
Air traffic
complete

*Proposal – revised Union Customs Code Work Programme:
Phase 3
Maritime, Inland Waterway, Road, Rail

October
2021

October
2023

1 December
2023

3 June
2024

4 December
2024

1 April
2025

1 September
2025

End of transition
Start of implementation

Start of
conformance
testing for all

Start of
transition
for maritime
& inland w.
carriers

Start of
implementation
for the carriers
& Start of
transition for
maritime house
filers

Start of
implementati
on of
maritime
house files
Start of
transition for
road and rail

Start of
implementation
road & rail

Thank you



All Release 3 general information available at ICS2 Europa.eu website:
[Import Control System 2 - Release 3 \(europa.eu\)](https://europa.eu)

All Release 3 technical documentation available at public Circabc:
[ICS2 Release 3 - Library \(europa.eu\)](https://europa.eu)

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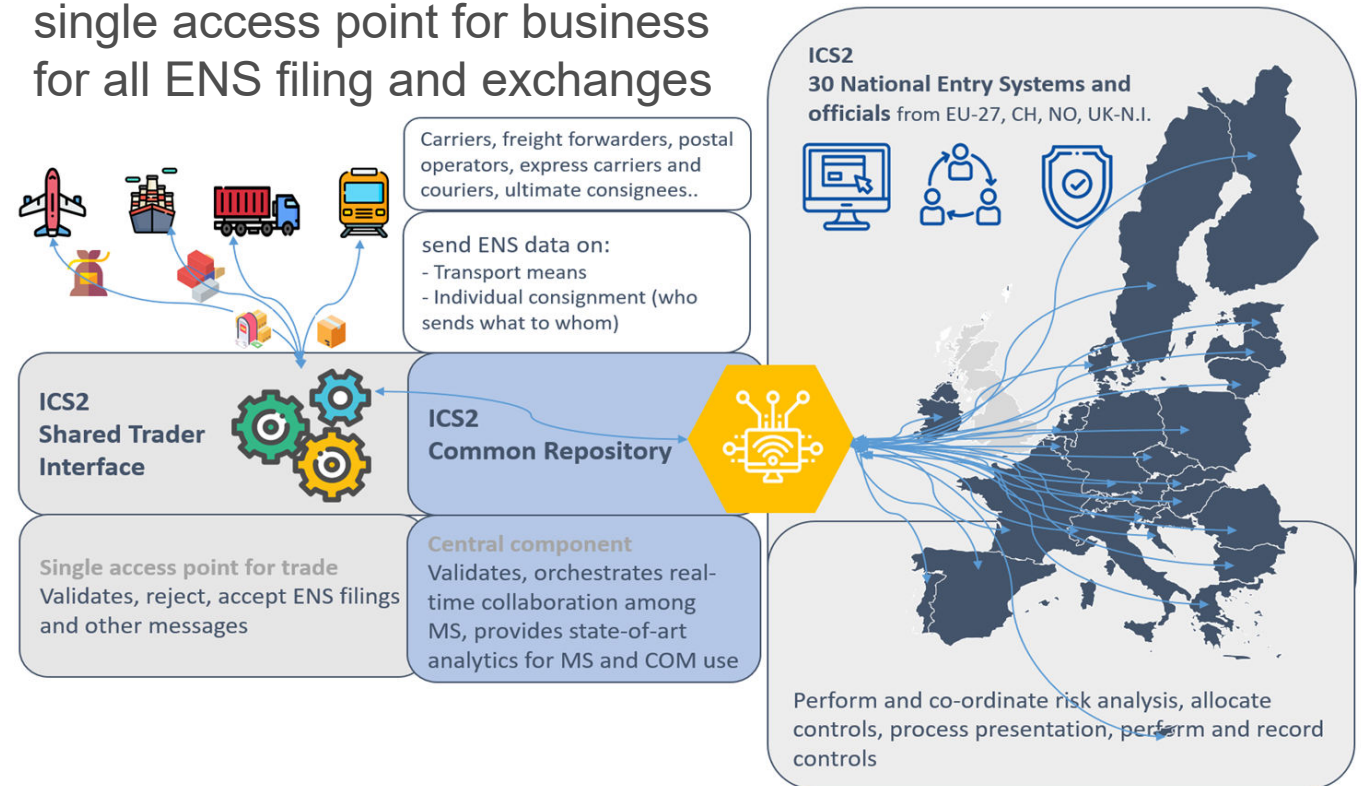
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Change in technology stack

ICS is a decentralised system

- Business has to connect to the EU-27+CH/NO/N.I. individual national ICS applications

ICS2 is a hybrid system with a single access point for business for all ENS filing and exchanges



ENS data – more and deeper level (MBoL, HBoL)

Parties (legal and natural persons) – names & address (+ contact)

- Consignor (sender), consignee (receiver), carrier, notify party, **seller**, **buyer**, declarant, representative, **other supply chain parties**

Locations and routing

- Place of acceptance (dispatch), place of loading, countries of routing, first customs office of entry, place of unloading, **place of delivery**

Goods

- Description, **HS6 code**, gross weight, UNDG, CUS code, number and type of packages, shipping marks

Means of transport

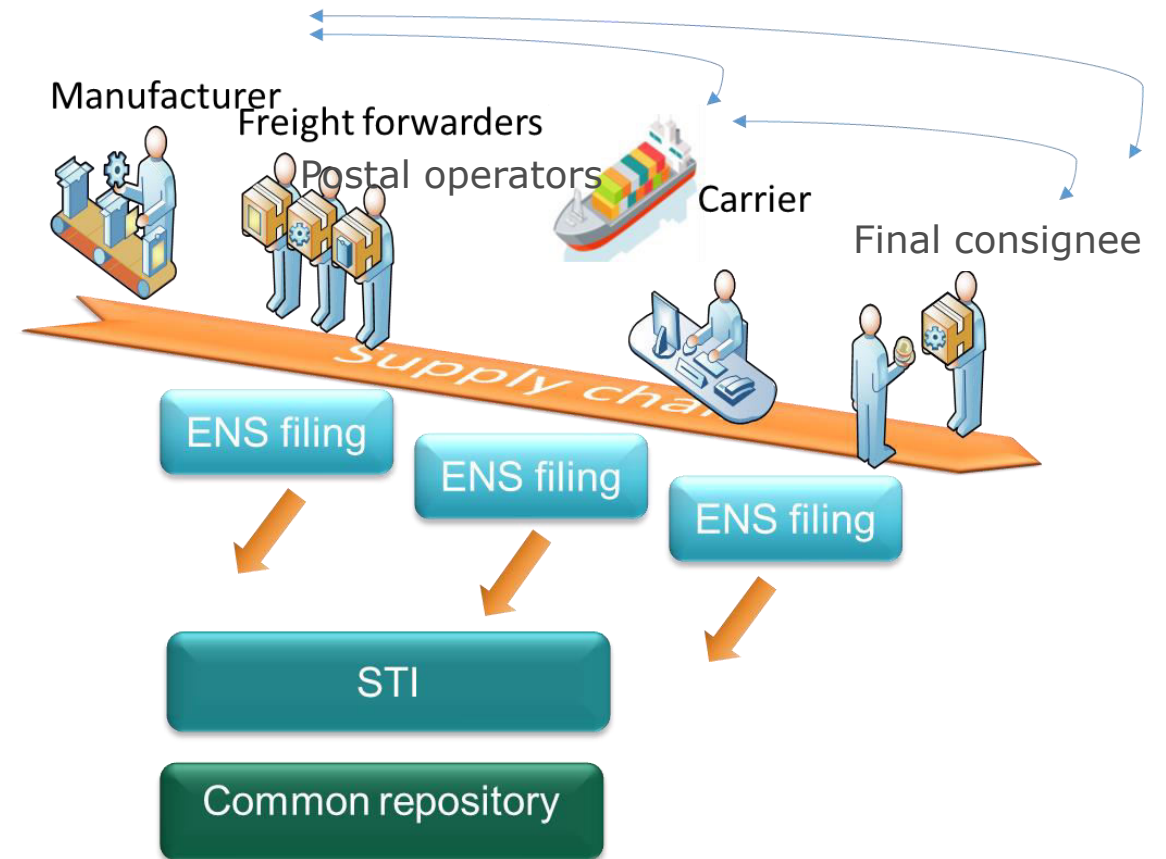
- **Container (size, type, status)**, ID number, nationality and identity of active & passive means of transport, vessel IMO Nr, receptacle Nr

Other

- Estimated date and time of arrival, supporting documents.

Responsibilities of more parties - ICS2 stakeholders

- ICS2 introduces multiple filings by the carrier and other parties in the supply chain
- Improved data quality through harmonisation of data requirements and data structures
- Carriers and other contracted filing parties (FFW, ultimate consignee, postal operators) must share certain information among each other, for ENS filing purposes or need to file their part of the ENS



Responsibilities of the parties

- Each party is responsible to act as a declarant and file their one partial ENS filing if they have arranged among themselves not to share the data but to file ENS via multiple filings. Carrier will be notified, if the house level filer failed to comply with the requirement to file. Same will apply to any sub-house level filer/co-loading party.
- Each ENS house level filer that is indicated by the carrier as party having an obligation to file a partial ENS will be reminded, if they failed to do so on time by the ICS2 (this will not exempt the party from potential national sanctions or penalties for non-compliance with the filing timeframes).
- Each ENS filer / declarant is responsible for the completeness and accuracy of the data filed.
- Each ENS filer / declarant can appoint a representative.
- IT Service Provider is acting as a 'message' sender but is neither a declarant nor a representative.