

MEETING MINUTES

Meeting report:	ICS/2		
Date of the meeting	22.12.2022		
Ref.:			
Report written by:	Thomas Van Asch	On:	23.12.2022

Company/Organisation	Name	Present
Aviapartner	Paul Van den Bulck	X
BAC	Toon Beylmakers	Excused
bcube	Jan Leduc	
Belgian Courier Association	Jozef Bastijns	X
bpost	Peter Smet	X
bpost	Joris Davidson	X
bpost	Nadia De Vlieger	X
Challenge Group	Fabrice Paquay	
Crossroad Communcations	Bjorn Bollingh	
CRSNP	Johan Geerts	X
Descartes	Paul Jansen	
DHL Aviation	Michael Gomez	X
dnata	Kristel De Bruyn	X
Fedex	Eddy Verschueren	X
Fedex	Giuseppe Oliveri	X
FOD Douane en Accijnzen	Yves Arys	X
FOD Douane en Accijnzen	Pieterjan De Coninck	X
FOD Douane en Accijnzen	Sandy De Prins	Excused
FOD Douane en Accijnzen	Bart Engels	X
FOD Douane en Accijnzen	Hein Forcé	X
FOD Douane en Accijnzen	Raphael Van de Sande	X
FOD Douane en Accijnzen	Ivan Verborgh	X
FOD Douane en Accijnzen	Bart Vleugels	X
FOD Douane en Accijnzen	Nicolas Wengler-Mathieu	X
Gosselin Group	Martine Vermoesen	X
Kuehne + Nagel	Peter Goossens	
Liege Airport	Jamy Bagheri	X
Liege Airport	Eric Gysen	X
Liege Airport	Aurore Longchamps	
Liege Airport	Karin Walravens	X
Lufthansa	Pieter Huyghens	X
MSE Europe	Pascal Vanneste	
Ostend Airport	Eddy Myngher	
Qatar Airways	Glen Verbelen	Excused
Qatar Airways	Moazamma Farzand	
Reed Smith	Anna Golouchko	X
Scan Global	Steve Mertens	X
Stream Software	Joost Delmeire	Excused
Stream Software	Sam Jaspers	X
Swissport	Luc Goethals	X

Swissport	Khadija Addal	X
WFS	Jense Philips	X
WFS	Lucas Deschouwer	X
ACB	Louis Coudijzer	X
ACB	Thomas Van Asch	X

Next meeting: 19/01/23 10h00 – 11h30 via MS Teams

Meetings shall be conducted pursuant to the following procedures in order to ensure compliance with all relevant competition laws. During the meetings, parties will not disclose any sensitive commercial information.

The following types of discussions and agreements are STRICTLY PROHIBITED during the meeting:

- Concerning costs, fares, rates or charges;
- Concerning market capacity intentions;
- Information on customers or commercial market information;
- Any agreement that is intended to, or in operation is likely to induce airlines or their suppliers or agents to engage in collective anticompetitive behaviour.

Meetings will be conducted within the defined scope and purpose of the meeting.

Agenda

The following agenda was discussed during this meeting:

1. Introduction
2. Project milestones
3. ICS/2 – PN/TS
4. Q&A

1 Introduction

Mission Working Group

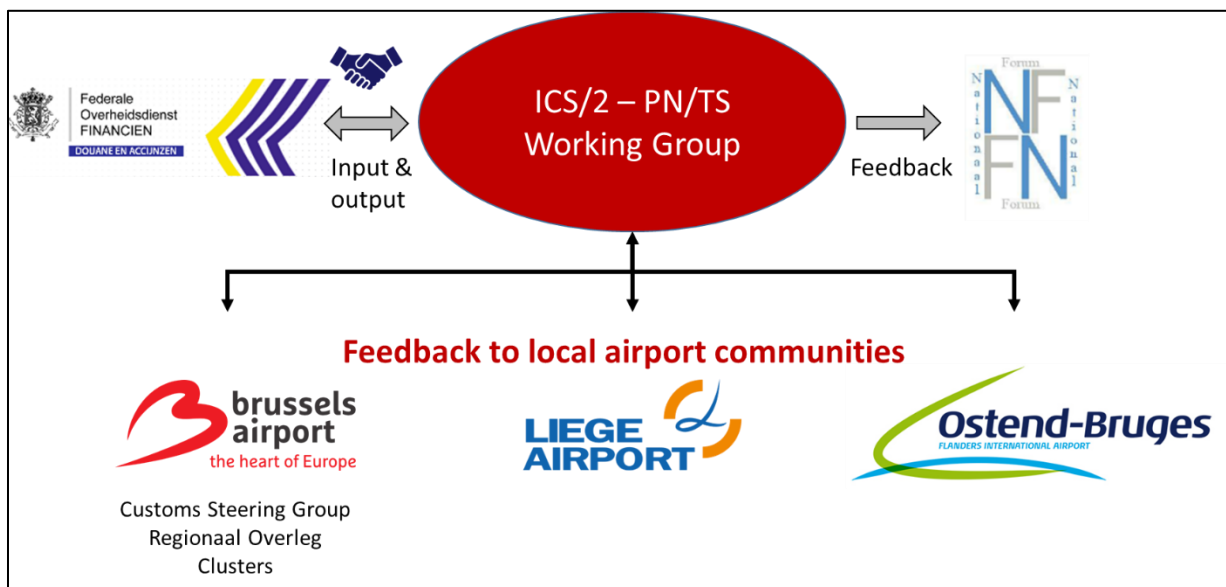
- To prepare the Belgian air cargo industry as good as possible for implementation ICS/2 – PN/TS;
- To discuss open questions/issues together;
- To streamline procedures and processes as much as possible;
- To establish a close and open collaboration with customs.

Set-up Working Group

The Working Group has been set-up to manage the introduction in the Belgian air cargo industry of ICS/2 and PN/TS next year. Representatives of the different stakeholders doing business at the three Belgian airports are invited. Also software providers are attending. Customs will join the meetings as well, but will not attend any meetings on local level.

As the group is already quite large, we once again ask everyone to have only **one single delegate per invited stakeholder present**. This group should be as interactive as possible, if too many people are attending this will not be possible.

Furthermore, it is highly recommended to distribute the outputs of this meeting to the local communities at the different airports and to ask for their inputs when appropriate. For Brussels Airport, Air Cargo Belgium will be responsible. For other communities, airport management will be in the lead. Customs will share the outputs of the working group also in the meetings of the National Forum.



Please be aware that meeting recordings will not be shared and will only be used by ACB to draft the meeting minutes.

2 Project milestones

Some major milestones were defined (see slides) already, however, more detailed ones will have to follow soon. The most important milestone for the next couple of weeks is to agree upon the working procedures: responsibilities, but also way of working, when and which data will be shared, how data will be shared, etc.

3 ICS/2 – PN/TS

Pre-loading phase:

Major question: who is responsible for pre-loading and who will file pre-loading?

Air carrier will be responsible for this first phase, in general Belgian stakeholders are not involved.

→ Some exceptions: bpost and express services are informed, they will lodge the 7+1 data themselves.

→ Question: is it necessary for Brussels community to have a view on this information?

Not relevant, it is mainly a safety and security check that is conducted in order to intercept goods that may not enter the EU.

Pre-arrival phase:

Most common and most simple procedure to drop ENS is described in the slides.

Major question: is it important for GHAs/agents to have the data/information?

For the Economic Operators on destination it is important to have the references for the subsequent declarations (the TSD or customs declarations; the MRN for the master filing is important).

→ Multiple filing principle will be in place: air carriers will be able to lodge a master filing (only containing information from the M-AWB), in case information on the H-AWB is not shared yet with the carrier, the agents should lodge the house filings (in case Economic Operators will issue H-AWB themselves, they will be responsible to lodge the house filing themselves).

According to customs legislation, it is mandatory to refer to the ENS in subsequent declarations. Not using the MRN is an exceptional situation (only if the air carrier or the freight forwarder has not lodged an ENS). Legally, if you have an ENS, you need to refer to it. Always going for a combined TSD without an ENS is not possible. Communication with the air carriers is thus necessary, except if there is a Port Community System that gathers all this information and gives it at disposal of the different Economic Operators.

Pre-loading is simply the 7+1 data lodged to carry out a first safety and security risk analysis (bomb in the box), but the pre-arrival messages (full master and house level ENS filings) contain 7+1 data as well. The actual ENS is composed of the pre-arrival filings, not really the pre-loading 7+1 data. The required references are the ones from the pre-arrival ENS, and in particular the master level ENS filing because this will be considered as the MRN of the ENS. For PN or TSD, the AWB-number is required not the MRN. Presenting goods for an ENS, there should be referred to the MRN of the master level ENS filing in the previous document section, and at consignment level (transport document level), there should be referred to the AWB-level.

GHAs work on master level, not on house level. Presenting goods at master level is not an issue, goods can be placed in TS only lodging master AWB details (it is possible according to PN/TS specifications).

For postal consignments, there is generally no AWB. What references should be used? If there is no master level transport document, the PN/TSD can be lodged using only the house level transport document references. There will be a transport document, but a postal one, which is mentioned in the master level ENS filing and has a unique number? In that case, it will remain the same principle, it will have to be declared in the PN/TSD in the same way as it is declared on the master level ENS filing (except if you would decide to lodge a TSD with house details data only)

→ Proposal to discuss this in detail in a separate meeting or by e-mail (list of all questions)

Arrival Notification

GHAs are not aware of all freight on board, only of the freight unloaded in the station where the GHA is present. Should the IE3N06 contain also the MRN or will the AWB be sufficient? And who will be responsible, the airline or the airport?

The air carrier should send the message, either you send an AN referring to the MRN of the ENS or alternatively you can use the AWB number. Both options are ok for CR. The air carriers will have the MRN because they will lodge the ENS themselves (the master level filing at least) and most likely also the M-AWB reference number.

→ Moving responsibility to the airport would be less optimal, because the AN will notify the carrier of eventual controls at first entry. The AN should only be lodged at first entry, it does two things:

- Changes status of ENS: at CR-side it is clear that the goods have arrived in the EU;
- If there would be any controls that have been by asked for at first entry, the AN will trigger the sending of these control notifications and that will be forwarded to the party that has lodged the AN, so he knows that goods should be unloaded at first entry (even if these goods are not intended to be unloaded at the point of first entry).

→ Controls at first entry are exceptions cases.

→ GHAs and carriers have to figure out how GHAs will be notified in case of control notification.

May GHA consider the AN as a kind of 'black box' and only be informed in case of exceptions?

Customs confirms.

Presentation Notification:

In the transition phase (period between 30/06 – 31/12), customs only expects PN in relation to ENS.

Two types of PN:

- PN lodged within TS procedure, aiming to activate the pre-lodged TSD
- Standalone PN: lodged f.e. to present non-union goods for which no TSD is needed, but also to present goods for which no TSD is needed because there is f.e. a pre-lodged import declaration available at presentation. The pre-lodged TSD referring to only the ENS which will have to be lodged in the transition period is some kind of standalone PN.

→ PN standalone: if used as standalone, the ENS is a mandatory field in the previous document, about the CRN it can refer to a customs declaration at hand at the moment of presentation, but it can also left blank (which is indeed correct).

→ Transhipments? Goods are being placed under TS because they are unloaded in Belgium and not reloaded on the same aircraft. A TSD should be lodged. But for the two-stage approach, the current procedure stay in place until the end of the year; the standalone PN will not be relevant. For the goods accounting part and placement under TS, the current procedure stays in place till 31/12. The new goods accounting and the messages involved will start only then. A phase out of the old goods accounting will follow. The first 6 months, the ENS that are required are the ENS that do not refer to a CRN because there is no pre-lodged TSD yet. For the other scenarios the current procedures stay in place. But the PN is required to close the ENS lifecycle. The standalone you will have to lodge, are the ones without a CRN and with a reference to the MRN of the ENS in the previous document section of that PN.

Questions:

- Multiple filing: PN is that on master or on house? Depends on the accuracy of the ENS, if goods are presented on master level the CR will consider that all house consignments linked to that master consignment are presented. If the ENS contains the right data and all house consignments that are declared in the ENS are presented, the PN could be lodged on master consignment level. A partial presentation of parts of the house consignments, it should be done on house consignment level.

→ How does the carrier know everything is correct of the houses? If the carrier lodges the PN, he will do on master consignment level, but most likely it will not be a preferred scenario. The GHA will lodge a PN/TSD combined level at master consignment level re-using the ENS. In that case, an IETS115 with a minimal dataset referring to the M-AWB. In general, most of the presentations will be done at master consignment level.

→ ENS re-use is suggested to only be used if partners are fully trusted or if the house level data is lodged by yourself. If you cannot trust your partner that he has declared the right data in the ENS, it is suggested to decide to lodge the M-AWB TSD full dataset yourself. If ENS is re-used, a communication between GHA and carriers is required.

- How will EU companies like the express operators will receive the advanced control notifications? So that it is known ahead of time what shipments are selected for control.

→ More information later on.

- EORI for the recipient is a mandatory data element in the ENS, from an IT-perspective the element is optional. However, there is expected that not everyone has an EORI-number.

An ENS filing without an EORI whereas it is mandatory, your ENS filing will be rejected by CR. EORI is a conditional field, only not mandatory in case of a natural persons (both, as consignor and as consignee). In all other cases, it is mandatory to provide an EORI-number. It is questioned how the difference between a business or natural person will be made by exporters at the other side of the world... Furthermore, it is believed ENS will pass without EORI-number, but that means Belgium Customs is receiving many exemptions from the filing in ENS.

→ Customs states that ICS/2 regulations (ENS specifications) is all the same over Europe.

→ There was asked to have a separate discussion with the courier sector, based on a list of questions specific for the business. In case there are specificities not relevant for the other participants, customs will provide the companies with an answer.

Presentation by Yves Arys (AAD&A)

Customs proposes the industry to take a look to the processes on a higher level and decide what role the different actors could take up. Based on that, it could be decided how the systems will need to change or what actions are necessary in order to send the required data to customs.

History PN/TS project: see slides

Present status PN/TS project:

- MIGs are updated and published in September:
 - o For the basic message flow, the major changes made are situated in IETS007 Message
 - o Added to the MIGs are new messages for the TSD lifecycle
 - o Re-export Notification: specifications expected in the coming weeks
 - Separate meeting within the National Forum to explain specifications
- Support PN/TS taskforces (maritime & air)
Sense of urgency is required, Economic Operators really need decide upon their roles asap!
PN/TS will be a real game-changer, prepare as good as possible and look to it from an high-level perspective.

Future PN/TS project:

- Updated timing: see slides
- Goods in transit: Not the PN/TS but the NCTS/P5 will handle the transit of goods, if non-union goods are entering under Transit and the Transit is closed, goods go in TS. As opposed to NCTS/P4, where clear-off is within NCTS, as from NCTS/P5, the transit declaration data will be automatically registered by TSD component and write-off with a subsequent declaration will be handled by the new goods accounting solution. A TSD should not be lodged, the transit declaration can be used.
- Goods accounting: as long there are no new TSD are lodged, the existing goods accounting will remain in place (the CIR message). CIR messages will be written off in the PLDA goods flow application, when TSD will be lodged they will be written off in the new system. Migration between both systems will not be provided.
- Transition schemes: see slides

Recap of the PN/TS scenarios for air:

- 10 scenario's (see slides for link to document) presented in a working document to Economic Operators → Recap:
 - o Pre-lodged TSD scenario's do not seem feasible, assuming the basic scenario was lodging a combined TSD done by the GHA
 - Also not relevant for the authorisation holder of the second TS facility?
 - o Basic scenario will be the combined TSD with ENS re-use lodged by GHA
 - No ENS available = lodge full TSD dataset
 - Deconsolidation by default, even if a TSD at master consignment level with ENS re-use is lodged. The house consignment (H-AWB quantities and other



details as be declared in the H-AWB) data is registered within the good accounting in order to be written off.

→ After deconsolidation, reconsolidation is not possible anymore.

- Amending fetched data is not possible, only data you send in yourself is possible.
- 3 scenarios seems to be relevant for air cargo
 - Combined TSD (ENS-re-use) by GHA and Transfer to second TS facility (basic flow for air cargo)
 - Combined TSD (full dataset at M-AWB) by GHA and Transfer and deconsolidation afterwards
 - Pre-lodged TSD (full dataset at M-AWB/H-AWB) by second TS facility

Next steps:

Action:	Responsible	Deadline
Discussion GHAs & airlines on ICS2	ACB – GHA – airlines	13/01
Collect questions on scenarios for next meeting	ACB	18/01