

MEETING MINUTES

Meeting report:	ICS/2 – PN/TS		
Date of the meeting	09.03.2023		
Ref.:			
Report written by:	Thomas Van Asch	On:	15.03.2023

Company/Organisation	Name	Present
Aviapartner	Mathieu Serafimoff	X
Aviapartner	Paul Van den Bulck	Excused
BAC	Toon Beylmakers	Excused
Bcube	Jan Leduc	X
Belgian Courier Association	Jozef Bastijns	
bpost	Joris Davidson	X
bpost	Nadia De Vlieger	
bpost	Peter Smet	X
Challenge Group	Sami Khalifa	X
Challenge Group	Fabrice Paquay	Excused
Crossroad Communcations	Bjorn Bollingh	
CRSNP	Johan Geerts	X
Descartes	Paul Jansen	X
DHL Aviation	Gerrit De Sterck	X
DHL Aviation	Michael Gomez	X
DHL Aviation	Evelien Van Tichelen	
dnata	Kristel De Bruyn	X
EY	Nina Van Dyck	X
Fedex	Elliot Burnett	X
Fedex	Tristan Fonteneau	X
Fedex	Giuseppe Oliveri	X
Fedex	Eric Vanden Bempt	X
Fedex	Juan Jose Vargas	X
Fedex	Eddy Verschueren	
FOD Douane en Accijnzen	Alejandro Maria Aragon	
FOD Douane en Accijnzen	Yves Arys	X
FOD Douane en Accijnzen	Pieterjan De Coninck	X
FOD Douane en Accijnzen	Sandy De Prins	
FOD Douane en Accijnzen	Bart Engels	Excused
FOD Douane en Accijnzen	Hein Forcé	X
FOD Douane en Accijnzen	Jonas Knevels	X
FOD Douane en Accijnzen	Michel Lequeu	X
FOD Douane en Accijnzen	Charles Poncin	X
FOD Douane en Accijnzen	Raphael Van de Sande	
FOD Douane en Accijnzen	Sven Vanderbiest	X
FOD Douane en Accijnzen	Ivan Verborgh	
FOD Douane en Accijnzen	Bart Vleugels	X
FOD Douane en Accijnzen	Nicolas Wengler-Mathieu	X
Gosselin Group	Martine Vermoesen	X
Kuehne + Nagel	Peter Goossens	X



Liege Airport	Jamy Bagheri	
Liege Airport	Eric Gysen	
Liege Airport	Alexis Lapot	X
Liege Airport	Aurore Longchamps	X
Liege Airport	Karin Walravens	
Lufthansa	Elise De Nef	
Lufthansa	Pieter Huyghens	X
MSE Europe	Pascal Vanneste	
Ostend Airport	Eddy Myngheer	
Qatar Airways	Moazamma Farzand	
Qatar Airways	Glen Verbelen	
Reed Smith	Anna Golouchko	
Scan Global	Steve Mertens	
Stream Software	Sam Jaspers	X
Stream Software	Koen Meyskens	
Swissport	Khadija Addal	
Swissport	Luc Goethals	X
Swissport	Olivier Lemmens	
WFS	Lucas Deschouwer	
WFS	Jense Philips	X
ACB	Louis Coudijzer	X
ACB	Thomas Van Asch	X

Next meeting: 13/04/2023 13h00-14h30 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.

1. Some information

Some valuable information regarding ICS/2 is distributed via a number of sources:

1. [Publication EU regarding Deployment Windows](#)
2. Overview on how MS will be granting Eos with Deployment Windows (see excel file attached to this e-mail)
3. [ICS/2 R2 go-live readiness](#)
4. Open forum organised by NAFORNA on 17/03

An update about this working group (and its counterpart within the maritime industry) will be given to NAFORNA (WG Operations) on April 18th.

Furthermore, ACB will organize a Cargo Talks on 30 March 2023 (17h30) at BRUcargo. The event is free of charge, but [registration](#) is required. More information below.

Customs, what's next?", is the question for many companies in our community today. Find out during our Cargo Talks what changes are on the way and what impact it could have on our operations. The development of a fully electronic customs system is one of the main targets of the European Union. This year's agenda of customs includes the implementation of ICS/2 and PN/TS, but also other digitalisation projects are on the radar. During these Cargo Talks, Ivan Verborgh (Head of ICT at Belgium customs) will present the MASP (Multi-Annual Strategic Plan), followed by a panel discussion. For this discussion, Ivan will be joined by Mario Destoop (EFL Global), Paul Van den Bulck (Aviapartner), Michael Gomez (DHL Aviation) and Bjorn Bollingh (Crossroad Communications). Afterwards, a short networking moment is planned.

2. ICS/2 – PN/TS

Express

Q: In the express business model, PN is closely linked with import clearance system. For goods destined to Belgium, an import declaration is most of the time lodged prior to the arrival of the goods. This means that PN should be an I2 declaration instead of a G3.

- How will this be dealt with until the new import clearance system (IDMS) will be implemented in Belgium? Will the I2 also close the pre-arrival ENS MRN?

Regardless the gap between start IDMS and ICS/2, I2 PN will not close the ENS lifecycle. In any case (even in case of pre-lodged import declarations), a G3 PN is needed referring to the ENS as previous document. That PN will be sent to CR in order to close the ENS lifecycle. Also after IDMS will go live, this requirement will remain. In case there is no TSD required because there is a pre-lodged import declaration in IDMS, the G3 PN is still required.

Upon presentation two things are needed:

1. A G3 PN referring to the ENS in order to close the ENS lifecycle.
2. The declarant of the pre-lodged import declaration will need to present the goods within IDMS with an I2 PN.



In case there is an agreement with customs authorities that a TSD is not required in case of a pre-lodged customs declaration, the person presenting the goods will lodge G3 PN (IETS007) upon unloading and the declarant of the pre-lodged customs declaration then will activate the pre-lodged import declaration with the I2 PN. In that case, the activated customs declaration replaces the TSD and no write-off will take place.

Basically, two presentation are required (even if both actions are done within the same company): a PN upon unloading the goods, another PN when the goods are presented in order to get the import declaration activated.

→ For the maritime industry in Antwerp, there will always be a pre-lodged TSD (even if there is a pre-lodged customs declaration available upon unloading) required in order to get all goods registered in GC easily. If this requirement would be the same for the airports, a pre-lodged TSD should be lodged, then a pre-lodged import declaration referring to the pre-lodged TSD CRN should be lodged and upon presentation a G3 PN should be lodged referring to the CRN of the pre-lodged TSD. After presenting the goods for import, the TSD will be automatically written off (if this procedure is desirable for the air cargo industry as well, this should be discussed with local customs authorities).

- In case of post-flight clearance that requires a PN (G3) upon arrival at the customs office of first entry in Belgium, during the intermediate period between ICS2/PN (30th June) and IDMS (1st October), will the import declarations need to refer to the G3 MRN or to the ENS MRN inbound?

In the post-flight clearance, there will be a TSD and only after that an import declaration will be lodged. Legally, in case there is an import declaration which is the subsequent declaration of the TSD declaration, the import declaration should refer to the TSD declaration. During the intermediate period, current procedures for placement under temporary storage still apply (CIR), so the import declaration will need to contain the references that are needed for write-off as is the case already today. If there is no TSD declaration, import declaration will need to refer to the ENS. In the cases where PN/TS is not in place yet (no TSD yet, only PN), both PN and import declaration need to refer to the ENS.

A final remark on the impact of the amount of messages that will follow soon. Especially when something goes wrong, a small gap, etc. will have major impacts on the business. The express segment has shared this concern with customs.

Postal

No updates/questions/issues.

General Cargo

Q: Where to find the details of BE4N03 message in phase 1 (PN without TSD)?

This message is not only for phase 1, also afterwards it remains important as part of the national process. In most cases, ENS controls will be postponed until unloading of the goods. Upon unloading of the goods in phase 1, goods will be present with a PN or PN/TS combined, controls that have been postponed will take place at that moment. The EU has only foreseen an AEO- and carrier notification, there is no control notification message developed for the person presenting the goods. The BE4N03 message will be sent to the person presenting the goods, in phase 1 the person sending PN (IETS007), in the second phase (depending on the scenario) the person sending IETS007 or the one sending IETS115. The BE4N03 will be sent always when there is an ENS control to take place after presentation of the goods, regardless whether the goods are placed under TS or not. In Belgium, BE-FACS identifies ENS controls, links them to PN details received and sends the BE4N03 message directly to the person presenting the goods (the message is being sent through the control system BE-FACS and has no direct link with PN/TS).

No details about the message are publicly available yet. However, the message (content & structure) is identical to IE3N08. Whether you will receive IE3N08 (= carrier ICS/2 control notification) or BE4N03, content is identical. Yves will ask his colleagues of the national control system to publish the details as soon as possible, in order to allow the EOs (the ones that will be sending IETS007 in the first phase) to implement the message. Nonetheless, analysis can start based on IE3N08 because contentwise it is exactly the same message.

→ GHAs indicated that the best way to transfer ENS data from carrier to GHAs is using CSN-messaging. Carriers (a.o. Lufthansa) will most probably use CSN-messaging to transfer the information, also GHAs (a.o. WFS, Aviapartner, Swissport, dnata & Challenge Handling) are collecting information about the feasibility of the CSN-messaging and agree it should most likely become the standard in Belgium.

Q: How should GHAs deal with wrong HS-codes?

Within the PN message no HS-codes are required. Within the TSD, HS-codes are required and a declarant is responsible for the correctness of the data it is lodging. Technically, goods can still be written off even if the HS-code from the TSD deviates from the HS-code on the import declaration. However, it is unclear how (local) customs authorities will act upon these deviations...

Q: Will the PN system have a validation on the commodity code (similar as IDMS/AES)?

The PN message does not contain any HS-code, there will be validation in the TS-system in the sense that there should be used an existing HS-code.

→ Connection to STI is still a problem, a lot of EOs are not connected yet.

For PN/TS, there should not be a connection to STI. Only if a stakeholder wants to lodge ENS data (or if someone wants to act as a notify party), connection to STI is required. If data is shared via the CSN-flow, the necessity to connect to STI is less apparent.

PN should be lodged at the latest starting from 30/06. If carriers start to lodge ENS in ICS/2 R2 earlier than 30/06, the GHAs should lodge PN data retroactively for the already lodged ENS (requested by European Commission).

→ Important to get systems ready as soon as possible!

3. Next steps

- Meeting Belgian GHAs (BRU + LGG + OST) on ICS/2 + PN/TS
- 16/03: discussion with maritime industry regarding PN/TS
- 17/03: meeting BRU airlines + GHAs (+ software providers)

→ No meetings scheduled at OST, neither at LGG at the moment...