



## MEETING MINUTES

Meeting report:	ICS/2 – PN/TS		
Date of the meeting	13/04/2023		
Ref.:			
Report written by:	Thomas Van Asch	On:	21/04/2023

Company/Organisation	Name	Present
Aviapartner	Mathieu Serafimoff	X
Aviapartner	Paul Van den Bulck	Excused
BAC	Toon Beylmakers	Excused
Bcube	Jan Leduc	
Belgian Courier Association	Jozef Bastijns	X
bpost	Joris Davidson	X
bpost	Nadia De Vlieger	
bpost	Peter Smet	X
Challenge Group	Sami Khalifa	X
Challenge Group	Fabrice Paquay	Excused
Crossroad Communications	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	
Fedex	Elliot Burnett	
Fedex	Tristan Fonteneau	
Fedex	Giuseppe Oliveri	
Fedex	Eric Vanden Bempt	
Fedex	Juan Jose Vargas	X
Fedex	Eddy Verschueren	X
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	X
FOD Douane en Accijnzen	Hein Forcé	X
FOD Douane en Accijnzen	Isabelle Kelder	X
FOD Douane en Accijnzen	Jonas Knevels	X
FOD Douane en Accijnzen	Michel Lequeu	
FOD Douane en Accijnzen	Charles Poncin	X
FOD Douane en Accijnzen	Raphael Van de Sande	
FOD Douane en Accijnzen	Sven Vanderbiest	
FOD Douane en Accijnzen	Ivan Verborgh	Excused
FOD Douane en Accijnzen	Bart Vleugels	X
FOD Douane en Accijnzen	Nicolas Wengler-Mathieu	Excused
Gosselin Group	Martine Vermoesen	X

Kuehne + Nagel	Peter Goossens	
Liege Airport	Jamy Bagheri	
Liege Airport	Eric Gysen	X
Liege Airport	Alexis Lapot	
Liege Airport	Aurore Longchamps	X
Liege Airport	Karin Walravens	
Liege Airport	Dongqing Zhang	X
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	X
Stream Software	Sam Jespers	
Stream Software	Koen Meyskens	
Swissport	Khadija Addal	
Swissport	Luc Goethals	Excused
Swissport	Olivier Lemmens	
WFS	Lucas Deschouwer	
WFS	Jense Philips	X
ACB	Louis Coudijzer	X
ACB	Thomas Van Asch	X

**Next meeting: XX/XX/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.



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## 1. Some information

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## 2. ICS/2 – PN/TS

### Express

Integrators are working on:

- A plan to start ICS/2
- Conformance testing is taking place
- Meeting with European Commission is pending (date to be set)

It was questioned how the development of PN/TS throughout Europe was taking place. In Belgium, there should be started at the latest at 31<sup>st</sup> of December, but what will other MS do?

Another question was asked about the status of the conformance testing within ICS/2. A clear answer could not be given during the meeting, ACB will ask the responsible within customs (Alejandro).

Finally, there was a question about the obligation to lodge a PN as the AN will close the ENS. Customs indicated that a PN is a legal obligation (also in case of diversions), for example in function of controls. In Belgium, before the go-live of TSD – GA a PN is only required for all shipments for which an ENS was lodged, which is already a kind of facilitation. However, it is correct that the AN will close the ENS after 200 days. This AN related to controls at first entry, not to controls at destination, where the PN is the trigger.

PN-data should be buffered while ICS/2 has started but the PN-systems are not up and running yet. EOs indicated this concerns a massive amount of data. Customs does not see a viable alternative, except to start ENS and PN at the same time. In case this would fail, decisions on how to deal with that between customs and EOs could take place. Customs asked the EOs to think about possible ways to cope with this issue. A well-documented contingency procedure is of utmost importance.

An overview of the EOs on their preparedness for ICS2 would help to facilitate the discussion. It was agreed that all EOs make such an overview asap.



## Postal

Postal: The service provider can continue to lodge PN light (like it is today), but in principle a transition to PN full (IETS007) lodged by the GHA is foreseen. Alignment with the GHAs on when to start filing PN full would be helpful.

Bpost will send some dates to ACB to set up such a meeting, customs will also be present.

Regarding the TSD, discussions on how to develop the systems are taking place.

## General Cargo

Regarding ICS2 R2 phase 1:

- CSN-messaging is way forward
- Communication from ACB to BRUcargo airlines on CSN-messaging (LGG and OST are asked to do the same for their airlines)

It is correct that Europe gave the advice to carriers to postpone ICS/2 if they are flying into a country with a derogation (cf. input DLH).

A question from Challenge Group on the set up ICS/2. Currently, all GHAs agreed to:

- Lodge PN to close ENS
- Necessary data to lodge PN are MRN AWB + AWB-nr. + Flightnr.

→ It must be clear that this set up has been chosen by the EOs, not by customs. Customs adds to the discussion that even a carrier can lodge a PN if this would suit the business better, it just an agreement between GHAs and carriers.

Following feedback was received from the different GHAs in BRU:

- Aviapartner: checking CSN-messaging and developing PN/TS via third party provider. Some carriers have difficulties to reach the ICS2 Helpdesk, especially regarding the deployment windows. ACB will bring Aviapartner and Yves/Alejandro in contact with each other.
- dnata: developing PN-message by software provider
- Swissport: excused
- WFS: CSN-messaging is looking quite good, software developer is looking into it.

Customs asked the different GHAs to share their expected dates of readiness for ICS2 (cf. retroactivity).



### 3. Next steps

Customs wants to share following general information:

- An update of the MIGs for IDMS and PN/TS, available on the website ([NL/FR](#)).
- The first MIGs for re-exportation notification are published on the website as well ([NL/FR](#)).
- Data requirements following Annexe B ([NL/FR](#)) is available on the website of customs.
  - o Not yet applicable, new applications are not in use yet.
  - o Information is still being built up, over the next weeks/months more information will be added.