



Federal
Public Service
FINANCE

AUTOMATED EXPORT SYSTEM (AES)



WWW.FIN.BELGIUM.BE

CUSTOMS AND EXCISES • FEDERAL PUBLIC SERVICE FINANCE

.be

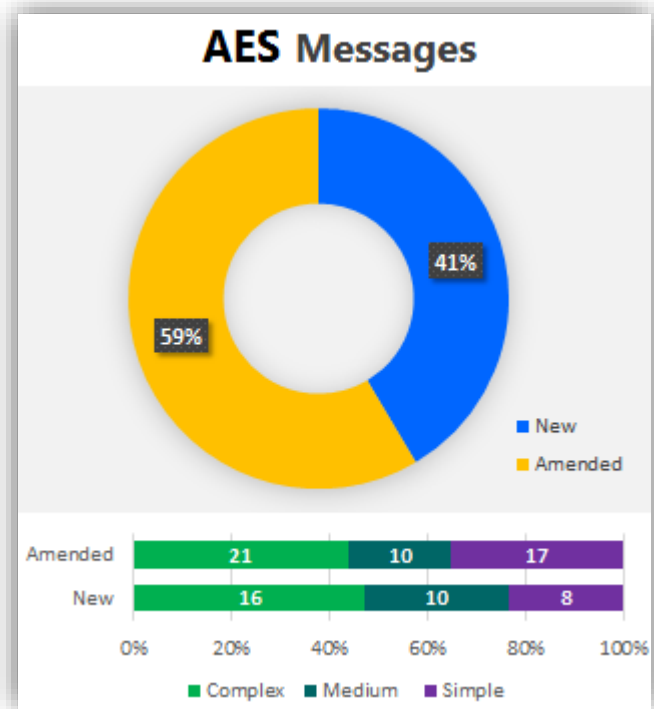


AUTOMATED EXPORT SYSTEM

- AES is the application that manages export operations, based on the exchange of electronic messages between
 - Economic operators and Customs (external domain)
 - Customs offices within a single member state (national domain)
 - Customs offices in different member states (common domain)
- It replaces and expands the existing Export Control System.



ECS TO AES - IMPACT ON MESSAGES





MESSAGE EXCHANGES: DECLARATION

- IE515: Declaration
 - IE556: Rejection
 - IE528: Acceptance
- IE560: Control decision notification
- IE529: Release for export
- IE551: No release
- IE599: exit of goods has been finalized at office of exit



AMENDMENT, CORRECTION, REGULARIZATION, INVALIDATION

- IE513 export declaration amendment
 - IE556 rejection from office of export
 - IE504 export declaration amendment acceptance
 - This exchange is used for all types of changes to the declaration
 - Instructions about required additional information to follow
- IE514 export invalidation request
 - IE556 rejection from office of export
 - IE509 export invalidation decision



MESSAGE EXCHANGES: EXIT PROCESS

- ECS

- Charge report → response
- CODECO → APERAK

- Manifest → response

- Transfer & confirmation

- AES

- IE507 arrival at exit
 - IE557: rejection from office of exit
 - IE521: diversion rejection
 - IE561: exit control decision notification
 - IE525 exit release notification
 - IE522: exit release rejection
- IE547: Manifest
 - IE548: Manifest validation
 - IE557: rejection from office of exit
- Explained elsewhere



EXS

- IE615 EXS
 - IE557 rejection by office of exit
 - IE628 acknowledgement (acceptance)

- IE561: Control decision notification
- IE525: Release for exit
- IE522: No release for exit



EXS AMENDMENT, CORRECTION, REGULARIZATION, INVALIDATION

- IE613 export declaration amendment
 - IE557 rejection from office of export
 - IE604 export declaration amendment acceptance
- IE614 export invalidation request
 - IE557 rejection from office of export
 - IE609 export invalidation decision



OTHER MESSAGES

- Acknowledgement with correlation ID (IE928)
- Non acknowledgement due to xml errors (IE917)
- Exit confirmation by port authority: no changes
- Request on non exited export (IE582)
 - Information on non-exited export (IE583) with alternative evidence
 - These messages are low priority.
- Note: all aforementioned messages are sent via callback and are available for polling.



ECS TO AES - IMPACT ON BACK END INTERFACES

AES P1 TO INTERACT WITH SOME NEW SYSTEMS

- *Interface Status*
 - **Added: 6**
 - **Modified: 6**
 - **Unchanged: 3**





ECS TO AES – IMPACT ON PROCESSES

- New
 - Centralized Clearance for Export
 - Export followed by transit
 - Consolidation
- Modified
 - Transfer
 - Pre-lodged declarations (type D-E-F)
 - Amendment/correction of the declaration
 - Simplified declaration
 - Re-export notification (formerly transshipment)



CENTRALIZED CLEARANCE FOR EXPORT

- Goods presentation and verification in a different member state than declaration
- All communication with declarant via Supervising office (where declaration has been submitted)
- No change in message flow from declarant's perspective



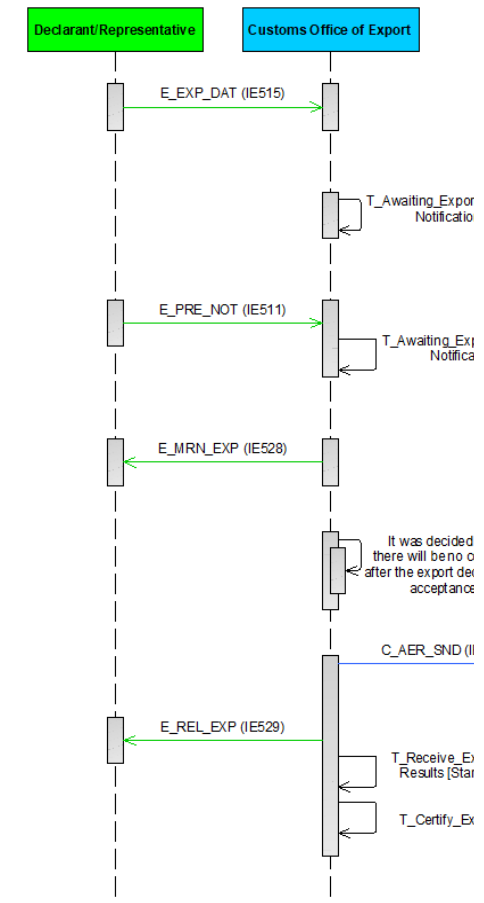
OTHER NEW/MODIFIED PROCESSES

- Export followed by transit
 - ECS: exit movement stops when transit operation started
 - AES: exit movement stops when transit operation is finalized
- Consolidation
 - Arrival at exit (IE507) + code for notifying consolidation
 - Verification happens at consolidator's premises
 - No supplementary risk analysis upon arrival at terminal
 - No need to register and cancel an arrival just to check issues with MRN
- Transfer (only used at airports)
 - No longer a separate message
 - IE507 + code for notifying or accepting transfer



PRE-LODGED DECLARATIONS

- Submission up to 30 days prior to presentation of goods
- Additional declaration type D, E or F
- + IE515 confirmation message
- Main difference versus ECS: IE511 presentation notification





OTHER MODIFIED PROCESSES

- Amendments/corrections
 - will be requested via IE513 message.
 - If accepted → new version with the same MRN/LRN (IE504)
- Simplified declaration
 - Supplementary declaration reminder is now an electronic message
- Re-export notification (transhipments)
 - New process for notification and invalidation (no amendment)
 - Can be selected for verification
 - Handled via temporary storage systems rather than AES, same as mini-CUSCAR functionality
 - Exit process is tracked via AES, same as in ECS → either the REN needs to be mentioned on the manifest, or the REN needs to mention the ship



SPECIAL MENTION

- Exit procedure with single transport document
 - Initiated with IE507 message with specific code
 - Code to be specified by legal department
 - Further exit process remains the same as ECS



TRANSITION – PARALLEL RUN

ECS



Declarations and
exit operations
fully in PLDA

Transition



New declarations in AES

Exit operations remain in PLDA
(old messages)

Open movements gradually
closed in PLDA

AES



Declarations and
exit operations
fully in AES



RELEASE PLAN

Phase	Supported functionalities
Acceptance environment available	Basic flow: send in a declaration, get an acceptance and release message. The structure of the message is validated (error message IE917), but only a limited set of validation rules is validated (error message IE906).
Exit functionalities	Exit confirmation (IE599)
Risk and control	Control notification (IE560), release rejection (IE551)
Amendment and invalidation	Send in an amendment request (IE513) or invalidation request (IE514), and get a response message (IE504 and IE509)
Non-standard declarations	Simplified declaration, pre-lodged declaration
Ongoing	Additional validation rules. The current list will be communicated each time
AES in production	All of the functionalities above



RELEASES AFTER GO LIVE

Function block	Temporary situation
Exit process	Charge Report, CODECO, manifest, transfer + responses, Single transport document, consolidation all still use the existing messages for now, in PLDA.
EXS	EXS declarations are still to be declared to PLDA for the time being, using the old format.
Alternative evidence	The current way to ask for and send in alternative evidence is still in use until further notice.
REN exit tracking	To be implemented at a later date
Centralized clearance	To be implemented at a later date.



ACCEPTANCE ENVIRONMENT

- URL: <https://wsapi-a.minfin.be/AES/EXPORT/OAU/b2b/v1/declaration>
- Will be available around june 19th



QUESTIONS RECEIVED FROM TRADE

Question	Customs response
Can a pilot start earlier than the big bang date?	We highly recommend everyone to start testing as early as possible. The Big Bang approach is due to the conflicts in internal processing for old and new declarations, if they are started in PLDA and AES simultaneously.
Is data element Carrier EORI required?	Taxud messages specifications mention this field, but EUCDM does not, so it's not a legal requirement. In order to not block any message exchanges with other member states, the field will be kept. A validation rule will be added that this field should not be filled in for Belgian declarations.
Does a declaration on paper remain after all member states have transitioned to the new system?	Taxud is pushing hard to avoid any declaration on paper. As a result, there is no format for a paper declaration that would be accepted by all member states.



QUESTIONS RECEIVED FROM TRADE

Question	Customs response
What if identity of border crossing transport is not known at time of declaration?	Still waiting for feedback of all departments for a common position: <ul style="list-style-type: none">• Either continuation of situation as is: no verification of the ship and plane, other than that something has to be present.• Or use a simplified declaration for this, and complete the transport in the complementary declaration
Differences between IDMS and AES messages	The specifications were made by the CCI and AES work groups at Taxud. These groups work quite independent from one another.



QUESTIONS RECEIVED FROM TRADE

- Location of goods:
 - The reference source of location codes is being transitioned to a new system.
 - All location codes used in PLDA are considered 'UN/LO' codes. These will be gradually phased out and replaced by new location codes.
 - Customs offices in PLDA have a national code, eg 'BEMQ216002'. These are supposed to be removed from the list, so the European code list should be used instead. This is the same code list as the 'office of exit' list used in PLDA. Eg 'BE101000'. The European codes now have to be used for all offices in the declaration.
 - However, in case the new reference system does not contain the new offices yet when the system goes in production, the old customs office codes will remain active as location codes for the time being, but with type 'UN/LO code' to avoid technical issues.



QUESTIONS RECEIVED FROM TRADE

Location of goods: overview

The third column refers to locations in Belgium. For Centralised Clearance declarations, all combinations are allowed, and validated by the office of presentation.

Qualifier of identification	Field(s) to be used	Supported from the start of operations
T	Postcode address	No
U	UN/LO code	Yes
V	Customs office	Potentially, see explanation above
W	GNSS (GPS coordinates)	No
X	Economic Operator	No
Y	Authorisation number	No
Z	Address	No



Federal
Public Service
FINANCE





Federal
Public Service
FINANCE

RE-EXPORT NOTIFICATION

MESSAGE IMPLEMENTATION GUIDE V 0.1.0

Ann Ghijselen
FPS Finance - Customs & Excise

22/05/2023

WWW.FIN.BELGIUM.BE

CUSTOMS AND EXCISES • FEDERAL PUBLIC SERVICE FINANCE

.be



AGENDA

1. Re-export notification (REN) system scope
2. Why is REN needed?
3. REN messages overview
4. Message flows
5. Actors
6. Message structure and business rules guidance
7. Testing
8. Timeline
9. Q&A



1. REN SYSTEM SCOPE (1)

• End of temporary Storage

- *Art. 149 UCC: 'Non-Union goods in temporary storage shall be placed under a customs procedure or re-exported within 90 days.'*
- *Art. 115 UCC DA: Temporary storage in an **approved place** '...the goods are declared for a customs procedure or are re-exported no later than 3 days after their presentation or no later than 6 days after their presentation in the case of an authorised consignee'*

• Re-export notification

- *Art. 270 UCC: 'Re-export of non-Union goods: ... goods **in temporary storage** which are **directly re-exported** from a temporary storage facility.'*
- *Art. 274 UCC:*
 - *'1. Where ... the obligation to lodge an exit summary declaration ... is waived, a re-export notification shall be lodged.'*
 - *2. The re-export notification shall be lodged **at the customs office of exit** of the goods **by the person responsible for the presentation of goods on exit.***
 - *3. The re-export notification shall contain the particulars necessary to end the temporary storage.'*



1. REN SYSTEM SCOPE (2)

- **In scope:**

- REN (UCC DA column A3):

- Submission of re-export notification (B2B and UI)
- Invalidation of re-export notification (B2B and UI)
- REN status management
- Automatic write-off request to new Goods Accounting (GA) component for TSD write-off (ends temporary storage), and reporting to customs

- **Not in scope:**

- REN amendment
- Automatic write-off of old PLDA goods flow (during transition: if placement under TS with CUSCAR/CIR, transshipment in accordance with current procedures)
- Exit follow-up (in AES, tbd)
REN does not manage the exit process. The REN scope ends after 'Goods ready to be released'.



2. WHY IS REN NEEDED?

- Legal obligation and legal deadline: UCC Work programme (Commission Implementing Decision (EU) 2019/2151)
- Alignment of national and European processes and requirements
- Improved supervision on goods exiting the EU
- Integration with new customs IT landscape:
GA (new Goods Accounting component),
AES (Automated Export System)



3. MESSAGES OVERVIEW

	Submit REN	Invalidate REN
Incoming	IE570: submit REN	IE614: submit invalidation
Response	IE571: register REN	IE609: accept invalidation
	IE557: reject REN	IE557: reject invalidation
	IE561: decide control	
	IE525: goods ready to be released from TS	
	IE522: goods not allowed to exit	

Synchronous response messages

IERN928: positive acknowledgement

IE906: negative acknowledgement

4A. REN FLOW – SUBMISSION



Federale
Overheidsdienst
FINANCIEN



MIG v0.1.0

Submit REN

IE570: submit REN

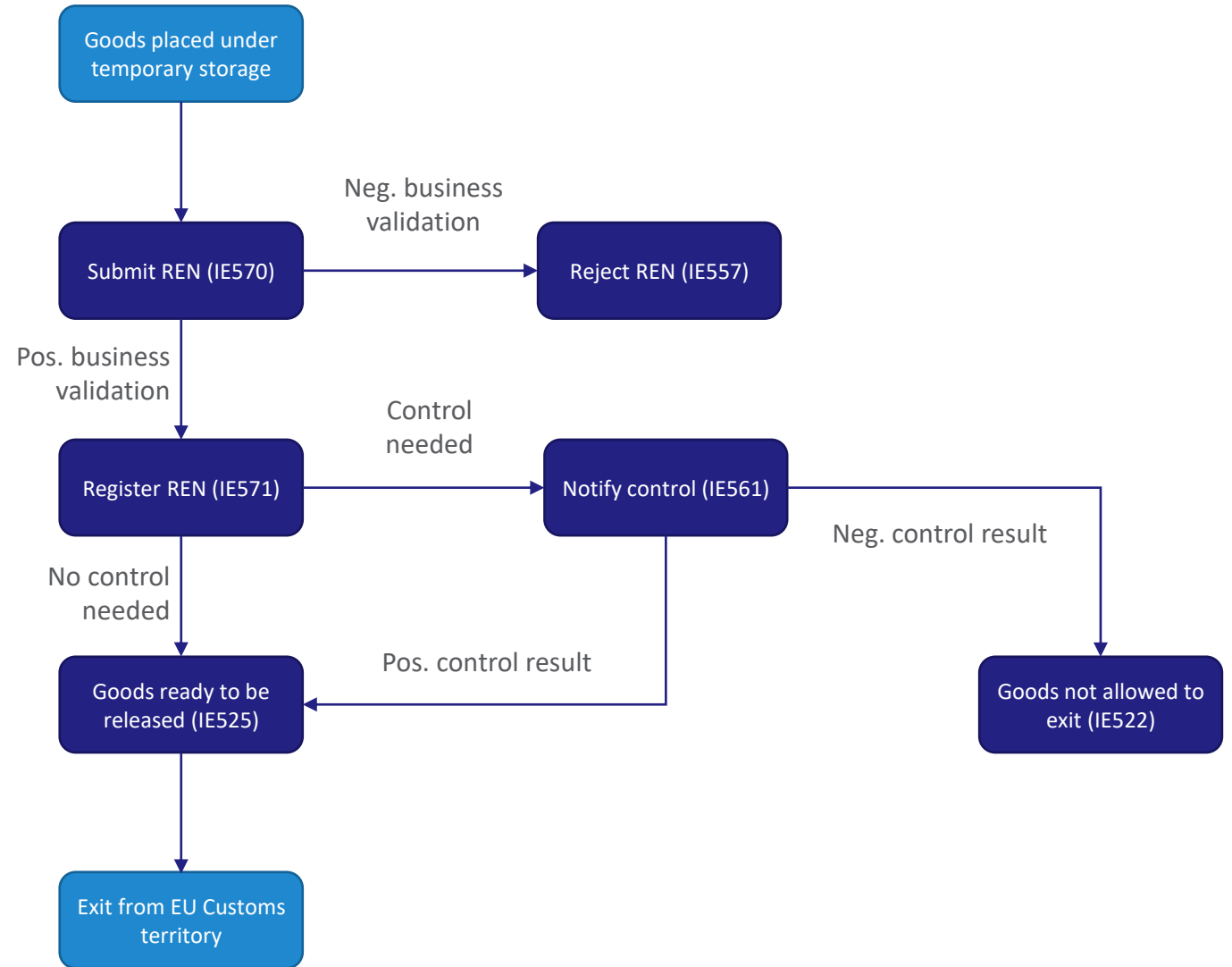
IE571: register REN

IE557: reject REN

IE561: notify control decision

IE525: goods ready to be released

IE522: goods not allowed to exit



4B. REN FLOW – INVALIDATION



Federale
Overheidsdienst
FINANCIEN

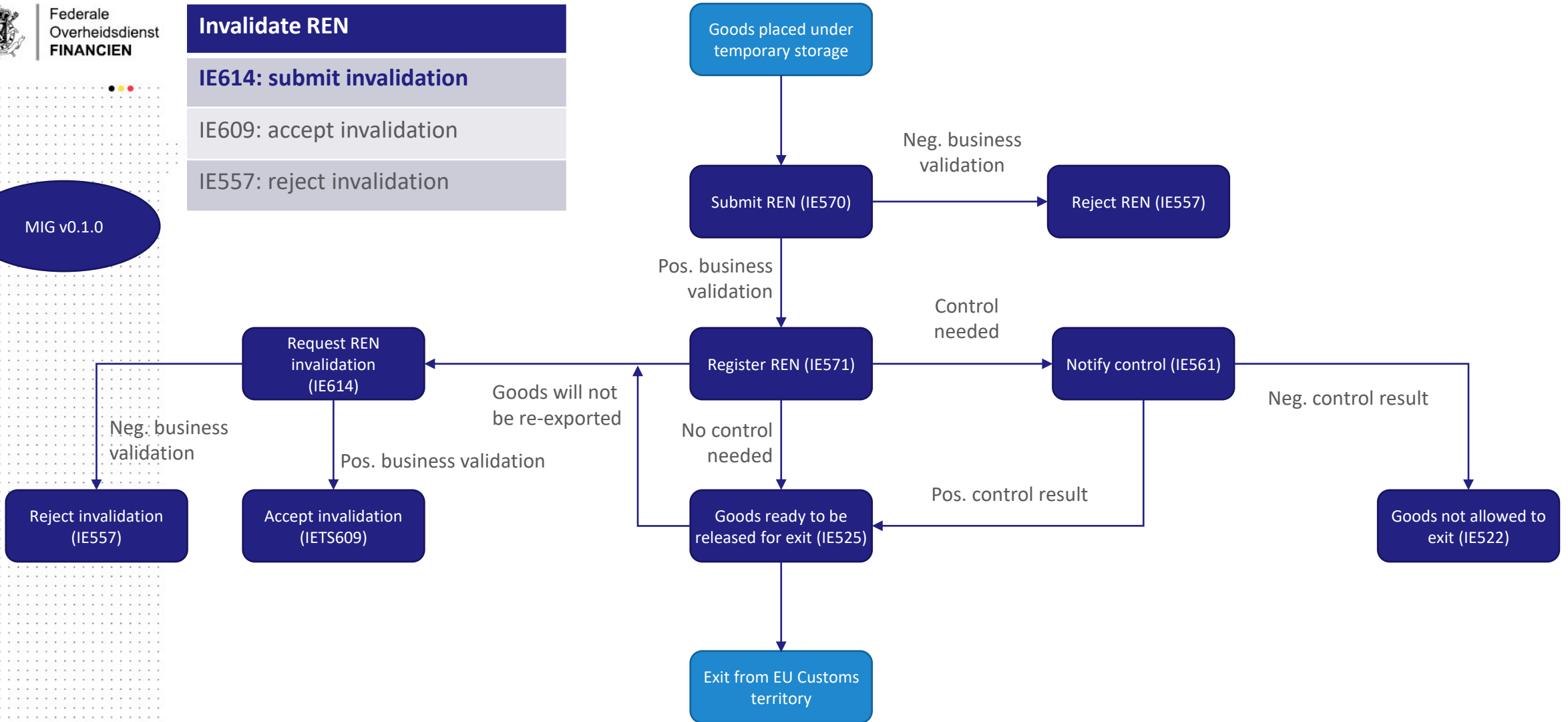
Invalidate REN

IE614: submit invalidation

IE609: accept invalidation

IE557: reject invalidation

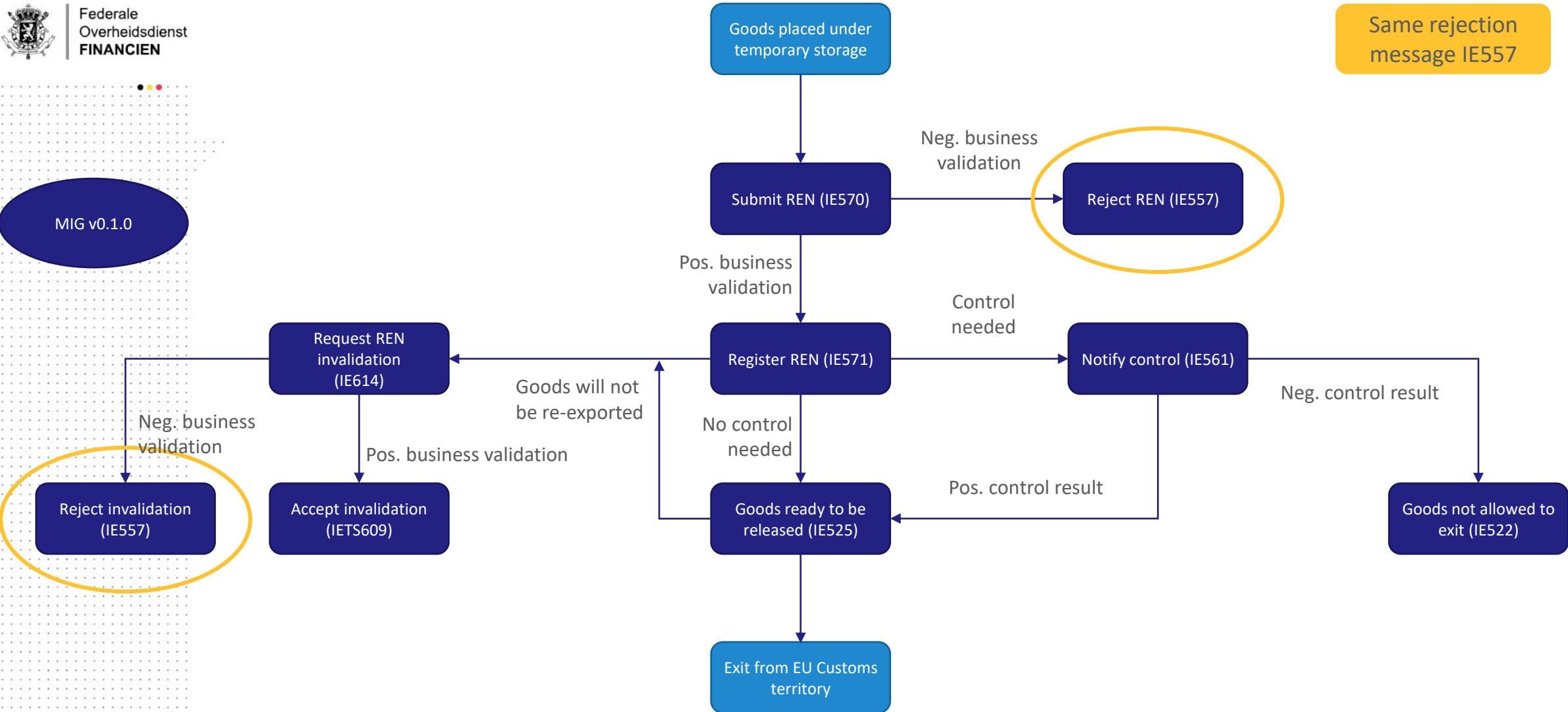
MIG v0.1.0



4. REN FLOW

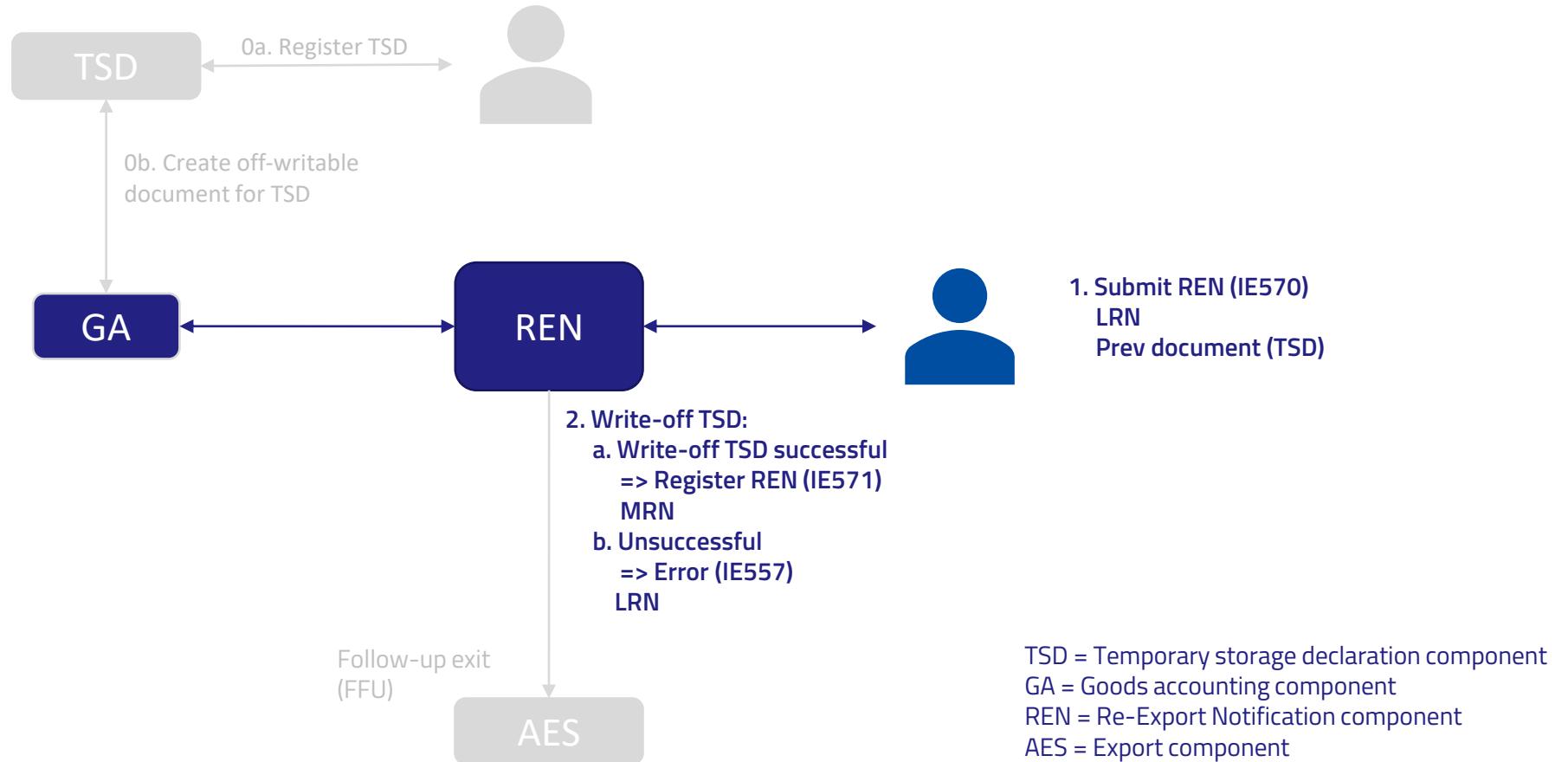
Same rejection message IE557

MIG v0.1.0



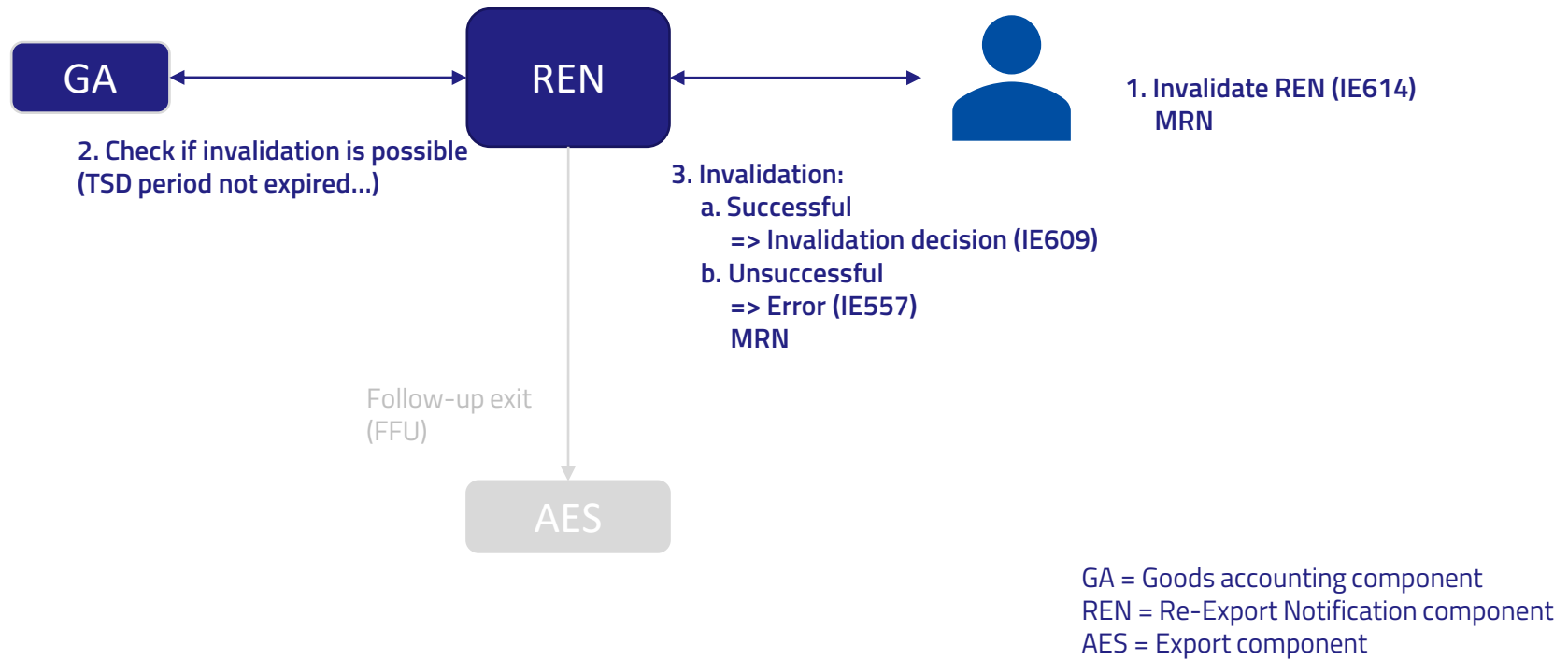


5A. SUBMITTING A REN - ACTORS





5B. INVALIDATING A REN – ACTORS





6. MESSAGE STRUCTURE AND BUSINESS RULES GUIDANCE

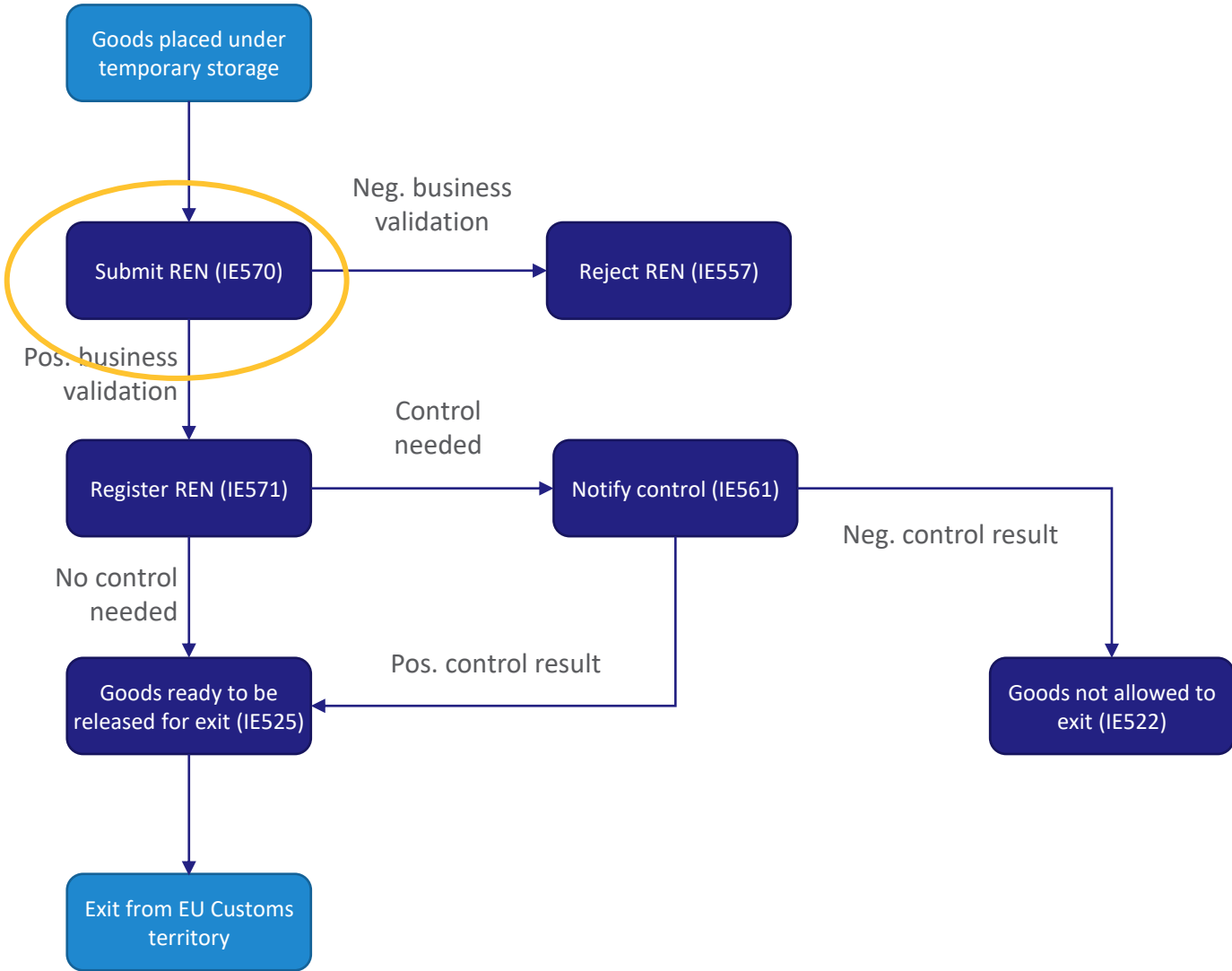
- For full information: see MIG and xml examples:
 - NL:
https://financien.belgium.be/nl/douane_accijnzen/ondernemingen/applicaties-da/technische-documentatie-0/pn-ts
 - FR:
https://financien.belgium.be/fr/douanes_accises/entreprises/applications-da/documentation-technique/pn-ts

6A. IE570 SUBMIT



Federale
Overheidsdienst
FINANCIEN

MIG v0.1.0





6A. IE570 SUBMIT – MESSAGE STRUCTURE

<IE570>

...(header info)

<ExportOperation>

<CustomsOfficeOfExit>

<Declarant>

<Representative>

<Consignment>

</IE570>



6A. IE570 SUBMIT – STORING FLAG

```
<ExportOperation>
```

```
...
```

```
  <storingFlag>1</storingFlag>
```

```
</ExportOperation>
```

- Storing flag is **mandatory**:
If goods remain in warehouse until exit => set to 1
If not, set to 0
- Will be used later for automating exit process
- To facilitate Customs controls, it's recommended to submit REN while goods still in warehouse (storing flag = 1)



6A. IE570 SUBMIT – CONSIGNMENT

```
<Consignment>  
  <containerIndicator>  
  <TransportEquipment>  
  <LocationOfGoods>  
  <PreviousDocument>  
  <TransportDocument>  
  <ConsignmentItem>  
</Consignment>
```



6A. IE570 SUBMIT – CONSIGNMENT/CONTAINER INDICATOR

<Consignment>

...

<containerIndicator>1</containerIndicator>

...

</Consignment>

- This is a setting on **consignment** level
- Set to 1 = goods are containerised
=> container ID must be provided in <TransportEquipment> element
- Set to 0 = goods are not containerised
=> do not provide container ID



6A. IE570 SUBMIT – CONSIGNMENT/TRANSPORT EQUIPMENT

<Consignment>

 <TransportEquipment>

 <sequenceNumber>1</sequenceNumber>

 <containerIdentificationNumber>ABCD1234567</containerIdentificationNumber>

 <GoodsReference>

 <sequenceNumber>1</sequenceNumber>

 <declarationGoodsItemNumber>1</declarationGoodsItemNumber>

 <GoodsReference>

 <sequenceNumber>2</sequenceNumber>

 <declarationGoodsItemNumber>3</declarationGoodsItemNumber>

 </TransportEquipment>

</Consignment>

- If container indicator = 1:
 - Min. 1 transport equipment element required (= min. 1 container for re-export)
 - Container ID mandatory
- Up to 10,000 transport equipment in consignment: number sequentially.
- Optional: up to 10,000 goods references in one transport equipment: number sequentially + provide declaration goods item number
=> further details in the consignment item element (see further)



6A. IE570 SUBMIT – CONSIGNMENT/PREVIOUS DOCUMENT

<Consignment>

...

<PreviousDocument>

<type>N337</type>

<referenceNumber>20BE000000ABC123U9</referenceNumber>

</PreviousDocument>

...

</Consignment>

- **Only one** previous document on consignment level
- Must refer to a valid TSD (type = N337 = TSD)
- If re-export from multiple TSDs => submit multiple RENs
- (Note: there is also a previous doc on consignment item level (see further))



6A. IE570 SUBMIT – CONSIGNMENT/TRANSPORT DOCUMENT

<Consignment>

...

<TransportDocument>

<sequenceNumber>1</sequenceNumber>

<type>C624</type>

<referenceNumber>REF123456789</referenceNumber>

</TransportDocument>

...

</Consignment>

- **Min. 1 and up to 99** transport documents on consignment level
- These are the transport documents **for exit**



6A. IE570 SUBMIT – CONSIGNMENT/CONSIGNMENT ITEM

<Consignment>

...

<ConsignmentItem>

<declarationGoodsItemNumber>

<Packaging>

<PreviousDocument>

</ConsignmentItem>

...

</Consignment>

- Up to 9999 consignment items
- Packaging (optional): for shipping marks. If shipping marks are available, please provide them here.



6A. IE570 SUBMIT – CONSIGNMENT/CONSIGNMENT ITEM/PREVIOUS DOCUMENT

```
<Consignment>
  <ConsignmentItem>
    ...
    <PreviousDocument>
      <type>C625</type>
      <referenceNumber>REF123456789</referenceNumber>
      <goodsItemNumber>1</goodsItemNumber>
      <typeOfPackages>VG</typeOfPackages>
      <measurementUnitAndQualifier>KGM</measurementUnitAndQualifier>
      <quantity>123.456</quantity>
    </PreviousDocument>
    ...
  </ConsignmentItem>
</Consignment>
```

- This information is required for write-off: provide more details on which goods that are planned to be re-exported via the REN
- **One previous document** per consignment item: refers to transport document at **entry**: type and reference number
- This example is for bulk / unpacked
- **Always indicate weight** in kg (measurementUnitAndQualifier = KGM + quantity)
- Goods item number is optional



6A. IE570 SUBMIT – CONSIGNMENT/CONSIGNMENT ITEM/PREVIOUS DOCUMENT

```
<ConsignmentItem>
```

```
...
```

```
<PreviousDocument>
```

```
<type>C624</type>
```

```
<referenceNumber>REF123456789</referenceNumber>
```

```
<goodsItemNumber>1</goodsItemNumber>
```

```
<typeOfPackages>1A</typeOfPackages>
```

```
<numberOfPackages>10</numberOfPackages>
```

```
<measurementUnitAndQualifier>KGM</measurementUnitAndQualifier>
```

```
<quantity>123.456</quantity>
```

```
</PreviousDocument>
```

```
...
```

```
</ConsignmentItem>
```

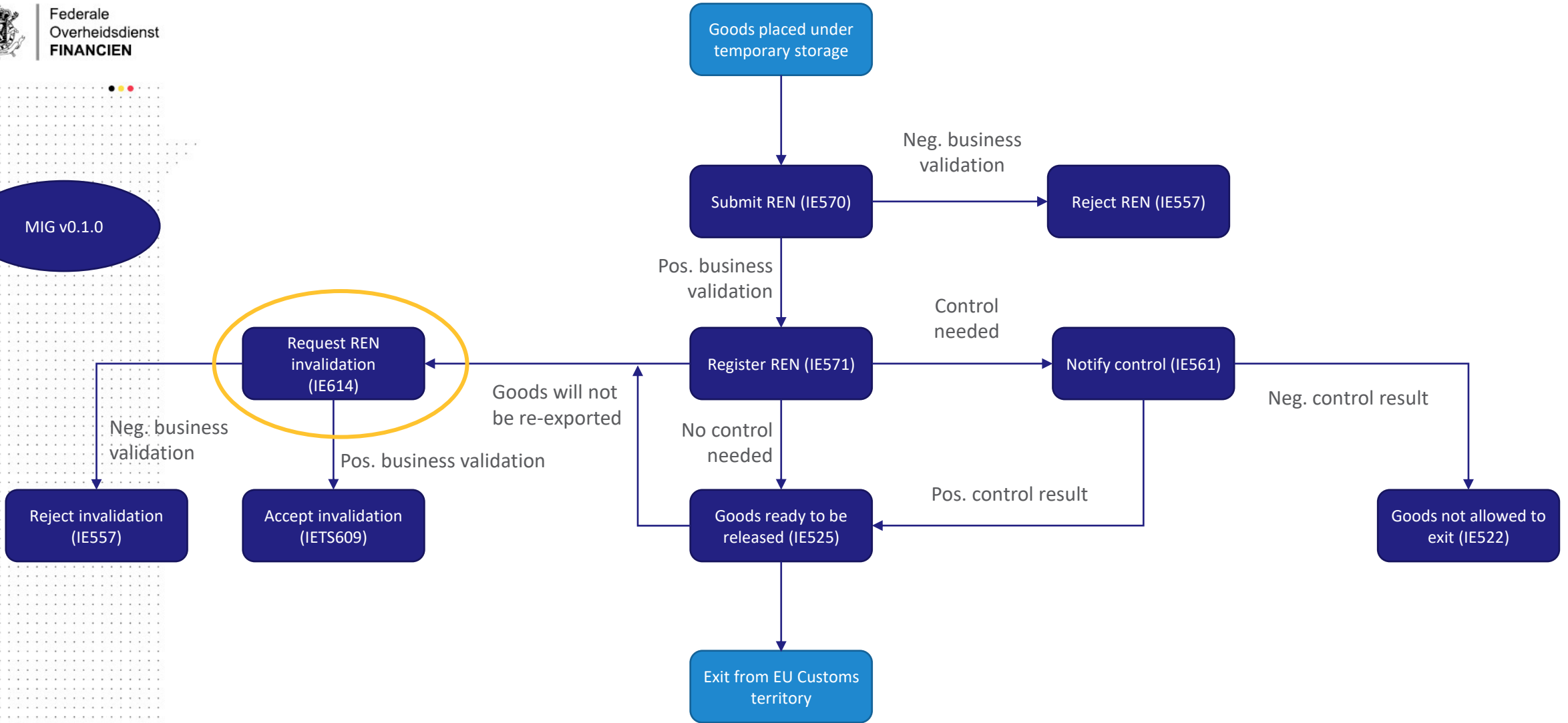
- Example for **packaged items**:
If packaged: must indicate type of package and number of packages (required for write-off)
- **Always indicate weight in kg** (measurementUnitAndQualifier = KGM + quantity)
- Goods item number is optional

6B. IE614 INVALIDATION



Federale
Overheidsdienst
FINANCIËN

MIG v0.1.0





6B. IE614 INVALIDATION – MESSAGE STRUCTURE

<IE614>

...(header info)

<ExportOperation>

<MRN>21BE0000000000QGD3</MRN>

<invalidationRequestDateAndTime>2021-05-01T12:34:56</invalidationRequestDateAndTime>

<invalidationReason>Invalidation reason</invalidationReason>

</ExportOperation>

<CustomsOfficeOfExit>

<Declarant>

<Representative>

</IE614>

- Can only be done **after** REN has received status 'Registered' (IE571, MRN assigned to REN) or 'Goods ready to be released' (IE525).
- Provide MRN of REN you want to invalidate
- Upon invalidation, goods go back to TS
=> system checks if TSD has appropriate status (e.g. not 'Measures required')
=> system checks if TS period has not expired



7. TESTING

- ACC testing available
- Where:
 - For submitting RENs:
<https://wsapi-a.minfin.be/EO/REN/OAU/v1/reExportNotifications>
 - For invalidating RENs:
<https://wsapi-a.minfin.be/EO/REN/OAU/v1/reExportNotifications/<MRN>/invalidate>
- How: get credentials for testing (technical user)



7. TESTING – CREDENTIALS (1)

- Contact helpdesk at plda.helpdesk@minfin.fed.be
- Please provide the following information:
 - Official name
 - Usual name
 - ECB number (EORI, BCE or KBO number)
 - Business Contact Person
 - Name
 - Email
 - Technical Contact Person
 - Name
 - Email
 - Name of the project(s)/web service(s) to which the client needs access: **REN ACC**



7. TESTING – CREDENTIALS (2)

- For the respond messages, ask the helpdesk to register your callback URL(s).
- Please provide the following information:
 - EORI
 - The Callback URL(s)
 - System Name: identifier of your system for which the callback URL(s) is to be registered
 - Secret: a simple character string that will be used to calculate the X-signature header of messages sent to the callback URL



8. TIMELINE

- Air: mandatory use from 31/12/2023
- Maritime: mandatory use 03/2024

- As from go live NCTS P5 (planned 29/11/2023):
 - Re-use transit declaration for TSD (all transport modes)
 - TSD pilot for **air**. If used, then also REN must be used.



9. Q&A

- **Question:**

Can we use the REN message for a transshipment container when the incoming and outgoing vessels are treated on a different terminal?

Meaning: including a transfer from terminal A to terminal B per truck or boat.

- **Answer:**

No. REN does not include transfers.

You can transfer goods from terminal A to terminal B using the transfer message (IETS207) in the TS module.

Goods can then be re-exported from terminal B using REN (IE570).



9. Q&A

- **Question:**
Will REN require an authorisation (like the 'mini-cuscar') or will it be accessible to all?
- **Answer:**
You can use REN without an authorisation.
(However, submitting a transfer message is subject to the conditions in the Temporary Storage Facility authorisation.)



Federale
Overheidsdienst
FINANCIEN

DOUANE EN ACCIJNZEN

WWW.FIN.BELGIUM.BE

DOUANE EN ACCIJNZEN • FEDERALE OVERHEIDSDIENST FINANCIEN

.be