Air Cargo Belgium vzw
Bedrijvenzone Machelen Cargo 706
Box 68 – 6th floor – Room 619
1830 Machelen
Belgium
info@aircargobelgium.be

MEETING MINUTES

Meeting report:	ICS/2 – PN/TS		
Date of the meeting	31/08/2023		
Ref.:			
Report written by:	Thomas Van Asch	On:	04/09/2023

Company/Organisation	Name	Present
Aviapartner	Mathieu Serafimoff	X
BAC	Toon Beylmakers	X
Belgian Courier Association	Jozef Bastijns	
bpost	Joris Davidson	X
bpost	Nadia De Vlieger	X
bpost	Peter Smet	
Challenge Group	Anne-Catherine Evrard	X
Challenge Group	Sami Khalifa	X
Challenge Group	Fabrice Paquay	X
Crossroad Communcations	Bjorn Bollingh	
CRSNP	Johan Geerts	X
Descartes	Paul Jansen	X
DHL Aviation	Gerrit De Sterck	
DHL Aviation	Michael Gomez	X
dnata	Kristel De Bruyn	X
dnata	Paul Van den Bulck	X
EY	Nina Van Dyck	X
Fedex	Eric Vanden Bempt	X
Fedex	Juan Jose Vargas	X
Fedex	Eddy Verschueren	X
FOD Douane en Accijnzen	Sonia Debois	
FOD Douane en Accijnzen	Pieterjan De Coninck	
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	Ann Ghijselen	X
FOD Douane en Accijnzen	Jonas Knevels	X
FOD Douane en Accijnzen	Charles Poncin	X
FOD Douane en Accijnzen	Sarah Vanobberghen	X
FOD Douane en Accijnzen	Ivan Verborgh	X
FOD Douane en Accijnzen	Bart Vleugels	
FOD Douane en Accijnzen	Nicolas Wengler-Mathieu	
Gosselin Group	Martine Vermoesen	
Kuehne + Nagel	Peter Goossens	
Liege Airport	Jamy Bagheri	
Liege Airport	Frederic Brun	Excused
Liege Airport	Eric Gysen	X
Liege Airport	Alexis Lapot	
Liege Airport	Aurore Longchamps	X
Lufthansa	Pieter Huyghens	X

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MSE Europe	Pascal Vanneste	
Ostend Airport	Eddy Myngheer	
Qatar Airways	Glen Verbelen	
Scan Global	Anthony Franck	X
Scan Global	Steve Mertens	X
Stream Software	Sam Jespers	X
Stream Software	Koen Meyskens	X
Swissport	Luc Goethals	X
Swissport	Olivier Lemmens	X
WFS	Lucas Deschouwer	Excused
WFS	Jense Philips	X
ACB	Nathan Goethals	X
ACB	Thomas Van Asch	X

Next meeting: TBD

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

Customs asked the meeting whether container numbers are often used within the industry, which seems to be not the case for aviation.

Furthermore, more clarification about the carrier ID-field was asked. It was confirmed that it is the EORI-number of the carrier that should be mentioned in this field.

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2. ICS2 (PN Standalone)

General Cargo

Updates:
- Status CSN-messaging:
  - Aviapartner: looking good, almost all carriers are providing the messages and the content looks good.
  - Challenge Handling: CSN-messages received from all (but 1) airline (via SITA, e-mails, ERP, etc.) and trying to put it in one system.
  - dnata: all pre-departures MRN are there, but missing 1 out of 3 pre-arrival MRN (= MRN ENS). To be solved with carrier.
  - Swissport: improving, not 100% yet.
  - WFS: 2 major carriers started to deliver CSN-messages. Looking quite ok, confirmed by Descartes.
  - DHL: receives ENS-messages from the network (for non-express material).

  → For next meeting, it was agreed that each GHA provides an overview of the AWB, MRN and check on format for a couple of days to see where we are.
- Aviapartner, bcube, Challenge Handling, Swissport and WFS will work with Descartes as software provider for the PN Standalone. A provisional planning was shared with customs.
- Dnata is connected to the PN production environment and everything seems to work good. A technical issue at the side of customs popped up during the weekend but was solved rather quickly.
- PN web interface (https://presentnot.minfin.fgov.be/) is available:
  - Issue (system freezes if one wants to move from page 1 to 2) is not solved yet
  - Dnata and Challenge Handling can log in to the web interface
  - Aviapartner is not connected yet, issue is being solved by customs
  - Swissport is filling the form to get credentials to log in, but not finalized
  - WFS has to check internally whether it can log in to the web interface or not
- A tolerance period has been agreed upon by the GHAs (for the ones working with the Descartes solution) and customs. The PN is necessary for controls, if no possibility to send in PNs B2B, following procedure will apply:
  - Customs will capture selections from CR
  - Customs will inform GHAs of these selections
  - GHAs will have to send in a PN standalone for that shipment via the web interface

  → Customs still has to confirm whether a list of airlines per GHA is enough to distribute the e-mails to the correct GHA.

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Express segment

Connection to the PN-system for express material:
- DHL: 21/09
- FedEx: 16/09
- UPS: not present

Postal segment

No further updates, bpost has the approval of customs to keep working with the PN Light till the go live of PN/TS.

Regardless the segment, business contingency procedures are important for the whole industry. If STI is not working, no PN can be lodged. The moment STI is operational again, all messages will be send in. However, stopping the goods is impossible. Well-documented and thoroughly discussed plans are absolutely necessary.
→ Customs is working on it and will come back with an update asap.

3. PN/TS

General Cargo

For the General Cargo segment, the combined scenario (with or without ENS re-use) will be the preferred one.

Furthermore, GHAs think there are still some scenarios that are currently not been discussed in the MIGs. A list of these scenarios has been sent to customs. A first meeting was held, a follow-up is scheduled.

If goods in temporary storage are moved from one warehouse to another (from GHA to freight forwarder) in Belgium (not cross-border, here the only option is currently to use a transit declaration), the Transfer Message should be used to notify customs. This Transfer Message is a notification of arrival of the goods at the new RTO (the one of the forwarder). It is not a declaration, it is just a notification. If there is for some reason a control on these goods, customs knows where the goods are and which company to notify about the control. In most cases, it is recommended that the company receiving the goods is going to send in the Transfer Message the moment the goods arrive at their warehouse (at that moment, the goods will become under the responsibility of the forwarder and are not under the responsibility of the GHA anymore). Additionally, if customs send out the IETS045 (status report on the end of TSD) that has an overview of everything that has been written off, this message should go to the location where the goods were at the moment they were written off (to the forwarder in this case and not to the GHAs). In the goods computability, at the contrary, it is the GHA that transfers to the next boned warehouse. Important to discuss on how to share the information, as the Transfer Message should refer to the MRN-number of the TSD.

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For non-postal material, bpost should be able – just as all other forwarders – to lodge the Transfer Message.

Express segment

Also for express, the combined scenario will apply; DHL will use the pre-lodged scenario if possible as well.

It was confirmed by customs that ENS re-use in the combined scenario if Belgium is not the FPOE is only possible if the goods stay on the aircraft at the FPOE. In the example that goods are coming from the US, stop in CDG and catch another flight (covered by an ETD) towards BRU, the goods are unloaded in CDG and a PN (and a TSD) will be lodged at CDG. This PN will close the ENS which means that ENS re-use is not possible anymore.
→ In case there is a diversion from an aircraft, it is believed that re-using the initial ENS is possible. So in the example an aircraft with destination CDG is diverted to BRU, the French ENS could be used. Customs will confirm next time.

Communication of controls during the transition period will be done through the system (BE4N03-message, but customs is not able yet to lodge this message) for companies B2B connected. As long as the TSD is not active and the PN Standalone is being used, the ENS will trigger controls. Once the TSD is active, the TSD will trigger the controls. During the transition period and as long as the BE4N03-message cannot be sent by customs, it will be a manual procedure (notifications by e-mail)

Postal segment

No updates.

4. Questions

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5. Next steps

Action	Responsible	Deadline
Connection to PN web interface	Swissport – WFS	Asap
Provide an overview of the carriers being handled by each GHA	GHAs	On hold
Discussion with customs on scenarios	GHAs – customs	Asap