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

![AirCargoBelgium logo]

MEETING MINUTES

Meeting report:	ICS/2 – PN/TS		
Date of the meeting	06/10/2023		
Ref.:			
Report written by:	Nathan Goethals	On:	06/10/2023

Company/Organisation	Name	Present
Aviapartner	Mathieu Serafimoff	Excused
Aviapartner	Patrick Minsart	X
BAC	Toon Beylmakers	X
Belgian Courier Association	Jozef Bastijns	
bpost	Joris Davidson	X
bpost	Nadia De Vlieger	X
bpost	Peter Smet	X
Challenge Group	Anne-Catherine Evrard	X
Challenge Group	Sami Khalifa	
Challenge Group	Fabrice Paquay	X
Crossroad Communcations	Bjorn Bollingh	
CRSNP	Johan Geerts	X
Descartes	Paul Jansen	
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	
Fedex	Juan Jose Vargas	X
Fedex	Eddy Verschueren	
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	
FOD Douane en Accijnzen	Ann Ghijselen	X
FOD Douane en Accijnzen	Jonas Knevels	
FOD Douane en Accijnzen	Charles Poncin	X
FOD Douane en Accijnzen	Sarah Vanobberghen	
FOD Douane en Accijnzen	Ivan Verborgh	X
FOD Douane en Accijnzen	Bart Vleugels	X
FOD Douane en Accijnzen	Nicolas Wengler-Mathieu	
Gosselin Group	Martine Vermoesen	
Kuehne + Nagel	Peter Goossens	
Liege Airport	Jamy Bagheri	
Liege Airport	Frederic Brun	
Liege Airport	Eric Gysen	
Liege Airport	Alexis Lapot	
Liege Airport	Aurore Longchamps	X

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Lufthansa	Pieter Huyghens	
MSE Europe	Pascal Vanneste	
Ostend Airport	Eddy Myngheer	
Qatar Airways	Glen Verbelen	
Scan Global	Anthony Franck	
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	X
WFS	Jense Philips	
ACB	Nathan Goethals	X
ACB	Thomas Van Asch	X

Next meeting: 26/10/2023 13h00-14h00 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

As discussed with customs, PN-messages will be required (theoretically spoken, it is mandatory to lodge PNs for all shipments entering Belgium) for shipments selected for control as from **9 October** on.
- GHAs will be notified by Belgian customs of selected shipments by e-mail (in case GHAs want to get the notifications on a specific e-mail, let me know asap).
- GHAs will have to lodge a PN manually via the PN web interface if their company is not B2B-connected to the PN-system yet. As such, make sure access to the interface is established.
- An updated list of the customers (airlines) per GHA would be helpful to limit potential errors. Some delivered already an update, others not. ACB will share the updated list with customs at the latest today (6 October) at 2 PM.

Customs reminded all parties to make sure they are connected to the PN-web interface, a manual is available. PLDA Helpdesk can always be reached for further assistance. With parties that are B2B connected, the control message will be sent to the in-house system and not via mail.

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2. ICS2 (PN Standalone)

General Cargo

Updates:
- Status CSN-messaging:
  - o Aviapartner: limited correct messaging, less then 10%. Aviapartner will look into which origins/airlines are least compliant. Amerijet has still issues in receiving feedback from customs.
  - o dnata: in August 10% of the pre-arrivals were missing, today this number is equals 25%. All pre-departures are fine, so strange to see pre-arrivals missing. Dnata is looking whether this is due to response of STI or the airline's software. Dnata does not lodge the PNs for shipments where the ENS MRN is missing.
  - o Swissport: Very dependent on origin and size of airline, smaller airlines are less compliant. US carriers and origin US seem to be least compliant based on spot-checks. Customs noted they can not "push" US airlines for better compliance, however customs will check with the European Commission. The European Trade Contact Group would be suitable to try and find a solution as well.
  - o WFS: about 80% of MRNs are received correctly for the station in Brussels. In Liege only the Air Canada flow is correct. There remain issues with general cargo e-commerce and with chartered carrier flights where the cargo does not belong to said carrier. US carriers improved significantly.
  - o Challenge Handling: Still working on compliancy with airlines, overall about 30% of CSNs are correct.
  → Please inform ACB about difficulties and share an overview of airlines/destinations that are not compliant yet with respect to delivering correct CSN-messages (MRN pre-arrival).
- Descartes used a communication method based on SITA-addresses, but Belgian GHAs are using the same SITA-address for all their stations. As such, there should be a different differentiator to make a distinction between the different locations of a GHA. A new differentiator has been found and Descartes is adapting its software. However, also CHAMP (CargoSpot) should update its system, which could take some more time. Timing is now dependent on CHAMP's speed of working. Customs indicated the sense of urgency and wants to see things moving. All GHAs will file the CargoSpot change request jointly and share the feedback they will receive with customs.
- Dnata is connected to the PN production environment and everything seems to work fine. A technical issue at the side of dnata occurred but has been fixed. Dnata is still working on finding a solution of missing MRNs.
- BE4N03-message:
  - o Dnata: will make an internal procedure to correctly interpret this message. If the message is sent by customs, dnata will see them (but not necessarily within their handling system). Customs will let dnata know when some messages have been sent to make sure things work smoothly.
- PN web interface (https://presentnot.minfin.fgov.be/) is available and functional.

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- As noted above, tolerance period starts on October 9th.

Express segment

Connection to the PN-system for express material:
- DHL: Not connected, new date set for 16/10. Go-live with Spain and France, successful test has been done on one flight. For commercial airlines working with DHL; issues remain. DHL asked feedback from other GHAs on the F21-filings for following airlines:
  o Dnata: Qatar
  o WFS: Emirates
  o Swissport: Brussels Airlines & Ethiopian Airlines
  →DHL expects miscommunications between the F21- and F33-filings; making everything pending in the CR.
  → DHL also asked customs to check if F33-filings are correctly received within the CR and to verify why DHL sees a pending message. Customs (Ann Ghijselen) will forward this request to her colleagues.
- FedEx: connected since 25/09 for general cargo, similar issues like DHL for express. Testing ongoing, no official communication yet on go-live date.
- 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.

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. These scenarios have been discussed with customs. More time is needed to doublecheck with the technical and legal teams. ACB noted the importance of this feedback in order to further prepare for PN/TS.

For the transfer message, software providers are looking for a cooperative solution. Customers of these providers should share MRN data of the TSD, where the agent can lodge the transfer message. No final decision taken yet.

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Express segment

Pending question: re-use of the initial ENS in case of diversions?
- No feedback yet from customs.

Postal segment

No updates.

4. Questions

PN G3 examination message: will parties still receive e-mail confirmation?
- Not for express
- For general cargo, non-B2B connected: yes
- B2B connected parties will **only** receive the BE4N03 message.

For non-union goods arriving in Europe with some cargo not having a known final destination; is the ENS required?
- If goods are unloaded; lodging the PN & TSD is required.

DHL noted that final destinations are fixed, where routings could be flexible.

PN/TSD test system: are all business validation rules incorporated?
- For TSD; everything should be covered.
- NCTS: possible adjustments needed.

5. Next steps

Action	Responsible	Deadline
Meeting NCTS/P5	ACB	Week 42
Provide an overview of the carriers being handled by each GHA	GHAs	Asap
Feedback customs on scenarios	customs	Week 41
File joint change -request with CHAMP (Descartes solution)	GHAs	Asap
Check F33 filings in CR	DHL – customs	Asap
Ask airlines for F21 filings (see above)	DHL – GHAs – airlines	Asap