Air Cargo Belgium vzw
Bedrijvenzone Machelen Cargo 706
Box 68 – 6th floor – Room 619
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MEETING MINUTES

Meeting report:	ICS/2 – PN/TS		
Date of the meeting	08/02/2024		
Ref.:			
Report written by:	Nathan Goethals	On:	13/02/2024

Company/Organisation	Name	Present
Aviapartner	Mathieu Serafimoff	Excused
Aviapartner	Marc Verstraeten	Excused
BAC	Toon Beylmakers	X
Belgian Courier Association	Jozef Bastijns	X
bpost	Joris Davidson	X
bpost	Nadia De Vlieger	
bpost	Julien Moyaerts	X
bpost	Peter Smet	X
Challenge Group	Laetitia Di Cienzo	X
Challenge Group	Anne-Catherine Evrard	
Challenge Group	Sami Khalifa	
Challenge Group	Sophie Mausen	X
Challenge Group	Islem Nasri	
Challenge Group	Fabrice Paquay	
Crossroad Communcations	Bjorn Bollingh	
Crossroad Communcations	Nick Kumpen	
CRSNP	Johan Geerts	X
Descartes	Paul Jansen	
Descartes	Martin Meacock	X
Descartes	Nick Neesen	
DHL Aviation	Gerrit De Sterck	
DHL Aviation	Michael Gomez	X
dnata	Kristel De Bruyn	X
dnata	Paul Van den Bulck	X
EY	Vincent Pauwels	X
EY	Nina Van Dyck	X
FedEx	Eric Vanden Bempt	
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	Excused
FOD Douane en Accijnzen	Marie Josephson Randriamiharisoa	
FOD Douane en Accijnzen	Sarah Vanobberghen	X
FOD Douane en Accijnzen	Ivan Verborgh	

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FOD Douane en Accijnzen	Bart Vleugels	
FOD Douane en Accijnzen	Nicolas Wengler-Mathieu	
Kuehne + Nagel	Peter Goossens	
Liege Airport	Jamy Bagheri	
Liege Airport	Frederic Brun	Excused
Liege Airport	Eric Gysen	
Liege Airport	Alexis Lapot	
Liege Airport	Aurore Longchamps	X
Lufthansa	Pieter Huyghens	Excused
MSE Europe	Pascal Vanneste	
Organi	Sofie Withaeckx	X
Ostend Airport	Eddy Myngheer	
Qatar Airways	Glen Verbelen	
Scan Global	Anthony Franck	X
Scan Global	Steve Mertens	Excused
Stream Software	Sam Jespers	Excused
Stream Software	Koen Meyskens	X
Swissport	Luc Goethals	X
Swissport	Khadija Addal	X
Swissport	Olivier Lemmens	
WFS	Lucas Deschouwer	X
WFS	Jense Philips	Excused
ACB	Nathan Goethals	X
ACB	Thomas Van Asch	X

Next meeting: xx/xx/2024 13h00-14h00 via MS Teams

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1. Some information

With the upcoming deadlines for 2024 in mind, customs and ACB outlined some working points in regard to PN-TSD:

- Maximum efforts on carrier ENS – customs to push on EU-level.
- Receival of the PN, following 80/20 principle
- Covering most urgent TSD scenarios
- Write-off via PLDA crucial towards IDMS/NCTSp5/AES
- Build-up on open scenarios
- Weekly follow-up

Since then, weekly discussions are being held between ACB and customs to follow-up on open PN-TSD scenarios.

2. ICS2 (PN Standalone)
General Cargo

CSN-messaging

GHAs noted that lots of carriers are sharing the CSN-messages with general improvements compared to the last few months. Swissport LGG mentioned some issues messaging for Qatar Airways, with dnata noting none in BRU. Swissport LGG is unsure whether this issue is internal or linked to Qatar's software provider and will further look into it. Other GHA's mentioned some delays linked to airlines only represented via GSA's and mostly noted charter flights as a priority issue to be tackled. With reference to charter flights, dnata suggested manually requesting the ENS as they often are unable to send the CSN's. Other GHA's noted that this could be a solution and are planning on trying said approach. Customs aims to push more on this topic on a European level.

Action	Responsible	Deadline
Follow-up on charter-messaging	ACB/ customs/GHA's	Asap

PN-standalone solution

Descartes noted that the FSU/RCF message has been delivered by CHAMP, further allowing successful conformance testing with customs. With testing mostly done for Challenge handling, Descartes now aims to handle communication errors with regards to the registration for Aviapartner, Swissport and WFS – Either the token in not correctly linked to the EORI or Descartes is not receiving any messages back. This issue is a top priority for Descartes and will influence the possible release for march '24 and are in close contact with Charles Poncin and the PLDA-helpdesk.

Action	Responsible	Deadline
Follow-up on communication errors	ACB/ customs/software providers	Asap

BE4N03-message

Customs noted that there are two issues on this message. As discussed during the previous meeting, there was a structural difference between the given example and the MIG – customs aims to align the structure of the example message to the MIG's description. Furthermore, some fixes are needed on the European level.

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Action	Responsible	Deadline
Follow-up on BE4N03	ACB/ customs	Asap

Express segment

Multiple filing: F21 vs F33:
Airlines still lack awareness on how to file the F21 message, while express operators appropriately file the F33 message, resulting in the absence of ENS. Guiding airlines in the right direction proves challenging, as both DHL and FedEx noted that most issues are related to the incorrect filing of the F21. UPS mentioned that, on a European level, they see both misfiling issues as structural issues related to the EU STI.

Action	Responsible	Deadline
Follow-up on multiple filing issue	ACB/integrators/airlines	Asap

Issues Shared Trader Interface
Express operators further noted that the 'assessment complete' often being missing remains an issue, which has been highlighted to the DG TAXUD specialists and seems to be linked to peaks in filings. The commission also communicated to express operators that they have issues with the sequencing of filing messages back to operators, meaning that MRN's are often not received. Furthermore, the Belgian Courrier Association informed Belgian customs that, while they most often build software in house, technical access and documentation lacks behind.

Helpdesk coverage
Express operators noted that, while they are operating 24/7, the helpdesk's availability is limited. With system failures, both on EU or member state level, business continuity plans are often published late. With 24/7 operations in the express business, this offers the industry little time to adapt to required fallback plans. During the trans-European coordination meeting, the express industry, airlines for Europe and IATA, have presented a letter of protest to the European Commission. This issue remains to be raised on both European and Belgian level.

Postal segment

Bpost noted that, in cooperation with customs, postal implementation deadline has been moved to 30/09/2024 and will continue working with the PN-light in the meantime.

3. PN/TS
General Cargo

Since the beginning of the year, customs and ACB have been working on clarifying the open PN-TSD scenarios. During this meeting, the first few with highest priority were discussed during the call. An overview of the most urgent scenarios was shared during the call and more in-depth information is available within the slides. A separate in-depth session on the scenarios could be organised.

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Scenario 1: Union goods, intra EU, pieces received = manifested pieces ('C' status)

In this scenario where EU goods are flown between two EU airports, only the AWB would be required as these goods are in the free circulation.

Scenario 2: Union goods, arriving from outside EU, pieces received = manifested pieces (re-entry EU) ('T2', T2LF' status)

In case of EU goods flown in from outside the EU the ENS, manifest and AWB are to be followed up by an arrival notification. The PN, with reference to the ENS, thereafter has to be followed with a PoUS, which could be done automatically for the T2L and T2LF if the PoUS system is delivered. Descartes mentioned that for this scenario, getting the MRN from the PoUS in the PN would prove to be challenging. With automated IATA messaging, the MRN would be difficult to read by IATA. A pattern within the PoUS MRN is needed if the GHA is to correctly detect said MRN.

Scenario 3: Non-Union goods, arriving from outside EU on flight, BRU = FPOE, destination = BRU, pieces received = pieces manifested

In the most standard scenario, where non-union goods arrive from outside the EU on flight: the ENS, manifest and AWB are to be followed up with an arrival notification. Thereafter the standard PN & TSD scenario is to be followed. In case of extra goods found that were not manifested, the GHA is to create a new manual PN+TSD where local customs interference is needed as there is no reference to the ENS.

Scenario 4: Non-Union goods, arriving from outside EU on truck, BRU = FPOE, destination = BRU, pieces received = pieces manifested

Under transit NCTS, the manifest and AWB is to be followed up with the arrival notification. Under NCTSp4, manual creation of the PN+TSD would be necessary, however customs is looking into other possibilities in order to limit manual interference. In NCTSp5 the PN and TSD are to be created automatically.

Scenario 5: Non-Union goods, arriving on flight, BRU ≠ FPOE, destination = BRU, pieces received = pieces manifested – work in progress for customs

In this scenario, with example non-Union goods flight(s) DOH-FRA-BRU, the standard PN+TSD scenario is applicable at arrival in Frankfurt, however there is no clear solution for the ETD. Following dataset D3, customs would look into the use of the ETD authorization number as previous document reference. While there are lots of requirements for the ETD described in the transit manual for the ETD, there is no electronic message in use today. Operators do note that the manifest number on the ETD (a combination of the flightnumber and date) could prove to be useful as a unique reference. Customs is to further align with the industry on the use of the ETD

Scenario 6: Non-Union goods, arriving on truck, BRU ≠ FPOE, destination = BRU, pieces received = pieces manifested

In this scenario, with example DOH → AMS → BRU, with transit to BRU the standard procedure with the Arrival notification, the PN and the TSD is to be followed in AMS. For the transit to BRUU the transit NCTS, manifest and AWB are to be followed with either an automatic PN+TSD in NCTSp5 or a manual creation of the PN and TSD under NCTSp4.

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Action	Responsible	Deadline
Follow-up on the use of ETD	ACB/operators/customs	Asap

Express segment

Testing for the pre-lodged and combined TSD datasets are completed on the side of DHL but mentioned that some PN's are not validated – which is crucial for the go-live of TSD. These PN's are acknowledged and accepted by customs but do not get validated, this while they often do get validated when resent –proving that there is a communication error. DHL's software provider also noted that these messages are correctly delivered at customs -without response.

FedEx passed the conformance testing with customs, but noted uncertainty on the given implementation date of 28/02 as there would be testing planned at customs side on that date. Customs confirmed during the call that, regarding write-off on the PN, only the REN can be used -which is not enough. With a new delivery planned end of march, write-off for the most common scenarios should become possible via PLDA and NCTSp4. As of the day of the meeting, development for the PLDA-write-off is ongoing.

With this in mind, customs advised express operators to not go live as off yet with their TSD solutions – in order to facilitate proper write-off within 90 days of lodging the TSD. DHL noted that, with their own planning, new requirements will have to be looked at, new business rules are to be set up and renewed implementation periods take at least a few months.

UPS noted that the ETD is an accepted message in many member states and could serve as a solution that requires minimal development. Customs is looking into the possibility of workarounds with the ETD, which is expected to be used within NCTSp6 as well.

With the possible go-live for write-offs in PLDA in March, the MASP-planning is to be reviewed in its entirety.

Action	Responsible	Deadline
Follow-up on timings MASP-C	ACB /customs	Asap
Follow-up on expected update March	ACB/customs	Asap

Postal segment

Bpost noted that the need for the F42 message is a European decision, which remains unfeasible for postal operators. Via Belgian customs, bpost will continue conversations to find a solution for this topic and others – noting that decisions will have to be made by DG Taxud.

4. Questions

During the meeting some open questions were discussed, an overview below:

- **For non-compliant carriers/charters** messaging is slowly but surely improving with a possible solution for charters suggested during the meeting. Follow-up on non-compliant carrier on a European level remains a priority.

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- **The PN-standalone solution** is expected to be delivered by the end of march, with some communication issues remaining. These issues are being addressed by Descartes and the PLDA-helpdesk.
- **The ENS re-use indicator** remains a necessity for FedEx, where both customs and FedEx expect a solution in March. Customs noted during this meeting that they will follow-up on this in order to have this included with the write-off solution.
- **The ETD** remains an open issue where customs is looking on how the MRN could be added within this message. ACB will follow-up with customs and the industry on how this message could be implemented.
- **IDMS** is expected to be moved as the MASP-C timings are most likely to be adjusted soon to facilitate write off in PLDA.
- A solution for **write-off** in PLDA is expected to launch by end of March, ACB will follow-up with customs on this topic.

Customs noted that the PN-TSD MIG's will be adjusted slightly soon, a few of these expected adjustments below:

- Adjustments of the codelist to facilitate NCTSp5.
- Added information on the ENS re-use.
- Check on the uniqueness of the LRN.
- Additional business rules

The structure of messages as described in the MIG's are to remain unchanged, with mostly some additions to the codelist. The adjustments within the MIG's are not to interfere with the already made developments by software providers and operators for PN-TSD.

Action	Responsible	Deadline
Inform operators on updated MIG's	Customs/ACB	Asap
Follow-up on the ENS re-use indicator	Customs/ACB/FedEx	Asap

5. Next steps

Action	Responsible	Deadline
Follow-up on charter-messaging	ACB/ customs/GHA's	Asap
Follow-up on communication errors	ACB/ customs/software providers	Asap
Follow-up on BE4N03	ACB/ customs	Asap
Follow-up on multiple filing issue	ACB/integrators/airlines	Asap
Follow-up on the use of ETD	ACB/operators/customs	Asap
Follow-up on timings MASP-C	ACB /customs	Asap
Follow-up on expected update March	ACB/customs	Asap
Inform operators on updated MIG's	Customs/ACB	Asap
Follow-up on the ENS re-use indicator	Customs/ACB/FedEx	Asap