



# SWG PN/TS:

FAQ – VERSIE 1

04/2022

## Arrival Notification

1. We understand that AN is not in scope in the PN/TS project. UCC, Chapter 2, Section 1, Article 133 states: *'The operator of a sea-going vessel or of an aircraft entering the customs territory of the Union shall notify the arrival to the customs office of first entry upon arrival of the means of transport'.*

What is the expectation of BE Customs between 1 January 2023 and March 2024:

- Should there be an AN upon arrival in the POFE, which could be weeks before arrival into a BE port (for example if the vessel would call GRPIR, FRLEH, DEHAM, BEANR)  
*or*
- Should there always be an AN upon arrival in a BE port, regardless the vessel might have called other EU ports prior to the BE port  
*or*
- Else (similar approach as in Rotterdam? Passing a certain location (buoy of Flushing?))

*The ICS2 Arrival Notification (IE3N06) will not be required before 1 March 2024 for the maritime mode of transport. Until that date, the current arrival procedure remains applicable.*

*The IE3N06 message will indeed only be required upon arrival at the customs office of first entry in the EU customs territory. After this, the consignments that are unloaded from the vessel need to be presented to customs by lodging a presentation notification (which can be lodged together with the temporary storage declaration if needed). The presentation notification is addressed to the customs office of presentation and will hence be lodged in all ports along the routing of the vessel in the EU customs territory where consignments are unloaded.*

*As opposed to the arrival notification, the presentation notification is in scope of the ongoing national PN-TS implementations, meaning that go-live dates may differ according to the Member State's national planning. In Belgium, the goal is to align with the ICS2 releases, so that for each mode of transport the transition to the new procedure can take place at the same time for pre-arrival, arrival, presentation and temporary storage formalities.*

## Pre-lodged TSD and separate PN versus Combined TSD/PN

1. The MRN returned by Customs as reply to the Pre-lodged TSD should be used/recycled by customers for their subsequent Customs declarations, is this understanding correct?  
*Customs doesn't reply with a MRN for a pre-lodged TSD but a CRN. When a PN activates a pre-lodged TSD, then the MRN is returned and can be used for the subsequent customs declarations.*
2. The MRN returned by Customs as reply to the PN is not used in subsequent Customs declarations. Hence, the PN and returned MRN is a standalone 'circle' or process, is this understanding correct?

*Customs doesn't reply with a MRN for a PN but a FRN. The PN is not a stand-alone process because it is supposed to close the ENS lifecycle and/or activate a pre-lodged TSD for non-union goods or a PoUS for Union Goods. But indeed, the FRN is not used in the subsequent procedure.*

- 3 Can a terminal operator send the PN and reference the pre-lodged TSD MRN so that the TSD is activated via a discharge confirmation message on container level?

*The roles are defined in the UCC art.139§1 and 3. In order to activate a pre-lodged TSD, the PN will need to contain at least the CRN of the pre-lodged TSD and the transport document id(s). Additionally, the container id(s) can be provided. If this is the case, they will need to match the container id(s) from the pre-lodged TSD. One PN can only activate one pre-lodged TSD. The result of the activation process is notified to the TSD sender with IETS029 TSD activation notification and to the PN sender with IETS030 PN linking notification.*

- 4 If one would opt for the combined TSD/PN, customers will have to wait with their subsequent Customs declarations until the MRN number becomes available, is this understanding correct?

*Indeed, the customers will have to wait until they receive the MRN of the combined TSD/PN (the same applies to a pre-lodged TSD, as the MRN is only returned upon activation).*

*But the customers could opt to send a pre-lodge customs declaration in which case no TSD is needed. In that case a dedicated PN (I2 / D4) would have to be sent to the customs declaration component.*

- 5 Under which circumstances would a combined TSD/PN be worthwhile to consider?

*A pre-lodged TSD can be interesting for AEOs because they receive the control notification in advance. In other cases, it is a matter of aligning logistic and customs processes: which parties have the information, with whom is it shared, who will take responsibility to lodge it to customs and where does it fit best in the logistics process?*

### Pre-lodged TSD and separate PN

- 1 We understand that the PN **can** be sent by another declarant compared with the Pre-lodged TSD. If one party is going to submit the Pre-lodged TSD, does BE Customs expect the PN from another party? Or, can that same party submit both Pre-lodged TSD and PN?

*Customs expects that the UCC is followed, so all goods are to be presented to customs and non-Union goods are to be covered by a temporary storage declaration upon unloading. UCC art 139 (1) and (3) define the parties that can play a role in this process. The pre-lodged TSD and the PN activating the pre-lodged TSD can be submitted by the same party if the legally defined roles and timeframe is respected. However, a pre-lodged TSD can only be activated once, all parties involved in the process will need to align with each other.*

### The minimum number of MRNs

- 1 pre-lodged TSD and separate PN, simplest scenario, 3 MRNs, is that correct?

- ENS MRN
- Pre-lodged TSD MRN *Only after activation. A pre-lodged receives at first a CRN*
- PN MRN (is there an obligation to store this MRN somewhere. If yes, where, by whom?) It is a FRN

- 2 Combined TSD/PN, simplest scenario, 2 MRNs, is that correct? **Yes**

- ENS MRN
- Combined TSD/PN MRN

## MRNs and multiple filing construct

- 1 If the carrier would submit the ENS declaration for Master Bill of Lading data, and if a customer would submit their own ENS for the House Bill of Lading data, there will be two ENS MRN numbers. Which MRN number should be included in the Pre-lodged TSD or Combined TSD/PN to recover/recycle the data from the common repository?  
*The MRN of the master ENS filing with the master transport document id (if all house consignments need to be fetched) or with the house transport document id(s) (if only specific house consignments need to be fetched).*
- 2 Can the House Bill of Lading ENS filer send their own Pre-lodged TSD or Combined TSD/PN?  
*Yes, if that person also has one of the roles defined in UCC art 139 (1) and (3).*