Air Cargo Belgium vzw
Bedrijvenzone Machelen Cargo 706
Box 68 – 6th floor – Room 619
1830 Machelen
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MEETING MINUTES

Meeting report:	ICS/2		
Date of the meeting	19.01.2023		
Ref.:			
Report written by:	Thomas Van Asch	On:	20.01.2023

Company/Organisation	Name	Present
Aviapartner	Paul Van den Bulck	X
BAC	Toon Beylmakers	Excused
Bcube	Jan Leduc	X
Belgian Courier Association	Jozef Bastijns	
bpost	Peter Smet	X
bpost	Joris Davidson	X
bpost	Nadia De Vlieger	X
Challenge Group	Fabrice Paquay	X
Challenge Group	Sami Khalifa	X
Crossroad Communcations	Bjorn Bollingh	
CRSNP	Johan Geerts	
Descartes	Paul Jansen	X
DHL Aviation	Michael Gomez	X
dnata	Kristel De Bruyn	X
Fedex	Eddy Verschueren	
Fedex	Giuseppe Oliveri	
FOD Douane en Accijnzen	Yves Arys	X
FOD Douane en Accijnzen	Pieterjan De Coninck	Excused
FOD Douane en Accijnzen	Sandy De Prins	
FOD Douane en Accijnzen	Bart Engels	X
FOD Douane en Accijnzen	Hein Forcé	
FOD Douane en Accijnzen	Jonas Knevels	X
FOD Douane en Accijnzen	Charles Poncin	X
FOD Douane en Accijnzen	Raphael Van de Sande	
FOD Douane en Accijnzen	Ivan Verborgh	Excused
FOD Douane en Accijnzen	Bart Vleugels	X
FOD Douane en Accijnzen	Nicolas Wengler-Mathieu	X
Gosselin Group	Martine Vermoesen	Excused
Kuehne + Nagel	Peter Goossens	X
Liege Airport	Jamy Bagheri	X
Liege Airport	Eric Gysen	X
Liege Airport	Aurore Longchamps	X
Liege Airport	Karin Walravens	
Lufthansa	Pieter Huyghens	
Lufthansa	Elise De Nef	X
MSE Europe	Pascal Vanneste	
Ostend Airport	Eddy Myngheer	
Qatar Airways	Glen Verbelen	
Qatar Airways	Moazamma Farzand	
Reed Smith	Anna Golouchko	

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Scan Global	Steve Mertens	X
Stream Software	Joost Delmeire	X
Stream Software	Sam Jespers	
Swissport	Khadija Addal	
Swissport	Luc Goethals	X
Swissport	Olivier Lemmens	X
WFS	Jense Philips	X
WFS	Lucas Deschouwer	
WiseTech Global	Johan Geerts	X
ACB	Louis Coudijzer	X
ACB	Thomas Van Asch	X

Next meeting: 09/02/23 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.

Agenda

The following agenda was discussed during this meeting:
1. Introduction
2. Project milestones
3. ICS/2 – PN/TS
4. Q&A

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1 Introduction

Friendly reminder to only be represented with only **one single delegate per invited stakeholder** to keep the discussions as interactive as possible.

As indicated during our kick-off meeting, it is highly recommended to distribute the information from this working group further on to the different local airport stakeholders. Liege Airport indicated a meeting on ICS/2 – PN/TS took place, in Ostend no meeting is/was scheduled yet unfortunately. At Brussels Airport, ACB has set up different meetings with airlines and GHAs to discuss the topic into further detail.
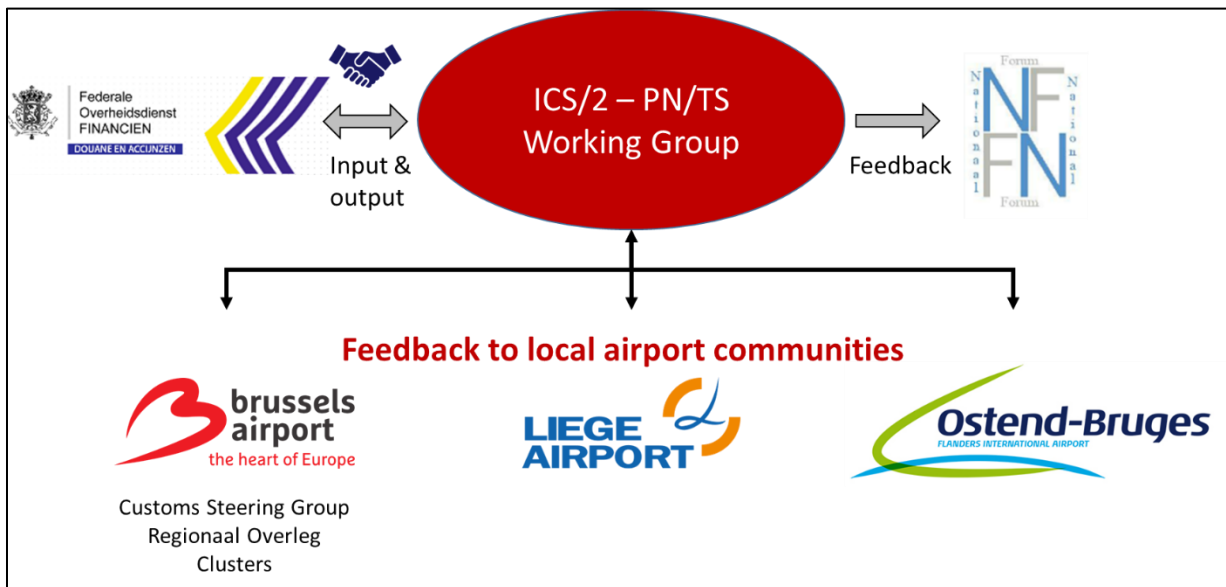
2 Project milestones

See slide.

3 ICS/2 – PN/TS

Generally speaking, there was agreed that:
- Pre-loading = responsibility airlines
- Pre-arrival = responsibility airlines
- Arrival notification = responsibility airlines
- Presentation notification = responsibility GHAs

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Pre-loading phase

In this first step of the ICS/2 filing, GHAs at destination are not involved.

Q: Is content pre-loading relevant for Belgian airport communities and agents?

The 7+1 data being lodged before departure of the aircraft is part of the full ENS being filed in the pre-arrival phase. The full ENS is aligned with the TSD, basically it is the same dataset. In that sense, the content is relevant for the Belgian airport communities because it is required to unload the goods. However, in this first step, no data exchange with the Belgian airport communities is required yet as the necessary data will be exchanged from the pre-arrival phase on.

Pre-arrival phase

Also here, the GHAs at destination are not involved.

Q: Who has to deal with control on pre-arrival? What is relation to AN?

Three different types of control notifications do exist within ICS/2:

1. AEO-control notification: sent to the declarant of the ENS-filing (if AEO certified company) in the pre-arrival phase for all controls (at first entry, at destination, etc.) to notify him of a control once goods are unloaded.
2. Carrier notification: sent to carrier in case of control at first entry (only if high risks) after AN is being sent to notify him of a control upon first entry (control subject to be unloaded, even if unloading was not foreseen).
3. National notification: sent by national customs authorities to GHAs after PN is being sent.

→ In most cases, the control messages will be one-on-one: if there is no AEO-control message being sent, there will not follow a carrier notification.

→ If there is a carrier notification, the carrier should share this notification with the GHAs.

Q: What if data is incorrect? → GHA is not responsible!

The one filing the data is responsible for its data. If GHAs will use the TSD ENS re-use scenario, they become responsible for the correctness of the data they are re-using from the initial ENS.

Arrival Notification

Once again, the airline is in the lead. It is believed that it is very difficult (to impossible) for airports to send this message due to the fact that very detailed information is required. GHAs at destination are not involved, however, need the content of message:

- IE3R04: MRN-number of the ENS
- IE3R08: Control notification (if applicable)

Q: How much time in-between IE3R04 and IE3R08?

IE3R04 is being sent upon accepting ENS-filing;

IE3R08 is being sent after risk analysis is being performed.

Customs cannot give any details on how long the risk analysis will take, a concrete timeframe cannot be given.

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If there is a control notification received by the carrier (on the AN), but it was not retrieved by the GHA although being sent by customs, GHAs will be notified the moment they will lodge the PN (cf. national notification) as the national notification is linked to the carrier notification. However, only for these goods being unloaded (if there is a control on goods remaining on board, a separate way of working should be set up).

Q: Can required content be transferred from airline to GHA via CSN-message?
Yves does not know the exact details about the CSN-messages and asks some examples to check whether this messages could be sufficient.

Q: How to deal with transit / remaining OB freight?
A clear procedure with the carriers should be agreed upon for remaining on board freight in case there is a control notification on the AN. It would have been helpful to always receive an IE3R08 message from customs, also in case there is no control. This would have given the advantage that operations can go on normally, without facing the risk that after a while there is still received a control notification. However, this is not possible, although customs indicated they will communicate a control (IE3R08) as soon as possible. Communication between airlines and GHAs is crucial.

Q: How to deal with diversions and charters?
In case of a diversion, the AN and PN should be sent to the diverted country (there where the aircraft enters the EU for AN and there were goods are unloaded for PN). The AN and PN will show there was a diversion, if there would be any controls ordered by the initial first point of entry, the customs office of the diverted country will be notified via CR. If there are any controls, the declarants of the AN and PN will be notified (comparable to the normal situation).
→ For GHAs, it is important to check with their airlines how they will receive the MRN of the ENS and potential control notification for transit freight (freight remaining on board the aircraft) in case of diversions.

In case there is no ENS for an entire charter flight, goods could be unloaded and then legislation says that there are following ways to move on:
- Retro-active ENS
- Lodge PN/TSD combined (but only possible from 01/01/2024), till then the current system to place goods under TS could be used.
- Immediately lodge a customs declaration
→ Arrangements with local customs should be made.

Presentation Notification:
Although the release notes of the EU stipulate the PN is the responsibility of the airline, all stakeholders agree it will be the responsibility of the GHAs (especially because PN is linked to TS later on). Airlines could – from a legal perspective – be responsible, but it would be a weird set-up. Required data for the GHAs to lodge the PN are the transport document (AWB-number) and the reference number (MRN-number ENS).

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Q: What if no ENS if available?

In the first phase of the project (30/06-31/12), it is only a standalone PN that is required in order to end the ENS lifecycle. As the PN is linked to the ENS in phase 1, no ENS means no PN in phase 1. However, customs stresses that starting 30/06 an ENS is mandatory and no ENS should be the exception. Overloads could be such an exception, but should be limited as much as possible.

Q: What is the difference between person presenting goods and representative?

Declarant = GHA

Person presenting the goods = GHA

Representative = customs broker (is optional, only in case GHAs work with such a company)

Q: For which destinations is a PN required in phase 1: only BRU or for all European destinations?

There should be a PN for all goods unloaded in Belgium (if there is an ENS), wherever the goods are going afterwards.

There is one PN, either on MAWB or on HAWB. If it is done on HAWB level, you present individual house consignment. Presenting part of consolidating goods should preferably be done on house level. If the PN is being sent on MAWB, all underlying HAWBs will be presented as well (be aware that an ENS is required on MAWB and on HAWB). If the second phase of the project starts (01/01/2024), the PN will be linked to the TS. Further discussions on the set-up from that moment on are needed.

GHAs work on MAWB, if there is control notification the whole consignment should be blocked. Yves will check whether the control notification contains the transport document so a particular HAWB could be blocked instead of the whole consignment.

PN/TS

Q: How will the new 'GCB' be designed?

Once goods are confirmed to be presented to customs, they are registered in the goods accounting component. The write-off of the declaration is being registered based on the lodgement of the subsequent declaration (e.g. an import declaration is lodged in IDMS and it refers to the MRN of the TSD, IDMS will send a write-off message to goods accounting, goods accounting will check and finally write-off in case everything is ok). Whereas the current GCB is a customs systems, the new system will have a goods accounting component (only for customs), but also a TSD component where EOs will be involved.

→ EOs register declarations, the data of these declarations is registered within the goods accounting component.

Q: Can different scenarios be used?

Yes, absolutely. Yves indicated that the pre-lodged TSD should be reconsidered thoroughly. In this scenario, GHAs should only send a PN. Furthermore, the combined TSD with ENS re-use scenario should be treated carefully. As indicated earlier, the moment data will be re-used, GHAs become responsible for the re-used data as well.

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Questions

Q: If ENS was lodged on HAWB level, can part of the MAWB be selected for control?

Yes, this can happen. If a PN would be lodged on MAWB level, CR will consider that all underlying HAWBs are presented (all house consignments linked to that MAWB will get the status presented). If control is recommended for one of these HAWBs, these HAWBs will be selected and a control notification will be received. Yves will check whether the control subject itself is included in the national control notification. If it is, it will refer to the HAWB, even if the PN is lodged on MAWB level.

Q: How to deal with part shipments?

For part shipments (= split consignments in ICS/2 documentation), a new ENS-filing should be made for each part, followed by a new AN (evident, as the AN is lodged on flightlevel and the goods are arriving on different flights) and new PN. Contrary to ICS/1, there is a 'split shipment code indicator' that could be used in case of part shipments.