Air Cargo Belgium vzw
Bedrijvenzone Machelen Cargo 706
Box 68 – 6th floor – Room 619
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![AirCargoBelgium logo]

MEETING MINUTES

Meeting report:	ICS/2 – PN/TS		
Date of the meeting	01/06/2023		
Ref.:			
Report written by:	Thomas Van Asch	On:	06/06/2023

Company/Organisation	Name	Present
Aviapartner	Patrick Minsart	Excused
Aviapartner	Marc Verstraten	X
BAC	Toon Beylmakers	X
bcube	Jan Leduc	
Belgian Courier Association	Jozef Bastijns	
bpost	Joris Davidson	X
bpost	Nadia De Vlieger	X
bpost	Peter Smet	X
Challenge Group	Sami Khalifa	X
Challenge Group	Fabrice Paquay	X
Crossroad Communcations	Bjorn Bollingh	
Crossroad Communcations	Nick Kumpen	X
CRSNP	Johan Geerts	X
Descartes	Paul Jansen	X
DHL Aviation	Gerrit De Sterck	
DHL Aviation	Michael Gomez	X
DHL Aviation	Evelien Van Tichelen	
dnata	Kristel De Bruyn	X
dnata	Paul Van den Bulck	X
EY	Nina Van Dyck	X
Fedex	Elliot Burnett	
Fedex	Tristan Fonteneau	
Fedex	Giuseppe Oliveri	
Fedex	Eric Vanden Bempt	X
Fedex	Juan Jose Vargas	X
Fedex	Eddy Verschueren	X
FOD Douane en Accijnzen	Yves Arys	X
FOD Douane en Accijnzen	Sonia Debois	X
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	Isabelle Kelder	
FOD Douane en Accijnzen	Jonas Knevels	X
FOD Douane en Accijnzen	Michel Lequeu	
FOD Douane en Accijnzen	Charles Poncin	X
FOD Douane en Accijnzen	Raphael Van de Sande	
FOD Douane en Accijnzen	Sven Vanderbiest	
FOD Douane en Accijnzen	Sarah Vanobberghen	X
FOD Douane en Accijnzen	Ivan Verborgh	X

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FOD Douane en Accijnzen	Bart Vleugels	X
FOD Douane en Accijnzen	Nicolas Wengler-Mathieu	
Gosselin Group	Martine Vermoesen	X
Kuehne + Nagel	Peter Goossens	
Liege Airport	Jamy Bagheri	
Liege Airport	Eric Gysen	X
Liege Airport	Alexis Lapot	
Liege Airport	Aurore Longchamps	X
Liege Airport	Karin Walravens	
Liege Airport	Dongqing Zhang	
Lufthansa	Elise De Nef	
Lufthansa	Pieter Huyghens	
MSE Europe	Pascal Vanneste	
Ostend Airport	Eddy Myngheer	
Qatar Airways	Moazamma Farzand	
Qatar Airways	Glen Verbelen	
Reed Smith	Anna Golouchko	
Scan Global	Steve Mertens	
Stream Software	Sam Jespers	
Stream Software	Koen Meyskens	X
Swissport	Khadija Addal	
Swissport	Luc Goethals	X
Swissport	Olivier Lemmens	X
WFS	Lucas Deschouwer	
WFS	Jense Philips	X
ACB	Thomas Van Asch	X

Next meeting: XX/XX/2023 13h00-14h30 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.

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1. Some information

As discussed in the meeting with Mr. Vanderwaeren on 17/05, a letter that GHAs can distribute towards their airlines will be drafted. The draft is almost ready and will be delivered soon.

GHAs are requested to use the letter to receive as much information as possible from their carriers with regard to the start of ICS2.

2. ICS/2 – PN/TS

Express

Integrators are working hard to start lodging PNs as from 30/06 for their general cargo. There are still some open questions, both from a technical and operational point of view. A meeting with customs is scheduled on 02/06. Furthermore, the express business stresses the importance of emergency procedures and contingency plans in case system failures occurs.

DHL indicates that it will be connected to ICS2 as from 26/06 for general aviation cargo, their express material will be only connected as of the end of August.
→ Important for GHAs is to be able to buffer the PNs from 26/06 on if they would not be ready to lodge PN as from then so they can lodge the PNs retroactively.

One issues is pending with the commission regarding the HS-codes. For the express shipments, the HS-codes will be filed on HAWB-level. However, on the MAWB-level there is only one HS-code allowed. No rules available on what HS-code to use on MAWB-level yet.

Following way of working will be followed if material from the integrators is flying on commercial flights: GHAs will lodge a TSD, GHAs will send Transfer Message and integrator (e.g. DHL) will send TSD Deconsolidation Message. Question is whether a TSD is still required after the TSD deconsolidation message? Customs confirms that the PN/TS process stops after the Deconsolidation Notification (which is added to the declaration data, which at first only contains master consignment data and it is also registered within goods accounting). A subsequent declaration will be required to write-off the consignment and item details registered in goods accounting. The TSD consolidation number cannot be used as a previous document, there should be referred to the MRN of the TSD lodged by the GHAs. The most obvious solution to set this up, is to share/to forward the Transfer Notification with the TSD-number enclosed between economic operators (the Transfer Message will <u>not</u> be forwarded by customs).

Bpost questioned who is responsible if the 'laat-volgen/laissez-suivre' mentions other things than what is mentioned in the Transfer Message (which is often the case in practice), but customs confirmed that nothing changes compared to todays situation.

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Finally, FedEx asked whether a combination of G3 and G4 could be lodged retroactively. Customs indicated that it is a legal obligation to send in PNs as from 30/06 (end of the derogation, economic operators should be ready by then), for express the deployment window for ICS2 R2 is valid till the end of September (final date to be confirmed). As from the moment goods are unloaded for which an ICS2 R2 ENS is lodged, a PN should be lodged to close the ENS-lifecycle as well. From the moment the full TSD-application is live/fully operational, economic operators will be able to connect to the TSD-system and then operators can lodge TSD-PN combined messages. The PNs from phase 1 will become obsolete by then. Between 29/11 and 31/12, economic operators can choose between already starting the TSD-process (and replacing the transitional PN with the TSD-PN combined), the obligation only starts from the 01/01/2024.

→ G3 should then be developed for a period of 2-3 months (start ICS2 vs. start TSD), but customs indicates that the message is also required for union goods and for non-Union goods when no TSD is required (e.g. if pre-lodged customs declaration).

Postal

Meetings between bpost and the different GHAs have taken place, next meeting is scheduled for 09/06. Different scenarios are being discussed (combined scenario by GHAs, pre-lodged scenario (TSD by bpost, PN by GHAs) and combined scenario by bpost). Not clear yet what scenario will be chosen.

Bpost indicates IPC will not be ready from the first of July, so the PN light will be the way of working till the end of September (which was already approved in the meantime).

Once again, customs stressed that it would be beneficial for the whole industry to apply the chosen scenario for the postal flow in the same way for the express flow and the general cargo flow so there is one and uniform way of working.

General Cargo

Regarding ICS2 R2 phase 1:
- CSN-messaging is way forward
- Preparedness carriers
- Preparedness GHAs
    o Aviapartner: little to no CSN-messaging, contacting the different carriers.
    o bcube: *no input, not present*.
    o Challenge Handling: CSN-messaging is improving significantly, but still one or two are lacking. Letter from customs would be helpful.
    o dnata: establishment with NTI (PN-system) is difficult, customs indicated that problem would be solved by the end of the week. Dnata mentions that a new version of their software will be available soon, as from then testing can take place.
    o Swissport: a lot of question from many carriers. E-mail has been sent to the carriers with additional information to clarify some things. Swissport is receiving CSN-messaging from largest carriers, however, difficult for some others.

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    o WFS: CSN-messaging is improving, airlines that are lagging behind are being contacted one-by-one.

Except for dnata, all GHAs are looking to a solution offered by Descartes for the PN standalone. More information should be available soon. Timing will be very close and challenging, but agreement on scenarios has already been reached.

→ If the Descartes solution is not ready, GHAs should lodge the PN retroactively. GHAs indicate that storing the CSN-messaging is not a problem, as such is retroactive lodging of PNs not an issue.

For goods unloaded for airlines going live later than 01/07, PN is not needed or required yet. As those airlines will not lodge ICS2 R2 ENS's until their actual go-live date, no retroactive lodgement of PN will be needed.

Regarding PN/TS:
- Combined scenario with ENS re-use or full dataset
  → Agents should lodge Deconsolidation Notification (cf. 'lijst' message in todays way of working).
- If pre-lodged TSD by agent/other EO, GHA can still lodge a combined TSD. However, this has implications for the flow afterwards:
  - o As GHA lodges a combined TSD instead of a PN, the pre-lodged TSD will not be activated, will not be registered in goods accounting and will get automatically invalidated after 30 days. The subsequent declaration will have to refer to the combined TSD for write-off.
  - o Agents will need to lodge a deconsolidation notification, whereas they will expect only a Transfer Message according to the scenario they applied. Important to make arrangements in order to avoid this scenario or to cover the implications.

  → Express material on commercial flights: DHL lodges a pre-lodged TSD and when unloading the goods, the GHA will lodge a PN referring to the CRN of that pre-lodged TSD in order to activate the TSD. In that case, the pre-lodged TSD of DHL will be activated and DHL will receive the MRN. It will be registered in good accounting and GHAs will lodge a Transfer Message in order to confirm the transfer of the goods and no Deconsolidation Notification will be needed as the House-level data has already been lodged. A TSD on MAWB-level for the GHA and a separate TSD on house only for house consignments of a particular MAWB. This is possible, the TSD is than the Deconsolidation Notification. The house-data will be added to the TSD and that house data will need to be written-off in goods accounting in the next process. Most likely, this will be a too complex way of working.

  → GHAs will never work on HAWB-level (which is obvious for TSD). For PN, only the reference of the HAWB is required to lodge a PN on HAWB-level. If there is a technical solution possible to get the link between the MAWB and the underlying HAWB, this could be a possible solution for the PN to activate the pre-lodged TSD lodged by agents/other EO.
- If a pre-lodged customs declaration is made, the customs declaration cannot refer to TSD and TSD will not be written-off automatically.
  Solutions:
  - o Pre-lodged customs declaration + PN: customs declaration can replace a TSD, but local customs should agree upon because goods will not get registered into goods

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accounting. If local customs agree, the PN standalone procedure will apply. If no agreement with local customs, the obligation to lodge a TSD remains.

→ Combined TSD upon unloading is difficult because there is no MRN available yet, so the pre-lodged customs declaration cannot refer to the TSD as previous document. At the moment the combined TSD is accepted, it will get registered in goods accounting, write-off is thus expected. If the pre-lodged customs declaration is not amended, no automatic write-off is possible. Other solution: see next.

- o Pre-lodged TSD + pre-lodged customs declaration: a CRN for the pre-lodged TSD will be received and the CRN could be used by an agent to lodge the pre-lodged customs declaration. Upon unloading two PNs are needed:
  1) IETS007: referring to the CRN of the pre-lodged TSD; activating the pre-lodged TSD and registering the TSD within goods accounting.
  2) Import/transit PN: to activate the declaration.
  In this way, an automatic write-off is possible.

The question arises whether it is possible to work with lodging a pre-lodged customs declaration then submitting a combined TSD and afterwards an I2 with the MRN of the combined TSD. Customs indicated this is not possible as the declaration writing-off the TSD needs refer to the TSD as a previous document. The import declaration should refer to the TSD as a previous document, the I2 PN is not a declaration, it is rather a message activating an import declaration. The declaration that needs to refer to the TSD is the import declaration. In case of the combined TSD, this means that for all the pre-lodged entries an amendment should be submitted when the TSD has been submitted. In I2 only the place of goods and the transport document could be changed, other information cannot be changed. There is no previous document section in the I2 PN.

The PN referring for the T2LF for union goods will be sent by GHAs.

As a final remark, there is added that it could be a good idea to start with the full TSD in two phases. In a first step, start with the simple solution, a combined TSD including PN. Transfer and deconsolidation will be added. This is a similar flow as it is today. Agents could only start from the moment the GHA has sent its IETS115 Later, other, more difficult set-ups, could be integrated in a second phase.

→ Once again, it becomes clear discussions with agents are required.

3. Next steps

1) Agreement with agents on combined scenario.
2) Development combined scenario by software providers GHAs.
3) Follow-up postal flow (with representatives of agents and integrators) on 09/06.
4) Meeting with express carriers on 02/06.