



MEETING MINUTES

Meeting report:	ICS/2 – PN/TS		
Date of the meeting	20/11/2023		
Ref.:			
Report written by:	Nathan Goethals	On:	21/11/2023

Company/Organisation	Name	Present
Aviapartner	Mathieu Serafimoff	
Aviapartner	Marc Verstraeten	
Aviapartner	Joachim Vervloesem	X
BAC	Toon Beylmakers	
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	Sophie Mausen	X
Challenge Group	Islem Nasri	X
Challenge Group	Fabrice Paquay	Excused
Crossroad Communcations	Bjorn Bollingh	
Crossroad Communcations	Nick Kumpen	
CRSNP	Johan Geerts	X
Descartes	Paul Jansen	
Descartes	Martin Meacock	X
Descartes	Nick Neesen	X
DHL Aviation	Gerrit De Sterck	
DHL Aviation	Michael Gomez	X
dnata	Kristel De Bruyn	X
dnata	Paul Van den Bulck	Excused
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	Excused
FOD Douane en Accijnzen	Bart Engels	Excused
FOD Douane en Accijnzen	Hein Forcé	
FOD Douane en Accijnzen	Ann Ghijselen	X
FOD Douane en Accijnzen	Jonas Knevels	X
FOD Douane en Accijnzen	Charles Poncin	X
FOD Douane en Accijnzen	Marie Josephson Randriamiharisoa	
FOD Douane en Accijnzen	Sarah Vanobberghen	Excused
FOD Douane en Accijnzen	Ivan Verborgh	
FOD Douane en Accijnzen	Bart Vleugels	X
FOD Douane en Accijnzen	Nicolas Wengler-Mathieu	



Gosselin Group	Martine Vermoesen	
Kuehne + Nagel	Peter Goossens	Excused
Liege Airport	Jamy Bagheri	
Liege Airport	Frederic Brun	Excused
Liege Airport	Eric Gysen	
Liege Airport	Alexis Lapot	Excused
Liege Airport	Aurore Longchamps	
Lufthansa	Pieter Huyghens	X
MSE Europe	Pascal Vanneste	
Organi	Sofie Withaecx	
Ostend Airport	Eddy Myngher	
Qatar Airways	Glen Verbelen	
Scan Global	Anthony Franck	X
Scan Global	Steve Mertens	
Stream Software	Sam Jespers	Excused
Stream Software	Koen Meyskens	
Swissport	Luc Goethals	X
Swissport	Olivier Lemmens	
WFS	Lucas Deschouwer	X
WFS	Jense Philips	Excused
ACB	Nathan Goethals	X
ACB	Thomas Van Asch	X

Next meeting: 07/12/2023 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

Update on MASP timings

Customs has recently shared an updated version of the MASP-timings, relevant timings were discussed:

- **ICS2 Rel 2 (air)**: technical go live (30/06/23) and deadline for economic operators (02/10/2023) remain unchanged.
- **PN (air)**: technical go live (05/07/23) and deadline for economic operators (31/12/2023) remain unchanged.
- **TS (air)**: technical go live (29/11/23) and deadline for economic operators (31/12/2023) remain unchanged.
- **REN**: Customs noted that REN will be available as of 29/11/2023, urging operators to use REN as soon as possible. The complete exit process has, however, not fully been linked to AES; aiming for completion by the end of 2024. B2B testing for the REN is available and will be able to be submitted in production by 29/11/2023.
- **AES**: expected MVP by 13/02/2024 with complete integration of the REN expected by EoY 2024. An overview of new functionalities will be requested by ACB.
- **NCTS p5**: To be moved to 30/06/2024 for existing functionalities with new functionalities to be added by EoY 2024. Customs is developing a connection between NCTS p4 and TSD, assuring correct transit declarations with new PN/TS functionalities. Customs confirmed that a converter for edifact p4 messages is ongoing.

Descartes asked when submitting the REN will be mandatory for economic operators; with customs stating that as soon as an operator is submitting new PN-TSD messages, write off should be done via the new REN module when applicable.

To conclude this overview customs noted following points:

- The EC urges Belgian customs to further motivate correct submission of the ENS-messaging, asking operators to follow-up on non or less compliant airlines as much as possible.
- For operators who have requested extra development time for PN-TSD and REN, customs would like to receive feasible and concrete timings from the operators. Having an overview of the playing-field would be useful. Delay requests can be sent to Ivan Verborgh (with Ann Ghijselen in cc for PN-TSD).
- In order to be prepared, an indication of estimated volumes of PN-TSD and REN messages would be helpful to customs as well.

FedEx noted that, with December being the busiest period in the year for air cargo, development and implementation during this period is difficult. Testing is not fully possible with many scenarios/questions left unanswered.

In regards to IDMS, DHL, Descartes and FedEx mentioned that testing is not yet ongoing and noted concerns on timings. DHL further indicated that there are many concerns on the write-off for the TSD, aiming to implement REN as soon as possible. Customs is looking into a way to write off the new TSD's in the old PLDA, with testing still ongoing at their side. A summary on how to write-off new TDS messages is in the works at customs.



DHL noted that a written out and well-considered emergency procedure for IDMS would be useful and necessary.

Action	Responsible	Deadline
Feedback customs on scenarios	Customs	Asap
Send delay request with concrete timings and expected message volumes to Ivan Verborgh & Ann Ghijssels (for PN-TSD)	GHA's	Asap
Emergency procedure for IDMS	Customs/operators	Q1 2024*

Gentlemen's Agreement European Commission – Postal operators

A written interpretation and position is needed from Belgian customs in regards to previously discussed gentlemen's agreement. In particular two questions were raised:

- In case EO is connected and filing ENSs after 31 October 2023 but not to full extent, customs authorities should enforce full compliance at the latest by 01/04/2024 to ensure a level-playing field to all EOs.
➔ Which actions will be taken by AAD&A?
- In case EO is not connected and filing any ENSs into ICS2, the national penalties and sanctions should apply as from 1 November 2023.
➔ How and from when will penalties and sanctions be imposed by AAD&A?

Customs noted that discussions on possible sanctions are still ongoing. Operators noted that if no sanctions apply if the carrier does not file the ENS, carriers are not likely to file said ENS. While it remains a technical possibility to file a combined TSD without reference to the ENS, this is not the optimal solution. Customs is looking into finding a balance on pressuring the carriers to file the ENS without interfering Belgian operators.

2. ICS2 (PN Standalone)

General Cargo

CSN-messaging

GHA's noted that lots of carriers are sharing the CSN-messages, however, dependant on airline/origin messaging is lacking. Some GHA's see improvements while other carriers remain non-compliant. ACB will check with GHA's which origins remain difficult in order to share this information with customs on a European level.

In regards to open scenarios for goods entering BRU via RFS (e.g.: FPOE = CDG -> PN-TSD in CDG -> RFS under T1 to BRU) goods should be able to be written-off via NCTS. For both software developers and GHA's many open questions remain on the scenarios and write-off.

PN-standalone solution

Descartes cannot give a definitive go-live date, but noted that testing is increasing and that the technical solution is ready. Based on outcome of testing, the amount of CSNs and the amount of records where manual interference is needed from the GHA a go-live could be defined. On the



previously discussed goods-locations change by CHAMP, development has not been finished yet. Multiple filing and filing for shipments that do not have end-destination BRU remain an issue as well.

BE4N03-message

No GHA receives the BE4N03 or e-mails to send in PN's on the web-interface. Customs noted that a fix is ongoing on the CR and will come back to the economic operators as soon as possible. As requested; customs will provide an example of the BE4N03 in order to allow the GHA to do testing on said message.

Action	Responsible	Deadline
Provide customs overview on origins that remain difficult for CSN-messaging	ACB/GHA's	Asap
Example BE4N03-message	Customs	Asap

Express segment

Connection to the PN-system for express material:

- **DHL:** connected for express material on network flight since 24/10, heavy monitoring ongoing. End-to-end all is going well, with limited issues. Express material on commercial airlines (multiple-filing) remains an issue for DHL with carriers not being fully aware on how to do multiple filing even though they are contractually bound to do so with DHL.
- **FedEx:** connected since 24/10 for express, and is lodging the G3PN message for write-off. FedEx noted that issues are limited, with the BE4N03-message remaining unclear on how to expect. Customs noted that they will not send an e-mail before a solution for the BE4N03-message.
- **UPS:** Not present

Multiple filing: F21 vs F33:

With airlines not aware on how to file the F21 message, with express operators correctly filing the F33-message, no ENS will be available. Pushing airlines into the right direction remains difficult, with airlines often noting they are ready when they are not. DHL indicated no improvement since the issue was raised.

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

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

On the non-covered scenarios; customs aims to share answers on at least the “happy-flow” scenarios by the end of week 47. Having the scenarios with the highest occurrence handled is to be prioritized, in order to provide software developers with the necessary information.

In regards to write-offs for the TSD, scenarios are to be discussed. With the ETD being a “blind message” referring to Intra-European flights with T1 goods operators proposed that write-offs should be possible using the manifest number in the ETD. Customs will include this in the scenarios to be answered.

ETD information as the most viable solution for write-off

Express segment

Some open questions were discussed during the working group:

- What to put in ENS field if no ENS entry is available (FPOE not BRU)
→ Technically a combined TSD can be filed without reference to the ENS, however customs noted that the ENS remains obligatory. In the situation where the ENS is written off by a previous PN-TSD (FPOE not BRU) it is most likely that there should not be referred to any ENS. Customs will double check and come back on this point. Customs is looking into a balanced approach for sanctioning carriers not filing the ENS.
- FedEx mentioned that testing without re-use of the ENS for intra-European flights (under ETD) is difficult with the PLDA-helpdesk noting that the ENS remains obligatory.
→ Customs noted that they are working on the ENS re-use functionality in testing.
- How to trigger examinations during testing PN/TS?
→ No feedback from customs as of yet.
- How to manage the use of the same MRN for multiple pieces? (e.g. 1 MAWB of 3 pieces/ HAWB's on the same ENS to be separated in 3 TSD's)
→ Customs will look into whether the write-off takes into account the transport documents on MAWB- or HAWB-level.
- FedEx noted difficulties with their (correct) PN/TS endpoint and asked for a solution.
→ Customs found some issues in the xml. messaging from FedEx and shared the solution, FedEx will test again with correct messaging.

Action	Responsible	Deadline
Follow-up on open questions PN/TSD	Customs/ACB	Asap

Postal segment

Discussions ongoing with customs for a possible delay, no further feedback.



4. Questions

The previously discussed technical issues in regards to the Delay response time Assessment Complete Notification (IE3N03) has been addressed and solved with DG Taxud, with response times now being remarkably faster.

Feedback on open scenarios was requested to be shared with the entire group: ACB will share the outcome as soon as possible.

In regards to sharing the MRN of the TSD with the economic operator, the working group has asked on a status update. As of now, no solution has been found.

5. Next steps

Action	Responsible	Deadline
Feedback customs on scenarios	Customs	Asap
Send delay request with concrete timings and expected message volumes to Ivan Verborgh & Ann Ghijsselen (for PN-TSD)	GHA's	Asap
Emergency procedure for IDMS	Customs/operators	Q1 2024*
Provide customs overview on origins that remain difficult for CSN-messaging	ACB/GHA's	Asap
Example BE4N03-message	Customs	Asap
Follow-up on multiple filing issue	ACB/integrators/airlines	Asap
Follow-up on open questions PN/TSD	Customs/ACB	Asap