IMPORT CONTROL SYSTEM 2

ICS 2

EU advance cargo information system to which safety & security declarations are submitted for goods imported into the EU customs territory.

CHALLENGES ADDRESSED

EU SAFETY & SECURITY

- **Protect** EU citizens and internal market **against threats**

- **Identify** high-risk consignments more efficiently

- Intervene at **most appropriate point** in supply chain

- Better support **crisis response** scenarios

- **Facilitate** cross-border clearance for **legitimate trade**

- **Simplify the data exchange** between Economic Operators (EOs) and EU Customs Authorities

All **goods arriving** in the **EU** customs territory must be the subject of an **ENS***

Regulatory **timeframes** for filing ENS according to the mode of **transport**

Risk analysis is carried out by the **Member States** of the ICS2 countries

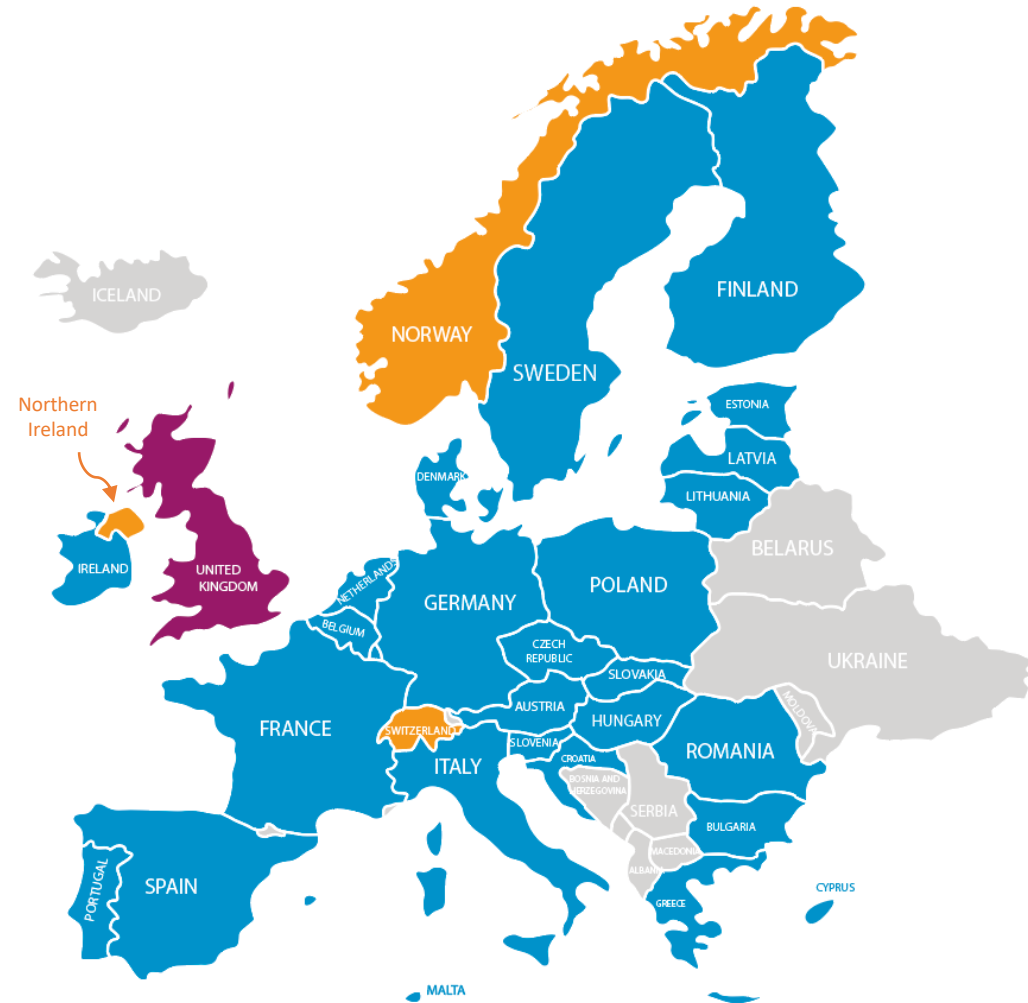***ENS** = **EN**try **S**ummary declaration

GEOGRAPHIC SCOPE OF **ICS 2**

Açores

Saint-Martin

Madère

Canaries

Guadeloupe

Martinique

Guyane

Mayotte

La Réunion

IMPORT PROCESS **IN 5 STEPS**

1st point of entry

Temporary Storage Facility (TSF)

Exit from temporary storage

ENtry Summary Declaration

ENS

ACTIVATES

Arrival Notification

AN

ACTIVATES

Presentation Notification

PN

ACTIVATES

Temporary Storage

TS

ACTIVATES

Customs Procedure

SCOPE OF **ICS2**

Schedule initially planned by the European Commission

1

From

15 March 2021

Express carriers & designated postal operators

2

From

1 March 2023

All goods transported by air in postal, express & general air cargo consignments

3

From

~~1 March 2024~~

~~Maritime, road and rail carriers~~

Economic operators must request a *"Deployment Window"* from their
EU Member State of registration if they are not ready to start on the Go-Live date.

RELEASE 3

from
3 June 2024

1

**3 June
4 December 2024**

Maritime & inland
waterway
carriers

2

**4 December 2024
1 April 2025**

Maritime and inland waterway
"House" level declarants
Multiple filing

3

**1 April
1 September 2025**

Road and Rail
carriers

WHO CAN FILE THE ENS ?

TRANSPORT VIA ...

The **carrier is responsible** for filing the complete Entry Summary declaration (ENS) dataset.

POSSIBLE FILERS ...

- Air, sea, road and rail carriers

- Forwarders

- Transport agents

- Customs brokers

- Importers / Exporters

Other **economic operators**, with the carrier's agreement, may lodge partial ENS datasets.

SUBMISSION DEADLINES

GOODS IMPORTED BY AIR

DEADLINES FOR ENS SUBMISSION

Pre-loading minimum dataset	›	**As early as possible** but at the latest before the goods are loaded onto the aircraft
Pre-arrival complete dataset	›	**Flights − 4 hours**: at the time of actual departure of the aircraft
Pre-arrival complete dataset	›	**Flights + 4 hours**: 4 hours before arrival of the aircraft

RELEASE 2

SUBMISSION DEADLINES

GOODS IMPORTED BY SEA

DEADLINES FOR ENS SUBMISSION

A. Coming from Greenland, Faeroe Islands, Iceland, ports on the Baltic Sea, Black Sea, Mediterranean Sea or Morocco

➤ At the latest **two hours before the arrival** of the vessel at the first port of entry into the Union

B. Coming from other third country territories with vessel journey less than 24 hours before entering EU, French overseas departments, Azores, Madeira or Canary Islands

➤ At the latest **two hours before the arrival** of the vessel at the first port of entry into the Union

C. Bulk cargo in other cases than A. or B. above

➤ At the latest **four hours before the arrival** of the vessel

D. Containerised vessels other than A. or B.

➤ **24 hours before the goods are loaded** onto the vessel which will bring them into the customs territory of the Union

RELEASE 3

SUBMISSION DEADLINES

GOODS IMPORTED BY RAIL

DEADLINES FOR ENS SUBMISSION

A. When the train voyage takes less than two hours from the last train formation station outside the customs territory of the Union to the first point of entry into the customs territory

➤ At the latest **one hour** before the train arrives at the border entry point of the Union

B. In situations other than those mentioned under A. above

➤ At the latest **two hours** before the train arrives at the entry point of the Union

GOODS IMPORTED BY ROAD

DEADLINES FOR ENS SUBMISSION

At the latest **one hour** before the goods arrive at the entry point of the Union

Accompanied RORO falls under the rules for road.

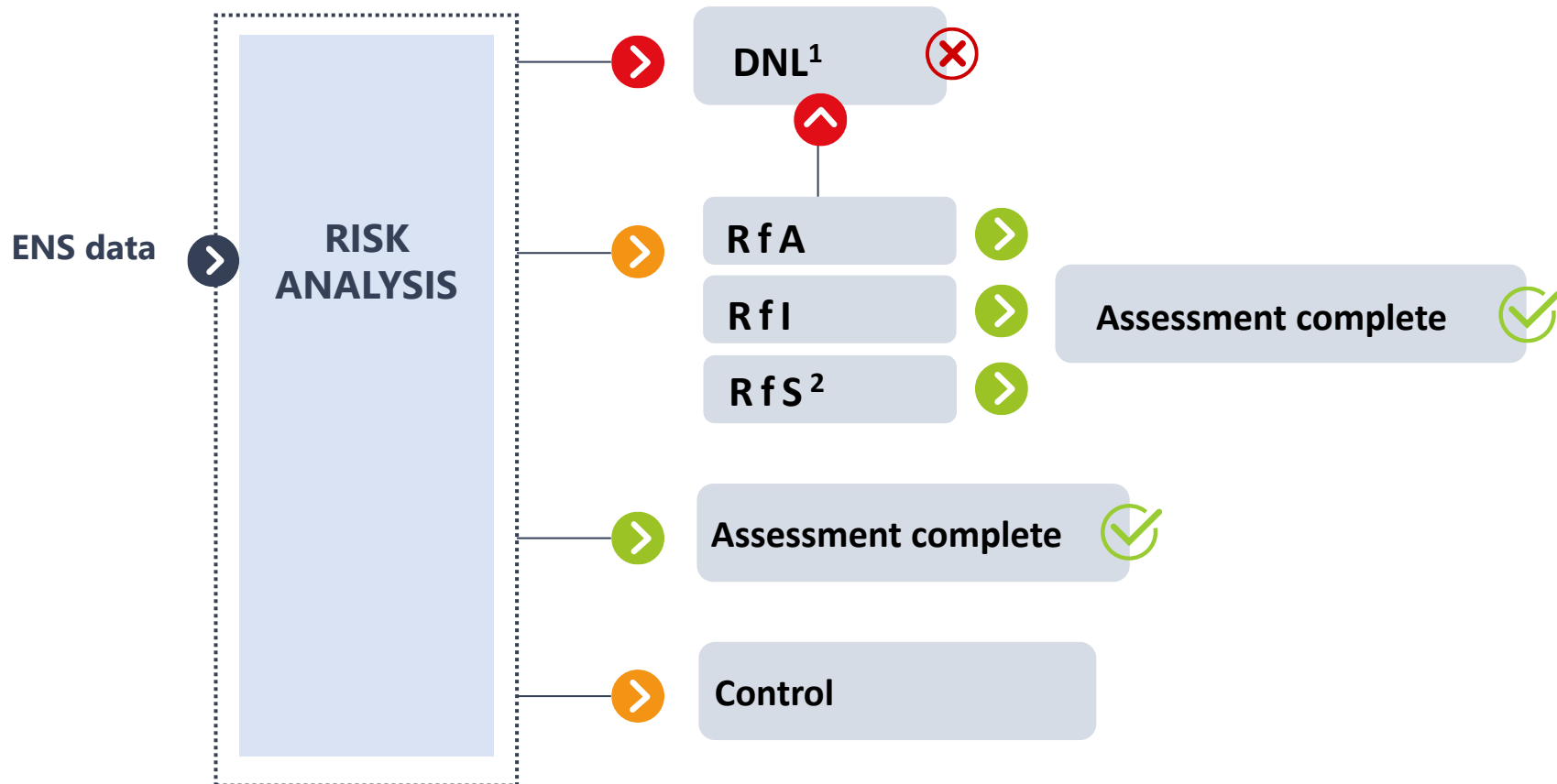**RELEASE 3**

ICS 1

ICS 1		ICS 2
One Filer	›	Possibility of Multiple Filers
A single ENS declaration	›	Multiple message combinations for a complete ENS
Goods by **air**, ENS filed after loading	›	PLACI* dataset to be deposited before loading
One ENS only per consignment (often master level)	›	ENS must contain house level details
DNL* only for containerised goods transported by **sea**	›	Referrals (Notification returned by customs) DNL for **air**
Relatively small dataset	›	More detailed dataset (DA annexe B)
Description of the goods or 4-character HS code	›	6-character HS code mandatory

*PLACI = Pre-Loading Advance Cargo Information

*DNL = Do Not Load

RISK ANALYSIS

ENS data → RISK ANALYSIS

- DNL[1] ✗
- R f A ↑
- R f I
- R f S[2]
  → Assessment complete ✓
- Assessment complete ✓
- Control

1: "Do Not Load" only applies to air and containerised goods transported by sea
2: Air transport only

REFERRALS

NOTIFICATION

ACTION

RFA	Request for Amendment	Provide additional detail and amend ENS **if the customs authorities require better quality data**.
RFI	Request for Information	Provide additional information **if the data provided is not sufficient**.
RFS¹	Request for Screening	Screen consignment according to high-risk cargo or mail (HRCM) standards, or corresponding International Civil Aviation Organisation standards for high-risk cargo, and then communicate the screening results via ICS2 **if a risk is detected**.
DNL²	Do Not Load	Take immediate steps to ensure that appropriate civil aviation security protocols and procedures are implemented because customs have identified a threat to air cargo security in one of your consignments. **If such a risk is confirmed, the EO will receive a DNL.**

1: Air only
2: Air and containerised goods transported by sea only

ICS2, WHAT IS "*MULTIPLE FILING*"?

> ENS composed of two or more partial ENS filings

> Applies when the carrier does not have access to required house-level data

Each party files its own part of the data:
- Carriers file "**MASTER**" (high level) data
- Freight forwarders file "**HOUSE**" (low level) data

> ICS2 is able to link the partial ENS filings together.

> One ENS = one "MASTER" transport contract

ICS2, WHY *"MULTIPLE FILING"*?

Represents
- important trade facilitation measures
- heightened risk assessment possibilities

Enables **freight forwarder / NVOCC** to choose to file house-level information instead of carriers
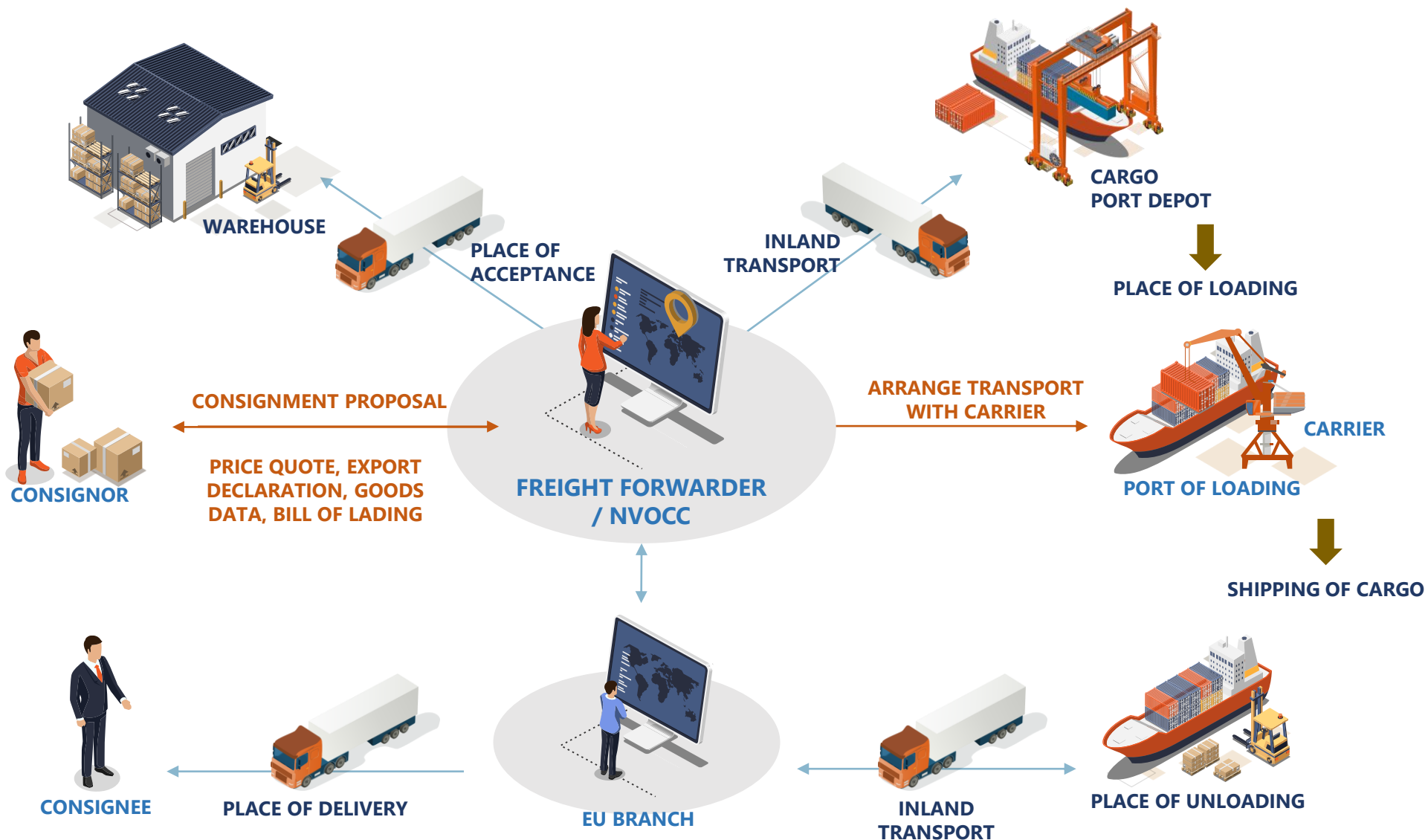
▶ The **right** party files the **right** data at the **right** time.

Each party is responsible for:
- the completeness and accuracy of data provided
- ensuring filing meets relevant criteria and format

ICS2, WHY FREIGHT FORWARDERS ARE IMPORTANT

WAREHOUSE

PLACE OF ACCEPTANCE

INLAND TRANSPORT

CARGO PORT DEPOT

PLACE OF LOADING

CONSIGNMENT PROPOSAL

ARRANGE TRANSPORT WITH CARRIER

CARRIER

CONSIGNOR

PRICE QUOTE, EXPORT DECLARATION, GOODS DATA, BILL OF LADING

FREIGHT FORWARDER / NVOCC

PORT OF LOADING

SHIPPING OF CARGO

CONSIGNEE

PLACE OF DELIVERY

EU BRANCH

INLAND TRANSPORT

PLACE OF UNLOADING

©CONEX SAS - Aucune reproduction, totale ou partielle et quelle qu'en soit la forme ne pourra être faite sans l'autorisation écrite de CONEX.

ICS2, WHY FREIGHT FORWARDERS ARE IMPORTANT

2

3

Ensure global supply chain resilience and continuity

Central role in supply chain organisation and certainty

Find efficient and effective transport routes thanks to specific expertise and know-how

Closest to shipper customers so best-placed to obtain and provide accurate and timely house-level information

ICS2, WHY BE A "SELF-FILER"?

SELF-FILER =

declares its own HOUSE

data instead of the carrier

> Maintain control of the data submission schedule to avoid disruptions at departure and arrival

> Be proactive in obtaining the "**Assessment complete**"

> Submit the HOUSE data as early as possible, allowing maximum reaction time in the event of a referral

> **Commercial decision**

Protect the independence of freight forwarder markets
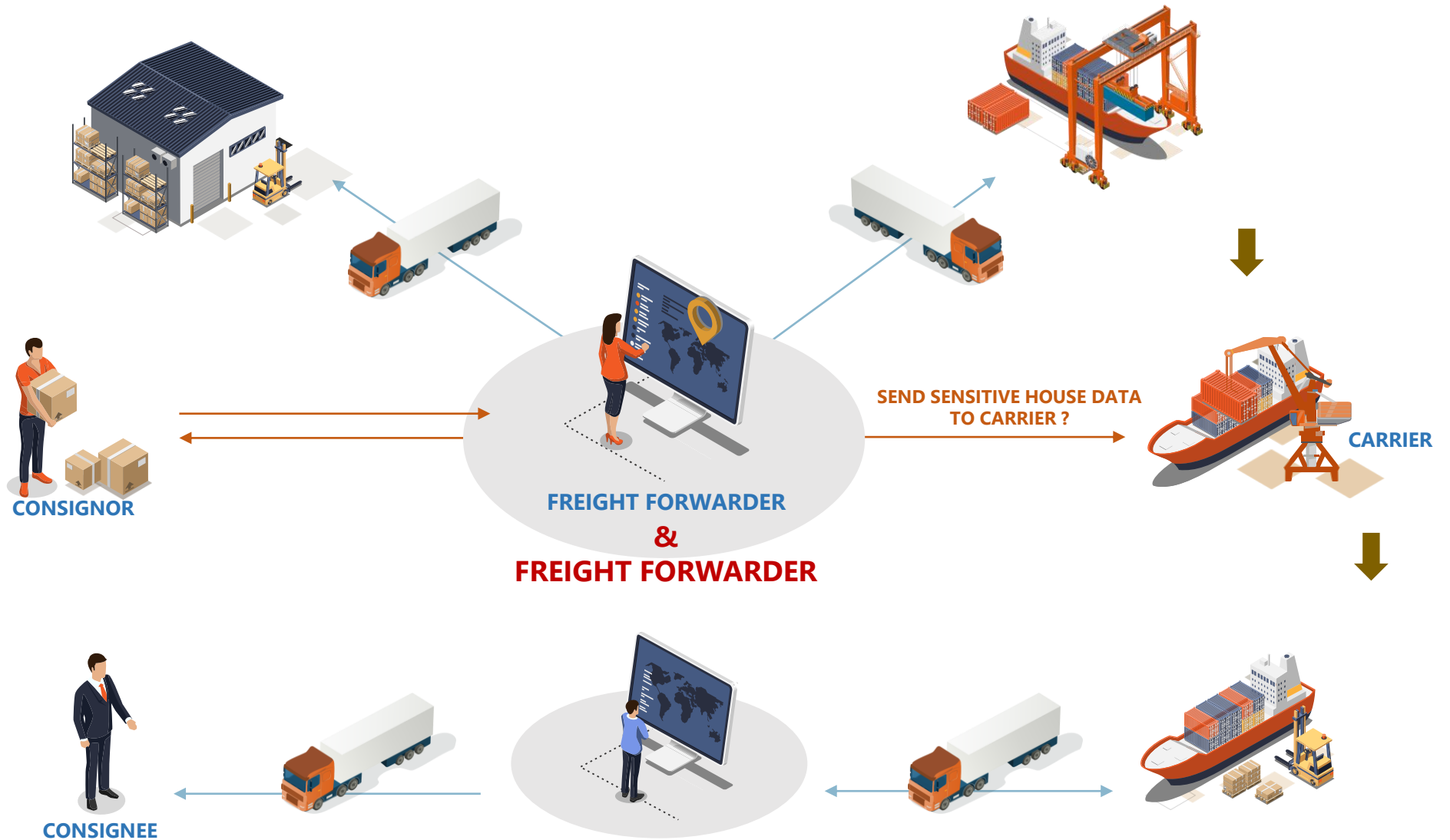
Keep business data confidential

> **Can freight forwarders afford NOT to self-file?**

ICS2, WHY BE A "SELF-FILER"?

Numerous carriers are also freight forwarders

Would you give sensitive commercial information to your competitors?

CONSIGNOR

FREIGHT FORWARDER
&
FREIGHT FORWARDER

SEND SENSITIVE HOUSE DATA TO CARRIER ?

CARRIER

CONSIGNEE

ICS2, HOW TO BECOME A "SELF-FILER"

EORI

DATA

CONTRACTUAL ARRANGEMENTS

IT SOLUTION

ICS2, HOW TO BECOME A "SELF-FILER"

EORI

- Economic Operator Registration and Identification number

- All filers need to have an EORI which is valid in the EU

- Register with one of the EU Member States – MS of registration

- Apply for Deployment Window with the MS of registration

- Don't need to be based in the EU to obtain an EORI

ICS2, HOW TO BECOME A "SELF-FILER"

DATA

- Know which data elements are required

- Inform shippers of need for high quality and accurate data

- Establish means of obtaining data elements from shippers

- Establish procedures for obtaining additional information, if need be (Referrals)

- Ensure a consistent approach with shippers

HOUSE-LEVEL ENS DATA ELEMENTS INCLUDE:

Declarant's EORI, Carrier's EORI

Master and House level data

Commercial references

Total mass

Economic operators:
- Consignor
- Consignee, Notify party
- Supplementary declarant
- Type of person

Places
- Acceptance
- Loading
- Unloading
- Delivery

Goods-related details
- Commodity code (minimum HS 6)
- Mass, Packages (Nb and type), Marks and Numbers, Container, possible Danger Code
- Documents (transport)

HOUSE-LEVEL ENS DATA ELEMENTS INCLUDE:

Transport document ref (**Master BL N704**)   Transport document ref (**House BL N703**)

Transport costs payment method
Total gross mass
Supplementary documents
Additional Information
Supply chain actors
   Name / ID
   Address
   Type

Places
Place of loading   Place of unloading
Place of acceptance   Place of delivery

Consignor   **Consignee**
   Name / ID   Name / ID
   Address   Address
   Type   Type
Buyer   **Seller**
   Name / ID   Name / ID
   Address   Address
   Type   Type

Goods items
   Description   Container
   SH code - 6 characters   No.
   Gross mass   Type
   Package kind   Empty Y/N
   Package quantity   Supplier
   Shipping marks   Seals

ICS2, HOW TO BECOME A "SELF-FILER"

CONTRACTUAL ARRANGEMENTS

- Analyse your supply chain scenarios and logistics operations

- Determine how you will work with your supply chain partners, carriers / shippers

- Undertake contractual agreements with supply chain partners for legal clarity

- FIATA Model Agreement on Multiple Filing Bilateral Arrangements

ICS2, HOW TO BECOME A "SELF-FILER"

IT SOLUTION

Self-filers need:

- a connection with the EU ICS2 system

- a compliant and conformance-tested solution

- a reliable and reactive ITSP*

- close contact with EU and MS administrations

60% of freight forwarders choosing NOT to file because of perceived technical complexities
- FIATA survey 2024

*IT Service Provider

CONSEQUENCES OF NON-COMPLIANCE

> Cargoes delayed, held or rejected

> Unnecessary interventions

> Supply chain disruptions

> Risks for customs clearance of goods in the EU

> Financial sanctions

> Dissatisfied customers
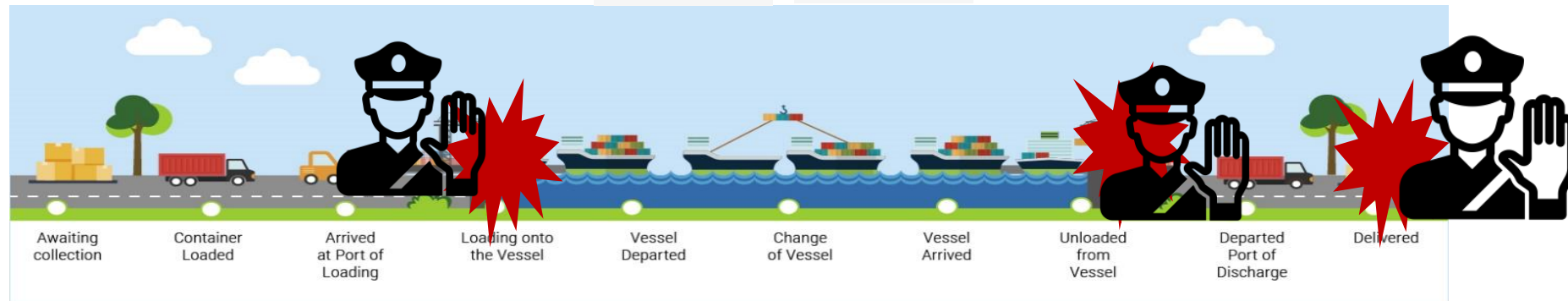
SAFE™ VIA **CONEX**

PRE-CUSTOMS CLEARANCE FORMALITIES

OUR SOLUTION FOR
ICS 2

conex
i-way to customs

ADVANCE SAFETY & SECURITY DECLARATIONS

SAFE via conex™, coupled with service providers at departure, provides the solution for your freight forwarders clients to self-file with ease

CONEX, as ITSP, means:

Seamless connection with the EU ICS2 system
- ✓ faster and more accurate data submission
- ✓ reduction in delays and errors
- ✓ improved performance

A compliant and conformance-tested solution
- ✓ operational, reliable and secure since ICS2 Day 1

EU-based
- ✓ in close contact with EU and MS administrations
- ✓ continuous updates on ICS2 regulations
- ✓ clients better-placed to stay compliant, avoiding penalties and delays

State-of-the-art technology
- ✓ client data security

Partner support
- ✓ comprehensive technical and operational assistance

WHY USE CONEX AS YOUR ITSP?

CONEX has taken care of all the complex technical procedures so, NO NEED FOR :

2 Digital certificates

Benefit from Conex's certificates

- to seal messages
- for identification purposes

National & European connection procedures

Benefit from Conex's direct connection with the central EU system

Conformance Testing

Conex has performed EU STI* testing for you

- all transport modes
- all messages

*Shared Trader Interface

UUM&DS* portal access

National communication prerequisites, authentication and certificate registration already performed by Conex

*new Uniform User Management and Digital Signature system

ADVANCE SAFETY & SECURITY DECLARATIONS

A SOLUTION ADAPTED TO ICS2

Solution adapted to all possible filer scenarios for multiple filing and multiple message combinations.
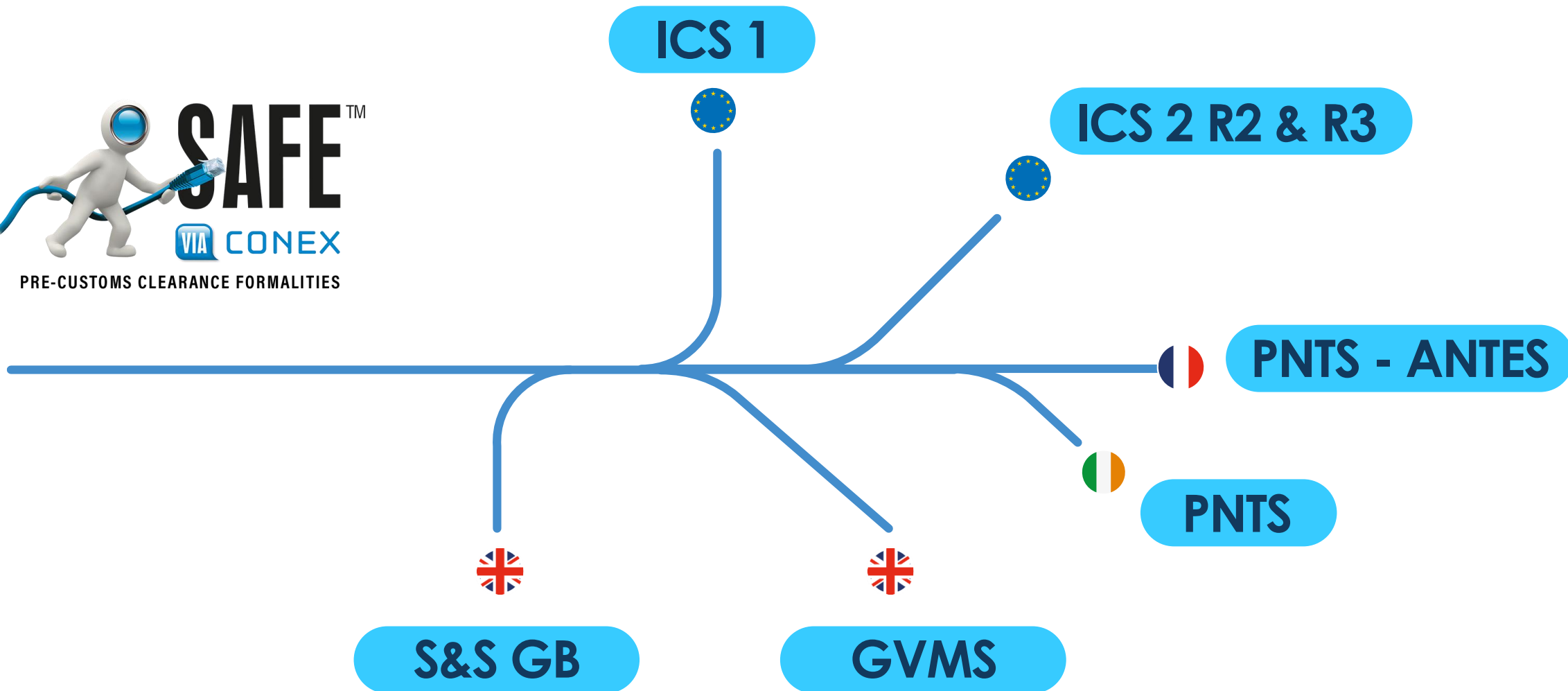
The **SAFE via conex™** API handles all datasets

SAFE via conex™ will keep track of each message status and report any eventual referral notification

SAFE via conex™ has more than 14 years of experience in safety & security filing solutions

ADVANCE SAFETY & SECURITY DECLARATIONS

A UNIQUE SOLUTION TO A MOSAIC OF COMPLEXITY AND SECURITY OBLIGATIONS

ADVANCE SAFETY & SECURITY DECLARATIONS

EDI EXCHANGES

SAAS APPLICATION

INTERCONNECTIVITY WITH CENTRAL ICS2 SYSTEM

ALERT & NOTIFICATION MESSAGES

MESSAGE CONSTRUCTION

REGULATORY COMPLIANCE

EU, IMPORT CONTROL SYSTEM

SAFE via conex™ is a solution for shaping your advance safety and security declarations and ensuring the electronic exchange of messages with customs administrations.

EU **ICS 1**	EU **ICS 2**	EU/MS **PNTS**	GB **SAFETY & SECURITY GVMS**
Advance security declarations for goods imported into the EU customs territory.	*New version*: Advance security declarations for goods imported into the EU customs territory.	Presentation of goods and declaration of temporary storage, to be submitted to the national IT system.	Advance security declarations for goods imported into the British customs territory.

THANK YOU
FOR YOUR ATTENTION

CONTACTS:

NT National Telecom

Mr Somphong ASSAWABOONMEE - **somphong.a@ntplc.co.th**

CONEX

Ms Minjie WU – **minjie.wu@conex.net**

Ms Kaye CHERI – **kaye.cheri@conex.net**

www.conex.net   -   corp@conex.net