What is ICS2?
It is a system supporting the following processes:
- lodgement of the Entry Summary Declaration (ENS) (advance cargo information) to customs
- security and safety risk analysis by customs
- arrival of means of transport
- presentation of goods to customs, and
- control by customs of goods, where required.

What is ICS2 not?
ICS2 is not an import system and it is not used for the processing of the customs declarations for release into free circulation.

How does ICS2 fit into the customs domain?
Entry of the goods into the EU can be described as a 5-step process, consisting of

1. the lodgement of the Entry summary declaration (ENS)
2. notification of the arrival of the means of transport
3. presentation of goods
4. temporary storage of goods and
5. placing the goods under a customs procedure.

ICS2 business process scope covers three steps out of five: lodgement of the ENS, notification of the arrival of the means of transport and presentation of goods.

What are the business models/transport modes affected by ICS2?
ICS2 will support the communication of advanced cargo information (ENS) for safety and security risk analysis on the entry of goods into the EU for the following transport modes and business models: road, rail, maritime, air, air express and postal goods.

Is ICS2 an upgrade of ICS1?
No. It will fully replace ICS1 and introduces an entirely new business process in accordance with the Union Customs Code legal requirements and the strategic operational needs expressed in the EU Customs Risk Management Strategy and Action Plan (adopted in 2014). Furthermore, it enables multiple filing of advance cargo information for application of Article 127 (6) of the Union Customs Code and involves more supply chain actors and business models as Article 127 (4) of the Union Customs Code.

Are ICS1 and ICS2 going to run in parallel?
Yes, they will for a period of time. After the roll-out of ICS2 Release 3, ICS1 will phase out after a transitional period of 200 days.

What are ICS2 Releases?

The ICS2 Transition Strategy and Plan foresees implementation of the new system and consequently new Entry Summary Declaration requirements and related business and risk management processes in three operational releases.

- Release 1: Air postal and express consignments – Pre-Loading Advance Cargo Information (PLACI) minimum ENS dataset
- Release 2: Goods in Air traffic – complete ENS dataset for all goods in air transport
- Release 3: Goods in Maritime and inland waterways, Road and Rail traffic – complete ENS dataset for all goods in these sectors, including postal goods.

What is the scope of different ICS2 Releases?
Release 1:

- lodgement of pre-loading minimum data set (PLACI) for air express and postal consignments;
- presentation process for postal consignments.

Release 2:

- lodgement of the complete ENS for all goods in air traffic;
- lodgement of the arrival notification for all goods in air traffic;
- presentation process for air express consignments and general air cargo.

Release 3:

- lodgement of the complete ENS for maritime and inland waterways, road and rail traffic (this includes goods in postal consignments transported in these means of transport);
- lodgement of the arrival notification for maritime and inland waterways;
- presentation process for all goods on all modes of traffic.

How are the business models of Release 1 affected?
Express integrators will have to lodge the air pre-loading ENS filing (specific circumstance indicator F32) in ICS2. When lodging the ENS for the pre-arrival phase, the arrival notification for the means of transport and the presentation of the goods are to be performed in accordance with the rules currently applied for ICS1.

Postal operators will have to lodge the air pre-loading ENS filings (specific circumstance indicator F43 and F44) and presentation notification in ICS2.

Air cargo security referrals processes for both business models will be implemented in ICS2. These processes aim to mitigate potential risks of an imminent threat to the civil aviation posed by (improvised) explosive devices or incendiary devices (aka 'bomb-in-a-box') in air cargo supply chains .
For the full scope of Release 1, please consult ICS2-Scope of Release1-(2018-12-07)_trade.docx

Who is an express integrator in the context of the ICS2?
An Express integrator is an economic operator that brings express consignments into the Union. "Express consignment" is defined in the UCC Annex B legal provisions and implies the integrated service of expedited / time-definite business planning, ordering, sending, transporting, receiving, customs clearance and dispatching of goods, tracking the location of

and maintaining control over the items throughout the supply of service. Release 1 implementation will apply to any business that fits this model.

What are the timelines for different ICS2 releases?
Release 1 is foreseen to become operational on 15 March 2021.
Release 2 on 1 March 2023.
Release 3 on 1 March 2024.

Where can I find information about ICS2?
Information and project documentation can be found on the PICS platform:
Express integrators and postal operators - https://webgate.ec.europa.eu/pics/group/17879
Maritime sector - https://webgate.ec.europa.eu/pics/group/20610

How can I access PICS?
Interested parties from trade should contact the ICS2 functional mailbox TAXUD-ICS2-PROJECT-TEAM@ec.europa.eu first before requesting access to PICS. The ICS2 team will contact the PICS team, so that they can take action on PICS side so that everything is ready for the trade member to create an account. Once this is done, ICS2 team will contact you and you can register for PICS as described in the document inserted:

How to register for
PICS-EU login.doc

If you created your PICS account, inform the ICS2 team by sending a mail to TAXUD-ICS2-PROJECT-TEAM@ec.europa.eu . ICS2 team will grant you access to the relevant ICS2 groups on PICS. For release 1, the group for trade is

ICS2 Release 1 for Postal and Air Express
https://webgate.ec.europa.eu/pics/group/17879

Whom can I contact to obtain more information about ICS2?
If you need more information about ICS2, you can contact the ICS2 team via the functional mailbox TAXUD-ICS2-PROJECT-TEAM@ec.europa.eu .

What information is exchanged in ICS2?
Advanced cargo information (ENS) required for the process of the entry of goods into the customs territory of the European Union. For further details, please consult the ICS2 Harmonised Trader Interface (HTI) Specifications
https://webgate.ec.europa.eu/pics/filedepot_download/24361/44735

What is Annex B?
Annex B to the UCC Delegated Act (Commission Delegated Regulation (EU) 2015/2446 of 28 July 2015 supplementing Regulation (EU) No 952/2013 of the European Parliament and of

the Council as regards detailed rules concerning certain provisions of the Union Customs Code) lays down the data requirements for the declarations and notifications to be lodged to the customs authorities.

Annex B to the UCC Implementing Act (Commission Implementing Regulation (EU) 2015/2447 of 24 November 2015 laying down detailed rules for implementing certain provisions of Regulation (EU) No 952/2013 of the European Parliament and of the Council laying down the Union Customs Code) specifies the formats of the data elements and the code lists.

What is an ENS?

Entry Summary Declaration (ENS) means the act whereby a person informs the customs authorities, in the prescribed form and manner and within a specific time-limit, that goods are to be brought into the customs territory of the Union.

What is a multiple filing?

A multiple filing means that an ENS is composed of two or more ENS filings (i.e. two or more prescribed data-sets), which together form an ENS declaration.

What is an ENS filing?

ENS filing means either partial or full ENS data set required by the legislation per specific mode of transport or business model.

What is PLACI?

PLACI refers to a specific type of partial ENS filing, which is the mandatory minimum dataset ('7+1') to be filed as soon as possible prior to loading of the goods onto the aircraft in a third country. It is limited to air traffic only and covers all goods (i.e. general cargo, express consignments and postal consignments).

What is a referral?

It is a risk mitigation measure aimed to address potential air cargo security risks (aka bomb-in-a-box'), which can take the form of:

- request for further information on the ENS particulars (data quality and accuracy referral);
- request for High Risk Cargo and Mail screening (HRCM) by making use of the EU Civil Aviation security measures within the framework of the air transport security regulations;
- notification for "do not load" (DNL).

What is a Request for Information?

Request for Information (RfI) is a notification communicated by the customs authority to the person filing (and the carrier under certain conditions) requesting further information on the particulars of the ENS.

What is a Request for HRCM screening?

High Risk Cargo and Mail Screening (HRCM screening) is a notification communicated by the customs authority to the person filing (and the carrier under certain conditions) that the goods concerned shall need to be screened as a high risk cargo and mail, in accordance with

the point 6.7.3 of the Annex to Commission Decision C (2010) 774 of 13 April 2010, before being loaded on board of an aircraft bound to the customs territory of the Union.

What is a DNL?
Do Not Load (DNL) is a notification communicated by the customs authority to the person filing (and the carrier under certain conditions) that the goods concerned shall not be allowed to be loaded on the aircraft or vessel.

Who has to file an ENS and when?
In general the carrier bringing the goods into the customs territory of the Union is obliged to lodge an ENS for those goods [Article 127 (4) UCC]. In cases where the carrier does not have all legally required particulars of the ENS at its disposal those particulars are to be filed by the person who holds those particulars and did not share them with the carrier thus enabling the carrier to lodge a complete ENS [Article 127 (6) UCC; case of multiple filing].
Depending on the mode of transport the ENS is to be filed within the following time limits:

Transport by sea
    a) At the latest two hours before the arrival of the vessel at the first port of entry into the Union in case of goods coming from Greenland, Faeroe Islands, Iceland, ports on the Baltic Sea, Black Sea, Mediterranean Sea or Morocco;
    b) The same two hours apply in cases where the goods are coming from other third country territories and enter the enter the customs territory of the Union, the French overseas departments, the Azores, Madeira or the Canary Islands and the duration of the vessel's journey is less than 24 hours;
    c) At the latest four hours before the arrival of the vessel for bulk cargo in other cases than a) or b) above;
    d) For containerised cargo in other cases than a) and b) 24 hours before the goods are loaded onto the vessel which will bring them into the customs territory of the Union.

Transport by air
    e) The ENS, or where that is not possible the minimum data set for air pre-loading, shall be lodged as early as possible but at the latest before the goods are loaded onto the aircraft which will bring them into the customs territory of the Union;
Where only the minimum data set was lodged under e)
    f) The complete ENS shall be lodged at the time of the actual departure of the aircraft when the duration of the flight is less than four hours;
    g) For other flights than mentioned under f) the complete ENS is to be lodged four hours before the arrival of the aircraft at the first airport in the customs territory of the Union.
Transport by rail
    h) Where 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 the ENS is to be lodged at the latest one hour before the train arrives at the border entry point of the Union;
    i) In other cases than mentioned under h) the ENS is to be lodged at the latest two hours before the train arrives at the entry point of the Union.
Transport by road

The ENS shall be lodged at the latest one hour before the goods arrive at the entry point of the Union.

<u>Transport by inland waterways</u>

The ENS shall be lodged at the latest two hours before the goods arrive at the entry point of the Union.

To which MS do I have to address the ENS filing?

Postal operators will address their ENS filings to a customs office appointed by the MS where they are established.

Express integrators will address their ENS filings to the customs office competent for the place where their main EU hub (with regard to operated volumes) is located.

What kind of notifications will I receive from customs?

Declarants will receive various notifications depending on the progress of the business process, i.e. Registration response (with MRN) or Error notification (in case of unsuccessful validation), Assessment complete notification (when risk analysis was performed and 'Do not load' was not issued) or 'Do not load request' (when serious risk was identified). For all potential notifications and requests an economic operator may receive from customs, please consult the Harmonised Trader Interface (HTI) Specifications https://webgate.ec.europa.eu/pics/filedepot_download/24361/44735 for more details.

What if I don't receive a notification?

In case of an ENS filing which remains unanswered you should verify whether your filing was sent by your system. If it was sent, please consult the ICS2 helpdesk for error analysis.

Can I consult the status of my ENS filings?

From Release 2 on you can consult the status of your ENS filings via a user interface accessible via internet.

What if I am asked to send a document to customs?

The foreseen response messages IE3R02 and IE3R03 allow for binary attachments. Thus, you can scan document and attach them to your response. Regarding formats of those attachments, pdf is recommended for documents and jpg for images.

Is there a size limit to the messages that I send?

No size limitation is defined, but it is recommended to stay below 20 MB per message. In case this size is surpassed, the message will not be refused, but the Shared Trader interface (STI) will resize image binary attachments in messages.

Do I have to lodge a presentation notification in Release 1?

Express integrators have to lodge the presentation notification according to the requirements of ICS1.

Postal operators have to lodge the presentation notification according to the requirements of ICS2.

Is presentation notification lodged via STI?

No, presentation notification for both, ICS1 and ICS2, has to be lodged via a national system of the MS where the goods are presented to the customs.

Do I, as trader, receive a control notification via the STI?
The control notification will only be sent via the STI in cases where the control is notified in advance of presentation of goods. To be in a position to receive advanced control notifications the declarant needs to hold the status of an AEO-S (Authorised Economic Operator – Security). Holding the AEO-S status is a prerequisite for receiving advanced control notifications, however it does not necessarily mean that you will be notified in advance in every case. Customs has a right to not notify the declarant in cases where such notification would jeopardise security and safety controls.

In all other cases, if declarant is not holder of AEO-S status,   the control notification will be sent from the national system of the MS where the goods were presented at the time of presentation. With regard to the limited scope of ICS2 release 1 the advanced control notification affects the postal operators only.

What do I have to do to start filing ENSs?
- Do I have to be registered?
Yes, you need to be registered as an economic operator (with an EORI number) and to register the certificate for the access and authentication of your system for the ICS2 interface. Registration of the certificate is only required if you will use you own "in-house solution" to connect to ICS2 or if you are a service provider.
- What is an EORI?
EORI stands for 'Economic Operators Registration and Identification number'. Businesses and private persons must use the EORI number as an identification number in all customs procedures when exchanging information with Customs administrations.
- Where can I register?
For the EORI registration, the MS have published the competent authorities to be addressed with your application. All relevant information on EORI can be found here: https://ec.europa.eu/taxation_customs/business/customs-procedures/general-overview/economic-operators-registration-identification-number-eori_en
For ICS2 system access registration, MS will make available a procedure and a user interface to upload and register the certificate.
- What is my MS of registration?
In the case of an economic operator which is a legal body established in the European Union, you need to register with the MS where you are established. If your company is not established in the European Union, you need to register in the MS where you intend to lodge your first ENS declaration.
- How do I connect to ICS2?
There are two ways to connect to ICS2. A system-to-system connection using an Access Point, which can be either your 'in-house solution' or via a service provider, or connection via a user interface are available from Release 2 on.
For the system-to-system connectivity, you will need to seal your messages with the certificate registered by you for accessing ICS2 (either if you are using your in-house solution or you are a service provider).
- How do I identify myself in ICS2?

The identification and authentication is performed per Access Point on the basis of your EORI number and the registered certificate which should be used to seal the messages.
- How do I access ICS2?

Please refer to the last two answers above.

What is the shared trader interface (STI)?
The shared trader interface is your information exchange point to the ICS2. Via the interface the specified information exchange between you and the ICS2 will be performed.

What types of trader interfaces exist?
In case of a system-to-system connection, a Shared Trader Interface (STI) will be provided as a centralised operated system component by the European Commission. The STI will allow for addressing all MS that have subscribed to it (currently all MS have expressed their interest to use the STI for Release 1).
In case of choosing not to access via a system-to-system connection, the STI can be accessed via a graphical user interface as from Release 2.

What do I have to do to implement an access point?
- What are the specifications for an access point?

The technical specifications for the implementation of an AS4 Access Point in the context of ICS2 are described in the Interface Control Document (ICD) [ICS2 HTI Interface Control Document (ICD) V1.20.docx](#)
- What is an AS4 Access Point?

An Access Point is a technical gateway used for the exchange of messages with an ICS2 Trader Interface (TI).
- How do I establish an Access Point?

To establish an Access Point to connect to ICS2 you need to register as explained above and:

   i. Implement the Access Point according to HTI specifications and the use of the specified eDelivery AS4 profile;
   ii. Inform the TES helpdesk[1] on the intention to implement a given access point;
   iii. Pass the connectivity and conformance test of the Access Point for compliance with the HTI specifications.

- Can I implement more than one Access Point?

Any given economic operator can implement and use as many Access Points as necessary. This allows for the EO (or service provider) to have/use multiple AS4 Access Points depending on the business domain or geographical region.
- How do I test the conformance of an access point?

A connectivity conformance environment and test procedure will be provided upon request to the helpdesk before the conformance test campaign which is planned to start on [27/05/2020].

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[1] In a later release this will be implemented as a self- registration mechanism in the STI/NTI preferences section. To perform this step the trader is authenticated using UUM&DS.

- How do I enter into operations?

Once the conformance test is passed and having fulfilled the registration pre-requisites you can send and receive messages to and from the STI. Your messages must be sealed with the registered certificate and sent via TLS to an address that will be provided to you after the conformance testing.

- What kind of certificate do I need?

The ICS2 Trader Interface relies on the X.509 Certificate Token Profile to support the sealing of all AS4 messages.

- Where can I get a certificate?

You can use a certificate from any public or private Certificate Authority (CA) approved by any Member State Customs Authorities. The list of trusted CAs will be published.

- What type of encryption is required?

Transport level encryption (TLS/https) is to be applied to all communications with the STI. No additional encryption is to be applied to the messages.

- Whom do I contact in case of operational problems?

In case of problems your contact point is the Helpdesk of the national Authorities, which will redirect the issue to the competent technical support teams.