



ICS2

Release 2: Pre-arrival Data Filing Requirements

The second release of the European Union's **Import Control System 2 (ICS2)** is going live on 1 March 2023.

In addition to filing pre-loading advance cargo information (PLACI) about the goods being transported to or via the EU by air, Economic Operators (EOs) will need to file **pre-arrival data** in the ICS2 system through a **complete electronic Entry Summary Declaration (ENS)**.

A complete ENS can either be a single complete ENS filing, or a set of partial ENS filings (sent by more than one EO) that together contain all the data required for the goods to be brought into the EU by air.

Who is directly affected?

Economic Operators involved in handling, shipping and transporting general cargo, express or postal consignments to or via the EU by air.



Who is required to send pre-arrival data?

- › The air carrier has to provide a complete ENS.
- › **BUT:** If the air carrier cannot obtain all the data required for the complete ENS, other parties (e.g. exporters, freight forwarders, express couriers, postal operators) who have this data and the appropriate rights to provide it are required to file partial or complete ENSs.
- › To comply with the data filing requirements, the consignee's Economic Operators Registration and Identification (EORI) number has to be obtained by the exporter from the importer or buyer of the goods.
- › Air carriers have to make arrangements with their partners about satisfying the ENS filing requirements.

When do you need to file a complete ENS?

- › For **short-haul flights** (less than 4 hours): by the aircraft's time of departure at the latest.
- › For **long-haul flights** (more than 4 hours): at least 4 hours before the goods arrive at the customs office of first entry to the EU.

What is the difference between a complete and partial ENS filing?

- › A **complete ENS filing*** contains information on the **master consignment**** and the **house consignment*****.
- › A **partial ENS filing** contains information on either the master consignment or the house consignment only.

* Please find information about mandatory data elements of a complete ENS in the columns: F20-29, F30-33, F43, F44, F42 of [Annex B of the Commission Delegated Regulation \(EU\) 2015/2446 of 28 July 2015](#).

** Master consignment: information about a consignment from a master-level transport contract issued by a carrier to its direct contracting party.

*** House consignment: information about a consignment from a house-level transport contract (commercial air waybill) issued by a freight forwarder, express courier, or extraterritorial office of exchange in case of general cargo; information from the relevant documents issued by a postal operator for a postal item or by an agent of these parties.

In case of partial filings:



For general cargo and express consignments, including consignments from extraterritorial offices of exchange (ETOE)

- › The **carrier is required** to declare the EORI number of the house-level ENS filer in its master air waybill filing.
- › The **party issuing the house air waybill (e.g. freight forwarder, express courier, ETOE) is required** to declare in its filing the number of the master air waybill under which the house air waybill is concluded, as well as the air carrier's EORI number.

For postal consignments

- › In the pre-loading phase, the minimum dataset filing (generated from an ITMATT* message) and the receptacle ID filing (generated from a PREDES** message) will be linked by the postal item number. Both partial filings are submitted by the destination post (i.e., the designated postal operator in the country of destination) or transit post located in the Member State of first entry for postal items that will only pass through the EU customs territory for final destination outside the EU.
- › In the pre-arrival phase, the **air carrier is required** to declare in its filing the number of the master air waybill, as well as the receptacle numbers. The already linked pre-loading partial filings are linked with the pre-arrival partial filing (master air waybill) via the receptacle ID numbers.

Why is this so important?

It's needed to ensure that all partial datasets are linked to the complete ENS dataset. If the information filed is incorrect, it won't meet ENS requirements.

Possible consequences include customs sanctions, in addition to the obvious delay in clearing the transported goods for entry into the EU.

* ITMATT (ITeM ATtribute): electronic data interchange message used to provide customs information about the attributes of mail items.

** PREDES (PREadvice-DESpatch): electronic data interchange message containing information on a mail dispatch.

For more information, check the documentation (specifications, training materials and guidance documents) on the publicly available [CIRCABC document sharing platform](#). If you can't find an answer, contact the [National Service Desk](#) of the Member State where your EORI number is registered. Further details can be consulted in the "[New requirements for bringing goods by air to or through the EU](#)" and "[Technical preparation](#)" factsheets and the FAQ section on the [ICS2 webpage](#).



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Find out more on the website: ec.europa.eu/ICS2



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