

#### Fourth joint IATA–UPU webinar – Questions and answers

	Questions	Answers
1	Please note and update that ICS2 R1+R2 is not only valid for EU-countries, but also Norway, Switzerland and Northern Ireland.	This is correct, thank you.
2	Do we have a process finalized for later referrals being received after acceptance is done?	The guidance will be released in a couple of weeks. We are currently finalizing the document.
3	Why is Northern Ireland included as ICS2 complaint as is part of UK? Please can you outline how this should work?	From DG TAXUD website: "From 1 March 2023, all air carriers, freight forwarders, express couriers and postal operators involved in the transportation of goods by air to or through the EU (all EU Member States as well as Norway Switzerland and Northern Ireland) must provide a complete set of Entry Summary Declaration data on the goods prior to their arrival at the EU external border. They must do this through the ICS2 system, which is gradually replacing the EU's existing Import Control System (ICS) between 2021 and 2024. With the launch of ICS2 Release 2 air carriers currently filing advance cargo information into the Import Control System (ICS) will fully phase out from that system as soon as they start filing this data into ICS2."
4	Do we have an idea of the response time from the EU authorities for any response for the filling?	50% receive AC in 11 minutes, 25% in 57minutes, 15% in 107 minutes, 5% in 7 hours, 4% in 17 hours and 0.01% in 4,5 days. It all depends on data quality, data availability and response time for the referrals.(IPC data)
5	Currently Omniva is facing errors with testing of ENS declaration: limitation of EORI codes in ICS2 STI STP portal for ENS declaration submission. We haven't received any answer back from TAXUD-ICS2 project team for over two weeks and our testing is blocked. This is crucial to get development ready on time.	All troubleshooting must be done via the national customs authority. Their IT service desk can open a ticket for Central service desk or resolve the problem themselves.
6	Carriers are also starting to request the post to send them AR flag for transit items through the EU states. Will our mail be stopped from loading in Jul/Oct if we cannot send AR flag for transit mail?	Transit must be discussed also with the transit country in advance. Open transit with copy of ITMATT should be ok. Closed transit with ITMATT and PRECON messages sent from Origin DO to transit EU DO should be possible.

	Questions	Answers
7	Please confirm if referrals received from PLACI authority are finalized: RFI (Request for Information), RFS (Request for Screening) & DNL (Do not Load). Is there any other referral expected to be received?	RFI, RFS and DNL are the only ones.
8	Will there be a HOLD release message?	Only RFI/RFS/DNL.
9	And one for "OK"?	The assessment complete (AC)
10	As carrier, is AR flag enough for us to consider that the mail is ok to load in to the flight? or do we still need to receive AC?	AR flag is fully in line with the EC requirements and WCO–ICAO Guidelines on ICS2, AC is not mandatory... IATA and UPU are discussing the AC issue for the future, not from 1 July.
11	The fact that a deployment can be granted to Air Carriers for F43/F44 (which are messages expected to be sent in general by Posts) until 2 Oct 2023 implies that after that date of 2 Oct 2023, Air Carriers will be considered by EU Member States as non-compliant if F43/F44 are not filed (either by Air Carrier, or by Posts), correct?	Yes
12	Could you clarify the difference between Transshipment and Transit shipment?	Transit, local DO is involved. Transshipment, local DO is not involved and mail handover at the airport is managed by carrier(s).
13	The extension of the deployment window is for any type of cargo or only airmail?	Airmail
14	Can EU mandate the DO's to send ITMATT to carriers?	In Article 113a UCC DA, the following paragraph 4 is added: '4. From the date set out in accordance with the Annex to Implementing Decision (EU) 2019/2151 for the deployment of release 2 of the system referred to in Article 182(1) of Implementing Regulation (EU) 2015/2447 where the third country postal operator does not make the particulars required for the entry summary declaration of postal consignments available to a carrier who is obliged to lodge the rest of the particulars of the declaration through that system the third country postal operator at the country of dispatch if the goods are transhipped through the Union shall provide those particulars to the customs office of first entry in accordance with Article 127(6) of the Code"
15	What will be the solutions for those DOs which are not connected to the IPS.post?	They cannot send mail to EU without CARDIT including the AR flag if their own bespoke system is not able transmit CARDIT with AR flag.

	Questions	Answers
16	What possible penalties will be imposed to air carrier if they fail to comply to EU ICS2 requirement? at least before 2 Oct?	There is no list of penalties! Each country can do what they think is a suitable penalty. No guidance here.
17	BT uses IPS.Post and CDS.Post. Is there anything BT needs to do to comply with the ICS2 and EAD requirement? Please share the contact points for further assistance and clarification.	You are well prepared with IPS.post and CDS.post. We'll only have to help you to configure the Applicable Regulation (AR Flag) in the CARDIT (we cannot automate fully this configuration but some user guides are available). I'll speak about this later in presentation. You can contact PTC.
18	Regarding the type of person, how will consumer items be differentiated from commercial items if no type of person is provided?	"type of person" can be derived from "nature of transaction"
19	How details of CARDIT is shared with EU Customs? Is it supported in ICS2?	CARDIT is a message between Origin Post and carrier. Carrier will use it for their F42 filing to customs.
20	Postal operator may be granted a deployment until 2 October 2023, for the filing of F43 and F44 submission.	
21	How do we get an EORI number?	You need to register in one of the EU Member States customs authority if you are not established in the EU. More information <a href="https://taxation-customs.ec.europa.eu/customs-4/customs-procedures-import-and-export-0/customs-procedures/economic-operators-registration-and-identification-number-eori_en">https://taxation-customs.ec.europa.eu/customs-4/customs-procedures-import-and-export-0/customs-procedures/economic-operators-registration-and-identification-number-eori_en</a> .
22	Can you confirm that if mail is travelling from one EU DO to another EU DO, but transiting through a customs controlled bond in the UK, it must adhere to ICS2 requirements?	All mail entering the EU, regardless directly or transiting via UK, must meet ICS2 R2 requirements.
23	Postal operator may be granted a deployment until 2 October 2023, for the filing of F43 and F44 submission. Does it mean air carrier may also be granted a deployment until October 2023 for the filing of F42 and arrival notification? Because as air carrier, we understand that we are required to convert PAWB from CARDIT information to submit F42.	Carriers are required to start filing as of 1 July.

	Questions	Answers
24	What are the latest response times for PLACI Data for mail? On our last meeting in Istanbul, it was stated that the Post is receiving Assessment Complete between 4 hours to 24 hours and hence the origin post did not want to wait for AC messages. Any improvements here so that airlines can be sure that we only receive mail that has AC confirmed.	Times are improving. We will monitor and together with the IATA decide on the next steps as agreed in Istanbul.
25	CARDIT message allows to signal if AC has been received, but it doesn't allow to state for which customs authority the AC was given. What is the intent for Carrier to validate that it was the EU AC and not for example ACAS in the case of a shipment travelling from Latam via US to EU?	One of the AR flag data element (part of the CARDIT) is clearly mentioning the Customs Authority and country reference ID.
26	Carriers are also starting to request the Posts to send them AR flag for transit items through the EU states. Will our mail be stopped from loading in Jul/Oct if we cannot send AR flag for transit mail?	We (IATA) are discussing this exact question right now with the EU MS. We hope for a unified, harmonized response soon.
27	We are EMS post. Sometimes we accept items from customers, and, in half an hour, we send them to the airport for transfer to the airlines. How quickly will we receive RFIs, RFSs or DNLs from destination EU posts?	It should be within a few minutes, but for some items in some countries, it states more than two hours...
28	Does PN (Presentation Notification) & TSD (Temporary Storage Declaration) required for PAWB?	PAWB# is only required to convert CARDIT into XFWB and XFHL for Carrier filing.
29	Are Posts expected to wait for AC (given that its not mandatory for Posts to receive AC) or can Posts send AR as long as there is no open referral?	AR means that postal operator has filed necessary information (ITMATT and PREDES). They will then assign the AR flag in CARDIT, but it does not mean Assessment Complete. A carrier can request an assessment complete in addition to the AR flag for security assessment. AR only means filing done and no open referral. Not that it has been assessed. It is the carriers' decisions to request an AC or not.
30	In LH's presentation, it says 1 receptacle = 1 HAWB. But that is not correct? It is one CARDIT = 1 FWB and all underlying receptacles will be on 1 FHL?	One CARDIT = One XFWB One CARDIT = One XFHL (list of receptacles) Or you can also create one XFHL per receptacle. Both work.

	Questions	Answers
31	Thank you. My question was in relation to the previous question asked regarding referrals received. You answered that only RFI (Request for Information), RFS (Request for Screening) & DNL (Do not Load) should be received. We also heard that other referrals such as ERR (Error) or INC (Incomplete) could be sent as well on top of RFI, RFS, DNL. Can you confirm?	Error notification is not a referral. If the filing is not valid in terms the content and format it will be rejected and will not be processed. Such filing needs to be amended.
32	Who will execute the PAWB?	Carrier
33	Can we please get additional clarification regarding the EC recommendation to grant the deployment window for all EU postal operations until 2 October? This would certainly give all stakeholders the chance to collect actual data where we have no historical data currently available.	Deployment window is granted to DPOs upon request. And if granted, until 2 October 2023.
34	Start filing, when will it start ?	Asap, 1 July at the latest.
35	Can you confirm if mail from an EU DPO destined to another EU DPO that enters the EU by road, can move by air without the requirement to comply with ICS2 (AR CARDIT flag)?	No need for ICS2 filing within the EU. If the goods left the EU and re-entered, then ENS is required. Mail on road will be subject to this requirement in Release 3. Mail on air which stops outside EU must be covered by an ENS.
36	Is there any timeline for API support to provide CARDIT that postal operators can use that is not limited to IPS/CDS applications?	Not 100% sure of your question. The EAD Check API is not limited to IPS/CDS. It can be called by any system to help you prepare the CARDIT with the AR flag. Is there any other API that would make sense for you?
37	Regarding 'Letter exemption' - as there are many subclasses of letter (i.e. UA, UB, UC, etc.), is there a definitive list of exactly which letter subclasses are exempt from ICS2 filing please?	UX/UR/UN/UL/UE/UB
38	If you could confirm if INCOMPLETE can also be received (and how it defers from RFI), that would be appreciated. Thank you.	ICS2 does not send INCOMPLETE. If ENS is incomplete, ENS filing is rejected, if data is of a not adequate quality, RFI with request to Amend might be issued or additional information to be provided.
39	Will UPU mandate all postal offices that only mailbags with Assessment Complete (AC) will be handed over to air carriers?	All posts are mandatory to send mail to EU with CARDIT including the AR flag (confirmation of all EAD messages needed and no open referral coming from destination) from July 1st. AC as mandatory before the AR flag is issued will be discussed with the IATA soon, we need to see time of response from EU customs, we can not hamper the mail if the AC is not coming after many hours.

	Questions	Answers
40	If the member states declare that they are ready, will it become mandatory to upload mail to plane only when AC is received or we can still upload the mail bags till the end of deployment window on 2 October.	AR flag will be issued if all EAD messages are sent and no open referral is received from EU customs. AC is not mandatory according to the WCO–ICAO Guidelines on PLACI. AC as a mandatory will be discussed very soon with the IATA after monitoring the responding time (AC) from EU Customs.
41	Could you instruct how we should respond when we receive FRS or DNL results? Are we receiving results via TAXUD UUM&DS portal? Do we need to report ICS2 via TAXUD UUM&DS portal after taking required actions? Could you also provide TAXUD UUM& DS portal user guideline? I cannot reach enough information from EU customs website...	UUM&DS portal is used to register your technical certificates. No, ICS2 messages are exchanged via it. If you are an EU postal operator or carrier, then you will receive your messages to your system if it is connected to ICS2 or via STI STP portal if you lodge your ENS via STI STP. It is difficult to answer your question not knowing the exact situation you are in.
42	Please share the airlines that are capable of complying with the ICS2 and PLACI requirement.	IATA does not monitor nor enforce readiness. We only provide guidance.
43	I know about the EDI check and we have API for that and the referral response, but as far as I know there's no API for the CARDIT? An API would be preferred to not delay any consignments more than necessary.	Agreed. This is an area we are working on. Hopefully we will manage to have all stakeholders use it. <u>Comment from a carrier:</u> I agree and we as carrier do not deal with ITMATT messages as we cannot connect ITMATT with receptacle numbers.
44	Will the majority of Postal Operators be self-filers?	All Posts will transmit their CARDIT messages from their systems. Regarding the filing to the ICS2, only EU DOs will file to the ICS2 directly.
45	Is this arrangement the same after 1 July and before 2 October?	CARDIT with the AR flag is mandatory from 1 July. Some other ICS2 requirements (HS codes...) are related to 2 October.
46	Submitting HS code for cargo will become mandatory from 2 October and EORI is also recommended to submit (EORI is not mandatory though)?	EORI is legally mandatory where a consignee has one.
47	We have the latest versions of CDS and IPS. And we have already configured them to send all required messages (ITMATT, ITMREF/REFRSP, CARDIT with AR). Can we right now test to receive ITMREFs from any EU country?	yes, of course... to which country you have the biggest volume?
48	What would be the scenario if mail from EU DO to EU DO via non-EU station (airport)?	ENS to be lodged by carrier and EU DO in the re-entry MS.

	Questions	Answers
49	What would be the scenario for non-EU carrier if mail is sent from non-EU DO to non-EU DO for transshipment in EU (without unloading)?	ENS to be lodged by carrier and origin DO, or origin DO gives data to carrier to lodge (feedback from EC). No transshipment will be possible via EU (feedback from IB UPU)
50	What would be the scenario if EU DO mail returned after this mail leaves the EU and goes another country (in this case non-EU country)? Is ICS2 still needed for returning mails?	Yes
51	Is IPC capable of sending Assessment Complete to air carrier?	Feel free to contact us for further information: <a href="mailto:comets@ipc.be">comets@ipc.be</a>
52	Do you have a plan holding such kind of webinar about ICS2 cargo handling? That would be very helpful. We are struggling to get information from EU.	Please get in touch with us for more information: <a href="mailto:comets@ipc.be">comets@ipc.be</a> There is an event at IATA on 6 and 7 June in Geneva at the headquarters, dedicated to Cargo. Should you have any particular question please write to me directly
53	When you say in IPC presentation the post would be able to access the data from the EAD tool, to solve the issue with ITEMS not ICS2 compliant, are you speaking of post of origin, or post of destination?	The origin post has to authorize IPC as the origin post is the one not including AR flag and this is to replace missing AR flag. We (IPC) also encourage posts not using IPS CDS for EAD check to use our solution.
54	Is EAD check possible for IPS.Post and CDS.Post users?	Yes, contact <a href="mailto:david.avsec@upu.int">david.avsec@upu.int</a> . IPC also has an API available that will provide immediate reply on status of a postal item (not only ASC or referral, but also in case the ITMATT failed due to bad quality, for example).
55	Please advise contact of IPS/UPU for carriers ICS2 Tool.	<a href="mailto:david.avsec@upu.int">david.avsec@upu.int</a>