

ICS2 Release 3 Webinar

# FROM REGULATIONS TO OPERATIONAL READINESS FOR SURFACE CARRIERS





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## ICS2 RELEASE 3 WEBINAR



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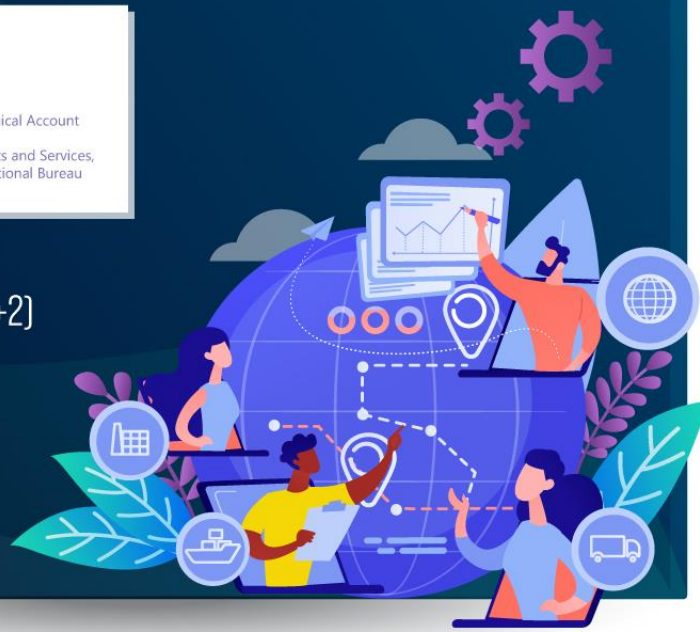
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**PAOLO  
POLITI**

Senior Technical Account  
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19 June 2025  
12.30–14.30 CEST (UTC+2)  
Online via Zoom [in English]





Opening remarks

UPU International Bureau

ICS2 Release 3 – Regulatory update and roadmap

Ms **Renata Pauliukaityte**, Manager, ICS2 Business Transformation, European Commission

Operational readiness and key considerations

Mr **Ian Wilkinson**, Head of Postal Policy, Royal Mail

Supporting ENS filing for carriers through IT tool

Mr **Jörgen Van Mook**, Head of Network Management and Innovation, International Post Corporation

Sea mail and ICS2 – A practical perspective

Mr **Maxime Burzlaff**, Head of Customs and Performance, International Services, Australia Post

Evolving IPS for ICS2 compliance: CARDIT and cargo information integration

Mr **Paolo Politi**, Senior Technical Account Manager, Mail Products and Services, UPU International Bureau

Closing remarks

UPU International Bureau and Mr **Ian Wilkinson**

# ICS2 Release 3 – Regulatory update and roadmap

UPU ICS2 Release 3 webinar  
2025-06-19

*Renata Pauliukaityte*  
*European Commission*

# Requirement to lodge an ENS

- All postal consignments arriving in the EU (also CH, NO, XI) must be covered by an entry summary declaration (ENS) lodged prior to arrival. This also applies to the postal consignments that are transiting the EU.
- The entry summary declaration for postal consignments must be lodged by the **carrier and postal operator established in the EU**.
- Postal operators at origin may also be required to lodge an ENS together with the carrier where the postal consignments are transhipped in the EU (EU designated postal operator is not involved in the process).

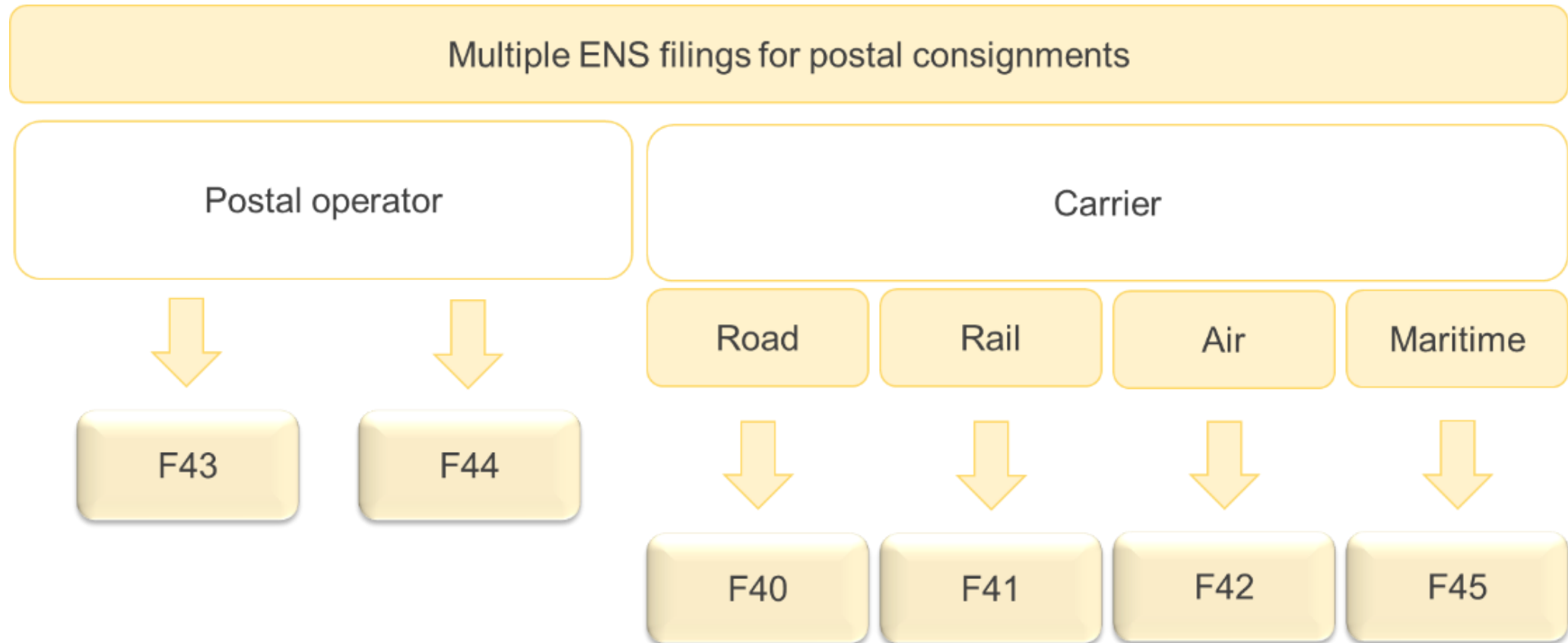


# Time limits to lodge an ENS

- **Road:** the ENS must be lodged at the latest **1 hour** before the arrival of the goods at the place for which the customs office of first entry is competent.
- **Rail:** where the train voyage from the last train formation station located in a third country to the customs office of first entry takes less than two hours, ENS must be lodged at the latest **1 hour** prior to arrival, in all other cases at last **2 hours** prior to arrival.
- For combined transportation, the applicable time limit is the one valid for the **active means of transport entering** the customs territory of the Union.
  - **Example:** in case of a truck transported on a RO-RO ferry over Black sea, the time limits applicable will be those of the short sea shipping – 2 hours prior to arrival of the ferry at the first port of entry in Bulgaria.



# Step 1: submission of ENS data





# Step 2: risk analysis and referrals

- Once the postal operator and the carrier submit the data, customs authorities will perform security and safety risk assessment.
- During the risk assessment process, customs authorities can issue risk mitigating referrals :
  - Request for additional information
  - Request to amend the data
- Referral is issued to the postal operator and/or the carrier that has filed the ENS data.
- The party to which the referral is issued is legally obliged to respond to it.



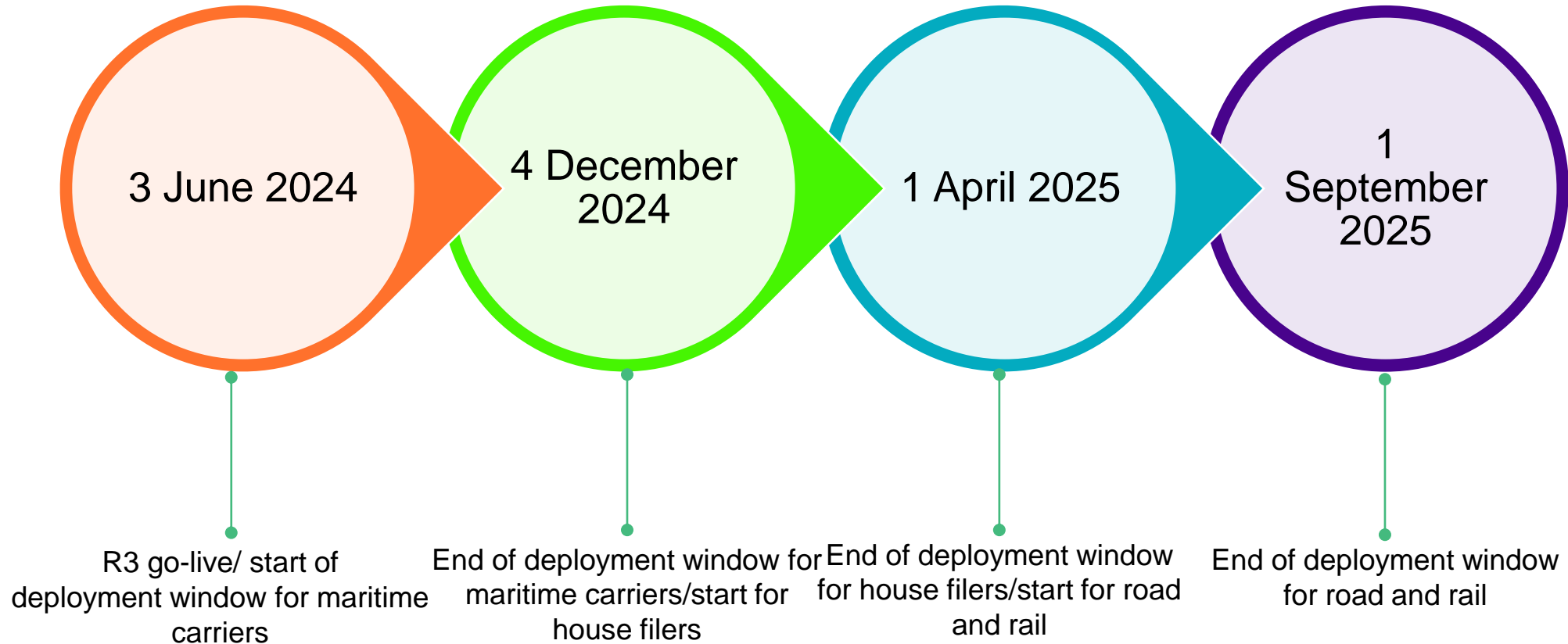


# Step 3: presentation of goods

- Once the cargo arrives to the customs office it must be presented by submitting a Presentation notification to the national presentation system.
- Presentation must be done by the carrier or any other party that holds those goods.
- Customs may decide to control the goods.



# Key dates of Release 3



**As of 1 September 2025, filing ENS data in ICS2 is mandatory!**



# EORI

- All parties that have a legal obligation to provide data must have an EORI number.
- EORI stands for “**Economic Operators Registration and Identification**”.
- EORI uniquely identifies economic operators and other persons. Economic operator can be assigned only one valid EORI number.

[https://taxation-customs.ec.europa.eu/customs-4/customs-procedures-import-and-export/customs-procedures/economic-operators-registration-and-identification-number-eori\\_en](https://taxation-customs.ec.europa.eu/customs-4/customs-procedures-import-and-export/customs-procedures/economic-operators-registration-and-identification-number-eori_en)



# Steps to be taken to get ready for ICS2

To connect to ICS2, economic operators must:

- Obtain an EORI number from one of the EU Member States' customs authorities.
- Apply for deployment window
- Develop the necessary IT system or decide to use the STP or IT service provider
- Need to successfully complete the mandatory self-conformance test, if own IT solution is developed.
- Follow the Go-live procedure when all above mentioned is done.
- Please keep in mind that issuing an EORI number, registering in UUM&DS, and gaining access to the ICS2 Shared Trader Portal (STP) may take time (e.g. up to several weeks).



# Ways to connect to ICS2

To meet the ICS2 ENS data filing obligations, economic operators can choose to:

- either develop their own IT system for this purpose or
- use the services of an IT Service Provider (ITSP) or
- submit ENS through the Shared Trader Portal (STP)

[https://circabc.europa.eu/ui/group/18fb5859-3970-4ac5-b30b-6604977a15a7/library/336e892c-2bb8-4642-97c9-fc0798d0bb50?p=1&n=25&sort=name\\_ASC](https://circabc.europa.eu/ui/group/18fb5859-3970-4ac5-b30b-6604977a15a7/library/336e892c-2bb8-4642-97c9-fc0798d0bb50?p=1&n=25&sort=name_ASC)



# Own IT systems

Economic Operators may choose to develop their own IT system and connect directly to ICS2 via Shared Trader Interface (STI).

In this case, mandatory [self-conformance testing](#) must be completed before [GO-LIVE](#).

[https://circabc.europa.eu/ui/group/18fb5859-3970-4ac5-b30b-6604977a15a7/library/6a98ca8e-8057-48c4-8f6b-bc9e0772364a?p=1&n=10&sort=modified\\_DESC](https://circabc.europa.eu/ui/group/18fb5859-3970-4ac5-b30b-6604977a15a7/library/6a98ca8e-8057-48c4-8f6b-bc9e0772364a?p=1&n=10&sort=modified_DESC)



# Submission of data via STP

STP is an EU portal where it is possible to submit the entry summary declarations.

**To access and connect to STP**, the sender of the ENS needs to be registered in the national/central Unified User Management and Digital Signatures (UUM&DS) system. The registration is done by MS customs authorities, who grant ICS2 STP related roles.





# Monthly technical operational call

Schedule of the technical operational calls for MS and EOs:

- July 2, 13:00 CET
- August 6, 13:00 CET

**The session in July will be dedicated to STI-STP use to fill in an ENS with a live demonstration and Q&A session.**

Any person involved in ICS2 can attend, connection details can be found on CIRCABC (under Agenda) <https://circabc.europa.eu/ui/group/18fb5859-3970-4ac5-b30b-6604977a15a7>

Questions should be sent in advance to [TAXUD-ICS2-PROJECT-CM@ec.europa.eu](mailto:TAXUD-ICS2-PROJECT-CM@ec.europa.eu) with subject 'Questions for ICS2 technical operational call'



# Thank you



# ICS2 information

**The ICS2 website** ([https://taxation-customs.ec.europa.eu/customs-4/customs-security/ics2\\_en](https://taxation-customs.ec.europa.eu/customs-4/customs-security/ics2_en) ) contains all the necessary information for all modes of transport. In addition, direct links can be found at this page to navigate you to the ICS2 Operational guidance, functional and technical specifications, factsheets, eLearning materials and all documents that are inevitable for the convenient business and technical preparation for ICS2 implementation.

**CIRCABC website** contains a Library of the most up-to-date information and documents on ICS2 that are relevant for the economic operators. It is publicly available for anyone, no need to request user access to be member of this group. The folders are regularly updated with the latest versions of the ICS2 documents, certificates that are necessary to be compliant with ICS2 requirements.

[https://circabc.europa.eu/ui/group/18fb5859-3970-4ac5-b30b-6604977a15a7/library/179e8695-020a-4ba4-a2f3-92151bd1038a?p=1&n=10&sort=modified\\_DESC](https://circabc.europa.eu/ui/group/18fb5859-3970-4ac5-b30b-6604977a15a7/library/179e8695-020a-4ba4-a2f3-92151bd1038a?p=1&n=10&sort=modified_DESC)



# Other ICS2 resources

**Basic information about ICS2 is available in a form of the following factsheets:**

- ICS2 factsheet
- Road factsheet
- Rail Factsheet
- Technical factsheet
- Multiple filing factsheet

[https://taxation-customs.ec.europa.eu/customs-4/customs-security/ics2\\_en#resources](https://taxation-customs.ec.europa.eu/customs-4/customs-security/ics2_en#resources)



# Other ICS2 resources

**You can learn also about ICS2 by following e-learning courses:**

- ICS2 Process and data: Road
- ICS2 Process and data: Rail
- ICS2 Process and data: Postal

[https://taxation-customs.ec.europa.eu/customs-4/customs-security/ics2\\_en#resources](https://taxation-customs.ec.europa.eu/customs-4/customs-security/ics2_en#resources)



# Sequence to read ICS2 documents

## 1. ICS2 Common operational guidance

[https://circabc.europa.eu/ui/group/18fb5859-3970-4ac5-b30b-6604977a15a7/library/179e8695-020a-4ba4-a2f3-92151bd1038a?p=1&n=10&sort=modified\\_DESC](https://circabc.europa.eu/ui/group/18fb5859-3970-4ac5-b30b-6604977a15a7/library/179e8695-020a-4ba4-a2f3-92151bd1038a?p=1&n=10&sort=modified_DESC)

## 2. ICS2 Pre-arrival referral guidance

<https://circabc.europa.eu/ui/group/18fb5859-3970-4ac5-b30b-6604977a15a7/library/6ce78788-1c4f-4495-b80a-a4780eea46c9/details>

## 3. ICS2 Common functional system specifications

[https://circabc.europa.eu/ui/group/18fb5859-3970-4ac5-b30b-6604977a15a7/library/ff77da67-c66e-4a6a-aca8-98cd4c16e3f0?p=1&n=10&sort=modified\\_DESC](https://circabc.europa.eu/ui/group/18fb5859-3970-4ac5-b30b-6604977a15a7/library/ff77da67-c66e-4a6a-aca8-98cd4c16e3f0?p=1&n=10&sort=modified_DESC)

## 4. ICS2 Common technical system specifications

[https://circabc.europa.eu/ui/group/18fb5859-3970-4ac5-b30b-6604977a15a7/library/77adbe67-03a9-4eac-a06f-49c59760f6c2?p=1&n=10&sort=modified\\_DESC](https://circabc.europa.eu/ui/group/18fb5859-3970-4ac5-b30b-6604977a15a7/library/77adbe67-03a9-4eac-a06f-49c59760f6c2?p=1&n=10&sort=modified_DESC)



# Sequence to read ICS2 documents

## 5. ICS2 Testing

[https://circabc.europa.eu/ui/group/18fb5859-3970-4ac5-b30b-6604977a15a7/library/6a98ca8e-8057-48c4-8f6b-bc9e0772364a?p=1&n=10&sort=modified\\_DESC](https://circabc.europa.eu/ui/group/18fb5859-3970-4ac5-b30b-6604977a15a7/library/6a98ca8e-8057-48c4-8f6b-bc9e0772364a?p=1&n=10&sort=modified_DESC)

## 6. ICS2 Transition strategy

[https://circabc.europa.eu/ui/group/18fb5859-3970-4ac5-b30b-6604977a15a7/library/c46c5edb-6e3d-4af4-a6cf-d181ac137885?p=1&n=10&sort=modified\\_DESC](https://circabc.europa.eu/ui/group/18fb5859-3970-4ac5-b30b-6604977a15a7/library/c46c5edb-6e3d-4af4-a6cf-d181ac137885?p=1&n=10&sort=modified_DESC)

## 7. ICS2 Go-live procedure

<https://circabc.europa.eu/ui/group/18fb5859-3970-4ac5-b30b-6604977a15a7/library/c293d1a6-bfd6-4661-962d-a1b299190783/details>

## 8. ICS2 Business continuity plan

[https://circabc.europa.eu/ui/group/18fb5859-3970-4ac5-b30b-6604977a15a7/library/28211935-63f9-4934-ac3b-a64d961796f3?p=1&n=10&sort=modified\\_DESC](https://circabc.europa.eu/ui/group/18fb5859-3970-4ac5-b30b-6604977a15a7/library/28211935-63f9-4934-ac3b-a64d961796f3?p=1&n=10&sort=modified_DESC)





# ICS2 Release 3 – EO testing

- **Conformance testing is mandatory.** Please read through the [documents](#) !!!!
- **[Conformance Test Organization Document](#)** - Roles and Responsibilities, Planning milestones, testing process, Communication channel, process to setting up AS4 AP, explanation on UUM&DS use, summary of test specification, Operations Checklist
- **[Conformance Testing specification](#)** – listing all testing scenarios; connectivity and functional ( Scenarios for Postal, Scenarios for Express, Notify Party, Carriers Rail/ Road/ Maritime/ Air, House filers Maritime/ Air and Person Notifying Arrival)
- **[Interface Control Document](#)** – detailed specification and explanation of ICS2 interface AS4 interface for EO, UUM&DS, errors messages, etc.
- **End-to-end testing** is optional, however, recommended.



# UUM&DS

**The EU-wide Uniform User Management and Digital Signatures system (UUM&DS)** offers Economic Operators a unified access to several supporting IT systems such as UCC Customs Decisions, EOS-AEO, COPIS, UCC BTI usage and decision, including central services for electronic submission of declarations.

The below URL redirects to an online course that provides Economic Operators with specific information about how to use the UUM&DS. Upon completion of the course, an Economic Operator is able to confidently work with the UUM&DS and carry out delegation, certificate registration and authentication processes within the UUM&DS process flow.

Attend course by accessing the following URL:

<https://customs-taxation.learning.europa.eu/course/view.php?id=494&section=1>





# Operational readiness and key considerations

Presentation by Ian Wilkinson

Head of Postal Policy

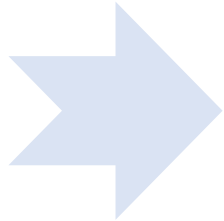
Royal mail



# Agenda



ICS2 R3  
ET



Recap of POC ask

Timelines

Fit with global postal movement

Carrier status update

IT update

AOB



ICS2 R3  
ET



**A quick recap on the ask**



# Expert team – Terms of reference

- There have been regular cadence of meetings with the ET
- Membership of the ET increased as the ICS2 live dates drew nearer
- The ET has assessed issues and opportunities within the postal sector
- It continues with its mandate and a core reason why the webinar has been arranged

## Expert team on surface EAD – terms of reference (POC, April 2024)

### Terms of reference for POC expert team

Expert team name: Expert team on PLACI requirements for surface mail

Expert team reporting to: ☒ POC C 1 Transport Group

<i>Congress mandate</i>	WP 2.3.11 – Deliverable 17.2
<i>Mandate of the expert team</i>	<p>Recognizing the challenges of capturing and exchanging electronic advance data (EAD) for international postal surface mail, and taking into account the urgent need for designated operators to comply with the specific import customs and security pre-loading advance cargo information (PLACI) requirements for surface mail, the expert team is mandated to:</p> <ul style="list-style-type: none"><li>– conduct a comprehensive analysis to identify gaps between the UPU Global Postal Model framework and PLACI pre-departure surface transport security requirements;</li><li>– ensure seamless coordination with all relevant parties within the UPU, the European Commission (the European Union being the first region to implement PLACI requirements), supply chain partners and international organizations to identify viable solutions for PLACI implementation;</li><li>– establish a streamlined process for the development of new IT tools intended to support designated operators and surface carriers in complying with the EAD requirements of PLACI for surface mail, and provide the necessary support and guidance for the testing of these new tools to ensure their effectiveness;</li><li>– provide assistance to the IB in managing discussions with sea, rail and road transport partners to explore potential solutions and pilot initiatives;</li><li>– develop plans to guide members in preparing for fully enforced implementation.</li></ul>
<i>Expected results of the expert team</i>	Report on updates and progress to the Transport Group and provide suggested solutions as to PLACI requirements for surface transport to designated operators and surface carriers, ensuring alignment with their operational needs and challenges.
<i>Chair and participants</i>	<p>Expert team Chair: United Kingdom of Great Britain and Northern Ireland.</p> <p>Participants:</p> <ul style="list-style-type: none"><li>– POC C 1 TG members: Brazil, Canada, China, France, Germany, Netherlands, Poland, South Africa, Sweden, Switzerland, United Kingdom of Great Britain and Northern Ireland;</li><li>– Consultative Committee member: International Post Corporation;</li><li>– Members of other standing groups wishing to participate.</li></ul>
<i>Duration of the expert team</i>	<p>Start of the work: 22 April 2024</p> <p>Expected end: POC S7</p>
<i>IB secretariat</i>	Transport and Last Mile Delivery Programme (Postal Operations Directorate)



# ICS2 R3 – EC legislation date

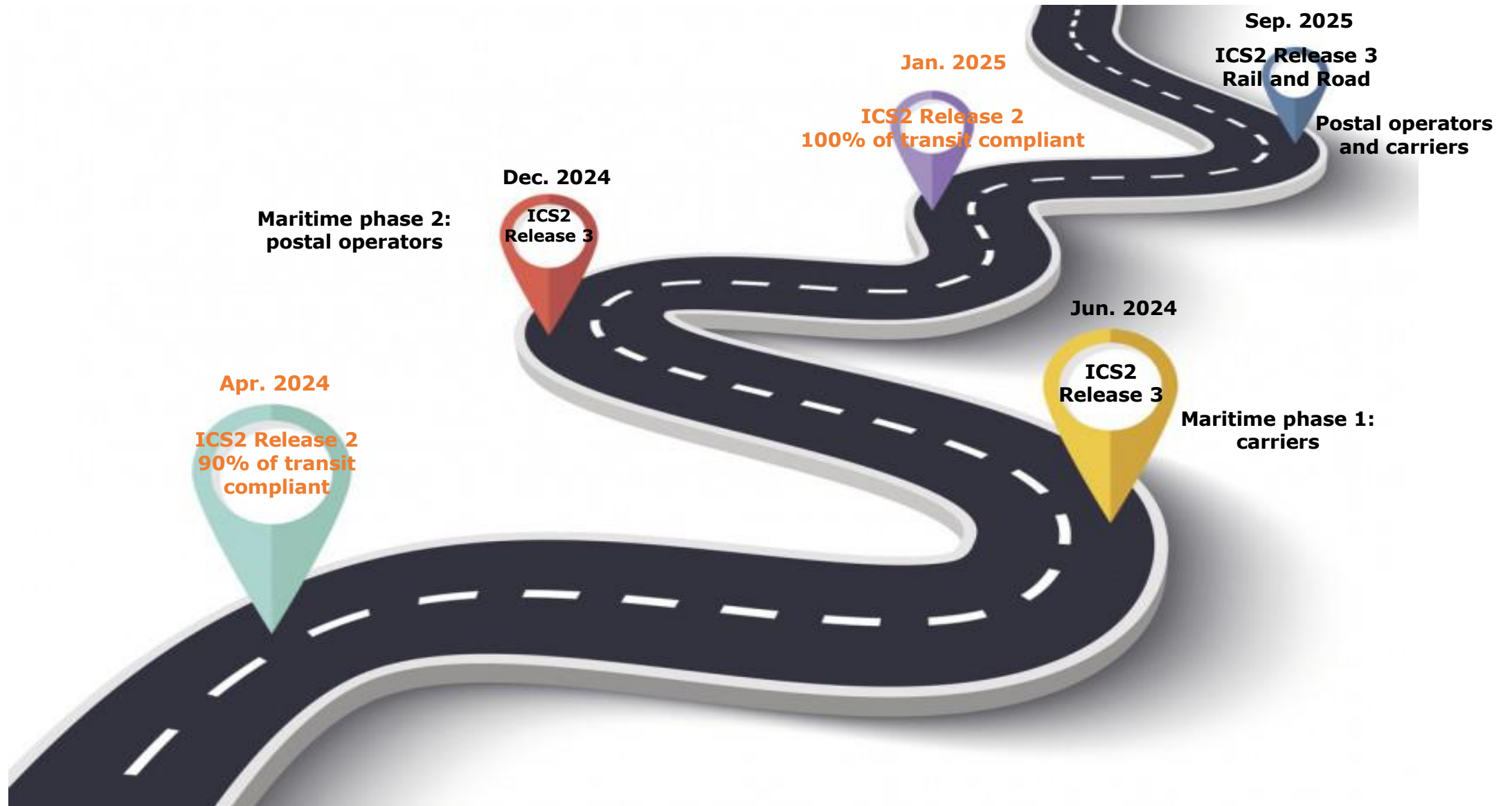
- The end date for ICS2 R3 is fast approaching
- There will be no extension to this legislation
- This means that surface carriers must submit an arrival ENS at the point of entry into the ICS2 zone
- Carriers will use our data. Please ensure that this is provided to them in the form of CARDIT messages
- Carriers' readiness is a risk acknowledged by the European Commission (EC)
- We have engaged with many organizations and trade bodies and also know that designated operators (DOs) have done likewise
- Postal and commercial flows for carriers have different submissions – carriers will need to be ready for the postal submission of arrival entry summary declarations (ENS) known as F40 (Road), F41 (Rail) and F45 (Maritime)







# From ICS2 Release 2 to Release 3





# ICS2 Release 3 – dates

ICS2 R3 has now begun for all modes of surface carriers and has been rolled out in three steps:

- 1 Maritime carriers from 3 June 2024 to 4 December 2024 (at the latest);
- 2 Maritime house-level filers from 4 December 2024 to 1 April 2025;
- 3 Road and rail carriers from 1 April 2025 to 1 September 2025

As a reminder, the key dates given by the EC for ICS2 are as follows:

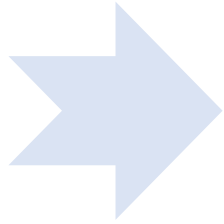
- ICS2 R2 – live in EU member states from 2 October 2023
- ICS2 R2 – airlines live, with their submissions dependent on the applicable regulation (AR) flag in CARDIT\*
- ICS2 R3 – ends 1 September 2025

\* This includes open transit. Enforcement of requirements for closed transit was delayed and did not enter into effect until April 2024. Solutions continue to be explored for transshipment, which were included in the requirements, as well as for more complicated transit flows.





ICS2 R3  
ET

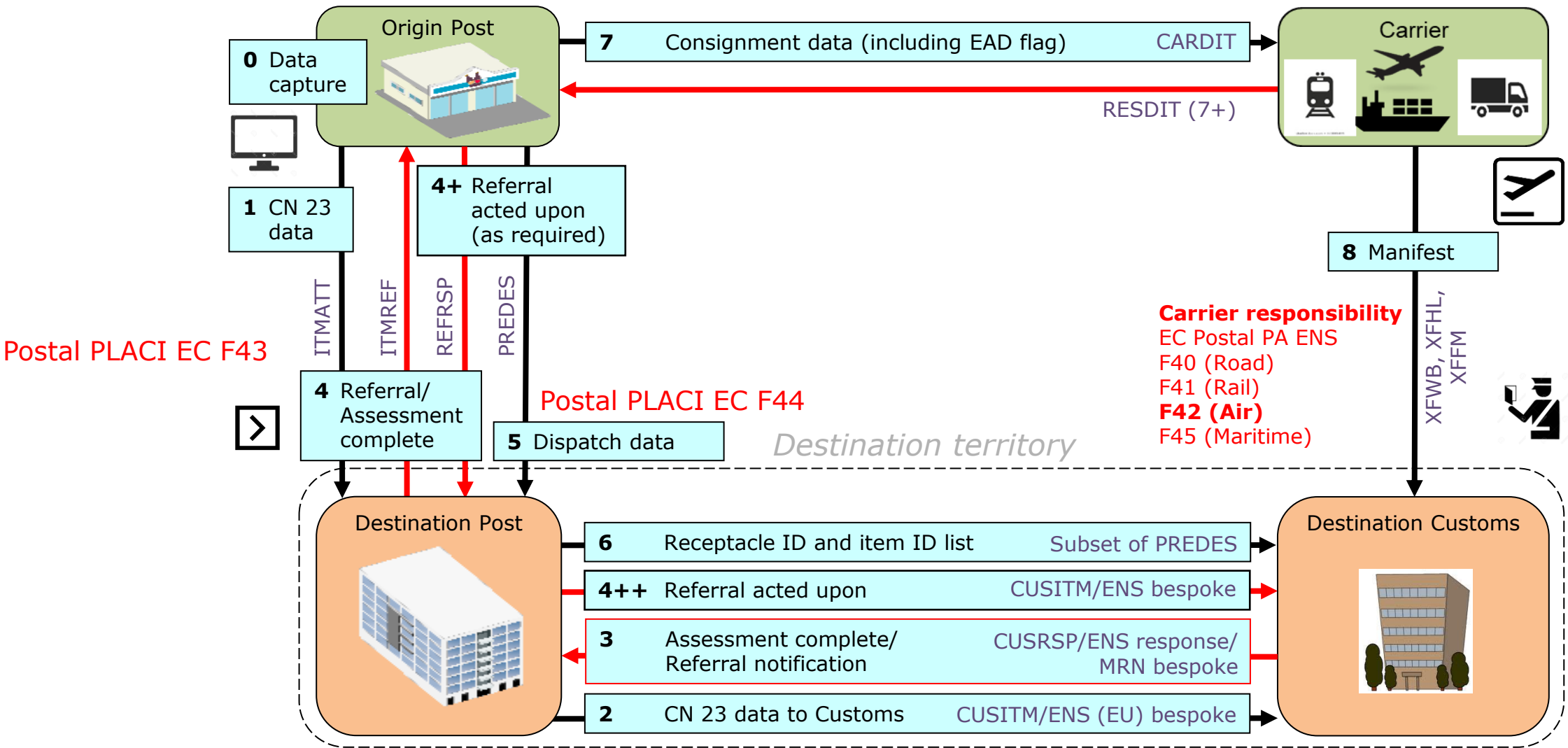


# **Global Postal Model To keep mail moving**



# UPU Global Postal Model for EAD

Along with the corresponding submissions in red for the EC file submissions





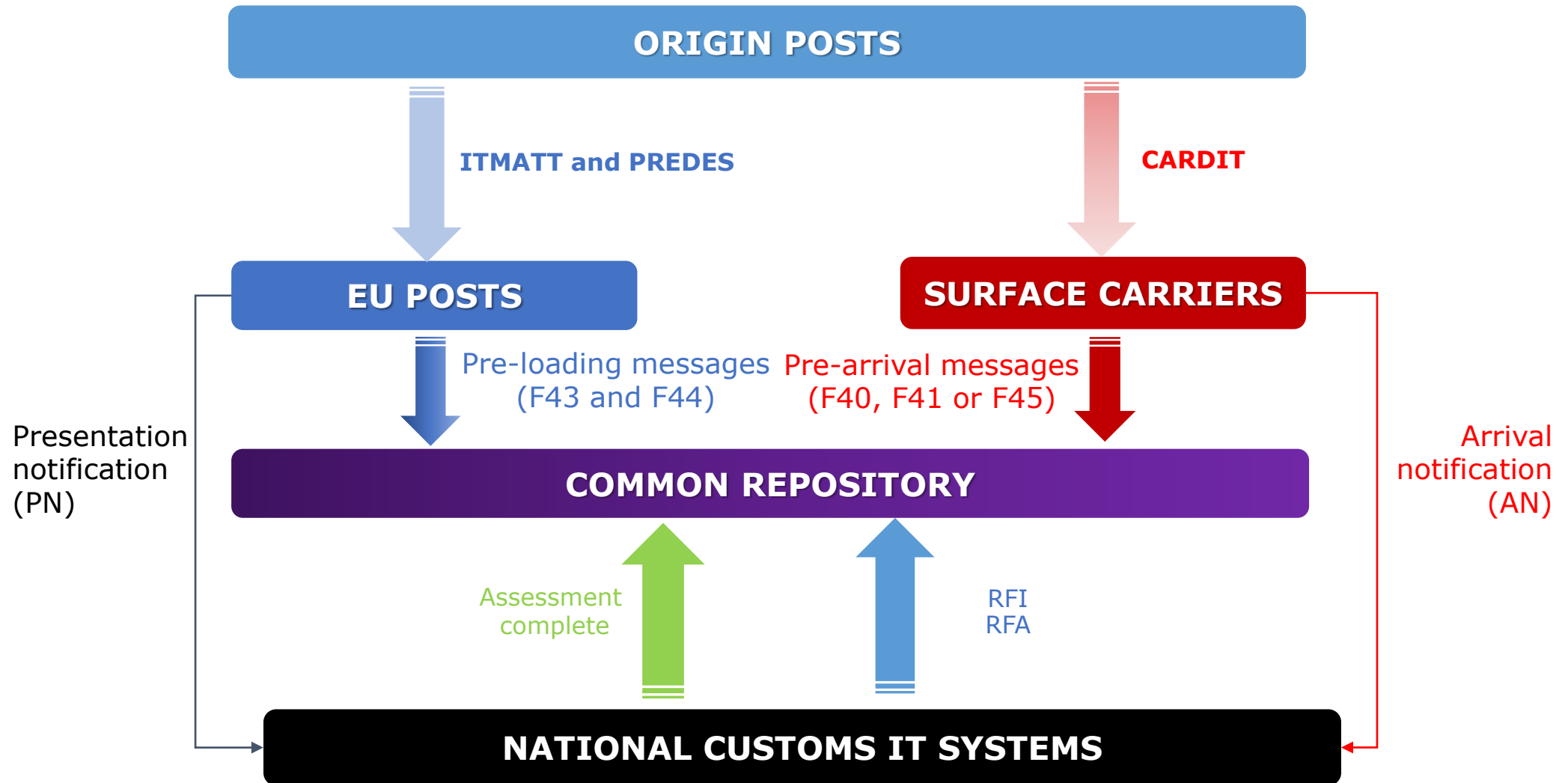
# ENS filing Requirements

## ENS filing requirements – postal model

- House level filing/Receptacles (F43+F44):
  - for postal consignments delivered into the EU the postal operator established in the EU is responsible to lodge
  - for postal consignments transhipped in the EU – either the carrier or the postal operator at origin is responsible to lodge
- Master level ENS filing (F40, F41, F45)
  - Carrier responsibility
  - Contains transport related information, parties and list of receptacles



# ICS2 Release 3 data process





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# **Carrier EAD Message CARDIT (M48)**





## Carrier (Arrival) ENS submissions for postal shipments are broadly the same regardless of mode of transport

- Arrival ENS submissions to the common repository are broadly using the same data set for all modes of transport and synergies between all the carrier ENS submission with respect to Postal flows
- This was reflected in our analysis of the F42 (air carrier submission) and the ENS submissions for Road (F40), Rail (F41) and Maritime (F45). In that they are broadly the same data needs
- The response from surface carriers was **“If it works for air then it will work for us too”**
- Currently we only send electronic data to air carriers and some maritime carriers. We are looking to extend this to all surface modes including road and rail carriers. This data set is known as a **CARDIT** message
- The Global Postal Model (leg 7) focusses on sending the CARDIT V2.1 (M48) to carriers. This supports the data needed for them to meet their requirement to submit for arrival an ENS using the F45 data file





# CARDIT (Carrier Data) support carriers Arrival ENS



- The key data set which is created by all Posts worldwide and used to support leg 2 conveyance movements is called a **CARDIT** message
- This has been used for a number of years with air carriers and recently with some maritime carriers too
- **CARDIT contains transport information** (e.g. date, flight/transport number) and information **about the receptacles** to be transported (e.g. number, weight, type). This is used to create parts of the Arrival Master ENS, which is then supplemented by carrier specific information and submitted to the EC's common repository.
- The data is shared from Post to carrier via an **electronic data interchange (EDI)** message exchange and is sent to an end point called a "Mailbox" which is currently accessed in a controlled manner by the specific carrier
- There is a **reciprocal message** carriers send to Posts **called a RESDIT** to confirm what we have sent to them and aids quality
- A number of maritime providers, such as the **Mediterranean Shipping Company (MSC) are now live**
- To help maritime carriers we can also reference the Bill of Lading (BoL number, as long as that data is provided) with the CARDIT message



# Data flow from Posts to support the carrier's lodgment of the Arrival ENS



International Despatch System creates CARDIT



CARDIT data sent to a "Mailbox"



Carrier access their "Mailbox"



Carrier uses CARDIT data and own data for F40, F41 and F45

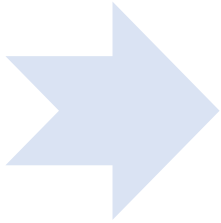
M48

CARDIT V2.1





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ET



# Key Technical Requirements





# ICS2 requirements: postal model

## CARDIT message

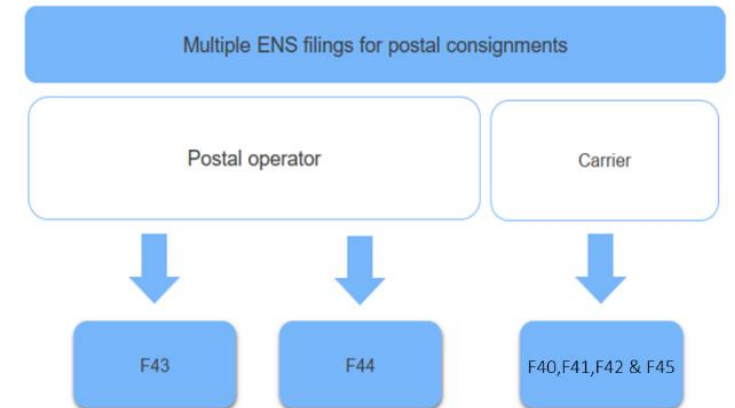
- There is a need to send the CARDIT to all surface carriers
- IPS can already create CARDIT for surface modes of transport
- We have asked Posts that use their own systems to create CARDIT and then engage with their respective IT teams

## Extended code list

- Code list 160 is being extended to include surface modes of transport (currently mainly air only)
- It uses international standards where they exist to identify sea and rail transport, but agreement is needed for road transport
- The new code list was approved by the Standards Board in May 2025

## Mailboxes

Mailboxes will need to be built to create the end point for the carrier to collect the message, as is currently the case for air carriers





# Framework update

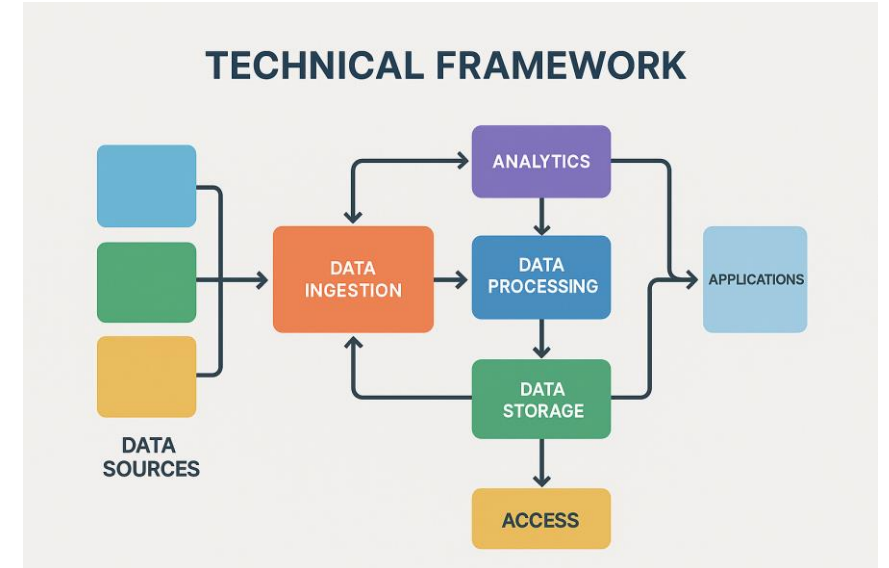
## Supporting framework for ICS2 Release 3

Following engagement with road carriers, it became apparent that few technical design (or other) changes had been made until the ICS2 Release 3 requirements were on the direct horizon

## Systems and technical framework

While it is carriers' responsibility to lodge the arrival ENS, we have become increasingly aware of the need to have a generic solution in place.

- IPC are engaged and are working on developing an IT solution to assist with the lodgment of surface carriers' arrival ENS's. Owing to tight timescales, this is focused on road movements. It will be available to all DOs and not only IPC members. The UPU/PTC postal dispatch system (IPS) has been updated to support data flows for surface movements and tweaked for large data flows for maritime movements (including bill of lading (BoL) reference). This is now live and operational.
- If you use your own propriety systems to generate EAD messages, you will need to update them, so please do so promptly (as time is running out).
- The extension of code list 160 for surface carriers' mailboxes was formally approved by the Standards Board at its meeting in May 2025. We are currently looking at using industry standard identifiers for maritime and rail transport. Road transport does not fall into this category, but it has been covered.
- Setting up mailboxes for surface transport to access our EDI.





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# **CARDIT Message – Surface vs Air**



# Consignment messages - EDI

The CARDIT standard (M48) was created to be capable of supporting different modes of transport and in the standard, for example you will see references to either IATA codes for Air and UN/LOCODEs for Road

## PREDES

```
UNB+UNOA:2+CH101:UP+AU101:UP+250501:1654+INTREF15'  
UNH+MESREF9+PREDES:D:06A:UP:PRED21'  
BGM++SGSINSAUSYDECUN50002+9'  
DTM+164:2505011654:201'  
DTM+353:250501:101'  
TDT+20+0123+1++::11:MEDITERRANEAN SHIPPING COMPANY S.A.'  
...
```

Transport  
number

Carrier code source  
11=Lloyd's

Carrier name

## CARDIT

```
UNB+UNOA:2+CH102:UP+MSC12:4+250501:1654+1'  
UNH+1+IFCSUM:D:96A:UN:CNS200'  
...  
LOC+84+SGSCT:163:6' ← Handover origin location,  
6 is UN/LOCODE  
DTM+234:2505012200:201'  
TDT+Z90'  
LOC+1+AUSYD:163:6' ← Handover dest. location,  
6 is UN/LOCODE  
DTM+63:2505020200:201'  
TDT+20+0123+1++MSC:172:11'  
...
```

0123 is the transport number  
1 is the transport mode by sea  
MSC is the carrier code  
11 is carrier code source Lloyd's



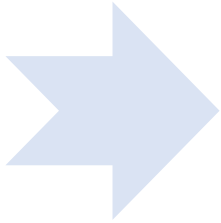


# Rules in PREDES and CARDIT

<i>Transport</i>	<i>Air</i>	<i>Surface</i>
<b>Transport number</b>	Only the numbers of the flight number	Surface transport number
<b>Carrier code source</b>	Always 3-IATA	To be captured by IPS users 3=IATA 11=Lloyd's register of shipping 13=ICAO 14=International Chamber of Shipping 139=UPU ZZZ=Mutually defined
<b>Carrier information in PREDES</b>	IATA carrier code	Carrier name
<b>Carrier information in CARDIT</b>	Flight number	Carrier name + transport
<b>Mode of transport</b>	4=air	1=sea 2=rail 3=road
<b>EDI address</b>	Imported from reference data	Manually captured (until updates of the CL160)



ICS2 R3  
ET



# Key actions



# High level key steps

1. Engage with carriers and understand their status
2. The carriers EORI number is registered at point of entry into the ICS2 Zone
3. Ensure CARDIT (M48) can be created by the despatch system for surface carriers
4. Request a surface carriers mailbox (please note you may also need to create a party identifier CL118) – this will need to be accessed by both parties
5. Has the carrier developed their own capability to lodge the Arrival ENS? The IPC has a solution with some steps to follow for take on
6. Arrange testing for the solution (and end to end testing)



ICS2 R3



# **Learnings and Expected Challenges**



# ICS2 experience so far and learning

We have experience of initially undertaking this activity, where Posts are focussed on **Pre-Load information** to support the lodgement of the postal (F43 and F44) ENS.

## ICS2 R1 – 2021 - PLACI

- We provide electronic line item data related to the customer, addresses and the goods being sent (this is sourced from postal data called ITMATT (Item Attribute data) and mirrors the information sent on a CN22/23 form (Postal Customs Declaration form). This is then converted to the EC file submission (F43)
- We also provide electronic despatch info (PREDES). This has despatch details within it. This is then converted into the EC file submission (F44)

## ICS2 R2 – 2023 Air Carriers

- Air carriers need to submit an ENS (F42) (very much like the request in release 3 for all surface carriers)
- To support the air carriers submission of their F42 filing to the EC database we provide electronic carrier
- The air carriers submit to the EC database an F42 filing. To help enable core elements of this we provide electronic information to support the carrier (this is a **CARDIT** message)

## ICS2 R3 – 2024 Maritime, Road and Rail Carriers

- Surface carriers need to submit a ENS Postal (F45, F41, F40). We have worked with some of the largest maritime companies to support them with their compliance to ICS2. Whilst we send them CARDIT to help construct their filing we added a reference number they provided to help with the Bill of Lading (BoL)



# We know that things can go wrong

**Whilst it should be noted** that the Arrival ENS submission for Postal data flows (F45) is simpler than that needed for the freight equivalent

We know when things go wrong (luckily rarely) and arrival information is not lodged (for a number of reasons) then it can stop the flow of traffic being despatched. Checks are conducted by OE on the PLACI data set and if there is an identified issue with a consignment then it will not be loaded

**System issues** can result in deployment of BCP

**Timeliness** of responses from the EC common repository is measured, although it is not in “NRT” – Near Real Time and can cause some delays and rework for Posts



# Some challenges are expected

**Local issues :** We are expecting local issues mainly at the borders between ICS2 countries and non ICS2 countries for road and rail transport modes. Reminder that most of postal operators don't have facilities at the border where physical controls could be made. Therefore, unless of an imminent risk, it is suggested to envisage the control for security reasons at the office of exchange of the transit/destination postal operator.

**System issues:** With a number of new operators using the ICS2 system (as well as other new inputs into the Central Repository) there could be system/ways of working/process issues – a number have been experienced during the operation to date

**Contingency :** IPC and PostEurop have raised a couple of times the issue of the Business Continuity Plan. There is a need to get clarity on the implementation process and the communication made by the EC in live to economic operators and/or to IPC.

**Carrier/Post Issues:** What happens where there are instances of carriers and their systems experience delays that are not fault of designated operators and vice versa. Ideally, in line with the Global Postal Model mail will keep moving and not grind to a halt.

**Transit:** Postal operators consider that they will keep using the postal transit regime for road transport modes as currently.



**Thank you**



# F40 FILING FOR ROAD CARRIER

Pre-requisites & Checklist readiness for ICS2 ENS filing

---



## Pre-requisites and Checklist for F40 Filing

### Pre-requisite:

- Agreements
  - **Standard IPC Data Protection and Privacy Agreement**
    - Each origin post must sign the standard IPC Data Protection and Privacy Agreement with IPC.
  - **ICS2 Release 3 IPC Solution Specific Agreement**
    - Each origin post that is not a member of COMETS is required to sign an ICS2 Release 3 solution agreement. This agreement authorises IPC to process the ICS2 F40 ENS filing.
- Mailbox
  - The origin post is responsible for ensuring each road carrier has a mailbox for the reception of the CARDIT message (it cannot be the same as the postal operator's mailbox)
- Declarant

Each origin post must authorise its road carrier to use the IPC solution where they can act as the declarant.

  - The origin post must decide whether the carrier or the origin post (if the carrier) will act as the declarant and notify IPC of their decision.
  - The declarant must provide the EORI number

## Steps for F40 filing

### Step 1: Declarant provides road carrier reference data info using RoadReferenceDataCarrierTemplate.xlsx

- Includes party Identifier and Mailbox
- Check if CMR is used (optional)



Microsoft Excel  
Worksheet

### Step 2: Consignor Reference Data Use Consignor-ReferenceDataConsignorTemplate.xlsx

- Includes party Identifier and Mailbox



Microsoft Excel  
Worksheet

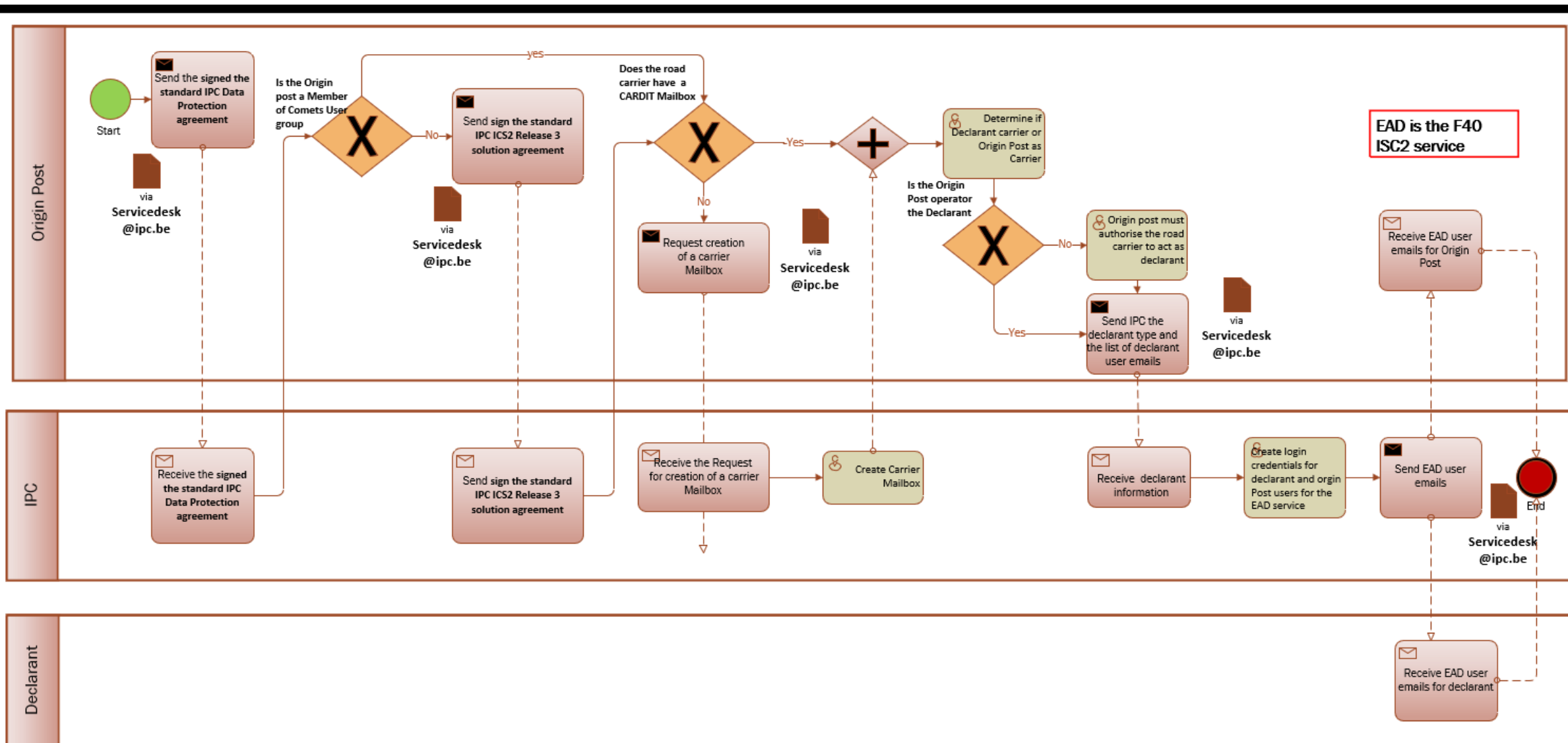
- **Data Copy authorization when both Origin and Destination DOs are on UPU POST\*Net:** If both Origin DO and Destination DO have the mailboxes to exchange ITMATT and PREDES on UPU POST\*Net, the origin DO needs to contact UPU PTC to receive and sign an authorization form to copy the ITMATT and PREDES on network level to IPC for ICS2 ENS filing. The form needs to be requested via the UPU support portal: <https://support.upu.int>

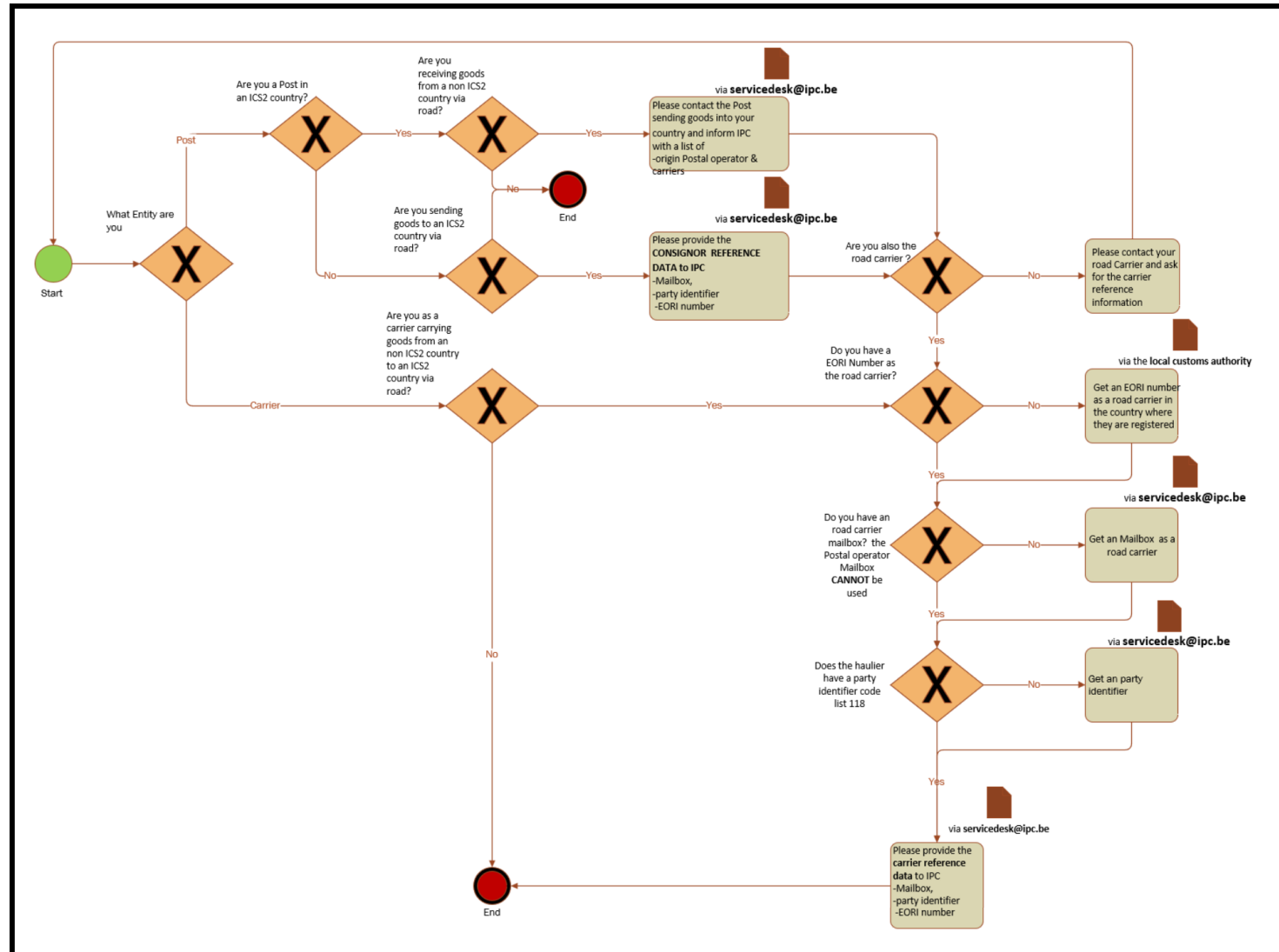
## API or EAD Website

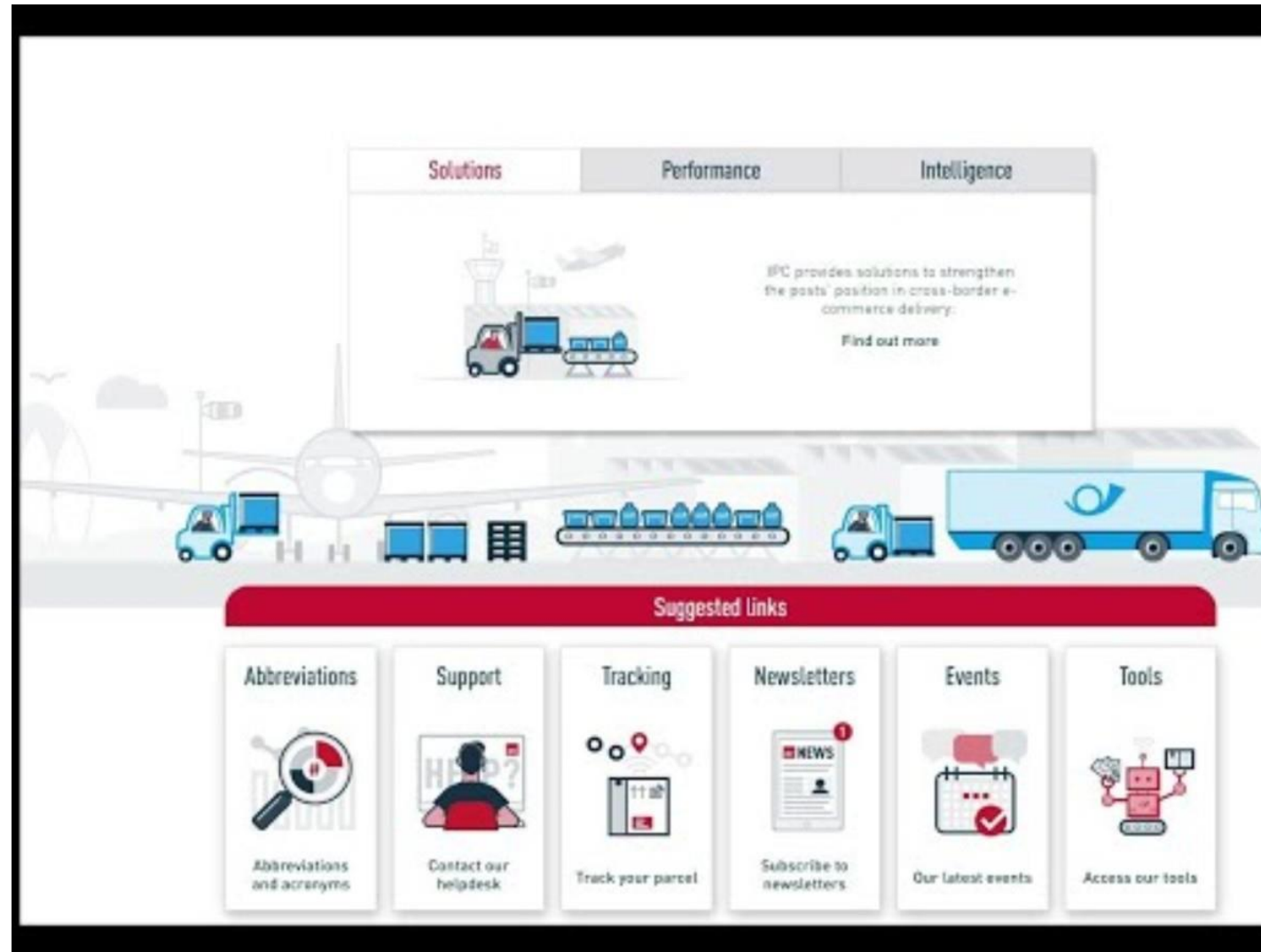
- Determine if the declarant uses the API or the EAD site
- If using the API: IPC will provide the endpoint, API key, and relevant documentation.
- If using the EAD website, Access must be requested for both the road carrier (declarant) and the origin post. A list of required users must be submitted to IPC.



# ICS2 REL 3 – ROAD: AGREEMENTS



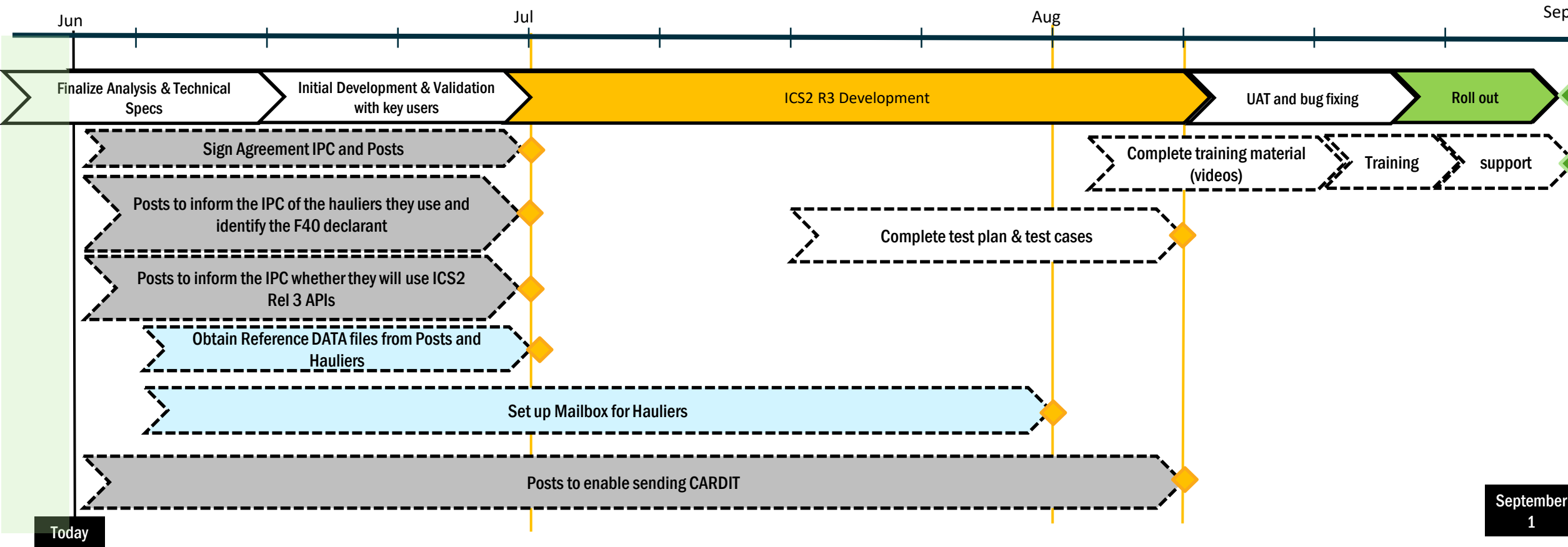




# DEPLOYMENT PLAN ICS2 RELEASE 3 FILING SOLUTION

## Project milestones & scheduled deliverables

2025





# Sea mail and ICS2 - A practical perspective

Customs and Performance  
International Services

**Classification: OFFICIAL**

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## High level overview – data capture



All merchants provide ITMATT data when preparing items/labels, for all destinations

Data capture is mandatory at post offices for destinations where EAD is needed: EU and a few others, e.g., US, NZ, or requested by the DO via an IB circular.

The data then flows through to our CDS implementation.

The ITMATT is sent as soon as the data is received in CDS:

- For merchants, that usually means the data is sent before the items are in the network
- For post offices, that means the data is sent a few hours before the items gets to the OE, noting only EMS gets despatched overnight, other products are handled the following day

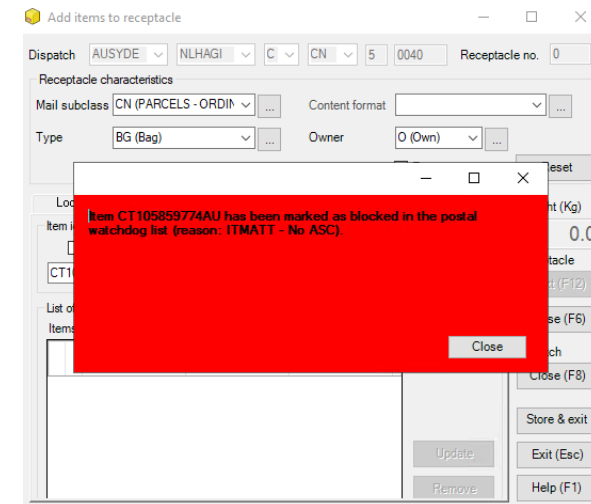
# High level overview – pre-departure clearance checks

We do have a process to stop items without ASC, due to:

- No data provided by customer, or incorrectly formatted data that cannot generate an ITMATT
- ERR or INC referral received from EU Post
- RFS or DNL (see next slide for RFI)
- No ASC received – in some cases that's due to EU Customs not responding even if a filing was made

Note: items where Nature of Transaction is “Documents” are not checked for ASC, as documents are not filed into ICS2

This check was put in place to ensure Australia Post would be compliant with EU and airlines requirements, and applies to all EU destinations. The same checks apply to surface mail (sea).



## High level overview – pre-departure clearance checks



- We hold the items at the OE for 3 business days, to cater for cases where the merchant provides the data late (e.g., item lodged Monday and data provided Tuesday). After 3 business days the item is returned to sender
- When holding items we perform EXA scan. When the item receives an ASC or 3 business days have passed we perform EXC. This is to avoid impacting leg 1 performance.
- If the item cannot be sent we perform the EXX scan for tracking purposes
  - Some OEs leverage their machine sortation, and we have enabled the machines to check the status of the items to assess if they can be sorted to destination or still need to be held
- We automatically reply to RFI with the advice that we cannot obtain additional information, as we do not have the resources to follow up with the customers, and due to liability issues
- For an RFS the OE will conduct additional checks and reply advising of the outcome
- For a DNL our Security team will be alerted and follow up

# High level overview – pre-departure clearance checks



We provide the OEs with a report showing items held and the most recent status, so they can find the items that have an ASC and can be despatched, if they are not using machine sortation

Item Id	Dest. Country	Lodgement Office	Postal Status	Latest Referral Code	Referral Date/Time (Local)	# Days in Storage	ASC
LH335527921AU	DE	AUSYDA	MINL - Normal	ASC	6/11/2024 8:13 PM	3	1
LH335660850AU	DE	AUSYDA	MINL - Normal	ASC	6/11/2024 12:56 AM	3	1
ET252747805AU	DE	AUMELB	MINL - Normal			1	
ET252766977AU	DE	AUMELB	MINL - Normal			1	

# High level overview – pre-departure clearance checks



- Impacts:
  - When there are IT issues on the EU side, the mail can be delayed
  - The EU BCP is not very clear in terms of what the non-EU Posts can do, as in, can we send mail without ASC or not, and have the airlines been advised?
  - There is no global advice that there are IT issues, which means some DOs may not be aware for example of the recent 5-days outage in the last couple of weeks
  - We occasionally do see items that do not receive any response at all, for unknown reasons, and we have to follow up individually

# High level overview – pre-departure clearance checks



- Items not sent to EU: around 1.6% (May 2025), increased due to the introduction of “stop words” in March/April 2025. This was around 0.3% before.
- Excluding Germany, the issues are:
  - 45% HS codes
  - 45% “stop words”
  - 10% postcode issues
  - Negligible percentage of other errors
- Germany represents around 25% of the items receiving an ERR code, with 100% of the ERR reasons being “stop words”. This is due to Deutsche Post filing items where Nature of Transaction = Documents, when the other 26 EU destinations do not
- 60% Retail (C2C)

# High level overview – Systems



- We use IPS linked to CDS:
  - CDS receives the ITMREF
  - IPS checks the item status in CDS – we did some ad-hoc development to overcome shortcomings, see below
    - When doing the EMC
    - When closing the despatch
    - When closing the consignment – if OK and the CSD (CN70) has been configured in IPS then the CARDIT is generated with the AR flag
- Most if the issues are around invalid or missing HS codes, and the “stop words” implemented this year by EU Customs.
  - We worked with Hurricane, our service provider for HS Lookup tools, to prevent “stop words” from generating an HS Code.



# Collaboration with MSC on EDI Exchange (2024–2025)



- Initiated communication with MSC on EDI exchange in mid-2024
- **MSC actions:**
  - Opened EDI mailbox in PNET for CARDIT/RESKIT exchange
  - Requested Bill of Lading (BoL) in CARDIT 47
  - Updated IT system to import CARDIT 47 and **generate F45** using CARDIT data + BoL
- Successful test: CARDIT test message led to correct F45 generation by MSC
- PTC confirmed **IPS 2023 SP1** is required to include BoL in CARDIT
- IPS 2023 SP1 provided to Australian Post for upgrade IPS 2023
- Australian Post implemented required changes and sent first CARDIT in production to MSC – **May 2025**
- Container successfully handed over via MSC to the EU with new F45 message

# High level overview – Configuration for Sea Mail



- Sea Mail data flow:
  - When we book a container, MSC provides us with a Sea Waybill number
  - When closing a sea mail consignment in IPS, the user will enter the Sea Waybill number, along with other requested information as needed
  - IPS will then generate the CARDIT message with the Sea Waybill details.

- Note: MSC requires a CARDIT 47

UNB+UNOA:2+AU101:UP+MSC12:4+250604:1502+1'

UNH+1+IFCSUM:D:96A:UN:CNS200'

BGM++AUSYDE005205+47'

DTM+137:2506041450:201'

FTX+ABK++C'

RFF+ABO:AUA'

RFF+ACF:NLA'

RFF+ERN:AUSYDE'

RFF+AAM:MEDUGR756271'

Information for consignment

Consignment ID	AUSYDE005100
Container ID	MSMU8968920
Container seal number	PUSAN C MA330
PAWB number	MEDUGR536798

OK

# High level overview – Configuration for Sea Mail



- The MSC EDI mailbox is available as MSC12
- IPS EDI exchange must be configured correctly, with the mode of transport being SH:



# Thank you

**Author:** Maxime Burzlaff  
**International Services**

For questions or enquiries to have presented or share please contact us via:  
[Maxime.Burzlaff@auspost.com.au](mailto:Maxime.Burzlaff@auspost.com.au)



Australia Post acknowledges the Traditional Custodians of the land on which we operate, live and gather as a team. We recognise their continuing connection to land, water and community. We pay respect to Elders past, present and emerging.



# **Evolving IPS for ICS2 compliance: CARDIT and cargo information integration**

Presentation by Paolo Politi  
Senior Technical Account Manager  
Mail Products and Services  
UPU International Bureau



# Agenda

1

CARDIT-RESBIT exchanges in IPS  
PAWB / Bill of Lading

2

EAD Transport

3

EDI address on POST\*Net



# Agenda

1

CARDIT-RESBIT exchanges in IPS  
PAWB / Bill of Lading

2

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EDI address on POST\*Net



# EDI configuration in IPS

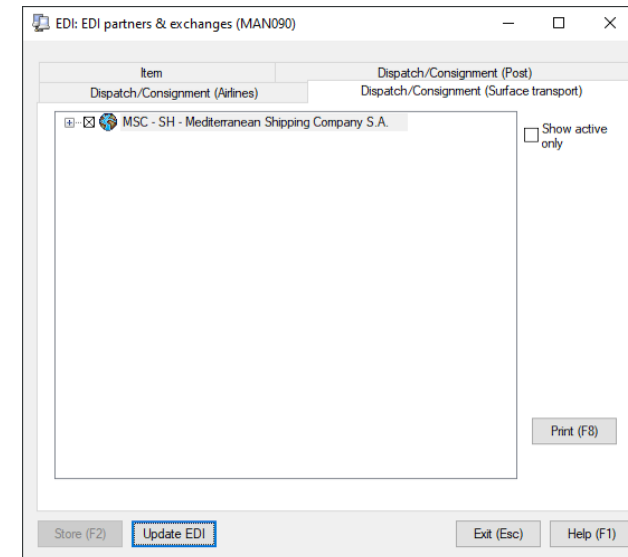
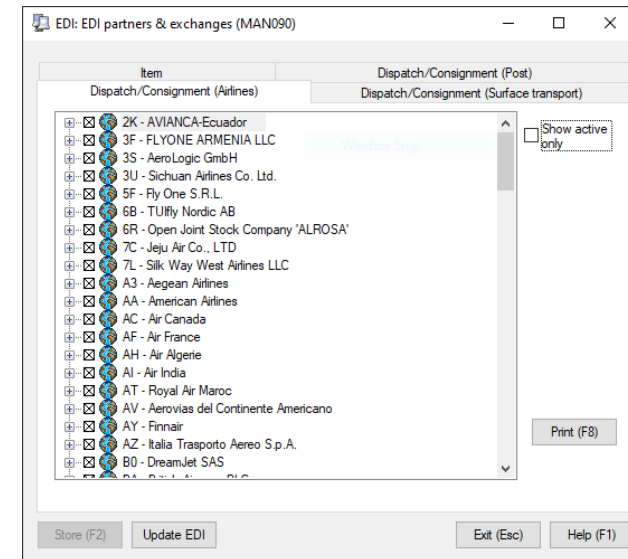
From IPS 2023 SP1, the application can be configured to send **CARDIT** and receive **RESBIT** with all types of carrier:

- Air
- Maritime
- Rail
- Road



The list of **airlines** is automatically updated with the **IPS reference data** (Source: IATA)

The list of **surface transport companies** must be manually maintained until the new code lists 160x are approved by the Standards Board







# Creation of a surface carrier

Routing plan: Transport companies (MAN578)

Items in list: 2

Code	Name	Transport type
MSC	Mediterranean Shipping...	SH (Ship)
TR1	Truck Company 1	TK (Truck)

New (Ins)...  
Edit (F5)...  
Remove

Edit transport company

Code:   
Name:   
Transport type:   
Code source:

SH Ship  
TK Truck  
TR Train

OK

Store (F2)

Edit transport company

Code:   
Name:   
Transport type:   
Code source:

11 Lloyds register of shipping  
13 ICAO  
139 UPU  
14 International chamber of shipping  
3 IATA  
ZZZ Mutually defined

(F1)

*National management > Routing plan > Transport companies*

EDI: EDI Addresses for surface transport (MAN728)

Transport companies

Items in list: 2

Code	Name	Transport type	Message type	Message version	Address
MSC	Mediterranean ...	SH (Ship)	CARDIT	2.1	MSC12
TR1	Truck Compan...	TK (Truck)			

Edit (F5)...  
Remove

Edit EDI address

Truck Company 1

Message type:   
EDI Address:   
☐ Reporting Only

OK Cancel Help (F1)

Store (F2) Exit (Esc) Help (F1)

*National management > EDI > EDI Addresses for surface transport*



# Transport segment

After creating the surface carrier, it can be selected in a surface transport segment

International: Transport segments (MAN026)

Selection Criteria

Origin

...

...

Destination

...

...

Valid date

12

06

2025

Transport

SH (Ship)

...

Airline

...

1 Segment(s)

Carrier	Orig location	Dest location	Valid from	Valid to
MSC0123	SGSCT	AUSYD	01/05/2025	31/10/2025

Store (F2)

Edit Segment

Segment details

Transport type\*

☐ Plane
☒ Ship
☐ Train
☐ Truck

Carrier code\*

MSC (Mediter)

...

Segment No.\*

0123

Billing carrier

...

Transport contract code

Origin\*

Country\*

SG (SINGAPORE)

...

Location\*

SCT (Singapore)

...

LHOT (min)

120

Destination\*

AU (AUSTRALIA)

...

SYD (Sydney)

...

120

Ope days\*

☒ All
☒ 1 Mon
☒ 2 Tue
☒ 3 Wed
☒ 4 Thu
☒ 5 Fri
☒ 6 Sat
☒ 7 Sun

Dep time\*

08

00

Valid from\*

01

05

2025

Arr time\*

05

00

Day(s) after\*

1

Valid to\*

31

10

2025

Weight limit (kg)

☐ Do not print delivery bill

☐ Suspended

Select CN70 type

☐ Override route/office/national CN70 template for this leg with:

☐ Print CN70 on paper when closing consignment on non-scheduled route

OK & new

OK

Update flight ...

Cancel (Esc)

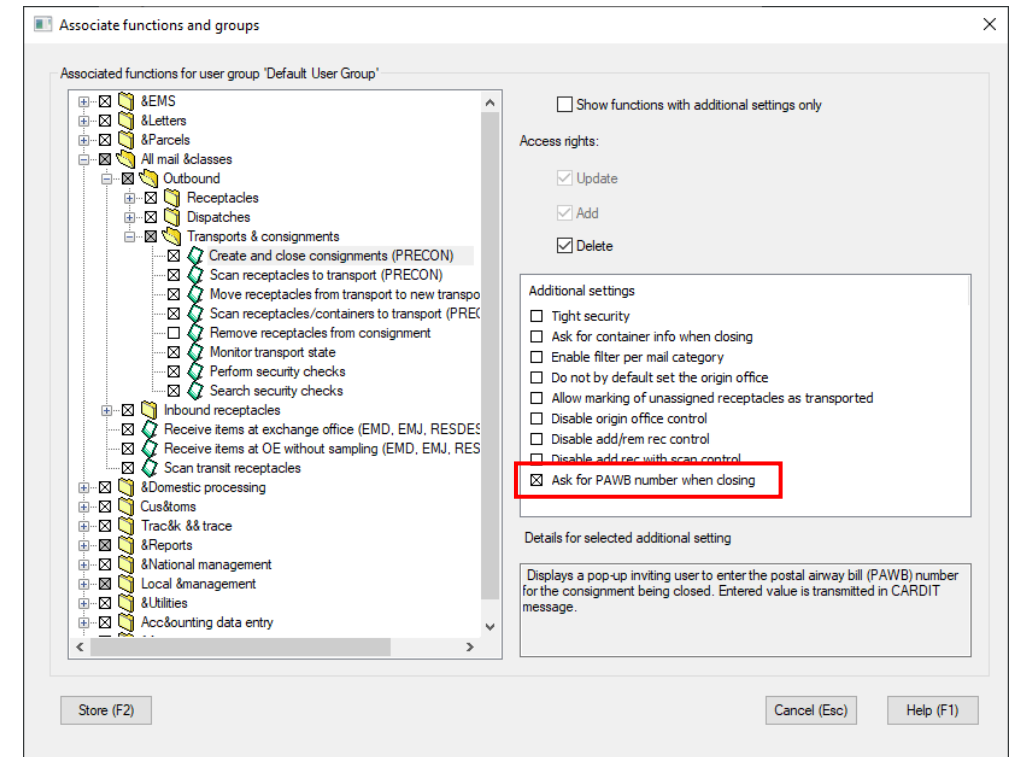
*National management > Routing plan > Transport segments*



# Postal Airway Bill (PAWB) Bill of Lading (BoL)

**IPS can be configured to capture a PAWB or BoL at the consignment closure**

1. Run the *Local management > System > Users & workstations* function
2. Click 'User groups' tab
3. Select the user group of the staff responsible for closing consignments
4. Click the 'Associate...' button
5. Select 'All mail classes > Outbound > Transport & consignments > Create and close consignment'
6. Tick the 'Ask for PAWB number when closing' checkbox
7. Click the 'Store (F2)' button
8. Restart IPS





# Postal Airway Bill (PAWB) Bill of Lading (BoL)

Transports & consignments: Create and close consignments (PRECON) (OUT020)

Filters

Handler  Orig office  Carrier

Transport segments with open consignments

Items in list: 1

Leg number	Origin location	Destination location	Departure time	Weight limit	Weight
UP0789	CHZRH (Zu...	AUMEL (M...	12/06/202...		30.0

Close segment

Open consignments in selected transport segment

Items in list: 1

Identifier	Weight	No. Receipt
CHZRH000035	10.0	

Information for consignment

Consignment ID

PAWB number

OK

Reopen (F12)... Refresh ☐ Auto refresh Exit (Esc) Help (F1)

Then the PAWB/BoL can be captured when closing a consignment (optional)

The UPU is studying the possibility to dynamically get the PAWB from carriers



# Agenda

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EDI address on POST\*Net



# EAD Transport: context

## EAD and security requirements

Applicable Regulation elements (border agency authority, reference ID, AR-Flag)

Electronic Consignment Security Declaration (eCSD)

## EU ICS2 requirements

Transport companies must perform ENS filing for mail entering EU  
Data for ENS filing provided by the Post in CARDIT messages



**Designated Operators need to send CARDIT to carriers.  
Carriers need an IT solution to support the data exchange**



# EAD Transport

UPU solution to support Leg 2 operations



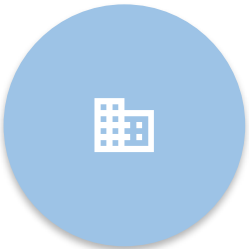
## Easy to use

Android mobile app with intuitive user interface



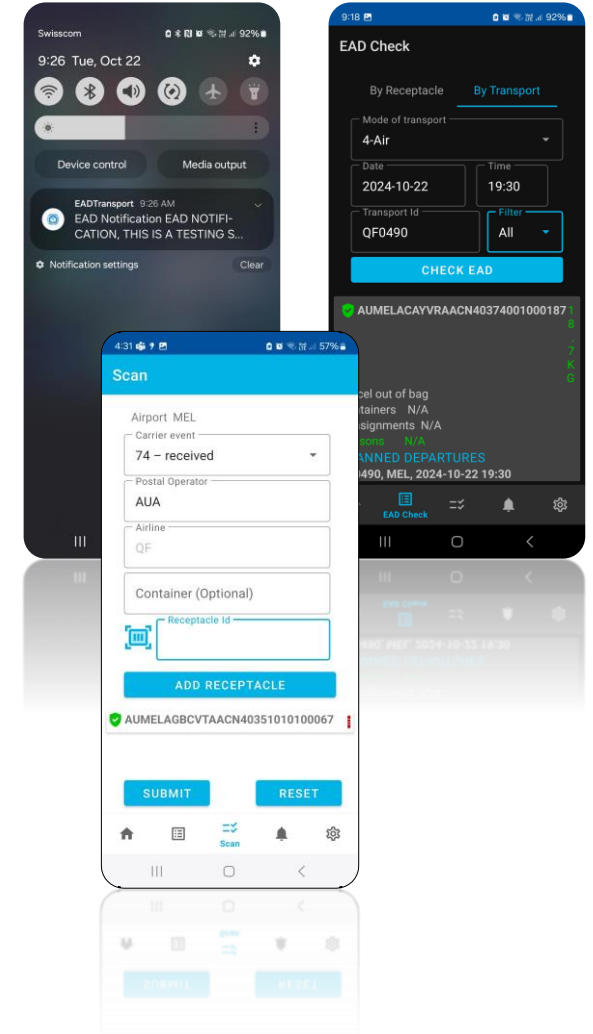
## Affordable

License cost based on number of locations



## Scalable

Cloud-based backend supporting as many clients as required





# Current functionalities

## EAD Check

EAD compliance check for postal receptacles

- Presence of EAD data
  - Do Not Load

Check can be performed

- When scanning a receptacle
  - For an entire transport

## RESDIT scan

Scan receptacles to generate handling events

- Received (RESBIT 74)
- Uplifted (RESBIT 24)
- Delivered (RESBIT 21)

## Notifications

Pushed notifications for “Do not load” referrals from the UPU postal IT network of +200 postal operators and their partners





# Upcoming features



Additional  
RESKIT events



Web UI



Reports



Postal AWB



Paper-free



Anything else?

Get in touch with UPU to:

- get access to current EAD Transport solution
- shape the development of the upcoming features



# Fee model



User	Yearly fee (CHF)	Capped yearly fee (CHF)	Comments
Designated operator	1'500 / location	30'000	Capped at 20 locations 1 free registered location provided
Carrier	1'500 / location	150'000	Capped at 100 locations

<https://upu.int/EADtransportapp>



# Agenda

1

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EDI address on POST\*Net



# EDI address on POST\*Net



- Any carrier can request the creation of an EDI address on POST\*Net
- Simple procedure that only requires signing a license agreement
- Included in the POST\*Net fees: QCS reports and dashboards for monitoring the EDI transmissions, alerting mechanism in case there is no EDI transmission for a certain period, or if CARDIT messages have not been downloaded



- Designated operators acting as carriers can request an EDI address at no additional cost beyond EDI transmission fees.



**Thank you!**



**Thank you for taking the time to complete this survey.**  
**Your feedback is valuable.**

<https://fr.surveymonkey.com/r/DNYH93D>



Any question regarding the workshop? Please contact  
[Transport@upu.int](mailto:Transport@upu.int)



**Thank you**