ICS2 RELEASE 3 IMPLEMENTATION
Updates, derogations and lessons learnt

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4 December 2025 13.00–14.30 CET (UTC+1)

Online via Zoom (in English)

ICS2 Release 3 implementation

Opening remarks	UPU International Bureau
Operational readiness and key considerations	Mr **Ian Wilkinson**, Head of Postal Policy, Royal Mail
ICS2 Release 3 – Regulatory update and roadmap	Ms **Renata Pauliukaityte**, Manager, ICS2 Business Transformation, European Commission
Supporting ENS filing for carriers through IT tool: IPC update on IT solution and configuration requirements for F40 filing	Mr **Jörgen Van Mook**, Head of Network Management and Innovation, International Post Corporation
Evolving IPS for ICS2 compliance: Data exchange with surface carriers using the IPS solution	Mr **Paolo Politi**, Senior Technical Account Manager, Mail Products and Services, UPU International Bureau

ICS2 Release 3 implementation

Member experience and lessons learnt – Preparing for the final deadlines	Mr **Maxime Burzlaff**, Head of Customs and Performance, Australia Post; Ms **Nataša Ćujić**, Head of Office for Transport Service, Post of Serbia; Ms **Gordana Karanović**, Head of International Postal Operations, BiH – Poste Srpske; Ms **Manlin Yang**, Deputy Director of International Network Division, China Post
Closing remarks	UPU International Bureau and Mr **Ian Wilkinson**

Operational readiness and key considerations

Presentation by Ian Wilkinson

Head of Postal Policy

Royal Mail

Agenda

ICS2 R3 ET

- Background
- Reminder of Global Postal Model and ICS2 filings
- Current status
- Derogation status
- Challenges expected
- Next steps (and questions)

Background

ICS2 R3

Activities and key principles – alignment with the Global Postal Model

- Terms of reference approved by the POC (April 2024).

- Expert team meetings held monthly, with work carried out between meetings, and risk review conducted.

- Engagement with all modes of surface transport (both directly and via organisations such as the IMO and IRU and via the UPU-Rail Forum).

- Held Webinars including this one to promote the importance and presented with the EC.

- Importance of carrier role emphasized – successful co-working and collaboration will be fundamental.

- High-level requirements and principles aligned:

  o Utilize the framework in place for ICS2 Release 2;

  o Align with the Global Postal Model.

- Pursued a postal technical solution to support Road Carriers in particular. Especially as Postal and commercial flows for carriers have different Master Arrival ENS submissions.

ICS2 Release 3 is now live for all modes of surface transport

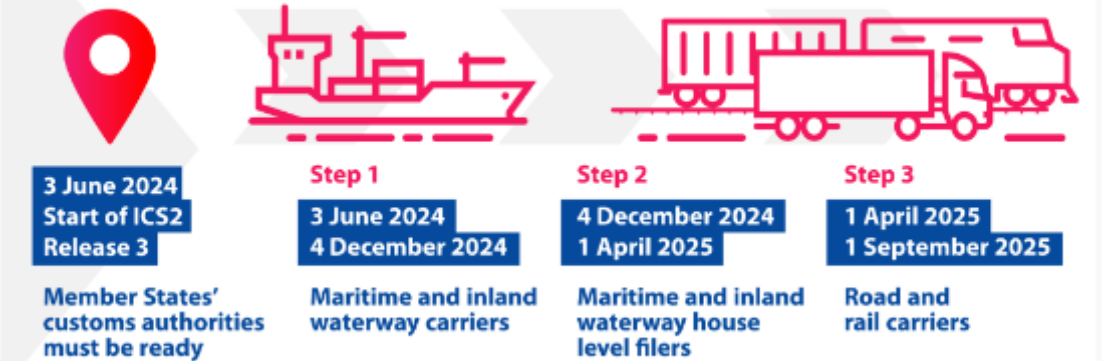ICS2 R3 has now gone live for all modes of surface carriers and has been rolled out in three steps:

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 transhipment, which were included in the requirements, as well as for more complicated transit flows.

GET READY FOR ICS2

3 June 2024 Start of ICS2 Release 3	Step 1 3 June 2024 4 December 2024	Step 2 4 December 2024 1 April 2025	Step 3 1 April 2025 1 September 2025
Member States' customs authorities must be ready	Maritime and inland waterway carriers	Maritime and inland waterway house level filers	Road and rail carriers

• There has been some great work by the IPC to extend the air carrier lodgement record to road movements.

• This will help support road carriers in the lodgement of the F40.

• The PTC have also been ensuring IPS and systems are ready for Postal Operators to use.
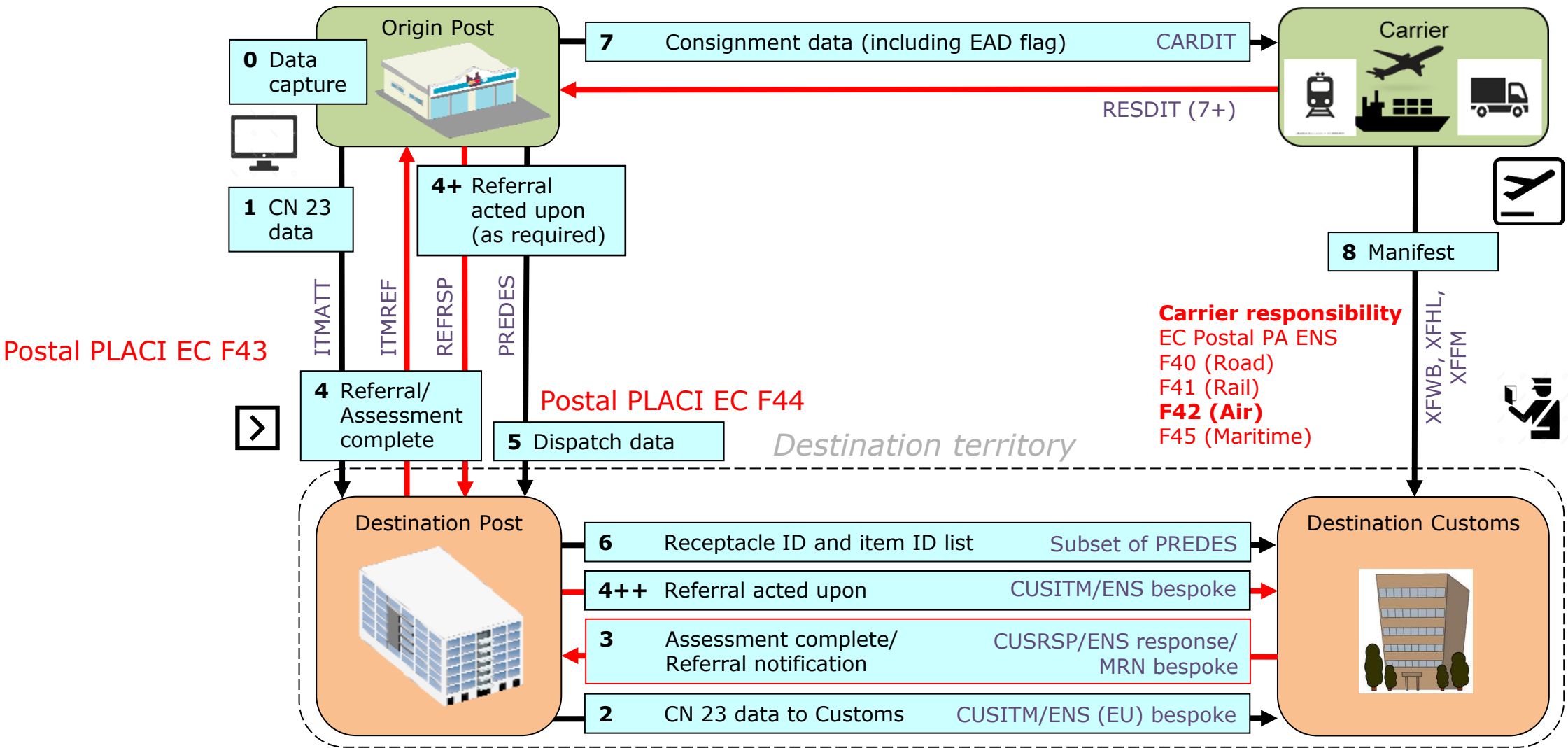
ICS2 R3

Global Postal Model flow

UPU Global Postal Model for EAD

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

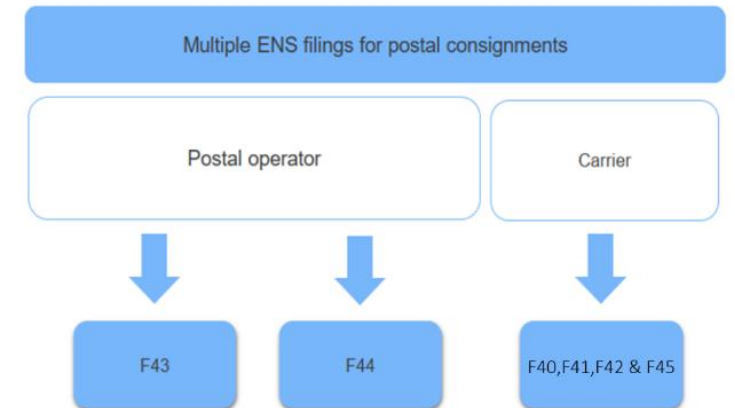# ICS2 requirements: postal model

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- Update to UPU standards

- Code list 160 was 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 have been built to create the end point for the carriers to collect the message, as was the case for air carriers.

M48

CARDIT V2.1

Multiple ENS filings for postal consignments

Postal operator | Carrier

F43 | F44 | F40,F41,F42 & F45

Current status

ICS2 R3

High level status update

- ICS2 R3 for all modes of transport is live in the "ICS2 Zone" i.e. The EU 27+2.

- Carriers are now lodging the Master Arrival ENS (F40, F41 and F43). They are using information contained within the CARDIT message.

- We are encouraging carriers who have yet to go live to live before the derogation ends.   As a number end at the end of the year we are keen to have processes bed in and any queries or issues understood.

- Carriers are using a combination of the Postal IPC system to lodge (and training sessions have been run as well as support) and others, especially those with undertaking the lodgment for air movements are using their own, or provided propriety systems.

- There have been checks by the IB to understand if there was any disruption with flows. The Good news is that there has been no reported issues with release 3.

- There is a planned additional Webinar to have a push to encourage all posts and carriers to be ready and live well before the derogations end.

- We continue to monitor the filings which have been rejected by the use of STOP Words.

- We continued to monitor the timeliness of responses of the end to end systems.

- We will also invoke as requested BCP. Although, keen for improved communication flows in this area.

STATUS UPDATE

Derogation status

ICS2 R3

European Commission derogation status – by Member States

What is a derogation: A derogation refers to a legal provision that allows for an exception or deviation from a general rule or obligation set out in this case, EU legislation.

What does this mean: It means in short there was a legal route for the Member States to request a delay in implementing ICS2 R3 (road and rail only).

Could the European Commission not just apply a blanket extension to time lines: Whilst this was asked. It was unfortunately not possible. As under the terms set aside it needed to be requested via Member States linked to an exception.

How did Member States apply for a derogation: The European Commission wrote to all Member States and gave them two weeks to apply up until Friday 15 August.

The European Commission first published a list of Member States who **had not** requested a derogation.

Then a list of Member States who **were granted** a derogation was issued by the European Commission on the afternoon of the 28 August 2025.

The derogations typically are lasting until the 31/12/25 or the 31/05/25. Details can be located on the EC ICS2 Circ Web Site.

Noting: These apply to all ICS2 R3 movements to those Member States for all modes of conveyance (postal and commercial) and for postal movements the carrier declarant takes place at the first competent authority in the ICS2 area.

Derogation status reminder

Derogations are starting to ending soon

- A number of Member States including France and Ireland will have their derogations lapse on the 01/01/2026;

- This means from this date all road carriers will need to submit the F40 filing to the EC Common Repository;

- Other Member States, such as Poland have derogations that will lapse on the 01/06/2026.

Details can be located on the EC ICS2 Circ Web Site.

Filing of the master arrival ENS filing especially if using a partners lodgement system, such as the IPC's should be done as soon as possible. Please do not leave it until the last week in December as it will increase the risk of not been completed in a timely manner.

Challenges

ICS2 R3
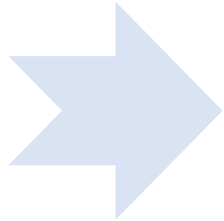
Some challenges are expected

Local issues: We are expecting local issues, mainly at the borders between ICS2 countries and non-ICS2 countries for road and rail transport modes. It should be recalled that most postal operators do not have facilities at the border where physical controls could be made. Therefore, unless there is an imminent risk, it is suggested that the security control be carried out at the office of exchange of the transit/destination postal operator.

Contingency plans: IPC and PostEurop have raised the issue of the business continuity plan. There is a need for greater clarity on the implementation process and the EC's communication with economic operators and/or IPC.

Carrier issues: What will happen in cases where carriers and their systems experience delays that are beyond the control of the DO, or if they are not ready on day at the end of the derogation.

Transit: Postal operators consider that they will continue to use the postal transit regime currently in place for road transport modes.

ICS2 R3

Next steps

Next steps

- The slides, presentations from the Webinar today will be made available for reference and support on the UPU website.

- Encourage the following:

a) the creation of CARDIT messages (which contains critical data to support the lodgment of the file) for surface modes and set up their Mailboxes and Party Identifier numbers if needed;
b) carriers to go live prior to the end of the derogation in order to help with any teething issues or understanding;

- Monitoring of key components and timeliness of systems;

- Continuous improvement and communication with all parties.

Thank you

ICS2 Release 3 regulatory update and roadmap

UPU ICS2 Release 3 webinar
2025-104

Renata Pauliukaityte

European Commission

Key dates of Release 3

1 April 2025 — Start of deployment window for road and rail

1 September 2025 — End of deployment window for road and rail

1 January 2026 — ENS for postal consignments on road and rail mandatory in ALL countries

1 June 2026 — ENS for general cargo on road and rail mandatory in NCTS P6 opt-in countries (with derogation)
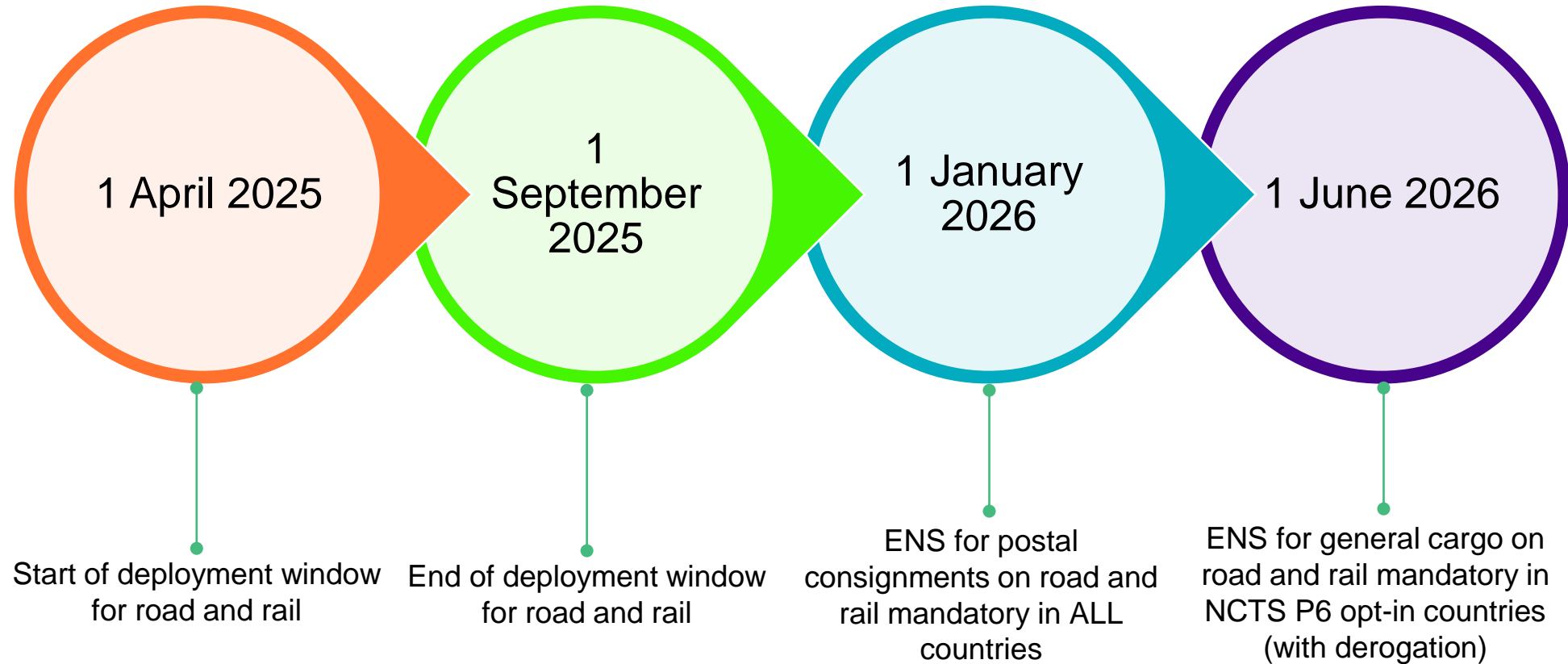
Requirements to lodge an ENS

- **As of 1 January 2026, filing ENS data in ICS2 for postal consignments arriving by road and rail is mandatory in all countries, irrespective of the derogation granted.**

- Some countries that implemented NCTS P6 (opt-in) allow to lodge a transit declaration with ENS data and they will have a derogation until 1 June 2026. However, transit declaration with ENS data cannot be used for postal consignments. Only general cargo (e.g. ETOE consignments) could benefit from this arrangement.

Monthly technical operational call

Schedule of the technical operational calls for EOs:

- February 11, 13:00 CET

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 with subject 'Questions for ICS2 technical operational call'

Thank you

IPC COMETS - ICS2 release 3 F40 filing Solution

02/12/2025

ICS2 Release 3 – what to do to access IPC COMETS filing solution

Pre-requisites to be in place to start

Contact IPC: comets@ipc.be to express interest and Origin Post to indicate if they act as filer or Origin Post to provide list of Carriers concerned

Fill out the IPC reference data file. To be done by Origin Post and Carriers. This includes EORI number for the filing party (Origin Post or Carrier)

Request IPC to set up an EDI mailbox for Carrier to receive CARDIT

Sign the IPC Data Protection & Privacy agreement to agree role of IPC as data processor in relation with the Origin Post

Origin Post to sign an MOU agreeing to use the IPC service – free of charge for carriers and Origin Posts that are not participant in IPC COMETS service

If Carrier has Mailbox on PostNet (not required if carrier has mailbox on IPMX) the Carrier has to sign a data copy authorization for CARDIT data to be shared with IPC

- Currently 10 posts set up, several of which act as declarant in relation with all carriers concerned and in addition IPC set up 15 carriers as declarant in relation with posts

- The IPC ICS2 R3 F40 filing solution has been deployed end of August 2025

- Due to derogation only limited use to date

- IPC encourages parties to run end-to-end test in Production a.s.a.p. and well before X-mas holiday period

- Contact IPC and plan tests to get ready: comets@ipc.be

IPC COMETS - ICS2 Release 3 F40 filing Solution – e2e process

Carrier provides reference file

Postal Operator provides reference file

IPC stores reference data

Postal operator sends the CARDIT

Carrier or Postal Operators use IPC EAD tool and select a consignment

IPC EAD tool prefills the CARDIT data for the consignment

Filer triggers filing in IPC EAD tool & IPC sends F40 data to ICS2 EC STI

IPC processes response from ICS2 EC STI
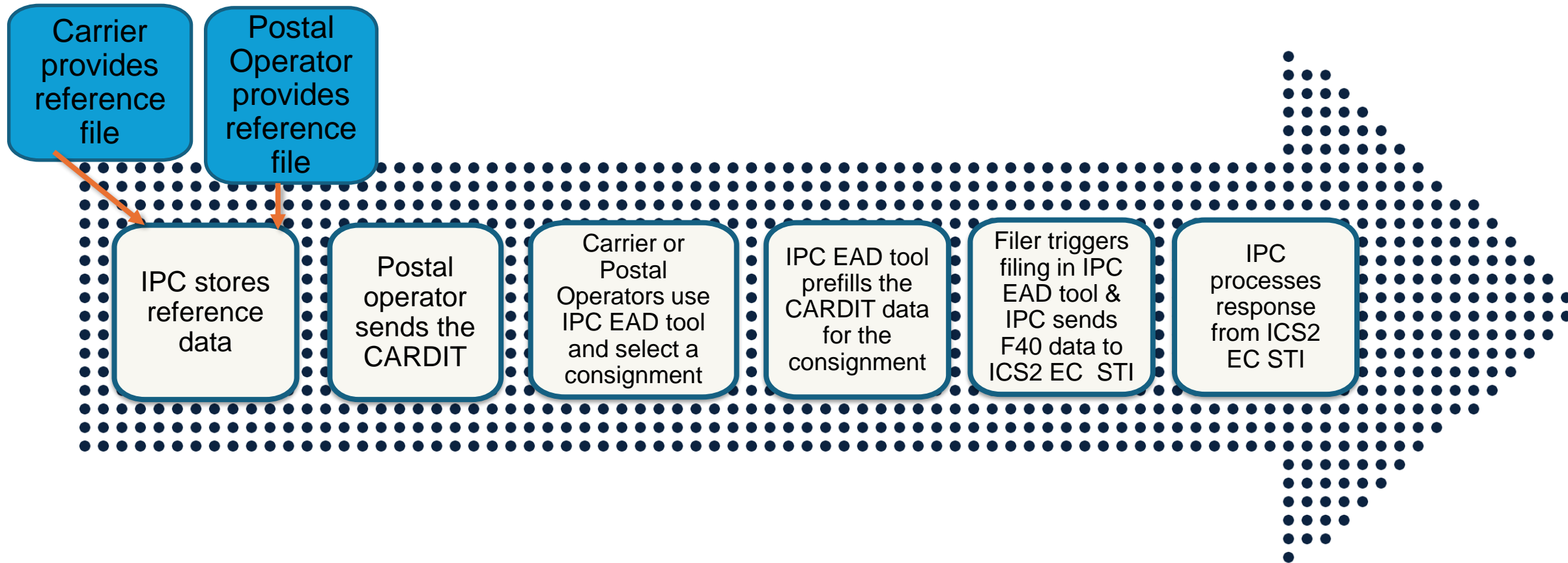
IPC COMETS - ICS2 Release 3 F40 filing Solution – data flow
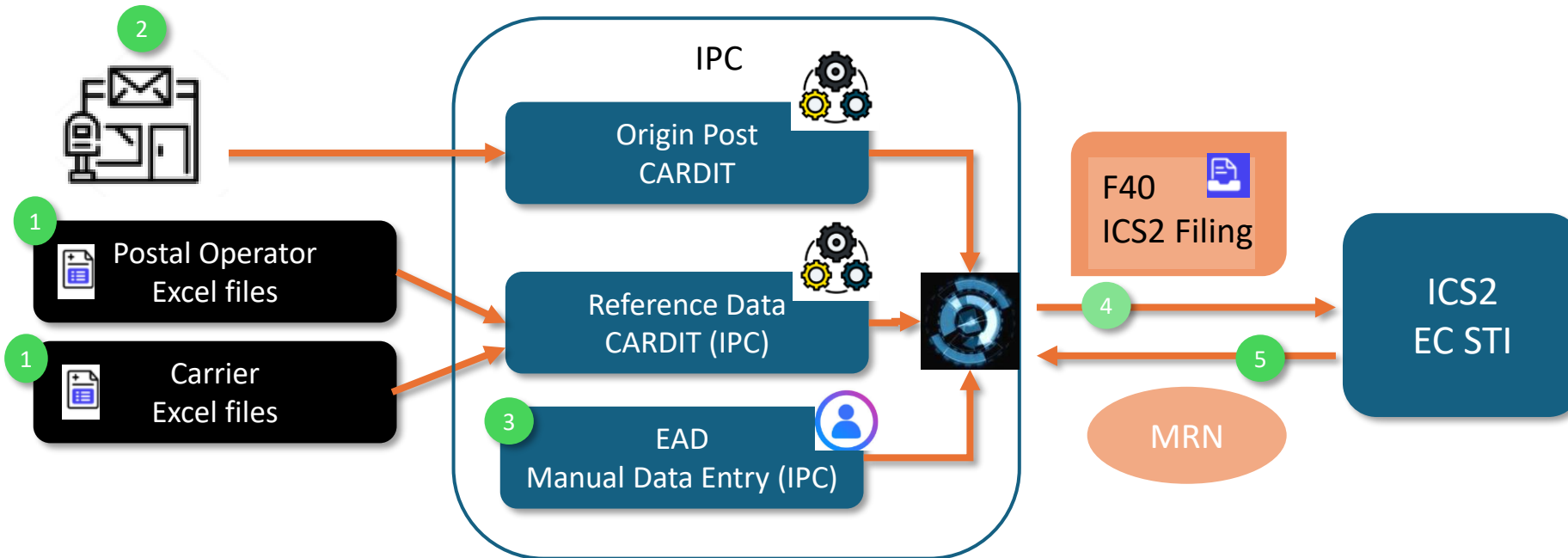
1. Postal Operator & Road Carrier provides the reference data (One Off Operation)

2. Postal Operator sends CARDIT for Road (IATA code or UNLOCODE)

3. Postal Operator or Carriers searches and selects a CARDIT & manually enters the remaining data in the IPC EAD tool

4. IPC EAD tool sends ICS2 F40 (road) filing to the EC standard trader Interface

5. EC standard trader Interface sends the MRN back to the Carrier/Postal Operator

ICS2 release 3 end-of-derogation Deadline Jan 1 2026 Approaching

Truck Companies that leave ICS2 Release 3 preparation to the last-minute risk:

✗ Major disruption that drives up supply chain costs
✗ Postal Shipment stuck at the border
✗ Revenue losses caused by delivery delays

This is your chance to get ahead — not scramble behind.

Get ICS2 Release 3 compliant with the IPC COMETS solution. More info: contact comets@ipc.be

Agenda

1. CARDIT-RESDIT exchanges in IPS PAWB / Bill of Lading

2. EAD Transport

3. EDI address on POST*Net

Agenda

1. CARDIT-RESDIT exchanges in IPS PAWB / Bill of Lading

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EDI configuration in IPS

From IPS 2023 SP1, the application can be configured

to send **CARDIT** and receive **RESDIT** 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 automatic update will be

implemented in a future IPS release

National management > EDI > EDI partners & exchanges
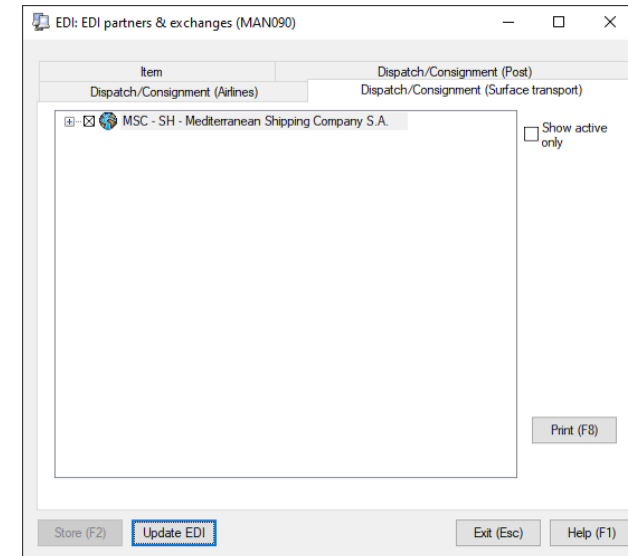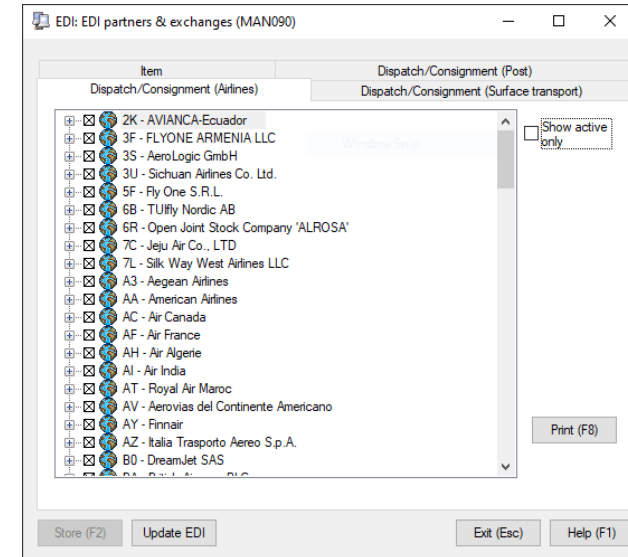
Creation of surface carriers and their EDI addresses

National management > Routing plan > Transport companies

National management > EDI > EDI Addresses for surface transport

Transport segment

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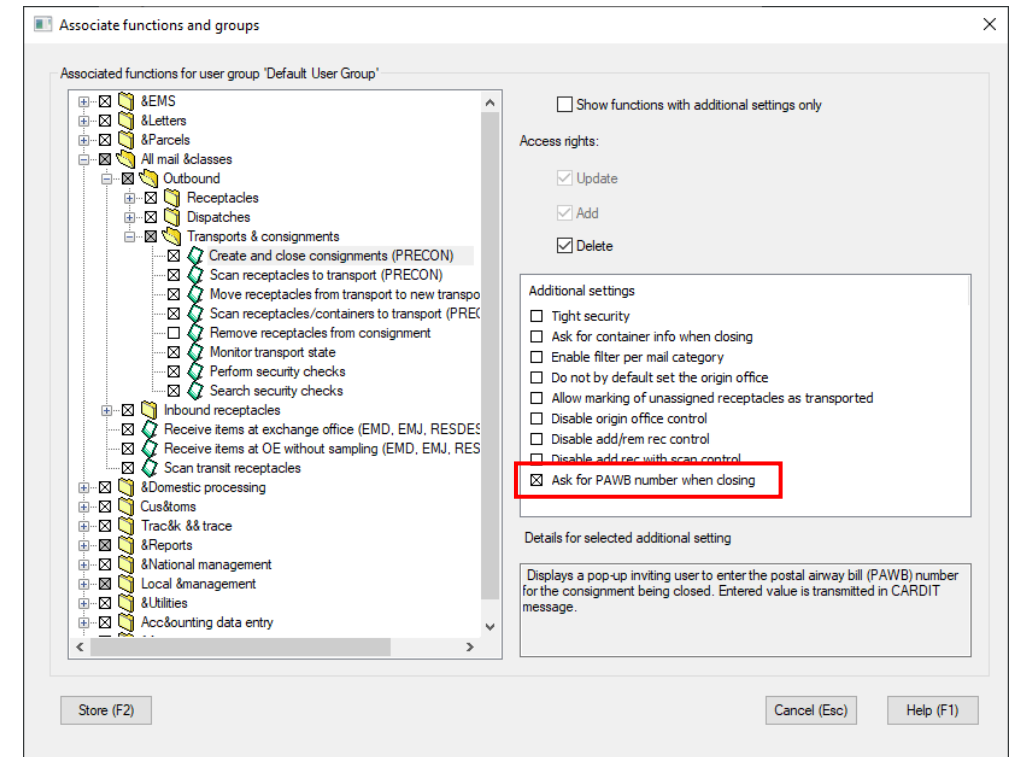

National management > Routing plan > Transport segments

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)

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

Support for IPS versions prior to 2023 SP1

A workaround is available for Posts running IPS 2023 base or earlier

Surface transport companies can be created as airlines, and then used in surface routes

Limitation: the generated CARDIT messages will indicate *mode-of-transport* as '4' (air)

- But surface carriers may find the limitation acceptable
- IPC confirmed that they can do the ENS filing for surface carriers with such CARDITs

Post needing to implement this workaround should contact PTC support to obtain the tools and instructions to put it in place

Agenda

1. CARDIT-RESDIT exchanges in IPS PAWB / Bill of Lading

2. EAD Transport

3. 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

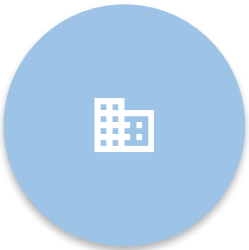## UPU solution to support Leg 2 operations

Easy to use
Web and mobile solution with intuitive user interface
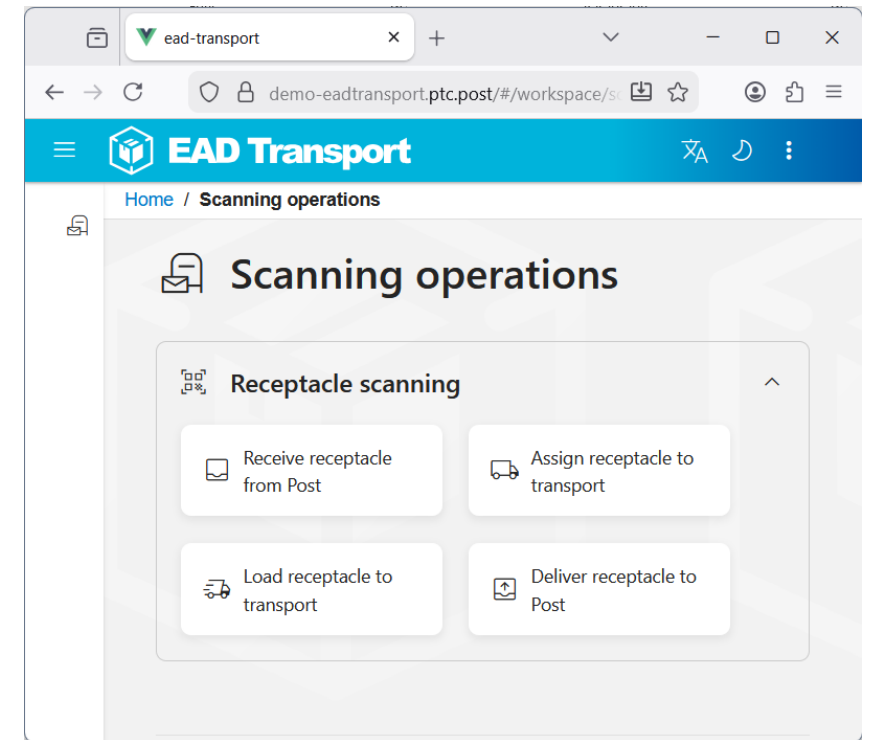
Affordable
License cost based on number of locations

Scalable
Cloud-based backend supporting as many clients as required

Current functionality (release by Dec 2025)

Foundations

- User and profile management (authorization and authentication)
- Web and mobile (Android) front ends
- Native multi-language support
- Designed for maximum flexibility

Operations

- Scan receptacles to generate RESDIT events
  - Received (RESDIT 74)
  - Assigned (RESDIT 6)
  - Loaded (RESDIT 24)
  - Delivered (RESDIT 21)
- Mobile app supports offline operations

Notifications

- Push notifications for "Do not load" referrals
- Model for in-app alerts and notifications is being designed

Upcoming features

| Configurable scan events | In-app alerts | 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   CARDIT-RESDIT exchanges in IPS PAWB / Bill of Lading

2   EAD Transport

3   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!

ICS2 R3 management process

**Customs and Performance
International Services**

December 2025

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/RESDIT 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 – Operations for Sea Mail to EU

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.

Current operations and issues:

- The main issue is untrained team members forgetting to capture the waybill when closing consignments

  - MSC notifies us of the missing data

  - In that case the consignment must be re-opened and re-closed with the data then correctly filled in, which can be days after departure

- No issue reported by MSC or EU Posts so far

Information for consignment

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

OK

Australia Post

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

ПОШТА СРБИЈЕ

UPU Webinar on "ICS2 Release 3 Implementation – Updates, Derogations & Lessons Learned

The challenges PE Post of Serbia
encountered during implementation

4th December 2025

Preparation of operations for ICS2

26 February 2025 – Meeting with representatives of Croatian Post regarding the implementation of ICS2 in road transport.

28 February 2025 – The Post of Serbia obtained its EORI number.

March–June 2025 – Negotiations with Croatian Post, agreed the Šid/Tovarnik border crossing would be used. We contacted customs and border police to prepare conditions for our vehicle to cross the border with minimal waiting time; HP did the same.
July 2025
Our customs authorities and border police granted approval for exchange through this border crossing.

IT solutions for filing of required messages and communication with carriers

30 June 2025 – Information about the Post of Serbia, in its capacity as postal operator and carrier, was sent to IPC COMETS.

July 2025 - A Memorandum of Understanding was signed between IPC and the Postal Operator and IPC COMETS ICS2. The process for implementing the new IPS 2024 version, which supports data exchange with the EAD application, was initiated.

August–October 2025 - Tests were conducted for sending CARDIT messages and forming consignments in the EAD application

September 2025 – facing the fact of Croatian authorities require submission of forwarder's electronic pre-announcement messages for all consignments containing goods. Additional cost for us.

Implementation phase, concerns, way forward (successful implementation or changing transport mode / unsuccessful implementation->> pending challenges).

Early August 2025 – It became clear that IT conditions for ICS2 R3 implementation could not be met. On 11 August, notifications were sent to neighbouring countries (HU, BG, HR) that surface exchange was being discontinued and dispatch would be shifted to air transport.

Hungary (from 1 September) and Bulgaria (from 18 August) – Regular national air carrier routes were established and transport quality was maintained.

From 1 September 2025 – Dispatch to Croatian Post possible only via Lufthansa. Quality was significantly reduced and the cost more than doubled. The number of complaints increased.

From 26 October 2025 – Dispatch carried out only twice a week by air to Vienna, then by truck from Vienna via Ljubljana to Zagreb. An increase in complaints is expected.

NOTE: The national air carrier, Air Serbia, has been unable to establish cooperation with Croatian customs and airport authorities. Since February 2025, we have been in communication with them, hoping for progress and the eventual establishment of postal dispatch.

ICS2 R3 implementation in Poste Srpske

Webinar "ICS2 Release 3 Implementation – Updates, Derogations and Lessons Learnt"

4 December 2025 (13:00–14:30 CET)

Поште Српске

Preparation for ICS2 R3

- Gathering information through workshops, webinars,...

- Proper understanding of ICS2 R3 requirements:

  - Postal operator as a road carrier

  - Country of first entry and EORI number

  - Implementation window

- Close cooperation with Croatian Post

- Communication with UPU, PostEurop and IPC

- Communication with other non-ICS2 operators

Поште Српске

ICS2 R3 – Challenges

- Filing F40 as a road carrier

- IE3G301 message required

- ICS1 filings required after 01.04.2025

- How to submit data required by customs?

  - Freight forwarders

  - IPC

- Priority when crossing the border

- Search for alternative routes

Поште Српске

ICS2 R3 – Implementation

- Two derogations (01.10.2025 and 31.12.2025)

- IPC's solution for F40 filing tested and ready

- Freight forwarders confirmed their compliance (IE3G301)

- Air carrier also ready

- Costs, speed and reliability concerns

- Final decision is expected early December at the latest

Поште Српске

ICS2 R3 – Lessons learned

- Early assessment and impact on operations

- Communication and cooperation

- Software solution for F40 filing developed within postal sector

- Backup solution

- Support from UPU, IPC, PostEurop and partner operators

Поште Српске

Thank you

Any question?

ICS2 R3 Implementation Update:

China Post's Preparation for Rail Transport

Presentation by Ms. YANG Manlin
International Business Department, China Post
4 December, 2025

Operational Preparation for ICS2 R3

- Maintaining close collaboration with railway partners to develop tailored postal rail solutions.
- Established regular communication with the ICS2 team at Polish Customs.
- Identified a potential rail agent capable of handling ENS filings for postal shipments by rail.
- Secured a derogation from Polish Customs for ICS2 R3 until 31 May 2026.
- Mail-by-rail flows from China into Europe remain stable and uninterrupted.

Data Submission and Filing Process for Mail-by-rail

- The rail agent confirms that China Post can submit CN37 and pre-advice documentation via email, with no system integration required.
- The rail agent has specified data requirements for F41 filing.
- China Post will provide the necessary data; **the rail agent will manage the conversion and ENS filing for F41**.

- container number

- SMGS waybill number

- recipient

- shipper

- loading place

- unloading place

Challenges and Next Steps

- **Operational Risk:** Manual ENS filing by the rail agents remains prone to human error.
- **Our Action:** Actively pursuing system-to-system integration with agents.
- **Our Request:** Clear operational guidelines for the rail agents from Polish Customs to standardize the filing process for postal shippments.

- **China Post is committed to ensuring seamless and fully compliant rail transport operations, both during the derogation period and beyond.**

Thank you!

Any questions?

yangmanlin@chinapost.com.cn

ICS2 Release 3
implementation

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

https://www.surveymonkey.com/r/KZFJFMT

Any question regarding the workshop? Please contact
Transport@upu.int

Thank you