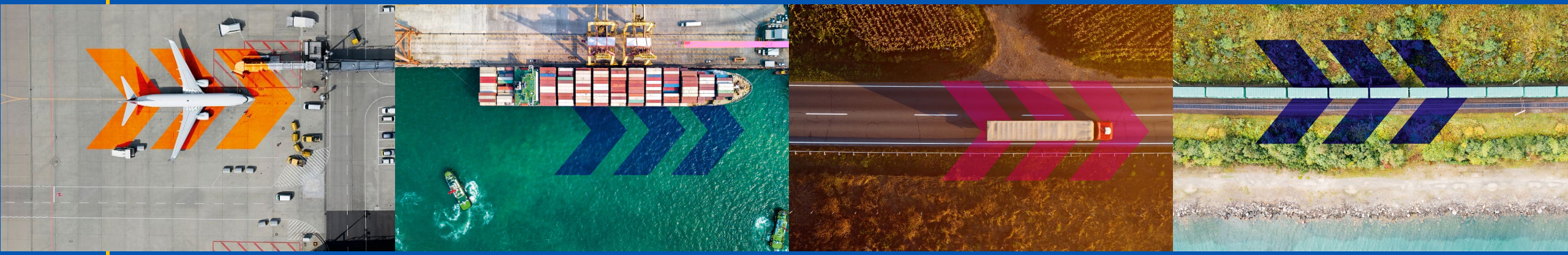
ICS2 requirements for road and rail



2025-03-12

Requirement to lodge an ENS

- All goods 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 goods that are transiting the EU.
- Where goods enter the EU, leave and then re-enter, a new ENS must be lodged for those goods.
    - **Example**: Türkiye-Bulgaria-Serbia-Hungary, ENS will have to be lodged to Bulgaria and Hungary

Place to lodge an ENS

- Where ENS is submitter in a single filing or where in case of multiple submissions a master level filing is lodged, it has to be addressed to the **customs office of first entry**.
- House level filing in case of multiple submission, needs to be **addressed to the Member State where the goods are likely to enter the EU**.
- **Postal model:**
  - Master level filing is always submitted to the **customs office of first entry**.
  - House level filings submitted by designated postal operator in the EU are addressed to the **Member State where this operator is established**.

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 ferry between 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.

Responsible party

- The entry summary declaration shall be lodged by the **carrier**.
- However, it can also be lodged by the **importer or consignee** of the goods or by **any person who is able to present** or has presented the goods to customs.
- In the case of combined transportation, ‘carrier’ means the person who operates the means of transport which, once brought into the customs territory of the EU, moves by itself as an active means of transport.
    - **Example**: In case of a truck transported on a ferry, the road haulier operating the truck that will move by itself upon the arrival into the EU will be the carrier for the purpose of the lodgement of the ENS. In case of trailer transported by a ferry, the vessel operator will be responsible to lodge an ENS
- Declaration can be lodged by a representative.
- The person that will lodge entry summary declaration particulars is legally responsible for the timely lodgement within the legal deadlines and the accuracy of those particulars.

EORI

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

EORI

- EORI number is mandatory for customs clearance in the customs territory of the European Union.
- EORI becomes mandatory for several parties in the ENS:
  - Declarant
  - Representative
  - Carrier
  - Consignee in the EU – if EORI is issued to the consignee, it must be declared
  - IT Service provider

- Companies established outside the EU must register in the MS where they will file the data.

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ENS data

Parties (legal and natural persons) – names & address (+ contact)

- Consignor (sender), consignee (receiver), carrier, notify party, **seller, buyer,** declarant, representative, other supply chain parties

Locations and routing

- Place of acceptance (dispatch), place of loading, countries of routing, first customs office of entry, place of unloading, place of delivery

Goods

- Description, HS6 code, gross weight, UNDG, CUS code, number and type of packages, shipping marks

Means of transport

- Container (size, type, status), ID number, nationality and identity of active & passive means of transport, receptacle Nr

Other

- Estimated date and time of arrival, supporting documents.

Only one ENS can be lodged per master level transport contract issued by the carrier. One ENS cannot cover multiple consignment notes, and it cannot contain consignments mixed from different consignment notes.

ENS filing types-road

ENS can be lodged in one or several submissions*.

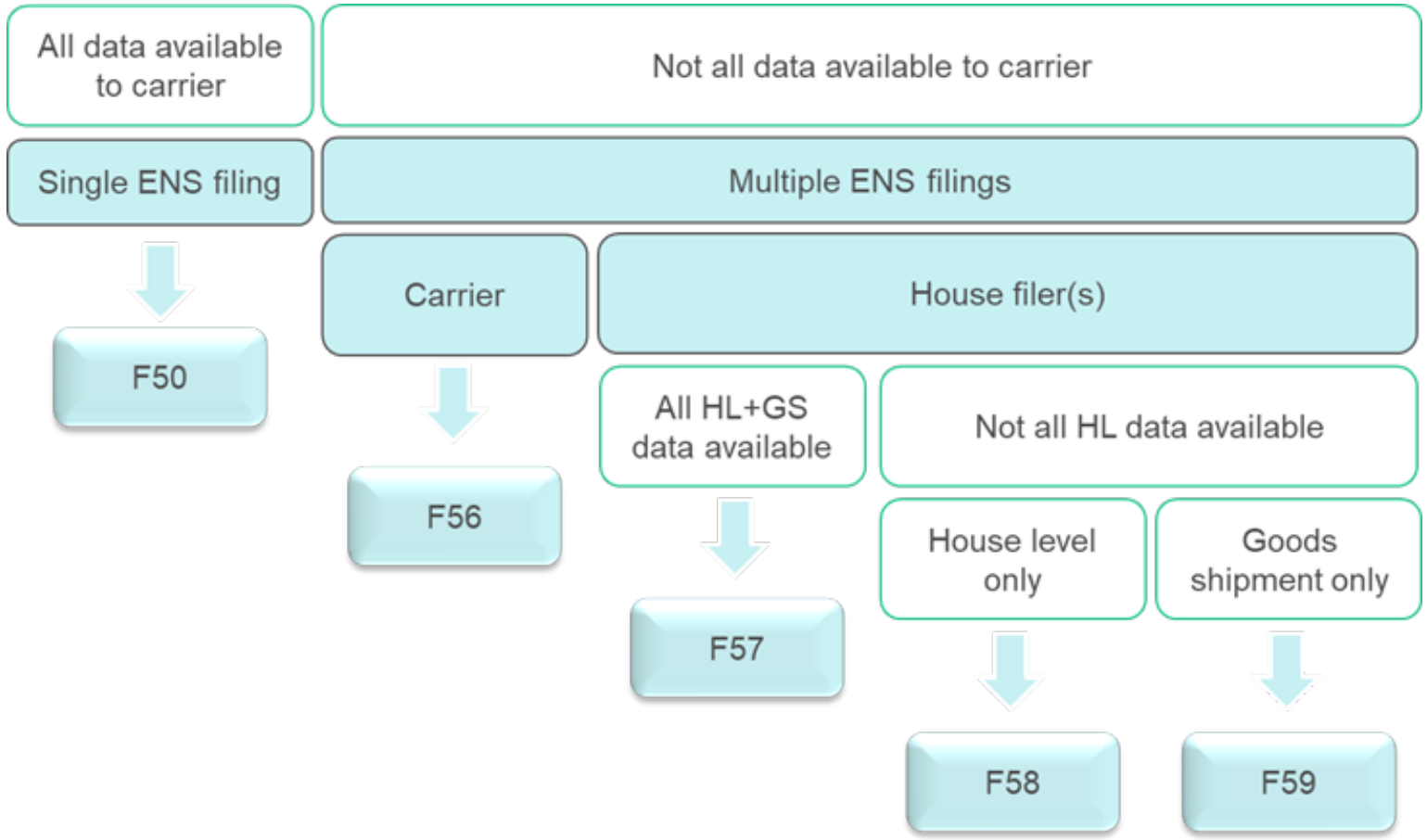
Filing type	Master consignment	House consignment	Goods shipment
F50	X	X	X
F56	X		
F57		X	X
F58		X	
F59			X

* F56, F57, F58 and F59 will be implemented only in 2026

European Commission

ENS filing combinations - road

- For road transport the valid combinations of multiple ENS filing are:
- F56+F57
- F56+F58+F59



ENS filing types-rail

ENS can be lodged in one or several submissions*.

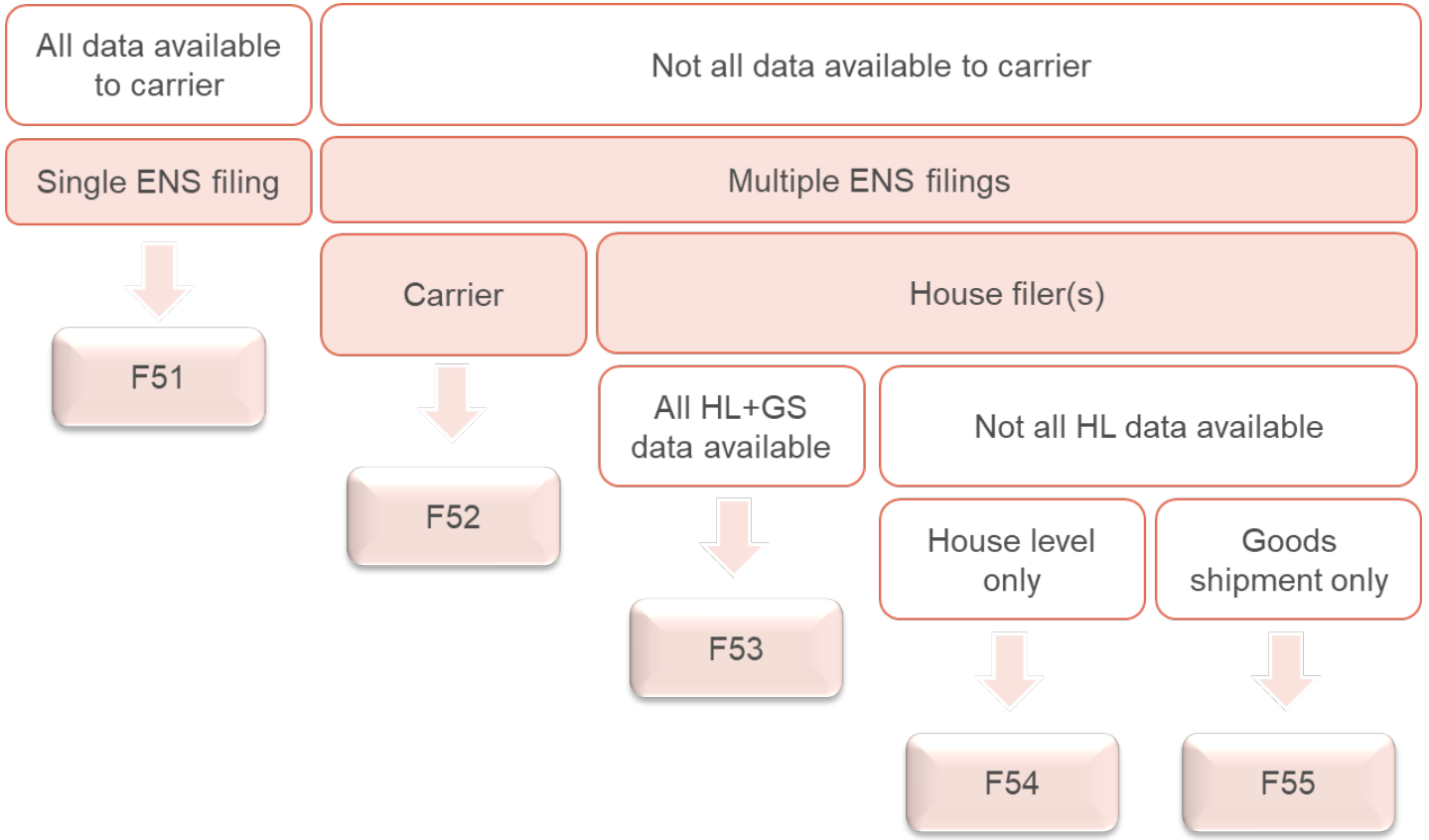
Filing type	Master consignment	House consignment	Goods shipment
F51	X	X	X
F52	X		
F53		X	X
F54		X	
F55			X

* F52, F53, F54 and F55 will be implemented only end 2025

European Commission

ENS filing combinations - rail

- For road transport the valid combinations of multiple ENS filing are:
- F52+F53
- F52+F54+F55



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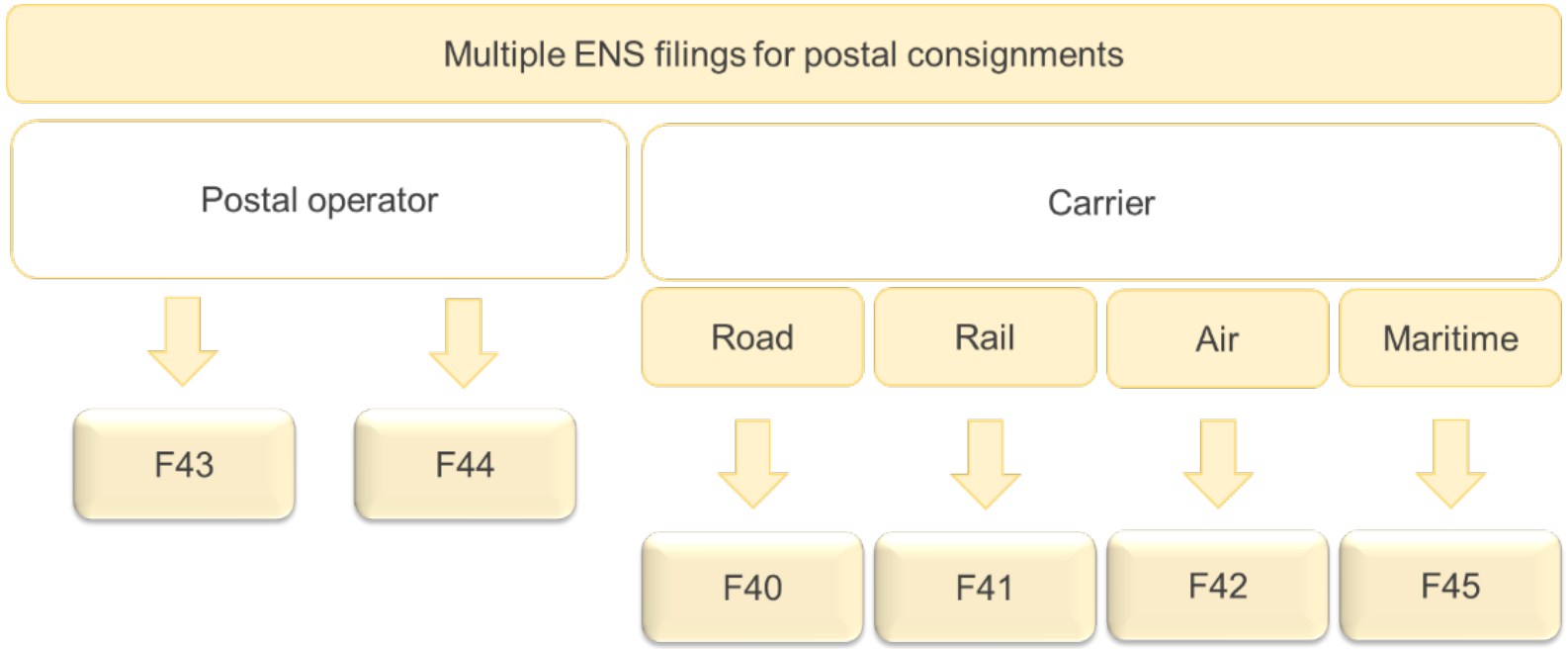
ENS filing types - postal

- For postal consignments ENS is always lodged using multiple submissions

Filing type	Master consignment	House consignment	
F40	X		Filed by road carrier
F41	X		Filed by rail carrier
F43		X	Filed by postal operator in EU
F44		X	Filed by postal operator in EU

- ETOE consignments are moved as cargo general, postal model rules do not apply

ENS filing combination (postal)



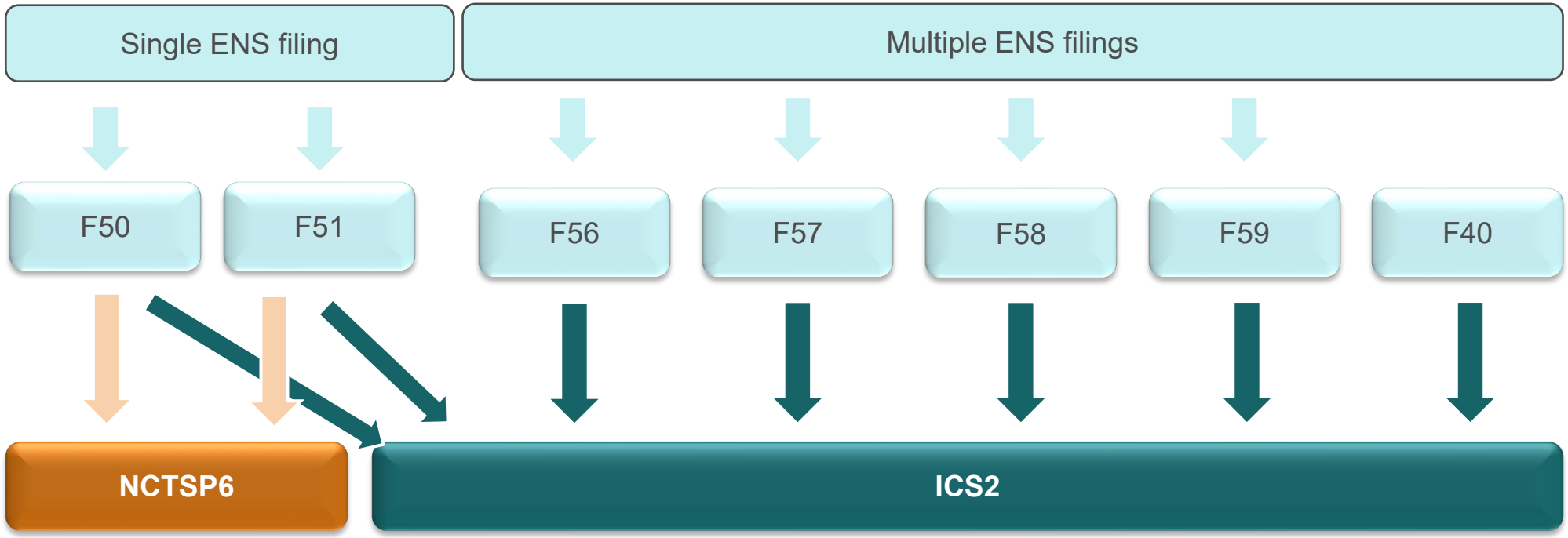
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Combined transport

- Accompanied transport (e.g., truck on a ferry):
  - Time limit to lodge ENS – maritime
  - Data set – F50, or combination of F56, F57, F58, F59 (active means of transport – ferry)
  - Responsible – road carrier
- Unaccompanied units (e.g., container/trailer on a ferry):
  - Time limit to lodge ENS – maritime
  - Data set – F10, F11, or combination of F12, F13, F14, F15, F16, F17
  - Responsible – maritime carrier

European Commission

IT system to be used



* NCTSP6 will not be implemented by all MS, thus EOs will have to use ICS2 to lodge the ENS

Steps of the entry process

- Pre-arrival risk analysis (including risk mitigating referrals) is performed in the context of the entry of the goods into the EU process:
    - assesses safety and security threats, which reflect a wider range of risks. Safety and security risks are threats that can have serious implications for the security, health and wellbeing of people and/or the environment. They can be linked to both, misdeclarations or illicit activities (some examples may be: negligence, criminal organisations, terrorism, etc.)
- Upon arrival the goods have to be presented to customs by lodging a Presentation notification (PN) to the presentation system of the MS customs for control purpose and release for subsequent customs procedure (temporary storage, release for free circulation, transit).

Referrals

- Customs authorities can issue risk mitigating referrals during the risk assessment process:
  - Request for additional information
  - Request to amend the data
- Referral is issued to a Declarant or the Representative that has filed the ENS filing.
- The party to which the referral is issued is legally obliged to respond to it.

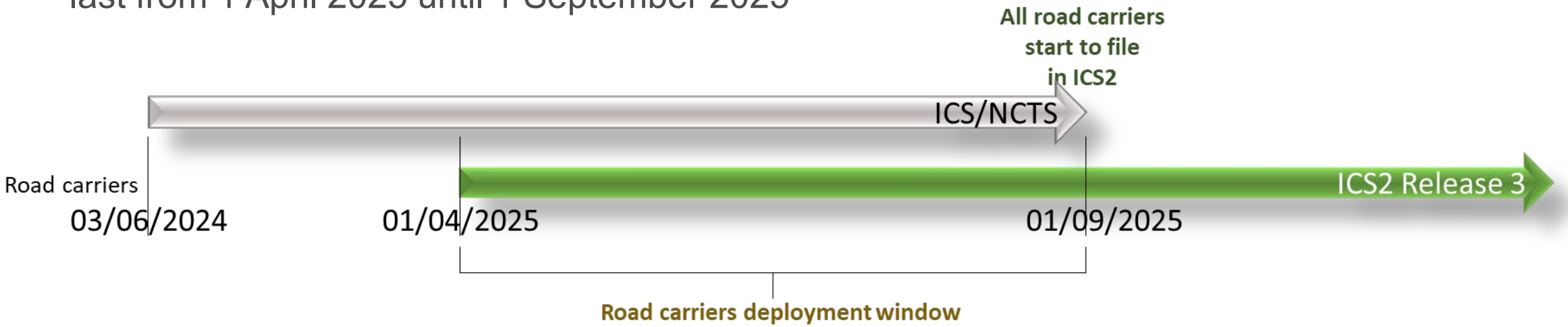
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Preparation to connect to ICS2

European Commission

Transition to R3 strategy

- Transition is done during the deployment window, which for the road and rail transport will last from 1 April 2025 until 1 September 2025



- RO-RO operators can request a deployment window accommodating the road transport, starting before April 1
- Deployment window granting is described on Go-live procedure

Granting of Deployment window

- Deployment window is granted to each EO by the MS where the EO is registered by customs authority (EORI).
- Deployment window issued by one MS is applicable across the EU (and CH, NO, XI)
- Each MS determines the procedure and ways to request for the DW
- Duration of the DW and planned go-live date of the EO is shared between the MS
- More information is provided in the ICS2 R3 Go-live procedure document

Ways to connect to ICS2

To meet the ICS2 ENS data filing obligations, economic operators can chose 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

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.

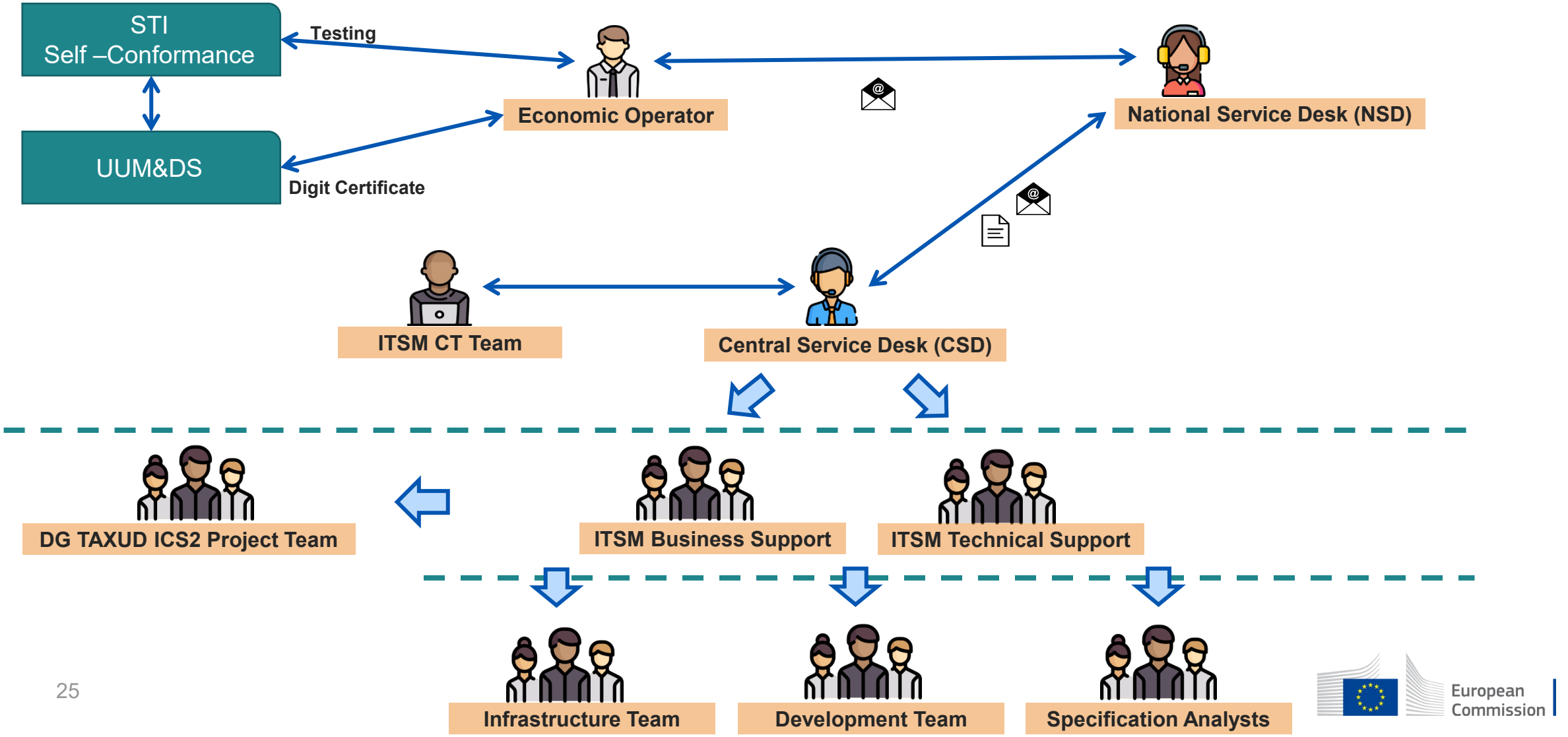
https://circabc.europa.eu/ui/group/18fb5859-3970-4ac5-b30b-6604977a15a7/library/6a98ca8e-8057-48c4-8f6b-bc9e0772364a?p=1&n=10&sort=modified_DESC

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.

Communication during CT



European Commission

Submission of data via STP

STP is an EU e-service 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.

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

Support to the economic operators

- Support to the EOs is the responsibility of the Member State customs authorities (MS where EO registered and got EORI Number).
- MS provide National Service Desk (NSD) which needs to be contacted for all ICS2 related matters:
  - Establishment of the access point
  - Conformance testing
  - Onboarding
  - Deployment window (please follow procedures published by MS)
  - Operational support

ICS2 resources

European Commission

ICS2 information

The ICS2 website (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

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

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

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

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

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

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

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

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

Summary

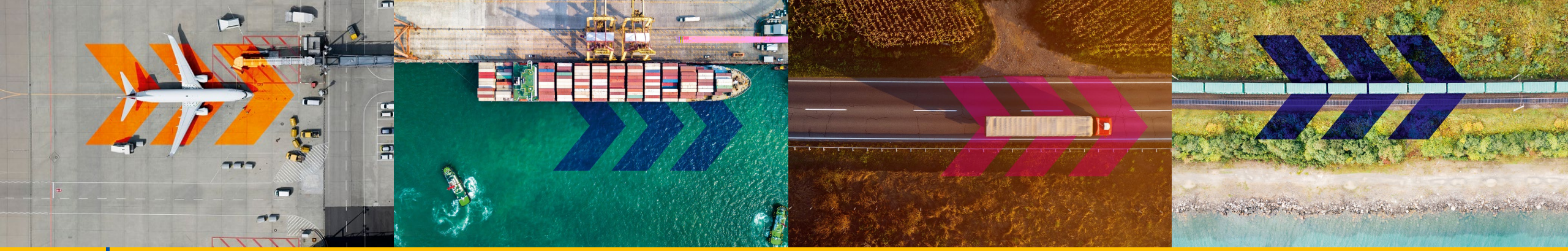
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Steps to be taken to get ready for ICS2

To connect to ICS2, economic operators must:

- Obtain an Economic Operators Registration and Identification (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).



Thank you

ICS2 page on Europa website:

https://ec.europa.eu/taxation_customs/general-information-customs/customs-security/ics2_en

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