

Entry summary declaration System (EU ENS) ICS will be replaced by ICS 2 on Jun 3, 2024 for all goods imported, transshipped, or FROB to the EU, Switzerland, Norway and Northern Ireland. The parties who issue the bill of lading such as Carriers and Forwarder (for House BL), should comply with ICS 2 regulation. Carriers can ask their National Customs Authority for a later deployment schedule. As a result, Yang Ming will commence submitting Entry Summary Declarations (EU ENS) **into ICS 2 starting from Nov 4, 2024 ( 7:00 AM GMT+8 )**. For House level filing, it is scheduled to be effective from Dec 4, 2024 to Apr 1, 2025 as per EU's timeline.

	Question	Answer	Category
1	<b>Involved parties</b> Which business models and transport modes will be affected by ICS 2?	ICS 2 will support the communication of advance cargo information for safety and security risk analysis on the entry of goods into the EU for the following transport modes: maritime, air, road, rail and inland waterways.	1. General Question
2	<b>System</b> Is ICS 2 an upgrade of ICS 1?	No. ICS 2 will fully replace ICS 1 with an entirely new business process. Furthermore, ICS 2 enables multiple filing of advance cargo information and involves more supply chain actors and business models with the goal of collecting better quality and timely data related to the goods supply chains.	1. General Question
3	<b>System</b> Are ICS 1 and ICS 2 going to run parallel?	They will operate in parallel for a limited period of time. After the roll-out of ICS 2 Release 3 on 4 December 2024, ICS 1 will be phased out after a transitional period of 200 days.	1. General Question
4	<b>Filing Scope</b> What kind of shipments requires EU EU ENS filing in ICS 2?	Not only to goods that are destined for delivery in the EU, but also to goods that are either transhipped in an EU port or simply that are Freight Remaining on Board (FROB) in that port.  ICS 2 applies to all cargo with a destination within – or transit via –the EU, Switzerland, Norway and Northern Ireland. ICS 2 is not applicable to intra European transport as long as it is a direct move not calling a non-EU port.	1. General Question
5	<b>Consequence</b> What are the implications if shippers do not provide accurate data at the time of shipping?	Shippers should provide the necessary data required to support a successful security filing. Poor data quality may result in shipments being delayed or Customs cleared at origin as the legally required security filing cannot be done on time.  Inadequate security filing with missing/wrong data may either be rejected or subject to intervention by the EU Country Customs Authorities.	1. General Question

6	<b>Filing time</b> When is an EU ENS required?	The current timelines for EU ENS filings will remain the same for maritime traffic in ICS 2. For deep-sea shipments, i.e. from America or Asia to the EU port, the EU ENS shall be filed at least 24 hours prior to cargo loading at load port (main vessel). For short-sea shipments, i.e. from Egypt or Turkey to the EU port, the EU ENS shall be filed at least 2 hours before vessel arrives at the 1st EU port of entry.	1. General Question
7	<b>SOC Empty</b> Is filing SOC containers and SOC Empty containers in EU ENS required?	According to EU regulation, the SOC containers have to be filed. Shipper-owned empties that are being transported against payment pursuant to a contract of carriage shall be treated in the same way as other cargo and thus be included in the EU ENS and the Arrival Notification.	1. General Question
8	<b>YM Empty</b> Is filing reposition empty containers in EU ENS required?	Carrier reposition empties may continue to be reported to Customs as is done today at arrival and are not required to be included in the EU ENS.	1. General Question
9	<b>3rd party filing</b> Does ICS 2 allow submit EU ENS by alternative 3rd party?	Yes. customers may choose to submit EU ENS filing of their house consignment themselves or arrange to 3rd party to file EU ENS on their behalf.	1. General Question
10	Amendment Does EU regulation allow amendments after carriers files the EU ENS?	The EU regulation allows EU ENS amendments after carriers receives MRN from EU Customs.  Under ICS 2, EU ENS amendments will not be permitted after: - Customs have informed the filing party that the goods are to be controlled. - Customs have established that the particulars in the EU ENS are incorrect. - The goods have already been presented to Customs.	1. General Question
11	<b>Penalty</b> What about penalties for non-compliance?	Decision on penalties is taken pursuant to the national Customs legislation in the individual Member State. No precise information have been brought forward by the Member States up to now. Operational (delay at the borders) and administrative - application of the penalties and fines in accordance with the national legislation.	1. General Question
12	Procedure When shall export agents need to request customers provide the related information about ICS 2 to us?	Once the QC check started, it is suggested to send CIS file according to the ICS 2 regulation.	1. General Question
13	<b>Procedure</b> Does system will do Auto AI for COD, COV, Cancel ?	No, user need to do AI DELETE manually by themselves for COV and Cancel case. For amending POD or other items, please refer the latest version of Working procedure & User manual for more details.	1. General Question

14	<p><b>Multiple filing</b> Does a Freight Forwarder need to file on a vessel calling the EU and does the Carrier need to inform the freight forwarder that it will load their cargo to EU?</p>	<p>If the freight forwarder is issuing a house bill for the goods arriving the EU, they must inform the carriers of that fact. In case the freight forwarder does not share the EU ENS data with the carriers for filing, they must file or arrange for another party to file that data. If the cargo will be FROB on board a vessel calling the EU, the carriers should advise customers that the vessel and cargo on board will be subjected to an ICS 2 filing.</p>	1. General Question
15	<p><b>New requirement</b> What are the additional information required for ICS 2?</p>	<p>New Requirements:</p> <ul style="list-style-type: none"> <li>*Complete address of Buyer &amp; Seller: Required for EU import shipments. This information is not required for FROB shipments.</li> <li>*Supplementary declarant (SUD): The EORI of the supplementary declarant (self-filer) is required.</li> <li>*6-digit HS code: The latest version of WCO code list must be used.</li> <li>*EORI of the Consignee: Should be provided if available. Otherwise, all address details, including P.O. Box Number, City name, Postal Code, Sub-division Code, must be complete and accurate.</li> <li>*CUS code: Required for harmless and DG chemicals (if included in ECICS/ European Customs Inventory of Chemical Substances)</li> </ul>	2. Bill of lading information
16	<p><b>Shipping Instruction</b> When shall the S/I (Shipping Instruction) be provided by shipper?</p>	<p>The time when export agents shall ask customers to provide S/I to meet the EU regulation depends on local practice.</p>	2. Bill of lading information
17	<p><b>Shipping Instruction</b> If customers request YM to file their house consignment on their behalf, how should customers provide their S/I (Shipping Instruction)?</p>	<p>YM would suggest customers to provide separate S/I (Shipping Instruction) for each master bill of lading and house bill of lading individually. For EU import shipments, it is necessary to include the buyer and seller information for each house bill of ladings.</p>	2. Bill of lading information
18	<p><b>Supplementary declarant</b> When should customers provide the information of the supplementary declarant?</p>	<p>If customers do not provide the house level filing information (e.g. House BL information or buyer and seller information), customers should inform carriers the EORI of the supplementary declarant, the one who will file the particulars to the EU.</p>	2. Bill of lading information
19	<p><b>Buyer and Seller</b> When and what should customers provide the information of buyer and seller?</p>	<p>Either [Seller &amp; Buyer] or [Supplementary declarant's EORI] should be provided for EU import shipments.</p> <p>While an EU ENS must be filed for both transhipped and FROB cargoes, "Buyer" and "Seller" information is not required to be included in the EU ENS for these types of cargoes.</p>	2. Bill of lading information
20	<p><b>EORI number</b> Does EORI number have to be indicated in the EU ENS?</p>	<p>If the consignee is an EU party, then EORI should be provided if available. Otherwise, all address details, including P.O. Box Number, City name, Postal Code, Sub-division Code, must be complete and accurate.</p>	2. Bill of lading information

21	<p><b>HS code</b> Where can customers find the valid six-digit HS code for EU ENS filing?</p>	<p>We would suggest that each goods item shall be corresponded with one commodity (HS) code. The EU accepts the latest version of Harmonized System code published by the WCO at <a href="https://www.wcotradetools.org/en">https://www.wcotradetools.org/en</a>. For more detail information, please check on the EC website.</p> <p><a href="https://trade.ec.europa.eu/access-to-markets/en/content/harmonised-system-0">https://trade.ec.europa.eu/access-to-markets/en/content/harmonised-system-0</a></p> <p>In addition, we also provide the Adequate goods description guidance from EU Customs as the “description list” on YM’s Website.</p>	2. Bill of lading information
22	<p><b>HS code</b> How to choose the commodity code if there are several/different goods items in the shipment?</p>	<p>We would suggest that each goods item shall be corresponded with one commodity (HS)code.</p>	2. Bill of lading information
23	<p><b>Goods description</b> Where to find the acceptalbe goods description for EU Customs?</p>	<p>We provide the acceptable/unacceptable list of description from EU Customs as the “description list” on YM’s Website.</p>	2. Bill of lading information
24	<p><b>CUS number</b> What is CUS number?</p>	<p>The CUS number is the identification number assigned to chemical products in the European Customs Inventory of Chemical Substances (ECICS) database. Each product listed in ECICS is identified by the CUS number, assigned by DG Taxation and Customs Union, which is an easy identifier to search the database and to communicate with Customs. Products are also identified by the Chemical Abstracts Service Registry Number (CAS RN), a system used to identify chemical products the world over, as well as by other numbers like EC numbers, UN numbers.</p> <p>The CUS code is not equivalent to the CAS RN but there is the link between the two in the ECICS database.</p>	2. Bill of lading information
25	<p><b>FROB</b> How will the customers know that their cargo is EU regulated, for example in case of FROB cargo?</p>	<p>This information will be advised to customers in the booking stage.</p>	3. Schedule related
26	<p><b>Chage of rotation</b> If the vessel rotation changed, should EU ENS filing be revised?</p>	<p>In case of chage of rotation, HQ will inform relevant export side to update filing if required. Export side should also remind customers to update their EU ENS filing if it's filed against multiple filing.</p>	3. Schedule related
27	<p><b>RFI</b> Why would EU ENS filing receive RFI (Request for information) messages?</p>	<p>If the EU ENS data is insufficient, Customs might request for additional information, such as more detailed party address/name or other required documents for certain cargo, just to name a few. In case supporting document is requested, please inform local agents and ICBS team for further assistance.</p>	4. Response message

28	<p><b>Do Not Load</b></p> <p>What happen if YM receive a “Do Not Load” message from the EU Customs of first entry after submitting EU ENS?</p>	<p>The export agents should convey this information to the respective customers without delay.</p>	4. Response message
29	<p><b>Control Notice</b></p> <p>What happen if YM receive a "Control Notification" from the EU Customs of first entry after submitting EU ENS?</p>	<p>The outcome of the risk assessment may lead Customs deciding to control the goods at the vessel’s first port of entry in the EU, which may not be the cargo’s scheduled port of discharge. In the case of a lower risk being identified, a Customs control may be carried out at an appropriate place, whether that be at the port of discharge or at the cargo’s ultimate destination. No amendment to the EU ENS is possible after the authorities have issued a control notification.</p>	4. Response message
30	<p><b>Multiple filing</b></p> <p>Consolidators often co-load to make their process more cost efficient. In this case there would be two house filers but there is only one place to present the next filer in the carrier master level filing. Do we just declare the company that is placing the booking for the container and not the second filer?</p>	<p>Correct, for co-loading party it is a responsibility of the primary co-loader (the one that contracted with the carrier) to arrange for that second filing. They will need to identify in its partial filing any co-loader (with EORI) as a further supplementary filing party as required.</p>	5. Co-loading
31	<p><b>Multiple filing</b></p> <p>In case of partial filing by the carrier, it is understood that the carrier will indicate the next party filing at House Bill level, but does the carrier in this case need to provide the house bill of lading numbers that the forwarder will be filing for?</p>	<p>The carrier only needs to indicate the EORI number of the next party that needs to file as a ‘supplementary declarant’. The carrier must provide its master bill of lading number to its customer from inclusion on its partial ENS filing and by any other party filing ENS for that cargo. In a partial filing the carrier does not need to include the H/BL numbers of its customers.</p>	5. Co-loading

32	<p><b>Multiple filing</b> For consolidated containers with multiple house bills is it necessary for the carrier to provide multiple HS codes for all of the cargo? Or is this responsibility with the house filer?</p>	<p>In case of consolidated cargo, provision of same detailed information about the goods at both master and house consignment level is redundant. For this reason, in case of the ENS filing where the cargo at master level is consolidated from many underlying house consignments, the data provided on the master consignment level can be declared as follows:</p> <ul style="list-style-type: none"> <li>- Only one goods item should be declared.</li> <li>- Description of goods at master level can be replaced by the statement 'Detailed goods description as provided from the house level', provided that the detailed information is filed on the house level. In case the detailed house level information is not provided, the carrier will be requested to amend the ENS filing and provide the missing information, e.g., via the referral process.</li> <li>- HS code is a mandatory data element and must be declared. In the case of consolidation at master level only one commodity code should be provided (to be chosen from any of the valid commodity codes at house consignment level).</li> <li>- Weight at goods item level must be the total gross mass of all transported house consignments under the particular master transport document.</li> <li>- Packaging should indicate the total number of packages of all transported house consignments under the particular master transport document. The shipping marks can be replaced with 'Provided at the house level'.</li> </ul>	5. Co-loading
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