



# ICS2 – FAQs

*\*information updated 17 October 2022*

## General Information

### What is CHAMP thinking about the PLACI requirement?

CHAMP is part of the ETN European Trade Network and participating actively in all sorts of Webinars, Conferences, and information exchanges with the TAXUD, IATA, CELTEC, and the Member States. That is why we have a solid understanding of the ICS2 PLACI requirements which will be smoothly integrated into our TGS (Traxon Global Security Service). With this service we are already connected to US ACAS, UAE NACI in production as well as CA PACT and UK PREDICT. CA and UK will also enforce their PLACI requirements next year. TGS, the same as Traxon Global Customs (TGC), supports multiple country connections and can be used as one single gateway for PLACI filings.

### What are the most relevant changes you have mapped between ACAS and PRECISE/ICS-2?

PLACI schemes are usually about 7+1 data. This is the same for the EU. However, the messages set that needs to be sent/will be received to/by the EU is completely different. The status codes won't be exactly like the US (e.g. SF, 6H, 8H, 7H etc.). IATA has proposed a set of codes the trade could agree on for upcoming PLACI schemes and CHAMP will follow this standard. We have finalized our analysis and will start development. After completing the performance tests, we will be a certified vendor for ICS2. We plan to grant our customers access to the new service in TGS and TGC by the end of this year/beginning of next year, to allow for an easy transition.

### Do you have any solutions that can be integrated into cargo operating systems or are you only considering connectivity between CCS and customs?

Same as in TGC, Notifications can be configured to send emails or CSN messages back to the sender system to automatically share the Security status. If an API would be of interest, we could be looking at that as well.

### Do we have to wait for EU release before we can load cargo to be exported from our country to EU?

You don't have to, but you take a big risk not doing so. Without an assessment complete message from the EU, you might be asked to divert your flight/face issues apart from having a security risk on your aircraft.



What if we are the export country but the airline is stopping in another country prior to arriving in EU? Who is responsible for notifications and waiting for release to send import to the EU?

This is a business decision. It is recommended to perform the PLACI filing right at the first station, but you can take the "risk" to fly to your first destination prior to the EU and perform the PLACI filing there. If you receive a referral which you cannot manage on time, you will need to offload.

Is it possible to respond to the referrals on Shared Trader Interface (STI) portal?

Our applications will offer a solution to send the R02 & R03 messages to the STI, yes. I am not sure you can use the Shared Trader Portal (STP) to respond to a referral manually.

When do you expect the 3 to 6 months grace period to be finalized?

We cannot answer this one right now. We will ask for more information from the TAXUD but it is not guaranteed that we will get an answer.

Must filing messages be in order (for example: file FHL then FWB then FFM)?  
When can a violation be recorded regarding messages submission?

That depends on the solution you will be using. Using our services, the order of messages does not matter as our applications have embedded logic to treat the data correctly.

What makes ICS2 different from the previous trend? We currently report master AWBs to customs authorities in Europe (First arrival airport in Europe).  
Is the difference HWB level reporting?

ICS2 is the same as ICS1 in that it will ask for MAWB, Direct and HAWBs to be reported. ICS2 however adds the Pre-Load process, allows Forwarders to file HAWBs, introduces referrals as well Control Notifications after arrival. In addition, it is making new data like the HCC mandatory.

What is the difference between the pre-loading and pre-arrival message (Data elements)?

PLACI usually refers to the 7+1 (AWB, description, piece, weight, unit, shipper name, address, consignee name, address) whereas ACI data contains a lot more info like method of payment, kind of package, customs office codes etc.

Is this activity better to be performed by GSA or GHA?

Depends on the activity. If a GSA is taking care of your operations, most of ICS2 will be in good hands with them. A GHA usually offers services regarding Customs filing at the receiving end, where the goods will be offloaded. For



the Pre-Load, the GHA will expect the shipments to be clean before planning to load them and the GHA will not be able to manage the technical filing.

[Can the freight forwarder use the FHL message to support the ICS2 requirements?](#)

The FHL can contain all the information required to report HAWB data to ICS2, yes. Some data is being picked from reference data inside the applications, things like Customs Office Codes, or Declarant EORI etc. This is usually not part of the FHL details. Generally speaking, it is enough for the Freight Forwarder to use the FHL to feed the Airlines. The HCC code on Goods Item level might become a tricky topic in the future.

[As a freighter airline, which CHAMP module would we need to support this? Traxon Global Customs \(TGC\) for Pre-Arrival filing and Traxon Global Security \(TGS\) for the Pre-Load filing.](#)

[Will the sender of PLACI Data receive an MRN number or any approval code proving risk assessment is completed? We know that ACAS do not provide any approval number, we receive a simple message indicating that assessment completed. How will it be with EU PLACI system?](#)

Both. If your filing has no error, you will instantly receive an MRN. After that you can receive an RFI/RFS or DNL and finally an Assessment complete. ACAS only provides a SF or 6I/7I/8I to release referrals. ICS2 will issue an MRN as well.

[After submitting required messages for pre-loading, will any messages return to airline system?](#)

Yes, there is different messages and status you can receive. This can be Error, Acceptance (MRN), RFI, RFS, DNL and Assessment Complete.

[Does this mean mail will be loaded with AWB number and not with CN number?](#)

Yes, correct.

[Is ICS2 also applicable for Switzerland?](#)

Yes, ICS2 will also be applicable for Switzerland and Norway.

[Since there will be a cutover period for ICS2, and some countries' customs authorities will require PN & TSD XML messages, does this mean this also can not be a big bang approach and there will be a cutover period?](#)

The PN & TSD is not a big bang as such either way as the various member states have different progress on this initiative. We recently received some updated information, which cannot officially be shared. This indicates some



new time windows will be agreed, as some member states have asked for degradation. Some member states might enforce those new messages sooner, some later and some might enforce the TSD together with the PN, others will start only with the PN.

## Messaging

Must filing messages be in order (for example - file FHL then FWB then FFM)?  
When can a violation be recorded regarding messages submission?

That depends on the solution you will be using. Using our services the order of messages does not matter as our applications have embedded logic to treat the data correctly.

Does the airline need to create a format for EU customs specification? Does this mean EU customs will not accept XFWB and XFZE?

No, EU Customs do not accept CXML messages. The EU Customs messages are specific, tailor-made XML messages that have nothing in common with CIMP or CXML messages.

Is messaging, e.g. PAWB or new FHL-Version, being integrated into Cargospot as well?

Yes.

As the "consol cargo" is no longer allowed and the declaration will be done on the commodity level, this means we will have to issue a transit document.

Will we have to use an HS code per commodity?

That is what the rules say, yes. I sense to start with, everyone will need to agree on a pragmatic approach.

For PAWB, can we share this information using xFWB & xFHL to CHAMP?

Yes + XFFM, please. We need to know which MAWBs will be manifested on what flights. Pretty much the same as for general cargo.

What type of messages are required for PAWB, if TGC can accept the CARDIT and RESDIT or FWB and FHL required for PAWB?

CHAMP's Traxon Global Customs (TGC) will accept FFM/FWB/FHL with OCI lines or XFFM/XFWB/XFWB. TGC will not accept CARDIT/RESDIT messages. You need to have a solution to transform those postal messages into PAWBs.



Must an application be done for each EU country per carrier to be able to file ENS/ICS messages? Will this procedure still be effective/valid after ICS2-go-live?

No, according to our information this will become a lot more simplified. Only one registration in the UUM&DS will be required to report to each Member State.

Would it be possible to use the MRN of the PLACI for the pre arrival notification?

No, the Pre-Arrival ENS will generate a new MRN. This is also the one that will be required by the GHA for succeeding processes like Good Presentation or Temporary Storage.

In order to check the status RFI/RFS/DNL, is the airline at the origin side allowed to access EU customs' website?

No, this is working with messages and information exchange between the different parties. ICS2 allows some data sharing, but for some parts the Airlines/FF/Handlers will need to establish their own data exchange. We can help doing so.

Can you arrange pre-arrival filling at the same time as the pre-loading filling (combine both pre-load and pre-arrival)?

Practically there is no restriction to do so, however most probably at Pre-Load time you will not have all the information available to build proper Pre-Arrival messages (e.g. flight times or onload offload information would be missing).

Will there be any connection or interface between PLACI for security and the ENS process for custom? Will the system block any shipment to be proceeded through ENS system if PLACI process is not completed yet?

If you are using the CHAMP product suite, Cargospot, Traxon Global Customs (TGC) (pre-arrival) and Traxon Global Security (TGS) (pre-load) then yes. There is a smooth integration between the applications and Cargospot. Based on the status received from the PLACI and ACI filing, this will avoid loading or delivering the goods without proper releases from ICS2. If you are using a third-party product for the handling other than Cargospot then you can still use TGS and TGC to automatically share the status with your backend application. You then have to interpret the codes accordingly.

Cargo XML has not really taken off. It was recently just a small percentage of messages. That is potential big problem.



Indeed. CHAMP will offer ways to use CIMP messages and still comply with ICS2 by the help of a little but well-known customization using OCI lines and embedded business logic.

For PAWB, can we share this information using CXML XFWB & XFHL to CHAMP?

Yes.

Does this include the HS Code on commodity level?

Yes. As per the legislation, which is also the base for the technical specs., the HCC and even weight is mandatory on HAWB Goods Item (commodity) level. Quite a challenge.

Does the postal operator not report mail, therefore the main issue is for the carrier to be able to receive and act on referrals?

No. Postal Operators only report Air Mail Pre-Load. The Pre-Arrival part is on the Airline carrying the Mail shipments by sending the F42 message.

Can we receive the requirements on how to transmit the new data on FHL and FW messages?

This is available in the CIRCABC repository, [access this information here](#). It contains all MIGs as well as process descriptions also for the FF that intend to report the HAWB on their own.

Does the TGC function convert from C-XML (XFWB, XFZE ) to a format for which specified by EU customs?

So far TGC would expect CIMP messages and convert those to the EU-specific Customs messages, yes. If CHAMP sees the need to support CXML messages then we will open our product to consume those.

## Information for Freight Forwarders

Can the freight forwarder use the FHL message to support the ICS2 requirements?

The FHL as such can contain all the information required to report HAWB data to ICS2. Some data usually is picked from reference data inside the applications. Things like Customs Office Codes, or Declarant EORI etc. This is usually not part of the FHL details. Generally speaking, it is enough for the Freight Forwarder to use the FHL to feed the Airlines. The HCC code on Goods Item level might become a tricky topic in the future.

Is self-filing for freight forwarder mandatory? Or is there way that freight forwarders may transmit details to airlines and final filing can be done by airlines?

No, not mandatory. The Freight Forwarder can leave the filing fully to the Airline, which is the reliable/liable party. [As Freight forwarder, how do I tell the airline that this is a Pre-load or Pre arrival Message?](#)

The question is what is meant by "this". If the question refers to the scenario where the Freight Forwarder has done the filing to ICS2 and has received a response which he wants to forward to the Airline and wants to tell the Airline if the response is from a Pre-Load or Pre-Arrival filing, then this is something the Airlines and the Freight Forwarder would need to find an agreement on (e.g. specific flags in a potential CSN message the FF would share with the Airline).

[Is the EU-ICS2 filing platform free for use for Freight Forwarders?](#)

The EU ICS2 STI is open to be used also by FF and is free of charge. Of course, you will need to build or buy a solution to be able to connect and to submit the messages according to the EU specifications.

## Other support

[Links to TAXUD information](#)

[https://ec.europa.eu/commission/presscorner/detail/en/QANDA\\_21\\_6093](https://ec.europa.eu/commission/presscorner/detail/en/QANDA_21_6093)

[Programme Information and Collaboration Space \(PICS\)](#)

<https://webgate.ec.europa.eu/pics/>

[What is UCC?](#)

Union Customs Code (Annex B).