



DG TAXUD

Definitions

ICS2

Date: 15/10/2018
Doc. Version: 1.10

Document Control Information

Settings	Value
Document Title:	Definitions
Project Title:	ICS2
Document Author:	DG TAXUD ICS2 Project team
Project Owner:	DG TAXUD ICS2 Project team
Doc. Version:	1.10
Sensitivity:	Basic
Date:	15/10/2018

Document Approver(s) and Reviewer(s):

NOTE: All Approvers are required. Records of each approver must be maintained. All Reviewers in the list are considered required unless explicitly listed as Optional.

Name	Role	Action	Date
ECCG		Approve	
RIMSCO		Review	
TCG		Review	

Document history:

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- Editorial, formatting, and spelling
- Clarification

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Changes to this document are summarized in the following table in reverse chronological order (latest version first).

Revision	Date	Created by	Short Description of Changes
1.0	07/05/2018	DG TAXUD	Initial version
1.10	15/10/2018	DG TAXUD	Implementing updates for Release 1

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1 INTRODUCTION

1.1 Purpose

This document provides definitions used in ICS2 Common Functional System Specifications and other relevant documents.

1.2 Target Audience

The intended audience for this document are the representatives of the Member States and trade, any person involved in ICS2 project.

1.3 Structure of this document

The present document contains the following chapters:

- Chapter 1 – Introduction: describes the scope and the objectives of the document;
- Chapter 2 – Definitions: provides a list of rules to be used in ICS2 information exchange messages.

1.4 Reference and applicable documents

1.4.1 Reference Documents

Ref.	Title	Reference	Version	Date
R01	Regulation (EU) No 952/2013 of the European Parliament and of the Council of 9 October 2013 laying down the Union Customs Code			9/10/2013
R02	Commission Delegated Regulation (EU) 2015/2446 of 28 July 2015 supplementing Regulation (EU) No 952/2013 of the European Parliament and of the Council as regards detailed rules concerning certain provisions of the Union Customs Code			28/07/2015
R03	Commission Implementing Regulation (EU) 2015/2447 of 24 November 2015 laying down detailed rules for implementing certain provisions of Regulation (EU) No 952/2013 of the European Parliament and of the Council laying down the Union Customs Code			24/11/2015

Table 1: Reference documents

1.5 Abbreviations and Acronyms

Abbreviation/Acronym	Definition
AEO	Authorised Economic Operator
AWB	Air Waybill
BoL	Bill of Lading
CFSS	Common Functional System Specifications
COFE	Customs Office of First Entry
CRC	Common Risk Criteria
CRMS2	Customs Risk Management System 2
D.E.	Data Element
DNL	Do Not Load
ENS	Entry Summary Declaration
EO	Economic Operator
EORI	Economic Operator Registration and Identification
e-RA	e-Risk Analysis
EU	European Union
HAWB	House Air Waybill
HBoL	House Bill of Lading
HRCM	High Risk Cargo and Mail
ICS2	Import Control System 2
IMO	International Maritime Organization
IMS	Involved Member State
MAWB	Master Air Waybill
MBoL	Master Bill of Lading
MRN	Master Reference Number
MS	Member State

NES	National Entry System
NVOCC	Non-Vessel Operating Common Carrier
PLACI	Pre-loading Air Cargo Information
RFI	Request for Information
RFS	Request for Screening
RMS	Responsible Member State
TARIC	Integrated Tariff of European Union
UCC	Regulation (EU) No 952/2013 of the European Parliament and of the Council of 9 October 2013 laying down the Union Customs Code
UCC DA	Commission Delegated Regulation (EU) 2015/2446 of 28 July 2015 supplementing Regulation (EU) No 952/2013 of the European Parliament and of the Council as regards detailed rules concerning certain provisions of the Union Customs Code
ULK	Unique Linking Key

Table 2: Abbreviations and acronyms

2 DEFINITIONS

Term	Definition
Air pre-loading risk analysis	Air pre-loading risk analysis is a limited security risk analysis by the customs aimed to identify potential risk of (improvised) explosive device entering into the air cargo supply chain posing threat to the civil aviation (aka 'bomb-in-a-box' risk assessment).
Air waybill (AWB)	An air waybill (AWB) is a document issued by a carrier (or his agent) to acknowledge receipt of cargo for shipment. It is a contractual document between the shipper/consignor of goods and the carrier detailing the type, quantity and destination of the goods being carried. The air waybill also serves as a receipt of shipment when the goods are delivered at the contractually determined destination.
AEOS	Authorised Economic Operator authorised for security and safety.
Bill of Lading (BoL)	A bill of lading (BoL) is a document issued by a carrier (or his agent) to acknowledge receipt of cargo for shipment. It is a contractual document between the shipper/consignor of goods and the carrier detailing the type, quantity and destination of the goods being carried. The bill of lading also serves as a receipt of shipment when the goods are delivered at the predetermined destination.
Carrier	<p>Carrier means in the context of entry, the person who brings the goods, or who assumes responsibility for the carriage of the goods, into the customs territory of the Union. However,</p> <p>(i) 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 Union, moves by itself as an active means of transport;</p> <p>(ii) in the case of maritime or air traffic under a vessel- sharing or contracting arrangement, "carrier" means the person who concludes a contract and issues a bill of lading or air waybill for the actual carriage of the goods into the customs territory of the Union.</p>
Complete ENS	Complete ENS means an ENS containing all required data particulars required by the legislation per specific mode of transport or business model. Complete ENS can be either represented by a full ENS filing, or all necessary partial ENS filings that together contain all required data particulars.
Do Not Load (DNL)	Do Not Load (DNL) is a notification communicated by the customs authority of the RMS to the person filing (and the carrier under certain conditions) that the goods concerned shall not be allowed to be loaded on the aircraft or vessel.
e-Risk analysis	Electronic risk analysis of ENS data is an initial step of the risk analysis process carried out by RMS. It means electronic application of the entire applicable set of common risk criteria and verification/matching of ENS data against risk information and

	<p>knowledge of the RMS:</p> <p>a) In the context of air cargo security (pre-loading) the scope of e-risk analysis is limited to the minimum data set and applicable common risk criteria for aviation security specific threat ('bomb-in-a-box')</p> <p>b) For the rest of the cases, the scope of e-risk analysis is applicable to the entire set of ENS data and to the applicable common risk criteria for security and safety purposes.</p>
e-Screening	<p>Electronic screening of ENS data which means electronic verification/matching of ENS data made available to IMS against risk information and knowledge of that Member State and the relevant applicable common risk criteria, in order to contribute to the risk analysis carried out by RMS:</p> <p>a) In the context of air cargo security (pre-loading) the scope of e-screening is limited to the minimum data set and contribution to the applicable common risk criteria for aviation security specific threat ('bomb in a box');</p> <p>b) For the rest of the cases, the scope of e-screening is applicable to the available data and contribution to the applicable common risk criteria for security and safety purposes.</p>
Entry Summary Declaration (ENS)	<p>Entry Summary Declaration (ENS) means the act whereby a person informs the customs authorities, in the prescribed form and manner and within a specific time-limit, that goods are to be brought into the customs territory of the Union.</p>
ENS dossier	<p>The ENS dossier gathers all the different information related to one specific ENS instance. More specifically, it includes the data of the corresponding ENS filings, the ENS status information and any available control results, e-screening results, risk mitigation referrals, risk analysis results and control recommendations.</p>
ENS filing	<p>ENS filing means either partial or full ENS data set required by the legislation per specific mode of transport or business model.</p>
ENS lifecycle	<p>The ENS lifecycle is a term used to reference to the end-to-end process of the ENS statuses, from its filing until the final state of presentation, and where relevant performance of customs controls and documentation of results.</p>
Full risk analysis	<p>Full customs security and safety risk analysis covers the entire scope of the customs security and safety risks as defined in the common EU guidelines on the implementation of the respective common risk criteria and standards (classified as EU RESTREINT).</p>
Full ENS filing	<p>A full ENS filing contains all required ENS particulars, as legally defined per mode of transport in UCC DA Annex B.</p>
Goods shipment	<p>The information about buyer and seller within a given house consignment level transaction.</p>

House air waybill (HAWB)	A house air waybill (HAWB) is a form of an air waybill that is issued by a freight forwarder, express operator or an agent to its customer.
House bill of lading (HBoL)	A house bill of lading (HBoL) is a bill of lading that is issued by a Non-Vessel Operating Common Carrier (NVOCC) i.e. freight forwarder to its customer.
House consignment	In ICS2 this term refers to a created entity based on the information about a consignment from a house level transport contract issued by a freight forwarder, non-vessel operating common carrier or agent to its direct contracting party (customer).
House level ENS filing	This is a partial filing which contains information derived from a HAWB, a HBoL, or a Postal items declaration, depending on the mode of transport.
High Risk Cargo and Mail Screening (HRCM screening)	High Risk Cargo and Mail Screening (HRCM screening) is a notification communicated by the customs authority of the RMS to the person filing (and the carrier under certain conditions) that the goods concerned shall need to be screened as a high risk cargo and mail, in accordance with the point 6.7.3 of the Annex to Commission Decision C (2010) 774 of 13 April 2010, before being loaded on board of an aircraft bound to the customs territory of the Union.
Involved Member State (IMS)	Involved Member State is a Member State which is obliged to contribute to the risk analysis process of the RMS, notably to check ENS data made available against its national knowledge (i.e. contribution to the risk analysis of the RMS via application of national risk relevant knowledge and relevant common risk criteria in the area of security and safety). An IMS is considered to be a MS that is referenced in the ENS data. In case of air-cargo pre-loading consignments, IMS is considered to be any of the Member States (excluding the RMS), regardless of whether they are directly referenced in the ENS data.
Master Air Waybill (MAWB)	Master air waybill (MAWB) is a form of an air waybill that is issued by the carrier to its direct contractual party (customer).
Master Bill of lading (MBoL)	Master bill of lading (MBoL) is a form of a bill of lading that is issued by the carrier to its direct contractual shipper customer.
Master consignment	In ICS2 this term refers to a created ENS entity based on the information about a consignment from a master level transport contract issued by a carrier to its direct contracting party.
Master level ENS filing	This is a partial filing which contains information derived from a MAWB or MBoL, depending on the mode of transport.
Master Reference Number (MRN)	Master Reference Number means the registration number allocated by the competent customs authority to declarations or notifications.

Member State of control	<p>Member State of control is a country in which the recommended place of control is situated. Recommended place of control (and Member State) is set by the RMS and is part of its final risk analysis result of ENS.</p> <p>Member State of control has a final decision on whether to actually control the goods or not, taking into account the results of risk analysis and control recommendation of the RMS.</p> <p>In maritime and air traffic, in case recommended place of control is situated in the declared office of first entry, however due to diversion of means of transport goods arrive and are presented to another actual office of entry, Member State of office of actual entry assumes the role of the Member State of control.</p>
NES	<p>NES is a generic name used in this document for the national applications of the Member States that cover the following functionalities: processing of the ENSs at the COFE/SCOE, risk analysis, arrival of means of transport, presentation of goods, control of goods.</p>
Person filing	<p>Person filing means any person that submits to the customs authority ENS filing in its complete or partial content and other notifications in the prescribed form and manner. This person can be any person that issues bill of lading or air waybill and can be either carrier, NVOCC (i.e. freight forwarder), or any person identified by the legal provisions obliged to submit required particulars of ENS to the customs and can include postal operator, consignee stipulated in the lowest bill of lading. Person filing also includes representative of any of the persons mentioned above that submits the ENS filing in its complete or partial content to the customs authority on behalf of the person that it is representing.</p>
PLACI	<p>PLACI refers to a specific type of partial ENS filing, which is mandatory required as the minimum dataset ('7+1') to be filed as soon as possible prior to loading of the goods onto the aircraft in a third country. It is limited to the air traffic only and covers all goods (i.e. general cargo, express consignments and postal consignments).</p>
PLACI dossier	<p>The PLACI dossier gathers all the different information related to one specific air pre-loading PLACI House consignment. More specifically, it includes the relevant data of the corresponding air pre-loading ENS filings, the PLACI House consignment data and any available risk analysis results, e-screening results and risk mitigation referrals.</p>
PLACI House consignment	<p>In ICS2 this term refers to a created entity based on the information about a house consignment from a minimum data set which is to be lodged as early as possible prior to loading of the consignment onto an aircraft.</p>
Request for Information (Rfi)	<p>Request for Information (Rfi) is a notification communicated by the customs authority of the RMS to the person filing (and the carrier</p>

	under certain conditions) requesting further information on the particulars of the ENS.
Postal item	<p>Postal items is indivisible mailable entity in respect of which a mail service contractor accepts an obligation to provide postal services (postal items are physically aggregated into the postal receptacle)</p> <p>NOTE 1: Indivisible relates here to treatment within the postal system: items should be handled and delivered as an integrated unit and not split into components within the postal system.</p> <p>NOTE 2: Mail items are often qualified according to size, weight, handling or other service characteristics. Examples include letter mail (items), parcel post (items), registered mail (items), etc. Where no such qualification is provided, item should be understood as encompassing any or all types of mail.</p>
Postal receptacle	<p>Postal receptacle is a physical device which can be used to contain or carry mail so as to assist in its handling or transportation as a unit.</p> <p>EXAMPLE: Mailbags, trays, wheeled containers (roller cages), pallet and pallet-based containers and airfreight containers (ULDs).</p>
Responsible Member state (RMS)	<p>Responsible Member State is a Member State that has the legal responsibility to ensure that risk analysis is carried out and finalized primarily for security and safety purposes i.e. responsible to make a decision in terms of necessary measures to be taken to mitigate identified risk (e.g. action by the EO, or customs control action at different points of the supply chain).</p> <p>The RMS is the MS of the declared customs office of first entry (COFE) to which the ENS filing is addressed.</p>
Straight bill of lading	<p>Straight bill of lading is a non-negotiable bill of lading. Under this bill of lading, the shipping company will deliver the shipment to its consignee on presentation of identification. It is also called consignment bill of lading. The bill of lading states that the goods are consigned to a specified person and it is not negotiable. A straight bill of lading is a document in which a seller agrees to use a specific transportation to ship goods to a certain location, and the bill is assigned to a specific party. The straight bill of lading details the type, quality, and quantity of the good. It also serves as the receipt upon arrival at the destination. Because it is assigned to a specific party, it is not negotiable and may not be re-assigned to another party.</p>
Unique Linking Key (ULK)	<p>The Unique Linking Key (ULK) is an automatically generated identifier which is used to associate / link two or more related ENS filings with an objective to compose the complete ENS. The ULK identifier is composed of the relevant data contained in the prescribed ENS data elements, such as carrier's transport document number, carrier's EORI number, number of receptacle etc. The necessary data elements to be used to create the ULK identifier are prescribed for each mode of transport and / or business model separately, and only apply in the case where ENS can be lodged in</p>

	two or more ENS filings.
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Table 3: Definitions

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