Customer Information

Import Control System (ICS) – Questions & Answers

Introduction

On January 1, 2011 the European Union introduces the Import Control System (ICS). As from this date all goods entering or passing through the customs territory of the European Community will be subject to electronic pre-arrival information, which has to be submitted to the relevant customs authorities via an electronic Entry Summary Declaration (ENS).
This pre-arrival information will undergo risk analysis by the customs authorities. If they note any risk the shipment would not be loaded at the departure port or it would be inspected at (air-) port of arrival or at the first entry point to the European Union.

Is DHL Gobal Forwarding (DGF) ready ?

DGF is ready for this new requirement. Our systems have been adapted in a way that the filing, which will initially be through our carriers, will include the necessary information.

Who is responsble to file ENS ?

The responsibility for filing the data with customs lies with the shipping lines and the airlines however DGF has to supply certain data elements to the carriers.

When does the DGF office at origin have to submit the data?

For oceanfreight the DGF office at origin has to submit the data to the carriers latest 72 hrs before loading. As of today there's no process change known for airfreight. Please also refer to Appendix B outlining the exact timelines per mode of transport.

Which DGF office will submit the data to the carrier ?

The origin office will do so.

Who needs to provide the data to DGF ?

The exporter has to submit the data to our origin office.

What data is required ?

All data listed in Appendix A.

Does DGF supply all the data required?

No, some data is carrier specific, therefore DGF has been working with all major carriers to ensure that the information we supply along with the data held by the carriers is adequate to fulfill the requirement.

Are all origin countries concerned ?

Yes, this rule applies to all origin countries globally.

Are all European countries concerned ?

No, please refer to Appendix C

What cargo description has to be used under ICS?

Certain general cargo descriptions are not anymore accepted by the authorities. Please refer to Appendix D for acceptable and unacceptable goods description.

What happens in case of an irregularity?

A decision will be made by the European customs authorities to approve or intervene in a shipment. A shipment may be determined as:

Risk Type A = do not load. This applies to oceanfreight only.

Risk Type B = interception of a suspicious shipment at the first port of entry

Risk Type C = interception of a suspicious shipment at the port of discharge

Interception may result in customs inspection. This may be time consuming and could be subject to charges. In case of a 'do not load' the carrier will be required to inform the DGF office at origin.

Is there a cost allocated to ICS ?

DGF as well as the carriers have invested in adapting IT systems to the requirements of the authorities. Additionally the compliance with those regulations will result in additional work for our operations. The filing fee will be assessed individually in each country. Your DGF account manager will be in contact with you in order to discuss this topic.

What impact does ICS have on the exporter ?

The main process change will come from the fact that the data elements have to be provided to the carrier in timely manner in order to ensure proper filing. This will result in shorter cut off times. Considering that detailed cargo description is required this might also lead to a process change at origin. Our staff is in contact with the exporters in order to ensure a smooth transition into the new environment.

What impact does ICS have on the importer ?

Given the shorter cut off times the overall lead time might increase. Same goes in the event that the authorities intervene either at origin or destination. Our staff is in contact with the importers in order to revise process flows where required.

How can the customer assist DGF ?

Timely and accurate documentation will be essential. Importers in Europe are kindly requested to ensure together with their suppliers that the new requirement is known and that the documentation flow is adapted accordingly.

Where do I go if I have questions ?

Please contact your local DGF representative who will in return escalate internally. DGF has established a global expert team who will be able to assist. In case of particular and technical queries our subject matter experts will be in contact with our customers directly.

What's next ?

DGF is working with major customs software suppliers to help design, build and implement an IT solution that will allow DGF to file all the data elements required by ICS directly with the customs authorities instead of having the filing done via the carriers.

Appendix A – Required Information

Annex 30A data

- Unique consignment reference
- Transport document number
- Consignor
- Person lodging the ENS
- Consignee
- Carrier
- Notify party
- ID and nationality of transport
- Conveyance reference number
- First place of arrival
- Date/time of arrival
- Countries of routing
- Place of loading
- Place of unloading
- Goods description
- Type of packages
- Number of packages
- Shipping marks
- Container numbers
- Commodity code
- Gross mass
- UN dangerous goods code
- Seal numbers
- Transport charges method of payment
- Specific circumstance indicator

Appendix B – Time Limit for Submission of Data (by the Carrier)

TRANSPORTATION MODE	TIME LIMIT
Containerised maritime cargo (except short sea containerised shipping)	At least 24 hours before commencement of loading at the port of departure
Bulk/ break bulk maritime cargo (except short sea bulk/ break bulk shipping)	At least 4 hours before arrival at the first port in the Community
Short sea shipping (less than 24 hours): Movements between Greenland, Faeroe Islands, Ceuta, Melilla, Norway, Iceland, ports on the Baltic Sea, ports on the North Sea, ports on the Black Sea or ports on the Mediterranean, all ports of Morocco and The Community (except French overseas departments, Azores, Madeira and Canary Islands to which other rules apply – see below).	At least 2 hours before arrival at the first port in the Community
Movements between a territory outside the Community And French overseas departments, Azores, Madeira and Canary Islands where the duration is less than 24 hours	At least 2 hours before arrival at the first port in the Community
Short haul flights (less than 4 hours duration)	At least by the time of the actual take off of the aircraft
Long haul flights (more than 4 hours duration)	At least 4 hours before arrival at the first airport in the Community
Rail and inland waterways	At least 2 hours before arrival at the customs office of entry in the Community
Road traffic	At least 1 hour before arrival at the customs office of entry in the Community

Appendix C – Countries for which ICS is implemented

Kingdom of Belgium
Republic of Bulgaria
Czech Republic
Kingdom of Denmark, except the Faroe Islands and Greenland
Federal Republic of Germany
Republic of Estonia
Hellenic Republic
Kingdom of Spain
French Republic
Territory of Ireland
Italian Republic
Republic of Cyprus
Republic of Latvia
Republic of Lithuania
Grand Duchy of Luxemburg
Republic of Hungary
Republic of Malta
Kingdom of the Netherlands
Republic of Austria
Republic of Poland
Portuguese Republic
Republic of Romania
Republic of Slovenia
Slovak Republic
Republic of Finland
Kingdom of Sweden
United Kingdom of Great Britain and Northern Ireland

Appendix D - List of examples of unacceptable and acceptable descriptions of goods

Unacceptable	Acceptable
Agricultural products	Oranges, Fish, Rice, Bread
Aid consignments	Blankets, Medications
Animals	Horse, Poultry, Bovine
Apparel	Men's Shirts, Lingerie, Girl's Vests, Boy's Vests
Appliances	Refrigerator, Stove, Microwave Oven, Coffee Machines
Auto Parts	Automobile Brakes, Windshield Glass for Automobiles
Caps	Plastic Caps
Chemicals, hazardous	Actual Chemical Name (not brand name)
Chemicals, non-hazardous	Actual Chemical Name (not brand name)
Cleaning Products	Alcohol, Detergents
Consolidated	(See other specific examples in the table)
Didactic Articles	Pencils, Smart boards, Books
Electronics	Computers, televisions, CD-players, Walkmans, Tape Recorders, Mobile Phones, Monitors, Printers
Equipment	Oil Well Equipment, Poultry Equipment
FAK Freight All Kinds	Specific Cargo Description required
Foodstuffs	Beverages, Cheese, Chicken, Beef
General cargo	Specific Cargo Description required
Gifts	Dolls, Remote Control Cars
Household goods	Plates, Dishes, Tableware (See also examples for "appliances"
Industrial products	Specific Cargo Description required, i.e. as Appliances/Equipment
Iron and Steel	Iron Pipes, Steel Pipes, Iron Building Material, Steel Building Material
I.T. Goods	Specific Cargo Description required i.e. as Electronics
Leather Articles	Saddles, Leather Handbags, Leather Jackets
Machine Parts	Pumps, Seals, Engines
Machinery	Metal Working Machinery, Cigarette Making Machinery, Sewing Machines, Printing Machines
Machines	Specific Cargo Description required i.e. as Machinery
Oil	Mineral Oil, Plant Oil
Ore	Iron Ore, Copper Ore
Parts	(See examples for "Machine Parts")
Personal Effects	See other specific examples in the table
Pipes	Plastic Pipes, Steel Pipes, Copper Pipes
Plants	Tulips
Plastic Goods	Plastic Kitchenware, Plastic House ware
Polyurethane	Polyurethane Threads,
Propellant	Specific Cargo Description required i.e. as Chemicals
Rubber Articles	Rubber Hoses, Rubber Conveyor Belts

Unacceptable	Acceptable
Rod	Welding Rod, Fuel Rod, Copper Rod
Said to Contain	Specific Cargo Description required
Sanitary Goods	Towels, Buckets, Detergents, Tooth Brushes
Scrap	Plastic Scrap, Foam Scrap, Iron Scrap
Spare parts	Specific Cargo Description required i.e. as Machine Parts
Textiles	Linen Fabric, T-Shirts
Tools	Hand Tools, Electric Tools
Toys	See examples for “Gifts”
Various Products	Specific Cargo Description required
Vehicles	Boats, Cars, Bicycles
Weapons	Daggers, Machine guns
Wires	Iron and Steel Wire, Copper Wires
Wooden Articles	Wooden Furniture, Wooden Kitchen Utensils

November 11th, 2010