



ICS2

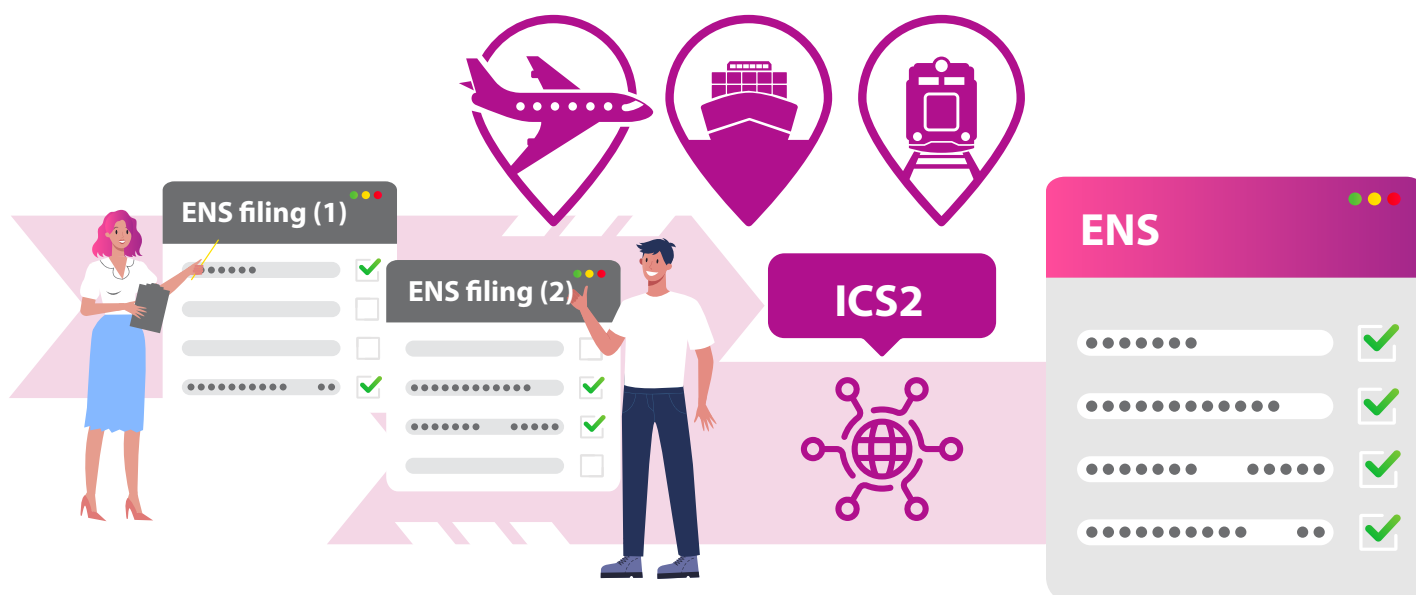
Import Control System 2 Multiple filing of an Entry Summary Declaration (ENS)

Under the European Union's pre-arrival safety and security programme, all Economic Operators have to submit detailed safety and security information about the transported goods in the Import Control System 2 (ICS2) through a complete Entry Summary Declaration (ENS). The ENS can be submitted in the format of single or multiple ENS filings.

What is a multiple filing?

It is an ENS composed of two or more partial ENS datasets that two or more parties in the supply chain submit in the ICS2. The partial dataset filings can be submitted in any **sequence**. This means that any party in the supply chain can be the first to file an ENS. When all involved parties have submitted partial ENS filings and they have been successfully linked, they form a **complete ENS** in the ICS2 system.

Multiple filing can be an option when a carrier does not have all the required data to submit a complete single ENS filing. In this scenario, the carrier needs to make a contractual arrangement with the other actors in the supply chain so that each party submits their **respective partial ENS datasets**. The type of ENS filing for each party depends on the data available to that party – master or house and/or goods shipment (including buyer and seller) information.



Roles and responsibilities in the multiple filing process

If a carrier and the house level filers (freight forwarder or EU importer) wish to file partial ENS filings (instead of a single filing provided by a carrier) they need to **proactively agree** on that and **exchange necessary information** (e.g. the Economic Operators Registration and Identification (EORI) number of the carrier and house filer, and the number of the transport contract) that will be used for linking the partial ENS filings in the ICS2 system.

A complete ENS filing should contain the following **information about a consignment**: master level consignment information, house level consignment information and goods shipment information.

According to the agreement that partners made about multiple filing, if a carrier has submitted master level consignment information from a master level transport contract and indicated the EORI number of the counterpart house level filer, responsibility to file house level information is transferred to the house level filer. The freight forwarder (as house filer) becomes responsible for declaring its partial ENS filing with the available house level data taking into account the legally defined time limits.

- **The carrier** submits **master level information** from a **master level transport document (a consignment note or a master bill of lading)** issued by a carrier to its direct contracting party.
- **The house level filer** submits **house level information** from the lowest **house level transport document** (house bill of lading) issued by a freight forwarder, non-vessel operating common carrier or agent. In addition, the house level filer (EU importer) may file the **lowest level of buyer/seller** information per house consignment in the ICS2.

All parties filing their own part of the data are responsible for the completeness and accuracy of the dataset they provide.

How can you be well-prepared for multiple ENS filing?

- Start communication and collaboration with your partners as soon as possible;
- Plan sufficient time to identify what kind of data you and your partners need to submit partial ENS filings;
- Define and agree how to exchange the necessary information with the involved stakeholders during your daily business.

Which data are used for linking the ENS filings?

Multiple ENS filings require the exchange of information between parties that have arranged to file partial ENS filings with their respective data. The linking of those filings into a complete ENS and verification of its completeness is done using a unique linking key. This key is composed of the following data elements:

- Carrier EORI number
- Transport document (master level) reference number (from a consignment note or a master bill of lading)
- Supplementary declarant EORI number/declarant EORI number (e.g. EORI number of freight forwarder or other house level filer)

All partial ENS filings shall contain the carrier EORI number and transport document (master level) reference number. In addition, the partial ENS filing containing the master level information shall also contain the identifier (EORI) of the supplementary declarant who is expected to file house level information.

What happens if you do not file on time or file insufficient ENS data?

- Goods could be stopped at the EU customs borders and will not be cleared by customs authorities; inadequate declarations can either be rejected or subject to intervention.
- Sanctions might be imposed for non-compliance to the relevant carrier or house filer, depending on which party has not fulfilled the requirements.

Example scenario of multiple filing

Deep-sea containerised cargo will be transported from Shanghai, China, to Rotterdam, the Netherlands. At the latest, 24 hours before the goods are loaded onto the vessel, the **carrier** submits a partial ENS filing containing data from a master bill of lading and indicates the EORI of its counterpart freight forwarder. The **freight forwarder** (house level filer) submits a partial ENS filing containing the information from the lowest house bill of lading, including buyer/seller information per house consignment. Data from both filings is then linked in the ICS2 system, and the complete ENS is ready for the risk assessment by the customs administration of the Netherlands.



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