Questions & Answers
"ICS2: Countdown to Compliance for Rail & Road"

- **What is the difference between ENS and ICS2?**

  ICS2 is the name of the system or programme (Import Control System), ENS is the Entry Notification Summary and is the combination of all the filings related to a Master Transport Document. ENS is sometimes also used to refer to one part of a dual-filing scenario, but is only complete when all levels of data are provided to ICS2.

- **As a freight forwarder, if you don't self-file ICS2 and you currently request the carrier to file on your behalf, do you still need an EU EORI number?**

  No, if you don't self-file ICS2 and you currently request the carrier to file on your behalf, do you not need an EU EORI number.

- **Does a GMR work instead of, for example, a French ELO or Irish PBN for ports that accept them? Also, is there another system to file these for road, or do we use our ENS & NCTS on the Descartes platform as usual?**

  GMR would be required on entry or exit from the UK. PBN is required on entry or exit to Ireland, and ELO on entry or exit to France, so goods moving from the UK to France require both GMR (GVMS) and ELO. NCTS is separate to both ICS2 and GVMS/ELO/PBN as it covers the movement of goods from point A to point B (not just at the border crossing points).

- **How would ICS2 impact ATA Carnets? Will we need HS Codes for goods travelling under ATA Carnet?**

  ICS2 is still required and yes, you would need HS Codes, if the goods are carried commercially. For example, a band carrying their own instruments in their camper van under a Carnet would not need ICS2.

- **In terms of implementation, when we create ENS and NCTS5 entries with all the information needed, does this automatically submit an ICS2 filing? Or is there a separate platform we need to add this information to?**

  It depends on the system being used, but with Descartes, it should be possible to take the NCTS data and push it into the ICS2 system. For Descartes e-Customs™, this means using the GSF platform, but the data should be pushed avoid rekeying.

- If you have a passive form of transport from GB going to KZ, how would the routing be completed, and would this only cover EU countries or all countries the consignment travels through?

  Assuming this is by Truck on a Ferry, The ICS2 at Transport level would be GB to FR, the routing at Consignment level would be GB, FR, KZ, etc. ICS2 is only about first entry into the EU and the facts at that point.

- You mentioned that Arrivals are not required for Road and Rail. However, TSS is under the impression that movements not arrived will be cancelled after 240 days? Is this the case?

  That is Presentation of Goods not Arrival of Means of Transport. Similar but distinctly different.

- How does the Freight Remaining on Board (FROB) Scenario apply for ICS2 for Rail and Road?

  Same as for any other mode, ICS2 is still required for FROB and to the same level of detail. So even if the Truck is transiting the EU to Turkey, for example, full ENS data is still required.

- The ELO system doesn't recognise rail as a type. It is only recognising maritime or road. Will this change?

  The ELO is only used for RORO, therefore Cargo on Train is not covered by ELO and would be presented at the Rail Cargo Terminal, but is really a question for French Customs, as accompanied trucks on rail are Road then this should not be an issue?

- If we have an EORI already registered in ICS2 for the ocean mode of transport, can we use the same for rail and road as self-filer?

  Yes, please use the same EORI for road and rail as a self-filer.

- For companies currently using Descartes e-Customs for filing ICS1, will the transfer to ICS2 be automated, or will anything be needed from the agent's side?

  No, ICS2 is a separate application and a different data set. Kindly contact us for more information.