

ICS Technical and Other Issues

Change Log from V1.0 to V1.1

Wording change to item 7.6

Addition of Rule C501 item at no. 7.10

Change Log from V1.1 to V1.2

Change to CSP phone number only

Change Log from V1.2 to V1.3

Addition of 'live' endpoints at section 7.11

Addition of 'live' contact details for enquiries relating to 'live' submissions at section 7.12

Change Log from V1.3 to V1.4

Removal of advice following a fix to the 10th and 20th date issue.

Update of 'TPVS' endpoints at section 7.8 and 'live' endpoints at section 7.10

1. Links to important ICS Documents

1.1 Where is the HMRC ICS Web Page?

Please click on the following link:

http://customs.hmrc.gov.uk/channelsPortalWebApp/channelsPortalWebApp.portal?nfpb=true&pageLabel=pageImport_ShowContent&id=HMCE_PROD1_029288&propertyType=document

which provides the following information:

- Frequently asked questions (FAQ's)
- ICS Guidance for the UK
- Legislation related to the Safety & Security initiative

1.2 Where do I find the Technical Interface Specification (TIS) for ICS, the ICS Schemas, the ICS Code Lists, the ICS TPVS Trader Test Pack and the HMRC Mark User Guide?

See following link:

- <http://www.hmrc.gov.uk/ebu/ics-techpack.htm>

The following links will appear:

- [ICS Phase 1-Technical Interface Specification \(PDF 1MB\)](#)
- [ICS Schema \(ZIP 98K\)](#)

- [ICS WSDL \(ZIP 7K\)](#)
- [ICS Code Lists \(ZIP 473K\)](#)
- [ICS TPVS Trader Test Pack \(PDF 131K\)](#)
- [HMRCmark User Guide \(PDF 23K\)](#)

2. How do I start to test my ICS messages?

You will need to contact the Software Developers Support Team (SDST) – details as follows:

- Tel: 01274 539666 or email: SDSTeam@hmrc.gsi.gov.uk

3. What are the channels for sending ICS messages in the UK?

3.1 There are two different channels for sending ICS Messages. They are as follows:

- A dedicated Community Systems Provider (CSP) message gateway is available to allow each CSP to submit these messages onto the ICS Core System (CSP Message Gateway) and
- The “Trader Front End” allows messages to be submitted via the Government Gateway which is available to registered gateway users authorised to use the ICS system

3.2 The following names and addresses are those of known CSP’s that offer a service to connect to ICS:

Community Network Services (CNS)

204-207 Western Docks,

Southampton

Hampshire,

SO15 1DA

Contact Details Tel: Helpdesk: 023 8079 9600/

e-mail: helpdesk@csonline.net

MCP PLC

The Chapel,

Maybush Lane,

Felixstowe,

IP11 7LL.

Contact Details Tel MCP Helpdesk: 01394 600205

e-mail: help@destin8.co.uk

Pentant PLC

Cams Hall,

Cams Hill,

Fareham,

PO16 8AB.

Contact Details Tel Phil Waldron: 0870 7368268

e-mail: phil.waldron@pentant.co.uk

CCS UK (Cargo Community Switch for the United Kingdom)

BT Global Services,

Guidion House,

Ancells Business Park,

Fleet, Hampshire,

GU51 2QP

Contact Details Tel: 01252 626060

e-mail: colin.teasdale@bt.com

3.3 What format do I use to send in my ICS messages in the UK?

Carriers and declarants submitting Entry Summary Declarations (ENS) to ICS in the UK will send messages in XML format.

3.4 How do I send in my messages to the ICS “Trader Front End”?

First, you will need to register to use the Government Gateway, for details click on the following link:

- <http://www.gateway.gov.uk/>

Second, you will need to log on to the Government Gateway to enrol for the ICS service. Please note that you will not be able to enrol for ICS until the 2nd November 2010.

Full details will be issued in the near future.

4. Customs Office List

4.1 Where can I find the ICS Customs Office List (COL) for the UK and other Member States?

The COL can be found on the Europa Website – it will contain details of all customs offices in the EU e.g. Offices of Export, Exit, Transit and Entry (both Offices of First and Subsequent Entry).

Click on the following link:

http://ec.europa.eu/taxation_customs/dds/cgi-bin/cscoquer?Lang=EN&Country=%

The link takes you to a page where you can search for the offices in the country you need i.e. “United Kingdom”. from the drop down menu.

You will then find a list of all the different offices available. Deselect the offices that you do not require e.g. if you are trying to obtain “Offices of Entry” only, deselect all other offices by clicking on the check box by the side of the office name, leaving only “ENT Office of (first or subsequent) Entry” ticked. When you press the “Search” button at the end of the page it will display all the codes for available offices in that country.

4.2 Why are the UK ICS Customs offices not yet listed for the UK on the COL?

The UK ICS Policy Team is currently working on the list and codes that should be used for ICS. This will be in place by the 2nd November 2010 and a CIP (Customs Information Paper) will be issued to the trade prior to uploading to the EUROPA website.

The list of offices of Entry will be agreed with our UKBA colleagues who will be our partners in the operation of ICS. Many codes will be the same as office reference numbers that already exist for Offices of Export/Exit and Transit but there may also be a number of new offices references to be used only for ICS for the offices that **are not** currently already offices for ECS and NCTS.

5. ICS Offices of lodgement

5.1 Can you please advise which countries are offering the Office of Lodgement Facility?

The following countries are offering the “Office of Lodgement” facility:

AT – Austria	BG – Bulgaria	CY – Cyprus
CZ – Czech Republic	DK – Denmark	LV – Latvia
RO – Romania	SK – Slovakia	

Please note that Offices of Lodgement are denoted on the EUROPA COL list by the codes “ENL Office of Lodgement Entry” and “EXL Office of Lodgement Exit”. Some countries may be offering both, the code list will specify.

5.2 Why did the UK make the decision not to implement the “Office of Lodgement”?

After much consideration, the UK made a policy decision not to implement the functionality of Office of Lodgement during this phase of ICS. When the idea was first mooted, it was for a Member States (MS) offering Office of Lodgement to act as a post-box for all other MS operating an Office of Lodgement system and simply pass the information on. However, as the specifications emerged from the Commission, it became clear that the Office of Lodgement would also be required to issue Movement Reference Numbers (MRN's) and, perhaps, perform risk assessment.

Discussions are continuing in Brussels to consider whether the Office of Lodgement adds significant benefit to MS and trade, if it should, at least in part, be made mandatory and also whether it should be extended beyond just the ENS.

All of this takes place in the context of centralised clearance but until the business processes are clarified the UK remains one of approximately 17 MS who are not offering the Office of Lodgement facility.

6. Submission of ICS Declarations to the ‘Live’ ICS System

6.1 When is it mandatory to start submitting ICS declarations?

After midnight on the 31st December 2010 for any ship / aircraft departing a foreign [air] port [non EU country] and entering the customs territory of the Community.

6.2 Can I start lodging ICS declarations before the 1st January 2011?

Yes. The UK plans to go-live with ICS from the 2nd November 2010 so you may submit ENS's into the UK ICS from this date. Some other MS's are also already live and will accept ENS's before the legal deadline of 1 January 2011.

6.3 Can you confirm the position of Norway and Switzerland with regard to ICS

There have been a number of questions raised recently concerning the processes to be implemented for goods entering the EU from Norway and Switzerland. The EU Commission has recently updated their guidelines on Entry Summary Declarations to cover these situations. These now state:

“An Entry Summary Declaration shall not be required in cases provided for in international agreements concluded by the EU with a third country in the area of security. Such agreements currently exist with Norway and Switzerland (including Lichtenstein). They foresee the following: The Contracting Parties shall introduce and apply to goods entering their customs territories the security measures, ensuring thus an equivalent level of security at their external borders. The Contracting Parties shall waive the application of the customs security measures where goods are carried between their respective customs territories.”

On the basis of this guidance no ENS would need to be supplied to an EU port or airport for consignments entering the EU from Norway or Switzerland. However, where goods travel from another 3rd country into Norway or Switzerland and then onto an EU MS an ENS will need to be submitted to Norway or Switzerland. They will undertake the necessary risk analysis and pass on any positive information to subsequent ports or airports within the EU.

There remain some outstanding questions to be answered such as how diversions might operate in these circumstances and these will be progressed with the Commission.

7. Technical Information

7.1 The field “Information Type” on the ENS requires a 1 or 2. Can you please advise which code we should use?

For the UK this code should always be “1” as the UK does not support a combined declaration.

7.2 Do we need to provide a commodity code in addition to the description?

No. If the goods item description is used, then the commodity code is ‘optional’ but if the goods description is not used, then the commodity code is mandatory.

7.3 What is the difference between a 'Rejection Reason' and an 'Error Reason'?

The '**Rejection Reason**' is when invalid data is entered in a message and the trader will receive a rejection advising the reason why the message is invalid and the rejection code.

An '**Error Reason**' usually occurs when messages crossing the common domain between National Administrations are in different formats.

7.4 What should I enter in the "Priority" field?

We believe this field will be used in future in common domain messages i.e. messages between member states.

Please do not enter any information in this field. If information is supplied, it will serve no functional purpose.

7.5 It appears that for the intended First Office of Entry, the Technical Interface Specification (TIS) specifies a value of "0" or "1" whilst the schema specifies "Y" or "N". Which is correct?

"Y" or "N" is correct. An update to the TIS will be made in due course.

7.6 We have been advised that some developers are encountering issues using the ICS TPVS in respect of EORI numbers

Whilst this issue is being investigated, we recommend the following workaround:

You should ensure that the EORI in the element <MesSenMES3> and the TIN detailed in <TINPLD1> are identical.

EORI/BRANCH ID (as advised by SDST)

<MesSenMES3>GB000012340002/0000000019</MesSenMES3>

<TINPLD1>GB000012340002</TINPLD1>

7.7 What are the message classes and urls for use when making submissions i.e. to populate the HMRC info section and submit your files?

The options for the service message types are:

HMRC-ICS-IE315-DIRECT- ENTRY SUMMARY DECLARATION

HMRC-ICS-IE313-DIRECT - ENTRY SUMMARY DECLARATION AMENDMENT

HMRC-ICS-UK347-DIRECT - ARRIVAL NOTIFICATION

HMRC-ICS-IE323-DIRECT - DIVERSION REQUEST IMPORT

HMRC-ICS-GET-DIRECT - UK-Specific Message 'UKDownloadMessages'

HMRC-ICS-ACK-DIRECT - UK-Specific Message 'UKAcknowledgeMessages'

7.8 Service ID's

The 'ServiceID' is now an optional element

Service ID	External URL
ENS Submissions	https://www.tpvs.hmrc.gov.uk/ICS/SubmitEntrySummaryDeclaration/2
ENS Amendments	https://www.tpvs.hmrc.gov.uk/ICS/AmendEntrySummaryDeclaration/2
Diversions	https://www.tpvs.hmrc.gov.uk/ICS/SubmitDiversionRequest/2
Arrival Notifications	https://www.tpvs.hmrc.gov.uk/ICS/SubmitArrivalNotification/2
Download Messages	https://www.tpvs.hmrc.gov.uk/ICS/DownloadMessages/2
Acknowledge Download Messages	https://www.tpvs.hmrc.gov.uk/ICS/AcknowledgeMessages/2

7.9 Rule C501

IF the attribute 'TIN' is present in the data group (and thus known by EORI)
THEN
this attribute = 'O'
ELSE
this attribute = 'R'

This rule is not being applied correctly in the TPVS test service presently (Sept 10). Where trader details are provided TPVS is incorrectly insisting on the inclusion of the EORI. It will be updated in the test service as soon as possible but will work correctly in the 'live' service release.

7.10 Live endpoints

The endpoints for the 'live' service are as follows:

ENS Submissions	https://ics.ws.hmrc.gov.uk/ICS/SubmitEntrySummaryDeclaration/2
ENS Amendments	https://ics.ws.hmrc.gov.uk/ICS/AmendEntrySummaryDeclaration/2
Diversions	https://ics.ws.hmrc.gov.uk/ICS/SubmitDiversionRequest/2

Arrival Notifications <https://ics.ws.hmrc.gov.uk/ICS/SubmitArrivalNotification/2>
Download Messages <https://ics.ws.hmrc.gov.uk/ICS/DownloadMessages/2>
Acknowledge Download Messages <https://ics.ws.hmrc.gov.uk/ICS/AcknowledgeMessages/2>

7.11

The contact details for 'live' enquiries are as follows:

Email: ics.helpdesk@hmrc.gsi.gov.uk

Phone: 01255 244744

8. Manifest Information

8.1 We are going to issue an ENS at Bill of Lading manifest. Is this acceptable?

This will be up to the ocean carrier to decide. Most carriers have indicated that they will follow the "one Bill of Lading – one ENS approach". However, carriers have absolute discretion in choosing at which level they want to file their ENS. They may opt instead to choose "one container – one ENS" or they may choose to include multiple B/L's in one ENS.

8.2 UK bound cargo is currently advised to customs by sending a copy of the cargo manifest, or is downloaded directly by customs from the inventory system. Will this still be sufficient?

If all cargo is declared to customs at first Point of Entry (e.g. if this is Rotterdam), are we still expected to send a cargo manifest to UK customs, or will this information be made available to UK customs from Rotterdam customs?

The ENS will not replace the traditional manifest filing in each discharge port in the UK. The ENS is for cargo risk assessment purposes, and even though the manifest may include the same information as the ENS, manifests must in addition include data elements prescribed by transport legislation in each EU Member State that the vessel is calling at (so you will still be required to lodge a manifest at both the first port of entry and any subsequent ports). The Customs authorities may require that the manifest includes a reference to an ENS, where applicable in order to establish the relationship between the manifest and the ENS.

