

28/Oct/2024

Import Control System 2 (ICS2) release 3 Operational Guidelines # 1

Dear Valued Customer,

We would like to share an update on the Import Control System 2 regulations as a follow up to our previous communication sent on 3rd June 2024 which can be [Read here](#)

We are pleased to inform you that Maersk has already started migrating the services from the current Import Control System 1 regulations to the new Import Control System 2 regulations. The Phase 1 deployment window is spanned from **3rd June 2024 to 4th December 2024** and we are at Maersk are ensuring that we onboard all are services calling European Customs Union region well within the deadlines.

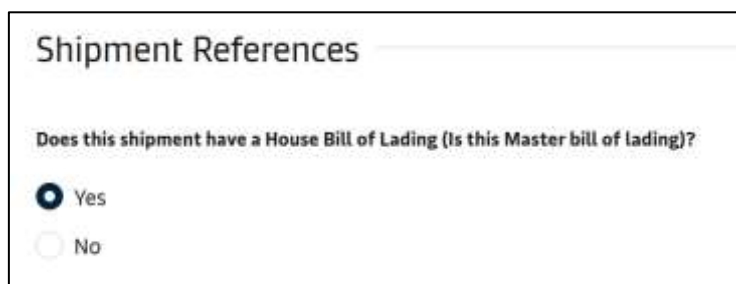
We have conducted successful pilots under ICS2 regulations and have observed that some of the mandatory data elements are missing on the shipping instructions. We would like to share the operational guidelines which would help you to provide the mandatory information required for a successful ENS submission under ICS2 regulations.

1. Does this shipment have a House Bill of Lading (Is this Master bill of Lading)?

a. Shipping Instructions submitted via Maersk.com

We have already enabled this question on our website Maersk.com under Shipping Instructions journey. In case either the Shipper or Consignee is a Forwarder then you need to select the option for “Does this shipment have a House Bill of Lading (Is this Master bill of lading) as **“Yes”** as shown in below screenshot. If Shipper and Consignee both are Direct Customers (BCO) then you need to select the option as “No”
Please note - This requirement is only for destination ECU Shipments.

In case Consignee is “TO ORDER” then you are required to consider the customer segmentation for First Notify party.



Shipment References

Does this shipment have a House Bill of Lading (Is this Master bill of lading)?

Yes

No

5

b. Shipping Instructions submitted via Intra / EDI

Our EDI teams are working closely with Intra and EDI partners to enable dedicated fields to provide the answer to the question - **“Does this shipment have a House Bill of Lading?”**. In the interim you are required to provide a keyword on the shipping instructions such as **“HBL”, “NVOCC”, “SCAC”, “Master”**. Basis the keyword we will mark answer to this question as “Yes” and if we do not see any keywords on the shipping instructions, we will consider that the shipment has only the direct customers and does not have any forwarders. Kindly update any of these keywords under Shipper’s Memoranda/Additional notes section.

2. EORI Number of the Next Filing Party

a. Shipping Instructions Submitted via Maersk.com

The shipments having either Shipper or Consignee as Forwarder require to provide the EORI number of the party from ECU Country who is responsible to perform subsequent partial filing post 4th December 2024 onwards. EORI-Next Filing Party reference will be made mandatory on Maersk.com from **11th November 2024**. Meanwhile we can continue updating the EORI number for the Consignee/Forwarder at destination in the field shared below.



A screenshot of a form field with the label "EORI - Next Filing Party" and an empty input box.

b. Shipping Instructions submitted via Intra / EDI

Our EDI teams are working closely with Intra and EDI partners to enable dedicated fields for EORI-Next Filing party. In the interim for the Shipping Instructions via Intra and EDI are required to provide a keyword on the shipping instructions such as **“EORI”, “EORI-Next Filing Party” along with the EORI number**. This information can be entered under Shipper’s Memoranda/Additional notes section.

It is brought to our attention that we are receiving rejections from EU Customs for invalid EORI numbers being shared on the shipping instructions. It is recommended that before inputting the EORI number on the shipping instructions, you can validate the EORI numbers on the EU portal with the [Link](#)

3. CUS Codes

You are required to provide the CUS Code for harmless and DG chemicals if included in ECICS. If you are shipping a chemical cargo to destination Europe shipment, then you are required to provide the CUS Code for the chemical commodity you are shipping. You can search the CUS Code for your chemical commodity on EU Portal [Link](#)

a. Shipping Instructions Submitted via Maersk.com

We will be enabling a dedicated field for updating CUS Code for the shipping instructions submitted via Maersk.com from 11th November 2024 onwards.



A screenshot of the "Cargo details" form. The "Description of the goods in the shipment" section includes fields for "Packaging type", "HS code", "DUE/RUC/SIC/DSE", and "CUS code (U)". The "CUS code (U)" field is highlighted with a red border. A note above the field states: "For chemical cargo only CUS code consists of 9 characters".

b. Shipping Instructions submitted via Intra / EDI

Our EDI teams are working closely with Intra and EDI partners to enable dedicated fields for CUS Code. In the interim, customers submitting the Shipping Instructions via Intra and EDI are required to provide a keyword on the shipping instructions such as **“CUS Code”**. This can be entered under Cargo description section of the shipping instructions.

4. Six Digit HS Codes

We have already made 6-digit HS Code mandatory for all the global cargo with Maersk. We request you to continue providing the HS Codes in the dedicated field we have it for all Shipping Instructions Channels. We have observed few cases where the HS Codes provided on the shipping instructions are not aligned with WCO 2022 HS Code list. We recommend that you validate the HS Code on the Portal [Link](#) before entering it on the shipping instructions.

5. Seal Number

EU Customs is highly recommended to have at least one seal number for every container. We encourage all our customers to provide at least one seal number on the shipping instructions.

6. Complete Shipper and Consignee address

EU Commission requires the complete Shipper and Consignee/First Notify party address as part of the ENS filing. The Shipper and Consignee address should include - (Company Name, address, Postal Code, City and Country Name, Email ID or Phone Number). We request you to provide all the information for Shipper, Consignee and First Notify party to avoid the Customs rejections.

As communicated earlier, Maersk has rolled out a No Manifest No Load policy. In case of a ENS declaration missing for a container, the container will not be loaded and will be shifted to the next available vessel. We request you to provide a complete shipping instructions with all the above details included at least 48 hours prior vessel arrival at Compliance load port.

We are committed to guide our customers and we will soon be sharing the operational guidelines for our Intra and EDI Customers. Also, we will be sharing the operational guidelines for Phase 2 which includes the layered filing for House Bills and end Buyer and Seller information.

Best regards,
Maersk