The Innovative Cargo Community System at FRA & EU Regulation No. 952/2013

FraCargoTeam
March 23th, 2021
Your Hosts for Today

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Agenda

1) Introduction by Mr. Conrady, Fraport AG
2) Statement by German Forwarding Assoc.
3) EU 952/2013 Information package by Frankfurt Customs Authority
4) Statement by representative of air cargo forwarders (DHL / Kühne+Nagel)
5) FRA-OS / Import – The Innovative Cargo Community System For Frankfurt
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Basic information on the importation of goods into European Union

Per definition: **Airlines are in the role of an IMPORTER**

⇒ Airlines are responsible and liable to customs authorities

**2 obligations for airlines:**

1. **ENS: Provision** of data for risk analysis (aviation safety & security) according to Import Control System ICS
2. **Presentation to customs** upon landing at 1st EU airport of entry
Critical requirements according to Union Customs Code:

**Import Control System ICS:**
Customs at the **first point of EU entry** has the legal obligation to carry out the security and safety risk analysis on all the cargo regardless of the EU country of destination!

- Provision of **entry summary declaration (ENS)** for risk analysis
- 4h prior to landing at Frankfurt Airport (or any other EU airport)

⇒ Relevant: Article §127
⇒ Annex 9 to Annex A in delegated Regulation (EU) 2016/341 (UZK-TDA)
These data must be provided acc. ICS for risk assessment (ENS)

ICS 1
4 hours prior to landing at any EU airport

<table>
<thead>
<tr>
<th>Message format ENS/ ESumA in Germany</th>
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<tbody>
<tr>
<td>Consignor (real address)</td>
</tr>
<tr>
<td>Consignee (real address)</td>
</tr>
<tr>
<td>Cargo Description, preferably by the first 4 digits of HS Code or a proper commodity description</td>
</tr>
<tr>
<td>no. of Pieces</td>
</tr>
<tr>
<td>Weight</td>
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<tr>
<td>AWB/HAWB/ Shipment Nos.</td>
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ICS 2
prior loading of any flight to an EU airport at any 3rd country airport

<table>
<thead>
<tr>
<th>Message format ENS/ ESumA in Germany</th>
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<tbody>
<tr>
<td>Consignor (real address)</td>
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<tr>
<td>Consignee (real address)</td>
</tr>
<tr>
<td>Cargo Description, mandatory to be expressed by the first 6 digits of HS Code</td>
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<tr>
<td>no. of Pieces</td>
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<tr>
<td>Weight</td>
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<tr>
<td>AWB/HAWB/ Shipment Nos.</td>
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March 2021
Critical requirements according to Union Customs Code:

Presentation to customs upon landing at 1st EU airport of entry

- **1:1 Reference on HAWB level**: ENS Data must be mirrored 1:1 with data of presentation to customs in ATLAS\(^1\) for risk-based customs controls
  ➞ Article § 139

  **Challenge Consolidation**:
  TODAY mostly on MAWB level described as "consol"

- Provision of **track and trace data** to enable supervision of goods and prompt delivery
  ➞ Article § 134 ff

\(^1\) ATLAS: IT-System of German Customs Authority
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FRA-OS / Import

- With special focus on the import process of **consol freight** and requirements according to the Union Customs Code.

based on Dakosy's Fair@Link platform

provides necessary information for presentation of consol freight at customs
FRA-OS / Import: 2 Main Components

I

Digital platform to organize the exchange of data

Each stakeholder will receive all data necessary for his work in the importation process

Enables 1:1 reference on HABW-level

II

Process transparency in real time at FRA:

Timestamps per shipment from aircraft on-block until presentation to customs

for supervision by customs & other EU Border Inspection Posts
NEW
All customs bonded warehouses on airport can be used for breakdown and subsequent presentation to customs (without first presentation through Cargo Handling Agent).

Airlines/ground handling agents, cargo handling agents and forwarder are liable for the presentation to customs without delays!
1. Airline sends data to the CHA (FFM, FWB, FHL, CSN* on HAWB level).
2. CHA assigns the forwarder.
3. Forwarder asks the CHA for the import data.
4. Forwarder receives the import data for the customs process.

- FFM, FWB, FHL, CSN on HAWB level must be sent to the CHA.
- The data is used for customs processes by FRA-OS.
- The forwarding of data follows a strict authorization concept.

*(respectively the ICS notification)
On-going workshops with all stakeholder groups and FRA Customs Authority

- Decisions are made regarding responsibilities for data provision & quality
- Software programming (SCRUM) in 5th sprint

First data streams are running
- First impression of user interface available
- Coming up shortly: technical interface descriptions

Go-Live
01.08.2021
Your Benefits

- EU compliant import of consol freight in the EU via FRA
- Fast, transparent and resilient import processes
- Make use of track and trace data of your shipments
- Support tool for ATLAS (customs IT software) contingency process

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