

**Important information for shipper & forwarder
sending goods to or via the EU
by sea****The 3rd. release of the European Union's customs pre-arrival safety and security system
– Import Control System 2 (ICS2) – goes live on 3 June 2024**

Dear Ladies and Gentlemen,

ICS2 is an IT system that collects data on all goods entering the EU prior to their arrival. If you are involved in handling, shipping or transporting goods (including express and postal consignments) **to or through the EU**, Northern Ireland, Norway, or Switzerland **by sea**, you need to be aware of the **new ICS2 requirements** and take the necessary steps to comply with them. These requirements also concern e-commerce businesses.

The ICS2 Release 3 will go live on June 3, 2024. **Ocean carriers** can request their National Customs Authority for a later deployment window until 4 December 2024 sending the Entry Summary Declaration (ENS) into the ICS2 system of the EU.

Whenever the shipping line (ocean carrier) starts the lodging of Entry Summary Declaration (ENS) electronically into the ICS2 system of the EU (Shared Trader Interface), **Shipper and / or Forwarder must inform the shipping line right in time** at the port of loading prior to the loading on board of the vessel in overseas about the **following detailed information of the goods** being transported:

- 1.) **Six-digit HS commodity code** plus a complete and accurate **cargo description**.
- 2.) **Seller** (shipper, consignor), **buyer** (consignee) of the lowest bill of lading level.
- 3.) The **EORI of the consignee** established in the EU, if such number was assigned to this party.
- 4.) if applicable: CUS code for harmless and DG chemicals (if included in ECICS/ European Customs Inventory of Chemical Substances).
- 5.) if available: UCR (Unique Consignment Reference) number.

Attention:

a.) The above cargo information must be given to the shipping line at the port of loading right in time prior to the loading on board of the vessel. The shipping lines should inform you about the cut off date.

b.) NAVIS will not transmit any partial Entry Summary Declaration (ENS) into the ICS2 system, in order to avoid any non-loading of cargo, which may occur due to delayed information flow.

For **more binding information**, please click on website of the European Commission here:

[Import Control System 2 - Release 3 - European Commission \(europa.eu\)](https://ec.europa.eu/eurostat/tgm/table.do?tab=table&init=1&language=en&code=sdg-13.6.2)

For any question please do not hesitate to ask your contact person at NAVIS.

Yours sincerely,

NAVIS**Schiffahrts- und Speditions-Aktiengesellschaft**

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Heino Beimgraben

(Quality Manager)

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We operate exclusively in accordance with the Allgemeine Deutsche Spediteurbedingungen 2017 – ADSp 2017 – (German Freight Forwarders' General Terms and Conditions 2017). The ADSp 2017 can be downloaded under www.navis-ag.com/en/terms-and-conditions.

Note: In clause 23 the ADSp 2017 deviates from the statutory liability limitation in section 431 German Commercial Code (HGB) by limiting the liability for multimodal transportation with the involvement of sea carriage and an unknown damage location to 2 SDR/kg and, for the rest, the customary liability limitation of 8,33 SDR/kg additionally to Euro 1,25 million per damage claim and EUR 2,5 million per damage event, but not less than 2 SDR/kg.

Our privacy policy can be viewed at <https://www.navis-ag.com/en/data-protection/>.