

IMPORT CONTROL SYSTEM

MARCH 2008

BACKGROUND

- Regulation 648/2005 – Security Amendment
 - Entry Summary Declarations (ENS) required for all goods entering the EU
 - ENS must be lodged electronically
 - Specific persons responsible for lodging ENS

BACKGROUND (contd)

- Regulation 1875 – Implementing Provisions
 - Certain goods exempt from lodging ENS
 - ENS must be lodged at Office of 1st Entry
 - Specific data elements required in ENS – Annex 30A
 - Time limits for lodging ENS
 - ENS to be risk analysed for safety and security

WHO IS RESPONSIBLE?

648/2005 Art 36b(3) & (4)

- The person who brings the goods, or who assumes responsibility for the carriage of the goods into the customs territory of the Community.
- The person in whose name the person mentioned above acts
- Any person who is able to present the goods in question or to have them presented to the competent customs authority
- A representative of one of the above persons

EXEMPTED GOODS

1875/2006 Art 181c

Includes

- Goods contained in travellers personal luggage
- Goods covered by ATA and CPD Carnets
- Goods carried on board a vessel or aircraft moving between Community ports or airports without calling at any port or airport outside the Community
- Electrical energy and goods entering by pipeline

TIME LIMITS - MARITIME

- Contained traffic from Greenland, Faeroe Islands, Norway, Iceland, Morocco, and ports on Baltic Sea, North Sea, Black Sea, Mediterranean – at least 2 hours before arrival at first port in Community
- Containerised traffic, other than above – at least 24 hours before loading at the port of departure
- Bulk/break bulk cargo – at least 4 hours before arrival at the first port in the Community

DATA ELEMENTS

- Listed in Annex 30A of 1875/2006
- Standard ENS – 30 elements
- ENS for AEOs have reduced data set – 24

RISK ANALYSIS

- Risk analysis will be carried out prior to the arrival of the goods by the Office of 1st Entry for all goods on board
- Risk results will be consistent throughout the EU
- Results of the risk analysis may result in requirement for the goods to be controlled at the Office of 1st Entry, or at the Office of unloading (depending on the level of risk)
- Very high risk goods in maritime container traffic may result in “Do Not Load” instruction

PROCESSES

- ENS lodged at 1st Office of Entry within required time limit
- Risk analysis performed for all goods
- Results of risk analysis forwarded to all declared offices of subsequent entry
- Amendments to ENS must be forwarded to Office of 1st Entry
- Diversion notification must be forwarded to Office of 1st Entry

ICS in IRELAND

- Office of 1st Entry
 - Approx 5% of Sea Traffic
 - Approx 10% of Air Traffic
- ENS not required where goods are transhipped in another EU port
- Revenue System must be able to receive electronic messages from Trade and other MS and be able to send messages to Trade and other MS

Contact Details

ecustomshelp@revenue.ie

01-6330754

01-6330840

01-6330805