

Brief guide on selection of ENS filing type



What is an Entry Summary Declaration?

- Entry Summary Declarations (ENS) must be submitted for all consignments entering the EU security area.
- A complete ENS declaration consists of one or more data sets - also referred to as ENS filings - that can be submitted by one party or in a collaboration between several parties.
- The carrier has the overall responsibility for submitting the ENS declaration. However, all affected companies are obliged to supplement with relevant ENS information if the information is not shared with the carrier.
- For more information on the rules for lodging an entry summary declaration, see the [Union Customs Code \(UCC\), Article 127.](#)



Composition of ENS declarations

- With ICS2, several parties can provide information to the same ENS. This is called multiple filing.
- ICS2 allows each party to provide the part of the information they possess. Therefore, a company does not need to share all information with the carrier or freight forwarder.
- A complete ENS can be composed in many ways, depending on the mode of transport and the type of transport contract.
- Information for ENS declarations is submitted as ENS filings. ENS filings are data sets.

ENS filing types for Sea

Complete dataset Partial dataset

		Complete dataset	Partial dataset
F10	Non-negotiable bill of lading containing the necessary information from the consignee.	X	
F11	Master bill of lading with the underlying freight forwarding bill(s) containing the necessary information from the consignee of the lowest freight forwarding bill.	X	
F12	Master bill of lading only.		X
F13	Non-negotiable bill of lading only.		X
F14	Freight forwarding bill of lading only.		X
F15	Freight forwarding bill of lading with the necessary information provided by the consignee.		X
F16 F17	Necessary information must be provided by the consignee at the lowest level of the transport contract (lowest freight forwarding bill of lading when the master bill of lading is or is not a non-negotiable bill of lading).		X
F45	Postal shipments – master bill of lading only		X

High level information – master and house

Two levels of information

Master consignment

General information from the main bill of lading on the active transport of goods across the EU border.

- For sea transport, this means the captain's declaration of which consignments are on board and the delivery agreement the carrier has entered for these.

House consignment

Information regarding the shipping agreement concluded by a shipper with a freight forwarder.

- For a freight forwarder, this applies to consignments that are handed over to a carrier on behalf of one or more consignors or consignees (the freight forwarder's customers).
- For a postal operator, this will generally be information about a specific parcel.

4 levels of ENS information – high level

Declaration main heading

Information about the declarant and the transport.

Master information

Contract information from MWB/MBL*, e.g. general information about the goods and who the carrier is to deliver the goods to.

House information

Information about the individual product, including the actual consignor and consignee.

Shipment information

Information about the buyer and seller of the item.
Only relevant for sea, road and rail.

Categories of ENS declarations

There are different categories of declarations. Which one to use depends, among other things, on whether a freight forwarder is involved or not.

Direct

Complete ENS declaration without the involvement of a freight forwarder

Full

Complete ENS declaration with involvement of a freight forwarder

Master

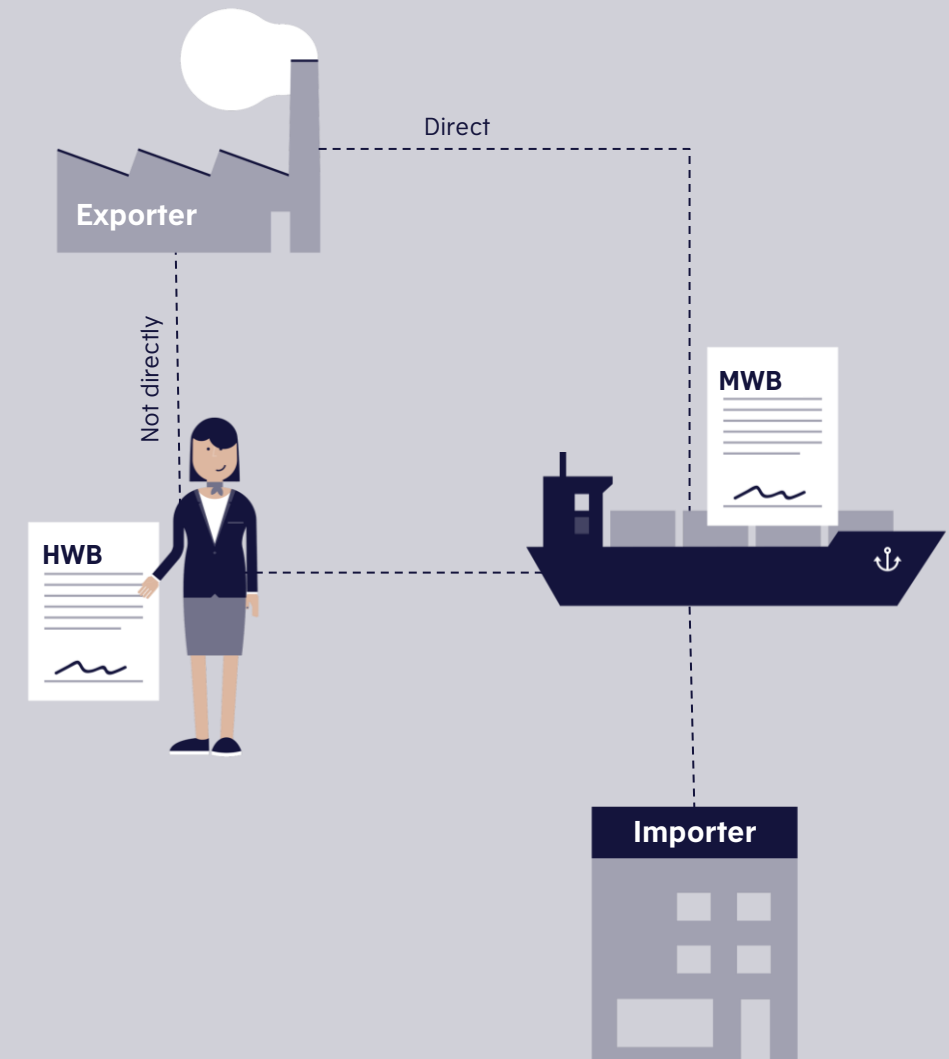
Partial ENS declaration with information about the carrier and general information about the goods

House

Partial ENS declaration with information provided by the freight forwarder

PLACI (Pre-loading Advanced Cargo Information) (house): minimum ENS declaration prior to loading (air transport only)

Goods Shipment (house): ENS declaration with information about who is trading (buyer and seller) (not air transport)



Combinations of ENS filing types – Air

Different combinations of ENS filing types are used depending on whether it is multiple filing, direct shipments or complete declarations.

Scenarios	Pre-load		Pre-arrival		Explanation
	House	Master air waybill	Master	House	
Scenario 1 A/B	F24		F21	F22	F24 or F23 and F25 are submitted prior to loading the aircraft. This contains the Pre-Load Advanced Cargo Information (PLACI), which is the minimum dataset that must be submitted prior to loading. F23 is used if PLACI is submitted before you have MAWB. When you have MAWB, F25 is submitted. If you have MAWB when you submit PLACI, an F24 is used. F21 and F22 are submitted pre-arrival and contain the remaining information.
	F23	F25			
Scenario 2	F26		F21	From Pre-load house	F26 is submitted before loading the aircraft. F26 contains all required house and PLACI information. F21 is submitted pre-arrival and contains all required master information.
Scenario 3	F20				F20 is used when all required information is available prior to loading and the information is submitted by one party (typically the airline).
Scenario 4 A/B	F24		F27		F24 is submitted before loading the aircraft. It contains Pre-Load Advanced Cargo Information (PLACI), which is the minimum dataset that must be submitted before loading. F23 is used if PLACI is submitted before you have MAWB and must be supplemented by F25 when MAWB is known. F27 is submitted pre-arrival and contains all remaining information.
	F23	F25			
Scenario 5	F28			As Master	F28 is used when all required information is available before loading and it is a direct shipment, i.e. without the involvement of the freight forwarder. The information is typically submitted by the airline.
Scenario 6 A/B	F24		F29	As Master	F24 is submitted before loading the aircraft. It contains Pre-Load Advanced Cargo Information (PLACI), which is the minimum dataset that must be submitted before loading. F23 is used if PLACI is submitted before you have MAWB and must be supplemented by F25 when MAWB is known. F29 is submitted pre-arrival when it is a direct shipment, i.e. without the involvement of the freight forwarder. F29 contains all remaining information.
	F23	F25			
Postal shipments	F43 + F44		F42	From Pre-load house	F43 is submitted by the postal operator pre-load and is used for the pre-load risk analysis. F44 is also submitted by the postal operator when the receptacle is completed. F44 contains information of which F43 is in which receptacle. F42 is submitted by the airline pre-arrival.



*Grey text indicates use of previously submitted information

Combinations of ENS filing types – Sea

Different combinations of ENS filing types are used depending on whether it is multiple filing, direct shipments or complete declarations.

Scenarios	Level			Explanation
	Master	House	Shipment of goods	
Direct shipment to predetermined recipient without the involvement of the freight forwarder (non-negotiable bill of lading).	F10	(Duplicate from Master)	F10 (from Master)	F10 is used when the transport contract is a non-negotiable bill of lading (i.e. without the involvement of the freight forwarder) and the carrier has all the necessary information.
Master bill of lading and underlying freight forwarder bills of lading. Freight forwarder is involved in the transport.	F11			F11 is used when a freight forwarder is involved in the shipment and the carrier has all the necessary information.
Separate declaration of master, house and goods shipment information	F12	F14	F16	F12, F14 and F16 are used in a combination where the carrier submits master information (F12), the freight forwarder submits house information (F14) and the buyer/seller submits goods shipment information (F16).
Separate declaration of master and house incl. goods shipment information		F15		F12 and F15 are used in a combination where the carrier submits master information (F12), the freight forwarder submits house information (F15) in which the goods shipment information is included.
Direct shipment to predetermined consignee (F13) and separate goods shipment information (F17)	F13	(Duplicate from Master)	F17	F13 and F17 are used when the transport contract is a non-negotiable bill of lading (i.e. without the involvement of the freight forwarder) and where the carrier does not have information about the buyer and seller.
Postal shipments	F45	F43 + F44	N/A	F45, F43 and F44 are used for postal shipments. The postal operator submits F43 and F44 and the carrier submits F45.

Combinations of ENS filing types – Road

Different combinations of ENS filing types are used depending on whether it is multiple filing, direct shipments or complete declarations.

Scenarios for road	Level			Explanation
	Master	House	Shipment of goods	
Full dataset for road transport	F50			F50 is used for regular road transport. F50 is a full dataset with all the necessary information. F50 is typically submitted by the carrier. F50 contains both carrier, freight forwarder and goods shipment information.
Separate declaration of master and house data	F56	F57		F56 is submitted by the carrier and contains master information. F57 is typically submitted by the freight forwarder and contains house and consignment information
Separate declaration of master, house and consignment data	F56	F58	F59	F56, F58 and F59 are used in a combination where the carrier submits master information (F56), the freight forwarder submits house information (F58), and the buyer/seller submits consignment information (F59).
Express shipments by road	F34			F34 is used for express shipments by road. F34 contains all the necessary information.
Postal shipments by road	F40	F43 + F44	N/A	F43 is submitted by the postal operator pre-load and is used for the pre-load risk analysis. F44 is also submitted by the postal operator when the receptacle is completed. F44 contains information of which F43 is in which receptacle. F40 is submitted by the carrier pre-arrival.

Note:

F56, F57, F58 and F59 are planned to be in use from Q3-Q4 2026.
Until then, only the F50, F34 and F40 can be used for road transport.

Combinations of ENS filing types – Rail

Different combinations of ENS filing types are used depending on whether it is multiple filing, direct shipments or complete declarations.

Scenarios for rail	Level			Explanation
	Master	House	Shipment of goods	
Complete dataset for rail	F51			F51 is used for regular rail transport when the carrier has all the necessary information.
Separate declaration of master and house data	F52	F53		F52 is submitted by the carrier and contains master information. The F53 is typically submitted by the freight forwarder and contains house and goods shipment information.
Separate declaration of master, house and goods shipment data	F52	F54	F55	F52, F54 and F55 are used in a combination where the carrier submits master information (F52), the freight forwarder submits house information (F54) and the buyer/seller submits goods shipment information (F55).
Postal shipment by rail	F41	F43 + F44	N/A	F43 is submitted by the postal operator pre-load and is used for the pre-load risk analysis. F44 is also submitted by the postal operator when the receptacle is completed. F44 contains information of which F43 is in which receptacle. F41 is submitted by the carrier pre-arrival.

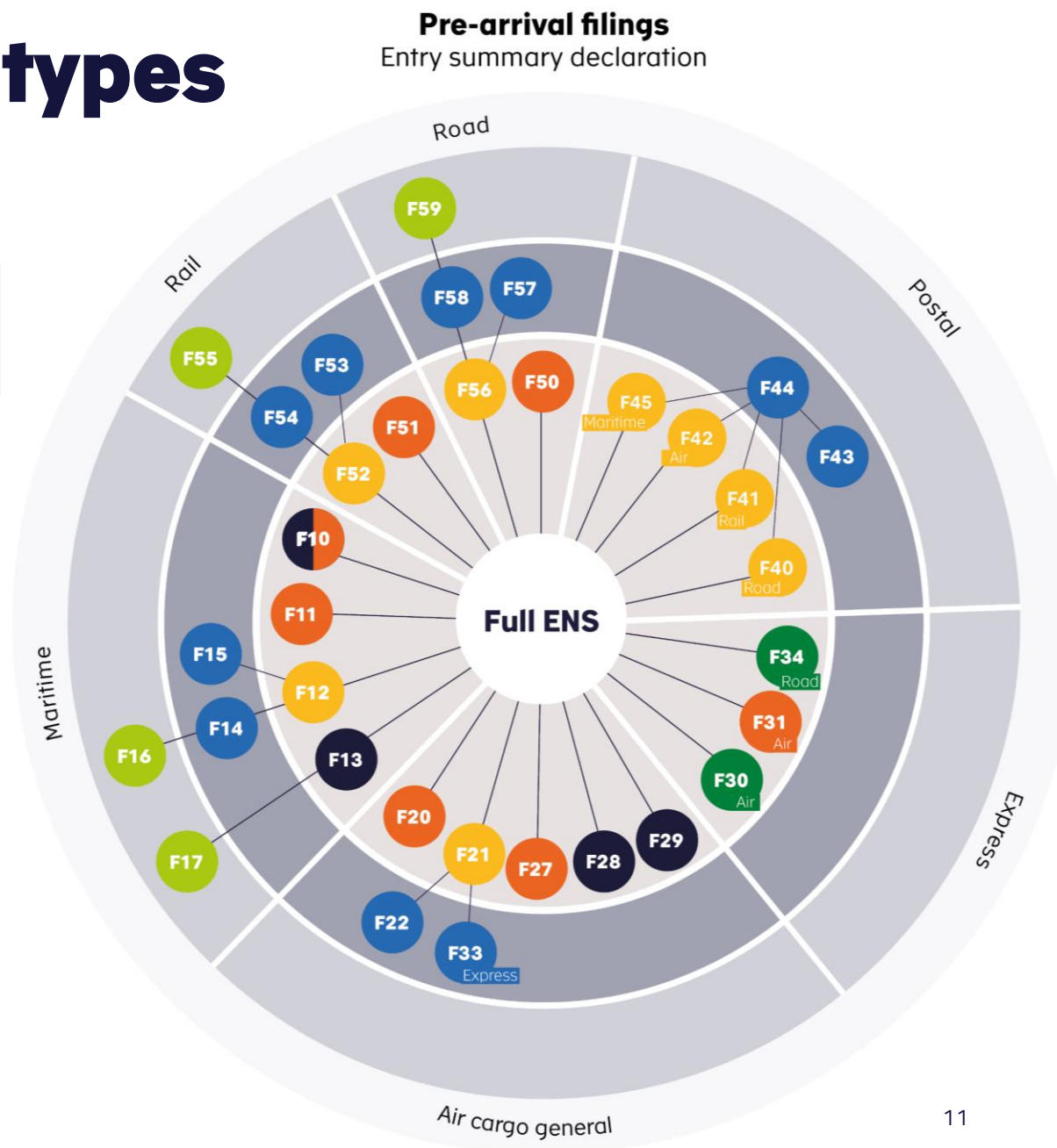
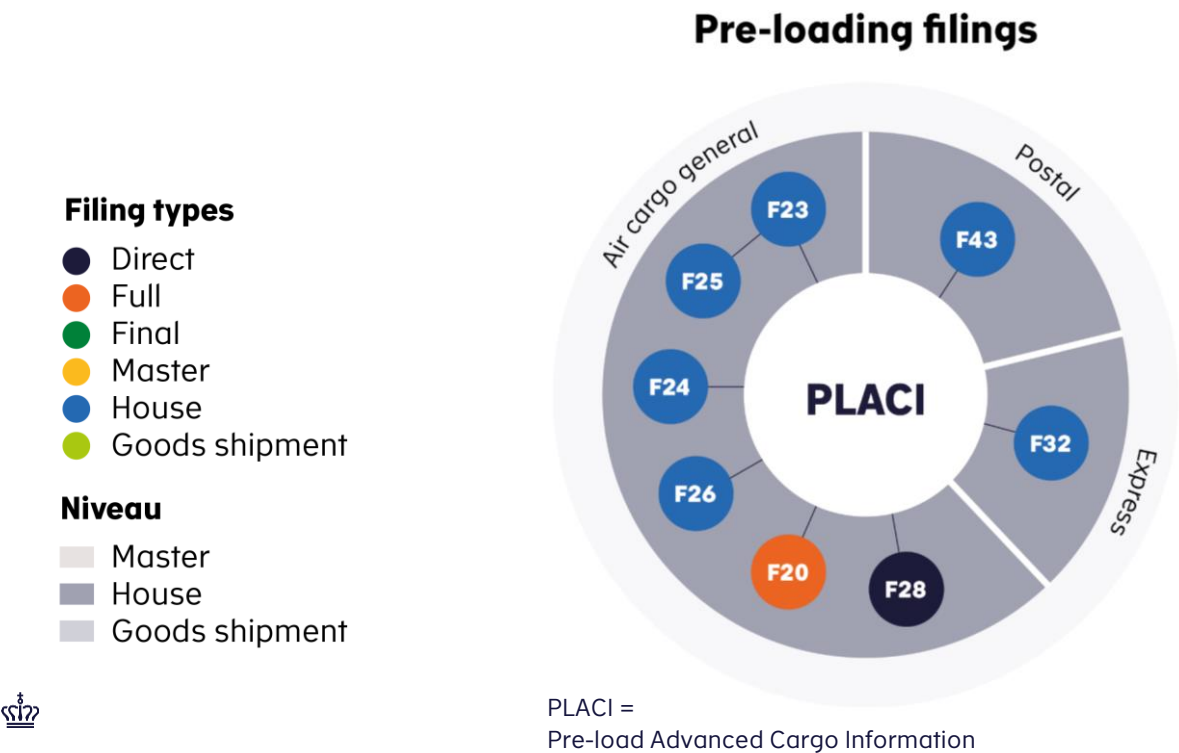
Note:

F52, F53, F54 and F55 are planned to be in use from Q3-Q4 2026.

Until then, only the F51 and F41 can be used for rail transport.

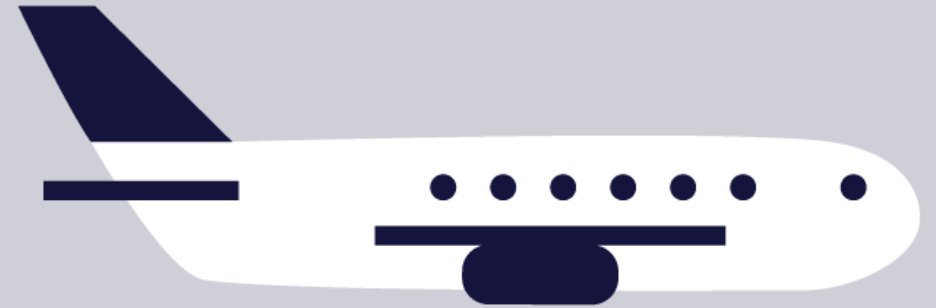
Combinations of ENS filing types

[Link to combinations of ENS filing types for air \(only available in Danish\)](#)
[Link to combinations of ENS filing types for sea, road and rail \(only available in Danish\)](#)

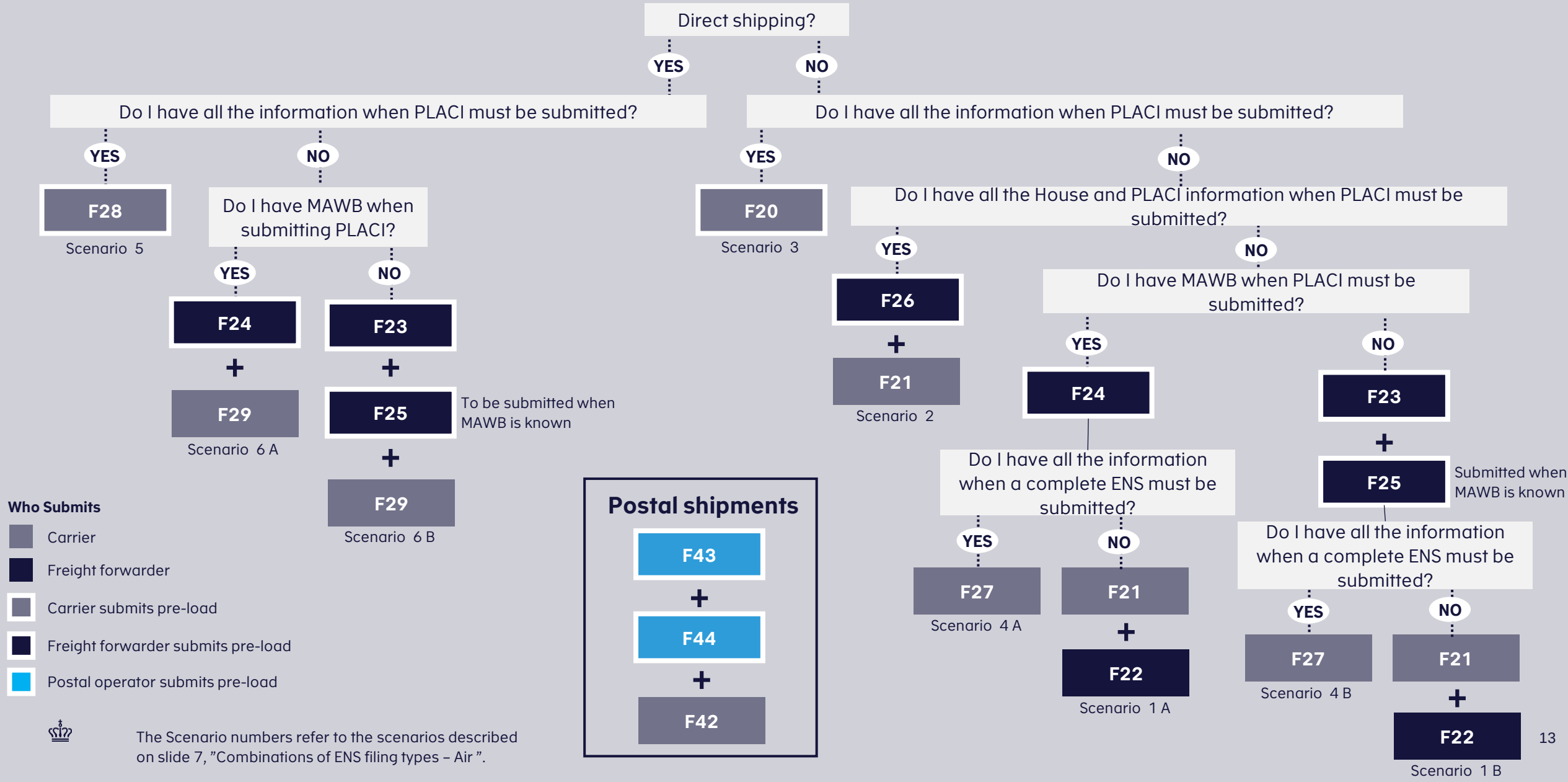


Selection of ENS filing types for Air

- What is your role - are you a carrier, freight forwarder, express courier or postal operator? Or more of these?
- Which information do you have?
- When is the information available to you?
- Do you have MAWB when submitting PLACI?
- What kind of transport contracts do you enter (direct, not direct)?
- Which information will you share or not share with your collaborators?

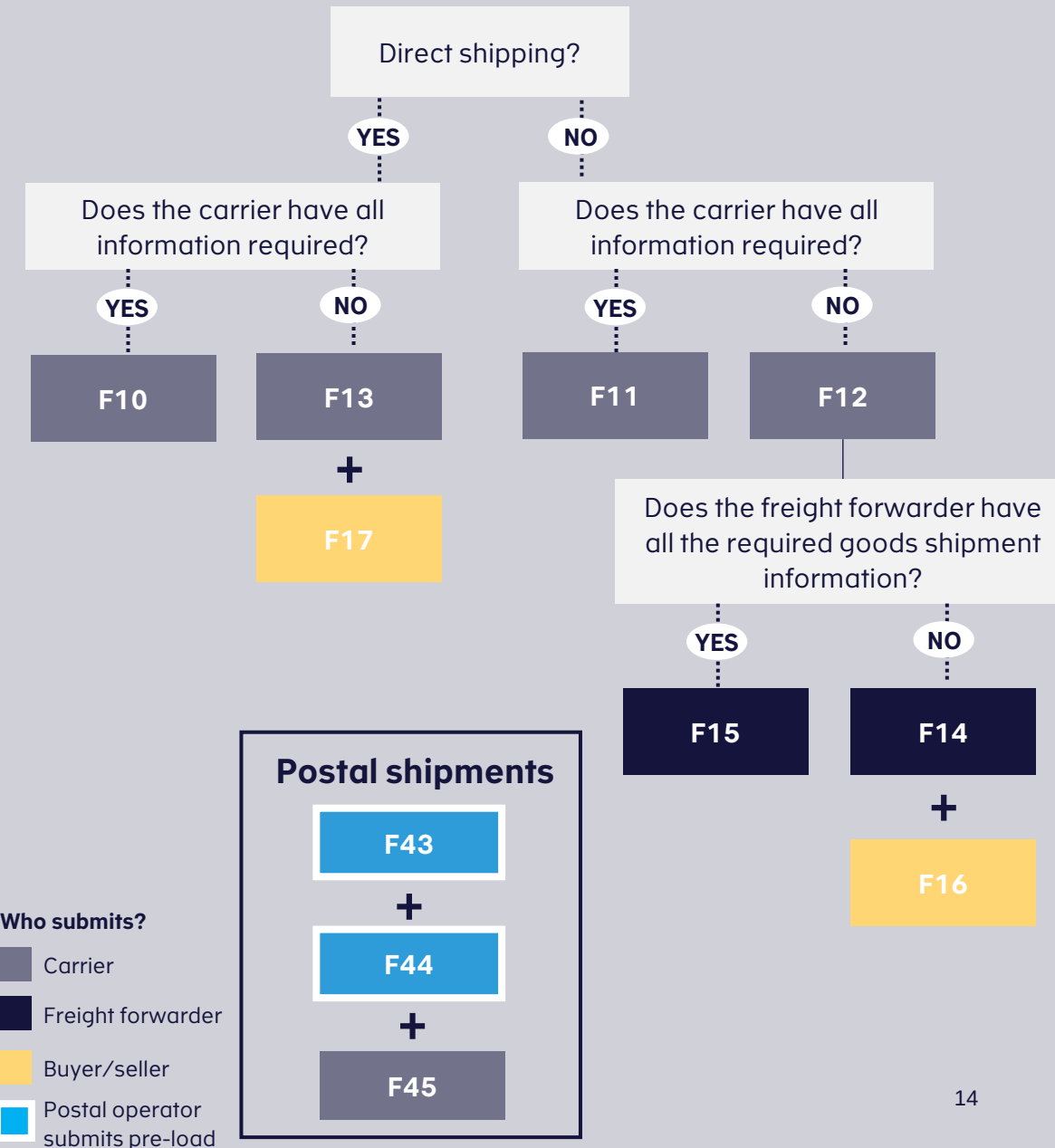


Selection of ENS filing types for Air



Selection of ENS filing types for Sea

- Are you a carrier, freight forwarder, buyer/seller or do you represent several parties?
- Which mode of transport do you use?
- What kind of transport contracts do you enter (direct, not direct)?
- Which information do you have?
- Which information will you share or not share with your collaborators?
- When is the information available to you?

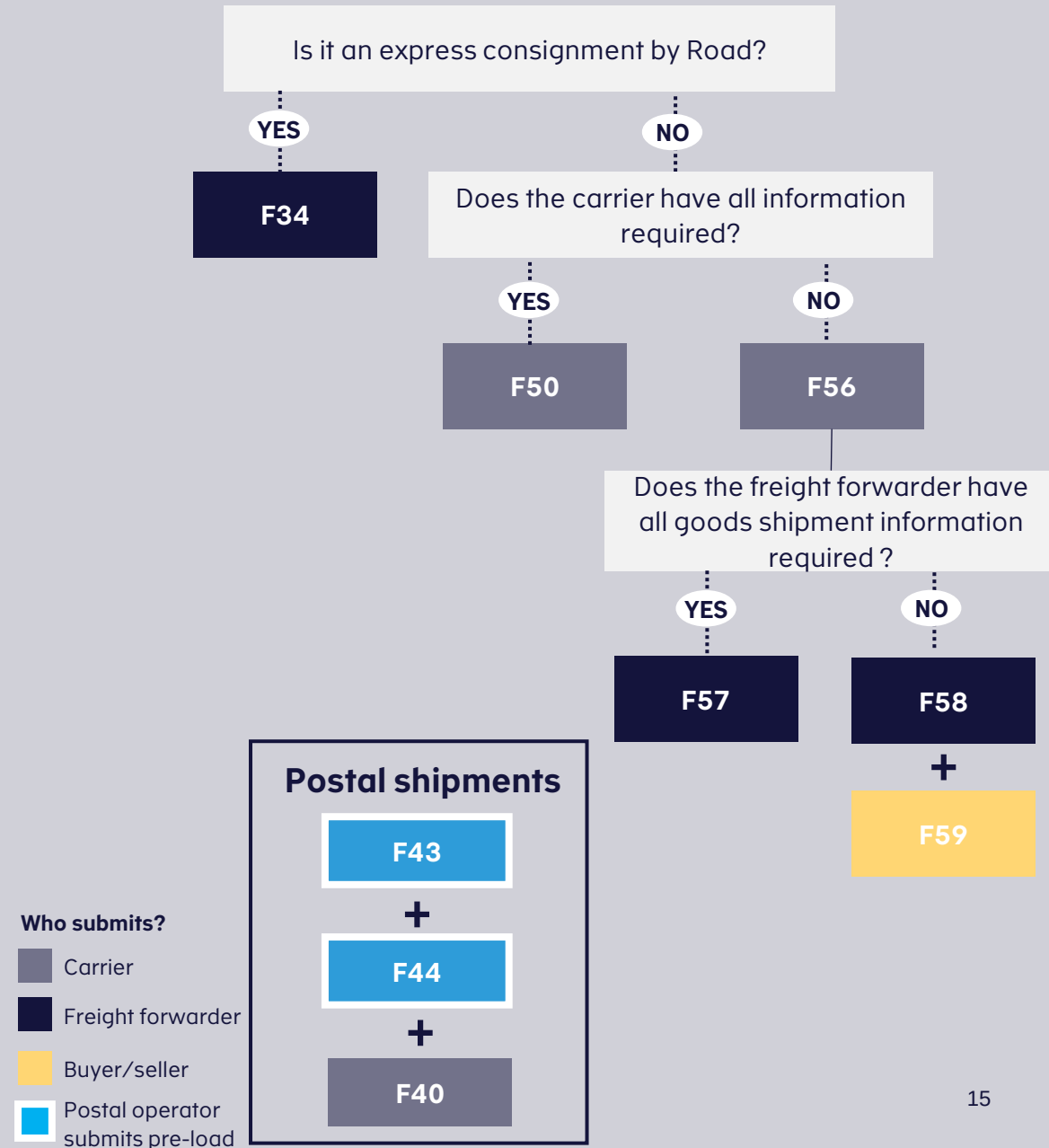


Selection of ENS filing types for Road

- Is it an express consignment or a regular consignment?
- Are you a carrier, freight forwarder, buyer/seller or do you represent several parties?
- Which mode of transport do you use?
- Which information do you have?
- Which information will you share or not share with your collaborators?

Note:

F56, F57, F58 and F59 are planned to be in use from Q3-Q4 2026. Until then, only the F50, F34 and F40 can be used for road transport.

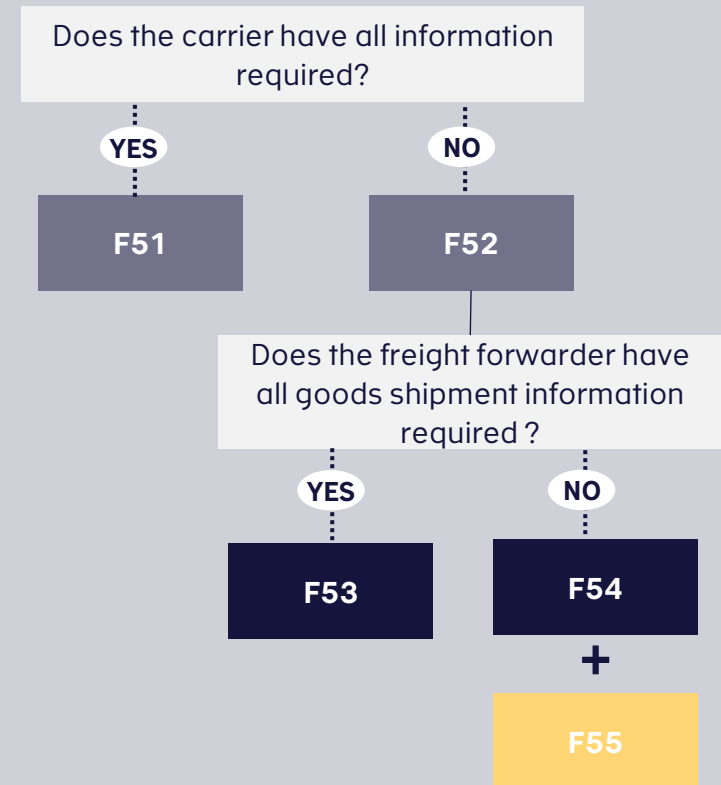


Selection of ENS filing types for Rail

- Are you a carrier, freight forwarder, buyer/seller or do you represent several parties?
- Which mode of transport do you use?
- Which information do you have?
- Which information will you share or not share with your collaborators?

Note:

F52, F53, F54 and F55 are planned to be in use from Q3-Q4 2026. Until then, only the F51 and F41 can be used for rail transport.



Postal shipments

F43

+

F44

+

F41

Who submits?

- Carrier
- Freight forwarder
- Buyer/seller
- Postal operator submits pre-load

How are ENS filing types linked to a complete ENS?

- Linking of ENS filings is handled by the European system Common Repository. The process is regulated by different timer rules.
- It is expected that the master declaration will generally be submitted after the house declaration. Therefore, it is not possible for the house declaration to reference the MRN number of the master.
- Instead, “functional references” are used. This means that the relationship between master and house is created from general information in the partial declarations.
- In general, a combination of the carrier identification number (EORI) and master transport document reference number (MAWB, MBL) is used.

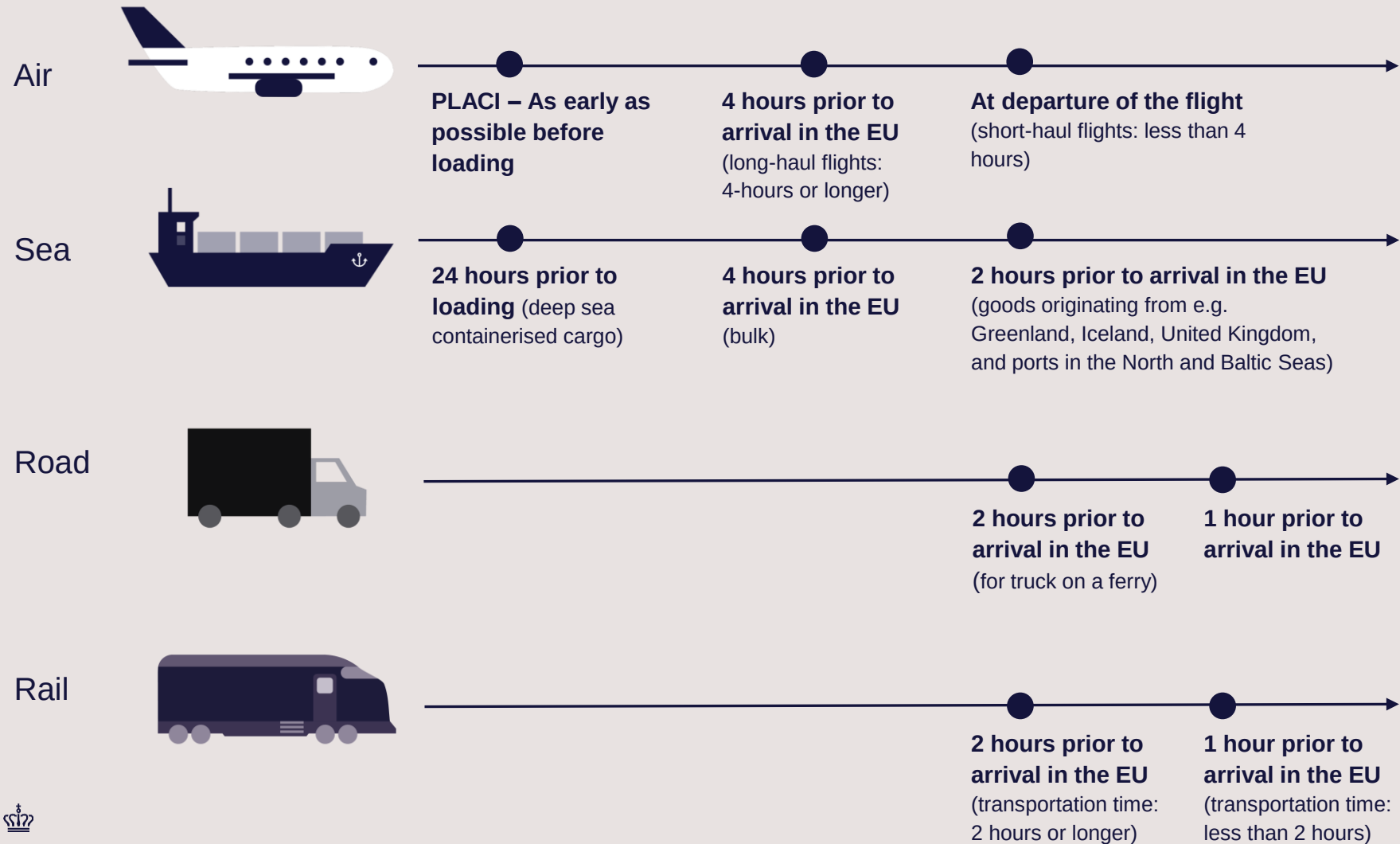


Linking expiration timer related to time of arrival



Linking expiration timer related to time of departure

When must an ENS be submitted to the EU?



Abbreviations

ENS - Entry Summary Declaration

MAWB - Master Air Waybill

MWB - Master Waybill

MBL - Master Bill of Lading

N/A - Not Applicable

PLACI - Pre-loading Advanced Cargo Information

Useful links

Sign up for the Danish Customs Agency's newsletter about the new systems (available in Danish only):
[Sign up for Danish Customs Agency's newsletter](#)

Link to the Danish Customs Agency's ICS2-page
(available in Danish only): [ICS2 Toldstyrelsen](#)

Manifest guides (available in Danish only):
<https://toldst.dk/erhverv/toldsystemer/manifest>

Danish Customs Agency service status information
[Service status information and customs' system status](#)

CIRCABC – EU-Commission's public library
[EU Advance Cargo Information System \(ICS2\)](#)
Here you will also find a calendar with public EU ICS2 meetings and important information from the EU regarding ICS2

EU's general ICS2 site
[Import Control System 2 \(ICS2\) \(europa.eu\)](#)

EU's ICS2-FAQ and documentation
[FAQ \(europa.eu\)](#)

BCP in EU's public library:
[ICS2 Business Continuity](#)

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Opening hours: Monday-Sunday 00:00-24:00 –
between 08.00 PM-07.00 AM only for critical ICS2
related incidents.