



Automated Export System (AES)

Go Live 21 March 2023

Information Session will commence shortly

Please mute your microphones





Automated Export System (AES) – Go Live 21 March 2023

AES will replace Revenue's AEP (Automated Entry Processing) system:

- export declarations into AEP
- export manifests into AEP eManifest
- indirect exports into the Trans-European Export Control System.

Migration Window – ***21 March 2023 to 21 May 2023***

AEP will be closed to new Export Declarations from ***22 May 2023***



Automated Export System – Move from AEP to AES

- From 4 September 2023 no longer possible to make amendments to declarations lodged to AEP
- Amendments to AEP export declarations from 4 September 2023 will have to be done by contacting the relevant export station
- Traders who use the ETD as a transit declaration for goods departing Ireland should use ETD (D3) in AIS (Automated Import System)

Planning for move to AES – Make sure you are ready

- It will take time to migrate to AES. The time it will take will depend on the scale/complexity of your business.
- If you plan to lodge export declarations into AES you should have your AES-ready software product. Talk to your software provider now.
- If you lodge declarations on behalf of others, you should be in contact with the traders you represent to ensure they are preparing for AES and that everyone understands their role in the supply chain.
- Review your contracts within the supply chain
- **What to consider when planning your move:**
 - ✓ **Timing**
 - ✓ **Staff training** (Guides – [AES Trader Guide](#)/[AES Business Rules & Conditions](#)/ [AES Code lists](#))
 - ✓ **Internal system change**
 - ✓ **The number of traders you represent and on what basis (direct/indirect)**
 - ✓ **Communications**



Automated Export System – System Changes



AES will introduce:

- new dataset - aligned to the Revised Annex B as depicted in EUCDM V6.2
- new structure to the declaration compared to the SAD
- new naming of Data Elements and some new national rules & requirements. Data Elements will replace SAD `boxes`
- minor changes to the data within the export declaration - it is the labelling of this data that has changed



Automated Export System – Introduces some New Features



AES introduces some new, or improved functionality:

- 2 Export Declaration Types – Normal and Pre-Lodged (an Export Declaration up to 30 days before the presentation of the goods)
- Re-Export Notification
- Simplified and Supplementary Declaration
- Greater interface with EMCS for goods under duty suspension
- Caters for Export followed by Transit



Getting to know the AES Declaration Names

Declaration Name

Declaration Description

B1	Export declaration and re-export declaration (procedure codes 10, 11, 23, 31)
B2	Special procedure – processing /declaration for outward processing (procedure codes 21, 22)
B3	Declaration for Customs warehousing of Union goods (procedure codes 76, 77)
B4	Declaration for dispatch of goods in the context of trade with special fiscal territories (procedure code 10)
C1	Export Simplified declaration (procedure codes 10, 11, 23, 31)
C2	Presentation of goods to customs in case of entry in the declarant's records or in the context of customs declarations lodged prior to the presentation of the goods at export



Can items have different procedure codes?

- The procedure code dictates the type of declaration you will lodge.
- Where the requested procedure is one of 10, 11, 23, or 31, a B1 will be submitted
- Where the requested procedure is 21 or 22, a B2 will be submitted
- If a B1 contains multiple items, the procedure code for each item can be different, provided it is one of 10,11,23 and 31.
- It will not be possible to lodge an export declaration where the requested procedure for one item is 10 and the requested procedure for another item is 21. In this case you will have to lodge a B1 and a B2.



Other AES Declaration Names

Declaration Name	Declaration Description
A1	Exit Summary declaration
A2	Exit Summary declaration - express consignments
A3	Re-export notification for goods that were brought in under 'Temporary Storage'

The pre-departure EXS data elements are included in an export declaration. These data elements must be completed when submitting an export declaration, otherwise the declaration will be rejected.

There may be times where we will not get an export declaration, therefore a standalone EXS may be required. For example, when goods are moving under a transit procedure and the transit declaration does not contain safety and security data.



Amending the particulars on an export declaration in AES

- An export declaration that has been accepted in AES cannot be amended
- The 'arrival at exit' IE507 message can be used to indicate discrepancies between the goods declared for export and the goods at exit
- Where there are more goods at exit than declared at export an additional export declaration must be lodged for the additional goods
- Where there are less goods at exit than declared at export, the IE507 message advises Customs of this discrepancy



Exporting consignments of low value goods

An export declaration is not required to export the following goods:

- Goods of a commercial nature, if they do not exceed €1,000 in value and 1,000kg in weight (both criteria must be met)
- Goods in a postal consignment valued at €1,000 or less
- Goods in an express consignment valued at €1,000 or less, if data in the transport document and/or invoices are available to Revenue.

This does not apply to goods that

- are subject to prohibitions or restrictions, or
- are being returned with a view to claiming a refund of duties.

Automated Export System – Procedural change

Presentation of the Goods at Exit

- The “**arrival at exit**” (IE507) message is required when the goods are presented at the office of exit from the EU

Confirmation of Exit of the Goods

- The “**exit notification**” (IE590) message is required after the goods have left the EU
- The IE590 message replaces the MD 115 message which carriers currently lodge in the eManifest system

The MRN of the export declaration must be included in both messages – IE507 & IE590

The Export MRN will need to be shared with the Trader at Exit and the Carrier at Exit



Key messages about AES

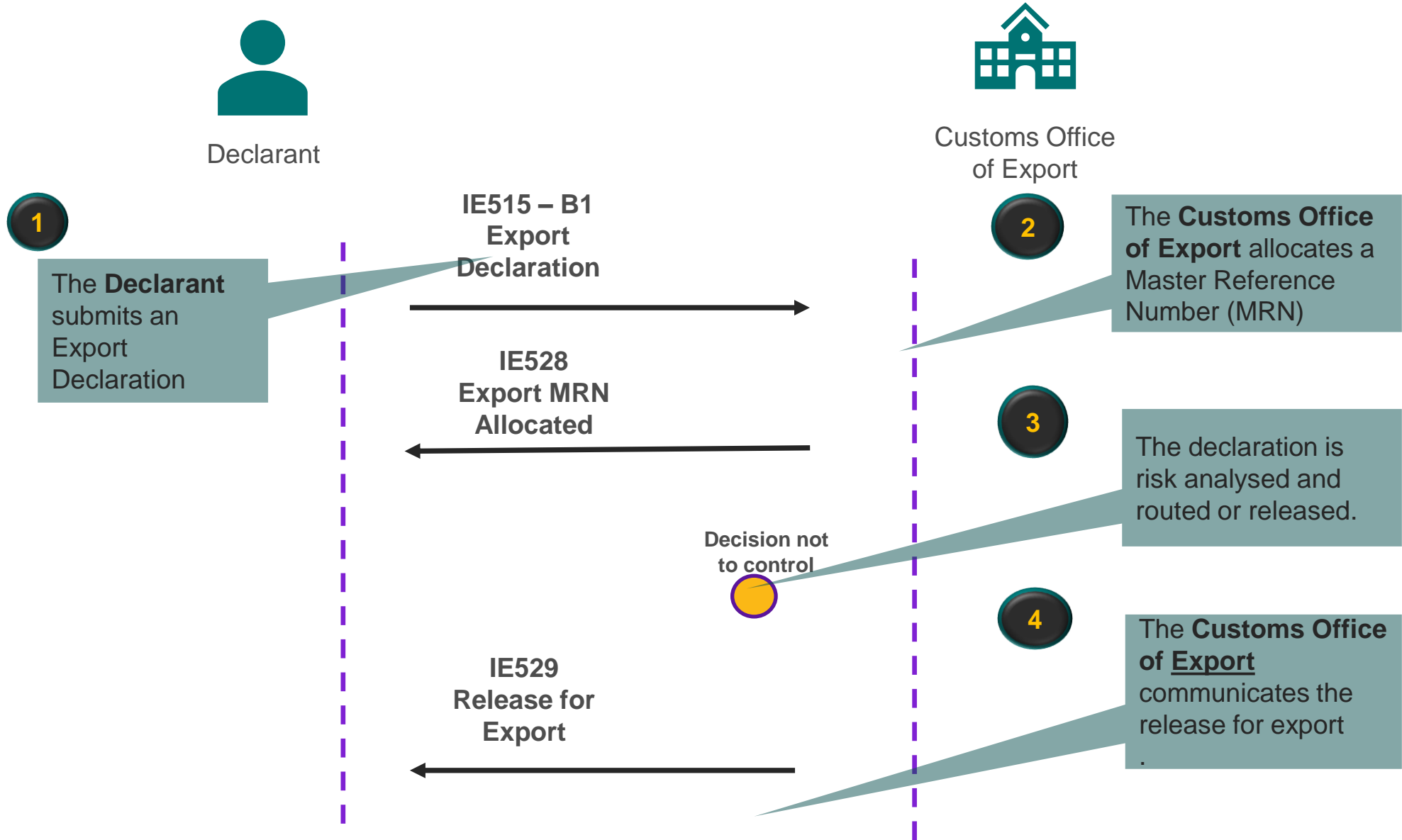
- Accuracy of information on the export declaration i.e., important that the office of export and the office of Exit is correct
- There will be new validations introduced so it will be vital that the MRN information is passed accurately to others in the supply chain
- **Failure to provide accurate MRN information and failure to complete your role in supply chain could mean:**
 - goods cannot be loaded or could be delayed at the port or airport
 - goods cannot leave Ireland or could be delayed leaving Ireland
 - goods will not reach or could be delayed reaching the consignee
 - declarants will not get the confirmation of Exit message (IE599) and as a result Revenue may have to take follow up action



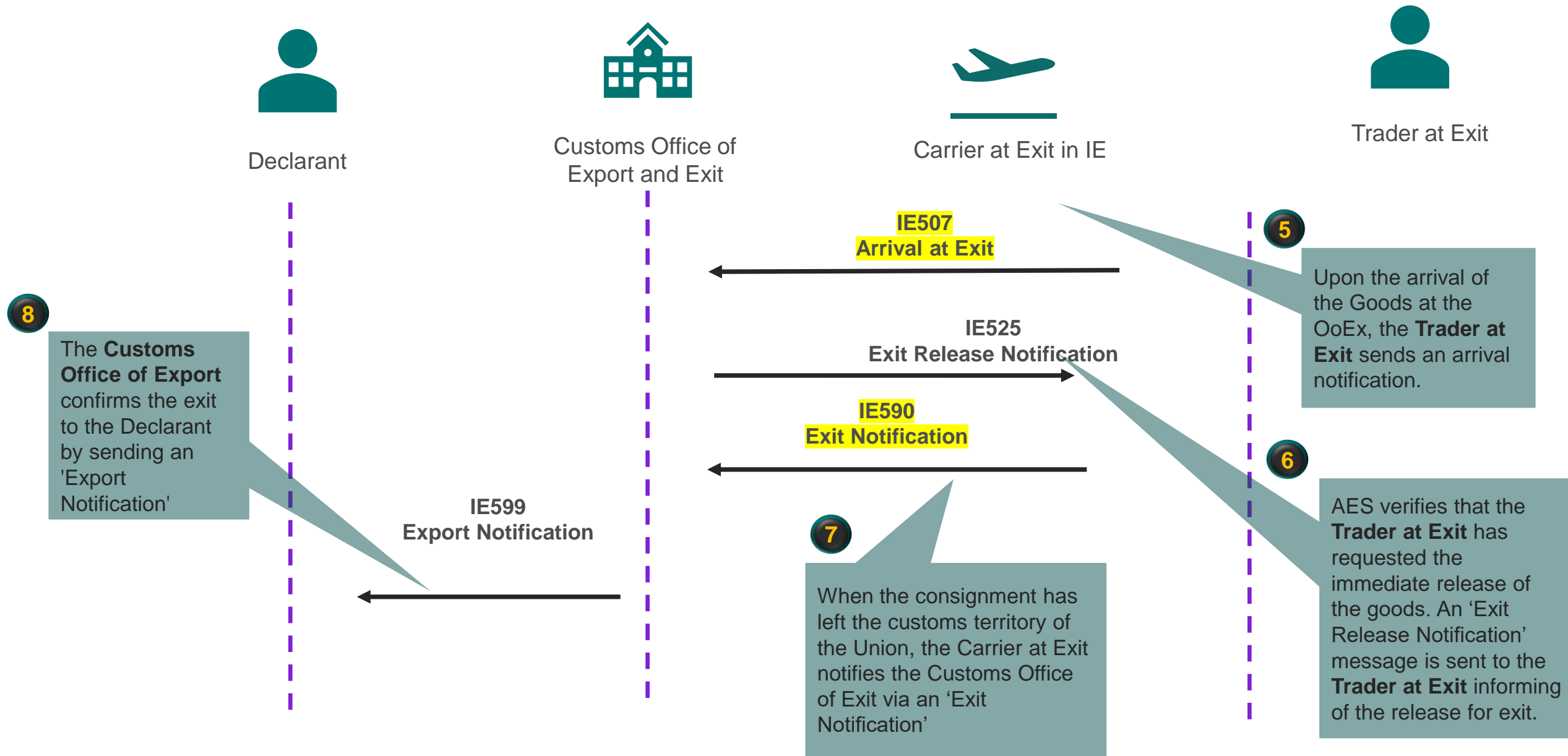
AES - Outbound movement flows and supply chains

1. Ireland – Dublin Airport – US (Direct Export - Air)
2. Ireland – Dublin Port – NL – China (Indirect Export - LoLo)
3. Ireland – Dublin Port – GB (Direct Export – Road)

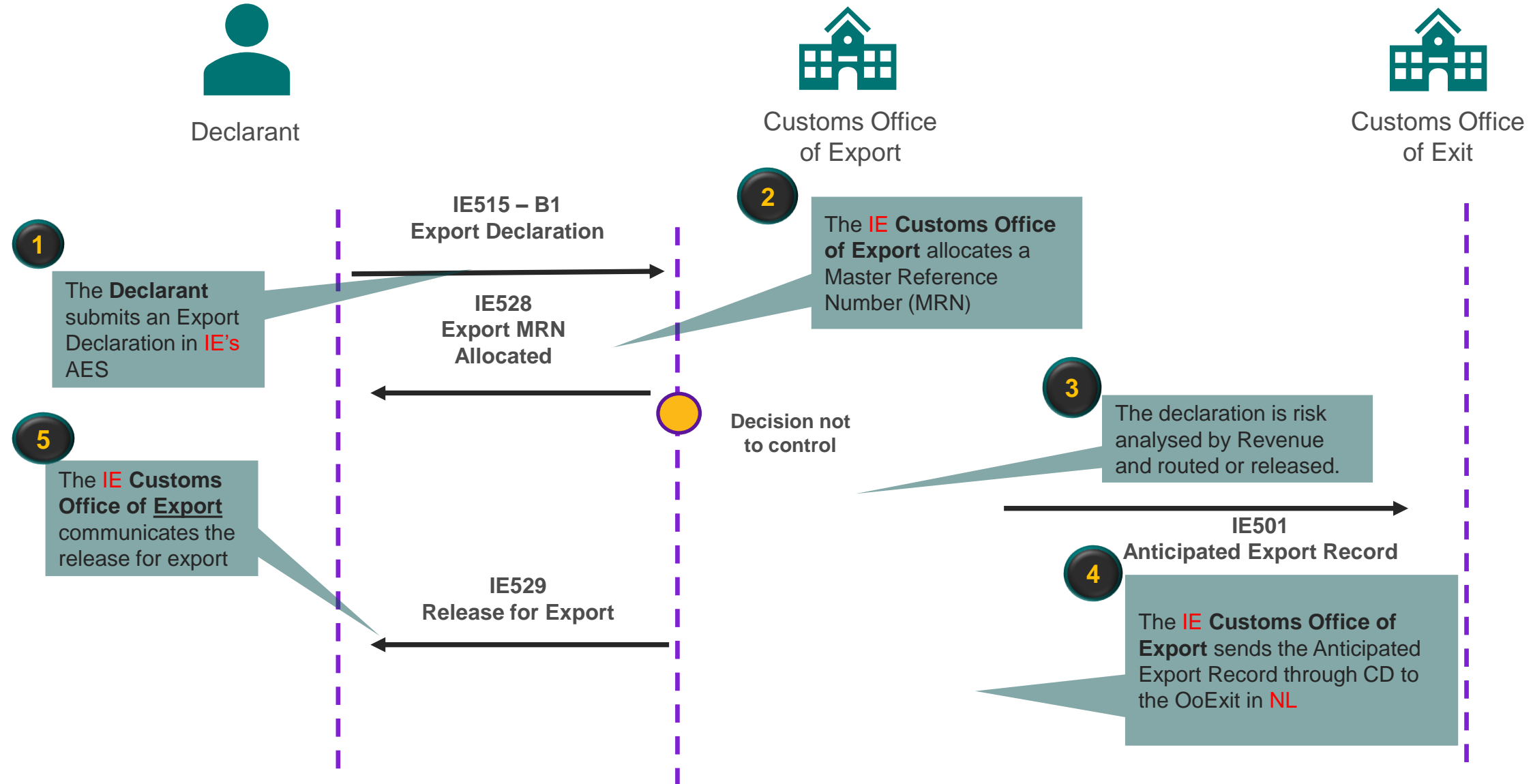
1. Core Flow for Export – Goods leaving IE for US - Office of Export & Exit = Dublin



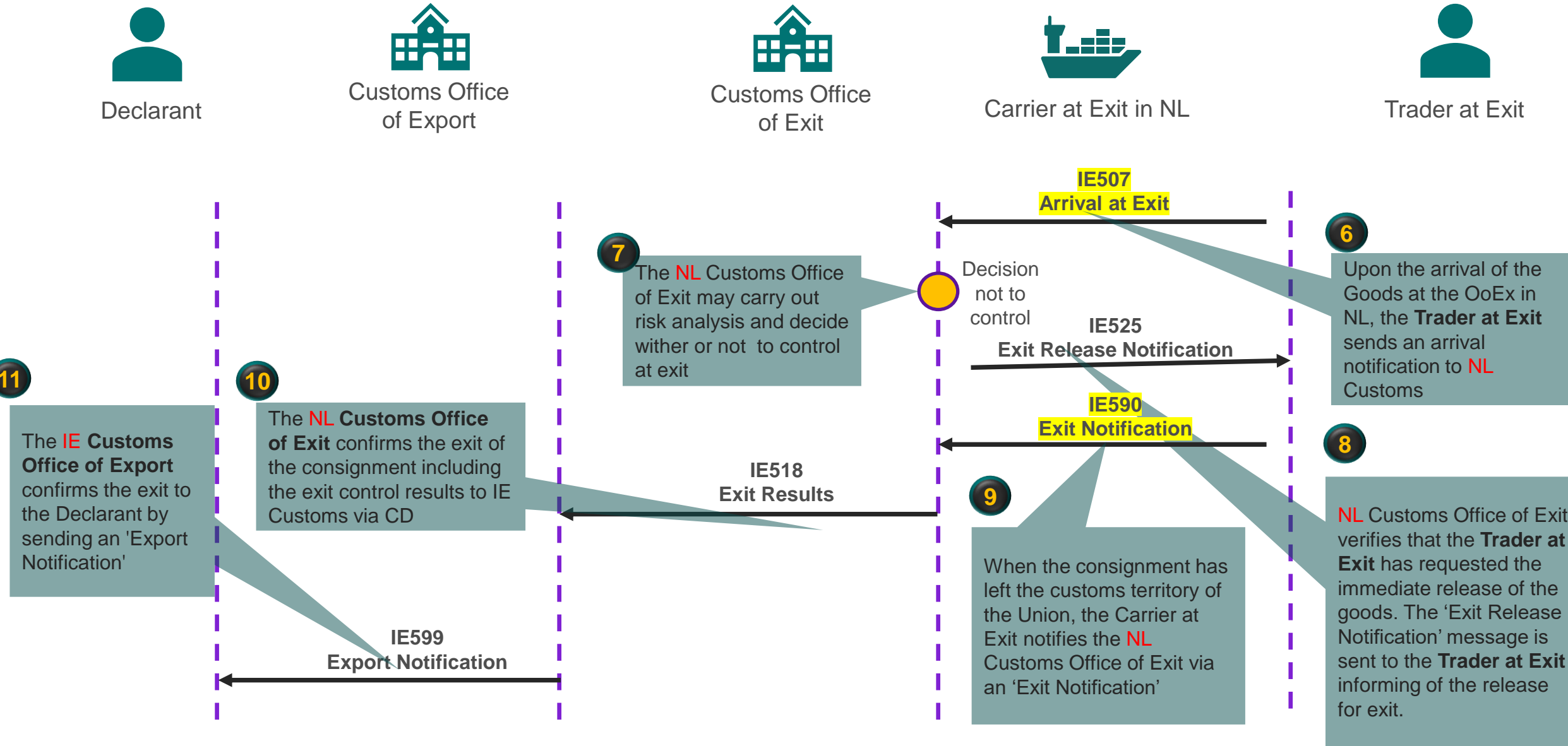
1. Core Flow for Export – Goods leaving IE for US - Office of Export & Exit = Dublin



2. Core Flow for Export – Goods leaving IE for CN, going via NL - Office of Export = Dublin & Office of Exit = NL



2. Core Flow for Export – Goods leaving IE for CN, going via NL - Office of Export = Dublin & Office of Exit = NL

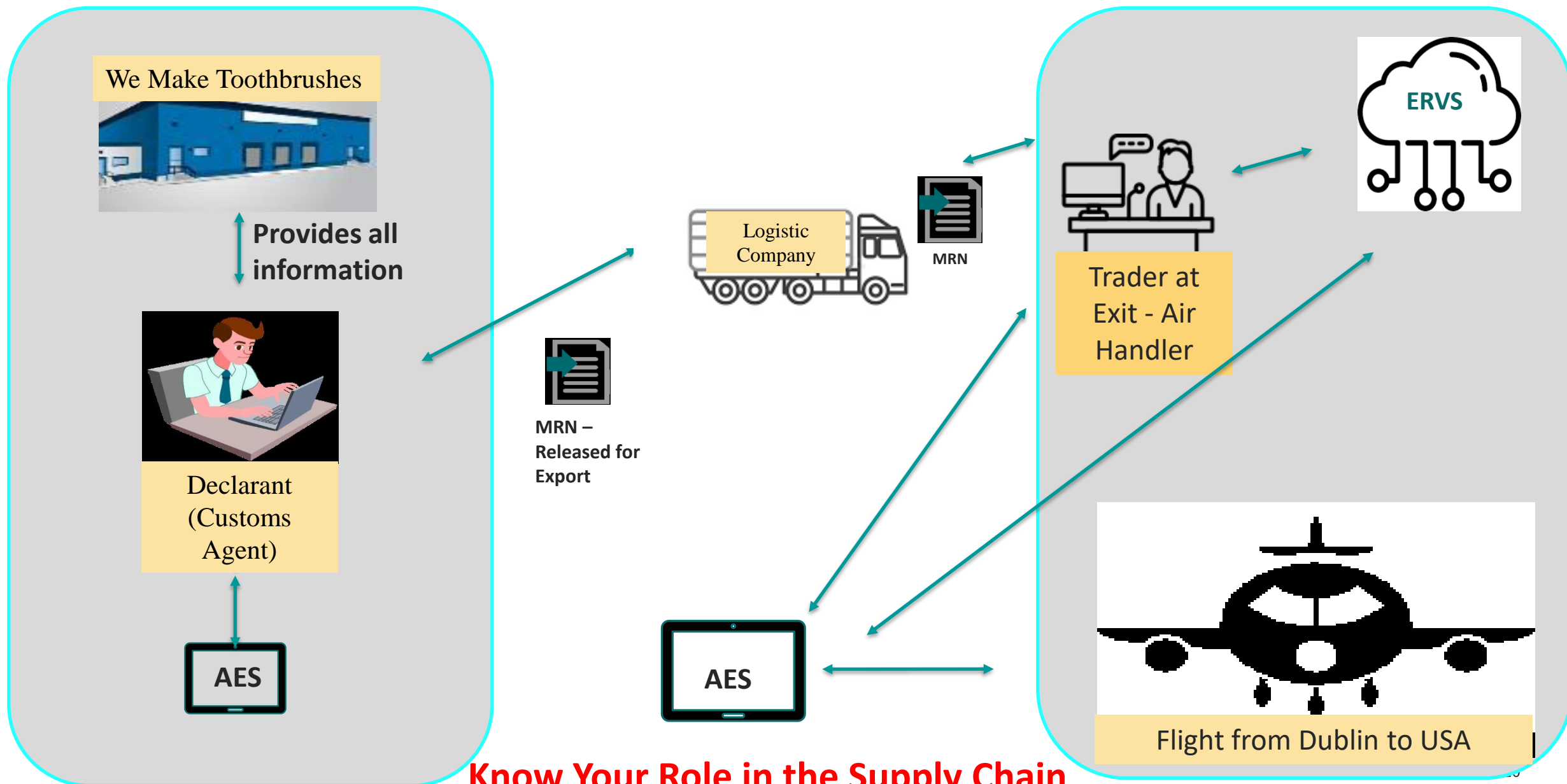




Trade Facilitation Measures introduced by Revenue for LOLO and Air movements

- The carrier at exit from IE must ensure that only goods that have been released for export by Customs are removed from customs supervision.
- Revenue is providing the Export Release Verification Service (ERVS) which will make it possible to check the status of the declaration when the goods arrive at the port or airport.
- The use of the ERVS by the `Trader at Exit` is not mandatory
- Where traders use the ERVS, they will **not have** to submit an 'arrival at exit' (IE507). Revenue will re-use the data provided to fulfil this requirement.
- Where there are discrepancies between what was declared on the export declaration and what is presented at exit, the `trader at exit` must lodge the "arrival at exit" (IE507) message.
- The ERVS will also fulfil the requirement to lodge the Exit Notification (IE590) message – **The Exit Notification is only required where IE is the declared office of Exit.**

Goods moving from Dublin Airport to USA – Office of Export and Exit = IE



Know Your Role in the Supply Chain

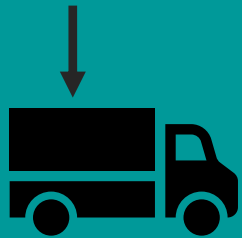
3. Goods being Exported to GB and Leaving Ireland on a RoRo Ferry

Declarant

Export Declaration Submitted
MRN received
MRN status = Released for Export
MRN(s) provided to party creating the PBN

Party Creating the PBN

MRN's received from Declarant
Create PBN and checks status
PBN given to driver with instructions –
proceed or call to Customs.



Driver

Confirm that you have a Good to
Check in Status before arriving at
Port
Presents PBN at Ferry Check-In



AES

Re-Use of PBN/Ferry Data by Revenue

Arrival at exit (IE507)
Exit notification (IE590)



Ferry Operator Check-In
PBN scanned and status
checked



Ferry Operator
NIMS Manifest submitted
when ferry leaves



Pre-Boarding Formalities In Ireland – Outbound RoRo Traffic



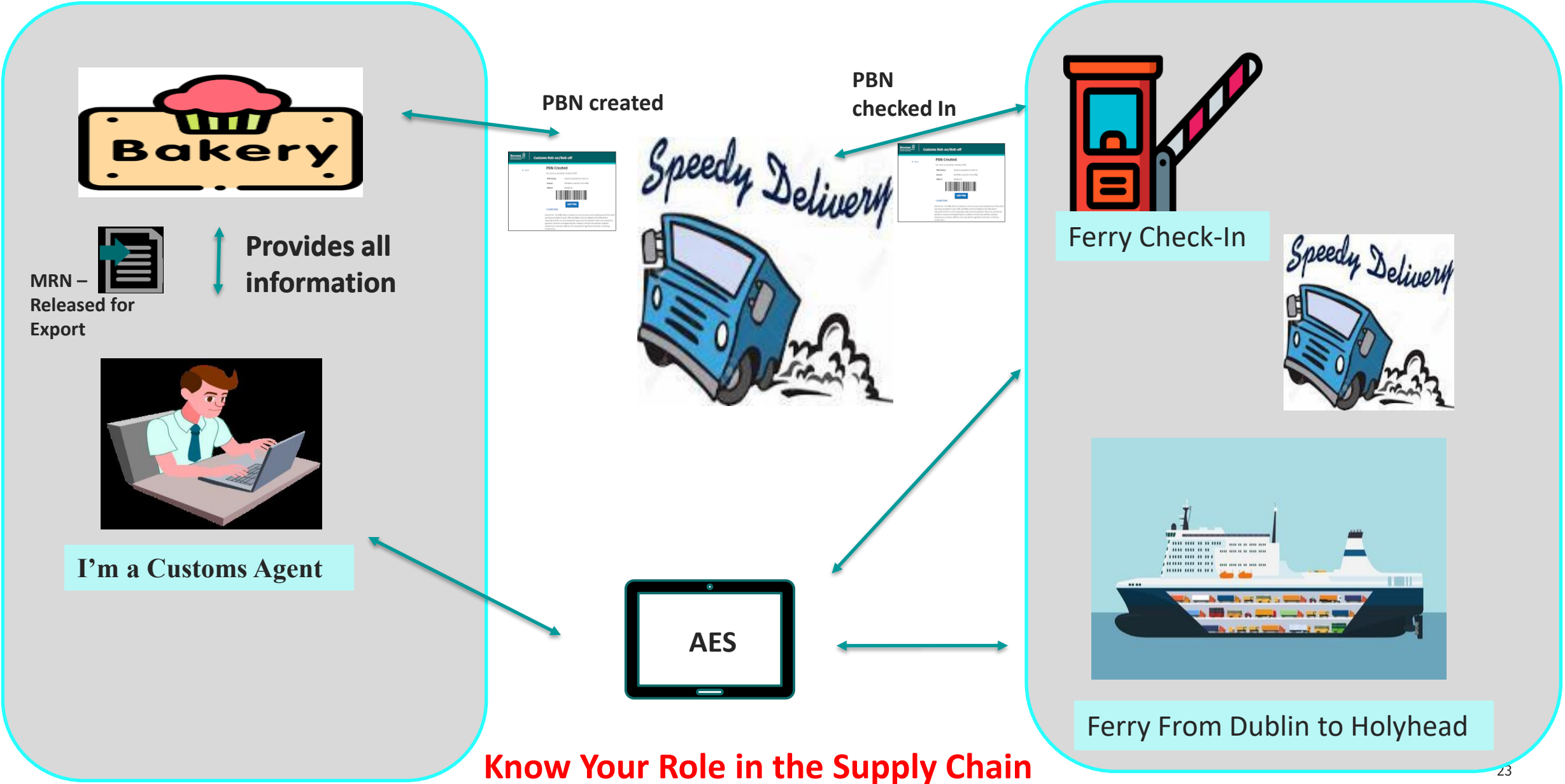
Customs declarations must be submitted to Revenue to cover all of the goods on the vehicle/trailer.

EXPORT:

- export declaration (containing S&S data) is submitted prior to departure of goods;
- where a customs control is required this may be
 - completed at the traders premises; or
 - carried out in the port

The MRNs for all declarations (i.e. all of the consignments on the truck/trailer) must be included in the Pre-Boarding Notification (PBN).

Goods moving by Road to GB on a RoRo Ferry via Dublin Port



Information on the PBN



- The PBN **must** contain the MRNs for all export and transit declarations related to the goods being carried on that vehicle/trailer.
- Once NCTS-P5 goes live in August 2023 we will only need the transit MRN in the PBN, where it is an export followed by transit.
- There is only one PBN per vehicle/trailer permitted even where multiple consignments are carried in the vehicle or trailer.
- Where a declaration is 'under control' the goods must be cleared by Customs for the declaration to get a 'released for export' status.
- All of the export declarations must be at the status 'released' for the PBN to get a 'Good to proceed to check in' status.
- Once the PBN is checked in by the ferry operator this fulfils the 'arrival at exit' (IE507) formality for each export declaration that has been included in the PBN.

If there are discrepancies between what is declared on the export declaration and what arrives at the Port then an IE 507 message will be required from the trade in addition to completing the PBN.



Check the PBN Status – Revenue RoRo Service

Customs RoRo service

Pre-Boarding notification (PBN)

[Check PBN status →](#)

[Create PBN →](#)

[Edit PBN →](#)

Customs Channel Look up

[Customs Channel Look up →](#)

Customs Check-in

[Customs Check-in →](#)

[← Back](#)

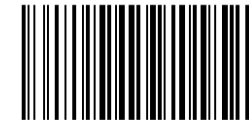
PBN Status Check

PBN Status and details

PBN Status Good to proceed to check-in

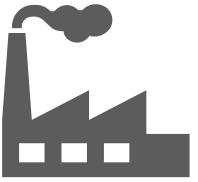
Details

PBN ID



[Edit PBN](#)

Roles & Responsibilities - Exporter



Exporter

- ✓ Ensure provision of accurate data for the completion of the export declaration
- ✓ Provide haulier with the MRN when the export declaration is at a `released for export` status
- ✓ Ensures compliance with routing requirements (Orange/Red), including the timely provision of supporting documentation. The goods cannot be moved until the controls are completed unless a physical exam is required at the office of export.
- ✓ Provide the MRN of export declaration to trader at exit. This must be a valid MRN and must be at the status `released for export`.
- ✓ Ensure goods are presented at exit by party contracted to take the goods out of the customs territory of the EU.

Failure to communicate a valid MRN will mean that the goods cannot leave Ireland

Roles & Responsibilities - Declarant

Declarant



Exporter



Logistic Company/
Parcel Operator



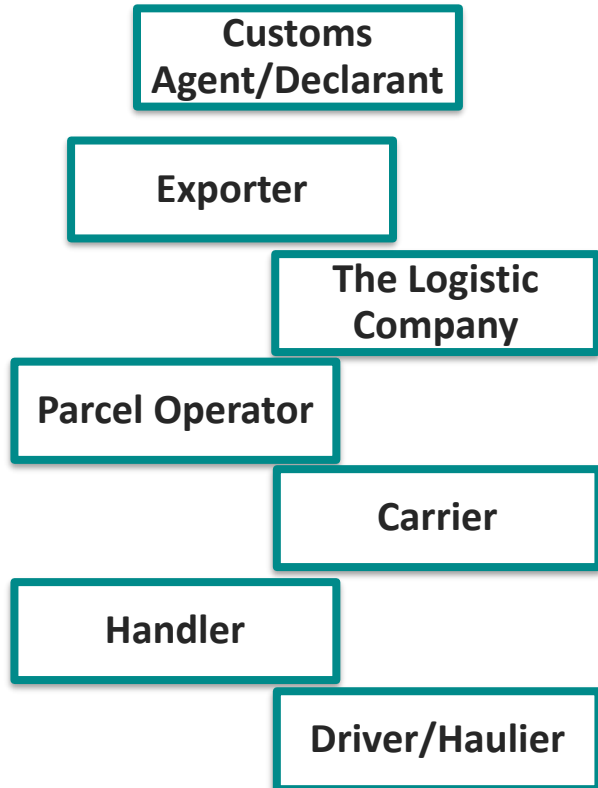
Customs Agent

- ✓ Ensure receipt of accurate information from the exporter, including CN code and journey of goods.
- ✓ Lodge Export declaration in a timely manner and well in advance of the collection of the goods by the driver.
- ✓ Ensure accurate information is submitted, including correct office of Export and office of Exit.
- ✓ Ensures compliance with routing requirements (Orange/Red), including the timely provision of supporting documentation.
- ✓ Provide haulier with the MRN when the export declaration is at a 'released for export' status.
- ✓ Where discrepancy scenario arises, provide relevant detail to Trader At Exit

Failure to communicate a valid MRN will mean that the goods cannot leave Ireland

Roles & Responsibilities - Trader at Exit

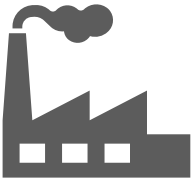
Trader At Exit



For RoRo movements the trader at exit is the party who creates the PBN

- ✓ Notify Revenue of the arrival of the goods at exit either by:
 - Submitting the `arrival at exit` message to AES (IE507), or depending on the movement type:
 - RoRo movements the PBN (Pre Boarding Notification) will be used to meet the arrival at exit requirement
 - LoLo movements the ERVS can be used to fulfil this requirement
 - Air movements the ERVS can be used to fulfil this requirement
 - ✓ Where goods are not `Released for Export`
 - They should not be sent to the carrier for Exit
 - You must resolve the status of the consignment.
 - ✓ Discrepancy must be notified prior to Exit
- The Trader At Exit must lodge an IE507 message declaring the declaration MRN and indicating the discrepancies

Roles & Responsibilities - Party Creating the PBN



Party Creating the PBN

- ✓ Ensure you receive MRNs for all of the goods in the vehicle
- ✓ Ensure declarant provides you with the 'status' of all of the MRNs
- ✓ Create PBN on the Revenue Website
- ✓ Ensure all MRNs are included in the PBN
- ✓ Check the status of the PBN and ensure it has a 'Good to Check-In' Status

- ✓ Give PBN to driver with instructions
 - Proceed to ferry check-in, or
 - Call to Customs Export Office for a physical intervention.

Driver should also check the PBN status prior to arriving at the port

Roles & Responsibilities – Haulier/Driver

RORO



Haulier/Driver

- ✓ Check PBN has a Good to Check in Status before arriving at Port.
- ✓ Call to Customs Export Office where advised that physical control is required
- ✓ Call to Customs Export Office for assistance where status is not good to proceed to check in.
- ✓ Once PBN status is 'Good to proceed to check in' you can check-in at the ferry terminal.

AIR/LOLO

- ✓ Should have all necessary information provided to them by the person handing over the goods, specifically the MRN.
- ✓ Call to Customs Export Office where advised that physical control is required
- ✓ Presents the goods and the MRN to the party who is acting as the Trader At Exit

Roles & Responsibilities – Carrier at Exit



Carrier at Exit LOLO and Air

In the case of maritime traffic under a vessel-sharing or contracting arrangement “carrier” means the person who concludes a contract and issues a bill of lading for the actual carriage of the goods.



Carrier at Exit RoRo

- ✓ Ensure you do not remove any goods that remain under customs supervision (*UCC Art 158 (3)*)
 - ✓ Post departure, provide Revenue with confirmation of exit of the goods, either by:
 - using the ERVS to complete the Exit formalities and to satisfy themselves that the goods are not under customs control; or
 - submitting the Exit notification message (IE590) to AES.
-
- ✓ Ensure you do not remove any goods that remain under customs supervision (*UCC Article 158(3)*)
 - ✓ Post departure, provide the NIMS manifest to Revenue
 - ✓ Ensure NIMS has details of all PBN reference numbers matched to the vehicle reg or trailer ID.



Public Interface Testing (PIT)



- A free service available 24/7 to anyone planning to use AES. Support is available 10:00 to 16:00 for incident resolution
- Simulated environment with declaration scenarios behaving as they would in AES
- Supports submission and processing of additional declaration activities such as movement messages, cancellations and amendments to assure the full scope of declaration scenarios
- Not for performance testing, is only for validating and assuring declaration processing
- PIT is not a live service - No connections to any other Revenue system. There may be performance difference between AES and PIT. Doesn't create legal declarations
- Queries about PIT should be sent to UCCITDev@revenue.ie



Smooth implementation of AES



All parties in the supply chain - exporter, declarant, logistics company, freight forwarders, hauliers and carriers must play their part and know their responsibilities

Data quality will be important to prevent delays and keep goods moving

The sharing of data between the various stakeholders in a timely manner is critical

MRN of the export declaration is most important and must be passed along the supply chain

Clear communication between the declarant and the trader at exit about controls to avoid confusion and delays at the port/airport





Thank you for your attention

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the latest updates on AES*

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