

CLdN RoRo

PN/TS Frequently Asked Questions

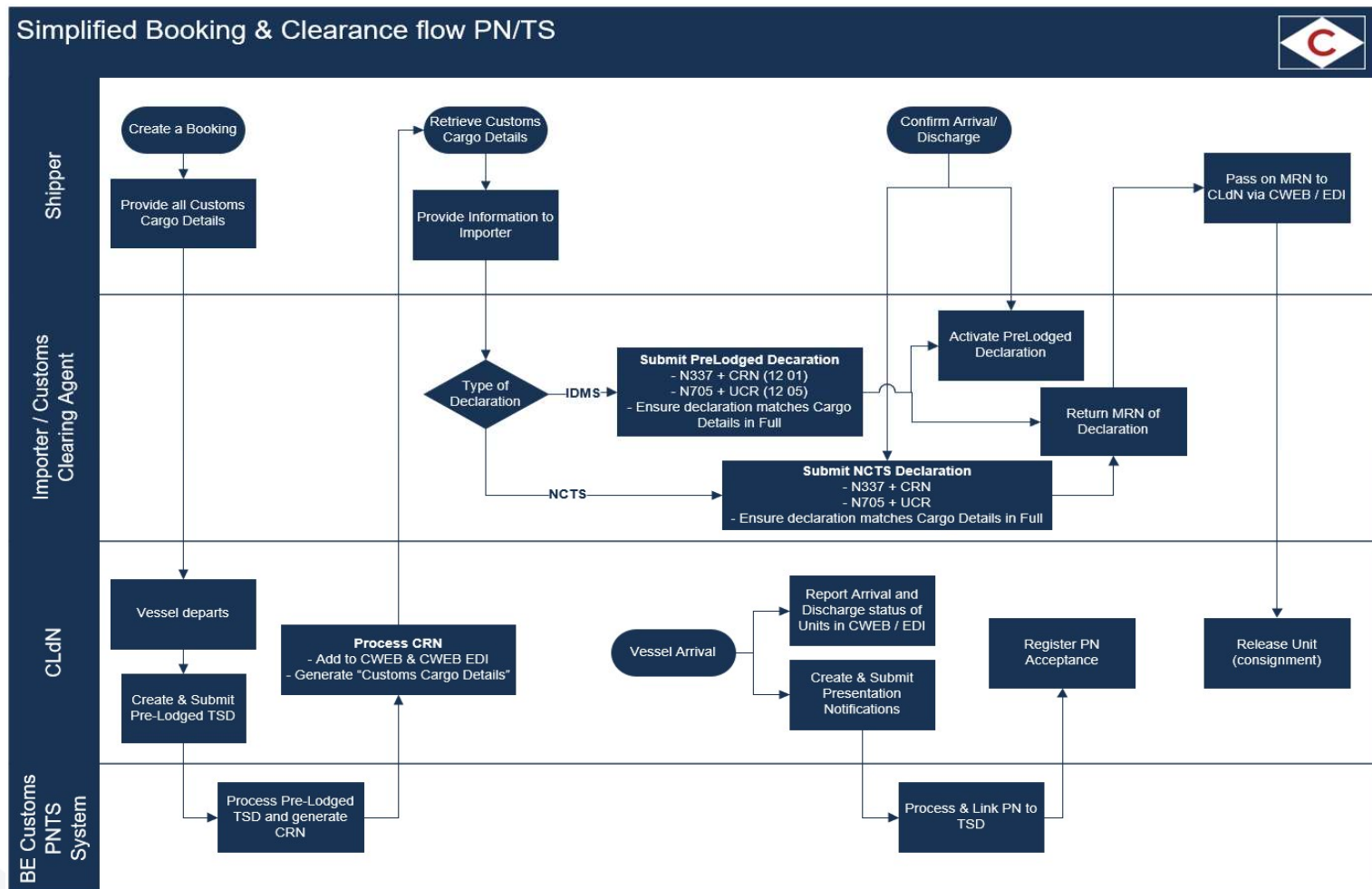
Since 12/01/2026, CLdN has transitioned from PLDA to PN/TS for movements to Belgium. This document collates a number of frequently asked questions and topics that have been raised by customers as well as hauliers/shippers to provide further clarity and will be updated from time to time.

Should you have any questions or require further guidance please contact: customs@cldn.com or your usual representative.

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For operational or technical questions, your CLdN Sales contact remains at your disposal and should you require technical onboarding for C.WEB EDI, please contact webmaster@cweb.lu

Standard process for movements to Belgium – High level flow



Important points of attention

With the introduction of PN/TS, accurate data alignment between yourself and the customs clearing agent becomes more important than ever. When you or your customer lodge declarations through IDMS or NCTS, you **must** ensure the dataset of the declaration **fully** matches the information we provide to you in the **Customs Cargo Details**. (information which you provide to CLdN in the first place). This includes:

- the correct use of "previous document" to be based on the CRN
- Correct package type codes and package quantities
- Correct weights and correct HS codes

Mismatches between your declaration data and the CLdN-issued data will prevent successful clearance of the Customs Goods Accounting and will result in cargo delays, potential financial consequences as well as adverse effects on your compliance records.

Any deviation between the Customs declaration you plan to submit, and the CLdN-issued information must be reported to CLdN for correction – together with supporting evidence – before you submit the declaration and before you attempt to collect the goods.

No Inbound Release Platform (IRP)

CLdN does not utilise IRP, as such information will not be available in this commercial platform.

Your access to relevant consignment data is fully guaranteed through the tools CLdN has provided for many years:

- Web UI via C.WEB for both Shipper and Declarant
- EDI via C.WEB for both Shipper and Declarant
- Standardised Reporting upon vessel departure



How can I receive CLdN's Cargo details

The cargo details that the Shipper has entered in the booking are used by CLdN to **pre-lodge TSD's** in the Belgian TS system. This takes place as soon as the vessel departs from the UK and maximises the time you have at your disposal to perform a clearance with the benefit that goods will be able to be collected from the Port of Destination immediately upon discharge. CLdN's Customs Cargo details are available through a wide range of options:

- **Web UI** via CWEB
 - o For Shipper
 - o Shipper can provide access to Customs Clearing Agents in their Security Manager

Details for booking 73927145 (request ID 16230445)

Request status: Modification Request (Approved) Booking status: Discharged (pos. KH025A1) Last modified: 14-01-2026 14:46 by w-dsmit

Contract	Route	S.O.	Sailing time	Your Ref.	Equip.	Unit Nr.	Full	CSTOFG	DERP	Goods description	Len	Ta.Wt.	C.Wt.	Haz?
PURZEE	N	14-01-2026 19:00			TKCT		Y	R	?	Betaine Feed IDTF : 7,82	3500	27920	N	

Shipment Details - 1 | Shipment Details - 2 | Selfdrive Info | Imdg | Waste | Consignments | Request History | Movements | Contact | ENS confirmation info

IMPORT Consignment ID: 1341258 Nominated Agent : []

Consignment reference number: CLVW0073927145001
CRN: CRN26BETS000000066FPJ2

Detail custom document
Type of Goods: C
GVMS-IND N

UED Doc. type Doc. Number Expiry date Office of destination Receipt Place Consigned Place

Parties

Type	EORI	Name	Street	Nbr.	Country	Zip	City	VAT	Email
Consignor/Seller	LP			N/A	GB				
Consignee/Buyer	LP			N/A	BE				

Notify

Nr Of Colli	Package	Item	Description	Shipping Marks	Commodity code (online EC2 UK2)	Nett Weight (Kgs)	Gross Weight (Kgs)	Un Number	Primary Class	Technical Name (Imdg)	SPS
1	VL		Betaine Feed IDTF 30047		230990	0	27920				N

Close

- **EDI**
 - o Can be pulled by Shipper at any time
 - o Can be pulled by a Customs Clearing Agent if Access given by Shipper

[https://www.cweb.lu/static/CWEB EDI Booking Flow V17.8.pdf](https://www.cweb.lu/static/CWEB%20EDI%20Booking%20Flow%20V17.8.pdf) - section 11 - using the <cwebConsignmentInfo> tag

- **Standardised Email Report "Customs Cargo Details"**
 - o Shipper can configure who receives this and is automatically generated upon vessel departure

Transport Details

M/S:	PAULINE	Lloyds Nr.:	L9324473	Flag:	Maltese
ETS:	14/01/2026 19:00	ETA:	15/01/2026 6:00	Agent:	CLVW
Conveyance Ref./UVI:	579913	POL:	PURFLEET	POD:	ZEEBRUGGE
LoCode:	BEZEEA000609	LoCode NCTS:	TO801702		

Booking Details - 12345678/2

Y/Ref:	12345678	Unit Nr.:	Abcd1234/8
O/Ref:	12345678/2	KLMEMO:	abcdefgh

Cargo Details - 1 of 1 - 3764727

UCR: CLVW000000000000 CRN: CRN26BETS000000000000

Release document: Cargo to be customs cleared and release document uploaded to CWEB prior to collection

Item(s):						
Item Number	No of Packages	Package Code	Gross weight (kg)	Description	Shipping Marks	HS Code
1	1	PK	27160	Accurate Description of goods		291590

PreLodging Declarations in IDMS

Please use the following Data Elements for each Consignment in the booking:

Previous Document Data Elements	
Type (12 01)	N337
Reference Number (12 01)	CRN (use the full CRN)
Type of Packages	As declared in the booking – available in the CustomsCargoDetails
Number of Packages	As declared in the booking – available in the CustomsCargoDetails
Measurement Unit	KGM
Quantity	The mass to write off, as declared in the booking – available in the CustomsCargoDetails
Transport Document (12 05)	N705 + The UCR as made available in the CustomsCargoDetails (number starting with CLVW)

For further details, please refer to

<https://financien.belgium.be/sites/default/files/Customs/Ondernemingen/Applicaties/technische-documentatie/PNTS/ga-basics-v1.4.0.pdf>

Submitting a Final Clearance in IDMS (Definitieve Inklaring)

It is only possible to submit a Final/Definitive clearance once the units have been Presented to Customs, which CLdN performs upon discharge of the units. If you do not pre-lodge your declaration, then it will only be possible to submit a final declaration once the unit has been discharged.

Previous Document Data Elements	
Type (12 01)	N337
Reference Number (12 01)	CRN (use the full CRN)
Type of Packages	As declared in the booking – available in the CustomsCargoDetails
Number of Packages	As declared in the booking – available in the CustomsCargoDetails
Measurement Unit	KGM
Quantity	The mass to write off, as declared in the booking – available in the CustomsCargoDetails
Transport Document (12 05)	N705 + The UCR as made available in the CustomsCargoDetails (number starting with CLVW)

The discharged status of your unit can be checked as follows:

- **Web UI – CWEB** – accessible for both Shipper and Clearing Agent with the Customs Agent role
- **Retrieved via EDI** – Shipper and Clearing Agent with the Customs Agent role
- **CWEB Mail Reports** – Gate In/Out report - generated every 15 minutes
 - o It is possible for you to configure this per Contract and per Route
 - o It is possible for you to choose recipients

Creating Declarations in NCTS

It is only possible to submit a declaration in NCTS once the units have been Presented to Customs, which CLdN performs upon discharge of the units.

Please refer to: <https://financien.belgium.be/sites/default/files/Customs/Ondernemingen/Applicaties/technische-documentatie/PNTS/ga-basics-v1.4.0.pdf> for further details on how to write off the TSD's.

How do I know the unit has arrived / been presented to Customs

The discharged status of your unit can be checked as follows:

- **Web UI – CWEB** – accessible for both Shipper and Clearing Agent with the Customs Agent role
- **Retrieved via EDI** – Shipper and Clearing Agent with the Customs Agent role

Shipper's Responsibility

Please be reminded that when clearance is not performed correctly (1) within 90 days of arrival of the vessel or (2) before collection from the destination port, there is a risk of the customs authorities taking necessary measures and imposing fines, penalties, VAT, excise and import duties (and additional fines). This would result in severe operational, financial and legal consequences, both for CLdN and for its customers, including yourselves. This must be avoided.

We underline that under the applicable Carriage by Sea and Terminal-Related Services General Terms and Conditions you are responsible for your contractual obligation to organise, procure, pay for or otherwise fulfil (correctly and on time) any customs procedures, formalities and obligations required, as well as to pay for all duties, levies, VAT, fines and penalties.