



SGS TransitNet

NCTS 5 USER INTERFACE CHANGES

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1 Introduction

This document includes a short guideline for SGS TransitNet users to understand the main changes to the TransitNet interface which have been implemented in connection with NCTS 5.

NCTS 5 brings changes to the data and data model required by customs. In upgrading our connections to NCTS 5, SGS have tried to limit the number of changes to the user interface.

To accommodate the new data elements required for an NCTS 5 declaration, some changes have been made to the layout of a transit declaration in TransitNet which will be visible by users.

This instruction will cover the main details you should be aware of when creating a declaration from in NCTS 5 with specifics added for departures from Serbia.

Key terminology:

- **NCTS:** New Computerized Transit System.
- **Transition period:** The NCTS 5 will be deployed by members in two stages. During the first stage starting in 2023 until the last country joins NCTS 5, the countries will use the transitional mode. This transitional mode can be call NCTS 5.1. During 5.1. Some concrete rules and conditions will be applied to ensure that transactions between countries using different NCTS 5 versions works. One of the highest impact points is the restriction of the use of one House of consignment.
- **House Of Consignment:** New level included in the NCTS 5 Data structure sent to customs. It refers to the lowest transport information provided, and this applies to all its Consignment Items (each Consignment can contain up to 1999 House Consignments) – During transition this is restricted to 1 House of Consignment. It is the lowest level where the Consignor can be declared. This level is automatically generated by Transitnet, so the user only sees the Header level and good item.
- **DG TAXUD:** Directorate-General for Taxation and Customs Union.
- **TCUIN:** Third Country Unique Identification Number.

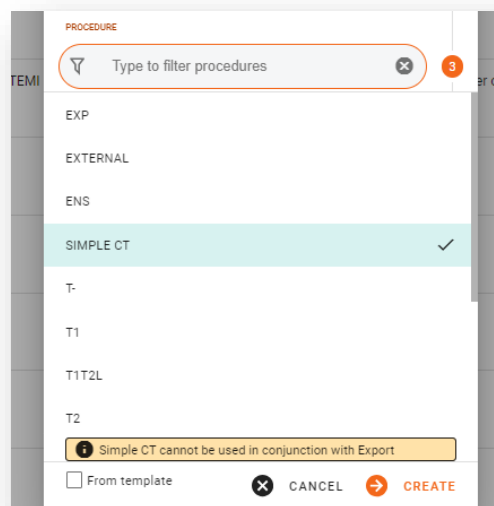
2 General Changes

2.1 Use of HS codes

Once the user selects the country of departure, it is necessary to select the type of declaration to be created. NCTS 5 include restrictions in the use of "Simple CT" declarations (where the HS code is not necessary to be declared).

The Simple CT option will only be allowed in certain countries during the transition period. Once the final mode is activated for all countries this type of declaration will not be available for user selection.

Some countries which have already migrated (Germany, Latvia, Serbia...) to NCTS 5, Simple CT is not possible even during transition. Otherwise, this type of declaration can be selected:



However, users should note that Simple CT option cannot be used when an Export declaration is the Previous Document – users are warned of such restriction by a warning in TransitNet.

2.2 Declaration Header

HEADER			
Holder of Procedure SGS Beograd d.o.o.	Country Serbia	Currency \$ Euro	Type T1
Additional declaration type A - for a standard customs declarati...	Transport type RAIL	Language \$0 Turkish	CIN
Ticket Number			

Currently only one extra field is displayed – **Additional declaration type**

This is currently a non-editable field as the only option included in the current scope is the option A. Possible options according to NCTS 5:

- Type A: Standard declaration (by default)

2.2.1 New Custom Transit offices details

In addition to the current Custom Office of Transit, NCTS 5 includes a new role for the transit office - the Custom Office of Exit for Transit, identified in TransitNet as TXT.

This new role refers to the customs office competent for the point of exit from the Security Area (border of Customs Territory of the Union) responsible for assessing safety and security data.

By default, when selecting Route / Customs Office if CO (customs office) has multiple roles, then:

- If CO has TRA role (normal transit role), it will be selected by default.
- if CO has one role (only either TXT or TRA), that role will be selected by default.

To change the Role of a custom offices, the user should click over the tag of the CO and select the needed role (TRA; TXT).

Customs offices

TRA HR030503

RGP_JASENOVAC

Customs offices

TXT RS011096

Transit

✓ Exit for Transit

When to use this TXT role?

During and post transition period this role is optional to use. It should only be used in case the security field selected is equal to 2 (security for EXS) or 3 (security for EXS and ENS) and there is not a custom office of transit declared for country of routing outside the Country Customs Security Agreement Area.

There could be some national authorities that request to declare it. As an example, in Germany this role is mandatory if security is 2 or 3. So at least one Custom Office of Exit for Transit should be declared with this role.

2.2.2 New Security Section

Security section has been changed for NCTS 5. The checkbox in NCTS 4 has been replaced by a list of values. It will allow the user to select between (0,1,2,3):

- 0 → Not necessary to lodge ENS (Entry Summary Declaration) & EXS (Exit Summary Declaration) documents in the declaration.
- 1 → Necessary to lodge the ENS declaration
- 2 → Necessary to lodge the EXS declaration
- 3 → Necessary to lodge the ENS&EXS declaration

If a value different from "0" is selected the below fields will be mandatory:

Below fields will be mandatory:

- Place of Loading
- Country of Loading.
- Place of Unloading
- Place of unloading Country

SECURITY

Security §
 1 - Security for E... ▾

Place of loading Place of unloading

Country of loading Country of unloading

2.3 Good Items

Over this section some fields have been changed but the main changes are related with the document section.

2.3.1 Unique Consignment Reference Number (UCR)

During the transition period this field will be optional and can have up to 35 characters. The UCR will be mandatory (after transition period) in case the same Transport document is not included in the declaration by consignor (C502).

GOODS ITEM #1

Country of despatch Country of destination HS Code

Apply to all goods items Apply to all goods items

UCR CUS code

0
0
10 €

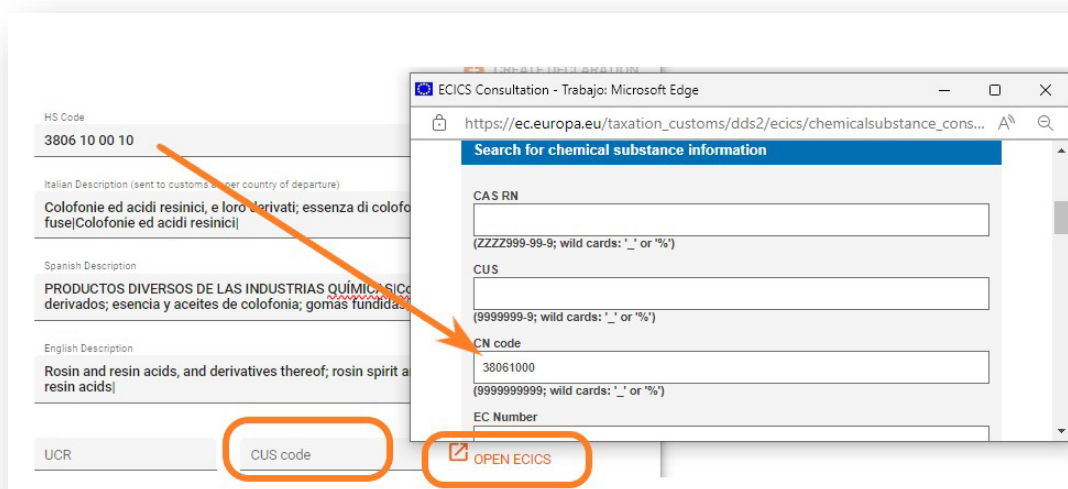
MASS		VALUE	
Gross	kg	Value	Currency
Net	kg		Euro

2.3.2 CUS Code

The Customs Union and Statistics (CUS) number is the identifier assigned within the European Customs Inventory of Chemical Substances (ECICS) to mainly chemical substances and preparations.

It is currently an optional field. To fill it in case is requested by any authority kindly follow below steps:

1. Click on the link to open ECICS the pop-up window. Look for the code by including the 8 first digits of the HS Code in the CN code field and press on submit.



2. Then the list of CUS Code related with the CN code will be shown in results.

CUS	CN code	CAS RN	EC number	UN number	Nomen.	Name
0010001-6	38061000	514-10-3	208-178-3		COMMON	abietic acid, technical
0113651-2	38061000	8050-09-7	232-475-7		COMMON	rosin

3. Include the selected CUS code from the EU database. The format to include it would be 9 Characters XXXXXXXX-X and can be copied and pasted.

2.3.3 Packaging Section

Few changes in this section compared with the NCTS 4.

“Marks and numbers” has been changed to “Shipping Marks.”

N° of packages and Shipping Marks are mandatory unless the type of package included is bulk package.

While for Packages type Packages Unpacked i.e. (in values "NE", "NF", "NG) N° of packages is mandatory and Shipping Marks optional

A validation is included in TransitNet to ensure the user completes the correct fields;

The screenshot shows a form titled "Packages". It has a dropdown menu for "Type 318" with "VL-Bulk, liquid" selected. To the right is a text input field for "Shipping Marks" which is currently empty. At the bottom, there is a prompt "Press Shift + Enter to add another" and two buttons: "CANCEL" with a close icon and "DONE" with a checkmark icon.

The screenshot shows the same "Packages" form. The "Type 318" dropdown is now "NG-Unpacked o...". A new field "No. of Packages 31C" is present with the value "12". The "Shipping Marks" field now contains the value "232323". The bottom navigation remains the same with "Press Shift + Enter to add another", "CANCEL", and "DONE" buttons.

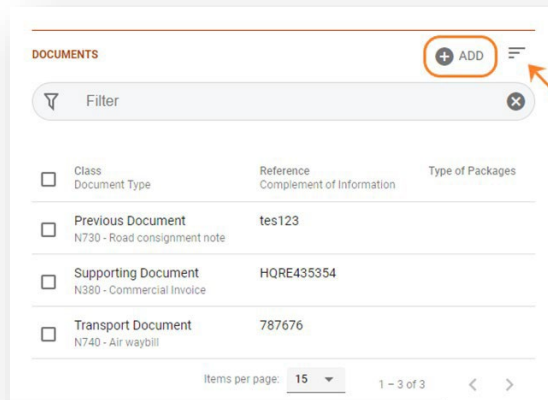
2.4 Document Section

NCTS 5 presents a unique section where the different class documents would be uploaded. This differs with the NCTS 4 different sections where documents can be included in the UI (Accompanying documents, Previous documents, etc.)

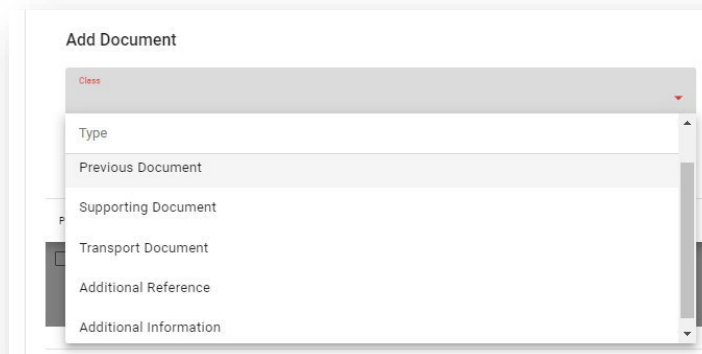
This document section will work as explained below:

Steps to include them:

1. Users need to click on "ADD" to add a new document;

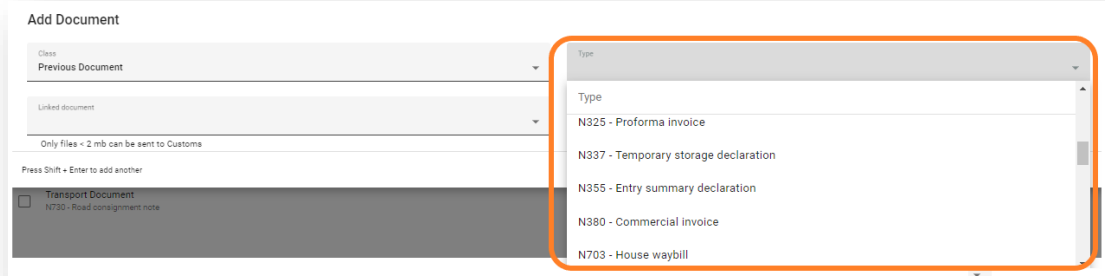


2. Select the Class of document to be included;



(Type of class: Previous document, Support document, Transport document, Additional reference, Additional information).

3. Select the type of document to be included;



Fill the necessary fields for each document. (Each document selected will have mandatory and optional fields as per NCTS 5 specifications).

Document list can be filtered and sorted by: Class, Reference or Type.

2.4.1 Specific Documents.

In every country which will migrate or has migrated to NCTS 5, TransitNet has specific documents loaded by default to assist in faster data entry for the user (Commercial Invoice, CMR, etc.,)

2.5 Transport Equipment

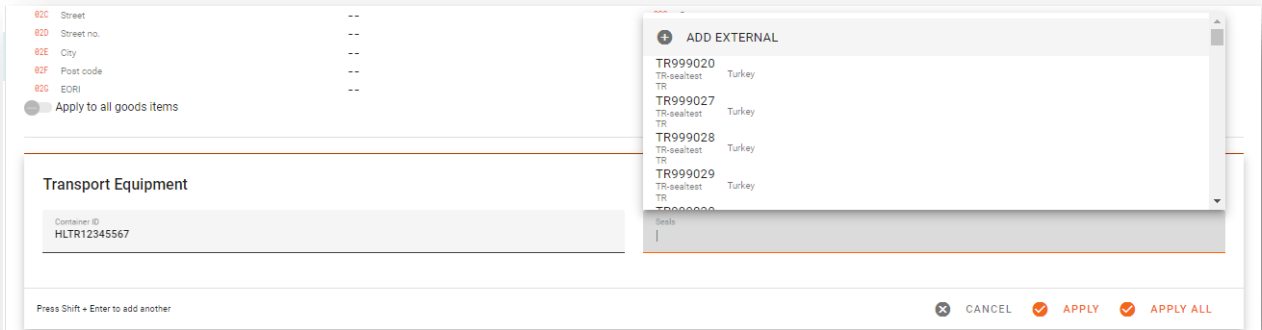
Seal and Container sections are removed and combined in a new **Transport section** with information for both.

The new section will contain a table with the following columns:

- Container ID: Same as current field
- Seals: Seals associated with the unit (container, trailer, truck, etc.,)

A unit could have more than one Seal. A seal can be included without a Container ID

Applying the container and seal to several created items will remain the same as current container section as well as the use of template to create them.



Seal restriction. Same logic as in NCTS 4 will remain. Depending on the country of departure and type of declaration (normal/simplified) restrictions on the ability to include external or SGS seals will be included.

For some countries as Spain, Bulgaria and Croatia any type of user would have the ability to include any type of seal for all declaration types.

2.6 Split Functionality

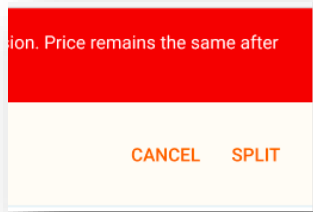
During the transition period, as mentioned, there are a set of transitional rules that apply.

One of the most important rules restricts the use of more than one House of consignment (E1406).

E1406 Technical Description:
 IF <Decisive Date> is LESS than or EQUAL to <TPendDate>
 THEN
 /*/RiskAnalysisIdentification/RiskAnalysis/RiskAnalysisResult AND
 /*/Consignment/ActiveBorderTransportMeans AND
 /*/Consignment/HouseConsignment AND
 /*/Consignment/HouseConsignment/ConsignmentItem/Commodity/DangerousGoods
 multiplicity shall be set to '1x'

The House of consignment is the lowest level where the Consignor can be informed in the XML. Therefore, no more than one consignor can be informed in the XML to customs. To avoid any manual action from the user, TransitNet will split the declaration created by the user with multiple consignors in different declarations within the same group.

The split functionality will be triggered once the original declaration is validated and does not contain errors. The user will need to accept this split to be able to submit the group generated.



The price of the declaration will remain the same so clients are not affected economically due to this rule.

*This will apply as general behaviour to all countries but there are some countries that allow shortcuts to avoid it. Ireland and Great Britain will allow not to send the consignor in case there are more than one during the transition period.
Declaration in these countries will not be split.*

3 Spain as Country of Departure

Below included the specific changes in Spain in relation with NCTS 5:

- No Simple CT is allowed.
No matter the NCTS 5 period (Transition or final) Spanish custom will require to include in all declaration the HS codes under the good items declared.
- Security: Spanish customs will only have 2 options. Security = 0 (No security) or Security = 2 (security for EXS). By default, No Security is selected.



- Split Functionality Exception During transition.
For those declaration without security information selected there is no obligation to include in the XML the Consignor information this will mean that the split functionality will not apply for declaration with security = "0".
- To upload documents will be mandatory at header level in TransitNet. Same as in NCTS 4 in case document control is required by custom. it will be necessary to upload the documents at customs system.
- It still will be necessary to report the Identification of first place/location in the same way as it is currently done:

Nevertheless, it is important that if user selects a public location ID ensures that the public location checkbox it is ticked.

- Net mass is mandatory in Spain during and after transition no matter if the N830 is included or not. If the Net mass is not informed this warning will be displayed:

Net Mass is a required field.
38. Net Mass (kg) is a required field. CLOSE

- Vehicles: To maintain the same form and controls established when the type of packages is a frame the Mandatory Auto Details sections will be visible, and the user will have to facilitate the information requested for every package (Brand, Chassis number and Model).

PACKAGES * + ADD

Type Shipping Marks	No. of Packages
<input type="checkbox"/> Frame test	2

MANDATORY AUTO DETAILS + ADD

Brand	Chassis No.	Model

It is important to remember that if the package type is a Frame, it will be mandatory to put NAR as the Unit Type inside the Spanish Summary Discharge and the Discharging Item Quantity should be equal to the number of Packages:

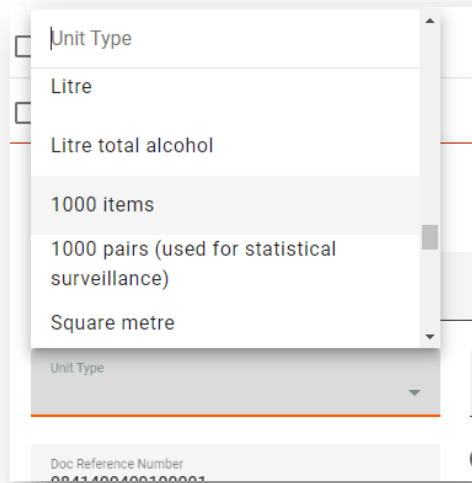
SPANISH SUMMARY DISCHARGE + ADD

Discharging Type Unit Type	Discharging Item Quantity Doc Reference Number	Is it a partial discharge?
<input type="checkbox"/> DUA NAR	2 123456788	<input type="checkbox"/>

If the Discharging Item Quantity is not equal to the sum of the packages this warning message will be displayed:

Discharging item quantity should be equal to the Sum of Packaging/Number of packages for the Goods Item 4202111010 when (FR) package is selected


- One of the differences between NCTS4 and NCTS5 is that the Unit type of the Spanish Summary Discharge is mandatory at customs. it can't be sent without a specific Unit Type. Otherwise, it will be rejected by Customs.
A list with the possible units to be used is now available for user selection:



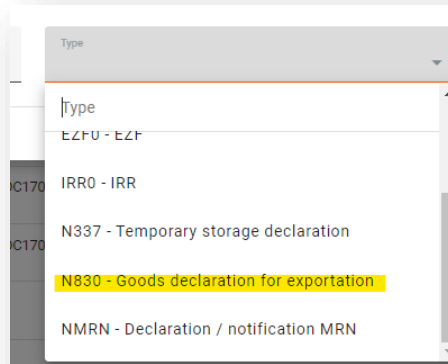
- In reference to the Unit Type is important to know that, when the Unit Type is KGM this field should be equal to the Net Mass of the good item, if not this error message will be displayed:

Discharge item quantity should be equal to the Net mass of the Goods Item 4202111010 when the user selects the (KGM) Unit

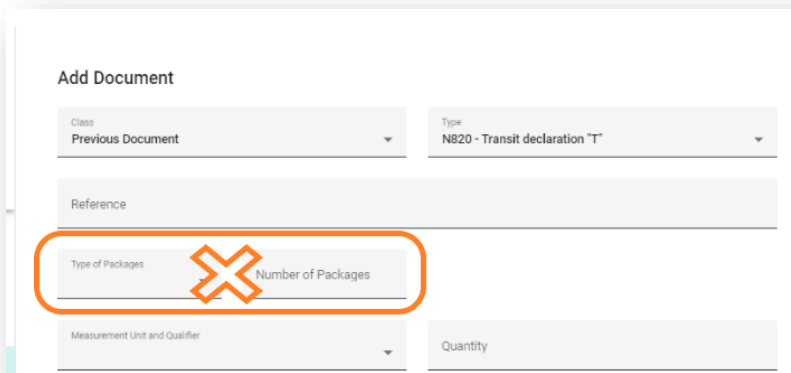
- Every time a container is included in the declaration it will be mandatory to include the seal.
- The current control when Spanish Summary Discharge types OSD or ASD documents are included it's maintained. A consult will be done, and the discharge number will be checked in the Customs agency.
This control when the OSD or ASD documents are included shows this display in TransitNet:

 ES Control for OSD/ASD Warning:
item(1) either have wrong format for Doc Reference Number (123456789000004) or wrong data, no result returned from ES site

- In reference to the documents:
 - Previous Documents. List of documents to use is not TAXUD is Spanish specific list:



Under the previous documents field Type of packages and N° of packages will not be available as in other NCTS5 countries:



- The documents Y024 and Y026 will be added by default only in the first item as additional reference. During transition can only be reported at first item. A validation will control this restriction.
- Supporting Document types. There is a specific list of documents that can be used in Spain in addition to the Taxud. It is called TRSUPNAC (below an example of this specific documents)

Code	English Translation
1001	Contract.
1003	Sworn declaration of value.
1005	Individual authorization for clearance.
1006	Power of attorney for fiscal representation.
...	...