NCTS 5 USER INTERFACE CHANGES

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SGS

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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:
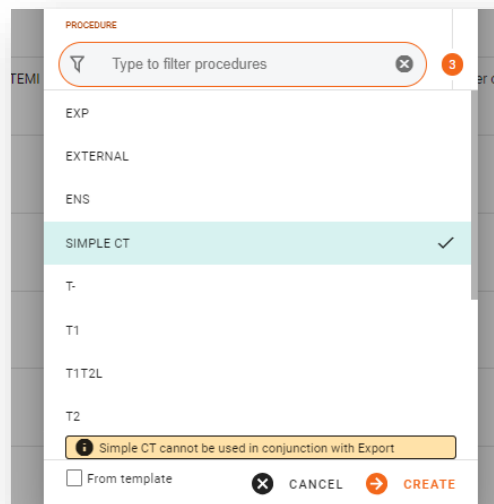
However, users should note that Simple CT option cannot be used when an Export declaration is declared as a Previous Document – users are warned of such restriction by a warning in TransitNet and a validation.
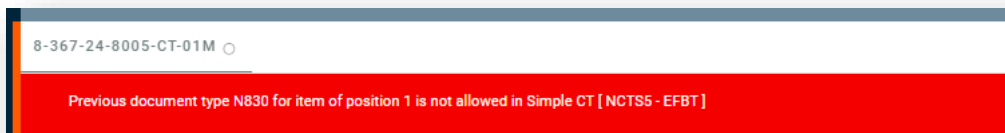
This restriction does not apply in some countries where their export system is different to the European Union one (AES).

![SGS logo]

2.2   Declaration Header

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).

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

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).

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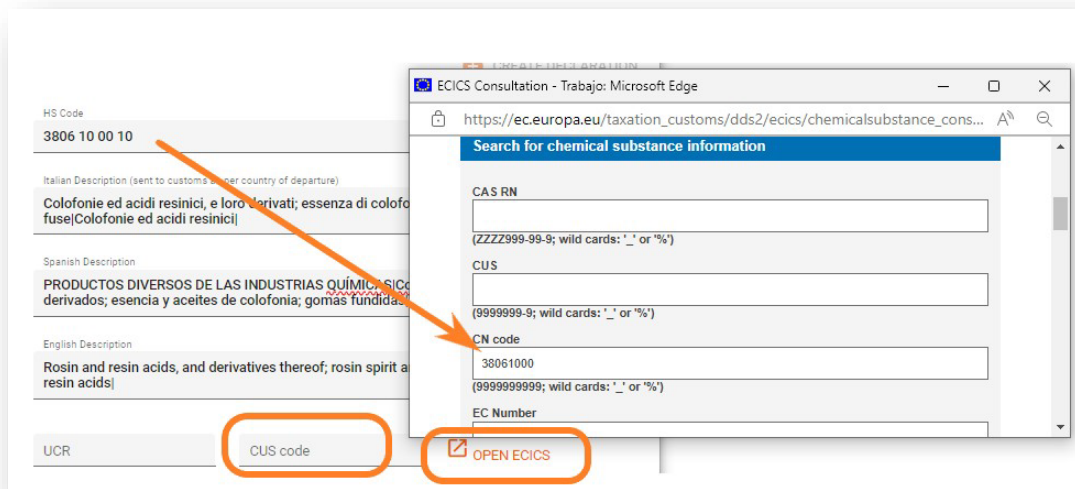
2. Then the list of CUS Code related with the CN code will be shown in results.

3. Include the selected CUS code from the EU database. The format to include it would be 9 Characters XXXXXXX-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" have 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.

2.4 Document Section

NCTS 5 presents a unique section where the different class documents would be uploaded. This differ with the NCTS 4 different sections where documents can be included in the UI (Accompanying documents, Previous documents, etc.)
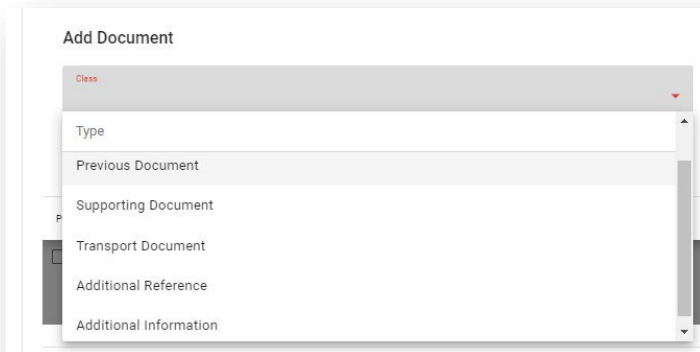
This document section will work as explained below:

Steps to include them:

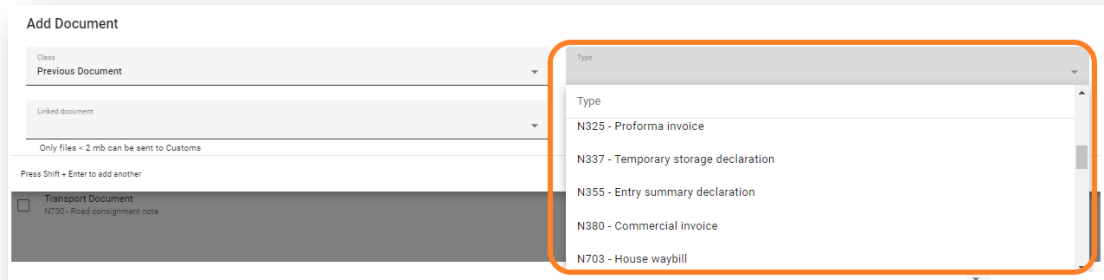1. Users need to click on "ADD" to add a new document.
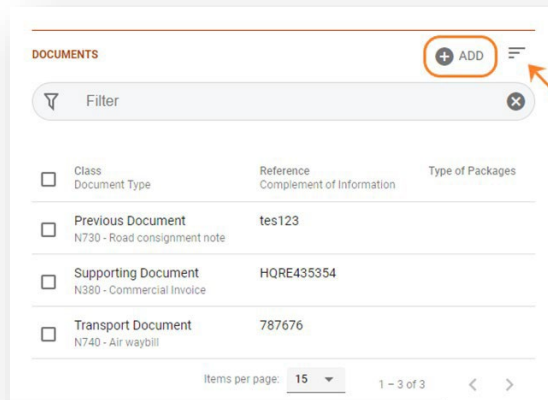
2. Select the Class of document to be included.

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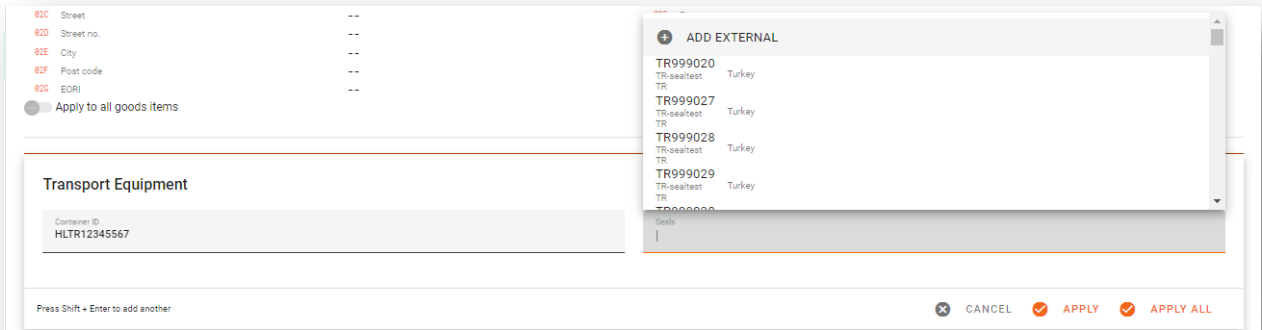
Seal restriction. Same logic as in NCTS 4 will remain. Depending on the country of departure and type of declaration (normal/simplified) restrictions on the ability to include external or SGS seals will be included.

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).
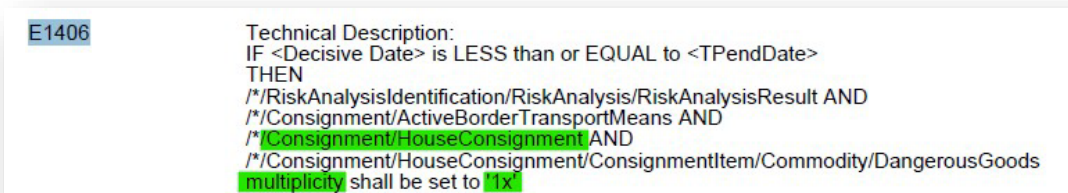
The House of consignment is the lowest level where the Consignor can be informed in the XML. Therefore, no more than one consignor can be informed in the XML to customs. To avoid any manual action from the user, TransitNet will split the declaration created by the user with multiple consignors in different 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.
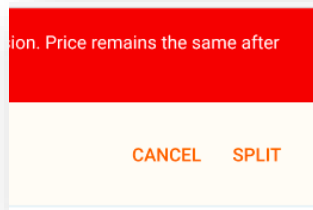
The price of the declaration will remain the same so clients are not affected economically due to this rule.

This will apply as general behavior 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 Slovakia as Country of Departure

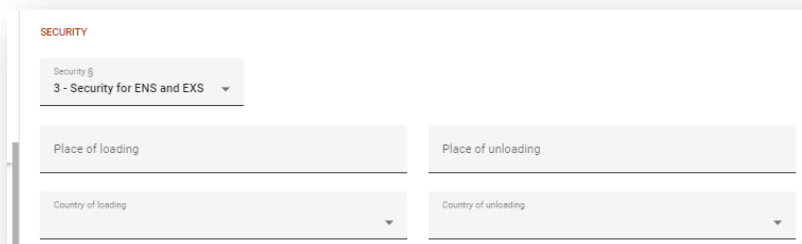- Split Functionality Exception During transition.
  For Departure Country Slovakia, during Transitional Period (5.1), when one declaration contains multiple consignors, the split functionality is disabled.
  In specific, when a declaration with Departure Slovakia <u>contains more than one consignor</u>, then:
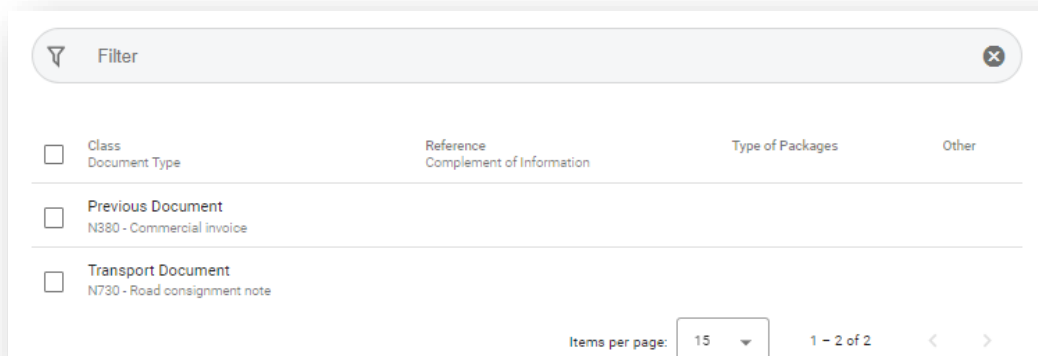 1. After the validation, the system should **NOT** propose to the user the split of declaration.
  2. When generating the IE015/ IE013 message, the <Consignor> and all its related data elements should not be included across all levels of the message.
  3. The PDF of the TAD/TSAD will not contain the Consignor information.

  Else if the declaration <u>contains only one Consignor across all Good Items,</u> the system should continue to behave as it currently does, and the <Consignor> element should be included in the IE015/IE013 message and in the PDF of the TAD/TSAD.

- Security is set 3 by default.

- In reference to the documents, the documents which are shown by default when the declarations are being created are: Supporting Document N380 – Commercial Invoice and transport Document N730 – Road consignment note.

■ NCTS5 will not allow to send the package to 0 if the gross mass is different from zero. The package can be 0 as long as the gross mass is equal to 0, otherwise an error will be received. Simmilar conditions as the one applied in Germany should be met in those cases:

- One Good Item should contain Gross Mass >0 (it will be the total gross mass of the shipment to be input by user)
- Nº of package of the first good item cannot be 0.
- Gross Mass in the rest of items should be 0Kg.
- Number of packages at package section should be 0.
- Shipping Marks should be = to the Shipping Marks input in the first good package good item.

■ Customs will directly apply the C0030 disable during transition in other countries where the condition applied (B1836) is:
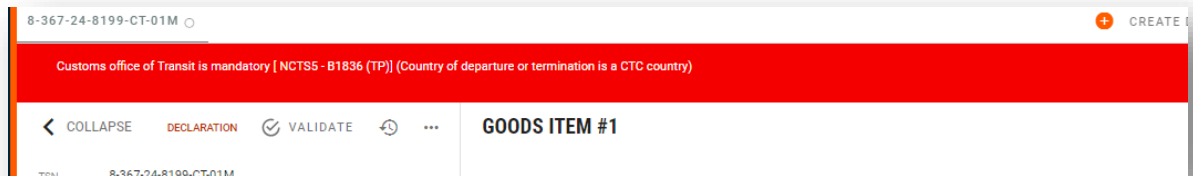
The main difference is that the C00330 also checks If user include as a country of routing, a CTC members outside the EU (Ukraine, Turkey, Serbia….). It will also be mandatory to include a transit office.