



RFC-List version	RFC #	SYNERGIA	A5 Ref.
TBD	#394	IM143845, IM129256	(665)
RFC Version: 1.00-EN		Status: Accepted by NPM	

CUSTOMS/RFC: NCTS: Various corrections for CT & operations

RFC Proposal

RFC Title	NCTS: Various corrections for CT & operations		
Related Incident(s) / Known Error	1. IM129256-IM137578 /KE14997 [Starting properly the enquiry] 2. IM104109 (MK)- IM105394 (RS)- IM160414 (NL)/KE13701 [Correcting IE024] 3. IM132326 /KE14485 [Fixing inconsistency in IE012 with R902] 4. IM143845 -IM157171/- [Correcting IE204: 'O' >> 'D' due to R515] 5. IM103542-IM124263 /KE14177 [Correcting R170 for IE063] 6. IM108295-IM125253 /KE14215 [Correcting IE034 R270>TR0270 >> 'D']		
Impacted Systems	NCTS <input checked="" type="checkbox"/> ECS <input type="checkbox"/> ICS <input type="checkbox"/> EOS <input type="checkbox"/> COPIS <input type="checkbox"/> TARIC <input type="checkbox"/> RISK Mgmt <input type="checkbox"/> NCTS TIR RU <input checked="" type="checkbox"/>		
Type of Change	Simplified <input type="checkbox"/> Standard <input checked="" type="checkbox"/> Emergency <input type="checkbox"/>		
Affected Document(s) & Version	DDNTA v19.40, FTSS - Corrigendum 1-2015		
Implementation date	<i>Proposed by COM</i>	01/10/2017	Big bang (Y <input checked="" type="checkbox"/> /N <input type="checkbox"/>)
	Decision by ECCG-20	dd/mm/yyyy	Big bang (Y <input type="checkbox"/> /N <input type="checkbox"/>)

Analysis – Justification

During the Conformance Testing activities with NA-MK, NA-RS and some MS, it was analysed that a number of scenarios were incorrect and inconsistent, based on some defects of the DDNTA. In consequence, it is necessary to improve the quality of the DDNTA, to enable the upgrade of CTP/NCTS Today, due to the limitations, a significant numbers of scenarios are skipped by the testing NA, with the risk that the NTA starting operations after the CT Mode2 are not synchronised.

1. Starting properly the enquiry:

In the context of the NCTS Evaluation Mission in Serbia in March 2015, it was reminded that according to the legal provisions defined in the Article 41 (2) of Appendix I to the CTC Convention and the functional requirements specified in the FTSS process C0042100 the enquiry procedure shall be started on the basis of the decision of a customs officer either with the principal by sending IE140 message or with the Competent Authority at Destination by sending IE142 message – depending on the information available.

The NTA may send the IE904 automatically when the timer 'Time to Start Enquiry' expires. But, the automatic sending of the IE142 by the NTA at Departure - immediately after the expiration of this timer – should not be possible.

➔ It seems necessary to stress this functionality of NCTS in the DDNTA Main Document, to ensure harmonised implementation.

Once the NTA.RS applied the above procedure (after the implementation of the recommendation), and tried to respect precisely the scenario and the data set defined in the CTP/NCTS, an inconsistency in the scenario and data set was observed (when running TBS-034-OoDep-A and TBS-034-OoDep-W). These scenarios intend to test the exchange of messages in case of additional information needed to be exchanged.

The scenarios TBS-034-OoDep-A and TBS-034-OoDep-W expect the following message exchange:



From	To	Message
NTA (OoDep)	TTA (OoDes)	IE01B(C_AAR_SND)
NTA (CAEnqDep)	TTA (CAoEnqDes)	IE904A (C_STD_REQ)
TTA (CAEnqDes)	NTA (CAoEnqDep)	IE905A (C_STD_RSP)
NTA (CAoEnqDep)	TTA (CAoEnqDes)	IE142A (C_ENQ_REQ)
NTA (CAoEnqDep)	TTA (CAoEnqDes)	IE144A(C_ENQ_INF)
TTA (CAoEnqDes)	NTA (CAoEnqDep)	IE145A(C_INF_REQ)

NA-RS tested the scenario by fully respecting the CTP message sequence. However a comparison error was noticed for the message IE144 sent by NTA.RS:

CTP expects INFORMATION FROM PRINCIPAL AVAILABLE = '1' and
NTA.RS sent INFORMATION FROM PRINCIPAL AVAILABLE = '0'.

(there was no exchange of enquiry messages between OoDep and Principal and consequently NTA.RS correctly sent data saying that no information from principal was available).

In order to eliminate the comparison error related to the INFORMATION FROM PRINCIPAL AVAILABLE flag, NA-RS simulated the exchange of the messages IE140/IE141 with the information from Principal available as follows:

From	To	Message
NTA (OoDep)	TTA (OoDes)	CD001B(C_AAR_SND)
NTA (OoDep)	TTA (OoTraD)	CD050B(C_ATR_SND)
NTA (CAEnqDep)	TTA (CAoEnqDes)	CD904A (C_STD_REQ)
(→ The NTA sent status request to the <u>Destination Country</u> after the expiry of time limit for the presentation of goods)		
TTA (CAEnqDes)	NTA (CAoEnqDep)	CD905A (C_STD_RSP)
NTA (CAEnqDep)	Principal	ND140A (E_REQ_MOV)
Principal	NTA (CAEnqDep)	ND141A (E_MOV_RSP)
(→ The Principal sent information about the Presentation Customs Office)		
NTA (CAEnqDep)	TTA (CAoEnqDes)	CD904A (C_STD_REQ)
(→ The NTA sent status request to the <u>Presentation Country</u> based on the OoDesA RN taken from Principal's reply)		

The execution of the scenario was blocked because TTA expected to receive an IE142 but received an IE904.

However, NTA.RS was able to send a message IE144 with the INFORMATION FROM PRINCIPAL AVAILABLE = '1', as expected by the CTP/NCTS.

→ The CTP/NCTS must be corrected and it will include multiple exchanges of the messages IE904/IE905, in order to test properly the NTA.

The implementation of this first part of the RFC-Proposal aims at ensuring that all National Administrations are implementing the same business process in a consistent way as defined in the FSS, and reminded by the Evaluation Mission to Serbia in March 2015.

*This change is *likely* a pure documentary change of DDNTA for most NA. Possibly, some few NA should correct their application to be aligned to the proposed clarification.*



2. Correcting the CD024A (Actual OoTra):

During the CT of various NTA (MK, RS, NL) the same comparison errors were observed with TBS-007B regarding the usage or not of the actual transit office (vs. the declared transit office) in the IE024 that OoDep sent to the actual office of transit upon the arrival of the movement. Since no notification (IE118) was sent for the crossing of the borders by this actual office of transit.

The non declared Office of Transit sent an ATR Request C_ATR_REQ (IE114) to the Office of Departure, and no notification (IE118) was sent for the crossing of the border. This Actual office of transit shall receive an IE024 to reach a final state at the Office of Transit.

An example from operations confirms the current behaviour in NA-NL, as illustrated in CS/MIS:

MRN	Status	IE	ID	Reply To	From	Sent	To	Received
16NL00018418D59ED5	Control Results Sent by Office of Destination	CD001B	1	-	NL	2016-01-22 12:49:08	NO	2016-01-22 12:49:08
		CD050B	2	-	NL	2016-01-22 12:49:12	DE	2016-01-22 12:49:12
		CD114A	3	-	NO	2016-01-25 08:48:20	NL	2016-01-25 08:48:19
		CD115B	4	-	NL	2016-01-25 08:48:26	NO	2016-01-25 08:48:27
		CD006A	5	-	NO	2016-01-25 11:32:21	NL	2016-01-25 11:32:21
		CD024A	6	-	NL	2016-01-25 11:32:28	DE	2016-01-25 11:32:28
		CD024A	7	-	NL	2016-01-25 11:32:28	NO	2016-01-25 11:32:28
		CD018B	8	-	NO	2016-01-25 11:49:30	NL	2016-01-25 11:49:30

The movement is released by NL000184 towards NO02011A through DE006231.

- 1) DE006231 did not communicate the crossing of its borders (no IE118 sent to NA-NL);
- 2) NO01017C requested (as transit office) and received the ATR information but it did not communicate as well the crossing of the borders (no IE118 sent to NA-NL) [International diversion at Transit];
- 3) The movement arrived at and was controlled by NO02011A [National diversion at Destination].

In this case, there is a *DECLARED* OoTra (DE006231) and an *ACTUAL* OoTra (NO01017C).

NTA.NL sent to both NTA.DE and NTA.NO the same IE024 with the details from both DECLARED and ACTUAL offices of transit. Both IE024 were successfully processed by the national applications.

```

<SynVerNumMES2>3</SynVerNumMES2>
<MesSenMES3>NTA.NL</MesSenMES3>
<MesRecMES6>NTA.NO</MesRecMES6>
<DatOfPreMES9>20160125</DatOfPreMES9>
<TimOfPreMES10>1232</TimOfPreMES10>
<IntConRefMES11>24360125123223</IntConRefMES11>
<PriMES15>A</PriMES15>
<TesIndMES18>0</TesIndMES18>
<MesIdeMES19>24360125123223</MesIdeMES19>
<MesTypMES20>CD024A</MesTypMES20>
<HEAHEA><DocNumHEA5>16NL00018418D59ED5</DocNumHEA5>
<ArrDatHEA140>20160125</ArrDatHEA140>
</HEAHEA>
<CUSOFFDEPEPT><RefNumEPT1>NL000184</RefNumEPT1>
</CUSOFFDEPEPT>
<CUSOFFPREOFFRES><RefNumRES1>NO02011A</RefNumRES1>
</CUSOFFPREOFFRES>
<CUSOFFTRADECCOF><RefNumCOF1>NO01017C</RefNumCOF1>
</CUSOFFTRADECCOF>
<CUSOFFTRADECCOF><RefNumCOF1>DE006231</RefNumCOF1>
</CUSOFFTRADECCOF>
<CUSOFFDESDECDDC><RefNumDDC1>NO02011A</RefNumDDC1>
</CUSOFFDESDECDDC>
</CD024A>

```



The current structure of the IE024 should be adapted to avoid sending only the information about the *Declared* office(s) of transit as illustrated from the DDNTA v19.40, but also the *Actual* office(s) of transit:

4. Message Structure for: IE024

IE024	(CD024A)	FORWARDED ARRIVAL ADVICE	(C FWD ARR)
MESSAGE		1x	R R170
---HEADER		1x	R
---(DEPARTURE) CUSTOMS OFFICE		1x	R
---(PRESENTATION OFFICE) CUSTOMS OFFICE		1x	R
---(TRANSIT DECLARED) CUSTOMS OFFICE		9x	O
---(DESTINATION DECLARED) CUSTOMS OFFICE		1x	R

NCTS must notify (with IE024) the DECLARED Office of Destination (in case of diversion) and the DECLARED Offices of Transit (which have not notified that the consignment has crossed the frontier) related to the movement of the arrival at destination. In addition, if a Customs Office has asked for IE115, but this message is NOT used (i.e. no IE118 sent), then an IE024 will also be sent to this office in order to close the IE115.

This part of the RFC-Proposal aims at aligning the Functional/Technical Specifications and the CTP/NCTS with the reality of the NTA in operations, and at ensuring an harmonised implementation in all countries.

*This change *likely* impacts *some* NA. As illustrated the other NA are already aligned to this proposed specification.*

3. Solving inconsistency in CD012B:

Within [IM132326](#) it was raised the issue regarding the structure of the message IE012. Currently this message has the following structure:

4. Message Structure for: **IE012**

IE012	(CD012B)	AAR-TIR-SPEED	(C AAR SPD)
MESSAGE		1x	R
---HEADER		1x	R R143
---(PRINCIPAL) TRADER		1x	R
---(CONSIGNOR) TRADER		1x	O R010
---(CONSIGNEE) TRADER		1x	D C001 R011 TR0601
---(AUTHORISED CONSIGNEE) TRADER		1x	O R015
---(DEPARTURE) CUSTOMS OFFICE		1x	R
---(TRANSIT) CUSTOMS OFFICE		9x	D C030 R902 TR0630

With R902 defined as follows :

R902: When "Declaration Type (box 1)" = 'TIR', CUSTOMS OFFICE of Transit cannot be used.



Per definition of the nature of the message IE012 (an Anticipated Arrival Notification for goods moved to Russia with a TIR carnet), the rule R902 will always apply on all messages IE012 since the information declared in attribute "Type of Declaration" will always be 'TIR'.

As a result the AAR-TIR-SPEED (IE012) should never include the data group "(Transit) Customs Office". Thus, the structure of the message should be updated.

This change will improve the quality of the data sent by the traders (indirectly) and the data exchanged on the common domain (by detecting the erroneous messages), and will simplify the DDNTA document and the SSTA software, by removing this inconsistency. It is also required for the consistency of the application at DG TAXUD side that will validate the IE012 against the file CD012B.xsd that is currently incorrect, as it authorise the use of an Office of Transit.

Note1: The message CD012B is sent only by the NTA from the MS participating to the pilot project NCTS TIR RU (SPEED), and will be sent by the MS that will participate to the pilot project with Moldova and Ukraine.

Note 2: In the RFC-Proposal (603) it is proposed to incorporate the R902 into the new C030 that will properly manage the optionality of the datagroup (TRANSIT) CUSTOMS OFFICE. It will not solve the inconsistency in the IE012.

This change may impact the MS participating to the NCTS TIR project. No impact for the other NA.

4. Correcting the IE204 (the optionnality of data item - R515):

In the context of [IM143845](#), it was identified that in message IE204, the rule R515 is applied on two data elements (('HEADER.Date of usage cancellation' and 'HEADER.Date of release') that are both defined as 'Optional', with R515 defined as follows:

R515 Only one of the attributes "Date of usage cancellation" and "Date of release" must be present.

This defect in the FTSS and DDNTA specifications must be corrected. It is more logical that those data elements are defined as 'Dependent', because R515 defines – in fact – a condition: either 'Date of usage cancellation' or 'Date of release' **must** be present. Consequently, this rule R515 makes these two fields dependent, not 'Optional' (and not always 'Required'). The R515 becomes C204.

*This change *likely* impacts *some* all NA.*

5. Correcting the R170 (and IE063):

This issue appeared for the first time in 2005 in historical call [27532](#), reported by **NA-CH**.

More recently, in the context of the Conformance Testing of NTA.BG (see [IM103542](#)) it was confirmed that the R170 is incorrect. The purpose and usage of the rule R170 is broader than what the first sentence describes: the IE063 should be sent to every receiver of an IE050 or IE115 whether they sent an IE118 or not.

The DDNTA Appendix Q2 v19.40 indicates that R170 is applied in IE024 and in IE063 as illustrated hereafter:



4. Message Structure for: IE024

IE024	(CD024A)	FORWARDED ARRIVAL ADVICE	(C_FWD_ARR)
-------	----------	--------------------------	-------------

MESSAGE	1x	R	R170
---HEADER	1x	R	
---(DEPARTURE) CUSTOMS OFFICE	1x	R	
---(PRESENTATION OFFICE) CUSTOMS OFFICE	1x	R	
---(TRANSIT DECLARED) CUSTOMS OFFICE	9x	O	
---(DESTINATION DECLARED) CUSTOMS OFFICE	1x	R	

4. Message Structure for: IE063

IE063	(CD063A)	RECOVERY COMMUNICATION	(C_REC_COM)
-------	----------	------------------------	-------------

MESSAGE	1x	R	
---HEADER	1x	R	R170
---(COMPETENT AUTHORITY OF DEPARTURE) CUSTOMS OFFICE	1x	R	
---(TRANSIT DECLARED) CUSTOMS OFFICE	9x	O	
---(DESTINATION DECLARED) CUSTOMS OFFICE	1x	R	

With R170 defined as follows:

R170 *This IE is only sent to the Offices of transit which have not notified that the consignment has crossed the frontier.*

When the IE is transmitted via EDI and when two or more Offices of Transit belong to the same National Administration, or an (some) Office(s) of Transit and the Office of Destination belong to the same National Administration, then only one IE is sent to the National Administration in question.

According to the DDNTA v19.40 Main Document (section III.III.2.2 Recovery), "The IE63 shall be sent to all the countries that have received any of the IE01, IE50, IE03 and IE115 messages. Additionally, the IE63 shall not be sent to the country that has received a positive IE151. If the Office of Transit and the Office of Destination belong to the same country, the Recovery Communication C_REC_COM (IE63) shall be sent once."

Apparently, the R170 was created for the IE024 and was incorrectly recycled for the IE063, without upgrading the content of the rule as needed. The purpose and usage of the rule is more generic than the crossing of the frontier (IE063 concerns the initiation of the recovery procedure). This has to be clearly depicted in the rule definition.

In addition, the R170 is correctly applied on the MESSAGE in IE024, but incorrectly on HEADER in IE063.

*This change *likely* impacts *some* (few) NA who need .*

6. Correcting the IE034 (ACCESS CODE from 'O' to 'D'):

During the Conformance Testing of NTA.RS, in relation with the execution of the scenario TAP-012-OoDep-A, it was identified that R270 seems more to be a Condition than a Filling Rule. The Data Group "ACCESS CODE" should be more 'D' than purely 'O'.

The scenarios foresees the following exchange:

QUERY ON GUARANTEES (CD034A) is sent by the NTA (playing role OoDeparture) to TTA
RESPONSE QUERY ON GUARANTEES (CD037A) is sent by TTA (role OoGuarantee) to the NTA



NA-RS followed the CTP/NCTS and included as requester the Trader Principal; R265, R266 and R275 were respected.

4. Message Structure for: IE034

IE034	(CD034A)	QUERY ON GUARANTEES	(C_GUA_QUE)
MESSAGE		1x	R
---(REQUESTER PRINCIPAL) TRADER		1x	D R265 R266 R275
---(GUARANTEE) COUNTRY		1x	D C227
---(REQUESTER) CUSTOMS OFFICE		1x	D R265 R266
---(GUARANTEE SIMPLIFICATION) CUSTOMS OFFICE		1x	D R265 R266
---(RECOVERY) CUSTOMS OFFICE		1x	D R262 R265
---GUARANTEE REFERENCE		99x	R
---GUARANTEE QUERY		1x	R
---(OWNER PRINCIPAL) TRADER		1x	Q
---ACCESS CODE		1x	O R270

With:

- R265 One of these data groups is the requester of the query. As a consequence one and only one data group must be present in the IE.
- R266 For international IEs, the data group can be used only when the query identifier code '4' (general information only) is used.
- R270 When a Principal is requesting the information then the Access code (of the Principal) **becomes required**.
- R275 When the Principal requests information about the guarantee then data group "TRADER Principal (owner)" and data group "TRADER Principal (requester)" **must have the same content**.

TTA incorrectly reported that the message IE034A sent by NTA.RS contains two errors:

ERROR: Received IE group <34A.MESSAGE.TRADER(REQUESTER PRINCIPAL)> cannot be matched to any group in expected (0 fields match out of 1)

ERROR: Received IE field <TIN=123456789> not matched in expected IE message!

ERROR: Expected field <REFERENCE NUMBER=RS021091> not matched in received IE message!

As TTA expected the reference number of a Customs Office instead of the TIN of the Trader, this highlighted the following contradictions:

- between R270 ('becomes required') and the fact that the data group 'ACCESS CODE' is 'Optional',
- between R275 ('must have the same content') and the fact that the data group '(OWNER PRINCIPAL) TRADER' is optional.

The position defined by DG TAXUD/A3 in this call – see IM108295 (also related to IM109348 & IM119003) – confirmed that *'the ACCESS CODE in IE034 should be conditional instead of obligatory. We recommend rephrasing R270 to avoid future confusion'*.

This change ***likely*** impacts ***some* (few)** all NA.

Proposed Changes (Functional)

1. No impact on FTSS.
2. / 3. / 4. /5. /6. FTSS will be aligned to have the same Rules and Conditions proposed below for the DDNTA.



Proposed Changes (Technical)

1. Starting properly the enquiry:

The following changes will take place in the Main Document of DDNTA v19.40:

The section "III.III.2.1.7 Insufficient information – Enquiry started - Recovery started" will be modified as follows:

(...) Once the recovery is completed the Competent Authority for Recovery (at Departure) informs all the Offices that have received the Recovery Notification C_REC_COM (IE63) by sending Recovery Dispatch Notification C_REC_DIS (IE152).

Please note that:

- the sending of the C_STD_REQ (IE904) is strongly recommended to be performed before the enquiry process but it is an obligation of the Customs Officer. The NTA may send the IE904 automatically when the timer "Time to Start Enquiry" expires. But, the automatic sending of the IE142 by the NTA at Departure - immediately after the expiration of this timer - is not possible.

- the enquiry procedure shall be started on the basis of the decision of a customs officer either with the principal by sending IE140 message or with the declared office of destination by sending IE142 message, depending on the information available.

The CTP/NCTS v9.71 will be corrected, in order to be able to test properly the scenario defined in Figure 56: Insufficient information – Enquiry started - Recovery started, and to fix the defect identified by NA-RS and registered in SYNERGIA.

2. Correcting the CD024A:

The message structure of CD024A in the Appendix Q2 of DDNTA v19.40 will be updated as follows:

MESSAGE	1x	R	R170
---HEADER	1x	R	
---(DEPARTURE) CUSTOMS OFFICE	1x	R	
---(PRESENTATION OFFICE) CUSTOMS OFFICE	1x	R	
---(TRANSIT DECLARED) CUSTOMS OFFICE	9x	O	
---(DESTINATION DECLARED) CUSTOMS OFFICE	1x	R	
MESSAGE			
(...)			
---(TRANSIT DECLARED) CUSTOMS OFFICE			
Reference number	R	an8	

With this update, both Declared and Actual offices of Transit can be sent via the IE024.

This change will also be transposed in the various Appendices of DDNTA v19.40 (including Appendix X, Appendix T, ...).



3. Solving inconsistency in CD012B with R902:

The structure of CD012B in **Appendix Q2 of DDNTA v19.40** will be updated as follows:

4. Message Structure for: IE012

IE012	(CD012B)	AAR-TIR-SPEED	(C AAR SPD)
MESSAGE		1x	R
---HEADER		1x	R R143
---(PRINCIPAL) TRADER		1x	R
---(CONSIGNOR) TRADER		1x	O R010
---(CONSIGNEE) TRADER		1x	D C001 R011 TR0601
---(AUTHORISED CONSIGNEE) TRADER		1x	O R015
---(DEPARTURE) CUSTOMS OFFICE		1x	R
---(TRANSIT) CUSTOMS OFFICE		9x	D C030 R902 TR0630

The change will be also applied on the other Appendices, including the Appendix X where the file CD012B.xsd will be modified as follows:

```
(...)  
<xs:element name="CUSOFFTRARNS" type="complex_ncts:CUSOFFTRARNSType"  
minOccurs="0" maxOccurs="9">  
  <xs:annotation>  
    <xs:documentation>  
      <doc:description value="(TRANSIT) CUSTOMS OFFICE" />  
      <doc:rule name="R902" />  
      <doc:rule name="TR0630" />  
      <doc:condition name="C030" />  
    </xs:documentation>  
  </xs:annotation>  
</xs:element>  
(...)
```

4. Correcting CD204A for the optionality of data item (R515):

The **Appendix Q2 of DDNTA v19.40** will be modified as follows :

CD204A:

---HEADER

Document/reference number	R	an..21	
Date of usage cancellation	O D	n8	R515 C204
Date of release	O D	n8	R515 C204

and the Rule is replaced by a Condition (as per APO):



R515 C204 Only one of the attributes 'Date of usage cancellation' and 'Date of release' must be present.

This change will be also implemented in the other Appendices of DDNTA v19.40.

5. Correcting R170:

The **Appendix Q2 of DDNTA v19.40** will be modified as follows :

R170 ~~This IE is only sent to the Offices of transit which have not notified that the consignment has crossed the frontier.~~

When the IE is transmitted via EDI and when two or more Offices of Transit belong to the same National Administration, or an (some) Office(s) of Transit and the Office of Destination belong to the same National Administration, then only one IE is sent to the National Administration in question.

Note: The IE024 is not sent to the Office(s) of Transit that have notified that the consignment has crossed the frontier (IE118 sent).

R170 will be applied in IE063 on 'MESSAGE' like in IE024. This will improve consistency of the documentation.

4. Message Structure for: IE063

IE063	(CD063A)	RECOVERY COMMUNICATION	(C_REC_COM)
MESSAGE		1x	R R170
---HEADER		1x	R R170
---(COMPETENT AUTHORITY OF DEPARTURE) CUSTOMS OFFICE		1x	R
---(TRANSIT DECLARED) CUSTOMS OFFICE		9x	O
---(DESTINATION DECLARED) CUSTOMS OFFICE		1x	R

This change will be also implemented in the other Appendices of DDNTA v19.40.

6. Correcting the IE034 (ACCESS CODE from 'O' to 'D'):

The **Appendix Q2 of DDNTA v19.40** will be modified as follows :

MESSAGE	1x	R	
---(REQUESTER PRINCIPAL) TRADER	1x	D	R265 R266 R275
---(GUARANTEE) COUNTRY	1x	D	C227
---(REQUESTER) CUSTOMS OFFICE	1x	D	R265 R266
---(GUARANTEE SIMPLIFICATION) CUSTOMS OFFICE	1x	D	R265 R266
---(RECOVERY) CUSTOMS OFFICE	1x	D	R262 R265
---GUARANTEE REFERENCE	99x	R	
-----GUARANTEE QUERY	1x	R	
----- (OWNER PRINCIPAL) TRADER	1x	Ø D	R275
-----ACCESS CODE	1x	Ø D	TR0270 C034

With R270 becoming TR0270 as follows:

~~**R270** When a Principal is requesting the information then the Access code (of the Principal) becomes required.~~



TR0270 C034 IF (REQUESTER PRINCIPAL) TRADER.TIN is present

THEN GUARANTEE REFERENCE.ACCESS CODE.Access code is required

ELSE GUARANTEE REFERENCE.ACCESS CODE.Access code cannot be used

The Technical Rule is replaced by a Condition (as per APO).

This change will be also implemented in the other Appendices of DDNTA v19.40.

The above changes will affect the **DDNTA v19.40**.

Proposed Changes (BPM Level1-Level4)

N/A

-

Proposed Changes (other CIs with possible impact on National applications)

CS/RD2

N/A

Related Changes in COM applications (For information only)

CTP/NCTS,
STTA & TTA

1. Correction of CTP/NCTS v9.71.
2. Impact on CTP/NCTS v9.71, STTA and TTA v11.3.0
3. Impact on SPEED2 TIR RU flow
4. Impact on CTP/NCTS v9.71, STTA and TTA v11.3.0
5. Possible impact on CTP/NCTS v9.71, STTA and TTA v11.3.0 (to be confirmed)
6. Correction of CTP/NCTS v9.71, impact on STTA and TTA v11.3.0

Risks

Risk of implementing
(incl. Risk Level)

Medium. The messages corrected are important, but not very frequently exchanged (not as frequently as the IE001 or IE018).

Mitigation actions

A light Conformance Testing of the NTA will be strongly recommended for each NA.

Impact of not
implementing

The identified defects will further impact the National Project teams and Central Project Team during the Conformance Testing Mode2, with the risk of keeping de-synchronised NTAs.

Document History

Version	Status	Date	Comment
v0.01	Draft by CUSTDEV3	26/07/2016	Sent to DG TAXUD for information.
v0.02	Updated by DG TAXUD/A5	05/08/2016	Various improvements.
v0.10	NPM Review	10/08/2016	Sent for NPM Review after CAB@TAXUD
v1.00	Accepted	23/09/2016	No comment to be implemented (see details in section 'Information about the NPM Review')

Contact information

Change
Managers

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Review information

1. Review by NPMs from 10/08/2016 until **Friday 09/09/2016 COB**.
2. File also published on CIRCABC in the interest group « e-Customs IT aspects »:
<https://circabc.europa.eu/w/browse/a84670d1-e588-4860-8d88-38658f57ca9c>.



→ [Library](#) > [01 Common NCTS ECS ICS](#) > [04 TECHNICAL SPECS](#) > [04 RFCs](#) > [11 RFC Proposals](#)

Comments to be sent to: support@itsmtaxud.europa.eu with cc to taxud.e-customs.technical-specs@ec.europa.eu.

Information about the NPM Review

Comments/responses received from NA-CH, NA-DE, NA-FI, NA-IT, NA-NL, NA-PT and NA-SE.

'No Action' on 6 comments, 1 comment 'To Be Implemented' (from NA-CH) - [See changes applied in track change on page 5-7-9-10-11.](#)

Details in the embedded PDF file:



APO on (665)

APO published on [CIRCABC](#) on 14/09/2016 and in SYNERGIA (cf. IM164248).

ECCG Decision

Formal decision pending: expected on 5-6/10/2016.

Accepted