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Technical Assistance to the Customs Administration of Serbia to Support the Modernisation of the Customs Systems

Message exchanges between Traders and NCTS (New Computerised Transit System)

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1 Introduction

The development of the Serbian National Computerised Transit System in accordance with the EU NCTS specification for the common and Community transit procedures, shall be based on close communication with traders. Detailed specification of the NCTS functionalities for economic operators has vital importance for the proper design of all these functions at the site of economic operators and for non-problematic and efficient operation of the whole NCTS system.

The purpose of this document is to describe specification of the NCTS functionalities and messages and message exchanges between the NCTS application used by economic operators and the Serbian NCTS application used by Serbian customs authorities.

The Serbian NCTS application is designed according to the EU Functional Transit System Specification - FTSS (2ftss-4.0-en, CORR 2009) and the EU Design Document for National Transit Application - DDCOM (v.11.0) and DDNTA (DDNTA-v16.10) published by the European Commission, DG TAXUD. The functionalities described in these two documents are classified either as:

- Mandatory – mainly the functionality in the common domain, or
- Strongly recommended – national functionality closed to the functionality in the common domain, or
- Recommended – functionality useful for national use, or
- Optional – functionality as an option to have.

This document contains the list of processes, which will be carried out directly by the economic operators and the Serbian customs officers according to the Serbian NCTS functional specification and Serbian internal provision and authorisation and simplification, which will be issued for economic operators with respect to the Serbian national legislation.

1.1 Methodology

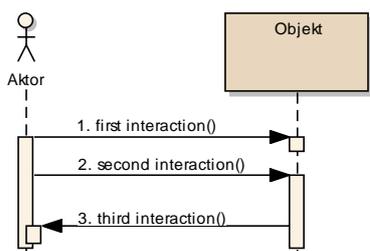
The description of the NCTS functionalities to be covered by the NCTS application used by economic operators, is made in form of data scenarios using sequential diagrams.

The processes are documented using textual description. These processes must be supported by the NCTS application used by economic operators.

1.1.1 Sequence diagram

A sequence diagram is a kind of interaction diagram that shows how processes (systems) operate with each other and in what order. A sequence diagram shows object interactions arranged in time sequence. It depicts the objects and classes involved in the scenario and the sequence of messages exchanged between the objects needed to carry out the functionality of the scenario.

A sequence diagram shows, as parallel vertical lines, different processes (systems) or objects that live simultaneously, and as horizontal arrows, the messages exchanged between them, in the order they occur. This allows the specification of simple runtime scenarios in a graphical manner according to the UML 2.0 notation.



1.2 Abbreviations

AAR	Anticipated Arrival Record
AEO	Authorised Economic Operator
AMS	Authorisation Management System
ATR	Anticipated Transit Record
CAS	Serbian Customs Administration
CIM	International Agreement International Carriage of Goods by Rail
CL	Serbian Customs Law
CLIR	Serbian Customs Law Implementing Regulation
CO	Customs office
COL	Custom office list
CTC	EU-EFTA Convention on a Common Transit Procedure
DDNTA	Design Document for National Transit Application
DG TAXUD	TAXation and Customs Union Directorate General, European Commission
FTSS	Functional Transit System Specification
GMS	Guarantee Management System
Lol	List of Items
MRN	Movement Reference Number
NCTS	New Computerised Transit System
NT_NCTS	National Transit procedure processed by the NCTS
NTA	National Transit Application
SAD	Single Administrative Document (form of a written customs declaration)
TAD	Transit Accompanying Document
TCD	Transit Customs Declaration in written form (usually using the SAD)
e-TCD	Electronic Transit Customs Declaration in form of EDI message E_DEC_DAT (ND015)
UML	Unified Modelling Language
XML	eXtensible Markup Language
XSD	XML Schema Definition

1.3 Structure of this document

The message exchange scenarios are grouped together according the role of CO, in which competences the communication is performed:

- Communication between a Principal and CO of Departure,
- Communication between a Consignee and CO of Destination,



- General data exchanges.

Each message exchange scenario is defined as a sequence of messages, which are exchanged between an economic operator and Serbian customs authorities in the external (traders) domain.

Messages, which are exchanged between customs offices having different roles and exchanged within the national or common domain, are showed only in the case, when it is important for understanding of the e-TCD life cycle at the site of economic operator. The necessary national and common domain messages exchanged between customs offices are mentioned in message exchange scenarios, but their detail description is out of scope of this document.

1.4 List of NCTS messages

The following figure Fig. 2 Overview of Information Exchange and roles regarding the NCTS shows in general the message data exchange of the actual NCTS transit system. This figure shows the overview of different parties and messages. The usage of the messages, which are exchanged in external domain (prefix “E_”), will be described in this document.

Note, that the diagram at Fig. 1 is not the real Time Sequence Diagram. This figure is the summarisation of all possible actors for the most important Information Exchanges in the NCTS system.

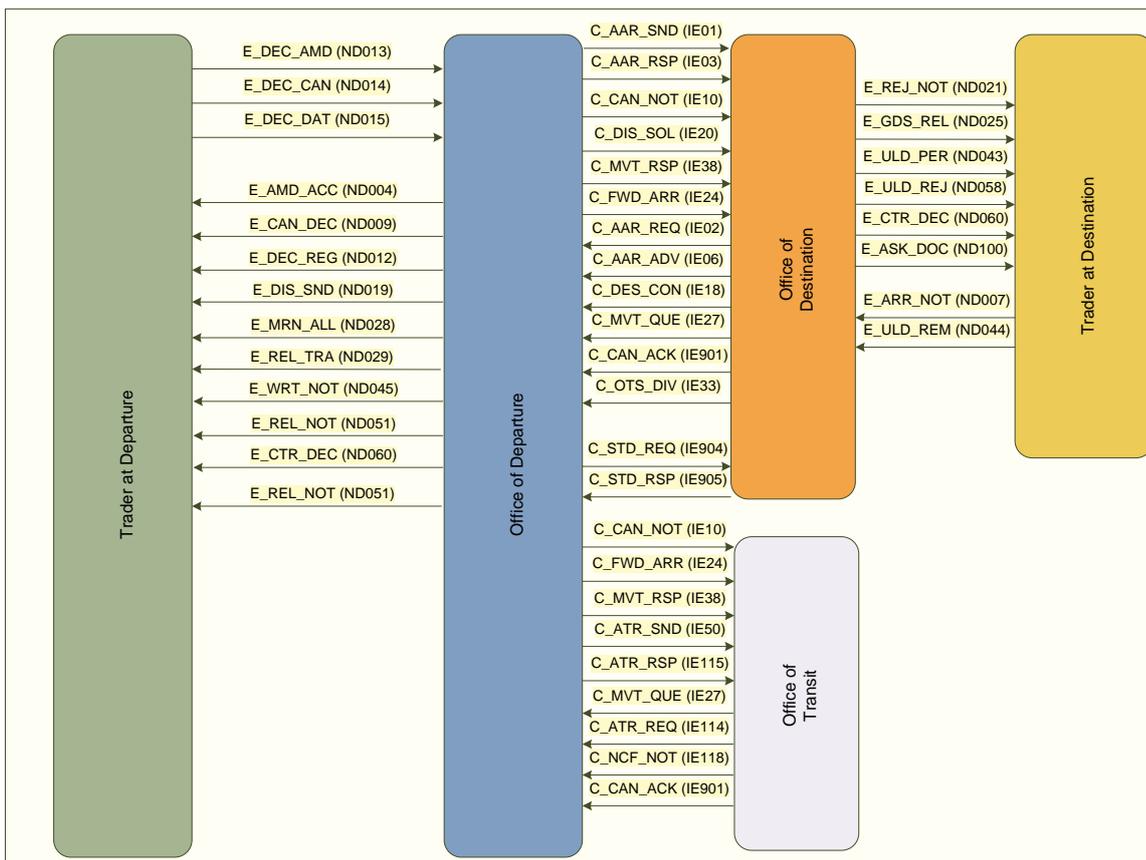


Fig. 2 Overview of Information Exchange and roles regarding the NCTS



1.4.1 List of messages used in Serbian external domain

The following table contains the list of all messages related to transit regime (i.e. national or common transit regime), which are used in communication between economic operators and CAS in NCTS:

Code	Abbreviation	Description	Sender	Recipient
ND004A	E_AMD_ACC	Amendment acceptance confirmation		CAS
ND007A	E_ARR_NOT	Arrival notification		CAS
ND009A	E_CAN_DEC	Cancellation decision	CAS	
ND012A	E_DEC_REG	Registration confirmation	CAS	
ND013A	E_DEC_AMD	Declaration amendment		CAS
ND014A	E_DEC_CAN	Declaration cancellation request		CAS
ND015A	E_DEC_DAT	Declaration data		CAS
ND019A	E_DIS_SND	Discrepancies notification	CAS	
ND021A	E_REJ_NOT	Arrival rejection notification	CAS	
ND025A	E_GDS_REL	Goods release notification	CAS	
ND028A	E_DEC_ACC	Declaration Accepted	CAS	
ND029A	E_REL_TRA	Release for transit	CAS	
ND043A	E_ULD_PER	Unloading permission	CAS	
ND044A	E_ULD_REM	Unloading remarks		CAS
ND045A	E_WRT_NOT	Write-off notification	CAS	
ND051A	E_REL_NOT	No release for transit	CAS	
ND060A	E_CTR_DEC	Control decision notification	CAS	
ND100A	E_ASK_DOC	Ask for documents	CAS	
ND111A	E_AUT_QUE	Authorised consignee query		CAS
ND112A	E_AUT_RSP	Response to authorised consignee query	CAS	
ND140A	E_REQ_MOV	Request on non-arrived movement	CAS	
ND141A	E_MOV_RSP	Information about non-arrived movement		CAS
ND906A	E_FUN_NCK	Error message for traders	CAS	

Detail description of these messages is described in Appendix A “HTML Messages documentation”, which is available at the CAS web pages at the address: **(it will be published in due time at: <http://NCTS.carina.rs/aaaaaa>.)**

Detail message structure is described in the form of XSD. For clear and easier understanding, the HTML documentation is prepared too. The XSD and HTML message documentations are published and distributed as the external attachment of this document.



2 Communication between Principal and the CO of Departure

The CO of Departure is the customs office where the transit customs declaration (TCD) for placing goods under the national transit or common transit procedure is lodged, registered, accepted and where the declared goods being secured by the guarantee are released into the transit procedure.

The CO of Guarantee is the office (organizational unit of the Serbian Customs Administration) where guarantees furnished by a guarantor shall be lodged and which is competent for making decisions on the acceptance of guarantees presented by the security provider.

The CO of Destination is the customs office where goods placed under the national transit or common transit procedure must be presented in order to end the transit procedure.

According to terms used in the common transit procedure the CO of transit is:

- a) the customs office at the point of exit from the customs territory of Serbia when the consignment is leaving that territory in the course of a transit operation via a frontier between Serbia and a third country other than an EU or EFTA country, or
- b) the customs office at the point of entry into the customs territory of Serbia when the goods have crossed the territory of a third country in the course of a transit operation.
- c) After the goods are presented at CO of Destination, and the transit regime is ended, the CO of Departure shall immediately discharge (write-off) the transit regime and release the amount of the guarantee allocated for this transit operation in close cooperation with the CO of Guarantee.
- d) According to terms used in the common transit procedure “EU or/and EFTA countries” means all EU Member States (28) and all EFTA countries (4) and any other country (1) that has acceded to the Convention of 20 May 1987 on a common transit procedure¹. Based on the Convention on a common transit procedure EU and EFTA countries have developed the set of necessary documents to be used by economic operators and customs authorities, which is available on the web site of European Commission, DG TAXUD².
- e) The Transit accompanying document (TAD) is document printed by the computerised system to accompany the goods and based on the data of the electronic transit declaration.
- f) The Transit/security accompanying document (TAD) is the document printed by the computerised system to accompany the goods based on the data of the transit declaration and the entry or exit summary declaration.
- g) The Fall-back procedure is the procedure based on the use of paper document (usually in a form of Single Administrative Document (SAD)) established to allow the lodging, the control of the transit declaration and the following of the transit operation when it is not possible to implement the standard procedure by electronic means.
- h) Authorisation for electronic communication with the Customs Offices of Departure is the authorisation issued by the competent Serbian customs authority specifying the rules and conditions of Electronic Data Interchange (EDI) between a computer system used by economic operator and a computer system used by the Serbian customs authorities, which is necessary for lodging the e-TCD and for exchanging other electronic messages. Authorisation for

¹ Consolidated version of the Convention on a common transit procedure applied between twenty-eight EU Member States and the four EFTA countries (Iceland, Norway, Liechtenstein and Switzerland) and Turkey is available on http://ec.europa.eu/taxation_customs/resources/documents/customs/procedural_aspects/transit/common_community/convention_en.pdf

² http://ec.europa.eu/taxation_customs/customs/procedural_aspects/transit/common_community/index_en.htm

electronic communication with Customs Offices of Destination is the authorisation issued by the competent Serbian customs authority specifying the rules and conditions of Electronic Data Interchange (EDI) between a computer system used by economic operator and a computer system used by the Serbian customs authorities, which is necessary for lodging the electronic notification of consignment's arrival and for exchanging these messages.

- i) Authorisation for usage of the simplified procedure of the Authorised Consignor is the authorisation, which enable a holder of this authorisation to place the goods into the transit regime itself without necessity to present the goods physically at the CO of Departure. The holder of this authorisation can place the goods into transit regime in days and hours specified in this authorisation, even 24 hours/day and 7days per week.
- j) Authorisation for usage of the simplified procedure of the Authorised Consignee is the authorisation, which enable a holder of this authorisation to receive at his premises or at any other specified place goods placed for the transit regime without presenting them and the Transit Accompanying Document or the Transit/security Accompanying Document at the CO of Destination.

2.1 NCTS transit basic scenario

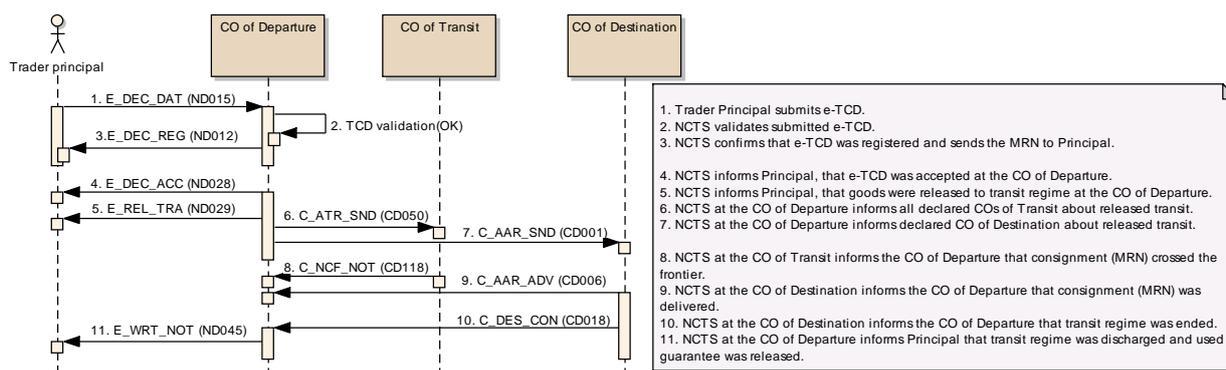


Fig. 3 NCTS - transit basic scenario

The Fig. 3 NCTS - transit basic scenario describes the most frequent data exchange between the Principal (the economic operator, who use the normal procedure, or the Authorised Consignor, who use the simplified transit procedure of the Authorised Consignor) and CO of Departure.

Although in both cases, where the Normal procedure or the Simplified procedure is used, the business and processes at the site of economic operator and at the customs site is quite different, the sequence of the messages in this data exchange scenario is the same for both procedures.

Normal procedure:

1. Principal lodges the e-TCD via the message E_DEC_DAT (ND015) at declared CO of Departure.
2. The NCTS validates the lodged e-TCD (message ND015). The NCTS checks:
 - 2.1. validity of the format of the message against the XSD definition,
 - 2.2. validity of Authorisation for electronic communication in transit procedure with



Serbian Customs Offices of Departure,

- 2.3. the data content of the e-TCD and meeting all rules and condition, which are given by the Rulebook and Authorisation for electronic communication in transit procedure with Serbian Customs Offices of Departure.
3. After successful checks the NCTS will reply to Principal by the message E_DEC_REG (ND012) sending the MRN, under which this e-TCD is registered at the CO of Departure (i.e. e-TCD was registered).

Principal (or his Representative) presents declared goods and all documents accompanying transit declaration (e.g. transport documents, invoices, certificates, ...) at the CO of Departure using the assigned MRN as a main transit identifier for e-TCD.

Competent Customs Officer at the CO of Departure checks registered declaration, declared goods and accompanying documents and he decides to accept e-TCD.

4. The NCTS sends to Principal the message E_DEC_ACC (ND028) to inform him, that the e-TCD was accepted.

Competent Customs officer at the CO of Departure can decide to release the goods into the transit regime without customs checks of declared goods. The Officer:

- seals the consignment (if it is possible),
- prints and stamps the TAD (and List of Items (LoI), when more than one item of goods are declared), and
- hand stamped TAD (and LoI) over to the Principal or his Representative.

5. The NCTS sends to Principal the message E_REL_TRA (ND029) to inform him, that the goods were released to the transit regime and that the used transit guarantee was allocated for this movement (which is identify by the MRN).
6. The NCTS at the CO of Departure informs all declared CO's of Transit about the movement (i.e. notification with MRN is sent).
7. The NCTS at the CO of Departure informs declared CO of Destination about the movement (i.e. notification with MRN is sent).
8. In case of common transit procedure, the NCTS at each actual CO of Transit informs the CO of Departure, that the movement (MRN) cross the frontier.
9. The NCTS at actual CO of Destination informs the CO of Departure, that the movement (MRN) was presented at the CO of Destination. If the comprehensive guarantee or the guarantee waiver is used, the amount of the comprehensive guarantee, which was allocated to the movement, is credited back for next usage at this moment.
10. The NCTS at actual CO of Destination informs the CO of Departure, that the goods were presented (MRN) and transit regime was ended at the CO of Destination, together with the result of control made at the CO of Destination.
11. The NCTS sends to Principal the message E_WRT_NOT (ND045) to inform him, that the transit regime was ended at the CO of Destination. At this moment, used transit guarantee is released.

Simplified procedure:

1. Authorised Consignor lodges the e-TCD via the message E_DEC_DAT (ND015) at declared CO of Departure.



2. The NCTS validates the lodged e-TCD (message NDo15). The NCTS checks:
 - 2.1. validity of the format of the message against the XSD definition,
 - 2.2. validity of Authorisation for electronic communication in transit procedure with Serbian Customs Offices of Departure,
 - 2.3. validity of Authorisation of the simplified procedure of the Authorised Consignor (the flag “Simplified procedure” = “Yes”),
 - 2.4. the data content of the e-TCD and meeting all rules and condition, which are given by the Rulebook and Authorisation for electronic communication in transit procedure with Serbian Customs Offices of Departure.

3. After successful checks the NCTS will reply to Authorised Consignor by the message E_DEC_REG (ND012) sending the MRN under which this e-TCD is registered at the CO of Departure (i.e. e-TCD was registered).

Due to the fact that the consignment and all accompanying documents are processed by Authorised Consignor according to his authorisation, the NCTS also immediately accepts the e-TCD (MRM).

4. The NCTS sends to Authorised Consignor the message E_DEC_ACC (ND028) to inform him, that the e-TCD was accepted.

The timer for automated release to transit regime, which is given in the Authorised consignor authorisation, is started. In the case, when no customs controls are ordered by the CO of Departure, the goods are released to the transit regime without any delay, when the timer for automated release expires. This time limit is set up individually for each Authorised Consignor in his authorisation.

5. The NCTS sends to Authorised Consignor the message E_REL_TRA (ND029) to inform him, that the goods were released to the transit regime and that the declared transit guarantee was allocated for this movement.

When Authorised Consignor receives the message ND029 he:

- prints out the Transit Accompanying Document (TAD) (and List of Items (LoI), when more than one item of goods are declared),
- seals the consignment (if it is possible), and
- gives printed Transit Accompanying Document (TAD) (and List of Items (LoI), when more than one item of goods are declared) and all transit/transport documents to the carrier (e.g. driver).

The movement of consignment (MRN) is ready to start.

6. In case of common transit procedure the NCTS at the CO of Departure informs all declared CO's of Transit about the movement (i.e. notification with MRN is sent).
7. The NCTS at the CO of Departure informs declared CO of Destination about the movement (i.e. notification with MRN is sent).
8. In case of common transit procedure, the NCTS at each actual CO of Transit informs the CO of Departure, that the movement (MRN) cross the frontier.
9. The NCTS at actual CO of Destination informs the CO of Departure, that the movement (MRN) was presented at the CO of Destination. If the comprehensive guarantee or the

guarantee waiver is used, the amount of the comprehensive guarantee, which was allocated to the movement (MRN), is credited back for next usage at this moment.

10. The NCTS at actual CO of Destination informs the CO of Departure, that the goods were presented (MRN) and transit regime was ended at the CO of Destination, together with the result of control made at the CO of Destination.
11. The NCTS sends to Authorised Consignor the message E_WRT_NOT (ND045) to inform him, that the transit regime (MRN) was ended at the CO of Destination. At this moment, the used amount of the transit guarantee is released.

2.2 Amendment of registered e-TCD in normal procedure

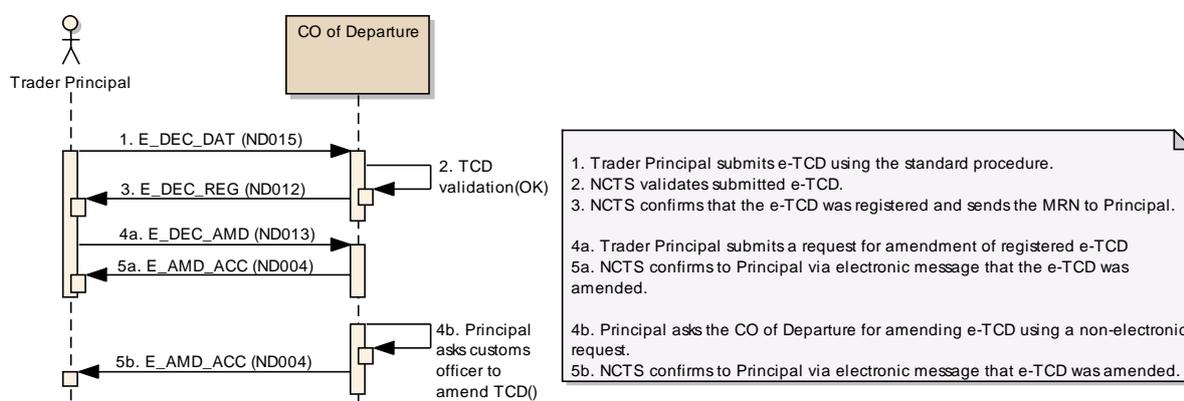


Fig. 4 Amendment of registered e-TCD

Principal needs to amend some value in the e-TCD data (registered e-TCD) from any reason. The amendment of the registered e-TCD could be done before the CO of Departure accepts the e-TCD in the normal procedure.

1. Trader Principal lodges the e-TCD via message E_DEC_DAT (ND015) at declared CO of Departure.
2. The NCTS validates the lodged e-TCD (message ND015). The NCTS checks:
 - 2.1. validity of the format of the messages against the XSD definition,
 - 2.2. validity of Authorisation for electronic communication in transit procedure with Serbian Customs Offices of Departure,
 - 2.3. the data content of the e-TCD and meeting all rules and condition, which are given by the Rulebook and Authorisation for electronic communication in transit procedure with Serbian Customs Offices of Departure.
3. After successful checks the NCTS will reply to Principal by the message E_DEC_REG (ND012) sending the MRN, under which this e-TCD is registered at the CO of Departure (i.e. e-TCD was registered).

Principal (or his representative) presents goods and all documents accompanying transit declaration (e.g. transport documents, invoices, certificates, ...) at the CO of Departure using the assigned MRN as a main transit identifier for e-TCD.

a) Amend the e-TCD's data electronically using system NCTS:

4. Principal repairs data of the registered e-TCD in his system and sends corrected e-TCD to the CO of Departure via message E_DEC_AMD (ND013).
5. The NCTS confirms the amendment of the e-TCD via message E_AMD_ACC (ND004), which is sent to Principal. When the amendment is confirmed by the message E_AMD_ACC (ND004), Principal can present declared goods and all documents accompanying transit declaration at the CO of Departure using the assigned MRN as a main transit identifier for e-TCD.

b) Amend the e-TCD's data personally using a paper based request submitted at the CO of Departure:

4. Principal presents declared goods together with a written amendment request and together with all documents accompanying transit declaration at the competent Customs officer at the CO of Departure.
5. Competent Customs officer at the CO of Departure checks the declared goods and documents accompanying e-TCD and decides to accept the amendment request and accept the e-TCD (MRN).

This scenario continues according to description given in chapter 2.1 NCTS transit basic scenario, starting in point 4 in the chapter 2.1.

2.3 Amendment of accepted e-TCD in normal procedure

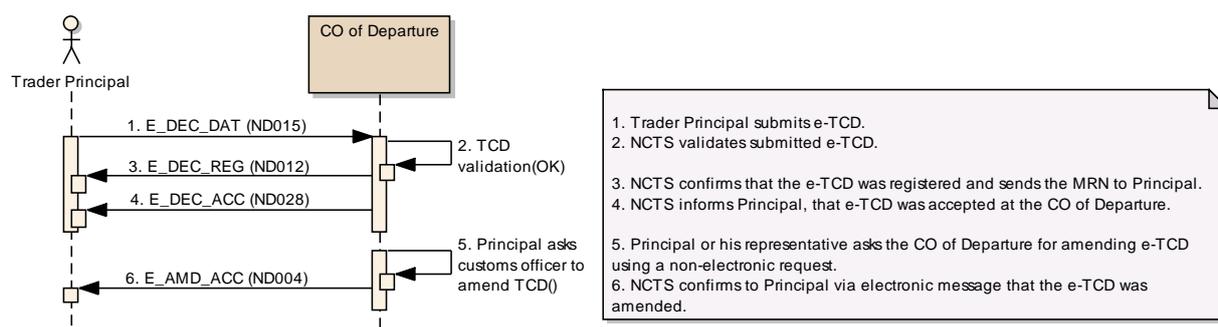


Fig. 5 Amendment of accepted e-TCD in normal procedure

This scenario starts according to the description given in chapter 2.1 NCTS transit basic scenario, normal procedure, **starting in point 1 and ending by point 4.**

This scenario is used in normal procedure, when some incorrect information is discovered after acceptance of the e-TCD (MRN) and before release of the goods to transit regime at the CO of Departure.

5. Principal (or his representative) asks the competent Customs officer at the CO of Departure for amending the data of accepted e-TCD.
6. When no customs control is ordered and the amendment request is accepted, the competent Customs officer amends the data of the e-TCD.
7. The NCTS sends to Principal the message E_AMD_ACC (ND004) to inform him, that the data of the e-TCD were amended.

This scenario can continue according to description given in chapter 2.1 NCTS transit basic scenario,

starting in point 5.

2.4 Amendment of accepted e-TCD in simplified procedure

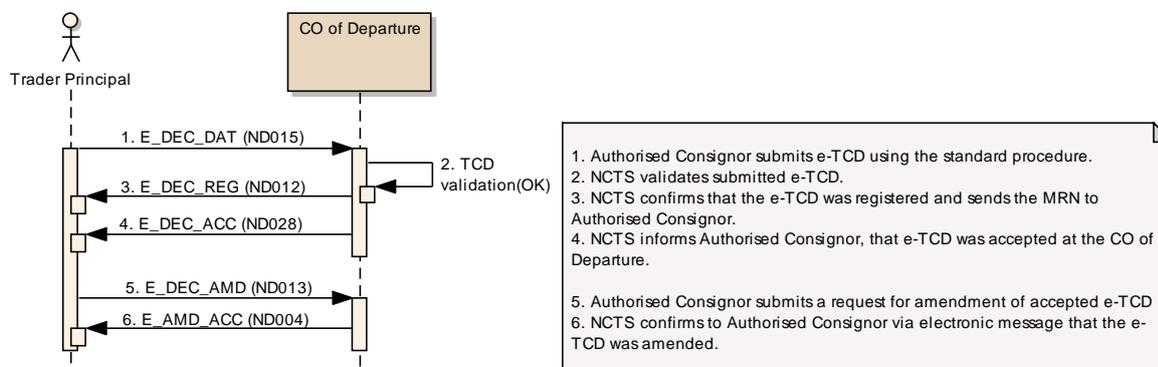


Fig. 6 Amendment of accepted e-TCD in simplified procedure

When simplified procedure is used, the Authorised Consignor could amend the accepted e-TCD, only if no customs control was ordered and only before release declared goods for transit procedure.

This scenario starts according to the description given in chapter 2.1 NCTS transit basic scenario, simplified procedure, **starting in point 1 and ending by point 4**. The amendment is initiated by Authorised Consignor, when some incorrect information have been lodged in the e-TCD.

Authorised Consignor must find out the mistake before the timer for release of goods for transit procedure expires. He amends the data of the e-TCD in his system and he sends the message E_DEC_AMD (ED0013) to the CO of Departure.

5. Authorised Consignor repairs the data of the accepted e-TCD and sends correct values to the CO of Departure via the message E_DEC_AMD (ND013)
6. The NCTS confirms via message E_AMD_ACC (ND004) the acceptance of lodged amendment of the registered e-TCD to the Authorised Consignor.

In the case, when customs control was ordered, or the goods with this e-TCD were released for transit procedure before the request for amendment was received, the Authorised Consignor is informed by the error message E_FUN_NCK (ND906) that the request for amendment was refused.

In the case, when the amendment was refused, and the wrongly declared goods were released to transit regime, the Authorised Consignor must personally contact the CO of Departure to solve this case according to given instructions.

In the case, when request for amendment was successfully registered, this scenario can continue according description given in chapter 2.1 NCTS transit basic scenario, simplified procedure, starting in point 5.

2.5 Customs control in transit

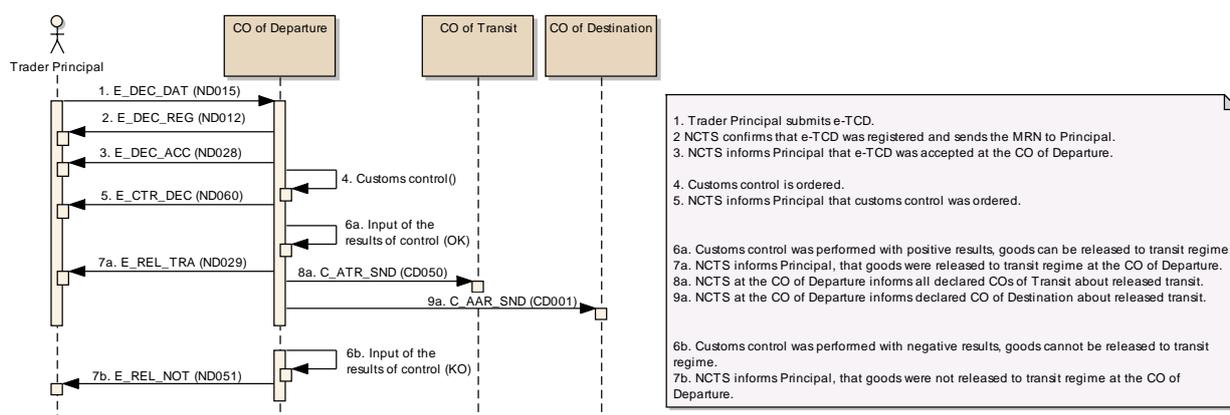


Fig. 7 Customs control in transit

This scenario is commonly used for normal and simplified procedure in transit regime. **Scenario starts** according to the description given in chapter 2.1 NCTS transit basic scenario, **with point 1 and ending by point 3.**

Normal procedure:

- 4. The NCTS sends to Principal the message E_DEC_ACC (ND028) to inform him, that the e-TCD was accepted.
Competent Customs officer at the CO of Departure decides to do the customs control or the customs control is ordered by the customs risk analysis module.
 - 5. The NCTS sends to Principal the message E_CTR_DEC (ND060) to inform him, that the customs control of the goods and document was ordered. The Principal is informed and he can participate during the customs control.
 - a) Customs control is performed and no serious discrepancies are found.
 - 6. The competent Customs officer inputs the results of control into the customs system and a customs officer decides to release goods into the transit regime. Customs officer seals the consignment (e.g. the loading compartment of mean of transport), prints and stamps the Transit Accompanying Document (TAD) and forwards TAD (and Lol, if is used) to Principal (or his Representative).
 - 7. The NCTS sends to Principal the message E_REL_TRA (ND029) to inform him, that the goods were released to the transit regime and that the used transit guarantee was allocated to this movement.
 - 8. This scenario will continue according description given in chapter 2.1 NCTS basic transit scenario, starting in point 6.
 - b) Customs control is performed and serious discrepancies are found.
 - 6. The competent Customs officer input the results of control into the customs system and a customs officer decides to not release goods into the transit regime.
 - 7. The NCTS sends to Principal the message E_REL_NOT (ND051) to inform him, that the goods were not released to the transit regime.
- The “non-release decision” is the final state of the e-TCD life-cycle at this moment.

Simplified procedure:

4. The NCTS sends to Authorised Consignor the message E_DEC_ACC (ND028) to inform him, that the e-TCD was accepted.

Competent Customs officer at the CO of Departure decides to do the customs control or the customs control is ordered by the customs risk analysis module. The simplified procedure is interrupted and the NCTS waits till the timer for the automated release expires.

5. After that, the NCTS sends to Authorised Consignor the message E_CTR_DEC (ND060) to inform him, that the customs control of the goods and documents was ordered. The Authorised Consignor must wait for customs inspection at his premises (i.e. at the authorised place) or he must present goods and documents for the customs control at declared CO of Departure, according to information given by the CO of Departure.

The simplified procedure is interrupted when the decision to control is taken. After the customs control, the transit regime continues according rules for normal procedure in both cases, which are described in the part above in articles:

- a) Customs control is performed, no serious discrepancies are found;
- b) Customs control is performed and serious discrepancies are found.

2.6 Cancellation of registered e-TCD in normal procedure

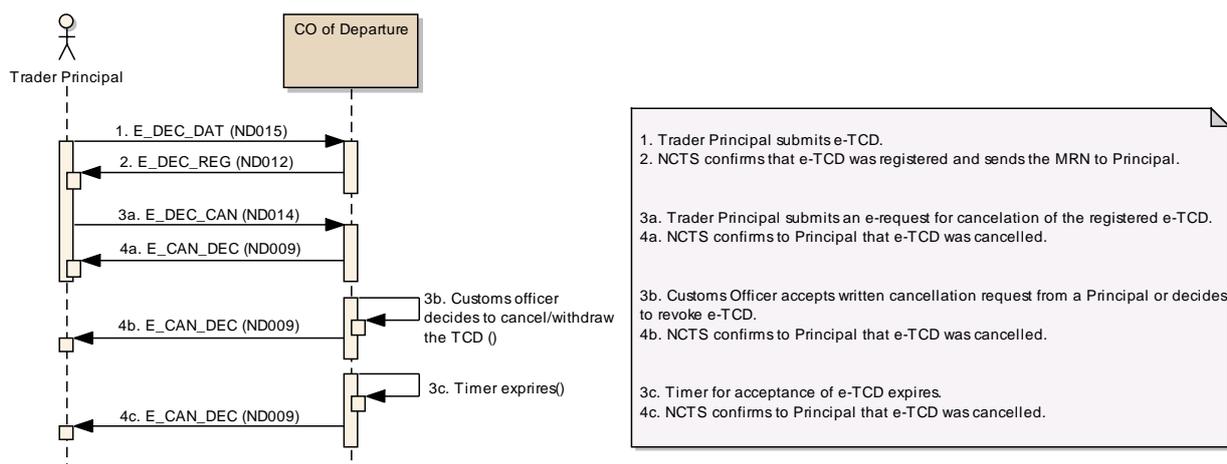


Fig. 8 Cancellation of registered e-TCD in normal procedure

The registered e-TCD could be cancelled from several reasons:

- a) Principal asks electronically via the message E_DEC_DAT (ND014) for cancellation of registered e-TCD (MRN). Due to the fact that the transit procedure has not started yet and even the e-TCD has not been accepted by the CO of Departure, the NCTS system cancels registered e-TCD (MRN) and automatically confirms this cancellation to Principal via message E_CAN_DEC (ND009), that the e-TCD (MRN) was cancelled by the CO of Departure.
- b) Principal (or his representative) personally asks (in oral or written way) the competent customs officer at the CO of Departure for cancellation of registered e-TCD (MRN). The Competent customs officer cancels the e-TCD (MRN) and fills in to the NCTS the reason of cancellation (provided by Principal or his representative). The NCTS system informs Principal via

the message E_CAN_DEC (ND009), that the e-TCD (MRN) was cancelled.

Competent customs officer can cancel registered e-TCD (MRN), only when Principal presents another goods, different from the goods declared in e-TCD, or if the Principal doesn't present at the CO of Departure necessary documents accompanying e-TCD (e.g. transport documents, invoices, certificates, ...). At the moment, when this cancellation of the registered e-TCD (MRN) is recorded in the NCTS system, the message E_CAN_DEC (ND009) is sent to Principal.

- c) The timer for the acceptance of the e-TCD (MRN) expires. If the Principal doesn't present declared goods at the CO of Departure within prescribed time-limit given by authorisation for electronic communication with the CO of Departure (i.e. due to that fact registered e-TCD (MRN) cannot be accepted by the CO of Departure), the NCTS shall automatically cancel registered e-TCD (MRN).

2.7 Cancellation of accepted e-TCD in normal procedure

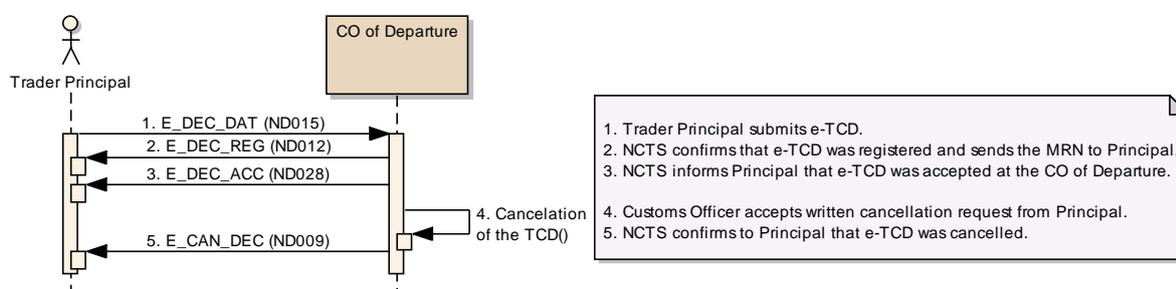


Fig. 9 Cancellation of accepted e-TCD in normal procedure

The e-TCD was accepted according **steps** described in chapter 2.1 NCTS transit basic scenario, normal procedure, **in points from 1 to 4**. The accepted e-TCD (MRN) could be cancelled at the request of Principal (or his representative) at the CO of Departure in the case, when no customs controls have not been ordered.

3. The e-TCD is accepted at the CO of Departure. The Principal submits the written request for cancellation prior the release of goods to transit regime. If the customs control has not been ordered (by a competent customs officer or by customs risk analysis), the competent customs officer can accept the submitted request for cancellation.
4. Competent customs officer accepts written cancellation request and inputs the decision into the NCTS application.
5. NCTS sends to Principal the message E_CAN_DEC (ND009) to inform him, that the accepted e-TCD (MRN) was cancelled at his request.

2.8 Cancellation of accepted e-TCD in simplified procedure

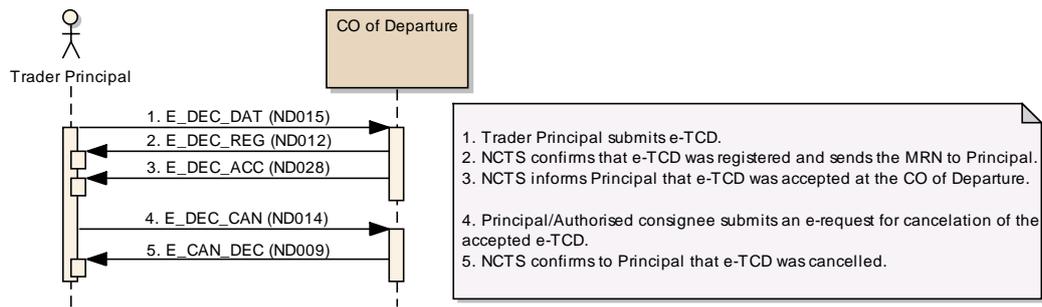


Fig. 10 Cancellation of accepted e-TCD in simplified procedure

The e-TCD was accepted according **steps** described in chapter 2.1 NCTS transit basic scenario, simplified procedure, **in points from 1 to 4**. If no customs controls have been ordered, the accepted e-TCD could be cancelled on the request of the Authorised Consignor lodged electronically by the message E_DEC_CAN (ND014).

4. Authorised Consignor electronically lodges the cancellation request in form of message E_DEC_CAN (ND014) at the CO of Departure. If the NCTS receives the cancellation request (message E_DEC_CAN ND014) prior release the goods to the transit regime or if the customs control has not been ordered, the e-TCD (MRN) will be cancelled automatically by the NCTS system.
5. NCTS sends to Authorised Consignor the message E_CAN_DEC (ND009) to inform him, that the e-TCD (MRN) was cancelled.

2.9 Start of enquiry procedure

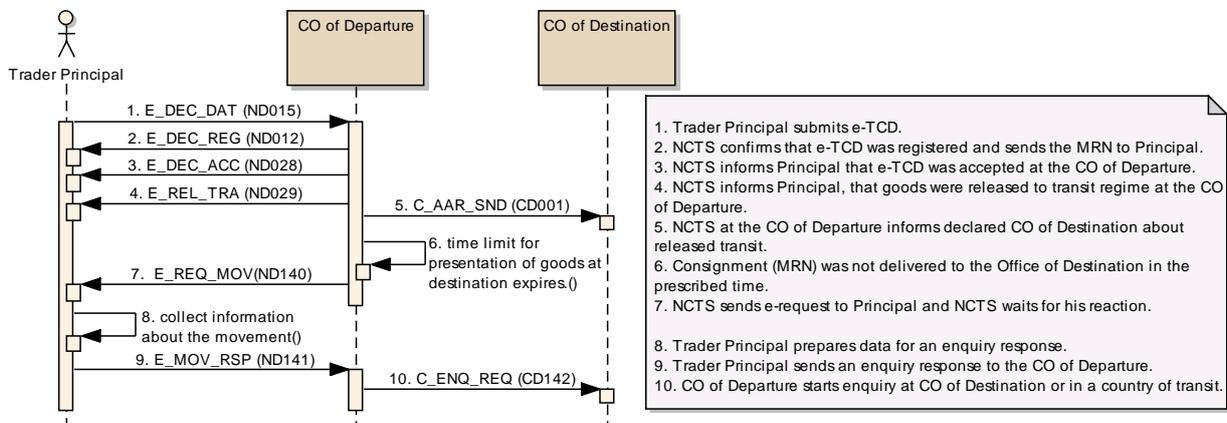


Fig. 11 Start of enquiry procedure

The e-TCD was released to transit regime in normal procedure or in simplified procedure. The movement started, but the goods were not presented at CO of Destination in prescribed time, which was given for transportation/presentation of goods to the CO of Destination. The NCTS system gives the warning to the competent customs officer and later to Principal.

This scenario **starts** according the description given in chapter 2.1 NCTS basic transit scenario **in points 1 to 7**.

6. In the case, when the CO of Departure is not informed about presentation of goods at the CO of Destination and prior expiration of the time-limit (given in e-TCD by the CO of Departure at the moment when the goods are released for transit regime), the NCTS checks regularly the status of the movement (MRN). If the NCTS has no information about delayed movement (MRN) at the moment when given time limit expires, the enquiry procedure is started by the CO of Departure.
7. NCTS application at the CO of Departure sends to Principal the message E_REQ_MOV (ND140) to ask him for information about delayed movement (MRN).
8. Principal collects necessary documents and proofs about delayed movement (MRN) and prepares the enquiry response for the CO of Departure.
9. Principal sends the enquiry response in form of message E_MOV_RSP (ND141) to the CO of Departure.
10. The CO of Departure starts enquiry for the movement (MRN) at the CO, which was declared or notified as an actual CO of Destination by Principal.
11. The enquiry procedure could be finished by proving that the transit regime was successfully ended at the CO of Destination, or by recovering of customs debt incurred in transit regime. In both cases, Principal is informed via message E_WRT_NOT (ND045), that all procedures related to this movement (MRN) were finished.

2.10 Solving discrepancies at the CO of Departure

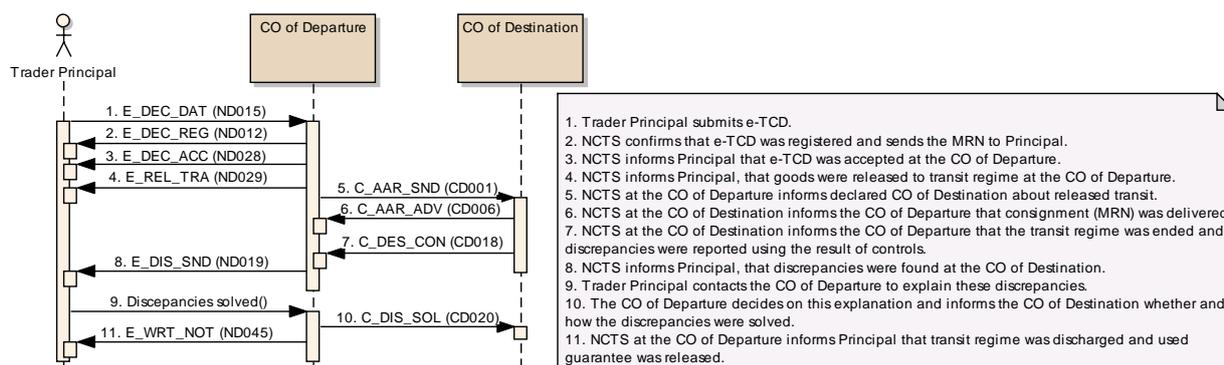


Fig. 12 Solving discrepancies at the CO of Departure

The goods were released to transit regime (using normal or simplified procedure) and presented at the CO of Destination, as it is described in chapter 2.1 NCTS basic transit scenario in item 1 to 10.

Any discrepancies between goods released for transit regime and presented goods have been found during unloading. The consignee asks the CO of Destination to solve the discrepancies with the CO of Departure, because there is doubt, that the mistake in the e-TCD (MRN) was done by Principal or by the CO of Departure.

7. Competent customs officer ends the transit regime with negative result of control. The discrepancies are filled into the NCTS system and competent customs officer pre-sets the flag "Waiting for discrepancies resolution"="Yes". The NCTS at the CO of Destination informs the CO of Departure, that the transit regime was ended, and sends the result of control via message C_DES_CON (CD018) to the CO of Departure.



8. The NCTS sends to Principal the message E_DIS_SND (ND019) to ask him for explanation of discrepancies, which have been found at the CO of Destination.
9. Principal prepares all documents related to this movement and contacts the CO of Departure. When Principal proves, that no goods were illegally moved from customs supervision in transit regime, the transit regime shall be immediately discharged (written off), if not, the customs debt will be calculated and collected.
10. The NCTS at the CO of Departure informs the CO of Destination via message C_DIS_SOL (CDo20) that these discrepancies were solved.
11. When the transit regime is discharged (written off) at the CO of Departure, the NCTS sends to Principal the message E_WRT_NOT (ND045).

3 Communication between Consignee and the CO of Destination

The CO of Destination is a customs office where goods placed under the transit procedure (national transit or common transit) must be presented in order to end the transit procedure.

The presentation of goods can be notified to the CO of Destination using the TAD or electronically using message ND007 sent to the CO of Destination. When simplified procedure is used, Authorised Consignee is obliged to notify the presentation of goods electronically, using message ND007 sent to the CO of Destination.

Authorisation for electronic communication with Offices of Destination is necessary for EDI (electronic message exchange) between the Consignee and the CO of Destination.

The authorisation of the Authorised Consignee shall be issued for use of simplified procedure of Authorised Consignee at the CO of Destination.

3.1 Actions done by a Consignee using normal procedure, basic scenario

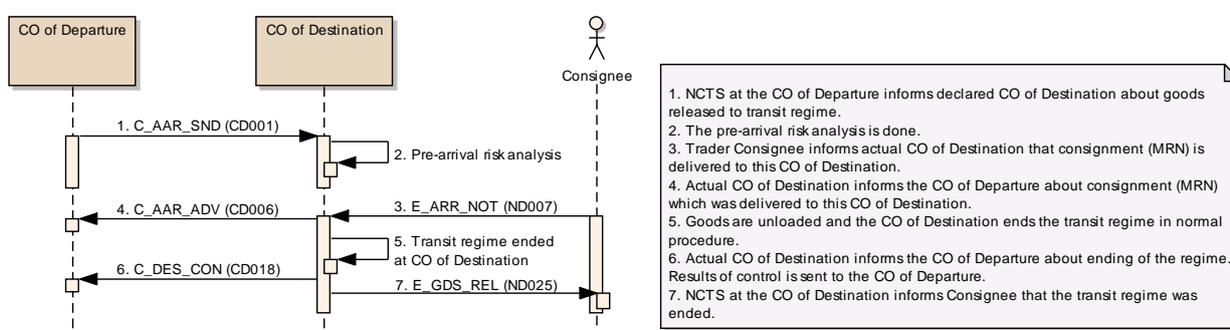


Fig. 13 Actions done by a Consignee using normal procedure

The Consignee, who is not a holder of the authorisation for use of simplified procedure of Authorised Consignee, must present the consignment (the goods released for transit regime) physically at the CO of Destination in prescribed time-limit and within the customs office working hours.

1. The NCTS at the CO of Departure informs declared CO of Destination about the movement via message C_ARR_SND (CD001). This message contains data about the goods, which were released to transit regime.
2. The CO of Destination performs pre-arrival risk analysis and it is waiting for the arrival of the consignment (i.e. for presentation of goods at the CO of Destination).
3. In normal procedure, the goods must be presented directly at the CO of Destination. The consignment (goods released for transit regime) could be presented and notified using paper form of TAD (Transit Accompanying Document and List of Items) or electronically by sending the message E_ARR_NOT (ND007) to the CO of Destination. The electronic notification of presentation of goods can speed up the procedure at the CO of Destination.
4. The NCTS at the CO of Destination informs the CO of Departure, that the goods (consignment) were delivered to destination via message C_ARR_ADV (CD006).
5. When the consignment (goods released for transit regime) is presented at the CO of Destination, the competent customs officer removes the seal(s) and controls presented goods

and accompanying documents using the e-TCD data from the message C_ARR_SND (CD001). The competent customs officer shall input the customs control results into NCTS system and decide to end the transit regime.

6. The NCTS at the CO of Destination informs the CO of Departure, that the transit regime was ended at the CO of Destination via message C_DES_CON (CD018), which contains the result of customs control.
7. The NCTS informs the consignee (if he has the Authorisation for electronic communication with Customs Offices of Destination) via message E_GDS_REL (ND025), that the transit regime was ended and that the transited goods have the status of temporary storage. The Consignee is obliged to submit the summary declaration(s) to cover these goods in temporary storage or to lodge the customs declaration(s) for placing the goods for customs regime in given time-limit.

3.2 Actions done by an Authorised consignee using simplified procedure, basic scenario

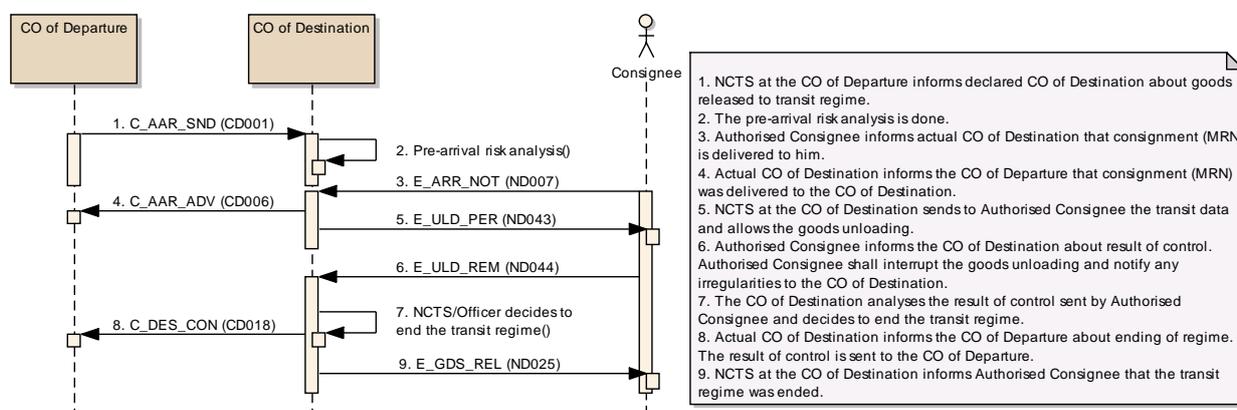


Fig. 14 Actions done by an Authorised Consignee using simplified procedure, basic scenario

The Consignee, who would like to use the simplified procedure of the Authorised Consignee, must be a holder of the Authorisation for use of simplified procedure of Authorised Consignee.

The Authorised Consignee can end the transit in days and hours given by the CO of Destination (e.g. 24 hours per day and 7 day per week) at his premises or other places, which are authorised by the CO of Destination.

1. The NCTS at the CO of Departure informs declared CO of Destination about the movement (MRN) via message C_ARR_SND (CD001). This message contains data e-TCD about the goods released to transit regime.
2. The CO of Destination performs pre-arrival risk analysis of the MRN and it is waiting for the notification of the arrival of the consignment (MRN), i.e. arrival of goods released for transit regime.
3. In simplified procedure, the goods are presented at authorized place in premises of the Authorized Consignee. The arrival is notified by the Authorized Consignee to the CO of Destination electronically via sending the message E_ARR_NOT (ND007). The Authorized



Consignee is obliged to wait for taking the decision on possible customs control or for the unloading permission. Till the moment, when unloading is permitted, the consignment must remain under the custom seal(s) at authorized place.

4. The NCTS at the CO of Destination informs the CO of Departure, that the goods (consignment) were delivered to destination via message C_ARR_ADV (CD006).
5. In the case, when no custom control is ordered, the NCTS sends the message E_ULD_PER (ND043) to Authorised Consignee. The time limit for taking the decision on possible customs control is specified individually in the Authorisation of Authorised Consignee.

At the moment, when Authorised Consignee receives the message E_ULD_PER (ND043), the unloading of goods can start and the customs seal(s) could be removed. The unloading permission message, E_ULD_PER (ND043), contains the valid data of the e-TCD.

The Authorised Consignee is obliged to unload the goods and to check the goods against the data, which were received from the CO of Departure using the message E_ULD_PER (ND043). Each discrepancy shall be pointed out by the Authorised Consignee.

The printed Transit Accompanying Document (TAD) and List of Items (LoI), which were presented to the Authorised Consignee by the carrier (e.g. track driver), have no importance for process of the unloading and shall not be used for control of goods by the Authorised Consignee.

The Trader's SW – NCTS application must support the print out the TAD and LoI from the on data received in message ND044 as a kind of support for control of goods by the Authorised Consignee.

The results of controls are collected and imputed into the NCTS application used by the Authorised Consignee after the unloading of goods is finished.

If any irregularities are found, the Authorised Consignee is obliged to contact the CO of Destination according to rules given in his authorisation for use of simplified procedure.

If major discrepancies or dangerous things or other substances are found during the unloading of goods, the Authorised Consignee is obliged to interrupt the unloading and ask the CO of Destination for intervention (flag "Unloading completion"="No" in the message E_ULD_REM ND044) and further instructions.

6. Authorised Consignee sends to the CO of Destination the message with unloading remarks E_ULD_REM (ND044).
7. The NCTS at the CO of Destination checks the results of controls. If the unloading is completed and there are no discrepancies, the transit regime is ended and it is recorded by the NCTS system at the CO of Destination.
8. The NCTS at the CO of Destination informs the CO of Departure, that the transit regime was ended at destination via message C_DES_CON (CD018), which contains the result of customs control.
9. The NCTS informs the Authorised Consignee via message E_GDS_REL (ND025), that the transit regime was ended and that the transited goods have the status of temporary storage. The Authorised Consignee is obliged to submit the summary declaration(s) to cover these goods in temporary storage or to lodge the customs declaration(s) for placing the goods for customs regime in given time-limit.

10. Authorised Consignee completes the Transit Accompanying Document (TAD) and List of Items (LoI) and other documents accompanying this consignment, and delivers these documents to the CO of Destination in given time-limit. The period for delivering these documents to the CO of Destination is given individually in the Authorisation for use of simplified procedure the Authorised Consignee.

This presentation of documents at the CO of Destination is recorded by the CO of Destination and there is no visible interaction for this action in the data exchange scenario of the electronic data exchange between the Authorised Consignee and the CO of Destination.

3.3 Presentation of the NCTS movement is refused at CO of Destination

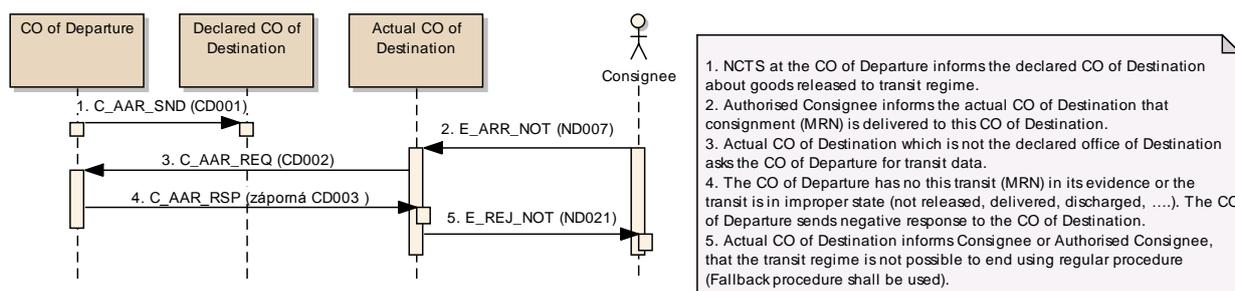


Fig. 15 Presentation refused

The goods placed in transit regime which are presented at the CO of Destination or which are presented at the premises of the Authorised Consignor, cannot be refused in any regular case. But, considering human or technical mistakes, there could appear following cases when the ending of transit regime is refused:

- The goods, which are presented at the CO of Destination, were not released to transit regime,
- The goods have been already presented at the different CO of Destination and the arrival notification was sent to the CO of Departure,
- Actual CO of Destination is not competent for ending of transit regime for this kind of goods,
- MRN duplication (issued at the departure) recognized at the CO of Destination, or
- Other technical failure.

In these cases the notification of goods presentation, which was done in electronic form via message E_ARR_NOT (ND007), could be refused by the CO of Destination by message E_REJ_NOT (ND021).

In normal procedure, when the consignment is presented at the CO of Destination, the competent customs officer starts the necessary procedure to solve these irregular circumstances. The movement is ended using the fall-back procedure.

If the simplified procedure of authorised consignee is used, the Authorised Consignee:

- does not receive the unloading permission from the CO of Destination,
- may not remove the seal(s),
- must contact the CO of Destination, and
- must wait for reactions and instructions from the CO of Destination.

The ending of the transit regimes is done in the fall-back procedure by the CO of Destination at its premises or at the Consignee's premises. Each case is solved individually according to the particular conditions.

3.4 Customs control of goods at the CO of destination

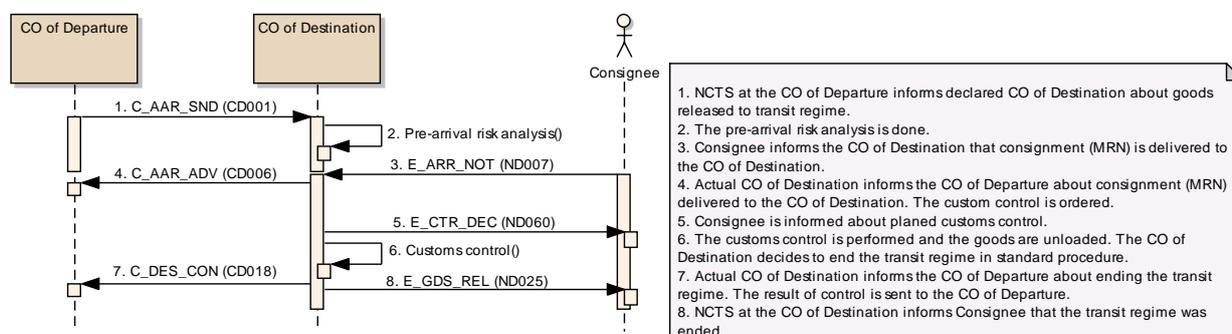


Fig. 16 Customs control at Destination

The customs control at the CO of Destination is a legally supported by Serbian customs legislation. In the case, when the customs control is ordered, the use of simplified procedure Authorised Consignee is interrupted and the customs control is performed by customs authorities.

Simplified procedure:

3. The Authorised Consignee notifies the arrival of the transit movement (goods released for transit procedure) at destination to the CO of Destination electronically via the message E_ARR_NOT (ND007). The Authorised Consignee is obliged to wait for taking the decision on possible customs control or for sending the unloading permission.
4. The NCTS at the CO of Destination informs the CO of Departure, that the goods (consignment) were delivered to destination via message C_ARR_ADV (CD006).
5. At the moment, when the time-limit for sending of unloading permission expires, the Authorised Consignee receives the message E_CTR_DEC (ND060), which informs him that the customs control was ordered for this movement (MRN). Authorised Consignee shall not remove the seal(s) and he must wait for customs control (inspection).
6. The use of simplified procedure authorised consignee is stopped, the customs control is



- performed and this transit regime (MRN) will be ended by the CO of Destination in normal procedure.
7. The NCTS at the CO of Destination informs the CO of Departure, that the transit regime (MRN) was ended at Destination via message C_DES_CON (CD018).
 8. The NCTS informs the Authorised Consignee via message E_GDS_REL (ND025), that the transit regime (MRN) was ended and that transited goods have the status of temporary storage. The Authorised Consignee is obliged to submit the summary declaration(s) to cover these goods in temporary storage or to lodge the customs declaration(s) for placing the goods for customs regime in given time-limit.

Normal procedure:

In the case when the goods were presented and notified electronically by the Consignee using the message E_ARR_NOT (ND007) at the CO of Destination, the message E_CTR_DEC (ND060) is sent to the Consignee to inform him, that customs control will be performed.

If the transited goods were presented at the CO of Destination with the Transit Accompanying Document (TAD) and List of Items (LoI) and without the electronic notification, no message E_CTR_DEC (ND060) could be sent to the Consignee. The Consignee is present at the CO of Destination, or the Consignee must be informed by his Representative.

3.5 Discrepancies between declared and presented goods are found

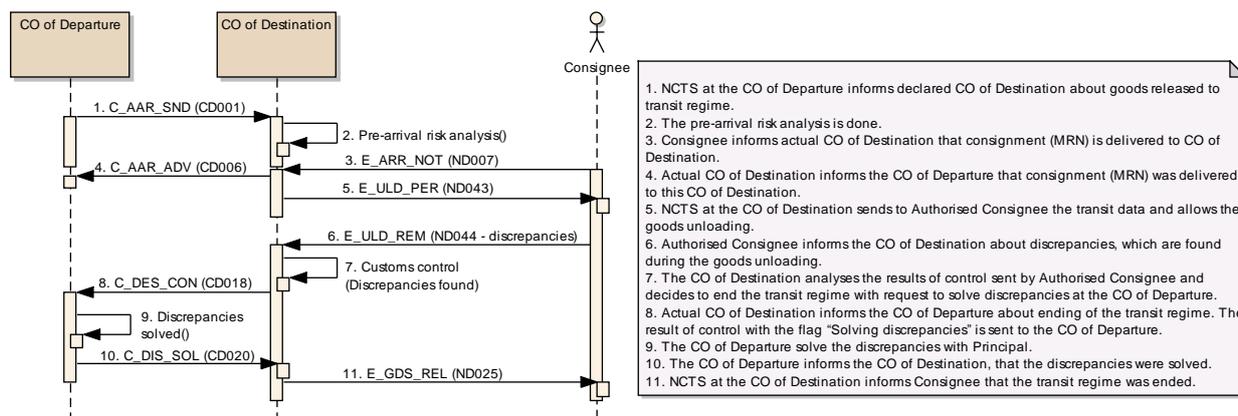


Fig. 17 Discrepancies between declared and presented goods are found

The discrepancies between the goods, which were presented at the CO of Destination and the goods, which were declared in e-TCD at the CO of Departure, can be found at the CO of Destination. The procedure is similar using the simplified procedure of the Authorised Consignee or using the normal procedure at the CO of Destination. When the normal procedure is used, no messages E_ULD_PER (ND043) and E_ULD_REM (ND044) are sent.

When the unloading of the transited goods is finished, the discrepancies are found (e.g. the quantity of goods, which were presented at the CO of Destination, is not the same as it was declared at the CO of Departure).

7. The competent customs officer at the CO of Destination verifies these discrepancies and the Consignee asks the officer to solve discrepancies at the CO of Departure. The competent customs officer fills in the discrepancies as results of controls into the NCTS application and presets the flag “Waiting for Discrepancies Resolution”=”Yes”.
8. The NCTS at the CO of Destination informs the CO of Departure, that the transit regime was ended at Destination via message C_DES_CON (CD018) with result of control (discrepancies were found) and with the flag “Waiting for Discrepancies Resolution”=”Yes”.
9. The discrepancies are solved at the CO of Departure. This procedure is described in chapter 2.10 Solving discrepancies at the CO of Departure.
10. The NCTS at the CO of Departure informs the CO of Destination via message C_DIS_SOL (CD020) that the discrepancies were solved.
11. The transit regime is ended at the CO of Destination. The NCTS informs the consignee via message E_GDS_REL (ND025), that the transit regime was ended and that the transited goods have the status of temporary storage. The Consignee is obliged to submit the summary declaration(s) to cover these goods in temporary storage or to lodge the customs declaration(s) for placing the goods for customs regime in given time-limit.

3.6 Unloading is interrupted, discrepancies found during unloading the goods

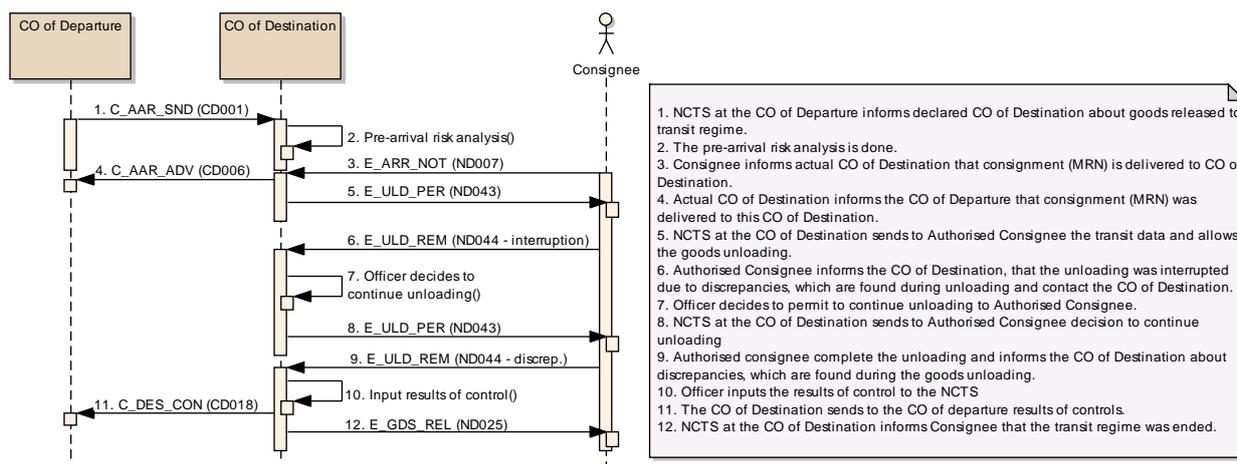


Fig. 18 Unloading is interrupted

This scenario is used, when the Authorised Consignee discovers major discrepancies and asks the CO of Destination for intervention and further instruction. Authorised Consignee sends the message E_ULD_REM (ND044) with flag “Unloading completion” = “No” to the CO of Destination. The Authorised Consignee shall contact the CO of Destination in parallel and asks there for intervention and further instruction (decision).

In the case, when customs control is ordered, the procedure continues according steps described in chapter 3.4 Customs control of goods at the CO of destination.

In the case, when the competent customs officer decides to permit to continue the goods unloading, the message E_ULD_PER (ND043) is sent to the Authorised Consignee for second time.

The Authorised Consignee continues the goods unloading. If next serious discrepancies are found, the

unloading could be interrupted for second time and even for more time till the goods unloading is completed.

10. The competent customs officer at the CO of Destination completes the goods unloading and inputs the result of customs control of goods into the NCTS system. The result of customs control must be relevant to the goods, which were delivered to the CO of Destination (following codes are used: A1, A2 - no discrepancies, A5 - small discrepancies, but no customs debt will be collected, B1 - customs debt will be collected).
11. The NCTS at the CO of Destination informs the CO of Departure, that the transit regime was ended at Destination via message C_DES_CON (CD018), which contains the result of customs control.
12. The NCTS informs the consignee via message E_GDS_REL (ND025), that the transit regime was ended and that the goods have the status of temporary storage been.

3.7 Fall-back interruption of the simplified procedure at the CO of Destination

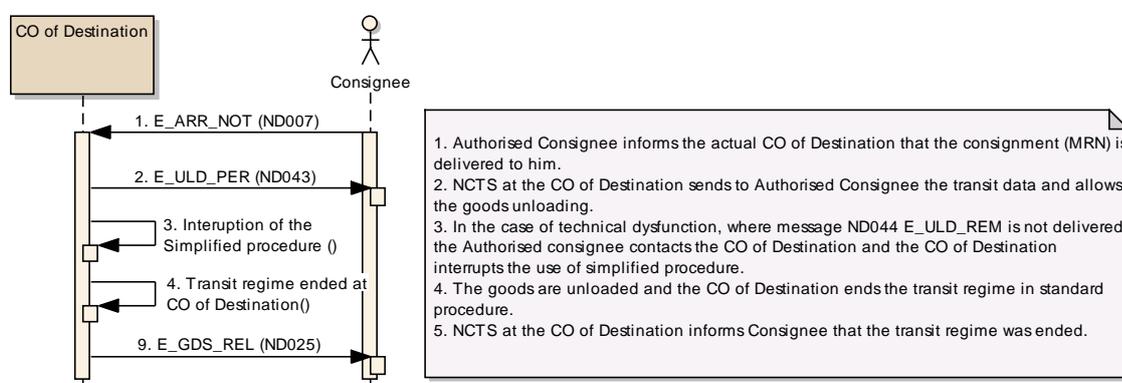


Fig. 19 Fall-back interruption of the unloading.

This scenario is used in the case, when the CO of Departure permits the goods unloading using the simplified procedure and either system used by the Authorised Consignee is not able to send the unloading remarks E_ULD_REM (ND044) or the customs system is not able to receive or process the unloading remarks (message E_ULD_REM ND044). The declaration is blocked in state “Unloading” till the Authorised Consignee contacts the CO of Destination.

The competent customs officer at the CO of Destination unblocks the declaration using the fall-back functionality and ends the transit regime using normal procedure.

3.8 Request for documents

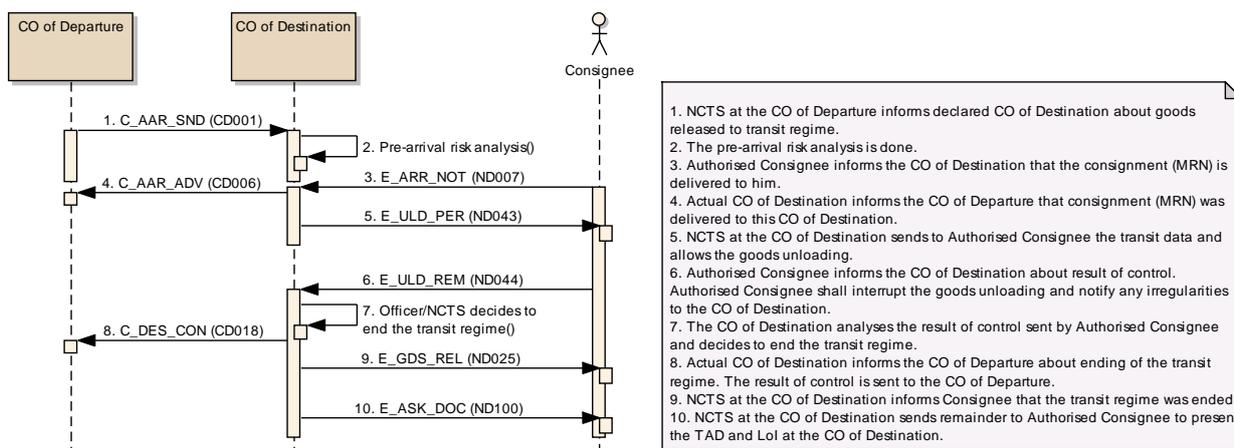


Fig. 20 Request for documents

This scenario describes the same process, which is described in chapter 3.2 Actions done by an Authorised consignee using simplified procedure, basic scenario. The point 10 describes the obligation of Authorised Consignee to deliver all documents (TAD and Lol and other transport documents) to the CO of Destination.

The NCTS checks the time-limit for this obligation to deliver all documents to the CO of Destination. If the NCTS finds that the time-limit expires for ended movement (MRN) with non-registered accompanying documents, the message E_ASK_DOC (ND100) is sent to the Authorised Consignee.

The Authorised Consignee, who receives this message, must deliver the missing documents to the CO of Destination as soon as possible.

4 General data exchanges

4.1 Functional errors

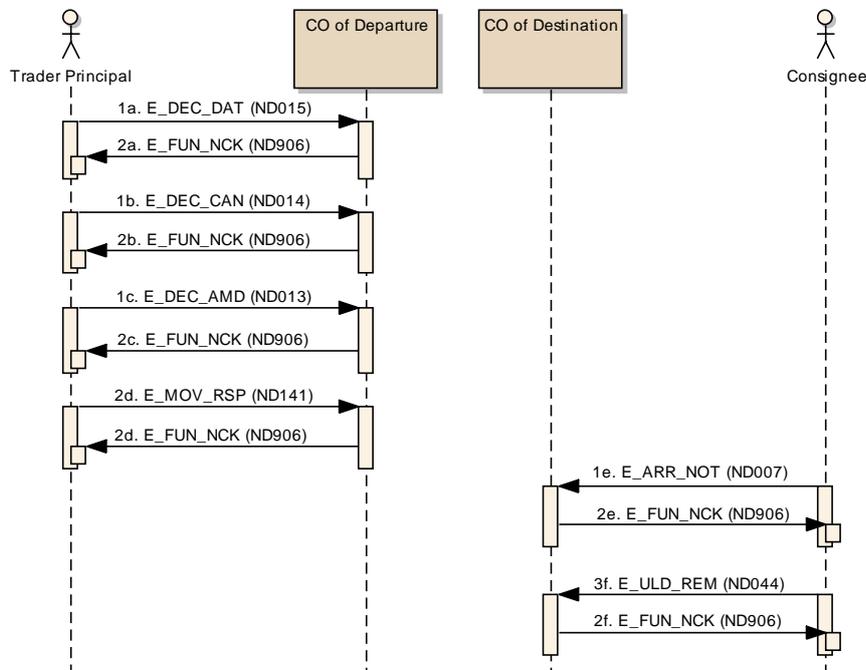


Fig. 21

Each exchanged message specifies names of elements, their formats, number of occurrences and other rules and restrictions, which have to be fulfilled, so that the message can be accepted. First step or processing of incoming message in central system of the CAS is to check all rules and restrictions, i.e. check against XSD schema, check against code lists and check appropriate rules/conditions. If any error occurs, then processing is stopped and the E_FUN_NCK (ND906) message is sent back where all detected errors are included.

4.2 Authorised consignee query

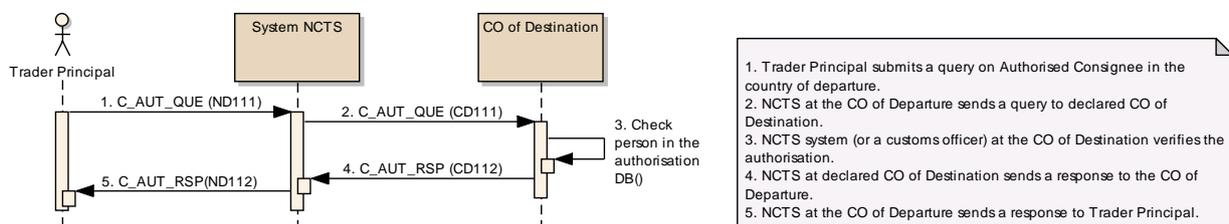


Fig. 22 Authorised consignee query



This function is used by Principal, who is planning to deliver the consignment to unknown consignee and who wants to know if this consignee is the Authorised Consignee. This query “Verify Authorised Consignee” can prevent the case that the consignment will be delivered to a consignee, who has no valid authorisation for using the simplified procedure of Authorised Consignee.

The NCTS offers to Principal the functionality to check the current status of the authorisation of the Authorised Consignee at the time, when the movement is prepared.

1. Principal sends the message C_AUT_QUE (ND111) to his national NCTS system.
2. The NCTS forward the request to the country of destination, where the Authorised Consignee shall be established and authorised.
3. The customs officer in the country of Destination (if there are no automated link with AMS is realized), or the Authorisation Management System (AMS) in the country of Destination checks the current status of the authorization of the consignee, who is subject of a query.
4. The response of this query is sent back to the NCTS in the country that initiated the query.
5. The NCTS forwards the response to Principal who initiated the query.



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