"New Computerised Transit System (NCTS) Phase 5 for Economic Operators" eLearning module

NCTS Phase 5 for Economic operators

Course takeaways

This is a quick and handy summary of the most relevant module information:

1. Introduction

1.1 Target audience and Learning outcomes

This course is designed for the Economic Operator, the person who lodges the transit declaration, or on whose behalf that declaration is lodged, or the person to whom the rights and obligations in respect of a customs procedure have been transferred. The Holder of the Transit Procedure is considered the owner of the transit movement.

During this course you will:

- ✓ become familiar with the functionalities of the NCTS-5 system;
- ✓ understand and apply the basic processes within the NCTS-5 system;
- ✓ understand the benefits of the NCTS-5 system.

1.2 Context of training

This course is part of the UCC eLearning Programme at Level 3 and provides expert knowledge and practical applications on specific topics, including the use of IT systems.

1.3 Explore the course map

The course map allows users to quickly access the main chapters of the course.
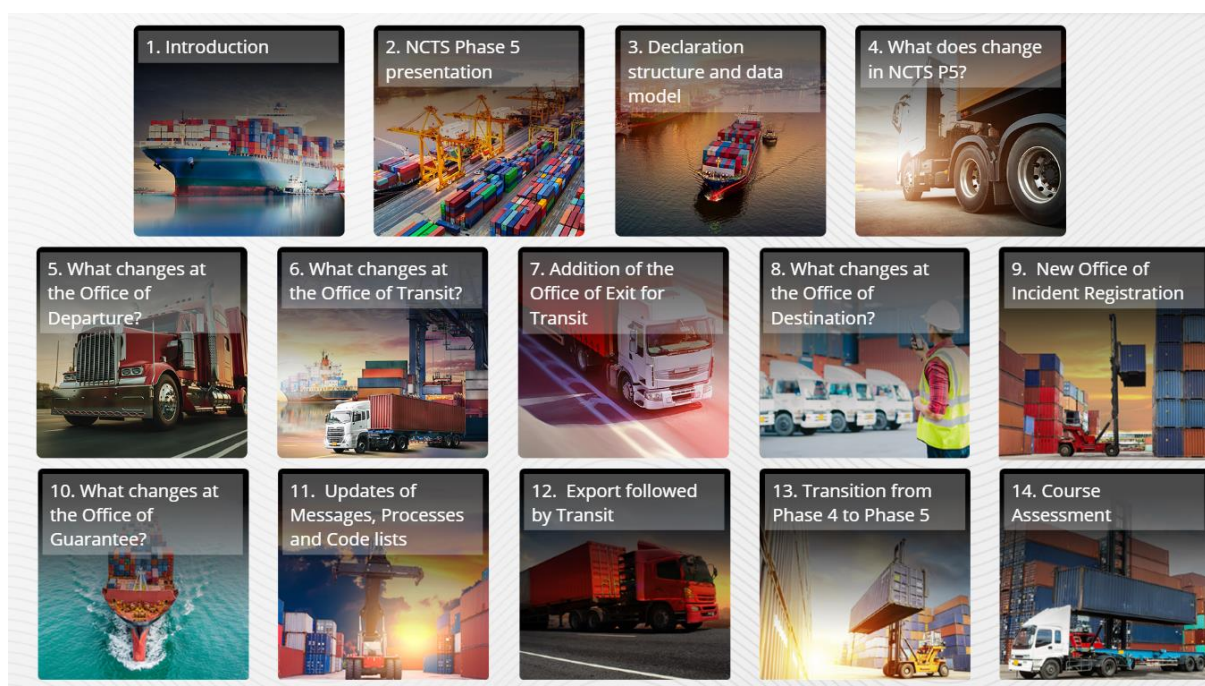
2 NCTS Phase -5 presentation

2.1 Customs Transit procedure and UCC related legislation

The European Union transit facilitates the movement of goods between two points of the customs territory of the Union and passes through a country or territory outside that customs territory,

without any change in their customs status. The customs transit may end outside the customs territory of the Union. Depending on the situation, there could be different scenarios for customs transit. The course presents each of these scenarios.

2.2 Benefits of NCTS Phase 5
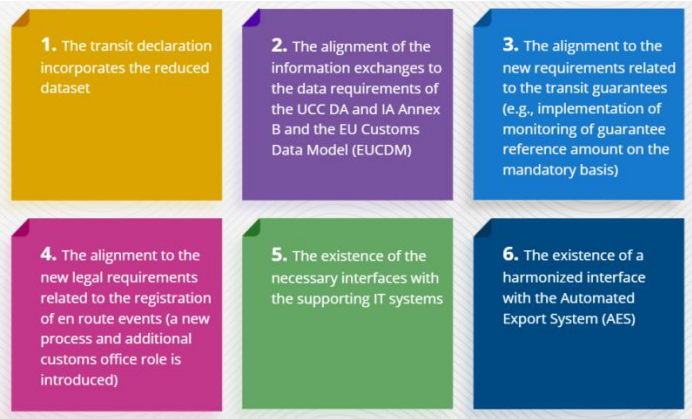
2.3 Roles, actors and processes

The chapter presents the main roles, actors, and processes in NCTS phase 5.

Customs Office of Exit for Transit (NEW)
is competent for the point of exit from the Security and Safety Area responsible for assessing safety and security data. This role of Customs can be assigned to:
a) the Customs Offices that are located in the EU Member States having a border with a CTC country (other than those that belong to the S&S Area, such as Switzerland and Norway).
b) the Customs Offices located in a National Administration that belongs to the S&S Area with air/sea traffic.

2.4 General transit process flow

The standard procedure for Union and Common transit in NCTS is described by the process flow.
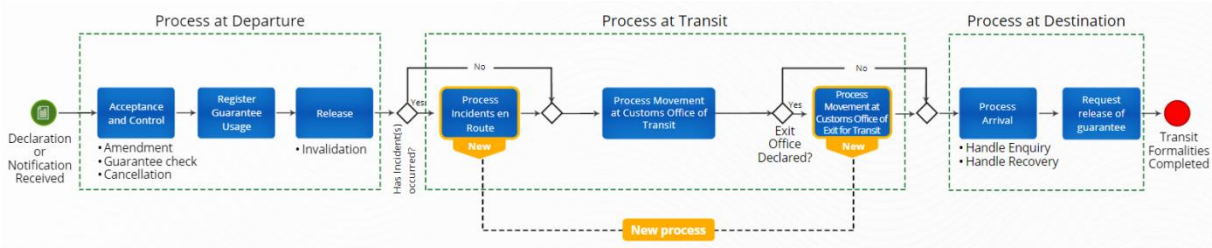
2.5 Update of conditions and guidelines

- A Rule is an instruction that specifies **how** a Data Group or a Data Item must be filled in. It places a constraint on the content.

R0022

Functional Description	IF the zero value is recorded for a specific goods for <GOODS SHIPMENT-GOODS ITEM-PACKAGING.Number of packages> THEN <GOOD SHIPMENT-GOODS ITEM-COMMODITY-GOODS MEASURE.Gross mass> is EQUAL to '0' (zero value)
Technical Description	IF the zero value is recorded for a specific goods item for /*/GoodsShipment/GoodsItem/Packaging/numberOfPackages THEN /*/GoodsShipment/GoodsItem/Commodity/GoodsMeasure/grossMass> is EQUAL to '0' (zero value);

- A **Condition** is an instruction that specifies whether a Data Group or a Data Item is mandatory or optional or it cannot be used. It constrains **when** the data shall be filled in and not its content.

C0105

Functional Description	IF <CUSTOMS OFFICE OF EXIT FOR TRANSIT (DECLARED)> is PRESENT THEN <CUSTOMS OFFICE OF TRANSIT (DECLARED)> = "R" ELSE <CUSTOMS OFFICE OF TRANSIT (DECLARED)> = "O"
Technical Description	IF /*/CustomsOfficeOfExitForTransitDeclared is PRESENT THEN /*/CustomsOfficeOfTransitDeclared = "R" ELSE /*/CustomsOfficeOfTransitDeclared = "O"

- **A Technical Rule is a**n **additional instruction** needed from the IT technical point of view, complementing, or clarifying functional rules (mainly) and conditions

- **A Sequencing Rule is a** text that defines in which **order** the Conditions, Technical Rules for Transition and Technical Rules must be validated. It is defined only if the **default order for the validation** is <u>not</u> applicable.

- **A Guideline is a**n instruction on **how** to fill in a Data Group or a Data Item; a clarification about the validation; a clarification about a message or a Data Element. It might be or not subject to automated validation.

3 Declaration structure and data model

3.1 Declaration structure

The structure of the declaration registered some changes in NCTS phase 5:

- The **Consignment**, which means the totality of goods covered by a transportation contract concluded between the consignor/shipper and the carrier, and its nested **House Consignment view** was introduced in the declaration.
- **The same kind of Data Groups** (DG) are arranged into blocks: Customs Offices, Actors (parties) and Document related data groups.

3.2 Declaration levels
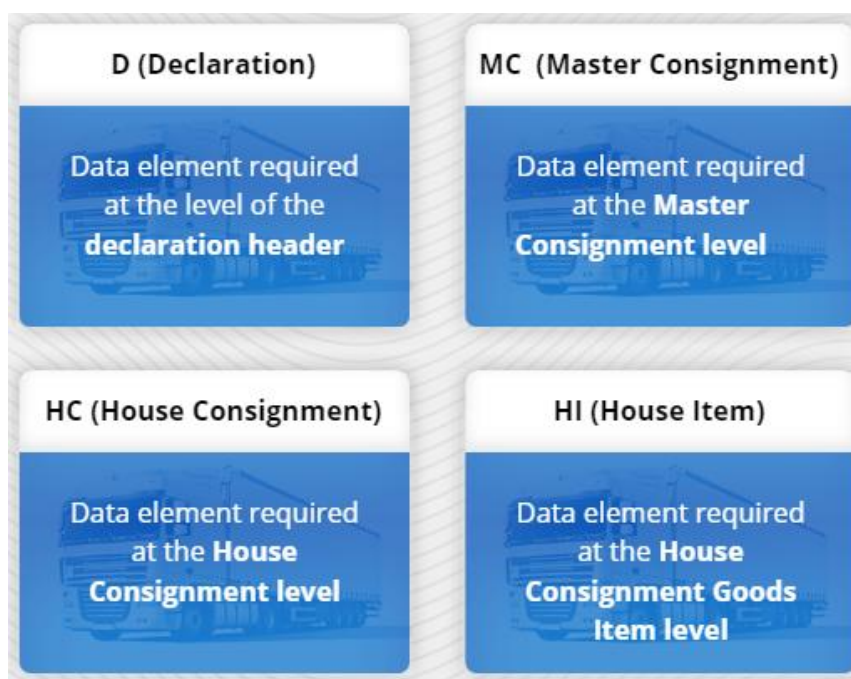
3.3 Data models

The main features of data models for the declaration of specific Transit Operations are:

1. The new approach on the **Containers – Seals – Goods** items relation brings one instance only under **Consignment**. As for example, **Item** level instance was removed.

The new structure NCTS phase 5 brings is combining under the parent data group **'Transport Equipment'** the ability to correlate:

> a) the containers used
> b) the attached seals
> c) the related containerised goods.

2. **Key data modelling decisions on core declaration messages is targeting:**
   - 'Contact Person' data group
   - 'Authorization'
   - 'Risk Analysis' data group
   - 'Location of Goods' Data group
3. FSS -Functional System Specification and TSS- Technical System Specification in NCTS phase 5
4. CL347 and the type of location values, CL326 and the qualifier of the identification values

3.4 Transit declaration messages

This is the new structure of the Transit declaration message.
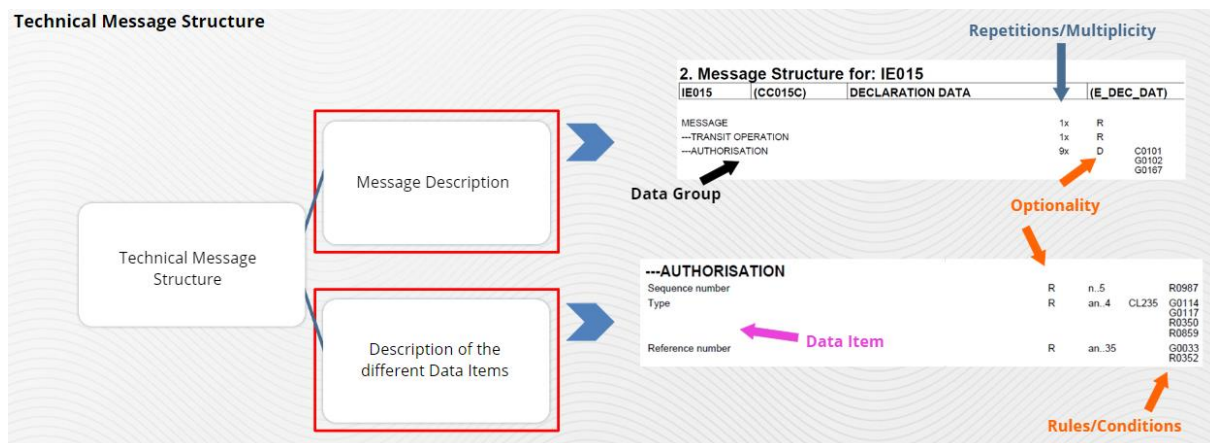
4 What does change in NCTS P5?

4.1 Changes at the Customs Offices

The changes appear at the Office of Departure, the Office of Transit, the Office of Exit for Transit, the Office of Destination, the Office of Incident Registration and the Office of Guarantee.

5 What does change at the Office of Departure?

5.1 Declaration submission prior presentation of Goods

The Holder of the Transit Procedure, initially submit a Pre-lodged Transit Declaration (IE015) at the Office of Departure. Being a Pre-lodged Declaration, chooses the 'Additional declaration type' "D".

At a later time, has to notify the Customs Office of Departure when the goods are presented with a presentation notification (IE170) that includes the Location of Goods.
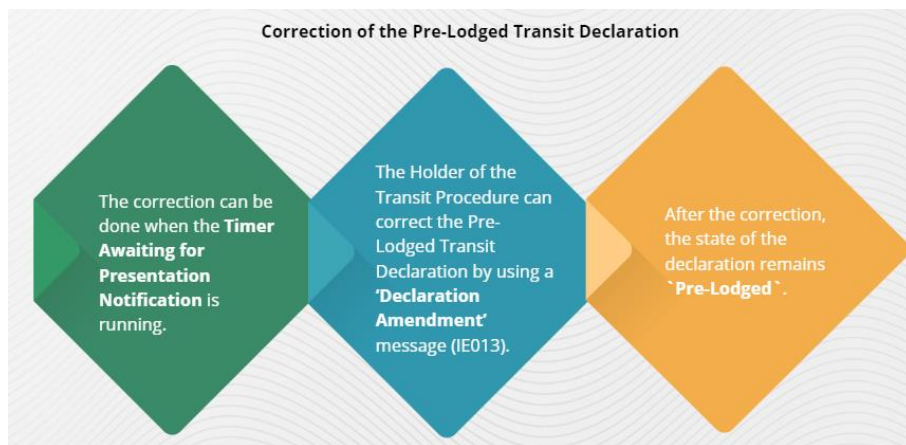
5.2 Process flow

The process flow for the Office of Departure in NCTS phase 5 has the next steps:

Step 1: Holder of the Transit Procedure submits a **Pre-lodged 'Transit Declaration,** with additional declaration type equal to "D" before **the goods presentation**.

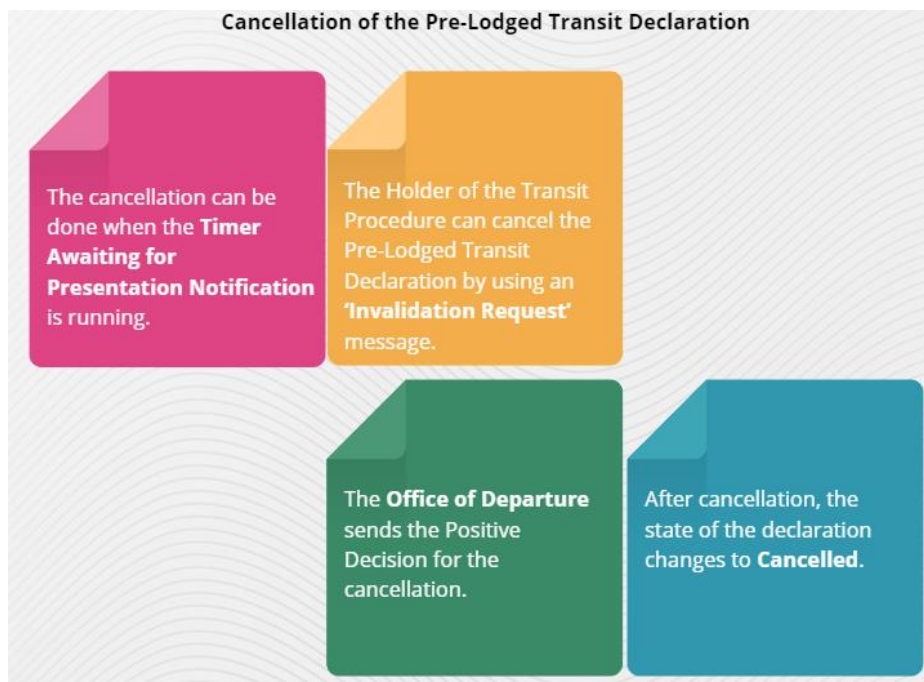**Step 2: Timer Awaiting for Presentation Notification** is initiated until the **'Presentation Notification for the Pre-Lodged Declaration'** is received from the Holder of the Transit Procedure.

Step 3: Upon reception of the **'Presentation Notification for the Pre-Lodged Declaration'** at the Office of Departure, the timer **Awaiting for Presentation Notification** stops.

5.3 Correction of the Pre-Lodged Transit Declaration

Correction of the Pre-Lodged Transit Declaration

The correction can be done when the **Timer Awaiting for Presentation Notification** is running.

The Holder of the Transit Procedure can correct the Pre-Lodged Transit Declaration by using a **'Declaration Amendment'** message (IE013).

After the correction, the state of the declaration remains `Pre-Lodged`.

5.4 Cancellation of the Pre-Lodged Transit Declaration

Cancellation of the Pre-Lodged Transit Declaration

The cancellation can be done when the **Timer Awaiting for Presentation Notification** is running.

The Holder of the Transit Procedure can cancel the Pre-Lodged Transit Declaration by using an **'Invalidation Request'** message.

The **Office of Departure** sends the Positive Decision for the cancellation.

After cancellation, the state of the declaration changes to **Cancelled**.

6   What does change at the Office of Transit?

6.1   Main changes at Border Crossing Point: Customs Safety and Security Area, Exit Summary and Entry Summary

- When passing by a Customs Office of Transit, the goods, the Master Reference Number (MRN) and, if needed, the List of Items (Lol) have to be presented to that office.
- The Anticipated Transit Record Message (1E050) is automatically sent from the Office of Departure to the Office of Transit when the goods depart. At that time it is not known what would be the actual office of transit. Its the declared office of transit that is included. The actual office of transit is included in the 1E118 when crossing the border.
- The customs office can find the goods by entering the MRN and subsequently approving the passage of the goods.
- It then sends a 'Notification crossing frontier' message (1E118) to the Customs Office of Departure.

7   Addition of the Office of Exit for Transit

7.1   What is the role of the Customs Office of Exit for Transit?

The new Office of Exit for Transit (OoExtTra) is a customs office competent for the point of exit from the S&S Area: EU, Switzerland, and Norway. It is responsible for assessing the security and safety data. The role of Customs Office of Exit for Transit can be added to:

• the Customs Offices that are located in the EU Member States having a border with a CTC country (other than those that belong to the S&S Area, such as Switzerland and Norway);
• the Customs Offices located in a National Administration that belongs to the S&S Area with air traffic.
When a consignment arrives at a non-declared Office of Exit for Transit, this is called Diversion at the Office of Exit for Transit.

7.2   Case story with process flow

• A transit declaration containing EXS particulars is lodged in the EU (or Norway or Switzerland) for non-Union goods leaving the EU to a CTC country (other than Norway or Switzerland), for example, Chinese goods arrived in Austria and leaving to Serbia via Hungary.

• EXS particulars are entered in the transit declaration, which is lodged at the Office of Departure responsible for the risk analysis

• EXS particulars are transmitted to the Office of Destination (OoDes) by the means of the NCTS message 1E001. When the movement is released for transit, the Office of Departure sends to the Office of Destination the 'Anticipated Arrival Record' (IE001) message.

• The Office of Departure notifies the Office of Exit for Transit by sending the 'Anticipated Exit For Transit Record' (1E160) message.

From the perspective of the Office of Exit for Transit (OoExtTra), the journey ends allowing to leave the S&S Area and sending the 'Notification Leaving S&S Area' (IE168) message communicated to the Office of Departure.

7.3 Diversion at Customs Office of Exit for Transit

Diversion at the Office of Exit for Transit takes place when the consignment arrives at a non-declared Office of Exit for Transit. Due to some issues, the lorry who came from Austria arrives in another Customs Office of Exit for Transit from the border of Hungary and Serbia.

• The Office of Departure will always need to accept or reject the diversion from a declared Office of Exit for Transit.

• The actual Office of Exit for Transit will try to locate the movement information, and if unknown, it will request it from the Office of Departure (IE164). If a rejection reason code is communicated back, this means that the diversion is not accepted by the Office of Departure.

• In our case, the movement information is communicated (IE165) without a rejection reason code, the actual Office of Exit for Transit performs risk analysis, and based on this, it decides whether the movement can leave the S&S Area.

• The information related to the incidents that occurred during the journey of the movement is sent to the Risk Analysis Systems for risk evaluation. This incident information is contained in the 'Anticipated Exit for Transit Record Response', IE165 message.

• The actual Office of Exit for Transit examines the results of the risk analysis to decide whether the movement can leave the S&S Area. The decision is to allow the movement to leave the S&S Area.

• The Office of Exit for Transit notifies the Office of Departure by sending the 'Notification Leaving S&S Area', IE168 message.

• From the perspective of the Office of Exit for Transit, the business flow of the transit operation ends here.

8 What does change at the Office of Destination?

8.1 Arrival Notification

The authorized consignee shall submit an electronic 'Arrival Notification' message to the NCTS at the Office of Destination. This is done when the goods are presented either at the Office of Destination or the trader's approved premises.

9 New Office of Incident Registration

During the journey, it is possible to have one or more of the following incidents:
• the carrier is obliged to deviate from the prescribed itinerary due to circumstances beyond their control;
• seals are broken or tampered with during transportation for reasons beyond the carrier's control;
• goods are transferred from one means of transport to another;
• imminent danger necessitates immediate partial or total unloading of the sealed means of transport;
• an event occurs which may affect the ability of the Holder of the Transit Procedure or the carrier to comply with their obligations;
• any of the elements constituting a single means of transport is changed (for example a wagon is withdrawn);
• seals were replaced, added or removed by the customs authority.

9.1   Addition of Customs Office of Incident Registration

NCTS phase 5 brings a new, simplified approach of treating the en-route incidents that can appear during the movement of Goods under the Union or Common Transit procedure.

Treatment of incidents in NCTS P4	Treatment of incidents in NCTS P5
In case an incident occurs during the journey, it is manually recorded, and is sent to the **Office of Departure** either with the dispatch of the notification crossing frontier (IE118) or electronically received from the **Trader at Destination** with the **Arrival notification** (IE007) and is subsequently forwarded to the **Office of Departure** with the destination control results (IE018).	A new business process has been defined for incident registration during the movement of the goods that applies for both Union and Common Transit Procedures. A new Customs Office role is introduced – **Customs Office of Incident Registration** with the task to record incidents that occur during the movement of the goods and dispatch them to the **Office of Departure**, which then forwards them to the other involved offices.

9.2   Addition of Information Exchanges for incident registration

In case when incidents are registered to an Office of Incident Registration, the '**Incident Notification'**, IE180 message is sent and received by the Office of Departure. After receiving the incident notification, the **Office of Departure** forwards the incident information:

- to the **Holder of the Transit Procedure** through the **'Forwarded Incident Notification To ED'** (IE182) message.
- to the involved Offices like Exit for Transit, Transit, Destination through the **'Incident Notification to CD'** (IE181) message.

9.3   Addition of code list - CL019: Incident Codes

A new Incident Code list is added now in NCTS phase 5.

1	The carrier is obliged to deviate from the itinerary prescribed in accordance with Article 298 of UCC/IA Regulation due to circumstances beyond his control.
2	Seals are broken or tampered with during a transport operation for reasons beyond the carrier's control.
3	Under the supervision of the customs authority, goods are transferred from one means of transport to another means of transport.
4	Imminent danger necessitates immediate partial or total unloading of the sealed means of transport.
5	There is an incident which may affect the ability of the Holder of the procedure or the carrier to comply with his obligations.
6	Any of the elements constituting a single means of transport as referred to in Article 296(2) UCC/IA is changed.

9.4 Addition of new conditions and guidelines

If incident code is 2, seals are broken or tampered, then the transport equipment will be R.
If incident code is 3, goods are transferred from one means of transport, or 6, a single means of transport as referred to in Article 296, then transhipment will be R.
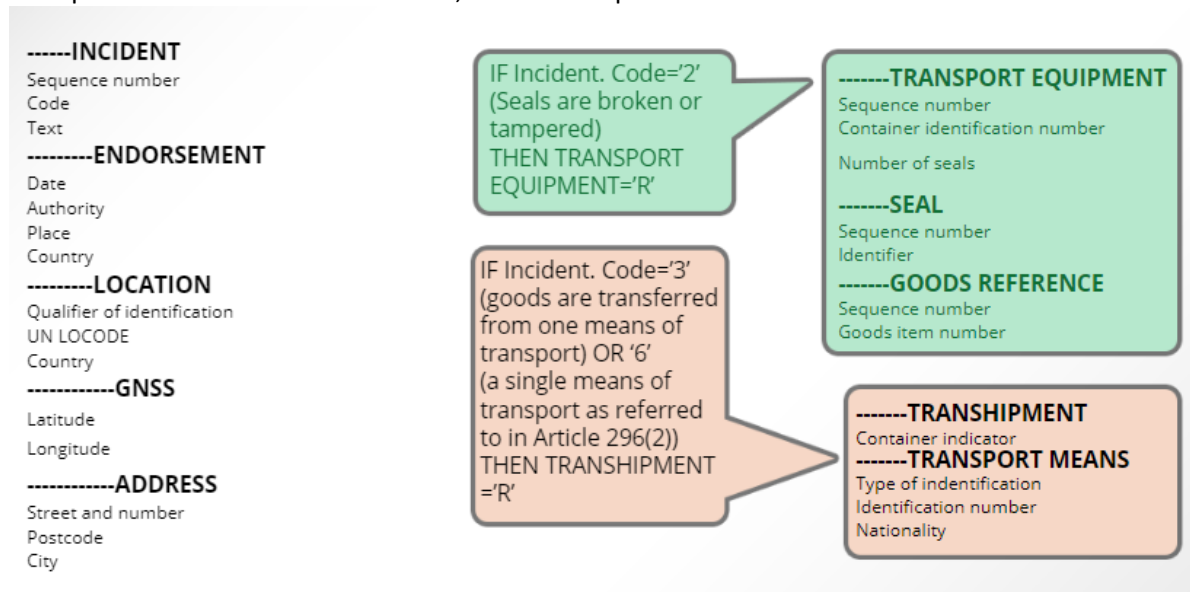
9.5 Update of existing and inclusion of new IEs with incident information

The updated Information Exchanges messages with incident information in NCTS phase 5 are:

- IE182 - The Office of Departure forwards the incident information to the Holder of the Transit Procedure through the 'Forwarded Incident Notification To ED' IE182 message.
- IE007 - 'Arrival notification' Incident information via 1E007 is recorded only during the Transition period.
- **IE043 -** In case of simplified procedure, the **'Unloading Permission'** (IE043) will be sent to the Trader at Destination and the status will become "Unloading". This message contains detailed information about the goods expected. Unloading remarks will be sent back by the Trader to the Office of Destination by means of an **'Unloading Remarks'** (IE044) message. This may or may not be rejected.

9.6 Registration of Incidents to the Nearest Customs Office during the journey

During the movement of Goods under the Union or Common transit procedure, an en-route incident happens. This is the treating of the incident by using the new specific Information Exchanges messages in NCTS phase 5.

1.Office of Incident Registration

Without any undue delay after the incident, the carrier presents the goods together with the MRN of the transit declaration to the nearest customs **Office of the National Administration** in whose territory the means of transport is located at that time. This customs Office is named the **Office of Incident Registration.**

2. Customs Office of the movement

If the nearest Customs Office for the registration of incident(s) is also involved in the movement as **Customs Office of Transit** or as **Customs Office of Exit for Transit** or as **Customs Office of Destination**, then this Customs Office acts first as a **Customs Office of Incident Registration** and then as involved **Customs Office of the movement**. The main reason is that the incident(s) may be such that the Office of Incident Registration may decide that the transit movement cannot continue its journey.

3. Actual Office of Destination

This means that after the registration of the incident(s) at the **Office of Incident Registration**, the journey of the movement should stop, and this Customs Office may become the **Actual Office of Destination**.

10 What does change at the Office of Guarantee?

10.1 Guarantee types

Code 0 - Guarantee waiver
Code 1 - Comprehensive guarantee
Code 2 - Individual guarantee in the form of an undertaking by a guarantor
Code 3 - Individual guarantee in cash or other means of payment recognised by the customs authorities as being equivalent to a cash deposit, made in euro or in the currency of the Member State in which the guarantee is registered.
Code 4 - Individual guarantee in the form of vouchers.
Code 5 - Guarantee waiver where the amount of import or export duty to be secured does not exceed the statistical value threshold for declarations laid down in accordance with Article 3(4) of Regulation (EC) No 471/2009.
Code 8 - Guarantee not required for certain public bodies.
Code 9 - Individual guarantee with multiple usage (for CTC only)
Code A - Guarantee waiver by agreement
Code B – Guarantee for good dispatched under TIR procedure
Code J - Guarantee not required - Journey between Customs Office of Departure and Customs Office of Transit - Art.10(2)(b) of Common Transit Convention.
Code R - Guarantee not required for goods carried on the Rhine, the Rhine waterways, the Danube or the Danube waterways (Article 89(8)(a) of the Code)

11 Updates of Messages, Processes and Code Lists

11.1 Addition of Information Exchanges messages

NCTS Phase 5 brings changes, updates and replacements of the Information Exchanges messages.

Changes IEs, new IEs, replaced IEs & Phased Out IEs

IEs Status

Added: 18
Deleted: 11
Modified: 67
Replacement (Legacy): 8
Replacement (To be): 4
Unchanged: 4

IEs Status refers to ALL NCTS P5 Messages

IEs Status Compared to NCTS P4

Modified 60%
Deleted 10%
Added 16%
Other 7%
Replacement (Legacy) 7%

Replacement (to be) 3%
Unchanged 4%

Added Deleted Modified Replacement (Legacy) Replacement (to be) Unchanged

11.2 Data mapping on update of the code lists

For the transitional phase between the old legislation and UCC, some codes/code lists are listed in the Transitional Delegated Act. Those codes apply to NCTS Phase4. They can be found in appendix D2.
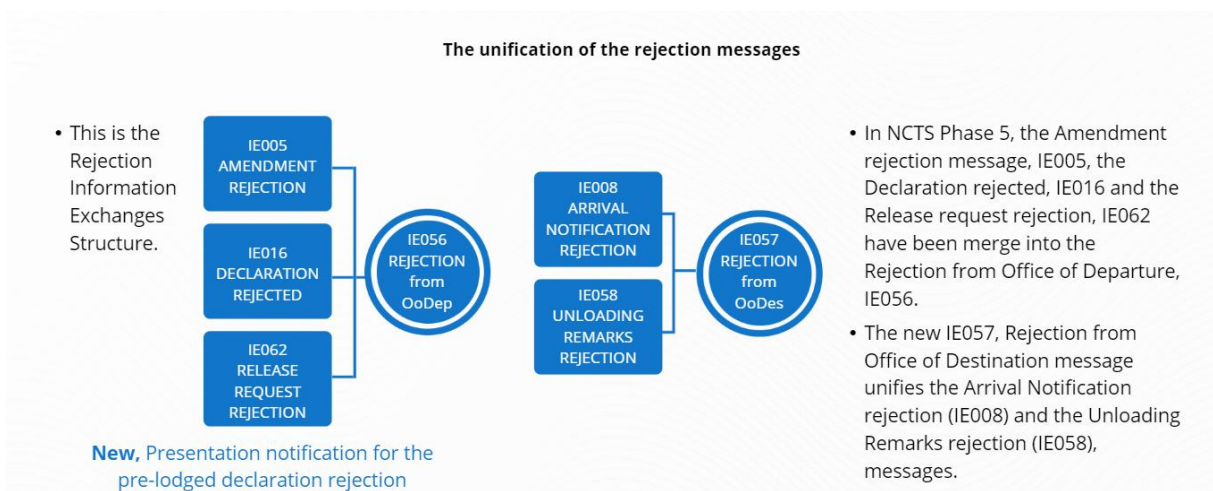
The new legislation implemented in Phase 5 refers to the TARIC database for some of the previous lists.

National documents, certificates and authorisations produced in support of the declaration, must be entered in the form of a code as defined in Title I (Ex: 2123, 34d5), possibly followed either by an identification number or another recognisable reference. The four characters represent codes based on that Member State's own nomenclature.

11.3 Unification of rejection messages

The unification of the rejection messages

- This is the Rejection Information Exchanges Structure.

IE005 AMENDMENT REJECTION
IE016 DECLARATION REJECTED
IE062 RELEASE REQUEST REJECTION
IE056 REJECTION from OoDep

New, Presentation notification for the pre-lodged declaration rejection

IE008 ARRIVAL NOTIFICATION REJECTION
IE058 UNLOADING REMARKS REJECTION
IE057 REJECTION from OoDes

- In NCTS Phase 5, the Amendment rejection message, IE005, the Declaration rejected, IE016 and the Release request rejection, IE062 have been merge into the Rejection from Office of Departure, IE056.
- The new IE057, Rejection from Office of Destination message unifies the Arrival Notification rejection (IE008) and the Unloading Remarks rejection (IE058), messages.

11.4 Declaration Amendment

The main change in the process is the Removal of the status 'Declaration under amendment' from the State Transition Diagram of the Office of Departure before release.

The declaration can be:

• CORRECTED, only if the declaration is lodged prior the presentation of the goods and from the lodgement until the declaration is accepted.

• AMENDED, after the acceptance until the movement is released for transit. In this case, there certain restrictions, as for example that the goods cannot be of different nature than initially declared.

• IE013 message is used for both correction and amendment of the declaration.

11.5 Invalidation of the Transit Declaration

The Holder of the Transit Procedure can request from the **Office of Departure** to invalidate the Transit Declaration:

• After acceptance but before release (e.g. when the guarantee is not valid and the trader decides to "cancel" the movement by invalidating it. The message 1E014 is used in this case.

• After releasing into transit. In this case, the 1E014 cannot be used (it is rejected). The invalidation happens by means other than electronic data processing techniques, i.e. not with any NCTS message but separately from the system.

It is also possible to request the invalidation at the: **Office of Transit, Office of Exit for Transit and Office of Destination.**

12 Export followed by Transit

12.1 Interface NCTS AES

To synchronize the transit and export procedures in a harmonised way and to avoid open movements, NCTS needs to interface with AES, Automated Export System, when export is followed by transit. This interface is part of the so-called National Domain.

NCTS needs to interface with AES:

- When the goods are released for export and then the external transit procedure follows, the customs office of exit shall be the customs office of departure of the transit operation (UCC IA Article 329(5)).
- In case of internal transit, the customs Office of exit shall be the customs office of departure and the customs office of destination is situated either:
  - in a common transit country (UCC IA Article 329(6)(a)), or

- at the border of the customs territory of the Union and the goods are taken out of that customs territory, after having passed through a country or territory outside the customs territory of Union.
— The Export MRN is indicated in the previous document data group.

12.2 Communication between NCTS and AES
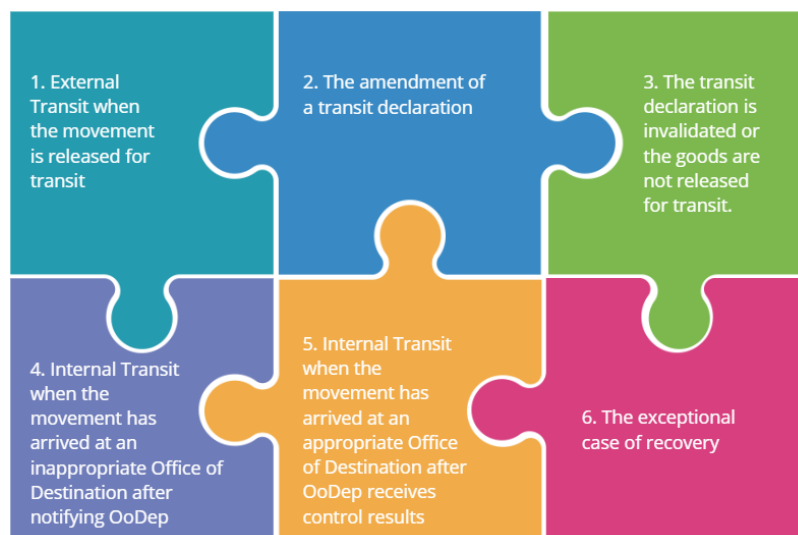
12.3 Export followed by Transit – External Transit

This is a case story of an exit process when the export is followed by transit. A German producer of furniture wishes to sell tables in Egypt, and he is using the Union transit procedure. He lodges an export declaration in Reims, where in this case, will be the Customs Office of Export. The goods are moved by road to Freiburg, Germany, where they are placed under the transit procedure for movement via Switzerland to Genoa, Italy where is the Customs Office of Destination. The Customs Office of Exit is the office where the transit movement starts, Freiburg, Germany. When the goods are released for export and then the external transit procedure follows, the Customs Office of Exit shall be the Customs Office of Departure of the transit operation. Finally, the tables will go to Egypt.

Office of Exit

- The state of the export operation at the OoExt is set to Exited
- The Customs Office of Exit confirms the exit of the consignment to the Customs Office of Export via an Exit Results (IE518)
- The export movement ends.

Office of Departure

- The state of the transit operation is set to Movement released
- The transit movement is in progress. It starts its journey towards the Office of Destination

12.4 Export followed by Transit – Internal Transit

This is a case story case of internal transit when the transit movement ends its journey to a final destination that is considered an 'appropriate' Office of Destination. This means that it is located in a EU country and posses the role of Exit and Destination, or in a non-EU country that operates in NCTS under the Common Transit Convention.

A Bulgarian producer of tomato sauce wishes to sell his products in Switzerland, and the most efficient way is to go by road via Bulgaria, Serbia, Hungary, Austria, Germany, Austria and Switzerland. Because Serbia is not a part of the EU he places the tomato sauce under export followed by internal transit procedure. He lodges an export declaration in Svilengrad, Bulgaria, where in this case, will be the Customs Office of Export. The goods are moved by road to Plovdiv, Bulgaria, where they are placed under the transit procedure for movement via Serbia to Switzerland, where will be the Customs Office of Destination. The Customs Office of Exit is the office where the transit movement starts, Plovdiv, Bulgaria.

In case of internal transit, the Customs Office of Exit shall be the Customs Office of Departure and the Office of Destination is situated either:

- in a common transit country, or
- at the border of the customs territory of the Union and the goods are taken out of that customs territory, after having passed through a country or territory outside the customs territory of Union.

Office of Exit

- If the control result code in the IE042 is satisfactory: the state of the export operation at the OoExt is set to Exited
- When the control result code in the IE042 is not satisfactory: the state of the export operation at the OoExt is set to Goods Not Allowed to Exit
- The OoExt sends to the OoExp the Exit Results (IE518) in both cases.

Office of Departure

- Either the transit movement is written off if the control result code in the IE018 is satisfactory.
- Or the transit movement is set to Waiting for discrepancies resolution if the IE018 is not satisfactory.

13 Transition from Phase 4 to Phase 5

13.1 From NCTS 4 to NCTS 5 Impact on Business processes

Due to the impact of the transition from NCTS phase 4 to NCTS phase 5 on business processes, is required the existence of a transitional period to ensure the business continuity.
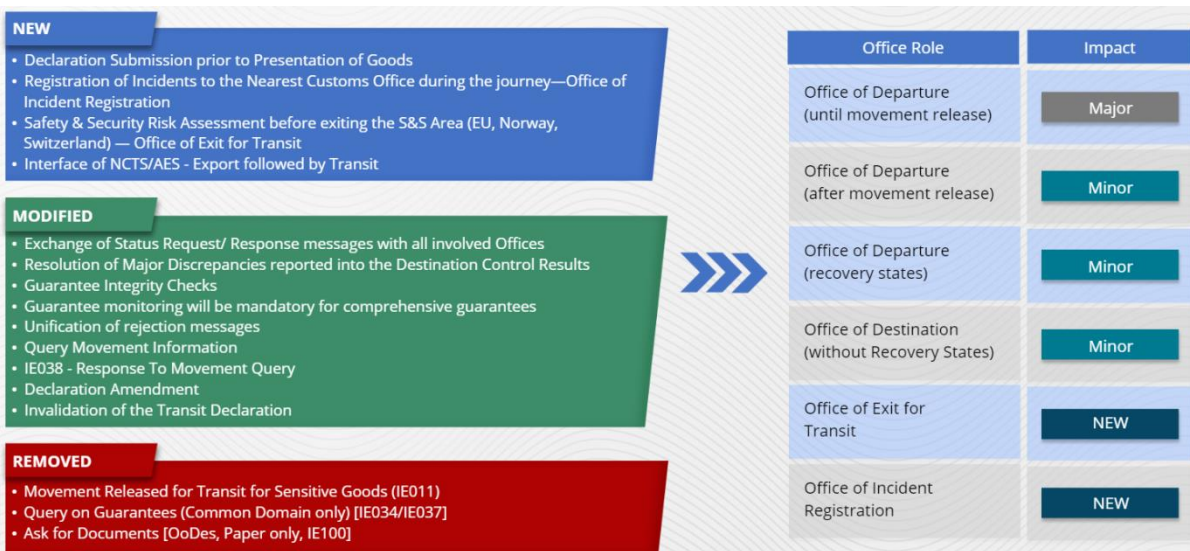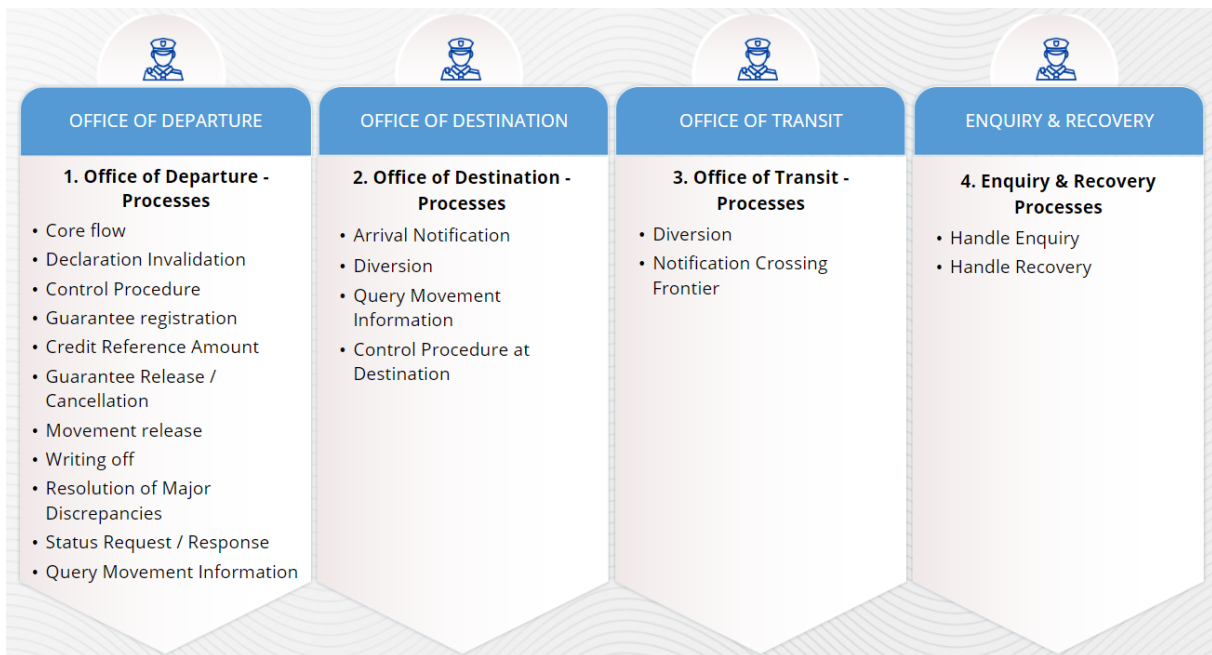
13.2 Data mapping

This is the data mapping performed to ensure a smooth Transitional Period from NCTS phase 4 to phase 5.

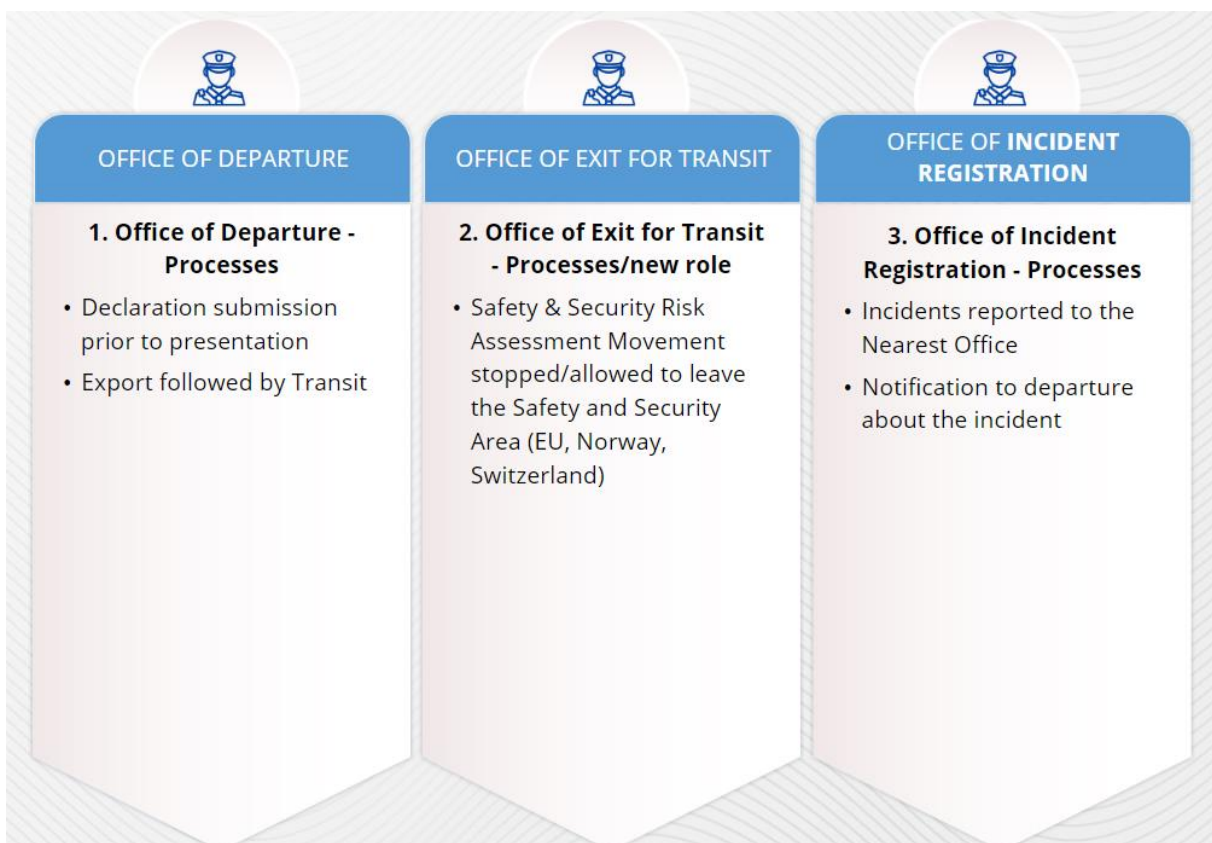| NCTS P4	NCTS P5
HEADER	TRANSIT OPERATION
(DEPARTURE) CUSTOMS OFFICE	CUSTOMS OFFICE OF DEPARTURE
(DESTINATION) CUSTOMS OFFICE	CUSTOMS OFFICE OF DESTINATION
(TRANSIT) CUSTOMS OFFICE	CUSTOMS OFFICE OF TRANSIT
(PRINCIPAL) TRADER	HOLDER OF THE TRANSIT PROCEDURE
(CONSIGNOR) TRADER	CONSIGNMENT CONSIGNOR
(CONSIGNEE) TRADER	CONSIGNMENT CONSIGNEE
GOODS ITEM - CONTAINERS	CONSIGNMENT TRANSPORT EQUIPMENT
MESSAGE – SEALS INFO – SEALS ID	CONSIGNMENT TRANSPORT EQUIPMENT SEAL
ITINERARY	COUNTRIES OF ROUTING OF CONSIGNMENT
PREVIOUS ADMINISTRATIVE REFERENCES	PREVIOUS DOCUMENTS
SPECIAL MENTIONS	ADDITIONAL INFORMATION
PRODUCED DOCUMENTS/CERTIFICATES	ADDITIONAL REFERENCES
	SUPPORTING DOCUMENTS

13.3 Mandatory Existing processes

The UCC compliant scenarios, processes, states and IEs that must be implemented by a National Authority in "To Be" phase so as to ensure business continuity with "Legacy" phase are:

OFFICE OF DEPARTURE

1. Office of Departure - Processes
- Core flow
- Declaration Invalidation
- Control Procedure
- Guarantee registration
- Credit Reference Amount
- Guarantee Release / Cancellation
- Movement release
- Writing off
- Resolution of Major Discrepancies
- Status Request / Response
- Query Movement Information

OFFICE OF DESTINATION

2. Office of Destination - Processes
- Arrival Notification
- Diversion
- Query Movement Information
- Control Procedure at Destination

OFFICE OF TRANSIT

3. Office of Transit - Processes
- Diversion
- Notification Crossing Frontier

ENQUIRY & RECOVERY

4. Enquiry & Recovery Processes
- Handle Enquiry
- Handle Recovery

13.4 New processes for a "To Be" country

The new scenarios, processes, states and Information Exchanges that must be implemented by each National Administration in "To Be" phase are:

OFFICE OF DEPARTURE

1. Office of Departure - Processes
- Declaration submission prior to presentation
- Export followed by Transit

OFFICE OF EXIT FOR TRANSIT

2. Office of Exit for Transit - Processes/new role
- Safety & Security Risk Assessment Movement stopped/allowed to leave the Safety and Security Area (EU, Norway, Switzerland)

OFFICE OF INCIDENT REGISTRATION

3. Office of Incident Registration - Processes
- Incidents reported to the Nearest Office
- Notification to departure about the incident