WG ICT-Software providers

VERSLAG

5/4/2018

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Info :   The topics from CRSNP are in black normal format.
           The replies from customs are in blue italic format
           The questions from CRSNP are in yellow, normal format.

1. **EORI for Import**

    Where a company has an EORI number but no VAT number the PLDA system requires always a code Y040 (VAT number) also for scenario's where there is no VAT number.
    This should be changed.

    Our Legal Department has confirmed me that this can be changed in PLDA. Ticket 29654 has been created. This ticket will be part of PLDA17.9.

    This issue must be tested (request from Martin)

    The ticket has shifted to PLDA 17.10.

    Awaiting installation PLDA 17.10

    This ticket wasn't part of PLDA 17.10. An internal meeting concerning the validation rules of EORI and VAT-numbers will be organised by the end of April. Then a new planning can be given.

2. **Adapt customs systems to UCC**
   Organization of ICT-workgroup for data analyses
   UCC Compare Cuscar data definition with UCC annex B G3 and G4 definition

   The comparison was made on 5/5/2017.
   The comparison was made and distributed by email to Customs and all members on 7/5/2017.
   The members found considerable differences in concept and data definition between both messages. For further information please refer to the email.
   The members would like to be informed on the next steps/planning taken by Customs.
   If a BPM session would be advisable some members would like to participate.

   Update: First meeting European Project Group on 11 and 12 September. 13 Member States .Goal is a BPM and Common Specifications for the members of this Project Group.

   Next meeting : 23 and 24 October 2017. If needed in the upcoming meetings members of the group WG ICT – Software providers will be consulted.

   During the meeting the BPM for AIR has been discussed. At the end of the meeting it was clear that an agreement wasn't possible yet. All the participants have taken the possible scenarios back home for further study. Our goal is to have an agreement during the next meeting (12 and 13 December 2017).

   The working group is working further on L4 BPM Air. We expect to finalize level 4 at the end of next meeting. Next meeting on 27 and 28 February 2018.

   <mark>Please report state of play</mark>

   L4 hasn't been finalised, because the link with the new ICS2-system had to be clarified. Next meeting (18 and 19 April) 3 ICS-experts of the EU will be present and we hope to finalise the L4. Once the L4 has been finished, it can be send to the EU for validation.

3. **Gefeg**

   UCC GEFEG: has Belgian Customs decided to use the GEFEG tool for UCC data modelling and the creation of the message specifications?
   Please advice status.

   Tender for tool was published. Tender was necessary because Inspecteur van Financien didn't agree because there was a problem with the rules of monopoly. Meanwhile we have only received an offer from the company Gefeg. In the upcoming weeks the offer will be transferred to Inspecteur van Financien and the tool will be installed.

   Please advice status.

   The company GEFEG has received on Monday 13 NOV 2017 the purchase order. We hope that the tool can be installed in the upcoming weeks.

   Is the purchase final and has the tool been installed in the meantime ?

   The purchase has been finalized and the installation of the software is ongoing.

   <mark>Please report state of play</mark>

   Some business analysts have followed the training of the GEFEG-tool. Now we are trying to make a MIG for the temporary storage message.

4. **Starteam number 23222**

   Customs will, together with IBM and ICT, investigate whether following statuses can be transmitted.
   - Financiële afhandeling opgestart (contante betaling)
   - Klaar voor controle
   - Controle door MODA

   Because the upgrades to CCFF and CCRM have taken place in the meantime, this issue remains on the agenda.
   As mentioned during the last meeting, this will be integrated during the review of the import process

   The Item remains on the agenda

   <mark>Here are the statutes we asked for</mark>

STATUS AANGIFTE

☐ Financiële afhandeling OK	☐ Geannuleerd
☐ Gecontroleerd	☐ Goederen vrijgegeven
☐ Annulatie aangevraagd	☐ Op voorhand gereserveerd
☐ Afgeschreven	☐ Klaar voor controle
☐ Onregelmatigheden vastgesteld	☐ Annulatie aanvraag van NCTS
☐ Gevalideerd door NCTS	☐ Aanvraag tot TC verworpen
☐ Financiële afhandeling opgestart	☐ Fout tijdens financiële afhandeling
☐ Ongeldig	☐ AER
☐ Regularisatie aangevraagd	☐ Afschrijving verworpen door NCTS
☐ Wachten op antwoord van NCTS	☐ Wachten op bevestiging aanzuivering door NCTS
☐ Afgewezen na aankomst goederen	☐ Controle door MODA
☐ Niet actie	☐ Onder release verzoek
☐ Aangifte onder wijziging	☐ Wijziging afgewezen
☐ Goederen zijn niet om uit te gaan	☐ Onder Afsluiten
☐ ENS Geregistreerd	☐ Onder Behandeling
☐ Afgehandeld	☐ Wachten Akkoord Directie
☐ Regularisatie geweigerd	

STATUT DE LA DÉCLARATION

☐ Traitement financier OK	☐ Annulée
☐ Vérifiée	☐ Marchandises libérées
☐ Annulation Demandée	☐ Réservée à l'avance
☐ Apurée	☐ A Vérifier
☐ Irrégularités détectées	☐ Annulation demandée par NCTS
☐ Validée par NCTS	☐ Demande de CT rejetée
☐ Traitement financier en cours	☐ Erreur lors du traitement financier
☐ Invalide	☐ AER
☐ Régularisation demandée	☐ Apurement refusé par NCTS
☐ En attente d'une réponse de NCTS	☐ En attente de la confirmation d'apurement par NCTS
☐ Afgewezen na aankomst goederen	☐ Vérification par MODA
☐ Inactif	☐ Sous demande de liberation
☐ Declatation sous amendement	☐ Amendement rejeté
☐ Biens seront interdis de sortir	☐ Onder Afsluiten
☐ ENS Enregistré	☐ À l'étude
☐ Complétée	☐ En attente d'accord de la direction
☐ Régularisation refusée	

The statuses were added to the request. They will be taken into account when the PLDA will be reworked. At the latest it must be ready before end 2020.

5. Integration Export process

For air freight Kristian VDW wants this topic to be treated with priority. Everything would be in place to definitely start this process.
The pilot companies have received the information and the involved members of CRSNP follow this up.

As we understood BAFI distributed a message whereas the electronic process would be mandatory as from 1/9.
On the other hand also a communication around "Brucloud" was introduced.
Moreover Customs distributed a circular on 10/5.

Integration export process air cargo: no major issues in sending the charge reports for air cargo.
The members ask for a timing of the next processes: transfer message and export manifest.

29426, 29427 and 29428 have to be solved before export manifest can be used.
Transfer message can be tested.

No further technical issues.
One member (Ziegler) still has no reply from customs. His exports are not confirmed although he follows the (manual) procedure Can there be done something about it ?

Bart Cieters will inform Dorothy Cardoen that the problem hasn't been solved yet, but Ziegler will also contact the local customs officers to verify why certain excel-lists haven't been uploaded into the system.

Martin Goblet Ziegler has the following information :
Martin has discussed this problem with Bart Vleugels. Bart Vleugels is aware that there are huge delays in confirming the exit of the goods. There is lack of staff in Zaventem and they can't confirm the declarations. So this problem will remain until the complete export process has been activated in Production.
On 10/01/2018 Ziegler has received the confirmation of the exit of the goods of declarations where the arrival of the goods has been confirmed on 29/11/2017.
Please advice planning.

4 June 2018. The message for the confirmation of the arrival of the goods will be mandatory for containerized cargo. Meanwhile we are investigating the start of a pilot for testing the export manifest.

From statistics from Ziegler we understand that there is an organizational issue with the charge messages in Zaventem. Ziegler will show them in the next meeting. We would like to know the background.

There is still also a commercial issue with the use of Brucloud. We understand that the cost can be very high. Please find hereafter cost calculation of Ziegler.

Brucloud prices :

Categorie 1: Gemiddeld >1000 AWB's per maand : 300 € / maand *
Categorie 2: Gemiddeld tussen 500 – 1000 AWB's per maand : 200 € / maand *
Categorie 3: Gemiddeld < 500 AWB's per maand : 100 € / maand *

We've 6 companies in Cat 3 and one in Cat 2 : 800€/month

Between 01/09/2017 and 20/03/2018, we've made 5646 export declarations on office BE212000. We would have paid 7 * 800€ = 5600€ : +/- 1€ per declaration !!!

This is not a topic that has to be treated by this group. This is a local problem and is not related to a problem with one of our applications. We advised Martin to take the matter up with ACB or the local responsible Bart Vleugels.

6. Performance Customs applications

a. Processing declarations up to 999 lines

In XML it is only possible to send a few hundred items per declaration (200 to 300) without time-out. In EDFACT it is however possible to send 999 items without time-out. According to CRSNP, it is not working in XML due to:
- The XML message is much larger than the EDIFACT message?
- The XML message is converted to an EDIFACT message before processing by Customs?

Limit of 999 tariff lines: this has improved, but 999 lines is still problematic.
Important topic for the WG ICT.

Extra monitoring has been added by our ICT Department. More info has been transferred to IBM.

Monitoring has shown us that there is a performance problem with the AEO web service. This problem will be solved in AEO. A new version of AEO will be delivered and we expect to install this version in production in January 2018. After this installation, the monitoring of our applications will go on.

Please advise status

The AEO web service has been updated and no performance issues have been reported on this part of the application. Further monitoring is going on and on Monday new data for investigation has been provided.

The issue remains on the agenda, please advise state of play

For the performance of our most important applications, working groups have been put in place. For PLDA every Monday an extensive monitoring and analysis with Dynatrace has been scheduled. For EMCS the same monitoring and analysis will be executed.
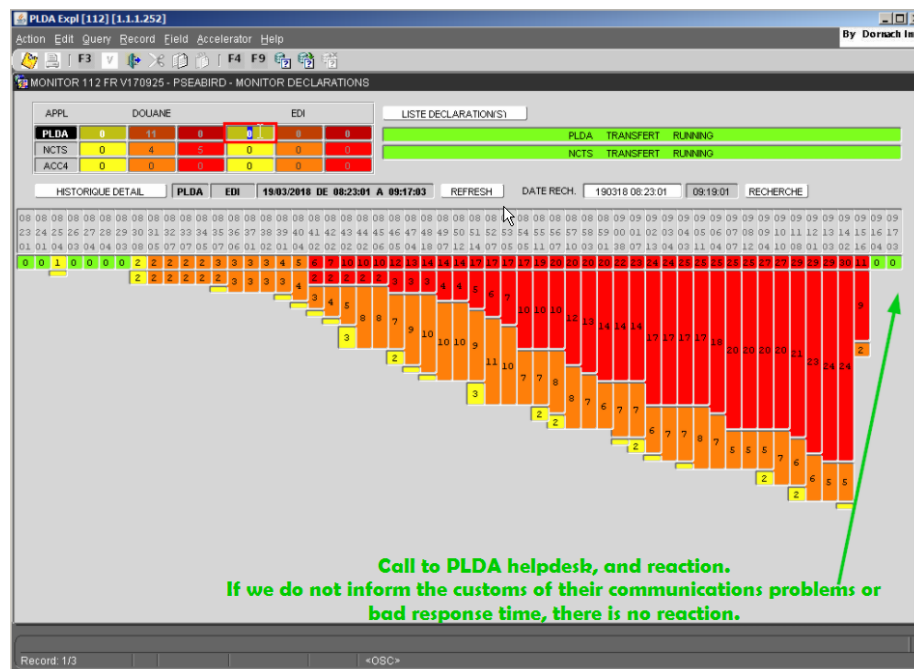*For the PLDA Double Answer-messages a ticket has been opened (Startteam 30012)*

b. General delay since some time

The general performance of PLDA on some points seems to be deteriorating
A .pdf outprint of a released document is received nearly immediately, whereas the XML message of the release (on which the printed document is based) is sent one hour later

Performance of NCTS is even worse.

Question : Can customs monitor the performance of their systems ?

If needed we can give some statistics.

7. Electronic Consolidation (Globalisatie)

For the moment the project has been set on hold because there is a huge difference in the received statistics from the software houses and from the Customs offices. Further investigation is needed.

Statistics are clear, but the Project is still on hold. Some questions have to be answered but the project manager of PLDA didn't find the time yet.

The meetings have been resumed. First meeting was on 9/1/2018. The application is planned to go live on 1/5/2019. First and next step in the process is the issuing of the specifications. As far as we understood the original idea of working remains.

Indeed the original idea remains

When will the specifications be available ?
We understand the GEFEG tool was used for the data model ?
What would be the added value for the CRSNP members when also using the GEFEG tool. In other words, what is available from BE customs that can be imported or transmitted to the GEFEG tools of the members ?

The specs will be available by the end of May.
For the specifications the GEFEG tool hasn't been used. For the other UCC-projects we will use this tool.
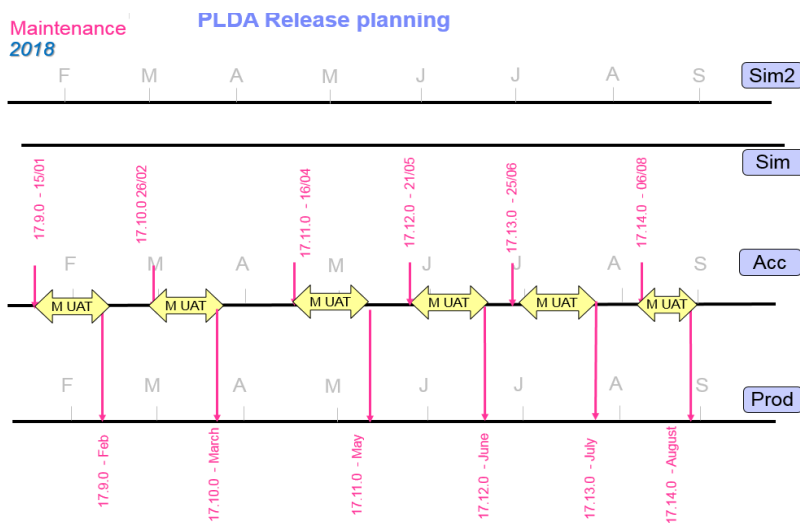*The specs are based on the EU data model.*
Please note that before the "globalisatie" can be put in operation the customs system must be upgraded, as we expect at least 100 % increase in number of declarations to be processed.
This project has still to be started.
As I understand the CRSNP members will first study the specs and will come back with observations

8. Short term planning

9. Expired certificates

How can we, using a Get Status message, after the renewal of an expired certificate request the status of a particular declaration?
It may concern thousands of messages. Many declarations with an Exit Confirmation or "Regularisaties" are not confirmed through the normal IT channels and are retrieved using a Get Status message. How can this be solved ?

David Vandendriessche will attend the next meeting

We are looking forward to his solution proposal.

To solve this problem IBM needs to update the structure of the database. By mid 2018 it should be possible to solve this issue in prod.

This issue is treated in the sub committee "communicatie en authenticatie"
See topic further in this report.

IBM and our ICT Department are investigating how they can solve this issue by mid 2018.

10. NCTS :

a) NCTS Roll out (pdf)

It is still not clear what offices will be using the new NCTS application and when they will activated.
Can this be clarified ?

New offices will be rolled out shortly/finally i.e. BE408000 and BE432000. We hope still before the end of June. Others will follow once we notice no major issues (or the issues solved).
The idea is to have them changed by clusters of ESD/TAO. Starting up with "Gent"-offices.
The goal is to have by the end of 2017 all offices should be in NCTS-RW.

Is there a planning for the next offices after the ones that have been announced?

BE408000 and BE432000 have been switched to NCTS-RW.

The roll-out for next offices depends about how big and troublesome the lessons learned are from this roll-out.
Except the fact that the next offices to be rolled out will be in Flanders, we did not come up with a newly fixed planning yet.
Please note however we already came to the conclusion no more than 2 offices will be migrated at a time.
In any case we do stress upon the fact
Traders must be aware they should have their email-address for receiving the TAD linked to their EORI (eori.be@minfin.fed.be)
Traders working in Simplified procedure, should ask regional KLAMA-services to check if their authorizations are correctly and fully registered in the DB of Authorizations. Once their authorizations is registered in this DB, they can ask ncts.helpdesk@minfin.fed.be to register their UNLO-Code also in the actual NCTS so they can start using the UNLO-code instead of the VP-code
The use of "camion…truck" as identity of means of transport, is yet not allowed, and in the new system checked by the system. So this is not something new…
Before we roll out a new office we do the exercise in TEST with PROD-data. For traders it means that if they ask for it, they can already test if their application is congruent to what is coming up.

We are looking forward to the upgrades. However we would have preferred that only the involved offices would be out of service and not the whole Belgian NCTS application.
Is the plan still to upgrade all offices before 1/7/2018 ?

It's impossible to migrate the offices when a part of the system is up and running. We hope to finalize the migration by the end of May. An updated planning has been published on our website. A bug was discovered in the system for the write-off. Customs is working to solve this issue as soon as possible.
Please also note that when sending discharge remarks the case seals must be ticked when the shipment is ok.

b) Emergency procedure NCTS

There are a few issues which we want to bring to the table for general clarity :
1) It is not possible to print a red stamp on the document. Can this not be replaced by a text or stamp in normal color ? Printing in color is not common. The issue was already reported a few times.
2) There are no local offices anymore. It results in the fact that truck drivers sometimes have to drive large distances to the next nearest customs office. It makes the emergency procedure very impractical for many users. Is there no work around possible for general use ?

AADA will verify if the emergency procedures can't be changed. The emergency procedures will be adapted, a new circular will be published soon. The emergency procedure would work in such a way that there is no further need to go with the shipment to the nearest customs office for a stamp. The system would work in a similar way as the authorized shipper authorization.

11. Cuscar

a) Cuscar Direct/indirect representation

About the new field for the representation (direct/indirect): Which EORI must be submitted, always the one from the declarant ? Is this the EORI of the Ship owner/operator when direct representation and the EORI of the agent when indirect representation ?

Reply not yet received from the claims department.

Please advise state of play.

No further news from the claims department.

b) Cuscar Transfer (overbengen)

Can customs supply us a example message with function code 8 ?
Has customs already tested the message ?
Is there no UNB segment missing ? During development our specialist was of opinion that the message cannot work without it since missing essential data

As we understood from the last meeting WG binnenbrengen of 29/9 there is no customs instruction / procedure yet how to use the "Transfer" function of specifying the responsibilities and way of use.
When is it expected to be ready ?

As discussed during the CRSNP meeting of 14/11/2017, Cuscar RTO will be used by customs and software providers as a test case to publish technical as well as functional specifications for this change. Customs will publish asap the necessary info.

After the last exchange and supply of data from customs several software providers have been able to send a technical perfect message and received answers from Customs. The thing that is still missing is a part of the use case.
More on how the message should be used in practice.
Software providers do not understand how this message works in practice.
I.e. Who will be sending the message ? The departing or receiving TS operator ?
How will he identify himself ? Will he need to have an agent code or an EORI number or both ?

Is there already a reply or instruction how this should be used in practice ?

Ilse Eelen is finalizing this instruction. It will be for Maritime and Aviation.

12. Locations codes box 30

One of the files from Customs was corrupt, but this was already replaced with a correct file.
The new location codes we've received on 1/11 directly from customs, removed

The code list is not complete, for example following codes are missing (including the MRN of the declaration that had these codes)

```
BEBRUZ1124001 17BEA0000038367389
BEDTOZ3161002 17BEI0000038403207
BEANR00524 17BEE0000038796308
```

This issue will be checked by martin and reported later if still existing

```
BEANR00524 was present in the file of 1/11
```

```
BEBRUZ1124001 wasn't present in the file because this location code has an end date of 10/05/2016
```

```
BEDTOZ3161002 wasn't present in the file. Ticket 29690 has been created for further investigation.
```

After investigation by Martin :
```
BEANR00524 was present in the file of 1/11 : OK in recente extracten
Solved
```

```
BEBRUZ1124001 wasn't present in the file because this location code has an end date
of 10/05/2016 : nog altijd in gebruik en gevalideerd in AC4 : MRN 18BEA0000001610220 van 11/01/2018.
```

BEBRUZ1124001 was present in the message of declaration 18BEA0000001610220 . This looks also ok to me.

```
BEDTOZ3161002 wasn't present in the file. Ticket 29690 has been created for further
investigation. => OK in laatste extract
```

Solved

<mark>The above issues where solved but we do not receive any good files anymore. The files are corrupt. Please try to send us a new updated uncorrupted file.</mark>

The file of 1 April 2018 was OK.

13. Meeting on communication and authentication

IT customs wants to move NCTS and PLDA to the same communication protocol
Following protocols are offered: Web services/FTP/AS2/IDcard or token.
A separate meeting will be organized by the CRSNP communication providers for the members that perform communication.
Descartes will take the initiative and inform the result to customs.

A meeting with a smaller group of software providers has been scheduled. First meeting will take place on 23 November 2017.

The members have expressed their concern in a message to the customs authorities regarding the new way of communication. The topic has a general impact on all economic operators and should be treated on a national forum level. A preliminary meeting with a small delegation of communication providers is foreseen on 6/2 10.00 h in NG probably room A13

Meeting is foreseen on 8/2/2017. Meeting Room A08

<mark>The report of the meeting "communicatie en authenticatie" held on 8/2 sheds more light on the resolution of this issue. We are looking forward to the next meeting on 19/4.</mark>

This meeting will be postponed. Customs will revert with a new proposal. Possibly the meetings will restart in the second half of 2018. The report of the previous meeting of the working group will be added to this report.
However please do not start to develop or take for granted the points in the report since things might still change.
The SMTP protocol will however still exist for some years.

14. Change "Charge report" to use as "Arrival at Exit" (IE507) for the terminals.

	reference				
1.5.1	Reference type	n1	1 = MAWB 2 = Permit ~~(including RoRo)~~ 3 = Containernumber 4 = VIN (RoRo)		<arrivalIdType>
1.5.2	**Reference**	an..40	(M)AWB Number (Air freight) ~~or,~~ Permit ~~(Sea freight)~~containernumber or VIN number (Sea freight)	R9 R10 R11	<arrivalId>
1.5.3	**Package type**	an2	ISO code for packages (UNECE Recommendation No. 21)	R12	<packageType>
1.5.4	**Quantity**	n..6	Quantity	R8 R13	<quantity>
1.5.5	**Gross mass**	n..11,3	Gross mass in KGM	R14	<weight>
1.5.6	Size and type	an..10	Container size/type - ISO	C1	<SizeType>
1.6	MRN			R4	<MRN>
1.6.1	**Reference type**	an3	ABT = MRN export (ECS) XTT = Transit decl. – Transit XTR = Transit decl. – BE XTX = Manual transit declaration XSE = Manual SAD XAG = AGD (Excise) XT5 = T5 XSP = Rail waybill number XMA = Non SAD documents AIO = Transshipment number EXS = Exit Summary Declaration AHI = Transport contract reference number (carrier's agent relase number) ANN = Transport Equipment Announcement Number BN = Booking reference number CN = Carrier's reference number UCN = Unique consignment reference number NPX = Emergency procedure	R5	<mrnReferenceType>
1.6.2	**Reference**	an..35	Number of the declaration	R6	<mrnReference>

Foreseen in PLDA17.10, but not yet confirmed.

==When will this message be available for testing ?==

These changes have been already installed in Production and can be tested.
Please note that under ref 1.5.1 in the message above the code for VIN = 5 (not 4)
We understood that, If the message only refers to the container id's the system will have an issue, while the same container returns often and this means that data will not be handled correctly. Customs will investigate in order to provide a solution.

15. New measures Tarbel (1/2/2018)

For measures 748/749, the impacted commodity codes :

Description	CN Code
Mercury (I) chloride (Hg2Cl2, CAS RN 10112-91-1)	ex 2852 10 00
Mercury (II) oxide (HgO, CAS RN 21908-53-2)	ex 2852 10 00
Cinnabar ore	ex 2617 90 00
Mercury sulfide (HgS, CAS RN 1344-48-5)	ex 2617 90 00; ex 2852 10 00
Mercury (II) sulphate (HgSO4, CAS RN 7783-35-9)	ex 2852 10 00
Mercury (II) nitrate (Hg(NO3)2, CAS RN 10045-94-0)	ex 2852 10 00
Mixtures of mercury with other substances, including alloys of mercury, with a mercury concentration of at least 95 % by weight.	ex 2620 60 00; ex 2843 90 10; ex 2853 90 00; ex 2853 90 90

Also measure 420 is a new measure. A list of commodity codes will be communicated as soon as available

==As far as we understand this information was not totally correct : new measures were 420, 728 and 748. 749 existed already in 2011.==

We have received this info from the European Commission.

16. Regularisatie aangiften (nieuw)

==Volgende bemerkingen werden ons ter beschikking gesteld via douane :==

"Zoals gezegd mogen wij geen regularisaties meer toestaan zowel bij bestemming als bij vertrek nadat wij een vaststelling gedaan hebben. De aangiftes blijven in de status "onregelmatigheden vastgesteld"
Bij vertrek dienen jullie een nieuwe aangifte op te maken.
Dit volgens artikel 173 paragraaf 2 van het DWU;

"Artikel 173
Wijziging van een douaneaangifte
1. De aangever wordt, op zijn verzoek, toegestaan een of meer gegevens in de douaneaangifte te wijzigen nadat deze door de douane is aanvaard. De wijziging mag niet tot gevolg hebben dat de douaneaangifte betrekking heeft op andere goederen dan die waarop zij oorspronkelijk betrekking had.
2. Dergelijke wijzigingen worden niet toegestaan als het verzoek daartoe wordt gedaan na een van de volgende gebeurtenissen:
a) de douaneautoriteiten hebben de aangever in kennis gesteld van hun voornemen de goederen aan een onderzoek te onderwerpen;

b) de douaneautoriteiten hebben geconstateerd dat de gegevens van de douaneaangifte onjuist zijn;
c) de douaneautoriteiten hebben de goederen vrijgegeven."

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Because of this new way of working, declarations that have been verified and on which anomalies have been established are left in the BTB applications in a status MRN and cannot be processed any further. In the PLDA web they are left in status "onregelmatigheden vastgesteld" Customs does not send any further messages.
In practice this means that no proof or document is received from customs by the importer or exporter in order to prove the regularly imported or exported goods.
On the other hand we understand that some customs offices demand a new electronic declaration without reference to the previous one, leaving the system with two declarations for the same shipment.
The issue is also escalated to the WG "Algemene Bepalingen", but it is necessary that PLDA provides a uniform and automated solution (as in NL,DE..)

An exhaustive e-mail has been sent to WG Algemene Bepalingen in order to supply a solution.

It's correct that PLDA has to provide a uniform and automated solution, but we are also waiting for a clear guideline of our experts. As long as we don't receive this guideline, PLDA will not be changed. An internal meeting will be organized to discuss which changes to PLDA have to be done.

17. Declaration type D

The declaration type D is sent to customs before presentation of the consignment to customs in order to write off the GC.

However we have noticed that still declarations go wrong. They receive an MRN when submitted to customs, but later, after arrival of the ship, they receive again an error

Questions :
What checks are performed after the arrival of the vessel that cause these errors ?
What error messages can be expected ?

A complete validation is executed at the moment the goods arrive. For the moment there is a bug in the system which causes the weird errors.
AADA will investigate if it is possible to use a different functioncode in case an error has been found at the moment of the arrival of the goods (new validation results in an error after the MRN). Ticket 30291 has been created.

18. Issues test system

Would it be possible to copy again the EORI database to the test systems.
Ziegler has 15000 correct declarations which are readily available to be sent to the test system for testing new applications but 1879 declarations get now errors because the EORI numbers are not in the test database.
This is also the case for the BTW verleggingen ET14000…

AADA will investigate if it is possible to update the test-DB of EORI or if it is possible to link PLDA-Test again to EORI-Prod.

19. Issues with the Taric system

The Excise tariffs for tobacco are missing in the extraction file of Tarbel
Can this be corrected?

AADA will update the extractions of Tarbel

20. XML-extracties Tarbel 2

By the end of August we hope to activate Tarbel 2 in Production. This means that the extraction of the data will change. There won't be a monthly extraction, but a daily extraction that can be downloaded. XSD and further explanation have been added.

Extraction-elements
-1.8.6.pdf

DispatchDataExport-XML-Data.xsd

This change can have a huge impact on PLDA. A new DB will be used to extract the taric-DB for PLDA.
It is obvious that this change needs to be tested. Therefor a testing day will be organized to be sure that there are no differences in the calculations on a declaration.

21. Next meetings

The meeting planned on 17/5 will not take place.
Please note following dates for the next R&D meetings: 24/5 and 20/9.

Annexe:
Meeting douane ivm migratie naar webservices NCTS
8/02/2018, NoGa Brussel, A08

Aanwezigen:
- Ronny Aerts (Intris)
- Bjorn Bollingh (Crossroad Communications)
- Dirk Gaudaen (Descartes)
- Bart Cieters (Program Manager MASP, Douane)
- Sjoerd Dufour (Service Manager NCTS, Douane)
- Meerdere specialisten van douane, IBM, e.a. ivm ESB, webservices

De meeting is een vervolg op de meeting van 23/11/2017. Het opzet van deze meeting was om meer inzicht te krijgen in de (communicatie)-plannen en te verifiëren of dit haalbaar is voor de providers.

Alle informatie werd gegeven onder voorbehoud. Niets staat definitief vast!

Er werd gestart met een update van de roadmap.
- 3 van de 21 kantoren zijn momenteel gemigreerd naar NCTS-RW (de nieuwe 'rewrite'-versie van NCTS).
- Een nieuwe "NCTS-GW rebuild" zal de huidige communicatiegateway vervangen. De oude stopt in oktober 2018. (Dit is nog steeds SMTP). Deze module is voor een duur van 2 jaar verzekerd.
- Smtp wordt vervangen door webservices, uniform voor alle MASP toepassingen.
- Maart 2018: migratie naar "NCTS-GW rebuild". Geen impact op communicatie verwacht.

- April 2018: nieuwe gateway in productie.
- Mei/Juni 2018: alle kantoren gemigreerd naar NCTS-RW. Oude NCTS wordt uitgezet (licentie stopt in juli).
- Op dat moment is de bestaande NCTS-omgeving dus intern gemigreerd naar een nieuw platform, zonder wijziging voor de externe gebruikers.
- September 2018: nieuwe Axway API/ESB klaar om te testen met de nieuwe NCTS webservices. (Axway is een keuze van hogerhand en niet van de douane).
- November 2018: Axway NCTS webservices gaan in productie. Dit zou een big bang migratie zijn! Men is er niet zeker van of smtp en webservices in parallel kunnen werken. Dit wordt nog bekeken.
- Men werkt verder aan de uniformisering van alle webservices voor alle MASP applicaties.
- Januari 2019: Alle MASP applicaties op Axway.

Enkele algemene principes:
- Edifact blijft voorlopig behouden voor NCTS. Er is enkel een wijziging van communicatie, niet van applicatie. Maw, geen signing of encryptie.
- De douane gaat zelf aan certificate management doen en anticiperen op certificaten die gaan vervallen.
- Er zal geen harde koppeling zijn tussen de klant en een certificaat. Dit moet wijziging van certificaten makkelijker maken.
- Eenzelfde certificaat wordt bruikbaar voor alle MASP applicaties.
- Een provider zal kunnen communiceren met zijn eigen certificaat. Maw, geen certificaat per eindklant voor de communicatie layer. Op niveau van applicatie layer (signing, encryptie) zou dit later wel kunnen maar is momenteel voor NCTS niet aan de orde. De douane wacht hiervoor op nieuwe Europese richtlijnen.
- Een beperkt aantal CA's zal aanvaard worden.
- De mission critical communicatie (berichtenuitwisseling) zal gebruik maken van WS-Security en SOAP/Https communicatie. SSL met mutual authentication.
- Webservices met callback. Er wordt nog bekeken of er een callback adres per applicatie komt of dat dit globaal kan zijn. Details zijn nog niet bekend.
- Als providers hebben wij vezocht om voldoende informatie in de berichtheaders om berichten die via callback worden ingestuurd te kunnen routeren.
- De "unhappy flow". De aanbieder van de data is verantwoordelijk voor het hersturen van berichten via retries. De douane zal dus de callback meerdere keren aanroepen mocht deze niet beschikbaar zijn. In principe is er dus geen polling meer nodig om een bericht te laten herzenden zoals dit nu bij PLDA het geval is.
- Er komt een transparantie monitoring op basis van een REST/JSON API. Hiermee zal de status kunnen opgevraagd worden op meerdere niveau's gaande van de hele applicatie tot een specifiek bericht.
- Er komt een MASP service desk. Wij (providers) hebben gevraagd naar een directe toegang, een soort VIP help desk, rode lijn. Dit gaat men bekijken.
- Er komt een MASP website.

Volgende vergadering is gepland na de high level design op donderdag 19/4 13:30. Wij verwachten dat er dan meer details zullen zijn over de webservices.

De slides worden nog ter beschikking gesteld.

Besluit:
- dit was een zeer goede meeting met veel openheid. Iedereen is er gelukkig mee.
- de timing is krap. We geloven niet echt in de opgegeven data.
- De tijd tussen start van testen en go-live geeft de providers weinig tijd voor ontwikkeling.

Dirk Gaudaen (Descartes)

End of report.