



WG ICT – software providers

REPORT

18-01-2018

CONVENOR	Bart Cieters (AAD&A) & Albert Palsterman (CRNSP)
REPORTER	Bart Cieters (AAD&A)
PRESENT	<p>Albert Palsterman, CRSNP (Stream Software) Bart Cieters, AAD&A (Dienst Automatisering) Dorothy Verthé, CRSNP (Customs IT BVBA) Guy Vandendriessche, NAVES (MSC Belgium) Janik Monsieurs, CRSNP (Descartes Systems Group) Jim Styleman, CRSNP (AEB) Johan Geerts, CRSNP (Intris NV) Sophany Ramaen, secretariaat Nationaal Forum Martin Goblet, CRSNP (Ziegler S.A.) Patrick Braat, CRSNP (Softpak BV) Philip Trouwen, CRSNP (MIC Customs Solutions) Pieter Haesaert, CRSNP (C4T) Remko Ruiten, CRSNP (ABM Data Systems Limited) Sjoerd Dufoer, Stafdienst ICT Anneleen Vekemans, CRSNP (Deloitte) Eric Duchesne, NXTPORT Heidi Pollentier, NXTPORT Bart Clijsner, Crossroad Communications</p>
EXCUSED	<p>An Van Gysel, CRSNP (NORRIQ Belgium NV) Chris De Clerck, AAD&A (Hoofd Informatiemanagement) Christine Debats, CRSNP (CONEX Sprl) David Vandendriessche, AAD&A (BUPA ICT) Dirk Moons, CRSNP (Stream Software) Dirk Vandenberk, CRSNP (Descartes Systems Group) Eric Geerts, CRSNP (Descartes Systems Group) Erik Meijers, CRSNP (LANGDON STYSTEMS NETHERLANDS) Frank Van Herreweghe, CRSNP (Stream Software) Jan Van Wesemael, Alfaport-Voka John Van Leeuwe, CRSNP (JCON BVBA) Joop Keislair, CRSNP (SOFTPAK BELGIUM B.V.B.A.) Kirby Van Den Bosch, CRSNP (LOGIQSTAR (XOLYD)) Linda Garcia, CRSNP (SAP BELGIUM N.V.-S.A.) Linda Verhoef, CRSNP (KEWILL B.V.) Marc De Keyser, CRSNP (AVANTIDA) Peggy Cole, CRSNP (ORGANI BVBA) Rudi Gees, CRSNP (REAIIDOLMEN) Sander Crousen, CRSNP (DIN SOLUTIONS) Tim Glibert, AGORIA (C4T) Tony Vertongen, CRSNP (Intris NV) Walter Aerts, ASV (Durot) Wendy Claus, AGORIA (Honda)</p>

Info : The questions from CRSNP are in black normal format.
The replies from customs are in blue italic 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 PLDA17.10.

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.

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.

2nd meeting : 23 and 24 October 2017. 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 Project 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.

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 advise 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.

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

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.

Members request the exact planning for the mandatory operational start of this export system and the status of cooperation with Brucloud.

Goods flow export is already available in production. The use of IE507 will be mandatory for the airport of Zaventem.as from 1/9/2017.

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 a 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 advise planning.

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

6. Limit of 999 tariff items in declaration

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.

7. Electronic Consolidation (Globalisation)

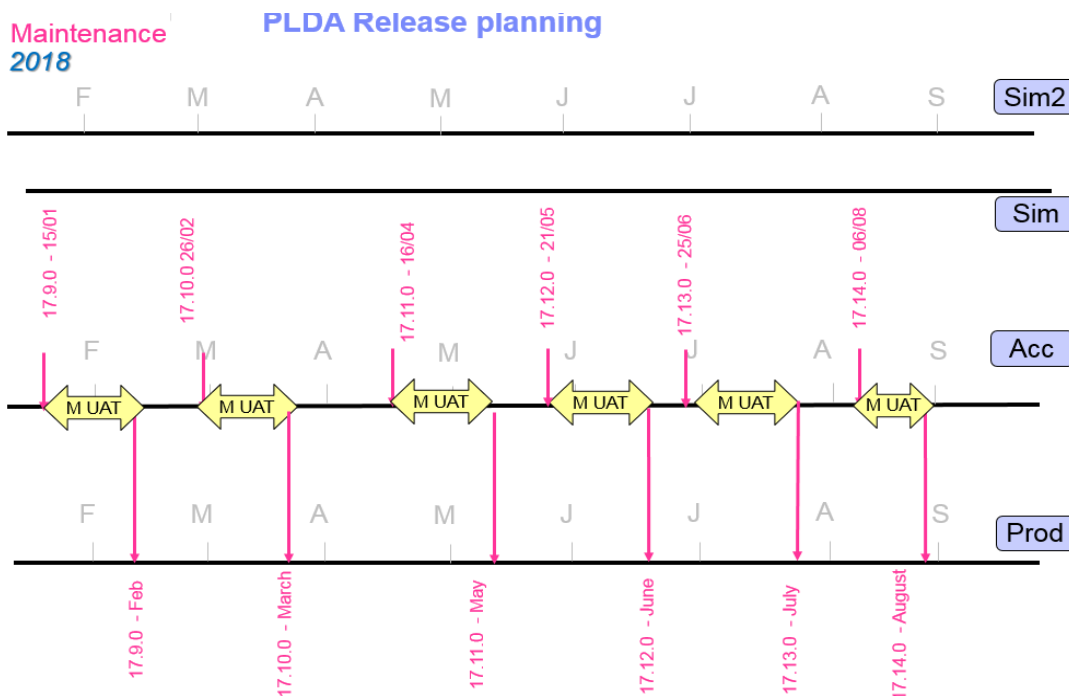
On 21/11 a meeting of the WG globalisation has been planned. We understand that the project is on hold because of budget limitations and a great impact on the customs hardware. (Much more data must be processed than today and the actual set-up is not capable to cope with it. Consequently the question is: Does this meeting make sense? Or is it cancelled?

Since Monday 13 November 2017 the project has been resumed.

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

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?

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.

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 be 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 when the issues are 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 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 authorisations are correctly and fully registered in the DB of Authorisations. Once their authorisations 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.

Here you'll find the planning of the migration. This planning can still change.

	1/feb		14/feb		27/feb		12/mrt		25/mrt		7/apr		20/apr		3/mei		16/mei
OOSTENDE	BE328000	AALST	BE301000	TIENEN	BE424000	MACHELEN	BE212000	ANTWERPEN	BE101000	OTTIGNIES - LOUVAIN-LA-NEUVE	BE211000	MOUSCRON (RISQUONS-TOUT)	BE662000	ARLON	BE501000	GRACE-HOLLOGNE	BE532000
ZEEBRUGGE (BRUGGE)	BE343000	GENT	BE312000	VILVOORDE	BE210000					HOUDEN G-GOEGNIES	BE632000	GOSSELES	BE680000	EYNATTE N	BE514000		
		REKKEM	BE349000	BRUSSEL	BE204000					NAMUR (Saint - Servais)	BE648000						

11. Cuscar

1) 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.

2) Cuscar Transfer (overbrengen)

Can customs supply us an 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?

The RTO of destination sends the CUSCAR Transfer Message.

The CUSCAR has a "sender" field, here, the "code for economic operator" linked to the RTO needs to be filled in. In the NAD section, the RTO of Destination needs to mention its EORI as party identification with party qualifier "TR",

Please note: the "code for economic operator" is not required to be of type "ship agent" in PLDA. If the RTO of destination does not have such code, it must be requested with D&A to create one.

Both a "code for economic operator" and "EORI number" are required.
In PLDA, a relation between the "code for economic operator" and "Economic Operator" identified by the EORI number must exist.

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 were 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

13. Meeting Raad van bestuur CRSNP/WG ICT met Chris De Clerck & Bart Cieters

This meeting has taken place as foreseen and a report has been distributed to the members.
Some topics need further follow-up.

Cuscar Transfer (overbrengen) was indicated as a sample / pilot project in order to be sure that everything was available in order for the software providers to develop efficiently and correctly new messages

After some additional request the organization received a specification and a sample message.
Which allowed the software providers to develop a technical working message.
The only thing what is still lacking is the use case. (see topic above)

CRSNP members also asked for the business analysts for the applications.
CRSNP already supplied the list. But we would like to have some names associated with the applications. Can the fact that no use case was provided for the Cuscar transfer project be related to the fact that no business analyst was provided for the project?

PLDA invoer en uitvoer : Bart Cieters / Wouter De Vlieger
NCTS : Alejandro Maria Aragon / Frank De Maeyer
Goederencomptabiliteit (GC) : NO customs BA / only BA IBM
ICS (ENS) : Wim Baetens
ECS (EXS) : Wouter De Vlieger
EMCS : Jurgen Vanhoyland / Carine Frère
AC4 : Bart Cieters / Jean-Baptiste Halleux
EIR : Bart Cieters

14. Meeting on communication

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 have 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

15. Change “Charge report” to use as “Arrival at Exit” (IE507) for the terminals.

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)–of, 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 release 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.

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

For measures 748/749, the impacted commodity codes :

Description	CN Code
Mercury (I) chloride (Hg ₂ Cl ₂ , 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 (HgSO ₄ , CAS RN 7783-35-9)	ex 2852 10 00
Mercury (II) nitrate (Hg(NO ₃) 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

17. Next meeting ICT software providers:

Meeting room A01. As always from 10 to 12.00 h. Next ICT Meetings are foreseen on Thursday 15 March 5 April.
End of report.