WG ICT - softwareleveranciers

REPORT 26-09-2019

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Info : The questions from CRSNP are in black normal format.
The replies from customs are in blue italic format.
The last questions and new topics of CRSNP are marked in yellow.

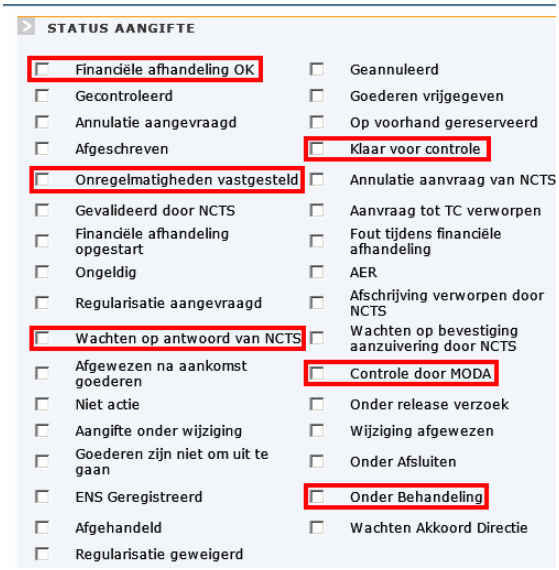
1. Starteam number 23222/ JIRA-1108

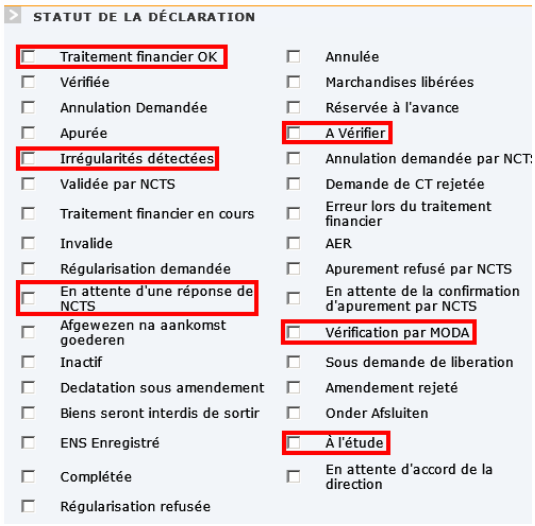
Customs will, together with IBM and ICT, investigate whether following statuses can be transmitted.
- Financiële afhandeling opgestart (contante betaling)
- Klaar voor controle
- Controle door MODA

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

Here are the statutes we asked for





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.

The Item remains on the agenda

2. Clear-off failed = starteam nr 31086 / JIRA-1278

As we understood the data in the reply message after a cancellation request message has changed. Therefor it is not possible to cancel a message for when a regularization (new) message was created. Is this problem a known issue ? can we have the starteam number ?

This problem has been reported by several companies. Ticket 31086 has been created for this bug. This ticket is part of PLDA17.15.

It is a working solution for the new declarations, but for the old ones how can this be solved ?

We'll send the missing messages as soon as possible.

As far as we can see only few 'old' messages have been sent ? (only 10 %)

The missing messages will be generated. The softwarehouses have to verify if they can use the polling mechanism to retrieve these messages.

Polling can be used.

I suppose all the messages have been retrieved and this point can be archived.

3. 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.

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

Since Monday 13 November 2017 the project has been resumed. Meeting of 21/11 has been postponed until 19/12.

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

Please report state of play.
When will the specifications be available ?

The specifications will be delivered in the upcoming weeks. They need to be evaluated internally first before their publication.
The publication is planned in the next weeks.

After the summer vacations we will plan a new consultation date. However please forward as soon as possible the remarks.
In such manner IBM will be able to take the remarks into account.

This topic will be discussed in detail on the meeting of 20/9. Please note the remarks as mentioned in the emails of the members. Specific as mentioned in the mail of 8/8 to CRSNP.iedereen.
In addition to the mail we want to add following topics :Consignee on heading in regulation 40. Do situations exist where one consolidated declaration with regulation 40 can consist of more than one consignee ? Investigation requested to Martin (Ziegler)

It has always been mentioned that Consignee would be on header level. In case of multiple consignees multiple declarations have to be made.

From a practical point of view we do not see the possibility to add DV1 fields to the consolidated declaration. Members are of opinion that declarants using consolidated declaration should always be exempted by default authorization from sending transactional DV1 data.

No DV1 data elements will be added

How to cope with small differences/rounding differences between the duties calculated by the declarant and those calculated by customs. What is the error margin ?
At this moment the declarants of consolidated declarations calculate the duties and taxes themselves. This means that they de facto all dispose of a Self Assessment authorization ?!

It was decided during one of the first meetings that the system will calculate the duties.
An updated XSD-schema is under review and will be published as soon as possible.

According to the last information of Chris de Clerck the globalisation specs are final.
Can we have the new specs and when will tests be possible ?

Specs have been shared. Meeting Globalisatie has been scheduled on 18/1/2019

Ok. We look forward to the meeting.

Please report state of play and availability of the system.
Please find the planning proposal email in annex to this report.

AADA can agree with the proposal but wants also avoid that all the companies will wait with their tests.
We'll discuss this further internally how we can avoid this.

Re: MIG
Are there any additional instructions or documentation available ?

We'll try to publish some additional documentation.

Re: timing :

When will the test system be available, so we can start the first tests ?
Since every delay is reflected in the delivery time of the operational release, CRSNP expects customs to put the test system at the disposal as soon as possible.
According the original proposal the test system should have been available on 1 April, but it is not delivered yet.
CRSNP expects the delivery of the test system at the latest 1/6.
Please find revised proposal with the modified dates in annex.

Initial test system is available on Sim-environment. Next month Globalisation will be available on ACC environment.
No decision about the proposal of the software houses have been taken. Before we plan a production date, AADA wants to know the outcome of the first tests.

Members of CRSNP have been trying to test. At the start tests proceeded on the initial message, But since last week no communication is possible and no messages could be sent in. Not even a correlation Id was received.
In order to start testing intensively CRSNP needs a contact person who is able to
- Connect members to the correct test platform.

We don't connect the users to the platform. These are the url's that has to be used:

URL ACC (Normale Testomgeving)

https://ccff-test1.minfin.be:1443/PLDAWebservice/b2b.wsdl

URL SIM (2e testomgeving voor langere testperiodes)

https://ccff-test2.minfin.be:1443/PLDAWebservice/b2b.wsdl

- Evaluate and investigate why there is no reply to the messages.
  Are we sure that the messages have been sent to the correct environment? On the application itself no changes have been excuted

- Correct and advise on issues related to the messages.
- Provide examples of expected messages.

  Will be added to the report of this meeting.

- Distribute authorizations, codes and accounts for the CRSNP members in order to be able to test functionally the full sequence of the messages.

  Please provide us a list of companies who want to test the full sequence and we will provide the necessary authorizations, codes and accounts.

- Draw up a road plan to achieve the automation goals and inform the customers of the milestones and progress.

On this complex application members cannot continue on the trial and error basis. At least we expect Customs to have successfully tested some simple basic messages. Otherwise it will take months to just get the first message exchanges completed and no deadlines can be kept.

Customs and Software providers have to be able to indicate to customers when an application will be available. ERP systems of international companies are complex and difficult to change. It is unworkable if the 'trial and error' system continues without assistance as it is at present.

New issues :

1. Since the launch of PLDA version 18.1 in the release statement messages customs calculates twice the amount due. This causes great concern with customers who have automated their through billing.

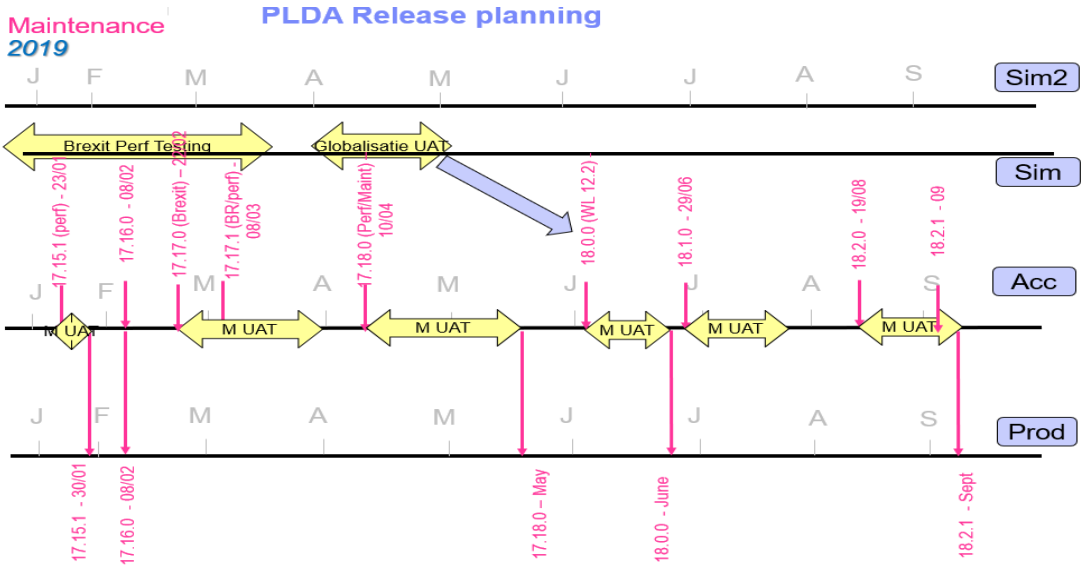
   Ticket 31959/ JIRA1392 has been created for this issue. This ticket will be part of PLDA18.0
   Ticket has been delivered.

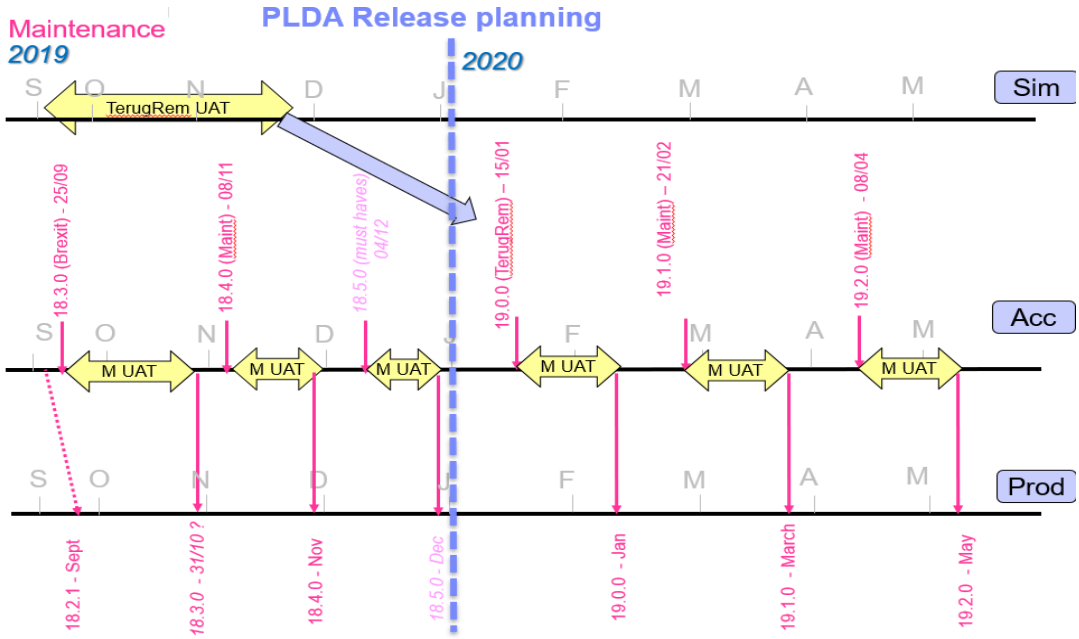
2. Customers that had a former 'local clearance' authorization in use with Inward Processing can no further make the 'Globalisation' declarations for Inward Processing. However, there is no reason for this refusal. Globalisation for IP is not foreseen in the electronic procedure. So declarants should be able to continue working the former way.

   This is under investigation of our Legal Department. After their investigation, the result will be sent to all softwareproviders. Based on their answer we'll know if PLDA has to be changed or not.

Testing Globalisation has to be performed on our ACC-environment. If needed a test-authorisation can be created. The system is up-and running and some companies were able to create the initial and subsequent messages.
The MIG will be made available asap.

4. Short term planning





5. 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.

Please report state of play.

This issue is planned to be resolved in release 17.13.

Since release 17.13 has not yet been installed please provide new planning

Release 17.13 has been installed in production, but for the solution further meetings are necessary with ICT Ops and the Helpdesk. The analysis of the screen has already been done. We hope to have the solution in PLDA17.15 or PLDA17.16.

When will the solution be available please, mid december ?

After further analysis with examples of Crossroad we found out that the certificates are not the problem. Due to the archiving of the processed messages we are loosing the link with the callback address of the traders.
We'll solve this issue in 2 steps :

- *Postponement of the archiving of messages : We are investigating until how long the archiving of these messages can be postponed. We want to avoid that this postponement has an impact on the performance of PLDA.*
- *Modification of the DB : after this change we will always keep the link between the declaration, the certificate and the callback address. Our contractor will try to solve this problem in PLDA17.16 (depending on the changes for upgrading the performance) or PLDA 17.17. If a reorg is needed the solution can only be installed in production during a weekend, probably a maintenance weekend.*

Ok, we look forward to release 17.16 or 17.17. Has there already been decided in which release the modification will be delivered ?

Due to the performance problems, all the other tickets have been shifted to a later version. As soon as there is a decision on the Brexit, this ticket will be added to 1 of the next versions.

Please provide update.

Analysis is ongoing. By next week I will be able to share the planning of this ticket. The solution will be probably delivered with PLDA 18.2.

OK. Looking forward to the solution (planned July 2019).

See point 5 .It's not July 2019, but September 2019

Solution has been delivered with PLDA18.2. PLDA18.2 will be installed on 28/9/2019

Problem is now solved for the new declarations, but we're still waiting the missing cancels due to this bug.

The missing messages will be generated. The software houses have to verify if they can use the polling mechanism to retrieve these messages.

Polling is possible via specific polling mechanism ?
Technical info requested how to carry out the polling.

The get-status message has to be used.

6. Cuscar

Cuscar Transfer (overbengen)

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 softwareproviders 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.

Please report state of play.

The instruction should be valid for the total Belgian territory. The procedure is nearly finished. We need to wait for the outcome. The issue is treated in the WG “binnenbrengen”.
Next meetng of the WG binnenbrengen is foreseen 27/9 10.00 h

Is there anything going to be changed in the existing messages ?

No changes planned.

The point is discussed in the WG binnenbrengen. If no changes are imminent the topic can be archived

On the latest WG binnenbrengen (last Monday 6/5) Customs mentioned that a circular letter/ instruction regarding the transfer between TSFs (RTOs) will be distributed shortly.
Are there any changes to the Cuscar or mini Cuscar messages foreseen ?

It was also mentioned that Cuscar Transshipment would be discontinued as soon as the new instruction would be available. Is this correct and what would come into its place ?

No changes have been planned for the CUSCAR messages. Probably the EIR-message will be used for the movement between temporary storage locations.

Are there any changes foreseen to the EIR-message ?

We haven’t received a change request for the EIR-message. I have sent a reminder if something has to be changed.

7. Locations codes box 30

The file of 1 April 2018 was OK.

The file of 1 May 2018 was clearly corrupt again.

The procedure is under investigation. Let us wait and see the new delivery on 1 June.

We received the files of 1/6 and 1/8
The location codes from 1/9 were not received.
Can they be sent please.

Location codes have been sent.

Update November was not received.

I’m investigating if we can’t use another way to deliver this info.

In December the file was not received. In January it was.

In March the software providers have received the file.

We did not recieve the file for May yet.

The file has been manually sent on 15/05/2019

We did receive the file on 1/6/2019, but there is something with the format.
Sometimes it is delivered in Excel format
Sometimes it is delivered in CSV format

There is not an issue with the format. If it is sent manually it is delivered in Excel format.

What about the new format Bart Cieters created (new method of creation), when will it replace the current export file?

Can an FTP-server be provided to store the new file of the location codes?

8. 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

The report on 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.

No further steps were taken. The issue is temporary suspended for more urgent matters. As soon as the IT provider will reactivate the project you will be informed.

Is there any further evolution ?

By the end of October 2019 the AIX Servers used by NCTS and Tarbel have to be sourced out. This is the priority number 1. Once this has been done new meetings will be organized.

As we understood from the brainstorming meeting of 24/10 new meetings of this WG should be planned ? When is the next meeting ?

Next meeting isn’t planned yet.

When will the next meeting be planned ?

Next meeting isn’t planned yet

We understand that a high level vision document regarding communication and data exchange with customs has been prepared and that it will be distributed in the near future. Is Customs ICT aware and consulted about the new vision ?

Customs ICT has been consulted and the document will be presented asap.

9. Change "Charge report" to use as "Arrival at Exit" (IE507)

b. The transfer message in Airfreight

Next step is the transfer message between the forwarder and the handling agent.
We understood from Customs that still one communication had to be set up between customs and the handling agent. Please provide state of play. When will this be ready for implementation ?

No planning available yet. There are 4 handling agencies. In order to start the implementation we need to know their EORI number and communication provider. From 3 agencies we have already the info. A reminder has been sent to the 4th agency.

As for Brucloud (Air) we understand that it is a limited success since users with al limited number of declarations do not want to pay for the service. In the latter case it has no added value.
(taken from the report on the last meeting of the national forum).
Please inform state of play or planning

The solution for the transfer message can only be implemented after ticket 27924. With this ticket the use of the certificates will reviewed in PLDA.

Is there any planning yet when this will hapen ?

The ticket will be planned after the solution of point 6 has been provided.

10. New measures Tarbel 1/2/2019

The meeting with European Dynamics will be organized asap.

In reply to your email message:
on 28/5 following companies will attend to the meeting with Intrasoft, and send a technical specialist : Intris, C4T, Ziegler, Softpack, Organi, and Stream Software.

The meeting has taken place and attended by the interested members.
Is there a planning when the promises made will be carried out
Promises : Split the large XML file in several smaller files.
Correct mistakes as promised ?

EEC documentation and European Dynamics documentation were promised, when will we get these ones ?

Planning will be shared as soon as available.

11. Regularisatie aangiften

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."

Lisette Wijnen
Adjunct Fiscaal Deskundige
FOD Financiën / Douane en Accijnzen / Toezicht, Controle en Vaststellingen
TCV Bilzen
Kruisbosstraat 16 3740 Bilzen
Tel: +32 257 584 99 / Gsm: +32 4707 584 99 / Dienst +32 257 52150
Dienst mail: da.tcv.emt.bilzen@minfin.fed.be"

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.

Please report state of play.

Customs plans tomorrow a meeting in order to investigate the measures to be taken in PLDA. It is important for the VAT administration that a document of message is available proving the regularly authorized import or export of goods. Apparently a knowledge center/workgroup customs/excise/VAT will be established to treat this kind of issues.

Please advice state of play since the problem still exists.
There seems to be a circular letter published around this topic ?
But this seems not to remedy to the practical problems.
The topic should be treated in the WG uitgaan but also in the WG binnenbrengen ..
This causes issues especially in fiscal representations.

12. Declaration type D

Starteam 31295

We noticed that undermentioned problem always occurs with the same type of declarations.
Something in the declaration for Toyota triggers the error.
The only reason that may be the case that Toyota is a Belgian company with ruling (regeling) 42.
The error is always that the report of VAT must not be called while a B of exemption is mentioned.
With an IMA this error does not occur.

Ticket 31295 was made for further investigation. In the past a ticket was made for the same issue and the problem was solved at that time.

We have agreed to organize a testing day. In this way we can identify all the bugs and we can solve them in 1 release. This type of declaration can be used to avoid the error 'Goods not arrived'.

The testing session has been performed and some minor issues detected.
We are waiting for the update of the system.

As soon as the update has been carried out we will advise our customers to do some operational tests.

<u>However a new important issue has arisen :</u>
If the type D declaration receives after arrival of the vessel the error that the B/L item has been written off already the declaration can no longer be cancelled nor regularized.
It goes without saying that the system cannot be used as long as this bug exists.
Is there a solution or workaround ?

Extra ticket 31843 / JIRA-1739 has been created for this issue. The tickets are part of the scope of PLDA18.1.

Has this ticket been delivered?
If so we will test and make our customers aware of the possibilities.
At what time is the debt taken into account ? MRN or Release ?
Ticket is part of PLDA18.1 and will delivered for testing by mid July.
Also Ticket 31856 (Problem Martin Goblet) is part of this release.

Tickets have been delivered in PLDA18.2. Have they been tested on ACC?

13. Declaration Type X

The declaration cannot be sent. Always the same error.
D_NO_SIMPLIFIED_DECLARATION_FOUND Geen enkele vereenvoudigde aangifte werd gevonden.
In the declaration case 40 refers to the MRN of the type B declaration.
Request to the customs helpdesk learns that up to today no release to a declaration type X was ever received in Belgium.
Will this type of declaration will be supported in future ?

The simplified declaration is available in PLDA. To link both declarations to each other the same LRN has to be used.Our Legal department will send me in the upcoming days the legal base of all the data elements that can be changed.

As we understand the weight can be changed, but since the weight in a declaration for bulk cargo has its influence on the value also the value must be modified in relation to the weight.
Can this be adapted ?

Further discussion with our legal department is necessary. Planning : after Brexit.

Is there any planning ?

No planning yet. The meeting with our Legal department still has to be organized.

14. NCTS without reply

Since the new release, customers experience that a lot of NCTS messages receive no reply.
This means that the customs HD must be contacted and it is a lot of work. Can this be investigated ?

For NCTS we are performing the same performance approach as for PLDA. 2 steps have already been identified :

- *Solution of the GMS-issue. Due to this solution the messages will be better processed.*
- *Review of all the current indexes of the DB*

Please inform state of play of performance updates.

New issues :

1. *We understand dir. Hasselt waits one day after arrival of the NCTS shipments one day before confirming the unloading confirmation. Is this an internal instruction for Dir Hasselt only ?*

We'll verify internally if we can't change this procedure.

2. NCTS + EIDR

We understand that an internal instruction was sent from Brussels to the local directions that cuses an issue for customers who have a simplification of EIDR with the arrival of NCTS shipments.
Since no IMJ is further necessary the NCTS declaration is confirmed for arrival, but is not written off with the next regulation. An entry in the declarants records is the only thing that is necessary.
Customers are now instructed to fill in excel documents providing this information to the customs, but in different formats for every direction, which can result in a lot of work.

CRSNP points out that a specific message exists in order to send in the data of case 40 (previous document) to the customs: the EIR message. However this cannot be used for NCTS yet.

When will this be available ?
B.T.W. in the former legislation the same problem existed, but the work was performed by the customs officers themselves. We understand the shortage of resources of the customs administration, so we propose a transitional period until EIR has been adapted. B.T.W. only one field in the EIR message has to be changed, and the request for the change dates already from last year (cfr. Frank Coenen and Rudy Lodewijks). We understand it is an urgent matter.

This will be planned as a priority for 2020.

Noted. As far as we remember Paul Raes, former ICT manager at customs, would have calculated that 70 FTE are involved in doing the manual updates of the system. If BREXIT would be realized it would be nice to have 70 extra FTE to perform the extra work ?

15. PLDA returns mail to declarant with cancellation of accepted (MRN) message and no cancellation message is sent.

In general it happens when the PLDA declaration should write off/clear a NCTS pervious declaration and for some or other reason cannot perform the action.
If cancellations are made, the PLDA system should send a cancellation EDI message as foreseen in the specifications. It is not acceptable to send in a system to system dialog email messages to persons. The specifications of PLDA should be followed and a proper system to system cancellation status message should be sent.

This issue is probably related to the previous issue with NCTS.

We note a significant frustration increase with our customers over the last months regarding the functioning of the NCTS system.
In order to illustrate this, please find some in the annex to this report.

When will this issue be solved ?

Ticket 31700 has been created for further investigation

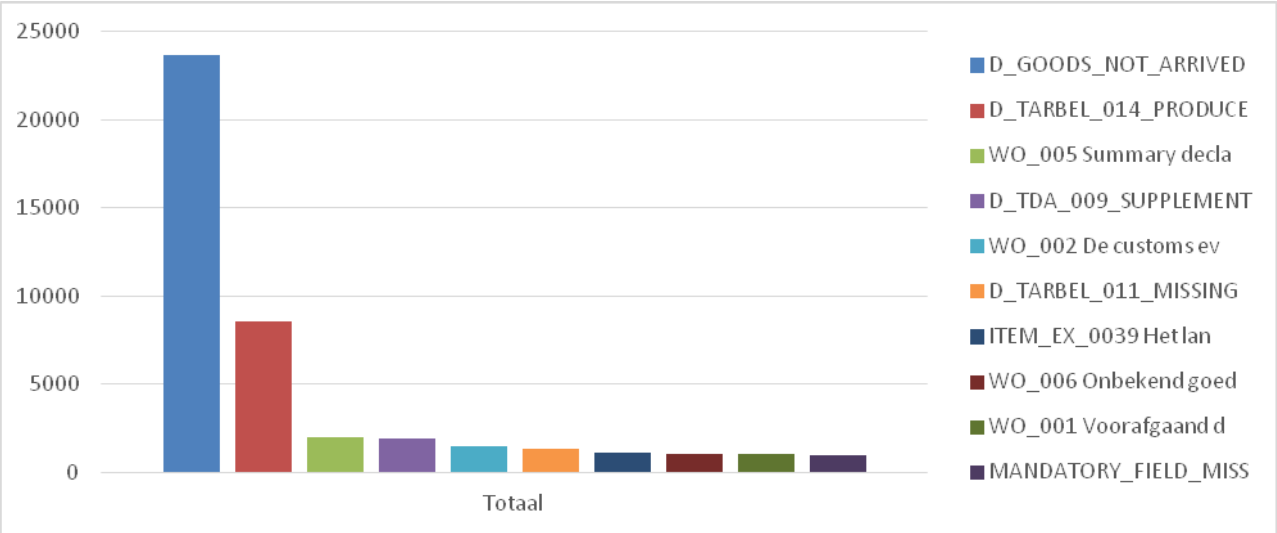
Please provide state of play

This ticket will be added to the scope of PLDA18.2 or 18.3

No new target release has been defined.

16. Errors PLDA

During the performance investigation we have found out that 30% of the messages have been rejected by PLDA due to a business error. Can you please investigate how we can avoid these errors?

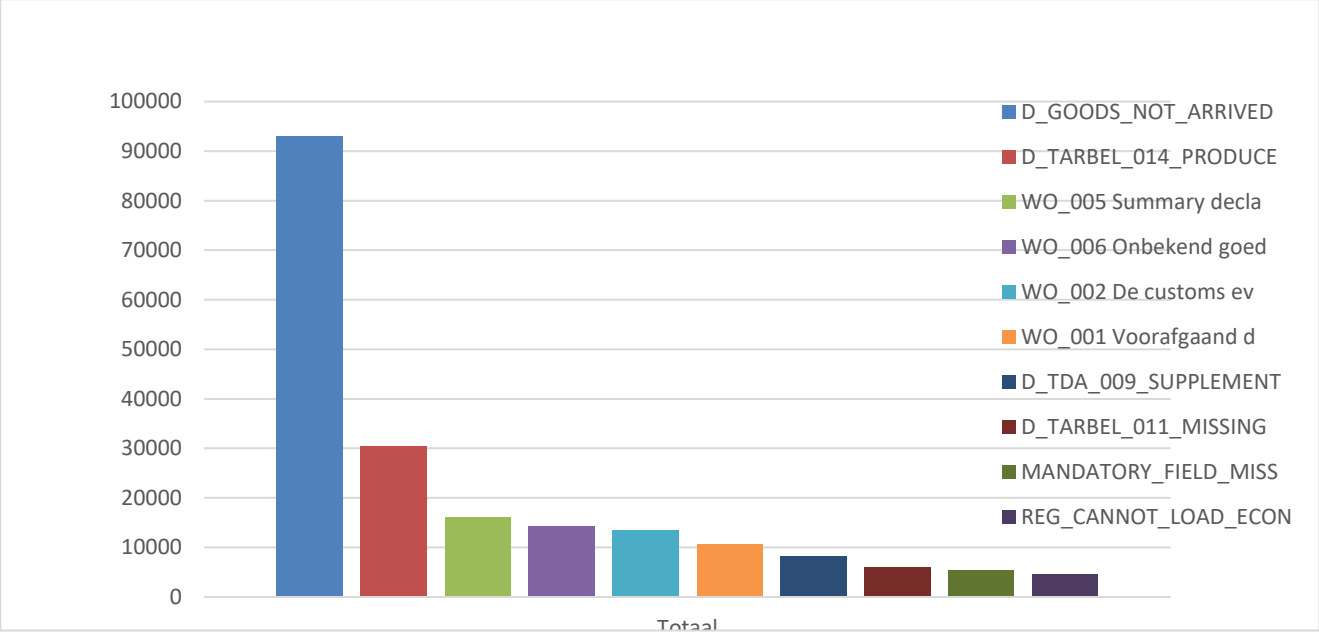


The goods not arrived relates to the issue with the type D declartion in this report. When these issues are solved the number of errors will decline significantly. Today many customers do not want to use the type D declaration because if something goes wrong the declaration cannot be cancelled or regularized and it takes weeks to have all the issues then solved with the administration.

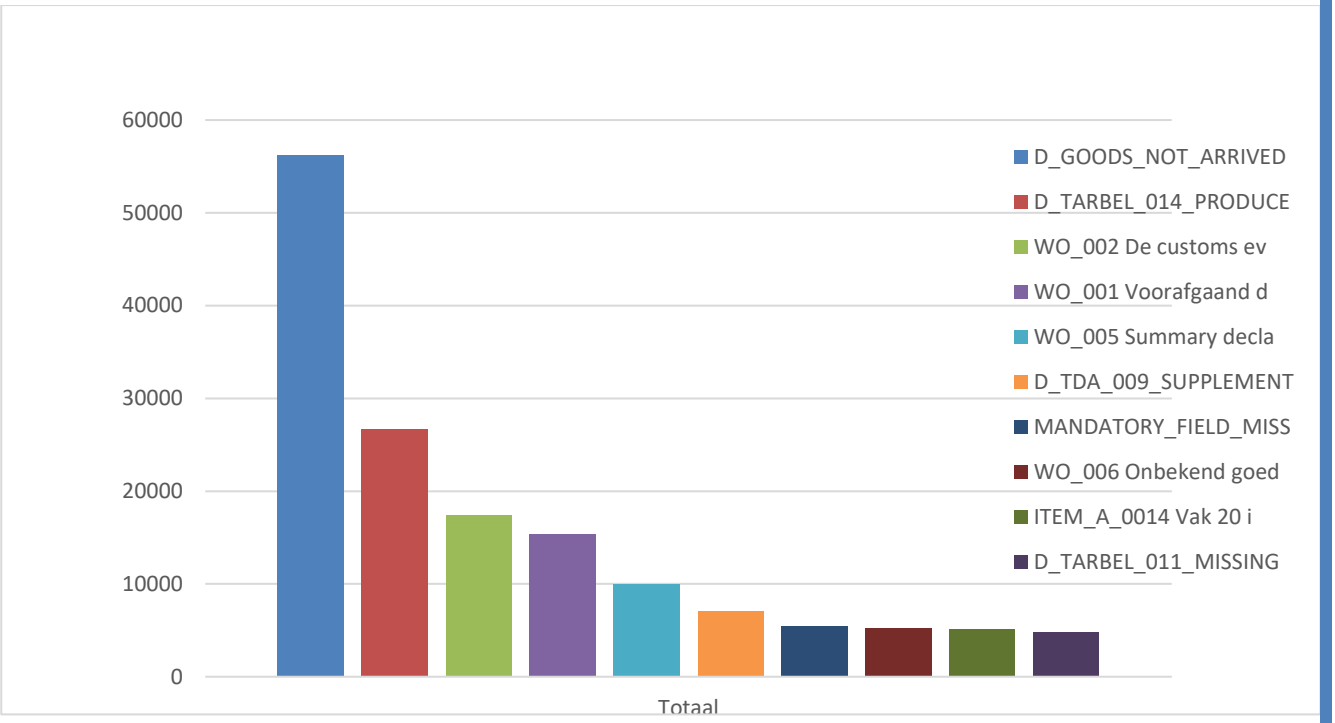
A solution for the problem with the declaration type D will be part of the scope PLDA18.1. Can the software houses investigate how they can reduce the other top errors?

Ok, has the solution been delivered? Then we can make a new trial for the type D.
Members of CRSNP are also trying to reduce the other errors.
Can Customs take a new statistic ?

April 2019



Mid May-Mid June 2019



17. BeGate consolidation versus regular consolidation (globalisatie)

Please provide a road map and planning regarding both consolidations.
This issue will also be treated on the steering committee of the national forum.
An email with questions is in annex to this report.

We'll clarify the difference between Begate and Globalisatie will be clarified in the next weeks.

Please provide update

We'll draft as soon as possible

18. GCB issue

There is already a long issue with partial arrivals in the GCB administration.
If the shipment arrives with 3 separate flights, the first one seems no further written off and the customs systems seems to loose the data.

This issue Is under investigation. Ticket 31856 has been created.

Please report state of play.

Will be part of PLDA18.2 or PLDA18.3

Not part of PLDA19.1

19. Technical documentation

Following latest technical documentation was requested during the last meeting (XSD's, MIG's and Excel sheets.)

PLDA
NCTS
EMCS
GCB
AC4

GCA (Transshipment)
ECS (Charge report, codeco, transfert bericht, export manifest)
ICS (ENS)
EIR
Be-Gate
Globalisatie
Tarbel 2
"Brexit"

Excel sheets :

validatieregels
errors
betaalwijze

Specifications will be delivered as soon as possible.

Waiting for customs IT.

We are reviewing our website. All current specs will be published on our website.

20. Vision note. The communication for certain declarations will be done via the port community systems. The main question is : what about the costs for this change? There is a risk
Our Collaboration with the port community systems is a strategic decision. We don't know if there will be costs for this change.

21. Proposition SLA/MoU with customs.
We'll discuss internally the proposition and share our remarks asap.

22. Export confirmations missing.
Please share some recent examples.

23. NCTS arrival : In Hasselt the arrival of the goods is confirmed 1 day after the real arrival of the goods. This is the only office that has this procedure.
Eric De Smedt will discuss this issue during a TAO-meeting. Eric has tried to contact Pieter, but he wasn't able to contact him. It is important that Pieter contacts Eric for a possible solution.

24. NCTS problems : No answer message if there is special character in the name of the EORI-number or if the office of transit doesn't exist.
Will be investigated

25. Problem with payment method on article level for AC4.
After investigation no bug has been found. The payment method on article level can be used as expected.

26. Rounding problem of the calculated duties: The total amount of duties on all articles isn't equal the amount mentioned on the header of the declaration.
This issue will be investigated and will be solved.

27. Risk analysis: there isa higher selection rate for certain declarations .
This is not a topic to be discussed in this group. It is our risk analysis department that decides which rules are being used in our risk engine.

28. *Box 2 Exporter mandatory for import. In the current legislation as of the 1st September this box is mandatory. This is a big change for the traders so this change will be postponed until the 1st of March 2020.*

29. Overview planning Project customs
An overall project plan will be drafted and shared with trade as soon as possible.

30. Next meetings

28/11 : Brussel in de NG Building meeting Room S03 from 14:00 to 16:00 h