# Impact Analysis Report/ RFC-Applied

**Section 1: Meta-data**

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| **RFC ID** | **RFC\_NCTS-P6\_0308** (JIRA: UCCNCTSP6-390) |
| **Related Incident ID** | **IM800911** |
| **RFC Initiator / Organization** | **DG TAXUD IT / NA-DE** |
| **CI** | **NCTS-P6 (DDNTA-6.4.0-v2.00 - CSE-v60.4.9)** |
| **Type of Change** | **Standard**  **Emergency** |
| **Nature of Change** | Justification for Evolutive   |  | | --- | |  | |
| **RFC Source** | |  |  | | --- | --- | | **Legal & Policy Change**  **Organisational Changes** | **Business Change**  **IT Change** | |
| **Review by Business User recommended?** | **Yes  No** |

***Change Summary***

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| **NCTS-P6: (DDNTA-6.4.0-v2.00 - CSE-v60.4.9): Correction of DDNTA Main Document to clarify the exchanges of CD118C and CD119D, and the related improvement of the message structure.** |
| The CD118C is exchanged in case the goods are crossing the border, and they remain in the Contracting Party (also if ‘stopped’ at Office of Transit that becomes the Office of Destination Actual). The CD119D is exchanged in case the goods are **not** authorized to cross the frontier, and the goods are pushed back. |
| **The Functional Specifications (Functional Specifications NCTS-P6\_v8.0) are also to be adapted, to keep the FSS and DDNTA aligned for NCTS-P6.** |
| **This version 1.30 includes IMPLEMENTATION DETAILS:**  The **DDNTA-6.4.1-v1.00 Main Document** includes the new Figure 172 (replacing the Figure 171), information about the Functional Description of the new C0875 and information on Appendix K. |

**Section 2: Problem Statement**

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| Error in DDNTA-6.4.0-v2.00 – Main Document, there is a potential confusion regarding the exchange of CD118C and CD119D, based on the terminology used in the Figure 171 (*State Transition Diagram for Office of Transit without Recovery States*).  The status ‘Movement stopped’ after the sending of CD119D should not be understood as the decision that the goods are no more moved. On the contrary, the goods are re-entering the (previous) Contracting Party and will reach another Office of Destination (different from the Office of Transit that refused the movement to cross the frontier.  Once this is clarified in the Main Document, it’s also necessary to adapt the structure of the CD119C, to ensure consistency between the process and the content of the messages.  The FTSS also needs to be corrected accordingly. |

**Section 3: Description of proposed solution**

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| The **DDNTA-6.4.0-v2.00 and CSE-v60.4.9** willbe updated as follows (addition of **text highlighted in yellow** – removal of ~~text with strikethrough~~):  **A/ Changes in the DDNTA 6.4.0-v2.00 Main Document:**   * The Figure 32 will be extended to include *T-TRA-TRT-A-011*.   Image   * The following changes will be applied to the existing business scenario **III.II.5.3.1.2 T-TRA-TRT-A-004-Control by Office of Transit with Passage Not Confirmed**: * The scenario will be renamed as follows: T-TRA-TRT-A-004-Control by Office of Transit with Passage Not Confirmed **(Movement stopped)** * The following paragraphs will be updated as follows:   This scenario describes what happens when the carrier of the consignment arrives at the Office of Transit and after the Office of Transit retrieves the movement information via the MRN, it is assessed that ~~the goods shall not cross the border of this Office of Transit. In that case,~~ the movement is stopped as per scenario, and **hence** the Office of Transit **must** ~~becomes~~ **be designated as the** Actual Office of Destination. In case this is not feasible due to the fact that the specific office cannot possibly have that role, another relevant Office in the same country that possesses the role of Destination should be used to end the transit procedure  (…)  **[Step 15]** The Office of Transit decides to stop the movement and sends the ~~‘Rejection Crossing Frontier’ C\_NCF\_REJ (IE119)~~ **‘Notification Crossing Frontier’ C\_NCF\_NOT (IE118)** message to the Office of Departure. The state at the Office of Transit is set to [Movement stopped](#_Office_of_Transit), while the state at the Office of Departure remains [Movement released](#_Office_of_Departure_1).  *NOTE: Another possible scenario is for an Office of Transit to send the ‘Notification Crossing Frontier’ C\_NCF\_NOT (IE118) message to the Office of Departure*  *to authorise the transit movement to cross the border, and then at the same or a different Customs Office within the same National Administration to decide to stop the movement (for example, due to a broken-down truck). Regarding the latter scenario, please see* [T-TRA-INC-A-002-Transit Movement does not continue-Office of Incident Registration becomes Actual Office of Destination](#_T-TRA-INC-A-002-Transit_Movement_do)*.*  **[Step 16]** Additionally, this Office authorises the transit movement to end its journey to this country and thus this Office of Transit **must** now act~~s~~ as an Actual Office of Destination. Hence, the arrival process is triggered manually and in case the ‘Anticipated Arrival Record’ is not nationally available, the Office of Destination sends the ‘Anticipated Arrival Record Request’ C\_AAR\_REQ (IE002) to the Office of Departure.   * The **Figure 34 (Time Sequence Diagram of the T-TRA-TRT-A-004)** will be updated by replacing the ~~IE119~~ message with the **IE118**. * A new business scenario (text and Time Sequence Diagram) will be introduced with the name: **T-TRA-TRT-A-011-Control by Office of Transit with Passage Not Confirmed (Frontier-crossing refused)** as follows:   **This scenario outlines the process when a consignment carrier arrives at the Office of Transit. After retrieving the movement information using the MRN, the Office of Transit determines that the goods are not permitted to cross the border. As a result, the crossing is refused, and the Office of Transit cannot assume the role of Actual Office of Destination. The vehicle must return to the other Contracting Party.**  **The scenario starts after [Step 13] of T-TRA-CFL-M-001-Standard Transit Procedure (overview).**  **[Step 14] Upon arrival at the Office of Transit, the Holder of the Transit Procedure (or the Carrier) sends the ‘Presentation Notification at Office of Transit’ E\_TRA\_PRE\_NOT (IE117), which signifies the presentation of goods to customs. The state of the transit movement at the Office of Transit is set to** [**Arrival accepted at the OoTra**](#_Office_of_Transit)**. For more details for the message exchanges between the Holder of the Transit Procedure (or the Carrier) and the Office of Transit, please refer to section III.I.2.**  **[Step 15] The Office of Transit decides to refuse the movement to cross the border and sends the ‘Rejection Crossing Frontier’ C\_NCF\_REJ (IE119) message to the Office of Departure. The state at the Office of Transit is set to** [**Frontier-crossing**](#_Office_of_Transit) **refused**, **while the state at the Office of Departure remains** [**Movement released**](#_Office_of_Departure_1)**.**  **Upon completion of the above steps, the business flow of the transit procedure ends for this Office of Transit**. **This means that the transit movement must continue its journey and return to the Contracting Part on the other side of the border. In that case, the business flow of the transit procedure continues from:**   * **[Step 14] of T-TRA-TRT-A-003-Control by Office of Transit with Passage Confirmed,**   **OR**   * **[Step 14] of T-TRA-TRT-A-004-Control by Office of Transit with Passage Confirmed (Movement stopped)**   **OR**   * **[Step 14] of T-TRA-TRT-A-011-Control by Office of Transit with Passage Not Confirmed (Frontier-crossing refused).**   Additionally, a new **Figure (Time Sequence Diagram of the T-TRA-TRT-A-011)** will be added.   * The following changes will be applied to the existing business scenario **III.III.2.2.3.2 T-TRAENS-TRACOFE-A-002-Control At Office Of Transit-Movement Stopped**: * The name of this business scenario will be updated to: **T-TRAENS-TRACOFE-A-002-Control At Office Of Transit-~~Movement Stopped~~** **Frontier Crossing Refused** * The following paragraphs will be updated as follows:   Risk Analysis as well as control should verify if controls have been instructed for Entry formalities purposes and, if this is the case, to anticipate these controls. This scenario demonstrates the reception of the ‘Control Decision Notification to AEO From Office of Transit’ E\_CTR\_AEO\_TRA (IEA64) message from ieCA/TED where the Customs Office of Control is ALWAYS equal to the Office of Transit-COFE, but the Office of Transit decides following control (for ENS formalities) NOT to allow the transit movement to cross the border of this Office of Transit. Hence, this Office of Transit **cannot**~~may~~ become the Actual Office of Destination.  (…)  Therefore, this Office of Transit-COFE ~~may~~**cannot** become the Actual Office of Destination. Additionally, since the Office of Departure has been informed that the movement has been ~~stopped~~ **refused to cross** ~~at~~ the border of this Office of Transit through the ‘Rejection Crossing Frontier’ C\_NCF\_REJ (IE119) message, the Office of Departure shall not send the ‘Forwarded Arrival Advice’ C\_FWD\_ARR (IE024) message to this Office of Transit when it receives the ‘Arrival Advice’ C\_ARR\_ADV (IE006) message from the Actual Office of Destination.   * The following note will be deleted:   *~~NOTE: It is not mandatory for the Office of Transit-COFE to become Actual Office of Destination when the movement is stopped due to ENS formalities. In this case, the transit movement can enter another CTC country that does not belong to the Security Area.~~*   * Thesection **III.VI.2 Office of Transit STD** will be updated as follows: * The **Figure 171- State Transition Diagram for Office of Transit without Recovery States** will become Figure **172** and it will be adapted as follows:     ***Figure 172: State Transition Diagram for Office of Transit without Recovery States****.*     * A new note will be introduced below the Figure 172 as follows:   ***In NCTS-P6, a new state, 'Frontier-crossing refused,' is introduced for the Office of Transit to indicate that a Transit Movement is not permitted to enter the Contracting Party. This means that the movement must leave immediately, and the Office of Transit cannot become an Actual Office of Destination. In parallel, the existing 'Movement stopped' status will remain, allowing a Transit Movement to enter the Contracting Party while requiring the Office of Transit to act as the Actual Office of Destination.***  ***In case the movement must stop, the message ‘Notification Crossing Frontier’ C\_NCF\_NOT (IE118) is sent to trigger the status at Office of Transit to become 'Movement stopped' (i.e. with further action expected by the Actual Office of Destination).***  ***The message ‘Rejection Crossing Frontier’ C\_NCF\_REJ (IE119) is sent before the status becomes 'Frontier-crossing refused'.***   * The following paragraphs will be updated as follows:   Under the status “Arrival accepted at the OoTra”, if the consignment is allowed to cross the border, the Office of Transit sends the ‘Notification Crossing Frontier’ C\_NCF\_NOT (IE118) message to the Office of Departure and the status will become “NCF registered” **or “Movement stopped”**. The role of the Office of Transit stops here. It is thus implicitly assumed that only one border crossing can take place for a declared Office of Transit.  *(…)*  Under the status “Arrival accepted at the OoTra”, if further investigation and decision is required by the Office of Transit for the transit movement due to ENS formalities, then the status is set to “Under control”. Alternatively, if the Office of Transit receives the ‘Control Decision Notification to Office of Transit ENS’ C\_CTR\_TRA\_ENS (IEA64) message from ieCA/TED Processing Bridge identifying this Office of Transit to be also the Customs Office of Control (based on ICS2), then the status is set to “Under control”. Being under the status “Under control”, the Office of Transit may allow the transit movement to cross the border, in which case the status is set to “NCF registered” or **“Movement stopped”** **and the ‘Notification Crossing Frontier’ C\_NCF\_NOT (IE118) message is sent to the Office of Departure**. **However, under the status “Movement stopped”, this Office of Transit must be designated as the Actual Office of Destination, if the Office also has the role ‘DES’.** Otherwise, in case the status is “Under control”, the Office of Transit may not authorise the transit movement to cross the border (e.g. due to safety & security reasons related to ENS formalities), then the status is set to ~~“Movement stopped”~~ **“Frontier-crossing refused”** and the ‘Rejection Crossing Frontier’ C\_NCF\_REJ (IE119) message is sent to the Office of Departure. ~~It is not mandatory for the~~ **The** Office of Transit ~~to~~**cannot** become Actual Office of Destination when the movement ~~is stopped~~ **is NOT authorised to cross the border of this Office of Transit** due to safety & security reasons related to ENS formalities **(or other reasons)**.  When the status of the movement is under “Arrival accepted at the OoTra” or “Under control” (state applicable only for Opt-In NAs), it can be ~~stopped at~~ decided by the Office of Transit to not authorise the crossing of the border for ~~two (2)~~ **three (3)** reasons:   * For pure transit process reasons (following risk analysis)~~, the Office of Transit may decide to stop the movement and thus not allow it to cross the border~~; * For ENS formalities reasons (safety & security risk assessment performed in ICS2)~~, the Office of Transit (being also Customs Office of First Entry) may also decide to stop the movement and thus not allow it to cross the border~~; * For other reasons: some restrictions apply on goods, to enter the customs territory of a Contracting Party. For example, when a carrier tries to enter the EU customs territory with goods under transit procedure, without a valid certificate (e.g. ODS or F-Gases, for those goods).   For any of the above ~~two (2)~~ **three (3)** reasons where the movement is not authorised to cross the border of this Office of Transit, the status of the movement will become ~~“Movement stopped”~~ **“Frontier-crossing refused”**. This is a final status and the role of the Office of Transit stops here. However, ~~when the movement is stopped,~~ this Office **of Transit** ~~may or may not~~ **cannot** become Actual Office of Destination. In any case, the Office of Transit informs the Office of Departure with the ‘Rejection Crossing Frontier’ C\_NCF\_REJ (IE119) message that the movement ~~is stopped~~ **is refused entry**. This means that the Office of Departure shall NOT send the ‘Forwarded Arrival Advice’ C\_FWD\_ARR (IE024) to this Office of Transit after the movement arrives at the Actual Office of Destination.  *NOTE: When the Office of Transit ~~stops~~* ***does not allow*** *the transit movement* ***to cross the border*** *– the ‘Rejection Crossing Frontier’ C\_NCF\_REJ (IE119) message is sent to the Office of Departure – ~~it is not mandatory that~~ this Office will ~~always~~* ***NOT*** *act as an Actual Office of Destination.* ***This restriction also applies to any destination offices in that refusing Contracting Party (because the movement is «pushed back» and not entering that Contracting Party).***  *Reasons to ~~stop~~****refuse entry of the movement*** *include:*   * + *There is no guarantee valid in that country (i.e. EU MS or CTC), and therefore the goods are not authorised to enter (i.e. an ‘Anticipated Transit Record Request’ C\_ATR\_REQ (IE114) has been sent and a negative ‘Anticipated Transit Record Response’ C\_ATR\_RSP (IE115) has been received that contains the ATR rejection reason ‘7-Guarantee not valid’);*   + *According to the risk analysis results, the goods cannot enter the EU ~~(~~or CTC country~~)~~. ~~However, note that this principle of “turning the truck back” may not apply in cases when goods leave the EU to cross a third country, transit is suspended, then continues when the goods re-enter the territory of the EU or CTC country. In this case the transit Office is situated at the EU exit border. If the goods cannot leave the EU, this transit Office becomes the destination.~~*   + *The required certificate(s) are not available for goods on which some restrictions apply, to enter the customs territory of a Contracting Party. (e.g. ODS or F-Gases for entering EU customs territory).* * A new note will be introduced as follows:   ***The state at the Office of Transit can become final in the following cases:***   * ***In case of national diversion at Office of Transit, the ‘Forwarded Arrival Advice’ C\_FWD\_ARR (IE024) is received by the Declared Office of Transit from the Actual Office of Transit (or the information is managed at DB level);*** * ***In case of international diversion at Office of Transit, the ‘Forwarded Arrival Advice’ C\_FWD\_ARR (IE024) is received by the Declared Office of Transit from the Office of Departure;*** * ***In case the ‘Notification Crossing Frontier’ C\_NCF\_NOT (IE118) was sent by the Office of Transit and properly received by the Office of Departure (the crossing of frontier is notified);*** * ***In case the ‘Anticipated Transit Record Request’ C\_ATR\_REQ (IE114) was negatively responded by the Office of Departure with the ‘Anticipated Transit Record Response’ C\_ATR\_RSP (IE115);*** * ***In case the Office of Transit confirmed that the crossing of the frontier was refused (‘Rejection Crossing Frontier’ C\_NCF\_REJ (IE119) was sent) and the movement is turned back to the Contracting Party at the other side of the border);*** * ***In case the Office of Transit confirmed that the movement is stopped (‘Notification Crossing Frontier’ C\_NCF\_NOT (IE118) was sent) due to unsatisfactory control and the Office of Transit will act as the Actual Office of Destination.*** * In **Figure 172: State Transition Diagram of the Recovery states at Office of Transit**, the newly introduced state “Frontier-crossing refused” will be added. * In the **Table 13: States of an MRN at the Office of Transit**, the newly introduced state “Frontier-crossing refused” will be added as Required (“R”) and Final (‘Yes’) .   A note will be also added to explain that:   * ***The ‘Passage refusal date’ (in CD119D) is the date when the Office of Transit informs the carrier that they may not cross the border, the vehicle must go back to the other Contracting Party.*** * ***An example of reason to refuse the passage: if the outcome of CERTEX validation by the Customs Office of Transit (in the EU) is negative and the vehicle would be not authorized to enter the EU territory, a message CD119C with code ‘2’ (Goods not authorized to enter the territory of the Contracting Party) will be sent to the Office of Departure. Optionally, extra details could be provided in the ‘Text’ field.***   **B/ Changes in DDNTA Appendices (incl. Q2 and P and X) and CSE database**:  The structure of CD119D will become:  **TRANSIT OPERATION**  **1x R**  MRN R an18 G0002, R0028  ~~Movement stopped~~ **Passage refusal** date R an10 G0002  **Passage refusal reason code R n..2 CL238**  **Text D an..512 C0875**  **CUSTOMS OFFICE OF DEPARTURE**  **1x R**  Reference number R an8 CL171  **CUSTOMS OFFICE OF TRANSIT (ACTUAL) 1x R**  Reference number R an8 CL173  where **C0875** says:  ***Technical Description***  “*IF /CD119D/TransitOperation/passageRefusalReasonCode is EQUAL to ‘4’ ~~(Other)~~*  *THEN /CD119D/TransitOperation/text = "R"*  *THEN /CD119D/TransitOperation/text = "O"*  ***Functional Description***  *IF <CD119D-TRANSIT OPERATION.Passage refusal reason code> is EQUAL to ‘4’ (Other)*  *THEN <CD119D-TRANSIT OPERATION.Text> = "R"*  *ELSE <CD119D-TRANSIT OPERATION.Text> = "O"*  ***Appendix K:***  Validated by Sender: Required  Validated by Recipient: Strongly Recommended  **DDNTA Appendix X - The ctypes.xsd will be changed as follows:**  <xs:complexType name="**TransitOperationType42**">  <xs:annotation>  <xs:documentation>  <usedBy>Used by 1/124 messages: CD119D</usedBy>  </xs:documentation>  </xs:annotation>  <xs:sequence>  <xs:element name="MRN" type="**MRN**ContentType05">  <xs:annotation>  <xs:documentation>  <description value="MRN"/>  <format value="an18"/>  <optionality value="R"/>  <xsdBaseType value="MRNType"/>  </xs:documentation>  </xs:annotation>  </xs:element>  <xs:element name="~~movementStoppedDate~~**passageRefusalDate**" type=" ~~MovementStoppedDateContentType~~**PassageRefusalDateContentType**">  <xs:annotation>  <xs:documentation>  <description value=" ~~Movement stopped~~ **Passage refusal** date"/>  <format value="an10"/>  <optionality value="R"/>  </xs:documentation>  </xs:annotation>  </xs:element>  **<xs:element name="passageRefusalReasonCode"  type="PassageRefusalReasonCodeContentType">**  **<xs:annotation>**  **<xs:documentation>**  **<description value="Passage refusal reason code"/>**  **<codeList code="CL238" type="business" name="PassageRefusalReasonCode"/>**  **<format value="n..2"/>**  **<optionality value="R"/>**  **</xs:documentation>**  **</xs:annotation>**  **</xs:element>**  **<xs:element name="text" minOccurs="0" type="TextContentType">**  **<xs:annotation>**  **<xs:documentation>**  **<description value="Text"/>**  **<format value="an..512"/>**  **<optionality value="D"/>**  **<xsdBaseType value="AlphaNumeric\_MAX512\_NoSpaces"/>**  **</xs:documentation>**  **</xs:annotation>**  **</xs:element>**  </xs:sequence>  </xs:complexType>  **DDNTA Appendix X - The stypes.xsd will be changed as follows:**  ~~<!--===========================================================================-->~~  ~~<!--===== MovementStoppedDate -->~~  ~~<!--===========================================================================-->~~  ~~<xs:simpleType name="MovementStoppedDateContentType">~~  ~~<xs:annotation>~~  ~~<xs:documentation>~~  ~~<usedBy>Used by 1/124 messages: CD119D</usedBy>~~  ~~</xs:documentation>~~  ~~</xs:annotation>~~  ~~<xs:restriction base="xs:token">~~  ~~<xs:pattern value=".{10}"/>~~  ~~</xs:restriction>~~  ~~</xs:simpleType>~~  **<!--===========================================================================-->**  **<!--===== PassageRefusalDate -->**  **<!--===========================================================================-->**  **<xs:simpleType name="PassageRefusalDateContentType">**  **<xs:annotation>**  **<xs:documentation>**  **<usedBy>Used by 1/124 messages: CD119D</usedBy>**  **</xs:documentation>**  **</xs:annotation>**  **<xs:restriction base="xs:token">**  **<xs:pattern value=".{10}"/>**  **</xs:restriction>**  **</xs:simpleType>**  **<!--===========================================================================-->**  **<!--===== PassageRefusalReasonCode -->**  **<!--===========================================================================-->**  **<xs:simpleType name="PassageRefusalReasonCodeContentType">**  **<xs:annotation>**  **<xs:documentation>**  **<usedBy>Used by 1/124 messages: CD119D</usedBy>**  **</xs:documentation>**  **</xs:annotation>**  **<xs:restriction base="xs:token">**  **<xs:pattern value="[0-9]{1,2}"/>**  **</xs:restriction>**  **</xs:simpleType>**  It is expected that the IE119 sent by an NTA.P6 to an NTA.P5 will be ignored from a functional point of view.  If the CD119D sent by an NTA.P6 to an NTA.P5 is not technically ignored by the NTA.P5 (ideal situation), then this new message CD119D would be rejected with a CD917C by the NTA.P5. It’s not expected to have negative impact on operations.  To avoid confusions between the old/new CD119D exchanged between NTA.P6, (and to avoid some few rejections without major business impact) it is recommended that:   * the old message CD119D is not used after 31.08.2025 * the new message CD119D is used from 01.09.2025.   While the structure of CD118C will remain unchanged:  **TRANSIT OPERATION 1x R**  MRN R an18 G0002, R0028  Passage date R an10 G0002  **CUSTOMS OFFICE OF DEPARTURE 1x R**  Reference number R an8 CL171  **CUSTOMS OFFICE OF TRANSIT (ACTUAL) 1x R**  Reference number R an8 CL173  **Note:** Like in NCTS-P5, the message IE118 remains sent in NCTS-P6 whether it is a *combined* or *non-combined* declaration.  **C/ Changes in CS/RD2:**   * Codelist **CL155** (StateAtOfficeOfTransit) and Codelist **CL258** (CustomsOperationState): * **CONF**: the existing entry **D05** – ‘**Movement turned back’** will be updated to become **D05 -** ‘**Frontier-crossing refused’** for NCTS-P6 applicability,   with validity date **01.06.2025**.   * **PROD**: the two code listswill be included under NCTS-P6 applicability (same content as in CONF). This change will be applied by 01.06.2025 with validity in the past – **01.02.2021** (Starting validity date of NCTS-P5 applicability in CS/RD2 PROD). * **New CL238 (PassageRefusalReasonCode)** will be created ONLY for NCTS-P6, with the following values:   1 = Vehicle not authorized to enter  2 = Goods not authorized to enter the territory of the Contracting Party  4 = Other  This change will be applied by DG TAXUD in CS/RD2, as follows:   * CONF: with validity date **01.06.2025.** * PROD: with validity date **01.07.2025.**   **IMPACT ASSESSMENT:**  This RFC proposal introduces a new state for the Office of Transit and proposes corresponding updates to the Common Domain message CD119D, applicable **for the Opt-In and Opt-Out NAs**. It is proposed to be implemented **before each country starts its NCTS-P6 operations (T-Ops)**.  **Proposed** date of applicability in Operations (**T-Ops**):  Before the country effectively starts its NCTS-P6 operations (at latest 01.09.2025)  **Proposed** date of applicability in CT (**T-CT**):                    Provisionally before 31.07.2025  **Expected** date of approval by ECCG (**T-CAB**):                 Together with DDNTA-6.4.0-v2.00  **Risk in case of non-implementation:**  Failure to introduce the new state and update the CD119D message may result in message rejections and blocked movements within the transit process.  **Impacted Message:**   * CD119D   **Impacted R/C/Gs**   * CL238 (New codelist) * C0875 (New condition introduced)   **Impacted CI Artefacts:**   * **DDNTA-6.4.0-v2.00 (Main Document): Yes.** * **Functional Specifications NCTS-P6 (FSS/BPM): 8.0: Yes.** * **CSE-v60.4.9: Yes.** * **DDNTA-6.4.0-v2.00 (Appendices ‘D’, ‘K’, ‘M’, ‘N’, ‘Q2’ and ‘P’): Yes.** * NCTS-P6 DMP-6.4.0-v2.00: No. * **CTP-6.4.0-v1.00: Yes.** * **TRP-6.4.0-v1.00: Yes.** * DDCOM-21-4.0-v1.00: No. * ieCA/TED 2.1.1.1: No. * ICS2-CR-CRP 1.2.2-v1.00: No * ICS2-CR-CTS-1.2.0-v1.00: No. * **CS/RD2\_DATA: Yes.** * **CS/MIS2\_DATA: Yes**. * UCC IA/DA Annex B: No. |

**Impact on CI artefacts**

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| **CSE-v60.4.9** | Cosmetic Low  Medium  High  Very High   |  | | --- | | **As defined here above.** | |
| **DDNTA-6.4.0-v2.00 (Appendices ‘D’, ‘K’, ‘M’, ‘N’, ‘Q2’, ‘P’, ‘X’ and Main Document)** | Cosmetic  Low  Medium  High  Very High   |  | | --- | | **As defined here above.** | |
| **TRP-6.4.0-v1.00** | **Cosmetic  Low**  **Medium  High  Very High**  **Draft impact on CTP/TRP during the DDNA IAR/RFC proposal:**   |  |  |  | | --- | --- | --- | | **Update TC (Partially Passed or Failed if NA not aligned):** | **Yes** | Update all relevant Datasets due to the updated structure of CD119D. | | **Deleted Test Cases:** | **No** |  | | **New Test Cases:** | **Yes** | * Creation of TCs for the “Movement stopped” status and the exchange of the CD118C. * Creation of TCs regarding the CD119D. | | **Updated Drools:** |  | Rules.drl to be updated for the introduction of the new C0875. | | **Other:** |  | * The XSDs to be updated due to the structural update of the CD119D. | |
| **CS/MIS2** | **Cosmetic  Low  Medium  High  Very High**  In CS/MIS2, the configuration will be updated to transpose the change defined in DDNTA for the state transition in CS/MIS2. |

**Estimated impact on National Project**

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| None  Cosmetic  Low  Medium  High  Very High  Short description   |  | | --- | | Same impact for the Opt-In and Opt-out NAs.  Medium impact on NAs: the State Transition Diagram is modified for the OoTRA, the XSDs are also modified, the instructions given to the Office of Transit need to be updated (Customs Officers to be trained). Impact on Common Domain only. | |

| **Document History** | | | |
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| **Version** | **Status** | **Date** | ***Comment*** |
| v1.00 | Draft | 17/03/2025 | *First version.* |
| v1.01 | Draft updated by SDEV | 19/03/2025 | *Updated IAR as discussed with DG TAXUD* |
| v1.02 | Draft commented | 11/04/2025 | *Various comments and upgrades by TAXUD.* |
| v1.03 | Draft with Feedback from SDEV | 15/04/2025 | *Position by SOFT-DEV on TAXUD comments* |
| v1.04 | Draft commented | 28/04/2025 | *Extra update of CD119D.*  *Various corrections & improvements.*  Also reviewed by TAXUD/B1. |
| v1.05 | Draft updated | 29/04/2025 | *Extra update for CS/RD2*  *+ Various corrections & improvements.* |
| v1.11 | Draft updated | 07/05/2025 | *Description of the new scenario (T-TRA-TRT-A-011) added* |
| v1.12 | SfR to NPMs | 12/05/2025 | *Description of the new scenario (T-TRA-TRT-A-011) modified.*  *Published on CIRCABC.*  *Submitted for Review before acceptance together with DDNTA-6.4.0-v2.00.* |
| v1.12-apo | APO to NPM | 24/05/2025 | *Version with comments received from NPMs until 23.05.25 + APO by COM.* |
| v1.20 | SfA to NPM (Accepted) | 28/05/2025 | *Published on CIRCABC.*  *Version considered as “Accepted by NPM” (after the review meeting WebEx on 28/05). Version cleaned, without APO, used to produce the DDNTA-6.4.1-v1.00.* |
| v1.30 | DDNTA\_RFC ACCEPTED by NPM + implementation details | 13/06/2025 | *Additional details included, to trace precisely the change applied in DDNTA-6.4.1-v0.10 Main Document.*  *(see Text in green)* |