# Impact Analysis Report / RFC-Proposal

**Section 1: Meta-data**

|  |  |
| --- | --- |
| **RFC ID** | **RFC\_NCTS\_0117** (RTC-57827) |
| **Related Incident ID** | IM465344 |
| **RFC Initiator / Organization** | TAXUD/B3 |
| **CI** | NCTS-P5 (DDNTA-5.14.1-v1.00 Main Document) |
| **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***

|  |
| --- |
| **DDNTA-5.14.1-v1.00 (Main Document): No IE114/IE115 or no IE164/IE165 for national diversion** |
| Confirmation and clarification: If the IE050 (ATR) was received but a different Office of Transit is used in the same country, no IE114 should be sent to the Office Of Departure. Same if IE160 (AXR) is already nationally available. |

**Section 2: Problem statement**

|  |
| --- |
| The DDNTA v5.14.1-v1.00 in section **III.II.4.1 T-TRA-DES-M-001-Arrival notification valid** mentions:    In the context of arrival, it is explicitly mentioned that **when the IE007 is received**, the Actual Office of Destination will **first check if the Anticipated Arrival Record (AAR) is nationally available**. If it is the case, no IE002 will be sent by the Actual Office of Destination. However, for the other offices, Office of Transit and Office of Exit of Transit, it is not clearly mentioned in the DDNTA Main Document that **no IE114** or **IE164** need to be sent to the Office of Departure if the Anticipated Transit Record (ATR) or the Anticipated Exit for Transit Record (AXR) are nationally available (with a **different declared** office of transit or office exit for transit). |

**Section 3: Description of proposed solution**

|  |
| --- |
| The following update will be performed into the **DDNTA-5.14.1-v1.00 (Main Document)** (changes are depicted in red colour):   * **The following paragraph in section “III.II.2.8 T-TRA-DEP-A-020 - ‘Open’ ATR Response C\_ATR\_RSP (IE115) is closed” will be updated as follows:**   **[Step 15]** The consignment arrives at an Office of Transit where the transit record is ~~not~~ neither available at that Actual Office of Transit nor nationally available. Consequently, since the Anticipated Transit Record (ATR) is not available in that NA, the Office of Transit requests it from the Office of Departure by sending the ‘Anticipated Transit Record Request’ C\_ATR\_REQ (IE114). The state of the movement at this Office of Transit is set to [ATR Requested](#_Office_of_Transit), while the state of the movement at the Office of Departure remains to [Movement released](#_Office_of_Departure_1).   * **The following paragraph in section “III.II.3.1.4.1 T-TRA-TRT-A-002-Diversion at Office of Transit accepted” will be updated as follows:**   **[Step 14]** The movement arrives at an actual (=current) Office of Transit that does not have any information for the transit movement (neither available at that Actual Office of Transit nor nationally available through the ‘Anticipated Transit Record’ C\_ATR\_SND (IE050)). Therefore, it will then request the ‘ATR’ from the Office of Departure with the ‘Anticipated Transit Record Request’ C\_ATR\_REQ (IE114).   * **The following paragraph in section “III.II.3.1.4.2 T-TRA-TRT-A-001-Diversion at Office of Transit rejected” will be updated as follows:**   **[Step 13]** The movement arrives at the actual (=current) Office of Transit that does not have any information for the transit movement (neither available at that Actual Office of Transit nor nationally available through the ‘Anticipated Transit Record’ C\_ATR\_SND (IE050)). Therefore, it will then request the ‘ATR’ from the Office of Departure with the ‘Anticipated Transit Record Request’ C\_ATR\_REQ (IE114).   * **The following paragraph in section “III.II.6.8 T-TRA-EXC-A-008-Deviation from the Binding Itinerary at Actual Office of Transit - Movement is allowed Diversion after registering the Incident” will be updated as follows:**   The transit movement is declared with binding itinerary and arrives at an Actual Transit Office, where the transit record is not available (neither available at that Actual Office of Transit nor nationally available through the ‘Anticipated Transit Record’ C\_ATR\_SND (IE050)). Additionally, as per declaration data, the country of this Actual Transit Office is not listed into the countries of routing of consignment and the flag ‘Binding Itinerary’ is equal to ‘1-Yes’).  **[Step 14]** Since the Actual Office of Transit does not locate the MRN nationally, it requests the transit record for the diversion of the transit movement from the Office of Departure by sending the ‘Anticipated Transit Record Request’ C\_ATR\_REQ (IE114). The state of the movement at this Actual Office of Transit is set to [ATR Requested](#_Office_of_Transit), while the state of the movement at the Office of Departure remains to [Movement released](#_Office_of_Departure_1).   * **The following paragraph in section “III.V.2 Office of Transit STD” will be updated as follows:**   In case an unknown consignment shows up or no ‘Anticipated Transit Record’ C\_ATR\_SND (‘ANTICIPATED TRANSIT RECORD’ C\_ATR\_SND (IE050)) is yet received nationally, the Office of Transit will always request the ‘ATR’ from Office of Departure by means of ‘Anticipated Transit Record Request’ C\_ATR\_REQ (IE114). The state at the Office of Transit is set to “ATR Requested”.   * **The following paragraph in section “III.II.3.2.4.1 T-TRA-TRT-A-008-Diversion at Customs Office of Exit for Transit – Movement is allowed to leave the Security Area” will be updated as follows:**   **[Step 13]** The movement arrives at the actual Office of Exit for Transit. Since this Office has no information about the movement details (neither available at that Actual Office of Exit for Transit nor nationally available through the ‘Anticipated Exit for Transit Record’ C\_AXR\_SND (IE160)), it uses the MRN of the movement and requests the movement information from the Office of Departure by sending the ‘Anticipated Exit for Transit Record Request’ C\_AXR\_REQ (IE164) message.   * **The following paragraph in section “III.II.3.2.4.2 T-TRA-TRT-A-009-Diversion at Customs Office of Exit for Transit – Movement stopped at the border of Office of Exit for Transit” will be updated as follows:**   **[Step 13]** The Actual Office of Exit for Transit has no information about the movement details (neither available at that Actual Office of Exit for Transit nor nationally available through the ‘Anticipated Exit for Transit Record’ C\_AXR\_SND (IE160)), it uses the MRN of the movement and requests the movement information from the Office of Departure by sending the ‘Anticipated Exit for Transit Record Request’ C\_AXR\_REQ (IE164) message.   * **The following paragraph in section “III.V.4 Office of Exit for Transit STD” will be updated as follows:**   In case the Office of Exit for Transit has no information regarding the movement due to the diversion of the route (neither available at that Actual Office of Exit for Transit nor nationally available through the ‘Anticipated Exit for Transit Record’ C\_AXR\_SND (IE160)), it requests the Office of Departure the movement information by sending the ‘Anticipated Exit for Transit Record Request’ C\_AXR\_REQ (IE164) message. The state of the movement at the Office of Exit for Transit is set to “AXR requested”. The Office of Departure responds with the ‘Anticipated Exit for Transit Record Response’ C\_AXR\_RSP (IE165) message to the Office of Exit for Transit. If the response is positive, then the state of the movement becomes “AXR created”. If the response is negative, then the state is set to “AXR rejected”.  **It will be documented also that the Office of Departure will not need to send a message IE024 (after arrival of the goods at Destination) to a *Declared* Office of Transit if the message IE118 was received from that same country after a national diversion.**  **Same approach for the National diversion at Office of Exit for Transit that confirmed the exit from the EU Security Area.**  ***(see RFC\_NCTS\_0118)***  **IMPACT ASSESSMENT**  **No impact on External Domain.**  This RFC-Proposal is considered as a ***mainly* documentary improvement** of the DDNTA-5.14.1-v1.00 (Main Document) because **the logic is already applied at Office of Destination,** and it is *likely* already applied at Office of Transit and at Office of Exit for Transit (logic already visible today in CS/MIS for most countries).  The **Functional Specifications (FSS/BPM)-v5.30 also needs to be updated**, to reflect precisely the above explanations.  While this RFC-Proposal may require a correction of some NTAs (NCTS-P5), it is considered that the change proposed has no impact on business continuity and limited impact on the Common Domain. Consequently, it can be deployed in a **flexible way**.  More specifically:   * If the Office of Transit (Office of Exit for Transit) is not aligned with the RFC-Proposal,   then an IE114 (respectively IE164) might be sent by an Actual Office despite the transit movement is nationally diverted. This not optimum, but not blocking;   * If the Office of Departure is not aligned with the RFC-Proposal,   then an IE024 might be sent to a Declared Office of Transit (and/or Declared Office of Exit for Transit) despite the movement was already nationally closed. This not optimum, but not blocking;   * No extra impact on the open movements (those initiated under the previous DDNTA 5.14.1-v1.00). It continues its flow under the new DDNTA 5.15.0 release.   **Proposed** date of applicability in Operations (T-Ops): As soon as possible, at latest 1.12.2023 (**flexible**)  **Proposed** date of applicability in CT (T-CT): July 2022  **Expected** date of approval by ECCG (T-CAB): January 2022  **Impact on transition P4-P5**: None  **Consequence of not approving the RFC-Proposal**: In case of unavailability of the NTA at Departure, the movement remains blocked at the border (no IE115/IE165 exchanged) while the information is nationally available [inefficiency]; confusion between NTAs with IE906 exchanged for ‘out of sequence’ with impact on National Helpdesk teams.  **Risk of not implementing the change**: Medium.  Impacted IEs:  - None  Impacted CI Artefacts:  **- Functional Specifications (FSS/BPM)-v5.30: Yes;**  **- DDNTA-5.14.1-v1.00 (Main Document): Yes;**  **- NCTS\_CTP-5.7.0-v1.00: Yes;**  **- NCTS\_TRP-5.7.5-v1.00: Yes;**  - UCC IA/DA Annex B: No;  - DDCOM-20.3.0-v1.00: No;  - DDNTA-5.14.1-v1.00 (Appendix Q2\_R\_C, PDFs): No;  - CSE-v51.6.0: No;  - DMP Package-5.6.0 SfA-v1.00: No (incl. update of file Rules and Conditions\_v0.43): No;  - CTS-5.6.1-v1.00: No;  - ACS-v5.5.0 & ACS-Annex-NCTS: 5.5.0: No;  - ieCA 1.0.1.0: No;  - CRP-5.5.0-v1.00: No;  - CS/MIS2\_DATA: No;  - CS/RD2\_DATA: No;  - AES-P1 and NCTS-P5 Long-Lived “Legacy” (L3) Movements Study v1.40: No. |

**Impact on CI artefacts**

|  |  |  |
| --- | --- | --- |
| **DDNTA-5.14.1-v1.00, Main Document** | Cosmetic  Low  Medium  High  Very High  Short description   |  | | --- | | **As described in Section 3 - Proposed Solution** | |
| **Functional Specifications (FSS/BPM)** | Cosmetic  Low  Medium  High  Very High  Short description   |  | | --- | | **The textual descriptions described in the Section 3 will be also transposed to the text of the *FSS-UCC NCTS Section I-BUSINESS PROCESS THREADS FOR CORE BUSINESS* and of the BPM.** | |
| **NCTS\_CTP-5.7.0-v1.00** | Cosmetic  Low  Medium  High  Very High  Short description   |  | | --- | | **The Proposed Solution will be transposed in some scenario, to provide detailed example for testing** | |
| **NCTS\_TRP-5.7.5-v1.00** | Cosmetic  Low  Medium  High  Very High  Short description   |  | | --- | | **The Proposed Solution will be transposed in some Test Cases, to provide detailed example with data sets that illustrate the exchanges of messages with National Diversion without IE114, nor IE164.** | |

**Estimated impact on National Project**

|  |  |  |
| --- | --- | --- |
|  | Cosmetic  Low  Medium  High  Very High  Short description   |  | | --- | | **Depending on the option taken so far by the country, the impact could be:**   * **No impact** (maybe an update of the translated DDNTA Main Document); * **Medium impact** to manage differently the National diversion at Office of Transit or at Office of Exit for Transit.   In both cases, some **test data sets** might need to be modified. | |

|  |  |  |  |
| --- | --- | --- | --- |
| **Document History** | | | |
| **Version** | **Status** | **Date** | ***Comment*** |
| v0.10 | Draft by CUSTDEV | 24/11/2021 |  |
| v0.11 | SfR to NPMs | 29/11/2021 |  |
| v1.00 | SfA to NPMs | 25/02/2022 | *SfA to NPM* |