# Impact Analysis Report/RFC-Proposal

**Section 1: Meta-data**

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| **RFC ID** | RTC-54494 **RFC\_NCTS\_0163** (RTC-54494) |
| **Related Incident ID** | IM448239 |
| **RFC Initiator / Organization** | NA-NO |
| **CI** | **NCTS - P5 (DDNTA-v05.14.1 – CSE-v51.6.0)** |
| **Type of Change** | **Standard** **Emergency** |
| **Nature of Change** | Justification for Evolutive   |  | | --- | | **Enhancements in the conversion resolution for the "Departure Transport Means". Addition of a Disclaimer for “#”.** | |
| **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-P5: (DDNTA-v05.14.1 CSE-v51.6.0): Update the conversion resolution for the "Departure Transport Means"** |
| As per incident IM448239, raised by ITSM, during the ieCA exercise, there is a need to enhance the upgrade resolution in the NCTS Data Mapping file (DMP Package-v5.6.0 SfA-v1.00) for the Data Group <CONSIGNMENT.DEPARTURE TRANSPORT MEANS>. To avoid rejections on messages due to incorrect usage of “#” a declaimer should be added in the upgrade resolution.  The changes will be applied on the latest version of the Data Mapping (DMP Package-v5.6.0 SfA-v1.00). |

**Section 2: Problem statement**

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| In the latest version of the NCTS Data Mapping file (DMP Package-v5.6.0 SfA-v1.00), the Data Group “CONSIGNMENT.DEPARTURE TRANSPORT MEANS” has the below resolution for upgrade in the common domain messages CD001C, CD003C, CD012C, CD038C, CD050C, CD115C and CC015C. The upgrade resolution is on the mapping of the Data Item “CONSIGNMENT.DEPARTURE TRANSPORT MEANS.Type of identification”.  “No issue for Upgrade.  An XSLT function will be created so: in case of road transport: (IF NCTS-P4 ‘HEADER.Identity of means of transport at departure’ includes the character ‘#’ used as separator between the truck plate and the trailer plate(s) THEN more than one iteration will be declared for NCTS-P5 ‘CONSIGNMENT- DEPARTURE TRANSPORT MEANS as described below. Furthermore, in this case the Data Item NCTS-P5 ‘CONSIGNMENT.Inland mode of transport’ = ‘3’:   o 1st iteration:   NCTS-P5 ‘CONSIGNMENT- DEPARTURE TRANSPORT MEANS.Identification number’ with all characters on the left of the first character ‘#’.  NCTS-P5 ‘CONSIGNMENT- DEPARTURE TRANSPORT MEANS.Type of identification’ = 30 (‘Registration number of the road vehicle)  NCTS-P5 ‘CONSIGNMENT- DEPARTURE TRANSPORT MEANS.Nationality’ will be mapped as with NCTS.P4. HEADER. Nationality of means of transport at departure   o2nd iteration:   NCTS-P5 ‘CONSIGNMENT- DEPARTURE TRANSPORT MEANS.Identification number’ with all characters on the right of the first character ‘#’ up to the second character ‘#’ or up to the end of the data item (in only one ‘#’ character exist).  NCTS-P5 ‘CONSIGNMENT- DEPARTURE TRANSPORT MEANS.Type of identification’ = 31 (‘Registration number of the road trailer)   o3rd iteration (optional- if more one ‘#’ exist)   NCTS-P5 ‘CONSIGNMENT- DEPARTURE TRANSPORT MEANS.Identification number’ with all characters on the right of the second character ‘#’.  NCTS-P5 ‘CONSIGNMENT- DEPARTURE TRANSPORT MEANS.Type of identification’ = 31 (‘Registration number of the road trailer) for the characters on the right of the character ‘#’   Up to three (3) iteration can be used. If more than two # characters are included, then the additional information after the third ‘#’ character will be lost.   In case of rail transport, the function checks if <HEADER.Identity of means of transport at departure (exp/trans)> of NCTS P4 is present and at the same time if <HEADER.Specific circumstance indicator> is equal to "D" to assign to <CONSIGNMENT-DEPARTURE TRANSPORT MEANS.Type of identification> the value ‘21’ and NCTS-P5 ‘CONSIGNMENT.Inland mode of transport’ = ‘2’.  After the end of Transitional Period, the optionality of the Data item will be modified to REQUIRED.”  To avoid rejections on messages due to incorrect usage of “#” a disclaimer should be added in the upgrade resolution. |

***Analysis by CUST-DEV3 Development***

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| N/A |

**Section 3: Description of proposed solution**

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| The **NCTS Data Mapping file (DMP Package-v5.6.0 SfA-v1.00)** shall be corrected as follows (addition of **text highlighted in yellow**, removal of ~~text with strikethrough~~):  The resolution for upgrade for the Data Group “CONSIGNMENT.DEPARTURE TRANSPORT MEANS” should be enhanced as follows. The updates will be performed for the CC015C and for the common domain messages CD001C, CD003C, CD012C, CD038C, CD050C, CD115C in the mapping of the Data Item “CONSIGNMENT.DEPARTURE TRANSPORT MEANS.Type of identification”:  “No issue for Upgrade.  An XSLT function will be created so: in case of road transport: (IF NCTS-P4 ‘HEADER.Identity of means of transport at departure’ includes the character ‘#’ used as separator between the truck plate and the trailer plate(s) THEN more than one iteration will be declared for NCTS-P5 ‘CONSIGNMENT- DEPARTURE TRANSPORT MEANS as described below. Furthermore, in this case the Data Item NCTS-P5 ‘CONSIGNMENT.Inland mode of transport’ = ‘3’:   o 1st iteration:   NCTS-P5 ‘CONSIGNMENT- DEPARTURE TRANSPORT MEANS.Identification number’ with all characters on the left of the first character ‘#’.  NCTS-P5 ‘CONSIGNMENT- DEPARTURE TRANSPORT MEANS.Type of identification’ = 30 (‘Registration number of the road vehicle)  NCTS-P5 ‘CONSIGNMENT- DEPARTURE TRANSPORT MEANS.Nationality’ will be mapped as with NCTS.P4. HEADER. Nationality of means of transport at departure   o2nd iteration:   NCTS-P5 ‘CONSIGNMENT- DEPARTURE TRANSPORT MEANS.Identification number’ with all characters on the right of the first character ‘#’ up to the second character ‘#’ or up to the end of the data item (in only one ‘#’ character exist).  NCTS-P5 ‘CONSIGNMENT- DEPARTURE TRANSPORT MEANS.Type of identification’ = 31 (‘Registration number of the road trailer)   o3rd iteration (optional- if more one ‘#’ exist)   NCTS-P5 ‘CONSIGNMENT- DEPARTURE TRANSPORT MEANS.Identification number’ with all characters on the right of the second character ‘#’.  NCTS-P5 ‘CONSIGNMENT- DEPARTURE TRANSPORT MEANS.Type of identification’ = 31 (‘Registration number of the road trailer) for the characters on the right of the character ‘#’   Up to three (3) iteration can be used. If more than two # characters are included, then the additional information after the third ‘#’ character will be lost.  **Note:**  # should only be used only as separator of truck/trailer plate numbers (e.g. shall not be the last or first character of the string). An extra check by the xslt function is implemented, so that no empty iteration of the Data Group <CONSIGNMENT-DEPARTURE TRANSPORT MEANS> should be generated if there are no characters after the # in the identification number.  In case of rail transport, the function checks if ‘HEADER.Identity of means of transport at departure’ (exp/trans)> of NCTS P4 is present and at the same time if ‘HEADER.Specific circumstance indicator’ is equal to ‘D’ to assign to in NCTS-P5 ‘CONSIGNMENT.DEPARTURE TRANSPORT MEANS.Type of identification’ the value ‘21’ and in NCTS-P5 ‘CONSIGNMENT. Inland mode of transport ‘= ‘2’.  After the end of Transitional Period, the optionality of the Data item will be modified to REQUIRED.”  NCTS-Data Mapping- v0.43 file: Yes (Reference on the Section 3)  **IMPACT ASSESSMENT:**  This RFC-Proposal describes a **purely documentary**improvement (note in data mapping file) with no implementation impact. It is considered that the change proposed via the current RFC-Proposal has no impact on business continuity and can therefore be deployed in a **flexible way** approach.  **Proposed** date of applicability in Operations (T-Ops):   As soon as possible, at latest 1.12.2023  **Proposed** date of applicability in CT (T-CT):                     July 2022  **Expected** date of approval by ECCG (T-CAB):                  January 2022  **Impact on transition**: None  **Risk of not implementing the change:** None  **Impacted R&C:** -  **Impacted CIs:**   * **DMP Package-v5.6.0 SfA-v1.00: Yes (incl. update of file Rules and Conditions\_v0.43): No;** * CSE-v51.6.0: No; * DDNTA-5.14.1-v1.00 (Appendix Q2\_R\_C, PDFs): No; * DDNTA-5.14.1-v1.00 (Main Document): No; * Functional Specifications (FSS/BPM): No; * UCC IA/DA Annex B: No; * CTP-5.7.0-v1.00: No; * CRP-v5.5-v1.00: No; * ACS: 5.5.0 & ACS-Annex-NCTS: 5.5.0: No; * TRP-5.7.5: No; * DDCOM v20.3.0-v1.00: No; * ieCA 1.0.1.0: No; * CS/MIS2\_DATA: No; * CS/RD2\_DATA: No; * AES-P1 and NCTS-P5 Long-Lived “Legacy” (L3) Movements Study v1.40: No; * CTS-5.6.1-v1.00: No |

**Impact on CI artefacts**

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| **DMP-v5.6.0** | Cosmetic  Low  Medium  High  Very High  Short description   |  | | --- | | Update of 'NCTS-Data Mapping-v0.43.xls' file based on section 3. | |

**Estimated impact on National Project**

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|  | Cosmetic  Low  Medium  High  Very High  Short description   |  | | --- | | The RFC-Proposal describes a **purely documentary**improvement (note in data mapping file) with no implementation impact | |

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| **Document History** | | |  |
| **Version** | **Status** | **Date** | ***Comment*** |
| v0.10 | Draft by CUSTDEV | 27/07/2021 |  |
| v0.11 | Updates by CUSTDEV | 15/12/2021 | *Version Update* |
| v1.00 | *SfA to NPM* | 25/02/2022 | *SfA to NPM* |