



## **New computerised Transit System – P5 (NCTS-P5)**

Information session will commence shortly

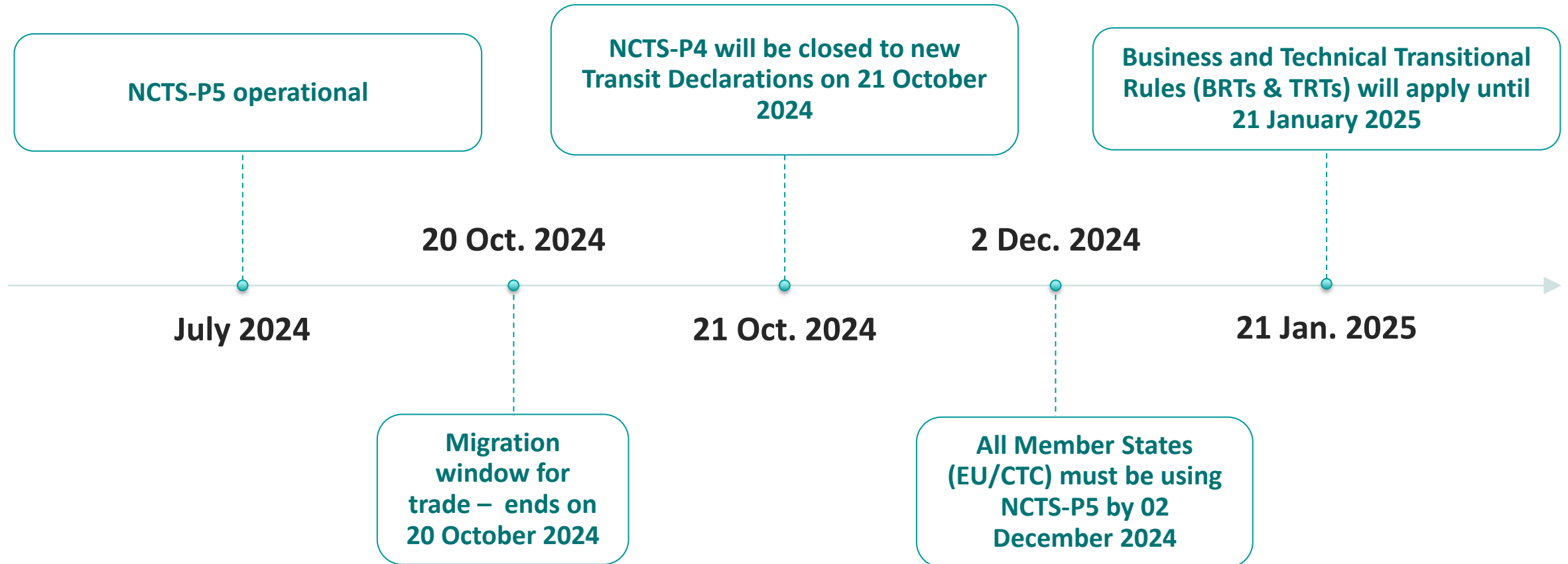
Please mute your microphones



# Information Session Overview

- Latest update on NCTS-P5
- What's New in NCTS-P5?
- Importance of Accurate Data
- Common mistakes to avoid
- What traders need to do to be ready?

# NCTS-P5 - Key Dates



# Planning for move to NCTS-P5 – Make sure you are ready

- It will take time to migrate to NCTS-P5. The time it will take will depend on the scale/complexity of your business.
- If you plan to lodge declarations into NCTS-P5 you should have your new NCTS-P5 software product. Talk to your software provider NOW
- If you lodge declarations on behalf of others, you should be in contact with the traders you represent to ensure they are preparing for NCTS-P5.
- **What to consider when planning your move:**
  - ✓ **Timing**
  - ✓ **Staff training**
  - ✓ **Internal system change**
  - ✓ **Communications**

# Migration from NCTS-P4 to NCTS-P5

**MIGRATION WINDOW ENDS ON 20 OCTOBER 2024**

**ACT NOW – DON`T LEAVE IT TOO LATE**

## National Transits – Migration Window Rules



- If a trader submits a national transit (IE015) to P4, then the OoDes closure (IE007 or officer via the screens) will need to be done in P4
- 
- If a trader submits a national transit (IE015) to P5, then the OoDes closure (IE007 or officer via the screens) will need to be done in P5.
- As the movements need to start and finish in the same system trade need to be careful during the migration period especially where the company starting the movement is different to the company receiving the goods.

## NCTS-P5 – Transit declarations commenced in NCTS-P4

Transits commenced in NCTS-P4 will continue to receive responses in NCTS-P4 until the movement is closed out



Traders will need access to NCTS-P4 until all transit movements commenced in NCTS-P4 are closed out

# Accuracy of Information on the transit declaration



# Completing a Transit Declaration in NCTS-P5

The transit Declaration is a legal declaration.

Information on the declaration must be accurate and correct.

Supports available to you:

- [NCTS-P5 Trader Guide](#)
- [NCTS-P5 Messages Exchanges](#)
- [NCTS-P5 Message Structure](#)
- [NCTS-P5 Codelists](#)
- [NCTS-P5 Business Rules & Conditions](#)

## NCTS-P5 – How Is the Transit Declaration Changing?

- New structure to the transit declaration
- New naming of Data Elements
- New dataset – aligned to the Revised Annex B as depicted in EUCDM
- Minor changes to the data within the transit declaration
- Traders will have to provide a 6-digit HS code for all goods moving in NCTS.

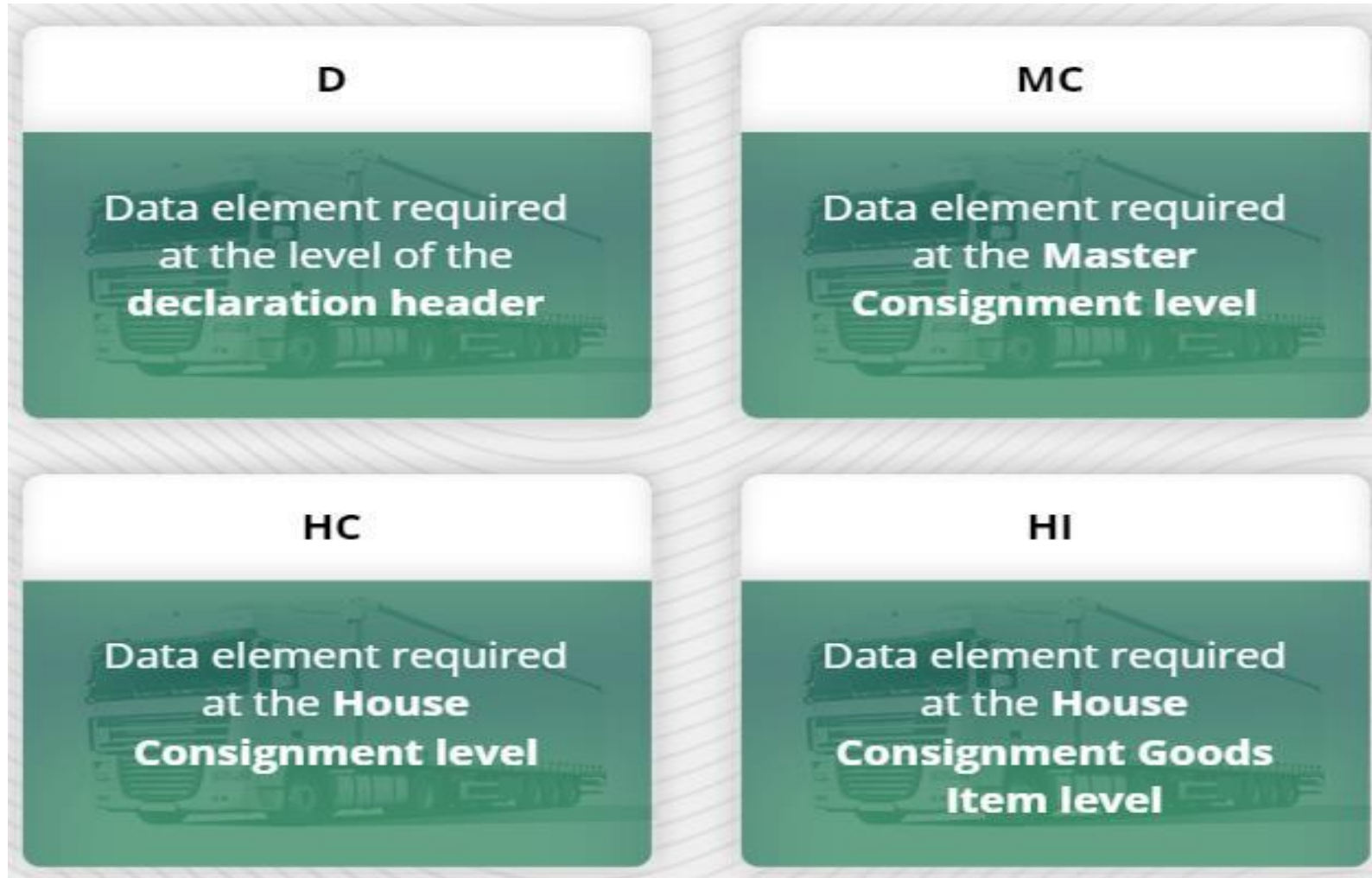
## How to classify your goods – 6-digit HS code required

- 6-digit HS code required on all NCTS-P5 declarations (T1 & T2)
- Won't be mandatory until **21 January 2025**

### Supports available to you

- [TARIC](#)
- Classification Unit email: [tarclass@revenue.ie](mailto:tarclass@revenue.ie)
- Revenue website - [Classification](#)

# Declaration Levels



# Data mapping

## NCTS P4

HEADER

(DEPARTURE) CUSTOMS OFFICE

(DESTINATION) CUSTOMS OFFICE

(TRANSIT) CUSTOMS OFFICE

(PRINCIPAL) TRADER

(CONSIGNOR) TRADER

(CONSIGNEE) TRADER

GOODS ITEM - CONTAINERS

MESSAGE – SEALS INFO – SEALS ID

ITINERARY

PREVIOUS ADMINISTRATIVE REFERENCES

SPECIAL MENTIONS

PRODUCED DOCUMENTS/CERTIFICATES

PRODUCED DOCUMENTS/CERTIFICATES

## NCTS P5

TRANSIT OPERATION

CUSTOMS OFFICE OF DEPARTURE

CUSTOMS OFFICE OF DESTINATION

CUSTOMS OFFICE OF TRANSIT

HOLDER OF THE TRANSIT PROCEDURE

CONSIGNMENT CONSIGNOR

CONSIGNMENT CONSIGNEE

CONSIGNMENT TRANSPORT EQUIPMENT

CONSIGNMENT TRANSPORT EQUIPMENT SEAL

COUNTRIES OF ROUTING OF CONSIGNMENT

PREVIOUS DOCUMENTS

ADDITIONAL INFORMATION

ADDITIONAL REFERENCES

SUPPORTING DOCUMENTS

# The Master Reference Number (MRN) Structure

- When NCTS-P5 is implemented, the pen-ultimate character of the MRN will indicate if S&S was included.

CODE	Procedure
A	EXPORT ONLY
B	EXPORT AND EXIT SUMMARY DECLARATION
C	EXIT SUMMARY DECLARATION ONLY
D	RE-EXPORT NOTIFICATION
E	DISPATCH OF GOODS IN RELATION WITH SPECIAL FISCAL TERRITORIES
J	<b>TRANSIT DECLARATION ONLY</b>
K	<b>TRANSIT DECLARATION WITH SAFETY AND SECURITY DATA</b>

Example - 24IEDUB100000TMAK6

- The pen-ultimate character is 'K' which identifies this MRN for transit declaration with S&S declaration.

## NCTS-P5 – Multiple Consignors

- Currently in NCTS-P4 multiple consignors and consignees can be entered on the transit declaration at item level
- During the transition period it is not possible to enter multiple consignors at house consignment level, but you can enter multiple consignees

### What should you do during the transition period in case of multiple consignors?

1. Declarants should **not** enter any consignor at house consignment level
2. Continue to enter all goods and all relevant consignees at house consignment goods Item level
3. Ensure all business records are maintained for every consignor/consignee movement so that in the event of further checks being requested, documentation is available.

**\*Where there is only one consignor, you can enter the consignor details at master consignment or house consignment level.**

## Office of Transit information on the NCTS-P5 declaration

- Office(s) of transit must be included on your NCTS declaration where applicable
- Where goods travel from IE via UK to FR or NL, offices of transit should be declared at:
  - Entry into the UK, and
  - Entry into FR/NL
- Where goods travel from IE to UK **do not enter** an office of transit at IE port where the goods depart
- For national transits you **should not** enter an office of transit

Important accurate information is provided, and goods are presented at customs office(s) of transit and destination.



## Errors you can avoid when completing a transit declaration in NCTS-P5

Where the IE044 (unloading remarks) message conforms, the sequence number at the house consignment level should equal 0

Safety & Security is a required D/E (Input 0 where you are not including the S&S data and input 2 where you are including the S&S data on your transit declaration \*)

Guarantee Reference Number (GRN) must be correct to avoid a rejection

The guarantee amount must be entered on the transit declaration. You should not enter a value of ``0``

A Presentation notification is always required in respect of a pre-lodged declaration (D type)

Binding itinerary defines the route for the goods from OoDep to OoDes. If binding Itinerary =1 then the route of the goods may not deviate from the itinerary. Best advice is to tick '0' for binding itinerary

\*When initiating a national transit, the S &S data element should not be completed. The S & S indicator should equal 0

# Authorised Consignor (ACR) and Authorised Consignee (ACE) information

## Outbound transit declaration

- Declaration Data IE015 (D1)
  - Include ACR -Authorisation number\*\*
  - Type = C521 - ACR
  - Reference number = authorised consignor authorisation number
- If the number is not valid the declaration will be rejected

## Inbound transit declaration

- Arrival notification IE007
  - Include ACE -Authorisation number\*\*
  - Type = C522 - ACE
  - Reference number = authorised consignee authorisation number
- If the number is not valid the arrival notification will be rejected

The authorisation numbers are available in the link below:

[Customs Decisions reference number validation](#)

\*\* Include the correct ACR/ACE number and not an EORI number

## NCTS-P5 – New & Improved Features

2 Transit declaration  
Types  
Standard and Pre-Lodged

Facilitate electronic  
registration of 'Incidents  
en route' with a new  
office role called Office of  
Incident Registration \*

Interface with AES to  
support the scenario  
'Export followed by  
Transit' \*\*

Safety and security data  
can be included on the  
outbound Transit  
declaration \*\*\*

D3 for traders (shippers  
& airlines) who use the  
ETD as a Transit  
declaration for goods  
entering or departing  
Ireland \*\*\*\*

\* Office of incidents not available when NCTS-P5 goes live

\*\* EFBT will not be available when NCTS-P5 goes live

\*\*\* An ENS will still be required for inbound movements

\*\*\*\* D3 will not be available in NCTS-P5 until a later date. Trade should continue to lodge the D3 in AIS (Automated Import System)

## NCTS- P5 and Export followed by Transit (EFBT)

- The export MRN will be referenced on the transit declaration
- The status of the export declaration must be one of the following states  
    ‘ **AER created**’, ‘**Goods presented at exit**’ or ‘**Goods ready to be released**’
- The export MRN can only be referenced on one transit declaration
- The Transit MRN is entered into the PBN and there is no requirement to enter the export MRN in the PBN as this is referenced on the transit declaration
- When the transit formalities are completed, the export movement is closed out

**EFBT won't be available until a future release. In the interim export declarations should be closed out as they are today.**

# EFBT - Union Goods (T2) going to an Authorised Consignee Premises (ACE) in GB



Export declaration lodged in IE

Office of export (DUB100)  
Office of exit (DUB100)  
MRN allocated and declaration green routed



Transit declaration lodged and MRN of the export declaration is referenced in previous document data element

Office of departure (DUB100)  
Office of transit (GBPort)  
Office of destination (ACE in GB)



Goods leave IE on a ferry to GB

PBN created which will include the transit MRN (export MRN should not be included in the PBN)



Goods arrive at the Authorised Consignee Premises (office of destination) in GB

Transit is closed and NCTS-P5 will interface with AES to close the export movement

## NCTS-P5 and Risk Analysis

- All transit declarations will be electronically risk analysed in the future
- Where the declaration hits a risk profile, the following interventions may be required:
  - Physical
  - Documentary
- Where supporting documentation is required, this should be uploaded via NCTS-P5
- For simplified transit (inbound & outbound) the 15-minute window will remain for now.

# **NCTS-P5**

## **Inbound Movements**

# Truck driver disembarking the ferry arriving from GB



## Two Channels

 Exit the Port

 Call to Customs

T1 transit ending at the TSF the driver will receive an `Exit the Port` channel provided the Office of Destination is correctly declared (i.e. IEXX200 or IEXX400) on the Transit Declaration.

Office of transit (IEDUB100/IEROS100) must be declared for crossing into the frontier to IE  
If there is a Safety & Security risk identified on the ENS, the driver will get a `Call to Customs`

T1 not ending at a TSF will get a `Call to Customs`

Where the officer is satisfied all import declarations have been lodged, the officer will register the arrival in NCTS-P5



# Inbound Simplified Movement - Arrival of goods at TSF today



When goods arrive at TSF the Company will register the arrival in NCTS.

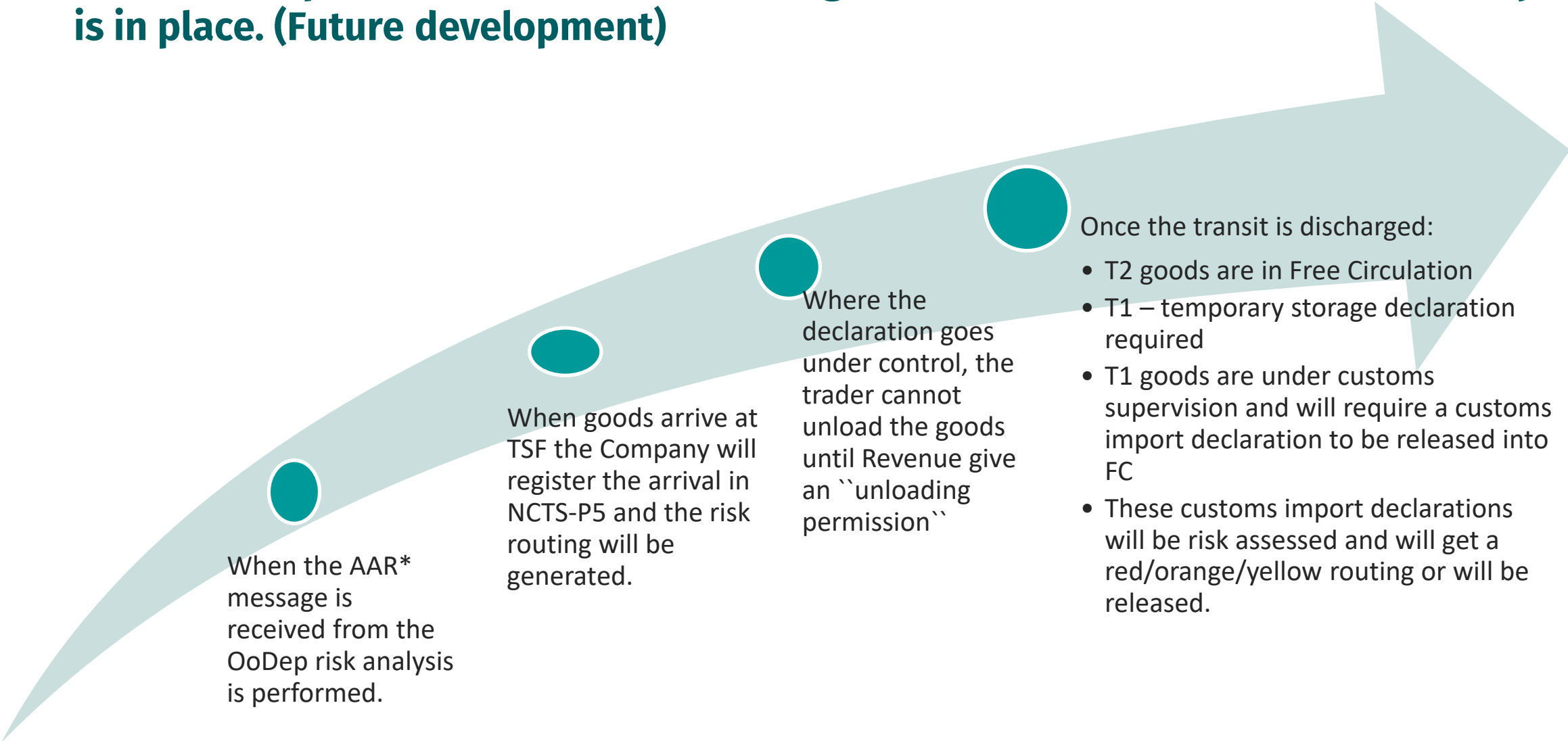
An email notification in some cases is submitted to Revenue.

TF officer has 15 minutes to inform the company if they intend to carry out an inspection.

Once the transit is discharged:

- T2 goods are in Free Circulation
- T1 – temporary storage declaration required
- T1 goods are under customs supervision and will require a custom Declaration in order to be released into FC
- These import customs declarations will be risk assessed and will get a red/orange/yellow routing or will be released.

# Inbound Simplified Movement -Arrival of goods at TSF when electronic risk analysis is in place. (Future development)



When the AAR\* message is received from the OoDep risk analysis is performed.

When goods arrive at TSF the Company will register the arrival in NCTS-P5 and the risk routing will be generated.

Where the declaration goes under control, the trader cannot unload the goods until Revenue give an "unloading permission"

Once the transit is discharged:

- T2 goods are in Free Circulation
- T1 – temporary storage declaration required
- T1 goods are under customs supervision and will require a customs import declaration to be released into FC
- These customs import declarations will be risk assessed and will get a red/orange/yellow routing or will be released.

# **NCTS-P5**

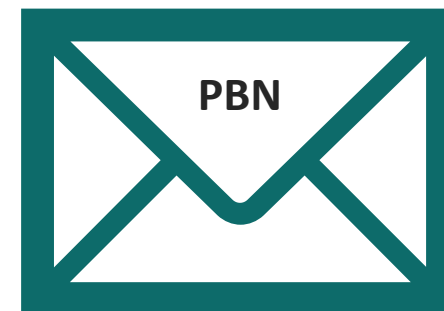
# **Outbound Movements**

## Outbound Transit Movements on a RORO Ferry to or via GB

- PBN (Pre-Boarding Notification) is mandatory for RORO movements going to or via GB.
- PBN will not get a `good to proceed to check-in` status until all the transit declarations are at the correct status (movement released).
- Outbound (simplified or normal) transit declarations must be at “Movement Released” state to be entered into HMRC GVMS (**Goods Vehicle Movement Service**).

### Normal Outbound

- If the transit is cut at the Port (normal transit), the load must be presented to the office of departure.
- In NCTS-P5 once a normal transit declaration is lodged an MRN is assigned however the driver will still need to present to Customs for an officer to register the guarantee and release the movement.
- Once the transit declaration associated with MRN is at the correct status, the PBN can be `checked in`.



# Outbound Transit Movements on a RORO Ferry to or via GB

## Simplified Outbound

- Where the transit is initiated by an Authorised Consignor the movement will be released for transit after 15 mins unless an officer intervenes.
- The goods can leave the premises and the transit MRN should be entered into the PBN.



## Introduction of electronic risk analysis in the future

- Once electronic risk analysis is in place, all transit declarations will be fully risk analysed (fiscal and S&S) and the 15 -minute timer will no longer exist.
- Where the declaration goes under control, the goods cannot leave until the intervention is worked and the transit is released.

## Public Interface Testing (PIT)

- A free service available 24/7 to anyone planning to use NCTS-P5. Support is available 10:00 to 16:00 for incident resolution.
- Simulated environment with declaration scenarios behaving as they would in NCTS-P5.
- Supports submission and processing of additional declaration activities such as movement messages, cancellations and amendments to assure the full scope of declaration scenarios.
- Not for performance testing - only for validating and assuring declaration processing
- PIT is not a live service - No connections to any other Revenue system. There may be performance difference between NCTS-P5 and PIT. Doesn't create legal declarations.
- Queries about PIT should be sent by raising a ticket through the PIT Service Desk
- PIT environment will accommodate final mode testing after the trade migration window ends on 20 October 2024

# EORI registration record must have Eircode details



If Eircode is missing from your EORI registration declarations for the following systems may be rejected:

- Automated Export System (AES) for indirect exports
- New Computerised Transit System (NCTS)
- Import Control System (ICS)

## Traders must act now

- Check and ensure EORI registration includes a valid Eircode.

### [EORI validation](#)

- If there is no Eircode associated with an EORI registration it must be updated.

**Thank you for your attention**

***UCC Change Management Unit***  
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***Join the NCTS-P5 mailing list for the latest updates on NCTS-P5***  
***[NCTSP5@revenue.ie](mailto:NCTSP5@revenue.ie)***