



New computerised Transit System – P5 (NCTS-P5)

Go Live early 2024

Information session will commence shortly

Please mute your microphones



Overview



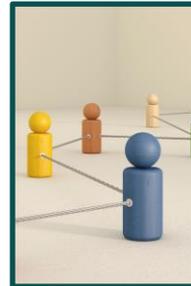
NCTS-P5 Timelines



What is new in NCTS-P5?



Identify how NCTS-P5 will impact Trade



What Trade should do to be ready



New Computerised Transit System Phase 5 (NCTS-P5)

NCTS-P5 is the
next phase of our
UCC IT
Programme

It will replace the
current NCTS-P4
system



NCTS-P5 - Key Dates

NCTS-P5 Trader Specifications published – 19 August 2022



PIT available – April 2023



Go-live – Early 2024



Migration window for trade – three months from go live



NCTS-P4 will be closed to new Transit Declarations when three months migration ends



All Member States (EU/CTC) must be using NCTS-P5 by 02 December 2024



Business and technical transitional rules (BRTs & TRTs) will apply until 21 January 2025



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

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**



NCTS-P5 – What's New?

- Specifications have been defined by Member States and the European Commission and are common across all EU Member State
- NCTS-P5 Trader specifications available on Revenue website www.revenue.ie/en/online-services
- All XSDs, Business rules and codes lists are taken from the agreed EU documentation
- D3 for traders (shippers & airlines) who use the ETD as a Transit Declaration for goods entering or departing Ireland*

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



NCTS-P5 – How Is the Transit Declaration Changing?

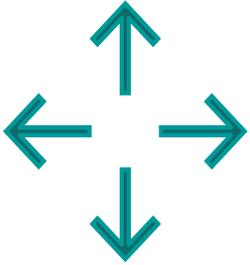


- New structure to the transit declaration
- New naming of Data Elements
- New dataset – aligned to the Revised Annex B as depicted in EUCDM
- Minor changes to the data within the transit declaration
- Traders will have to provide a 6 digit HS code for all goods moving in NCTS.



NCTS-P5 – Business and Technical Rules

- All EU Member states/CTC must deploy NCTS-P5 by 02 December 2024.
- Business and technical transitional rules (BRTs & TRTs) will apply until 21 January 2025
- Details are available in the [NCTS-P5 trader guide](#)





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 after the transition period – 21 January 2025

Supports available to you

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

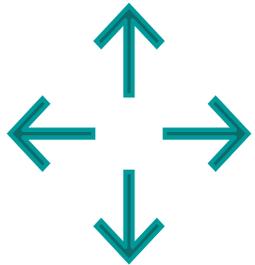


NCTS-P5 – Multiple Consignors

- 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 item 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 level
2. Continue to enter all goods and all relevant consignees at 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.





NCTS-P5 – Features



NCTS-P5 introduces some new, or improved functionality:

- 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 inbound/outbound Transit declaration**

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

** An ENS will still be required for inbound movements until NCTS-P6 is deployed



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	TRANSIT DECLARATION ONLY
K	TRANSIT DECLARATION WITH SAFETY AND SECURITY DATA

Example - 23IEDUB100000TMAK6

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



NCTS- P5 – Declaration Name



Declaration Name	Declaration Description
D1	Transit declaration
D2	Transit declaration with reduced dataset – (Transport by rail, air and maritime transport)
D3	Transit – Use of an electronic transport document as customs declaration – (Transport by air and maritime transport)
D4	Presentation Notification in relation to the pre-lodged transit declaration



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 will not be available when NCTS-P5 is deployed. 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

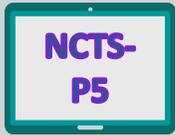


Export declaration lodged in IE

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

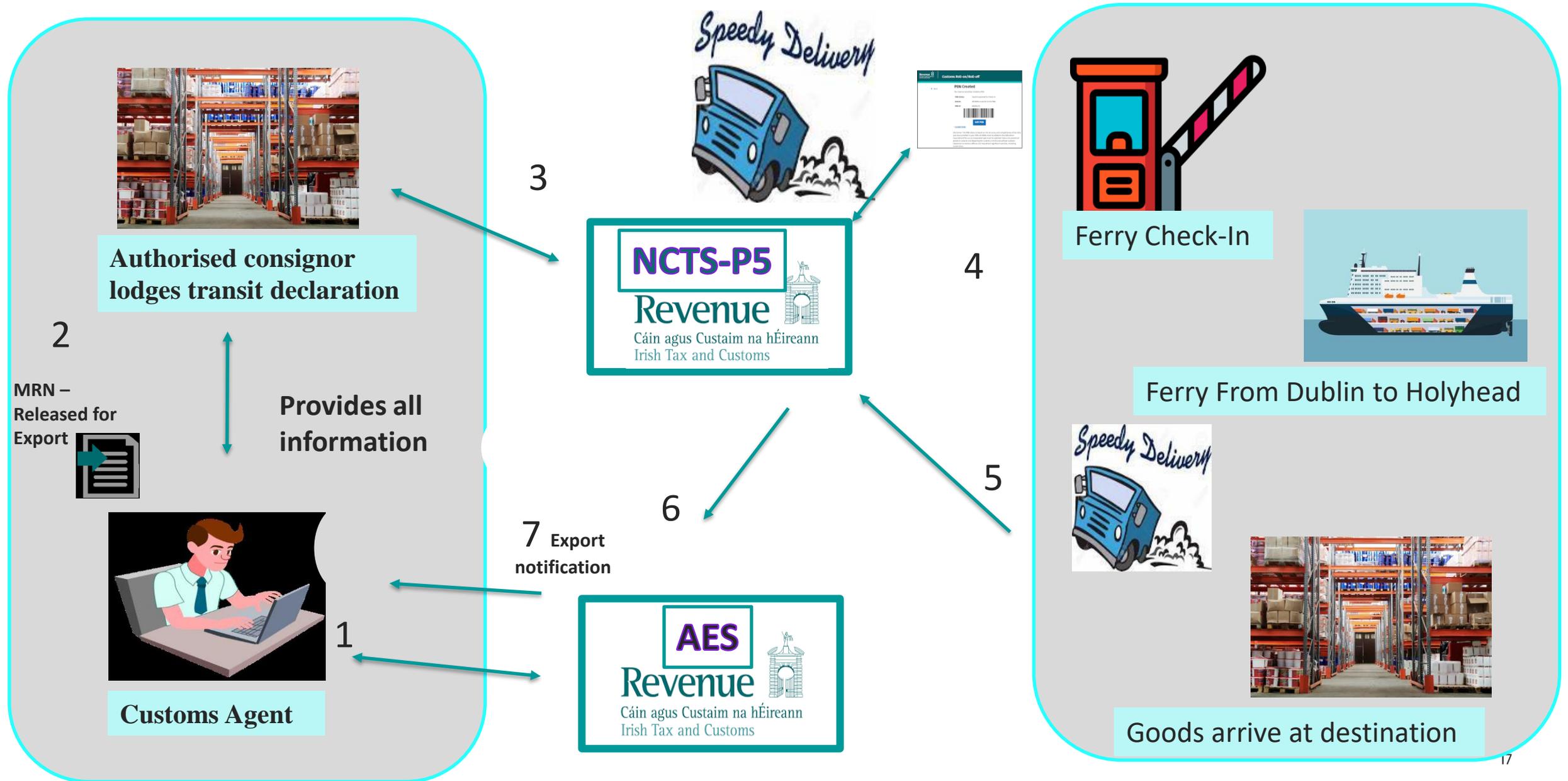
PBN created which will include the transit MRN (export MRN should not be included in the PBN)



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

Export followed by Transit – Union Goods (T2) moving by Road to GB on a RoRo Ferry via Dublin Port





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 at:
 - Entry into the UK, and
 - Entry into FR/NL

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

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 Customs Decision System (CDS)



NCTS-P5 – New messages



Some new messages –

- IE022 ‘Notification to amend declaration’(export followed by transit)
- IE170 ‘Presentation notification for the pre-lodged declaration’
- ‘XML Nack’ (IE917) message is used to reject external domain messages for syntactic validation errors, for example XSD errors.



NCTS-P5 and Risk Analysis

- All transit declarations will be electronically risk analysed
- Results of the risk analysis:
 - Physical
 - Documentary
- Where the declaration goes under control, the supporting documentation should be lodged via message into NCTS-P5
- For simplified transit (inbound & outbound) the 15 minute window will remain during the three month migration period only

NCTS-P5

Inbound Movements



Two Channels

 **Exit the Port**

 **Call to Customs**

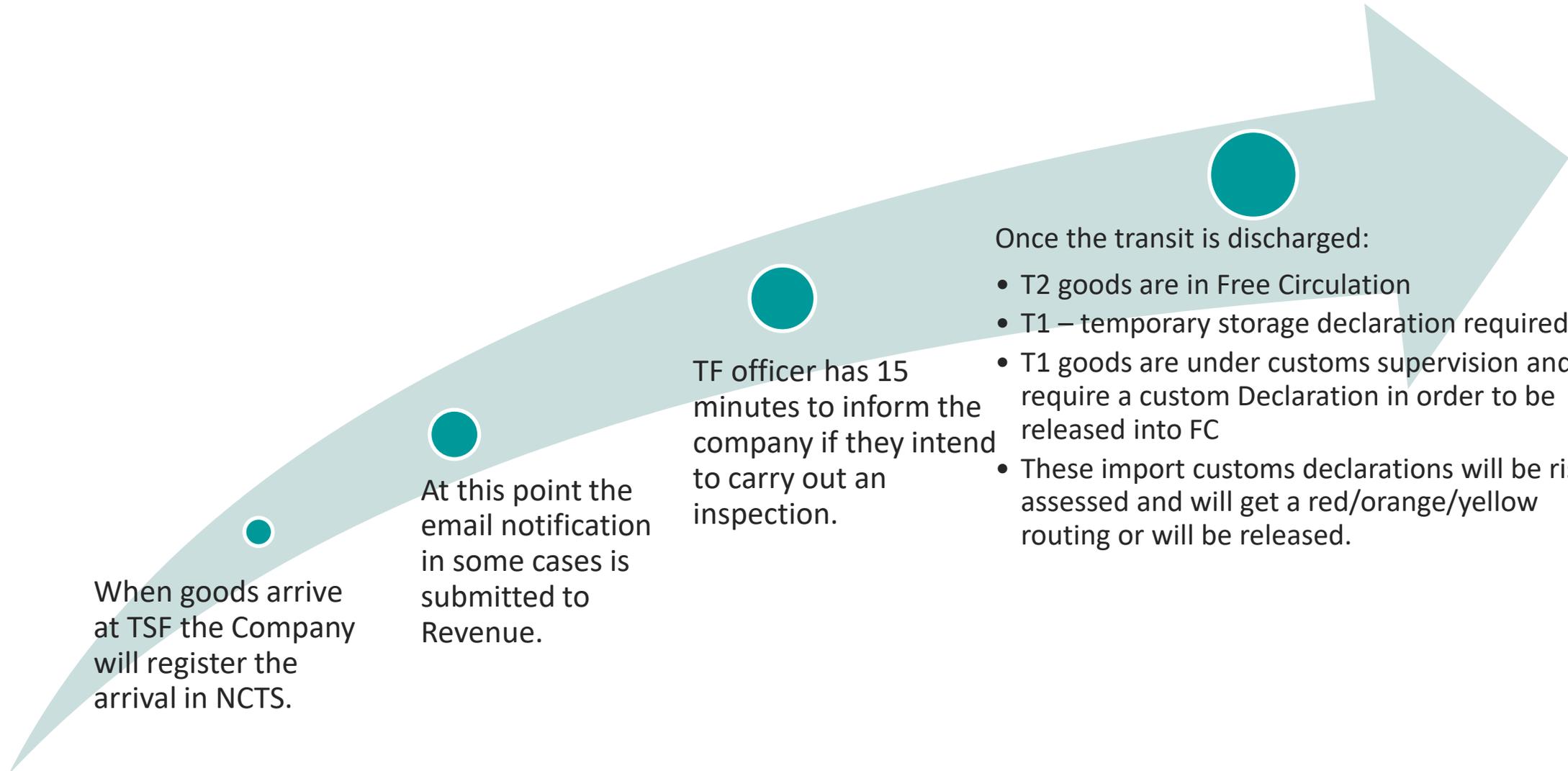
T1 transit ending at the TSF the driver will receive an `Exit the Port` channel provided the Office of Destination is correctly declared (i.e. IEXXX200 or IEXX400) on the Transit Declaration.

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`
Officer should register the arrival in NCTS-P5 and must be satisfied all import declarations have been lodged.



Inbound Simplified Movement - Arrival of goods at TSF today



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

At this point the 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 following the full deployment of NCTS-P5 after the three month migration period

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 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.

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.

Normal Outbound

- If the transit is cut at the Port (normal transit), the load must be presented to the office of departure.
- When the officer registers the guarantee and releases the movement, the MRN will be at the correct status and the PBN can be `checked in`.



Simplified Outbound – During three month migration period

- Where the transit is initiated by an Authorised Consignor the declaration will be risk analysed for safety and security risks.
- If no risks are identified, the movement will be released for transit after 15 mins.
- The goods can leave the premises and MRN entered into the PBN.
- Where the declaration goes under control, the goods can not leave until the intervention is worked and the transit is released.



Post three month migration period all transit declarations will be fully risk analysed (fiscal and S&S) and the 15 minute timer will no longer exist.



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

Completing an NCTS-P5 declaration

An NCTS-P5 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](#)





Thank you for your attention

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*Join the NCTS-P5 mailing list
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NCTS-P5*

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