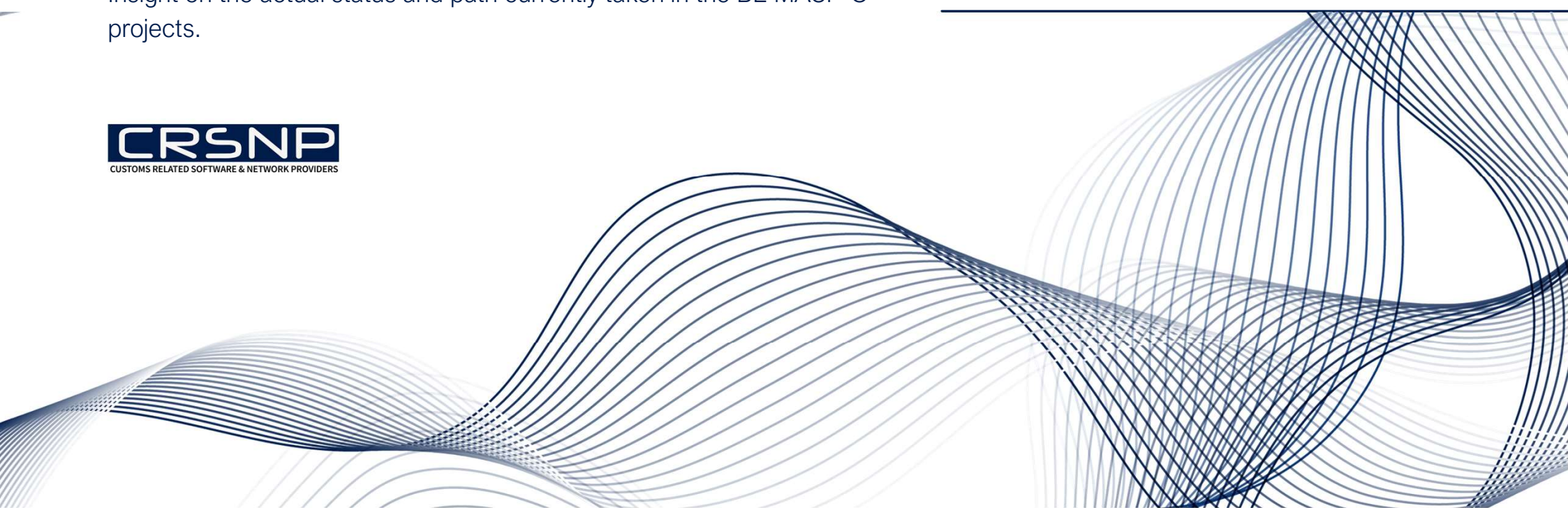


# BE MASP-C

Insight on the actual status and path currently taken in the BE MASP-C projects.



# Agenda

- Welcome by Pieter Haesaert
- From Monolith to Microservices by Bjorn Bollingh
- AES by Raisha Demeester
- IDMS by Manon Waeterschoot
- NCTSP5 by Peggy Cole
- PN/TS by Bjorn Bollingh
- Q&A

# Welcome

## Members



DESCARTES



AEB



# What did we do – how did we work?

- Appoint Single Point of Contact (SPOC) for each system (AES, IDMS, NCTS 5, PN/TS)
- SPOC co-ordinates via FOD ICT Service Managers FOD ICT (+ BA Customs)
  
- Small CRSNP working groups per system
- 1-2 internal system working group meetings per week systematically identifying issues and testing
- 1 meeting/week SPOC/Service manager + Business Analyst
  
- Appr. 80 internal test meetings
- Appr. 80 SPOC/Service mngr meetings
- 5 test days on site

# Website and FAQ

## MASP



Registration & Onboarding

[Read More](#)



AES - Export

[Read More](#)



IDMS - Import

[Read More](#)



NCTSP5

[Read More](#)

# From Monolith to Microservices



## PLDA is dead, all hail PLDA

- PLDA will be taken down step by step as functionality is migrated
- It will be broken down in a set of microservices
- Creating customer facing applications and internal applications.

## Processing an Import Declaration

- The EO submits a declaration through the **EONGW**.
- **IDMS** receives and validates the declaration.
- **IDMS** then requests a tariff calculation from the **Tarbel Service**
- The calculated tariffs are sent back to **IDMS**
- **IDMS** requests **Risk and Control** to make a decision on the need for inspection.
- If needed **Risk and Control** notifies the **Inspection Service**.
- The **Inspection Service** returns its decision to inspect or not to the **Risk and Control** service.
- If inspection is needed all reservations and contacts are made and returned via the **EONGW** Service
- After inspection or no inspection needed **IDMS** is notified and carries out the final phases. All relevant documents are verified and stored by the **Document Store Service**.
- The status of the declaration and any actions required are communicated back to the EO via the **EONGW**.



## What does that all mean and why should I care ?

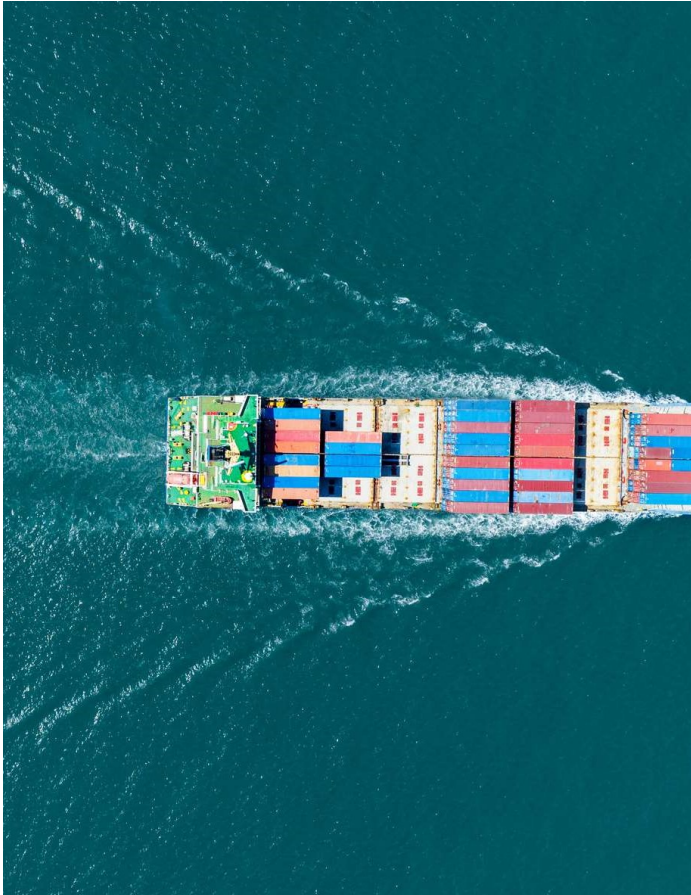
- Every service in bold is managed and developed by a different department within the administration.
- Although all these services should not have to care about each other, they are all depending on each other.
- Now consider these departments as possible failure points in this chain of actions.
- If one fails, all fails ..

## Brings us to real question for today!

- Although technically IDMS, AES, PN, TS might be considered ready
- Are all other Services ready
  - Risk and Control
  - Inspections
  - Helpdesk, do they have a view over this puzzle of services
  - Onboarding process, bulk registration , etc
  - Write-Off ( TS, Goodsflow, Transit etc etc )
  - Business Continuity Processes
  - Emergency Procedures ( for EO and any of the Microservices )

# AES Export





11/06/2024

## Technical situation

3 AES Test-days with software-providers resulted in

### Tested Scenario's

- Normal declaration with direct, indirect, self-representation
- Simplified + supplementary
- Pre-lodged + supplementary
- Amendment
- Cancellation
- CCE
- Risk and Control

### Not successfully tested yet

Write-off from:

- EMCS
- TSD > PN/TS
- IDMS
- NCTSP5
- PLDA

### Open points (technically)

- 15 technical open points
- 5 business open points (AES specific)
- 12 general open points (legislation / others)



# AES – Export

MUST HAVE !

EMERGENCY  
PROCEDURE

Clarity on write-off

PRINT  
(required or not for VAT)



# AES – Export

Old code vs. new codes

Description	Code list
Supporting Document	CL213 + CLBE213
Additional Référence	CL380 + CLBE380
Additional Information	CL239 + CLBE239
Previous Documents	CL214
Transport Documents	CL754
Autorisation Type	CL605

OLD Code	NEW CODE
44-55	Z0101
Y040	1VAT
ZCLE	NCLE

No full list received; in case of questions, they need to we requested to the helpdesk.



## AES – Export

Legal discussions: clarification received

- **Multiple owners for 1 product** → owners need to make additional contract / agreement on who will be represented as declarant, only one declarant can be in the export declaration.  
2 lines with each a different VAT number is technically possible
- **G.E. 14 01 036 000 (dubious description) UN/LOCODE voor de plaats waar de levering na de haven van lossing plaatsvindt** -> “poorly” written, it remains the same as the incoterm location, those cannot contradict.



# AES – Export

Legal discussions (ongoing)

- Cancellation is allowed in new systems without informing TAO teams, or without reference to 1<sup>st</sup> declaration → we would like written confirmation
- According to law the region of dispatch is no longer needed → however not clear on what is expected in documentation.
- EXS declaration cannot be separated → what about different responsibilities concerning Route + EORI transporter.
- Location codes, which location belongs to which type. List per Economic Operator
- AEO certification → what is the advantage, if any ?

<https://financien.belgium.be/sites/default/files/Customs/Ondernemingen/Douane/aangiften-kennisgeving-douanestatus/toelichting/Toelichting%20gegevensset%20B1.pdf>



# — IDMS Import



# Technical situation

Two technical test days



## Technically tested Scenario's

- Normal declaration with direct, indirect, self-representation
- Simplified + supplementary
- Pre-lodged + supplementary
- Invalidation
- Risk and Control

## Not successful

- Amendment
- Taric validations
- Calculation of taxes and duties
- Excise duties

Write-off from:

- EMCS
- TSD > PN/TS
- IDMS
- NCTSP5
- PLDA

## Open points (technically)

- 22 functional open points
- 15 technical open points
- 7 general open points (legislation / VAT / other)



# IDMS - Import

## MUST HAVES

- Stability of ACC for extensive functional testing
- Emergency procedure
- All error codes clear
- Documentation on various topics such as
  - Use of new VAT codes
  - Calculation units
  - Codes for calculation of statistical value
  - Location codes
- A vision on how to deal with changing exchange rates throughout the customs flow
- Print that is valid for VAT department



# NCTS P5





## Technical situation

### Tested Scenario's

- Simplified procedure
  - Departure
  - Destination
- Approved location
  - Departure
  - Destination
- Normal procedure
  - Departure

### Not available yet/tested yet

- Control results at destination (in case of discrepancies)
- Mix NCTS4-NCTS5
  - Departure in NCTS4, arrival in NCTS5
  - Departure in NCTS5, arrival in NCTS4
- Write off
  - IDMS
  - AES
  - PLDA Import/Export
  - PN/TS (TSD)
  - NCTS4/NCTS5

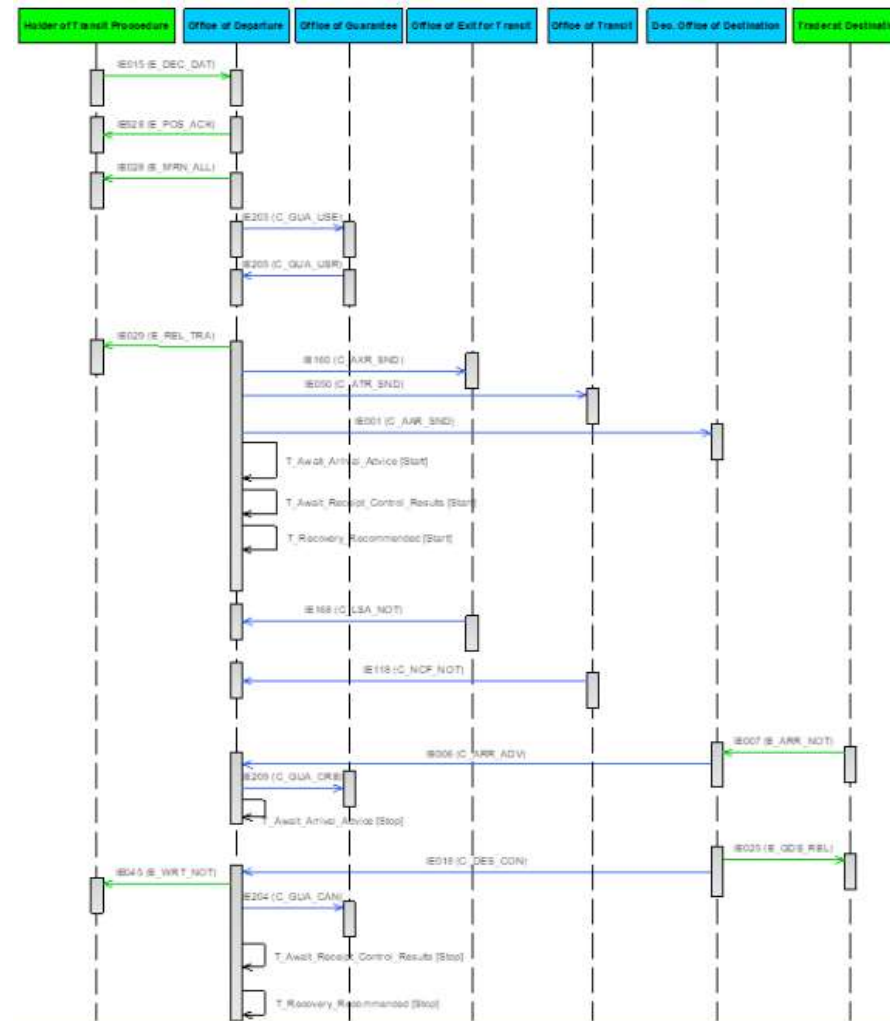
### Open points

- Technical open points
- Business open points (NCTS specific)
- General open points (legislation / others)



# NCTS P5

- Complex message flow
  - Departure/Destination
  - Between EU member states/offices





## NCTS P5

- Planned before go live (not yet scheduled)
  - Testing days with Belgian Customs and software providers to go through all scenarios/flows (as with AES/IDMS)
- Test post transition period

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# PN/TS





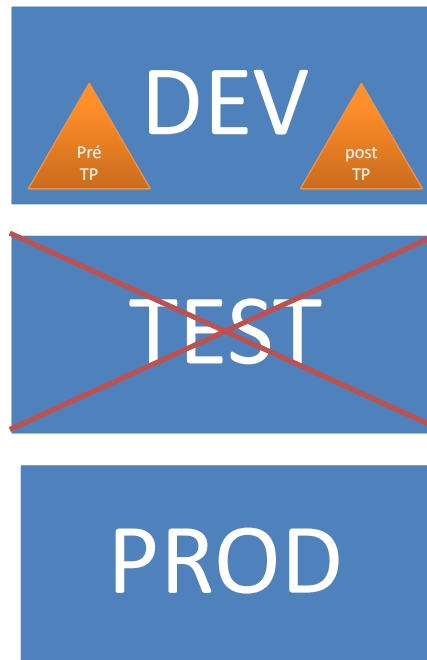


## PN/TS

- New Service Manager
- Catching up and re-do testing

# End-user testing

EORI numbers,  
Guarantees, deferment  
accounts, ... ?



# Summary

CRSNP overview of the status via traffic lights



# Conclusion

CRSNP recommends to agree a **transition project plan** including all dependencies for a successful transition for all stakeholders, including economic operators, customs officers and software providers.





# Q&A

Feel free to ask questions:

- Live
- in the chat
- Via mail

# Thank you for your attention



Pieter Haesaert



Peggy Cole



Bjorn Bollingh



Manon  
Waeterschoot



Raisha Demeester