



Brussels, 19 March 2018.

TRANSIT

The use of Transit Office Master Data

(Item IV.b on the Agenda)

I. Introduction

1. At its 215th/216th Meetings in April 2017, the PTC approved the WCO Guidelines on Transit¹. The Guidelines were developed with the main objective of rendering practical support to WCO Members in implementing efficient and effective transit regimes.
2. The Transit Guidelines are comprised of thirteen guiding principles, one of which provides for the use of information and communication technologies (ICT) for efficient information management. The Guidelines mentioned that the use of ICT in transit will help Customs monitor transit movement and ensure that goods have been correctly declared for transit and the transit procedure has been correctly completed at each stage of the transit route up to the destination. An effective exchange of information, preferably in electronic formats, helps all border agencies involved in transit route undertake risk management and take appropriate decisions concerning the applicable control measures, thus reducing administrative burden and cost for economic operators, Customs administrations, and other government agencies.
3. There are several types of information that need to be exchanged between and among border agencies in transit route as suggested in the Guidelines, which include, inter alia, the anticipated arrival record (Guideline number 14), results of the inspection (Guideline number 16), notification on crossing frontier (Guideline number 17), actual itinerary of the transiting goods (Guideline number 18), notification on the deviation of the itinerary (Guideline number 19), record of arrival (Guideline number 20), irregularities (Guideline number 21), actual destination of transit (Guideline number 22) and termination of transit operation (Guideline number 23). All this information is considered as transactional information that is unique to every transit event.
4. In order to ensure smooth movement of the transiting consignment, all relevant Customs offices, starting with the office of departure, and then offices in the transit

¹ <http://www.wcoomd.org/en/topics/facilitation/instrument-and-tools/tools/transit-guidelines.aspx> >> Transit Guidelines

route and finally the destination office, should be informed about all the details of the transit operation. This requires that each Customs office in transit route recognizes other Customs offices in the route to determine the Customs office to and from which transit information should be sent or received.

II. Use of Master Data

5. Unlike transactional information that is unique to every transit event, information on transit offices is relatively stable. This information needs to be exchanged only at the beginning of the establishment of transit interconnectivity and when there is a change in the information of an office that could happen due to the reorganization in a Customs administration, change of address, or introduction of a new transit corridor.
6. Based on its characteristic, information on a transit office could be categorized as Master Data, namely the data that represent people or entities (demographic), places (geographic), or other things. From a regulatory perspective, the lifecycle of master data is normally associated with registration processes or organizational arrangements. Master Data contains information that is relatively steady but could be changed, when required.
7. Master Data concept enables the use of a piece of non-significant information on identifier or code that could represent the underlying set of Master Data. The use of identifiers or codes to represent Master Data could help eliminate the need to include complete set of information in transactional exchange of information, thus improving the quality of the transactional data and making them more concise.
8. The exchange of office Master Data in the context of transit interconnectivity could facilitate the identification of transit Customs office. In addition, the Master Data concept ensures that information on Customs offices could be shared / exchanged, understood, and used in more consistent and harmonized manner by uniquely identifying them.

III. Work of the Data Model Projects Team (DMPT)

9. In the context of Trader Identification Number (TIN) for facilitating Authorized Economic Operator (AEO)-Mutual Recognition Arrangement/Agreement (MRA), the DMPT, together with the SAFE Working Group (SWG), is developing Master Data Information Package. This Information Package includes Party (AEO) Master Data that enables Customs administration at the importing country to recognize MRA partner² AEO and provide mutually agreed facilitation measures.
10. The SWG provided the DMPT with guidance on policy and business needs around the use of TIN as well as AEO master data that enabled the DMPT to produce technical solution within the framework of the WCO Data Model. The first draft model of Master Data Information Package was discussed at the DMPT Meeting in January 2018.
11. Whilst exploring the Master Data concepts to support TIN and taking into account the newly published Transit Guidelines, the DMPT considered the incorporation of Master Data requirements for transit within the scope of the Master Data Information Package. The DMPT currently included the coded name of Customs office² as a data element in the Master Data. The office identifier is based on the five digits of UN/LOCODE plus additional user code.

² WCO DM Data Element: **Government Agency, coded** (WCO ID: S001)

12. In addition to the office identifier, there are other data elements that are technically available within the WCO Data Model. These data elements could be included as part of the dataset of the office master data such as information on the address, contact person, and means of communication of the contact person as well as the office. The DMPT is currently seeking for guidance on the policy and business perspective from relevant WCO Working Body in order to develop this dataset.
13. Taking into account the work of the DMPT on the Master Data Information Package, the PTC may wish to provide guidance to the DMPT from the policy and business perspective to support the development of the dataset for the Information Package. In addition, the PTC may wish to encourage Members to use standardized format for the identification of Customs offices based on the WCO Data Model.

IV. Action Required

14. The PTC is requested to:
- share national experiences on the exchange / sharing of information on transit offices, including the format for the identification of a Customs office and other associated information relating to transit interconnectivity; and
 - provide policy orientation to the DMPT relating to the dataset of the Master Data for transit, as well as the standardization of the format for the identification of a transit Customs office;

*
* *
*

Draft Model of Master Data Information Package

WCO Data Model version 3.8.0	WCO ID	Format	Code List	Transit
MasterData	75B			x
Message function, coded	17	n..2	EDIFACT codes (1225)	x
Functional reference number	D026	an..70		x
Document name, coded	D013	an..3	EDIFACT codes (1001) or User codes	x
MasterData/CodeReference	To be assigned			x
Code Reference	To be assigned	an..17		x
MasterData/GovernmentAgency	SC2			x
Government Agency type, coded	To be assigned	an..17		x
Government Agency, coded	S001	an..17	UN/LOCODE (an..5) + user codes (an..12)	x
MasterData/MasterDataRecipient	To be assigned			x
Master Data Recipient type, coded	To be assigned	an..17		x
Master Data Recipient, coded	To be assigned	an..17	UN/LOCODE (an..5) + user codes (an..12)	x
MasterData/MasterDataSender	To be assigned			x
Master Data Sender type, coded	To be assigned	an..17		x
Master Data Sender, coded	To be assigned	an..17	UN/LOCODE (an..5) + user codes (an..12)	x

