



WCO

Cross-Border Regulatory Agencies

~~Customs~~ Data Model

General Information

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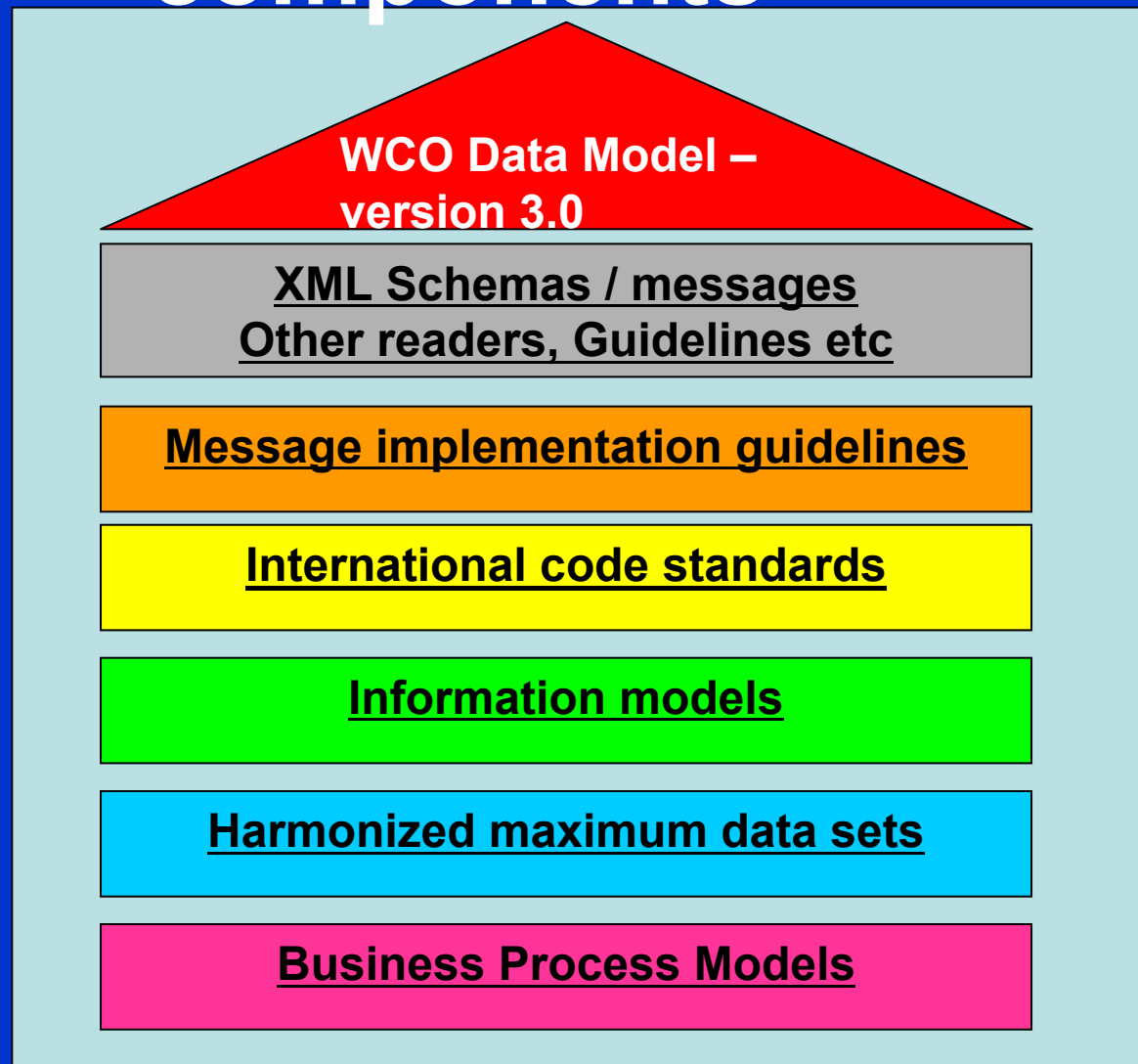
WCO Data Model

- overview -

- G7 mandate to simplify and standardize Customs procedures
- Latest G7 version became version 1 of the WCO Customs Data Model (2002)
- Supply chain security requirements → Version 1.1 of the WCO Customs Data Model
- Version 2 of the Customs Data Model has been published end of 2005
- Development of Version 3 Data model June 2005
- ~~3~~ 5 years review cycle

WCO Data Model components


Data Model





The Data Sets

- Maximum data in 11 data sets – for 11 different procedures – in total ~~253~~ 450 data elements
- Based on the 2005 Edition of the UNTDED
- Detailed information about a single data element

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
1	 WCO details				<u>Import</u>	<u>Export</u>	<u>Conveyance</u>	<u>Transit</u>	<u>Response</u>	WCO details		UNTDDED Details		<u>DENS</u>	<u>SAFE</u>
2	VCO ID	Name	Definition	Data model classes						Format	Code remarks	UID	Name		
3															
4															
86	149	Conveyance reference number	To identify a journey of a means of transport, for example voyage number, flight number, trip number.	BorderTransportMeans TransitTransportMeans	X	X	X	X		an..17		8028	TransportMeans.Journey.Identifier		X
87	150	Number of containers	Total number of freight containers or similar unit load devices.	BorderTransportMeans			X			n..6		8046	Consignment.TransportEquipment.Quantity		
88	151	Equipment supplier type, coded	Code identifying a type of party that is the supplier of transport equipment.	TransportEquipment	X					n1	EDIFACT codes	8077	TransportEquipment.SupplierPartyType.Code		
89	152	Equipment size and type identification	Code specifying the characteristics, i.e. size and type of a piece of transport	TransportEquipment	X	X	X	X		an..4	ISO, IATA, EDIFACT or user codes	8155	TransportEquipment.Characteristic.Code		X
90	154	Transport equipment loaded status	Code specifying how full a piece of transport equipment is.	TransportEquipment	X	X	X			n1	EDIFACT codes	8169	TransportEquipment.Fullness.Code		
91	156	Departure date and time	Date and time of departure of the means of transport.	BorderTransportMeans TransitDepartur	X	X	X	X		an..17 (CCYYMMDD HHMMSS)		2380	Date Or Time Or Period. Text		
92	157	Container legal status indicator	Indication of the container's legal status with respect to the Container Convention.	TransportEquipment	X	X				n1	0 = no, 1 = yes	8193	TransportEquipment.LegalStatus.Code		
93	159	Equipment identification number	Marks (letters and/or numbers) which identify equipment e.g. unit load device.	EquipmentIdentification	X	X	X	X	X	an..17	ISO 6346, IATA	8260	TransportEquipment.Identifier		X
94	161	Previous government procedure	Code specifying the government procedure, if any, which has been applied to the goods prior to the application of a different government procedure.	GovernmentProcedure	X	X				an..7	For Customs: User codes, categorized based on the revised Kyoto Convention.	9033	Customs.PreviousProcedure.Code		
95	162	Arrival confirmation indicator	Indicator that the start date of a customs control is confirmed or not.	Consignment	X					n1	0 = no, 1 = yes	7365	Processed.Indicator.Code		
96	163	Party relationship, indicator	Indication as to the effect of relationship existing between two parties such as financial relationship	CustomsValuation	X	X				n1	0 = no, 1 = yes	7365	Processed.Indicator.Code		
97	164	Type of duty regime, coded	Code specifying a type of duty regime.	DutyTaxFee	X	X				an..3	EDIFACT codes	9213	Duty.Regime.Code		
98	165	Seal number	The identification number of a seal affixed to a piece of transport equipment.	TransportEquipment	X	X	X	X		an..35		9308	TransportEquipment.Seal.Identifier		X



Modelling objectives

- Establish a basis for designing and developing information systems and messages
- Analysis of business processes
- Optimisation of business processes



Modeling standards

- UMM – UN/CEFACT Modelling Methodology
- UML2 – Unified Modelling Language



Overview about the various models

- Simple Business Process Model
 - Use Case Diagram
 - Use Case Description
 - Activity Diagram
-
- Class Diagram
(Classification of data elements, relationship of classes)



International Code Standards - 1



Examples:

- WCO - The Harmonized System
- ISO 3166 - Country codes
- ISO 4217 - Currency codes
- ISO 6346 - Container codes
- UN/Rec. - No. 5 – Incoterms
- UN/Rec. - No. 16 – UN/LOCODE
- UN/Rec. - No. 20 – Units of measure
- UN/Rec. - No. 28 – Type of means of transport
- Wassenaar codes – Dual use goods



Message Implementation Guidelines (MIGs)



- Assisting users to implement a WCO Data Model message
- Description of the exact usage of the data sets
- For XML generic implementation principles, Schemas and messages



Principles

Kyoto Data Principles

- Maximum set
- Minimum data requirements
- better data rather than more data

Maintenance procedures

- Strong business justification (reason why data is required to fulfill mission)
- Required by at least more than one country

Context-, medium- and technology independent



Scope V3

- Deferred DMRs from version 2.0
- Customs Transit
- Response messages (not only Customs)
- Ongoing alignment with CEFACT CCTS, UNTDED and to work towards the full engagement of trade/transport
- Review and resolve inconsistencies
- Partner Cross-Border Regulatory Agencies
 - Only processes directly related to the release of goods, means of transport and crew
 - at least health and agriculture (national and international)
 - No license/permit/certificate application/request/approval processes



Data Model, Benefits

- ✓ Enables the various information systems to work together in the most effective way possible**
- ✓ Promoting safe and secure borders**
- ✓ Offering authorised traders end to end premium procedures**
- ✓ Contributing to rapid release**
- ✓ Eliminating redundant and repetitive data**
- ✓ Reducing the amount of data**
- ✓ Reducing compliance costs**
- ✓ Promoting greater Customs co-operation**



Data Model, Benefitscontinuation

- ✓ aligned export and import data requirements**
- ✓ created a single electronic structure**
- ✓ more effective exchange of information between export and import (export information reused at import)**
- ✓ includes data requirements of other Cross-Border Regulatory Agencies**
 - ↳ Single Window environment**
 - ↳ traders to submit information only once**



Data Model, what it caters for

The Data Model contains sufficient legally required data elements required by Customs and partner Cross-Border Regulatory Agencies for export, import and transport of Cargo, Goods, Means of Transport and Crew.



Data Model, what it not caters for I

Not yet included are:



- Requirements for specific Customs procedures as mentioned in RKC such as:
 - Re-importation in the same state
 - Inward processing
 - Outward processing
 - Processing of goods for home use
 - Temporary admission (ATA)
 - Postal traffic (CN/22 CN23 UPIMEX)



Data Model, what it not caters for II

Not yet included are:

- specific transactions/goods movements such as
 - military goods transported with a special BOAR or 302 form
 - cars (racing/rally) with a Carnet de Passage en Douanes
 - goods transported under the ATA convention
 - postal consignments with a CN document
 - goods transported by rail using railroad documents
- all information to conduct a (Customs) Post Audit Control as such.





Data Model, Implementation

- **Bilateral or multilateral basis**
- **After close consultation with trade**
- **Collaboration with partner Cross-Border Regulatory Agencies (SW environment)**
- **Over time, not overnight**
- **Government, trade & transport to align long-term business and investment plans**
- **UCR critical part of FoS**




Fully Fledged Version 3

- 
- **Cross Border Regulatory Agencies such as Customs**
 - **Conveyance report**
 - **Cargo report (manifest)**
 - **Goods declarations**
 - import, export, normal and simplified procedures
 - **Transit (incl. E-TIR)**
 - **Response message**



Fully Fledged Version 3 (2)

- 
- **“Single Window Environment”**
 - **Covers only those processes directly related to release (Trade calls this “clearance”)**
 - **Includes goods, means of transport & crew**
 - **Includes “Agriculture” which = SPS, Veterinary, Food & Pharmaceuticals**



Single Window to CBRA

A Single Window environment sure is a complex technical issue, but it cannot work without the politics and other non-IT issues being examined first.

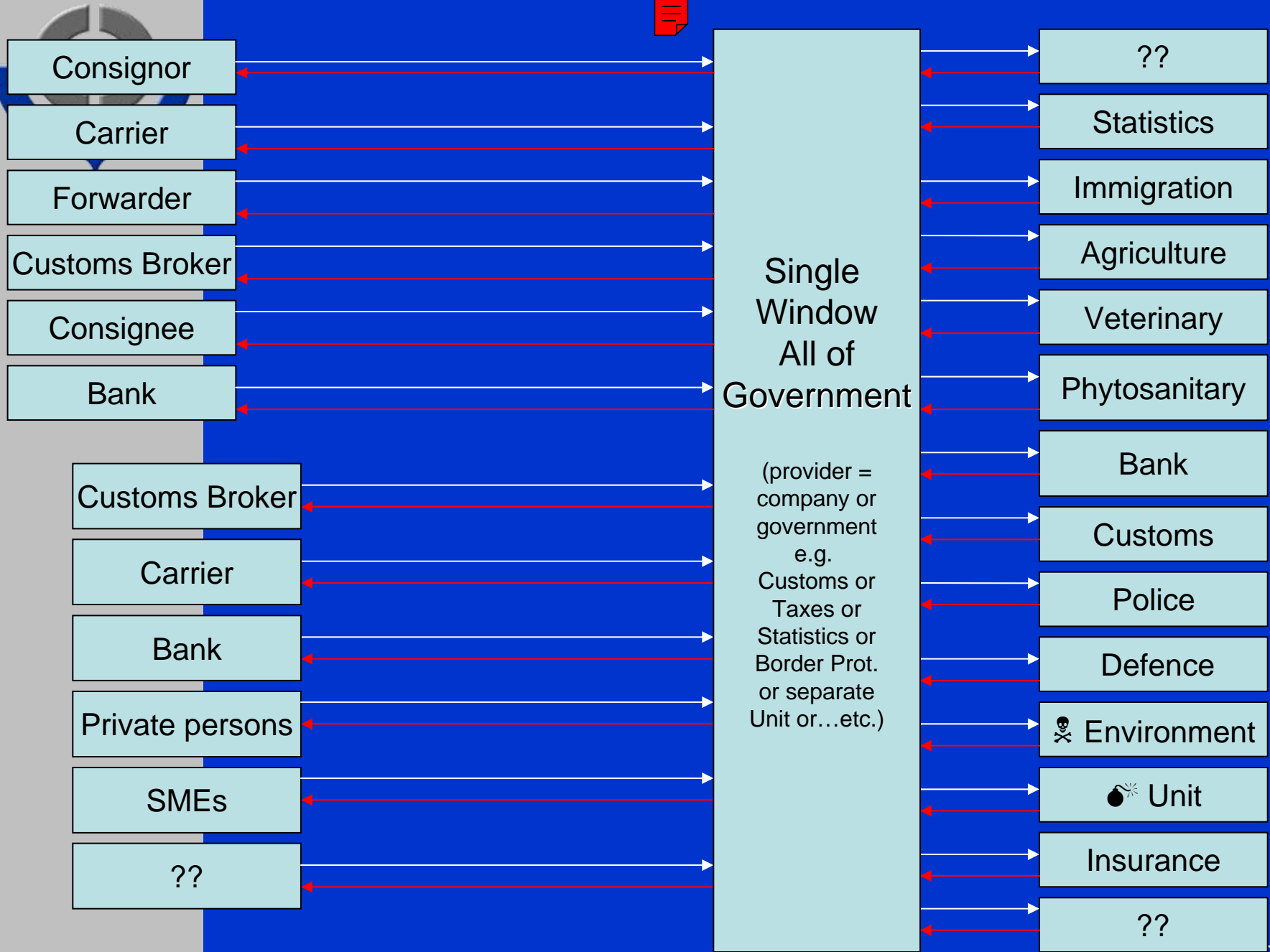
Please be sure to get the policy, legal and administrative frameworks analysed and sorted before looking at technical options.

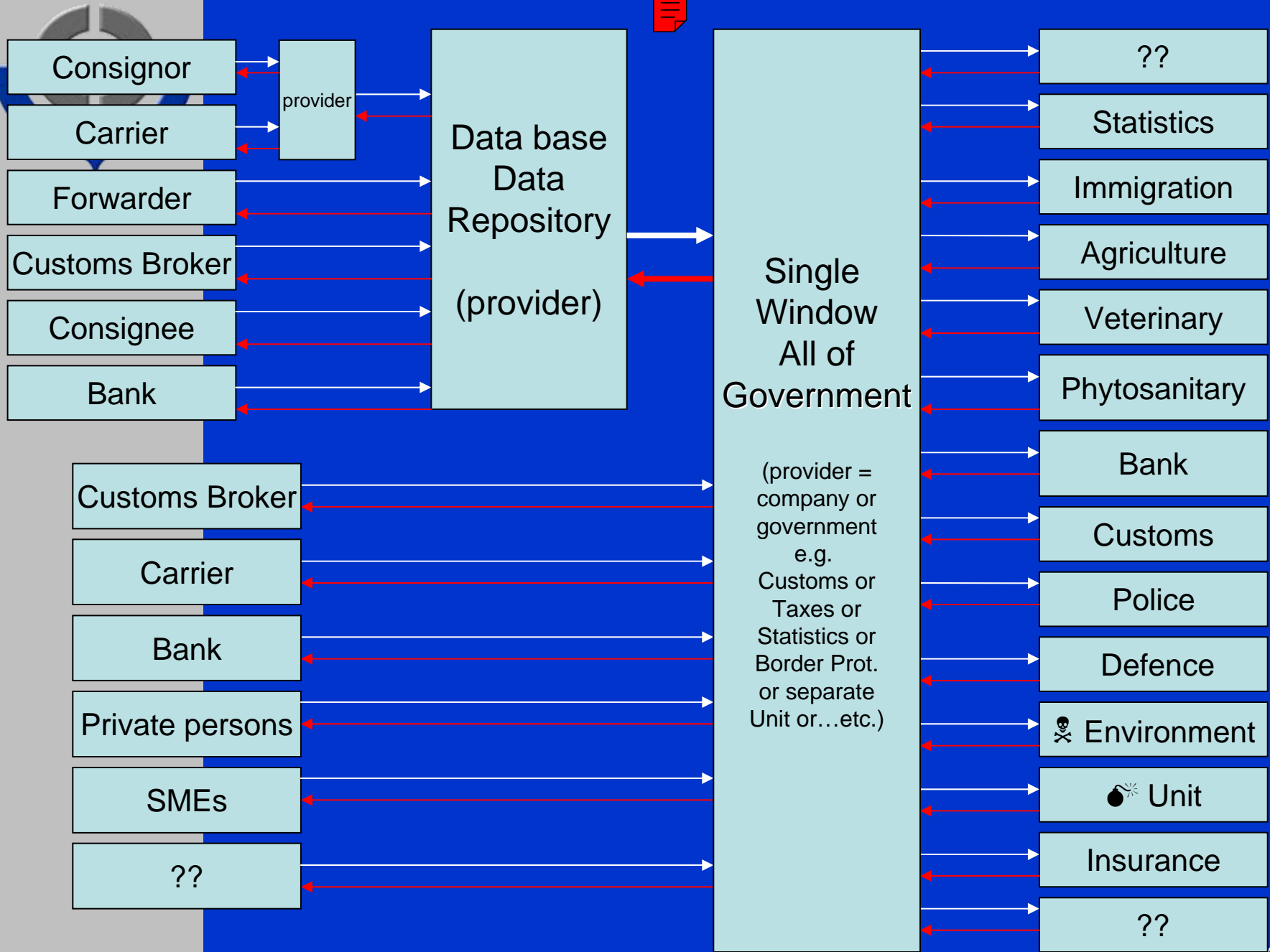


Single Window to Government

A cross border, 'intelligent', facility that allows parties involved in trade and transport to lodge standardised information, mainly electronic, with a single entry point to fulfil all import, export and transit related regulatory requirements.

(No intelligence = Single Portal)







Contact

Ger Diepens

ger.diepens@wcoomd.org

S.P. Sahu

sp.sahu@wcoomd.org