



Section 7 - MODTRS

ASYCUDA⁺⁺ Functional Manual

V1.15

Section
7

MODTRS - Transit Controls in ASYCUDA++.

Using ASYCUDA++ for Customs Control of the Movement of Goods under National Transit Procedures.

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Amendment Control Grid

Periodically, amendments to this Reference Document will be issued. Each amendment batch will be serially numbered and dated. This Amendment Control Grid is provided in order to maintain a record of the receipt and incorporation of amendments into the Reference Document and thereby ensure that it is kept fully up to date.

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About this Section

The **National Transit** functions available in ASYCUDA++ are used to monitor and control the movement of goods within National Borders. These controlled movements can include all forms of Internal Transit, such as goods moving from border to border, (through transit), from a border to an inland office, (import), or from inland office to border (export). Controlled movements can also include the transfer of goods from one inland office to another.

ASYCUDA++ transit functions are contained within **MODTRS** for Customs Offices and **MODBRK** for Customs Brokers.

Different documents and procedures are used to control the movement of transit goods. This Section explains the use of those documents by ASYCUDA++ and the control mechanisms available to the user.

The control documents are the:

- TIR Carnet (TIR)
- ASYCUDA++ First Identification Procedure (FIP)
- T1 Transit Document (T1)

The automatic transfer of documents electronically through the ASYCUDA++ network and the A++ Gateway system, between offices of departure and offices of destination, provides the method for Customs to maintain control over the movement of Transit goods.

For final discharge of transit documents, details of the goods may be transferred into manifest format and can then be subject to the stock controls available within **MODCAR**. Manifested goods may be written off by using the declaration processes of **MODCBR** or **MODBRK**. Instructions on the creation of Manifests from Transit procedures are explained within this Section.

Introduction to Transit Controls in ASYCUDA++

In ASYCUDA++, **MODTRS** is the main module for Management of National Customs Transit procedures. Customs Brokers and Declarants can use **MODBRK** to prepare the Transit documents, while **MODGTW** and A++ Gate perform the data transfer.

The aim of **MODTRS** is to computerise the management and processing of the different kinds of transactions and data transmissions occurring during Transit procedures.

The Transit documents in use are the IRU **TIR Carnet**¹ or a **T1** Transport Document, based on the SAD declaration form. The T1 can have multiple items for different categories of goods.

The third control option within MODTRS relates to the First Identification Procedure (**FIP**), which is a Simplified Import procedure based on the SAD declaration and used for the control of goods at the border under authorised pre-clearance procedures.

Transit Documents

TIR Carnet

The TIR Carnet option deals with the **National segment of an International Transit** transaction or movement. It allows for the following kinds of National Transit: -

- Border Office of Entry to Border Office of Exit (through transit);
- Border Office of Entry to Inland Office (import);
- Inland Office to a Border Office of Exit (export);
- Inland Office to another Inland Office when multiple operations of partial loading or partial unloading are done in country before final import or export.

T1 Transit

The T1 procedure allows for the management and control of the movement of goods in **National Transit**, from

- Border Office of Entry to Border Office of Exit (through transit);
- Border Office of Entry to Inland Office (import);
- Inland Office to a Border Office of Exit (export);
- Inland Office to another Inland Office.

Principles of ASYCUDA++ Transit Control

The Transit transaction information is processed in the Office of Departure. On validation of the transaction, a message containing an electronic copy of the document(s) is generated and automatically transmitted to the office of destination, prior to the arrival of the goods at that office. This electronic data message is referred to in ASYCUDA++ as an “agent”.

At the office of destination, the document(s) is retrieved and processed in **MODTRS**. On validation of the transaction, an electronic message (‘agent’) containing the acknowledgment of processing of the document(s) is generated and the message is automatically returned to the office of departure. When the original Office of Departure receives the message, the Transit operation is closed and the guarantee released when the declarant has fulfilled his or her obligations.

¹ IRU: Union Internationale des Transports Routiers. The TIR Carnet is in accord with annex 1 of the TIR Convention, 1975. (UNECE)

Transit Control Functions

At the Customs Office of Departure

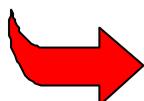
The Customs Office of Departure can be an Inland Office for transfer to another Inland Office or a Border Office of Exit.

The document is captured by the declarant using **MODBRK** and then validated by Customs in **MODTRS** or is captured from a paper document by Customs in **MODTRS** and finalised in the same module.

Functions in MODBRK

In **MODBRK** the user is able to 'Capture', 'View', 'Local Store', 'Store', 'Retrieve', 'Print', 'Amend', 'Delete' and 'List' the Transit (FIP and T1) documents.

The declarant captures the Transit document and asks for its registration on the Customs office ASYCUDA++ server. At registration a Customs reference number is assigned.

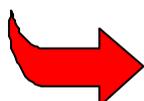


Note. Data entry of transit document details is possible by direct data capture or by the generation of the T1 from the export declaration.

Functions in MODTRS

In **MODTRS** the user is able to: 'View', 'Retrieve', 'Amend', 'Store', 'Validate', 'Print', 'Transmit' and 'List' the Transit documents.

On presentation of the paper document by the Declarant, following input in **MODBRK**, Customs retrieve the electronic document from the server, check it, take any appropriate security measures (i.e. sealing of the packages or container), record the result of control and validate the document. The validation process assigns the date of validation, and begins the time delay for transit. An electronic message containing the document is generated and automatically sent to the Office of Destination through the **A++ Gate**.



See the ASYCUDA++ Technical Documentation for details on procedures for the transfer of network messages using **MODGTW** and the **A++ Gate**.

At the Office of Destination

Functions in MODBRK

MODBRK is used at the Customs Office of Destination to retrieve the electronic transit document (for consultation only) and to prepare the SAD once the transit operation is completed.

Functions in MODTRS

In **MODTRS** the user is able to 'View', 'Retrieve', 'Validate', 'Print', 'Transmit' and 'List' the Transit documents.

Closing the Transit Transaction

At Office of Destination

On presentation of the paper document by the declarant and/or the truck driver, the Customs officer retrieves the document from the ASYCUDA++ server database. Then the officer records the data related to the arrival of the means of transport, the values, quantities, shipping documents and sealing. On validation, a message containing the Transit discharge is generated and automatically sent to the Office of Departure through the A++ Gate.

At Office of Departure (Issuing Office)

On reception of the validation message containing the discharge of the Transit by the Office of Destination, the document is updated and is given the status '**Cleared**' and the date of closure. Completion of documents that are not automatically closed is done manually by an authorised Customs Officer, by entering the reference of the disputed claim or the manual discharge details.

Reports and Printouts

The following lists or reports will be available for each type of transit document – TIR or T1.

Reports and Printouts at Office of Departure (Issuing Office)

Outstanding documents sent to the Office of Destination, Transit movement not yet discharged, Transit time delay not yet expired.

Expired documents sent to the Office of Destination, Transit movement not yet discharged, Transit time delay expired.

Cleared documents sent to the Office of Destination, Transit movement discharged during authorised Transit time delay period.

Reports and Printouts at Office of Destination

Outstanding documents message received from the Office of Departure, Transit goods not arrived, not yet discharged, Transit time delay not yet expired.

Expired documents messages received from the Office of Departure, Transit goods not arrived, not yet discharged, Transit time delay expired.

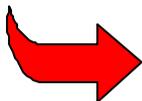
Cleared documents sent to Office of Departure, Transit goods arrived and discharged, message returned.

Placing Goods under Customs Control (for Clearance)

When the goods arrive at the Office of Destination where they are to be cleared, they can be placed under normal Customs control, awaiting Customs clearance through the SAD declaration process. In ASYCUDA++ this transfer, from Transit control to Customs control of unentered goods, is done by the creation of a Manifest. A Manifest and related Bills of Lading are created in the **MODCAR** database and details may be accessed in the same way as for any other Manifest.

Server

Apart from the initial entry (capture) of Transit documents, most Transit operations performed in ASYCUDA++ involve the transfer of messages over the ASYCUDA++ computer network. This means that you need a server connection and must be logged in. (Exceptions are Local store and Local check functions, which are carried out on the Client PC.)



For details on Server Login, Logoff, Replication and passwords see Section 2 of the Reference Document '**Finding your way around ASYCUDA++**'.

TIR Carnet

The TIR Carnet is a Transit document that manages the National part of an International Transit movement. The TIR Carnet is used for movements of National Transit, as shown in the table below:

From (Origin)	To (Destination)
Inland Customs Office	Border Customs Office of Exit
Inland Customs Office	Inland Customs Office for partial loading
Inland Customs Office	Inland Customs Office for partial unloading
Border Customs Office of Entry	Inland Customs Office for final discharge
Border Customs Office of Entry	Border Customs Office of Exit
Border Customs Office of Entry	Inland Customs Office for partial loading
Border Customs Office of Entry	Inland Customs Office for partial unloading

These different forms of Transit using the TIR Carnet are implemented in **MODTRS**. A TIR Carnet can be created at an Inland Customs Office or Border Customs Office of Entry. Once the TIR Carnet has been validated, it is considered to be '**OPEN**' and a message containing the TIR Carnet data is sent to the next intended office.

When the goods arrive at the next designated office, the TIR Carnet is validated and is now considered '**CLOSED**' and a message containing the TIR Carnet data is sent to the office of origin. Any further operation opens the TIR Carnet again.

The TIR document consists of a carnet and several vouchers. Each time '**Open**' or '**Close**' occurs, a new voucher is created. Each segment of transit is done with 2 vouchers, one for '**Open**' and one for '**Close**'.

Processing TIR Carnets

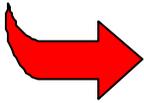
To explain the processing of TIR Carnets in ASYCUDA++, the different options available in **MODTRS** are described, with details of how to apply the processes to the different forms of National Transit mentioned in the previous paragraphs.

The TIR Carnet Menu Options

'**Functions**' '**TIR Carnet**' has the following sub-menu choices: -

1. Open;
2. Close;
3. Partial loading;
4. Partial unloading;
5. Border entry;
6. Border exit;
7. SAFETIR message;
8. Generate manifest;
9. Print/Query.

Certain assumptions have been made in the implementation of the TIR Carnet: -



- The office of TIR Carnet creation is the first Office of Departure.
- Any subsequent office of departure in the country of creation is an office for partial loading.
- Offices of Destination are outside the country of creation.
- No unloading is performed in the country of creation.
- Partial loading and partial unloading cannot be done in the same country.
- A country does not have knowledge of the office codes of another country. Hence any Customs Office without a code but with a name/description is an Office outside the current country.

The functions of the 'TIR Carnet' menu options are explained as follows:

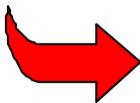
Open

The 'Open' option has a sub-menu with three choices: -

1. Capture;
2. Local file;
3. Stored TIR.

The '**Capture**' and '**Local file**' options are for the creation of a TIR Carnet at an inland office. Selecting '**Capture**' opens the TIR Carnet screen, ready to accept the details.

If you have a TIR Carnet locally stored on your client PC, you may retrieve the Carnet to screen by selecting '**Local file**' and entering the file name, or by selecting your file from the list of files within the default TIR sub-directory on your PC, e.g. C:\ASY\TIR*.TIR.



Important aspects when capturing details of a TIR Carnet: -

- The TIR Carnet number can follow the new TIR Carnet format - i.e. 2 alpha + 8 numeric (>25000000), or 8 numeric, 2 numeric or a numeric value between 10,000,000 and 25,000,000.
- The number of countries of Departure and Destination cannot exceed 4.
- 3 countries of Destination implies 3 Offices of Destination, however one country of Destination can have 3 Offices of Destination within that country.
- At least one item should be captured at the voucher level.
- The first field of box 9 on the voucher is a flag that can be set to High value goods, Sensitive goods or NIL.
- The Voucher number cannot be modified as it is automatically allocated by the system. The page number can be modified at border entry.

The TIR Carnet as it appears on screen in ASYCUDA++ is shown below.

The screenshot shows the ASYCUDA++ interface for a TIR Carnet. The window title is 'ASYCUDA ++' and the date/time is '25/02/2000 06:53:29'. The main title is 'TIR Carnet' and the TIR CARNET number is '10000001'. The number of vouchers is '4'. The screen is divided into several sections:

- 1 Valid for the acceptance of goods by the customs office of departure up to and including:** 01/03/2000
- 2 Issued by:** BE 1 Belgium Association of Transport Immeuble du Seujet
- 3 Holder:** BE Danzas sa.
- 6 Country/Countries of departure:** RAS Regional Office for Asia/Pacific
- 7 Country/Countries of destination:** IT Italy
- 8 Registration No(s). of road vehicle(s):** BE77789E BE Belgium
- 9 Certificate(s) of approval of road vehicle(s) (No and date):** BE-43776/66 24/02/1999
- 10 Identification No(s). of container(s):** ABCD1234567
- 11 Remarks:** 1. Through transit 2. 3. 4.

The bottom of the screen shows the menu bar: F1 Help F9 Local Menu F10 Menu.

Figure 7.1. 'Functions', 'TIR Carnet', 'Open'

When the data fields of the TIR Carnet screen are completed, you can move to the Voucher screen to complete the voucher details. Select '**Local Menu**', '**Voucher**' and this takes you to the '**Goods Manifest**' quadrant of the TIR Voucher screen.

The Voucher to the TIR Carnet as it appears (scrolled) on screen in ASYCUDA++ is shown below at Figure 7.2.

VOUCHER NUMBER 1 Page 1		1. TIR CARNET 10000001	
2. Customs office(s) of departure 1 A Test Office - border 2 3		4. Carnet holder Danzas sa. Belgium	
		5. CTY-departure RAS / /	6. CTY-destination IT / /
7. Registration No(s) of road vehicles 8E77789E Belgium		8. Documents attached to manifest 575 Insurance invoice 610 Forwarding instructions	
GOODS MANIFEST			
9. Containers N.I.L Marks & Nos ABCD1234567 C/Nos. 1/100	10. Number & type of packages Description of goods 100 Canned fish	Gross weight (kg) 1000	16. Seals or id. Marks
12. Total number of packages on the manifest Destination	Nbr 100	13. Date of signature 24/02/2000	17. Office of departure Date 24/02/2000
1 Customs office IT Rome	100		
2 Customs office			
3 Customs office			
18. Certificate for goods taken under Control		24. Certificate of discharge	
19. Seals or id. mark found to be intact Yes	20. Time limit for transit 5 days	25. Seals or identification marks found to be intact	
21. Reg. by Customs office	Under No.	26. Number of packs discharged	
22. Miscellaneous (itinerary stipulated office at which load must be produced)		27. Reservations	
		Validation number:	
23. Signature / office date & stamp		28. Signature / office date & stamp	

Figure 7.2 'Functions', 'TIR Carnet', 'Open', 'F9 Local Menu', 'Voucher'

After completing the TIR Voucher details, the Carnet entry details can be checked by selecting 'Local Menu', 'TIR Carnet', to move back to the first screen.

Local Menu

Checking and processing operations are carried out from the Local Menu of the TIR Carnet screen and not the voucher.

Action	Voucher	Status
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The operations possible under the '**Action**' option of the Local Menu are: -

Local check - (Client PC) – server connection not required;

Check (Server check);

Show error list;

Local store (temporary storage of the TIR Carnet on your client PC);

Store - (temporary storage of the TIR Carnet on the Server);

Validate (Open);

Printout.

Validate

The action of validating '**OPENS**' the TIR Carnet. Carrying out this action opens a window where you are asked to capture the code of the next intended office and the maximum delay in days and hours for the goods to arrive there. This is the office where the data on the TIR Carnet will be sent.

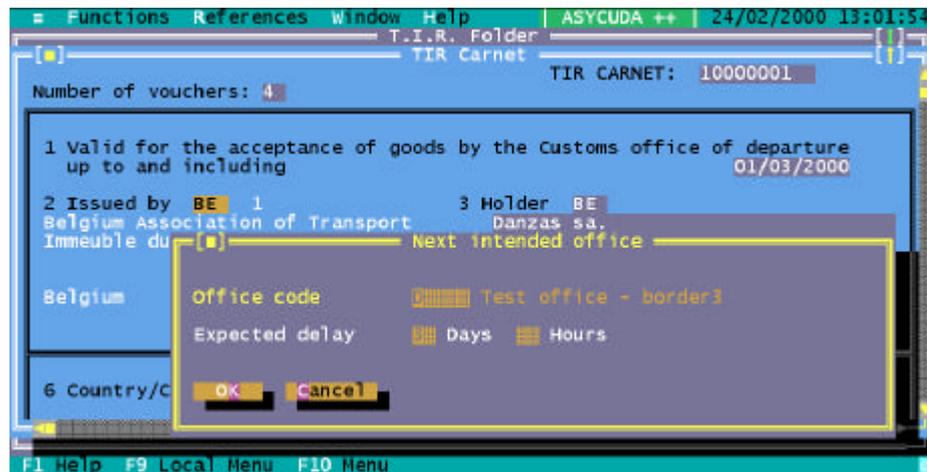


Figure 7.3 'Functions', 'TIR Carnet', 'Open', 'F9 Local Menu', 'Validate'

The next intended office could either be a Border Office for a Border Exit or a 2nd Office of Departure for a Partial Loading. On validation the system automatically generates an A++ Gate agent containing the TIR data and sends it to this next intended office. The TIR is considered to be '**OPEN-INLAND**'.

Validation Done

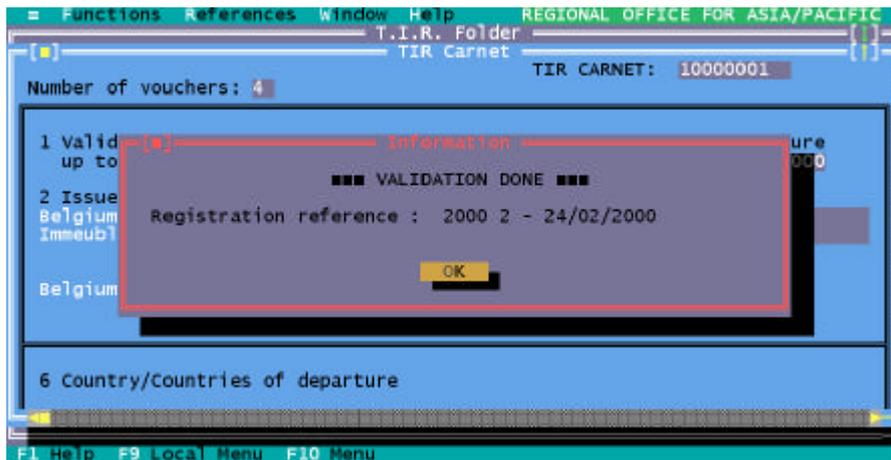


Figure 7.4 'Functions', 'TIR Carnet', 'Open', 'F9 Local Menu', 'Validate' Registration Stored



Figure 7.5: 'Functions', 'TIR Carnet', 'Open', 'F9 Local Menu', 'Validate' Transferred

Stored TIR

With this option you can retrieve a stored TIR Carnet by its number. The same menu operations are available on a stored TIR Carnet as for a new 'Captured' TIR.

Close

The TIR Carnet menu option 'Close' has a sub-menu with two options: -

1. Close;
2. Cancellation.

The 'Close' option represents final closure of a TIR Carnet, i.e. the TIR Carnet has arrived at its final destination and the goods will be totally discharged.

The user is prompted for the TIR Carnet number of the carnet to be closed. The system checks that the current office is the Office of final Destination. If this is the case, the TIR Carnet is retrieved and the bottom right hand side of the voucher should be completed. The TIR Carnet can then be closed with the 'Close' option in the Local Menu.

The TIR Carnet data agent is sent to the previous office via the A++ Gate. The field for number of packages discharged is set to the total number of packages, as all remaining packages are being discharged. The TIR is considered to be 'CLOSED-INLAND'.

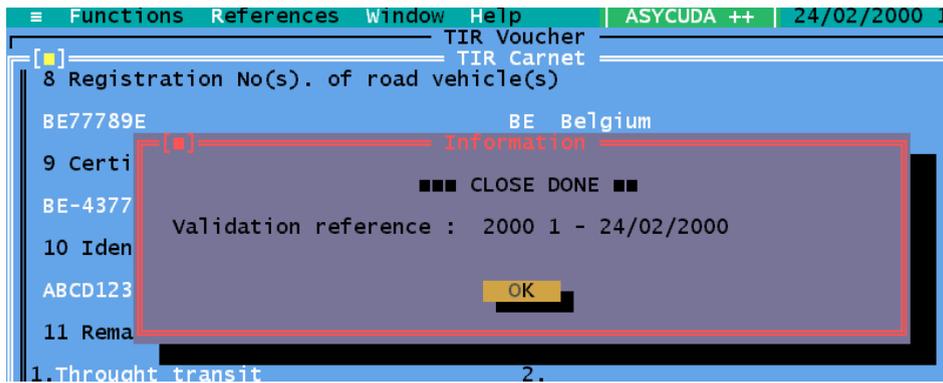


Figure 7.6: 'Functions', 'TIR Carnet', 'Close', 'Close'.

The user is automatically asked: "Do you want to place this TIR Carnet under customs control?"

If **NO** -the TIR Carnet remains on the screen as read only. The TIR can be placed under customs control by generating a Manifest using the separate option: '**Functions**', '**TIR Carnet**', '**Generate manifest**'.

If **YES** - a Manifest is automatically generated with a Bill of Lading for each Commodity Code unloaded.

The voyage number of the generated Manifest is the same as the TIR Carnet number. The Manifest can be viewed with the option '**Functions**', '**Manifest**', '**View**'.

The Manifest generated will have a voyage number that is the TIR number. The status of the Bills of Lading will be '**REGISTERED**' and the operation will be '**FROM TIR**'.

Cancellation

This allows you to cancel a TIR. Cancellation can only be done at the Office of Departure for the subject TIR, either an Inland Office or at Border Entry. If the TIR has not already been closed at the next Office of Destination, then you can cancel the TIR.

Enter the TIR number and the system checks that the TIR was created at the current office and that it is open and has not been closed. If this is the case, the TIR will be cancelled and be given the status '**CANCELLED**'. A message is sent via the A++ Gate to the Office of Destination to cancel the TIR so it can no longer be closed. It will therefore be '**CANCELLED**' at the Office of Destination also and no further action can be taken on this TIR.

Partial Loading

A '**Partial Loading**' is the further addition of goods in the reference country and adding new Office(s) of Departure. It can only be carried out in an Office of Departure defined on the voucher and cannot be carried out in a third country or in an Office of Destination not already defined on the voucher.

The first sub-menu option under '**Partial Loading**' is '**Close and Load**'. This is because the action of Partial Loading is in 2 parts -

Close;

Open (Validation of the loading).

The goods have been received from a previous office (an Office of Departure or Border Entry or an Office of Partial Loading). The TIR Carnet is open, so it needs to be closed before loading.

The first operation is to retrieve an open TIR Carnet and close it by completing the bottom right hand side of the voucher. The TIR Carnet can then be closed, with this Carnet data agent sent back to the office of Departure via the A++ Gate. The carnet field for the number of packages discharged is set to '0', since nothing is being discharged. The TIR is considered to be '**CLOSED-PRE-PARTIAL LOADING**'.

The user is automatically asked: "Do you want to partially load now?"

- If **NO** - the TIR Carnet remains on the screen for read only. To partially load, the next menu option '**Load**' can be used to retrieve the already closed TIR Carnet and perform the loading.
- If **YES** - the TIR Carnet remains on the screen and the goods quadrant of the voucher can be modified to perform the loading. You can increase the number of packages and weight of the goods on the voucher. Once this is done, the TIR Carnet can be validated (opened).

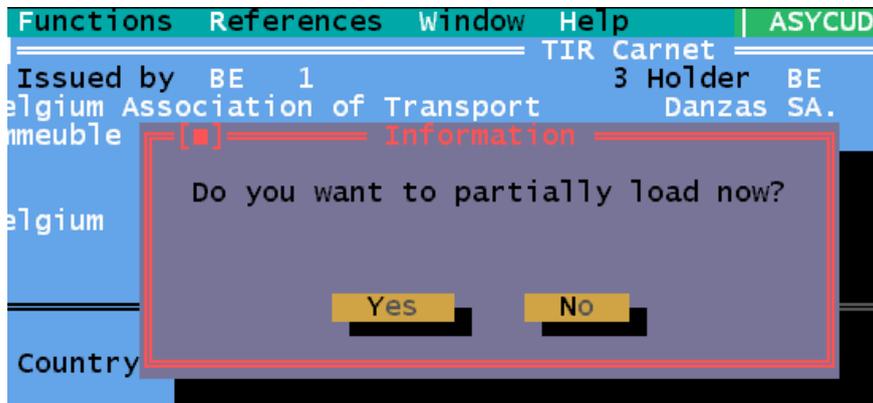


Figure 7.7: 'Functions', 'TIR Carnet', 'Partial loading', 'Close and load', (closed).

The action of Validation (**Opening**) the TIR Carnet opens a window requesting the next intended Office of Destination i.e. the office to which the TIR Carnet data agent should be sent, plus the maximum time delay for this transfer.

If you have defined another Office of Departure within the reference country (an Office of Loading), the next intended office will automatically be this Office of Loading. If not, the next intended Office of Destination should be a Border Office of Exit. On validation, the TIR Carnet data agent is sent to the next intended Office of Destination or Exit via the A++ Gate. The TIR is considered to be '**OPEN-PARTIALLY LOADED**'.

Partial Unloading

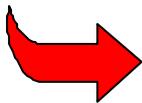
A partial unloading represents the discharge of some of the TIR goods in a third country and Office of Destination. It can only be carried out in an Office of Destination defined on the voucher and cannot be carried out in the country where the TIR Carnet has been created.

The first option on the partial unloading sub-menu is '**Close and Unload**'. The action of partial unloading is in 3 parts:

- Close;
- Open (validation of the unloading);
- Placing the unloaded goods under customs control (optional).

The goods have been received from a previous office, the TIR Carnet is open, and it needs to be closed before unloading.

The first operation is to retrieve the open TIR Carnet and close the carnet by completing the bottom right hand side of the voucher. The carnet data field for number of packages discharged is set to the number of packages that is to be unloaded at this office. This amount can be modified, as you might decide to unload less or more than was originally intended for unloading at your office. If you decide to unload a different amount than intended, you can allocate the remaining packages to be unloaded at a new Office of Destination in the reference country. You can add this new office when carrying out the action of unloading and re-opening the TIR Carnet.



You can only change the number of packages discharged if there are any further offices of destination in the reference country or if there is space on the voucher to add a new Office of Destination.

The TIR Carnet can then be closed. This TIR Carnet data agent is sent back to the Office of Departure via the A++ Gate. The TIR Carnet is considered to be '**CLOSED-PRE-PARTIAL UNLOADING**'.

The user is automatically asked: "Do you want to partially unload now?"

If **NO** - the TIR Carnet remains on the screen read only. To partially unload, the next menu option, '**Unloading**' can be used to retrieve the already closed TIR Carnet.

If **YES** -the TIR Carnet remains on the screen and the goods part on the voucher can be modified to perform the unloading. You can decrease the number of packages and weight of the goods on the voucher. If you decided when carrying out the '**Close pre-partial unloading**' that you wished to discharge a different amount at this office, then you can add a new Office of Destination (space permitting on the voucher). You could also increase the amount to be discharged at another Office of Destination in the same country. You cannot at this stage increase or decrease the amount to be discharged in a third country. Once the number of packages and weight has been decreased, the TIR Carnet can be validated.

Validation (**'OPENING'**) of the TIR Carnet will open a window requesting the next intended Office, of Destination and the maximum time delay for this transfer. If you have defined another Office of Destination in the reference country, the next intended office will automatically be this office. If not, the next intended office should be a Border Office of Exit. On validation, the TIR Carnet data agent is sent to the next Office via the A++ Gate. The TIR Carnet is considered to be '**OPEN PARTIALLY UNLOADED**'.

The user is automatically asked: "Do you want to place this TIR under customs control?"

If **NO** - the TIR Carnet remains on the screen read only. The TIR Carnet can be placed under normal Customs control by generating a Manifest using the separate option, '**Functions**', '**TIR Carnet**', '**Generate Manifest**'.

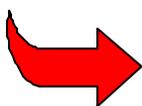
If **YES** - a Manifest is automatically generated with a Bill of Lading per Commodity Code unloaded. The Voyage number of the Manifest is the same as the TIR Carnet number. The Manifest can be viewed with the option '**Functions**', '**Manifest**', '**View**'.

The Manifest generated will have a voyage number that is the TIR Carnet number. The status of the Bills of Lading will be '**REGISTERED**' and the operation will be '**FROM TIR**'.

Border Entry

Capture/Local file

Creation of a TIR Carnet at Border Entry implies that the goods are entering the country for partial unloading or final unloading or through transit. This operation can only be done at a Border Office, i.e. the Border Office flag in UNCUOTAB should be set to '**Yes**' for the current office.



When capturing a Border Entry TIR Carnet, the reference country can be a destination country since goods can be unloaded. This differs from an Inland creation where the reference country cannot be a destination country. The other notable difference from Inland creation is that at Border Entry the user can capture the page number of the TIR Carnet. This must be an odd number and not exceeding the total number of vouchers permitted for the Carnet. The default value for the page is 1 if the user does not capture the page number.

The operations available in the Local Menu are the same as those available for TIR Carnets created at inland offices: -

- Local check
- Check
- Show error list
- Local store

- Store
- Validation
- Printout

Validation of the TIR Carnet opens a window requesting the next intended Office of Destination and the maximum time delay for this transfer. If you have defined an Office of Departure in the reference country, the next intended office will automatically be defined this office.

If you have defined an Office of Destination in the reference country, then the next intended office will automatically be this office. However, if you have not defined any Offices of Departure or Destination in the current country, this would imply that you are carrying out a through transit and the next intended office should be a Border Office of Exit.

After the next office and the delay have been confirmed, validation is carried out. An ASY++ agent containing the TIR Carnet data is sent to the next intended office via the A++ Gate. The TIR Carnet is considered to be '**OPEN-BORDER ENTRY**'.

Stored TIR

With this option, the user can retrieve a stored TIR Carnet by its TIR Carnet number. The same operations as given for the local capture of a Border Entry Carnet are available for a stored TIR Carnet.

Border Exit

The Border Exit of TIR goods can only be carried out at a Border Office, i.e. the Border Office flag in UNCUOTAB must be set to '**Yes**' for the current office.

Border Exit is Closure of a TIR Carnet. (If the final destination of this TIR Carnet is inside your own country, then this operation is not permitted, since the goods are meant to be totally discharged.) The TIR Carnet is retrieved and only the data fields for the '**Seals intact**' flag and '**Reservations**', (on the bottom right hand side of the voucher), can be completed.

The TIR Carnet can be closed and then automatically sent as an ASY++ agent back to the Office where the TIR Carnet was last opened. When a Border Exit is carried out, the data field for number of packages discharged is set to '0', since nothing is being discharged. The TIR is considered to be '**CLOSED-BORDER EXIT**'.



Figure 7.8: 'Functions', 'TIR Carnet', 'Print/Query', 'List of TIRs'.

Generate Manifest

This option allows you to place a TIR Carnet that has been partially or totally discharged under normal customs control by generating a manifest with bills of lading representing the discharged items. You are asked to enter the number of a TIR Carnet and the system then checks if :

- The TIR Carnet has been partially discharged or totally discharged at the current office;
- The TIR Carnet has not already been placed under Customs control.

If these two criteria are fulfilled than the system will generate a Manifest with a Bill of Lading for each Commodity Code discharged. The generated Manifest can be viewed under the option 'Functions', 'Manifest', 'View'.

Print/Query

View

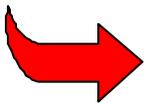
The View options allow you to retrieve a TIR Carnet and it's most recent voucher, for viewing only. A TIR Carnet of any status can be retrieved. The TIR Carnet number retrieves it. Possible operations from the Local Menu of the TIR Carnet once it is retrieved are:

- Local store
- Printout
- Status.

List

The List option allows you to select a list of TIR Carnets. The screen allows you to select the status, date interval for the TIR Carnets to be included the list. There are 4 possible status as follows:

- Open
- Closed
- Customs control
- Any



The list of TIR Carnets works differently from the list of declarations in that the list will give you details of operations that have been performed on the Carnet.

The TIR Carnet list is similar to the Status option in the Local Menu of a declaration. **Example:**

TIR Number	Status
10000006	Open-Inland
10000006	Open-Inland-Partially loaded
10000006	Closed-Border exit

Other details are given such as the validation date, time, etc.

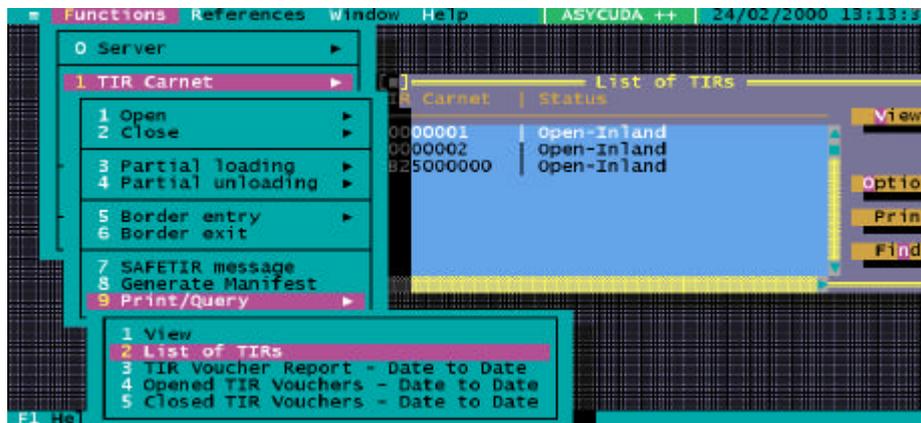


Figure 7.9: 'Functions', 'TIR Carnet', 'Print/Query', 'List of TIRs'

From the TIR list two operations are possible:

View - View of the TIR Carnet with the most recent voucher.

Resend - This option is only possible if you have selected the list of 'ANY' TIR Carnets.

A closed TIR at the Office of Exit can be resent to the office where it was opened via the A++ Gate.

An open TIR at the Office of Departure or the last Office of Destination can be resent to the next intended Office via the A++ Gate.

Re-route - This function allows you to re-send an Open TIR Carnet to a different destination than it was originally sent to. This can only be done at the Office of Departure for this Carnet. If the TIR Carnet has not been closed at the final Office of Destination or Exit, then you can re-route the TIR to another Office. Choosing this option opens a window for you to capture the new Office of Destination or Exit. This action will send the TIR Carnet data agent via the A++ Gate to the new Office of Destination and update the information in the system concerning the next intended office. Simultaneously an agent is sent via the A++ Gate to the Original Office of Destination to delete the Carnet from their list, as it is no longer valid at that Office.



Figure 7.10: 'Functions', 'TIR Carnet', 'Print/Query', List of TIRs'

Server Reports

Three standard server reports are available for the TIR Carnet, these can be found under 'Functions', 'TIR Carnet', 'Print / Query'. These are: -

- TIR Voucher Report - Date to Date
- Opened TIR Vouchers - Date to Date
- Closed TIR Vouchers- Date to Date

The TIR Voucher Report gives the list TIR Carnets for a particular date interval based on a number of parameters available on the screen (Office of Departure, status, holder, destination etc.).

The 'Opened' and 'Closed' TIR reports give a list of the open and closed TIR Carnets for a particular date interval.

First Identification Procedure (FIP)

The First Identification Procedure (FIP) is a simplified import procedure that allows a Declarant to present a simplified SAD as an intention of a future importation. This document is presented on a form similar to the SAD and can be composed of multiple items. It is then used as an Import Transit document from the Border Office to the declarant or importer's approved premises inland.

The document is first authorised by Customs and then a data agent sent to the Border Office of intended goods arrival via the A++ Gate. When the goods arrive at the Border Office the document is validated and used in the same way as a Transit document to move the goods to the declarant/importer premises. When the goods arrive at the approved premises they should be placed under normal Customs control. Declarants can temporarily store the goods in their premises but they cannot use the goods in manufacturing processes or for sale until normal Customs clearance requirements have been met. A full import SAD declaration for clearance of the goods must be lodged at the Inland Customs Office where the FIP was created within a pre-defined time.

FIP processing

The processing of a FIP is handled in **MODTRS** and **MODBRK**.

The FIP menu in **MODTRS** is divided into actions for the Inland Office and the Border Office. In **MODBRK** the FIP menu contains actions for the Inland Office only.

Inland Office (MODTRS and MODBRK)

At the Inland Office the FIP is created, validated and registered. On registration the FIP data agent will automatically be sent via the A++ Gate to the Border Office to await arrival of the goods.

The Inland office menu has the following options: -

New: Capture or Local File

From this option a FIP can be captured or retrieved from a local file. FIP local files are stored in the local directory ASY\FIP. Multiple items can be captured.

Functions		References	Window	Help	ASYCUDA ++	28/02/2000 11:55:56
First Identification Procedure - General Segment						
Office of departure/destination cu001 Inland Office						
Consignee C0004 Orient Textiles Unit 4, Maple Commercial Centre		Total items Depart: 1 Border:	Date Present: 25/02/2000 Expires:			
		Total packages Depart: 20 Border:	Declarant reference number 2000			
Declarant 01003 EZ Agencies Air Freight Terminal City Airport						
ID & Nat. of transport at departure GE202034A CH			Currency & total amount invoiced			
ID & Nat. of transport at border			At departure: USD 10000.00 At border:			
Office of entry Test Office - border A			Location of goods (departure/border)			
Number & Type of packages - 20 23		Items 1	Commodity code 841590			
Description of goods Air conditioning machine parts		Gross mass kg 2000				
		Net mass kg 1900				
		Supplementary units				
Attached documents 141 Packing list 610 Forwarding Instructions			Office of departure No. & date of registration signature			
Border crossing: Place date/time Limit for transit: Days/Hours: / Date and time: Results of control :						
Number & identity of seals:						
Validation Signature:			No. & date of validation			
F1 Help F9 Local Menu F10 Menu						

Figure 7.11: 'Functions', 'FIP', 'Inland Office', 'New', 'Capture'.

Local Menu

Action	Items	Status
--------	-------	--------

The 'Action' options under the Local Menu are as follows: -

- Local check
- Check
- Show error list
- Local store
- Store
- Register
- Printout

The user/declarant can store or register the FIP on the ASYCUDA++ server once the data has been checked. Registration of the FIP automatically generates an ASY++ agent containing the FIP and sends it to the Border Office specified on the FIP (Office of Entry field) and begins the period of validity.



Figure 7.12: 'Functions', 'FIP', 'Inland Office', 'New', 'Capture', 'F9 Local menu', 'Register'.

Amend Stored

This option allows the user to retrieve a stored FIP by Declarant code and Declarant reference and amend details on the FIP itself.

Delete Stored

Function not available yet.

Print/Query

View

The View option allows the user to retrieve a FIP by its Declarant reference or its Registration reference. The FIP can be viewed and the only actions available in the Local Menu of the View screen are: -

- Local store
- Printout

List of FIPs

The List option displays a screen for you to choose the selection parameters for the required list of FIPs. You can select a list for a specific Border office, Declarant code and date interval. You must select the status of the FIPs to be listed - the status can be 'Stored', 'Registered', 'Validated' or 'Under Customs control'. The list can be sorted by 'Office of Departure', 'Office of Entry', 'Declarant reference', 'Registration Reference' or 'Validation reference number'.

From the produced list of FIPs, you can carry out 2 operations:

View - Retrieve a FIP from the list for viewing only.

Resend - Registered FIPs at an Inland Office can be resent to the Border Office via the A++ Gate. Validated FIPs at a Border Office can be resent to the Inland Office via the A++ Gate.

Server Report

A server report for FIPs, is available under 'Inland Office', 'Print Query', 'Validated FIPs - Date to Date'.

This report gives you a list of validated FIPs for a particular date interval.

Border Office (MODTRS)

The Border Office deals with FIPs that have been created and registered at an Inland Office and sent to the Border Office waiting for the arrival of the goods. When the goods arrive, the FIP can be validated and data agent sent automatically sent to the Inland Office via the A++ Gate. The following options are available:

Validate

This menu option allows you to retrieve a FIP by Declarant reference or Registration reference. Once the FIP is retrieved only the fields relevant to validation are active for capture. From the 'Action' option of the Local Menu the following operations are available:

- Local check
- Check
- Show error list
- Validate
- Printout

Validation of the FIP automatically generates an A++ Gate agent containing the FIP and sends it to the Inland Office of Departure specified on the FIP.

Print/Query

View

Using the View option you can retrieve a FIP by its declarant reference or its registration reference. The FIP can only be viewed and the only actions available in the local menu are:

- Local store
- Printout.

List of FIPs

The List of FIPs menu option displays a screen for choosing selection parameters for the required list. You can select for a specific Inland office, Declarant code and within a date interval. You must select the Status of the FIPs to be listed. The Status can be 'Stored', 'Registered', 'Validated' or 'Under Customs control'. The list can be sorted by 'Office of Departure', 'Office of Entry', 'Declarant reference', 'Registration Reference' or 'Validation reference'.

From the produced List of FIPs, you can carry out two operations:

View - Retrieve a FIP from the list for viewing only.

Resend - Registered FIPs at an Inland Office can be resent to the Border Office via the A++ Gate. FIPs Validated at a Border Office can be resent to the Inland Office via the A++ Gate.

Server Report

A server report for FIPs, is available under the menu option '**Border Office**', '**Print Query**', '**Validated FIPs - Date to Date**'. This report gives you a list of validated FIPs for a date interval.

Generate Manifest

Generating a Manifest is the process of placing the goods under normal Customs control once they arrive at the approved Declarant premises. For this process you select the validated FIP(s) from a list and automatically generate a Manifest with one or more Bills of Lading attached to it.

The menu option '**Generate Manifest**' brings you to a selection screen similar to the one under the '**List**' option at an Inland Office. The difference is that the Status cannot be chosen, the list must be a list of validated FIPs. Once the list is produced, you can either: -

Select one FIP and generate a manifest or

Select multiple FIPs and generate a manifest.

Manifest from One FIP

The general segment of the Manifest is generated from the general segment of the FIP and the Bills of Lading are generated from the FIP items.

Only the data elements on the FIP are transferred to the Manifest and the Bills of Lading. If the FIP has one item, then there is one Bill of Lading on the generated Manifest. If the FIP has multiple items, then the FIP items are re-grouped according to the Commodity Code(s) of these items.



For example, if the FIP has four items with the same Commodity Code, then only one Bill of Lading is generated for these four items. If the four FIP items have different Commodity Codes then one Bill of Lading will be generated for each separate Commodity Code.

Example: This FIP, N1 -

FIP number	Item No	Commodity Code	Gross mass	Number of packages
N1	1	85	100	25
	2	8502	200	5
	3	85	100	25

will produce the following Bills of Lading:

B/L number	Commodity Code	Gross mass	Number of packages
FIP1999-N1/1	85	200	50
FIP1999-N1/2	8502	200	5

The Voyage number of the generated manifest takes on the following structure: -

FIP + Year of FIP + “-“ + Registration number of FIP

The bill of lading number follows the following structure:

FIP + Year of FIP + “-“ + Registration number of FIP / 1 where the final number is incremented for each Bill of Lading.

Manifest from Multiple FIPs

The general segment of the Manifest is generated from the general segment of the first FIP tagged, and the Bills of Lading are generated from the FIP items. Only the data elements available in the FIP are transferred to the Manifest and the Bills of Lading. The Bills of Lading of the generated Manifest are re-grouped in the same manner as is explained for the single FIP example above.

Example: These FIPs, N1 and N2 -

FIP number	Item No	Commodity Code	Gross mass	Number of packages
N1	1	85	100	2
	2	8502	200	5
N2	1	85	100	1
	2	850210	10	1
	3	89	50	1

will generate the following Bills of Lading:

B/L number	Commodity Code	Gross mass	Number of packages
FIP1999-N1/1	85	200	3
FIP1999-N1/2	8502	200	5
FIP1999-N1/3	850210	10	1
FIP1999-N1/4	89	50	1

The Voyage number of the generated manifest takes on the following structure:

FIP + Year of FIP + "-" + Registration no. of FIP where the Year and Registration number come from the first FIP tagged in the list.

The Bill of Lading number follows the following structure:

FIP + Year of FIP + "-" + Registration no. of FIP / 1 where the final number is incremented for each Bill of Lading.

In all cases, when a Manifest is generated from a FIP, the type of Bill of Lading code is 950 according to International coding standards.

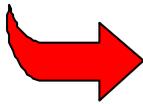
The status of the Bills of Lading will be '**REGISTERED**' and the operation will be '**FROM FIP**'.

Status

At any time when a FIP is on the screen, the Local Menu contains a '**Status**' option that will give the '**CURRENT**' status of the FIP. The status of an FIP can be: -

- New FIP
- Stored
- Registered
- Validated
- Under customs control

The status box gives the name of the user who carried out the action, and the date and time if Registered, Validated or under Customs control.



Technical details of status can be found in Section V of the New Technical Features of Version 1.15a document. Details of the structure of the ASYCUDA++ database tables (as they relate to FIP) are given in Section III of the New Technical Features of Version 1.15a document.

Details on standard communication DIAMs, provided for FIP message transfer are in the A++ Gate documentation Version 1.4 in the section entitled '**Standard DIAM documentation**'.

T1 Transit Document

The T1 is a transit document that is presented on a form similar to the SAD declaration. The T1 can be composed of multiple items.

The T1 encompasses all types of National Transit, as shown in the following table: -

From (Origin)	To (Destination)
Border Office of Entry	Border Office of Exit (through transit)
Border Office of Entry	Inland Office
Inland Office	Border Office of Exit
Inland Office	Inland Office

The declarant captures the T1 by entering the details into ASYCUDA++. The T1 document in electronic form is then lodged with the Customs Office that will authorise the Transit movement. On registration of the document a message is sent to the Office of Destination where the goods are being sent. On arrival of the goods at the Office of Destination, the record of the document is retrieved and arrival is recorded. An agent is sent to the Customs Office that issued the T1 via the A++ Gate. The message allows discharge of the T1 as the declarant's commitments have been fulfilled. When the goods arrive at the Office of Destination they must be placed under Customs control, awaiting normal Customs clearance processes on the SAD declaration.

T1 Processing

The processing of a T1 document in ASYCUDA++ is handled in **MODTRS** and **MODBRK**. The T1 menus in both modules have options for the Office of Departure and Office of Destination.

Office of Departure

A T1 document is created and registered at the Office of Departure. Upon registration the T1 will automatically be sent via the A++ Gate to the designated Office of Destination, awaiting the arrival of the goods. From the 'T1', 'Office of Departure' menu the following options are available:

New: Capture or Local File

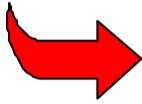
From this option a T1 can be captured (A new document) or retrieved from a local file. T1 local files are stored in the local directory ASY\T1 of your client PC. Multiple items can be captured.

The Local Menu for the T1: -

Action	Items	Status
--------	-------	--------

The 'Action' option on the local menu allows for the following actions: -

- Local check
- Check
- Show error list
- Local store
- Store
- Register (only in MODTRS)
- Printout



Declarants in **MODBRK** cannot capture Boxes C or D of the T1 as these boxes are only relevant to the Customs Office of Departure. Similarly, registration is a Customs' function and is not available to Declarants using **MODBRK**.

UNCTAD / ASYCUDA		1 DECLARATION		A OFFICE OF DEPARTURE	
2 Exporter N°: C0007 Artic Foods PO Box 23 Eastbank 20455		1 T1		Office code : CU001 Inland Office	
8 Consignee N°: [REDACTED] Artic International Geneve		3 Forms 4 Lists		Registration N° & date	
14 Declar/Repr.N°: D1002 Customs Broking Services Unit 3, Commerce and Trade Centre		5 Items 6 Tot pack.		7 Decl. Ref. number 2000/[REDACTED]	
18 Id/nat. of transport arrival GE2345E CH 1		15 Country export Regional office f		15 Cty of RAS exp. CH Dest	
21 Id/nat. of transport at border GE2345E		17 Cty destination Switzerland			
25 Trsp. at border 3		27 Place of loading GVA GENEVE CH			
31 Marks & numbers of packages AFI Nos. 16/20 Nbr & kind: 5 25 Description of goods: Engines for refrigeration equipment Containers No(s) : ASDF1234567		32 Item 1 No		33 Commodity code 840890	
44 Additional information- Documents produced		35 Gr. mass kg 2000		38 Net mass kg 1800	
50 Principal No [REDACTED] Artic Foods International Represented by R Paul Place & date		40 Summary decl./Prev. Doc		A I Code	
52 Guarantee Type: doc Reference: Aw654 Date: 24/02/2000		C OFFICE OF DEPARTURE		53 office of destination CU004 Border Office	
D CONTROL BY OFFICE OF DEPARTURE Stamp: Results: OK Seals affixed Number 9876 Identity: Time limit (date): 29/02/2000 Signature:		54 Place and date		Signature/name decl./rep.	

Figure 7.13: 'Functions', 'T1', 'Departure office', 'Creation', 'Capture'.

You can store or register the T1 on the server once the data has been checked. Registration of the T1 automatically generates an A++ Gate agent containing the T1 and sends it to the Office of Destination specified on the T1 (Office of Destination field). The T1 status is now **'REGISTERED'**.



Figure 7.14: 'Functions', 'T1', 'Departure office', 'Creation', 'Capture' 'F9 Local menu', 'Action', 'Registration'.

Generate from SAD (only in MODTRS)

This option will first ask you to enter the Declarant reference, Customs reference or Assessment reference. In order to generate a T1 from the SAD, the SAD should be: -

- An export SAD;
- Assessed; and
- Not yet written-off.

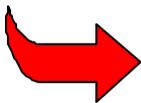
If these criteria are completed then a T1 will be generated on screen but the SAD is not retrieved).

The operations that can be performed on this generated T1 are the same as on a local file,

EXCEPT that '**Server Store**' is not permitted. **Note**: the Declarant from the SAD is not displayed on the T1.

Amend Stored

This allows the user to retrieve a stored T1 by its Declarant code and Declarant Reference and amend it. '**Local Menu**', '**Action**' operations available with a new T1 are available from this '**Amend**' option too.



'Amend Stored' in MODBRK allows Declarants to retrieve only their own T1s.

Delete Stored

Function not available yet.

Cancellation

You can cancel a T1 that has been registered at the Office of Departure but has not yet been validated at the Office of Destination. The system will ask you for the T1 reference by Declarant reference or Registration Reference. If the T1 is registered and not validated, the system will cancel the T1. A data agent message is sent via the A++ Gate to the Office of Destination to cancel the T1.

The T1 can no longer be validated at the Office of Destination. At both Office of Departure and Office of Destination the T1 will take on the status '**CANCELLED**'. Through the menu option '**T1**', '**Print/Query**', '**List**', you can see the list of '**CANCELLED T1s**'.

Office of Destination

The Office of Destination is concerned with T1s that have been created and registered at an Office of Departure and have been sent to the Office of Destination along with the goods.

The Customs officer retrieves the T1 from the ASYCUDA++ server database. The data relating to the arrival of the goods is recorded. The T1 is validated and an agent automatically sent to the Office of Departure through the A++ Gate.



Figure 7.15: 'Functions', 'T1', 'Validate, (Login).

The following options are available at the Office of Destination: -

Validate (only in MODTRS)

You can retrieve a T1 by its Declarant reference or Registration Reference. Once the T1 is retrieved, you can open the Local Menu. The following operations can be done from the 'Action' option: -

- Validate
- Printout

As there are no fields to be captured at this stage, all fields are disabled on the T1 screen.

However, once you opt for 'Validation', a window will open up allowing you to capture the following details if necessary:

- Arrival date of goods
- Examination of seals (up to 2 fields)
- Remarks (up to 4 fields)
- Conform (Yes/No)

If the goods agree with the documentation you can enter 'Yes' in the 'Conform' field. Completing this box will validate the T1 and it will have the status 'VALIDATED'. If this validation occurs after the time limit specified in Box D of the T1, then it is 'LATE VALIDATED'.

If the goods do not agree with the documentation and you enter 'No' in the 'Conform' field, the T1 will not be validated but have the status 'ARRIVED'. An 'ARRIVED T1' can be retrieved at a later stage for validation.

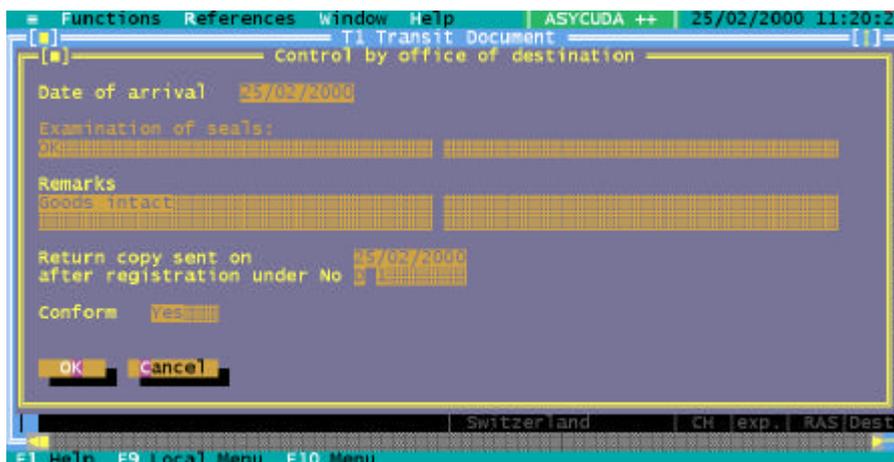


Figure 7.16: 'Functions', 'T1', 'Destination office', 'Validate', (Arrival details).

Validation of the T1 automatically generates an A++ Gate agent containing the T1 data and sends a message to the Office of Creation specified on the T1 (Office of Departure).

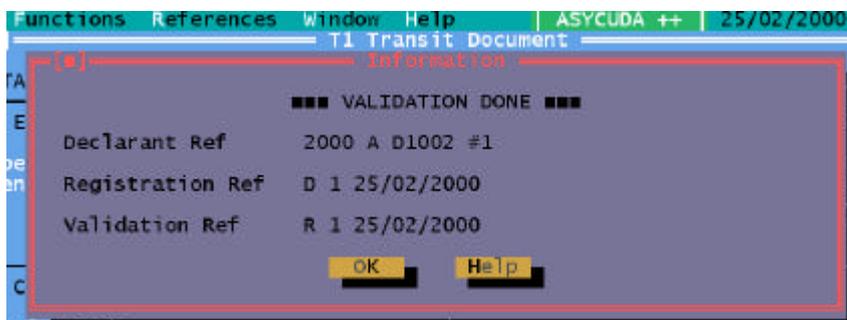
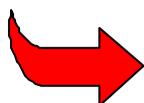


Figure 7.17: 'Functions', 'T1', 'Destination office', 'Validate', (Validation done).

Generate manifest

The operation of generating a Manifest places the goods under normal Customs control when the goods arrive at the Customs Office of Destination. Selecting one or more validated T1s from a list automatically generates a Manifest with Bill(s) of Lading attached to it.

The option takes you to a selection screen where the parameters of the list can be chosen, e.g. the list can be selected for one specific Declarant or Office of Departure.



You cannot choose the status of T1s in the list, the list **must** be validated T1s.

Once the list is produced, you can either:

1. Select one T1 and generate a manifest; or
2. Select multiple T1s and generate a manifest.

Manifest from One T1

The general segment of the Manifest is generated from the general segment of the T1 and the Bills of Lading are generated from the T1 items.

Only the data elements available in the T1 are transferred to the manifest and the bills of lading. If the T1 has one item, then there is one bill of lading on the generated manifest. If the T1 has multiple items, then the T1 items are re-grouped according to the Commodity Codes of these items.



For example, if the T1 has four items with the same Commodity Code then one Bill of Lading is generated for the four items. If four T1 items have different Commodity Codes, then one Bill of Lading will be generated for each Commodity Code.

This single T1, 125 -

T1 number	Item No	Commodity code	Gross mass	Number of packages
125	1	85	100	25
	2	8502	200	5
	3	85	100	25

will produce the following Bills of Lading: -

B/L number	Commodity code	Gross mass	Number of packages
TRS1999-125/1	85	200	50
TRS1999-125/2	8502	200	5

The Voyage number of the generated Manifest takes on the following structure:

TRS + Year of T1 + “-“ + Validation number of T1

The bill of lading number follows the following structure:

TRS + Year of T1 + “-“ + Validation number of T1 / 1 where the final number is incremented for each Bill of Lading.

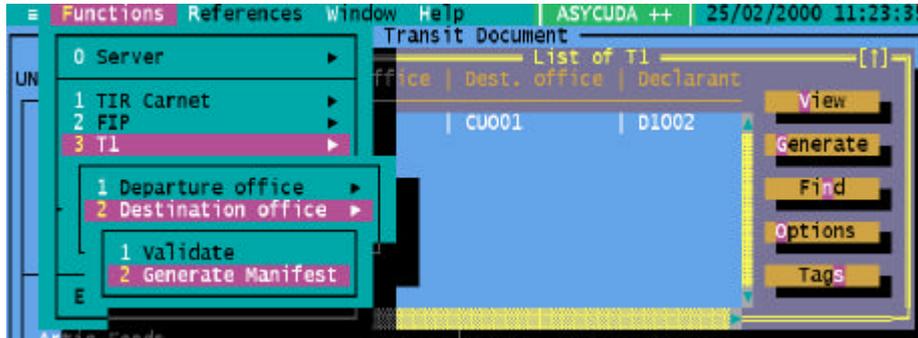


Figure 7.18: 'Functions', 'T1', 'Destination office', 'Generate manifest'.

Manifest from Multiple T1s

The general segment of the manifest is generated from the general segment of the first T1 tagged, and the bills of lading are generated from the T1 items. Only the data elements available in the T1 are transferred to the manifest and the bills of lading. The bills of lading of the generated manifest are re-grouped in the same manner as is explained for the single T1.

Examples: These T1s, 125 and 126 -

T1 number	Item No	Commodity Code	Gross mass	Number of packages
125	1	85	100	2
	2	8502	200	5
126	1	85	100	1
	2	850210	10	1
	3	89	50	1

will generate the following Bills of Lading: -

B/L number	Commodity Code	Gross mass	Number of packages
TRS1999-125/1	85	200	3
TRS1999-125/2	8502	200	5
TRS1999-125/3	850210	10	1
TRS1999-125/4	89	50	1

The Voyage number of the generated manifest takes on the following structure: -

TRS + Year of T1 + “-“ + Validation no. of T1 where the Year and Registration number comes from the first T1 tagged in the list.

The Bill of Lading number follows the following structure: -

TRS + Year of T1 + “-“ + Validation no. of T1 / 1 where the final number is incremented for each Bill of Lading.

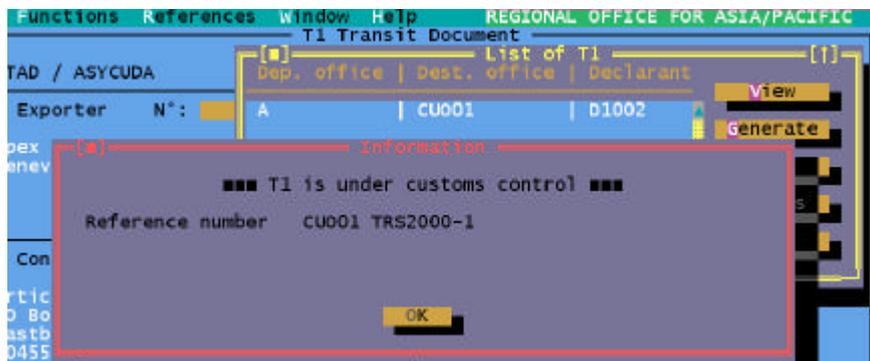


Figure 7.19: 'Functions', 'T1', 'Destination office', 'Generate manifest'.

Bill of Lading Code and Status

In all cases, when a manifest is generated from a T1, the type of Bill of Lading code is 950 according to International Coding Standards. The status of the bills of lading will be **'REGISTERED'** and the operation will be **'FROM T1'**.

Print/Query

View

The View option allows you to retrieve a T1 by its Declarant Reference or Registration reference. The T1 can only be viewed. The **'Local Menu'**, **'Actions'** available

Local store

Printout

List

The List option brings you to a screen to select parameters for the list of required T1s. You can select a list for a specific Office of Departure, Office of Destination, declarant, consignee, exporter, and within a date interval.

You must also select the status of the T1s to be listed and the status can be 'Stored', 'Registered', 'Transmitted', 'Arrived', 'Validated', 'Late validated', 'Any' or 'Under Customs control'. The list can then be sorted by 'Office of Departure', 'Office of Destination', 'Declarant reference', 'Registration reference' or 'Expiry date'. From the produced list, you can see the T1 and carry out one of the following operations: -

View - Retrieve a T1 from the list for viewing only.

Resend - Registered T1s at the Office of Departure can be resent to the Office of Destination via the A++ Gate. Validated T1s at the Office of Destination can be resent to the Office of Departure via the A++ Gate.

Server Reports

Three server reports are available for the T1 under the menu option '**Functions**', '**T1**', '**Print/Query**': -

- T1 Report - Date to Date;
- Opened T1s - Date to Date;
- Closed T1s - Date to Date.

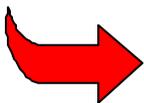
The T1 report will give a list of T1s for a particular date interval based on your selection from Office of Departure, status, origin, destination etc. The '**Opened**' and '**Closed**' T1 reports give a list of the open and closed T1s for a particular date interval.

Status

At any one time when a T1 is available on the screen, the Local Menu contains a '**Status**' option that gives you the '**CURRENT**' status of the T1. The Status of a T1 can be: -

- New T1;
- Stored;
- Registered;
- Transmitted;
- Arrived;
- Validated;
- Late Validated;
- Under Customs control.

The status box gives the name of the user who carried out the action, and the date and time if registered, validated or under Customs control.



Technical details of the status' can be found in Section V of the New Technical Features of Version 1.15a document.

Manifest

MODTRS gives you the opportunity to view Manifest and Bill(s) of Lading details on screen. By selecting '**Functions**', '**Manifest**', '**View**' you can enter the Manifest reference number to retrieve the Manifest from the server.



For an explanation of the manifest screens and on operations that can be carried out on Manifests and Bills of Lading, see Section 5 of this Reference Document, '**Manifests**'.

Message Transfer in a Multiple Office environment

When transferring a TIR Carnet, FIP or T1 from one office to another, the transfer is normally carried out using A++ Gate. However, if the office to which the message is to be sent is on your current server, then the A++ Gate is not activated. You will receive the same message that your document has been transferred but no A++ Gate agent is created and no DIAM is activated on your server.

ASYCUDA++ Technical Details on Transit

The transit functions of ASYCUDA++ are a more recent development and were first introduced with ASYCUDA++ Version 1.15. The introduction of MODTRS and the Transit functions in MODBRK required changes in the system database tables and the writing of new standard messages and reports. Although this Reference Document is not intended as a reference to technical details many of the main changes are summarised below.

Database Tables

TIR Carnet

Storage of TIRs in the ASYCUDA++ database is done with three tables:

TIR_GEN: TIR Carnet details

TIR_ITM: TIR - Voucher details

TIR_MAN: TIR goods details

FIP

Storage of FIPs in the ASYCUDA++ database is done with five tables:

FIP_GEN: FIP General segment

FIP_ITM: FIP Items

FIP_OCC_CNS: FIP Occasional consignee

FIP_OCC_DEC: FIP Occasional declarants

FIP_DEC_SER: FIP serial numbers

T1s

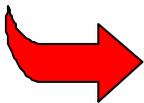
Storage of T1s in the ASYCUDA++ database is done with five tables:

TRS_ITM: T1 Items

TRS_OCC_CNS: T1 Occasional consignee

TRS_OCC_EXP: T1 Occasional exporters

TRS_DEC_SER: T1 serial numbers



The structure of these tables is given in the document 'New Technical Features of Version 1.15a'.

Standard Messages (DIAMs)

TIR Carnet

Six standard DIAMs are provided for creating and receiving TIR agents with the A++ Gate:

DPUtir: Production DIAM for creating a TIR agent.

DRUtir: Reception DIAM for reception of the TIR agent.

DPUtircn: Production DIAM for cancelling a TIR agent.

DRUtircn: Reception DIAM for cancelling a TIR agent.

DPUtircl: Production DIAM for deleting a TIR after a re-routing.

DRUtircl: Reception DIAM for deleting a TIR after a re-routing.

FIP

Two standard DIAMs are provided for creating and receiving FIP agents with A++ Gate:

DPUfip: Production DIAM for creating a FIP agent.

DRUfip: Reception DIAM for reception of the FIP agent

T1s

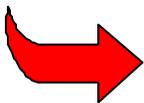
Four standard DIAMs are provided for creating and receiving T1 agents with the A++ Gate:

DPUt1: Production DIAM for creating a T1 agent.

DRUt1: Reception DIAM for reception of the T1 agent.

DPUt1cn: Production DIAM for cancelling a T1 agent.

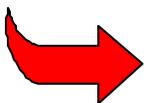
DRUt1cn: Reception DIAM for cancelling a T1 agent.



The technical details of the DIAMs can be found in the A++ Gate documentation for Version 1.4 in the section 'Standard DIAM documentation'.

Server Reports

The standard server reports for Transit documents are described within this Section as menu options under the relevant Print/Query functions.



The report numbers of the server reports and source file numbers can be found in section VI of the New Technical Features of Version 1.15a document.

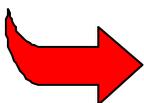
Printing

Filters can be written for the TIR Carnet, FIP and T1.

TIR - Without a filter, the default prints the TIR Carnet and the Voucher.

FIP - Without a filter, the default prints the general segment and items within the same print job.

T1 - Without a filter, the default prints the general segment and items within the same print job.



See **Client Printer Manager Version 2.1** document for details of the document signature etc.