



Use of the CIM/SMGS consignment note as a customs transit declaration

Second joint workshop on the use of the electronic CIM / SMGS
consignment note on selected TRACECA routes, hosted online by PS
IGC TRACECA Secretariat

1

18 January 2023

Michael Rathje, Paolo Di Carli European Commission, DG TAXUD

In this presentation...

1. Paper-based transit procedure for rail
2. The CIM consignment note as a transit declaration: Conditions
3. Using the paper-based transit procedure
4. Cases where NCTS would have to be used
5. Phasing out of the paper-based customs transit procedure for rail with the deployment of the updated NCTS Phase 5

1. Paper-based transit procedure for rail (transitional provisions)

1. Paper-based transit procedure for rail

- ❑ Following the 2007 rail freight liberalisation, the standard customs transit procedure for rail is the New Computerised Transit System (NCTS)
- ❑ Nevertheless, authorised railway undertakings (RUs) can still make use of the CIM consignment note as a transit declaration until the deployment of the updated NCTS Phase 5 (to be finalised by Q4 of 2023) as stipulated by the EU Union Customs Code (UCC) transitional delegated act (TDA) for transports in cooperation mode.
- ❑ The use of the CIM consignment note as a transit declaration is a simplification
- ❑ A RU can chose to use the standard transit procedure NCTS in electronic form for any movement (i.e. done in cooperation mode or under liberalised conditions)

2. Conditions for using the CIM consignment note as a customs transit declaration

2. Conditions for using the CIM consignment note as a customs transit declaration 1/2

In view to using the CIM consignment note as a transit declaration the following conditions must be met:

- ❑ The goods must be carried by a RU pursuant to the International Carriage by Rail Convention (COTIF) in cooperation mode
- ❑ The RUs, providing the goods' transport in the Union customs territory or in common transit countries, must be authorised by customs and meet the conditions of Art 25 TDA (Del-Reg-(EU) 2016/341
- ❑ The goods must be successively taken over and transported by different authorised RUs at national level, in view to carrying goods to and from the nearest station in a neighbouring territory, as agreed between the carriers – i.e. the system of transport in cooperation mode
- ❑ The involved RUs must declare themselves jointly liable to the customs authorities (CAs) in case a customs debt should be incurred

2. Conditions for using the consignment note as a customs transit declaration – 2/2

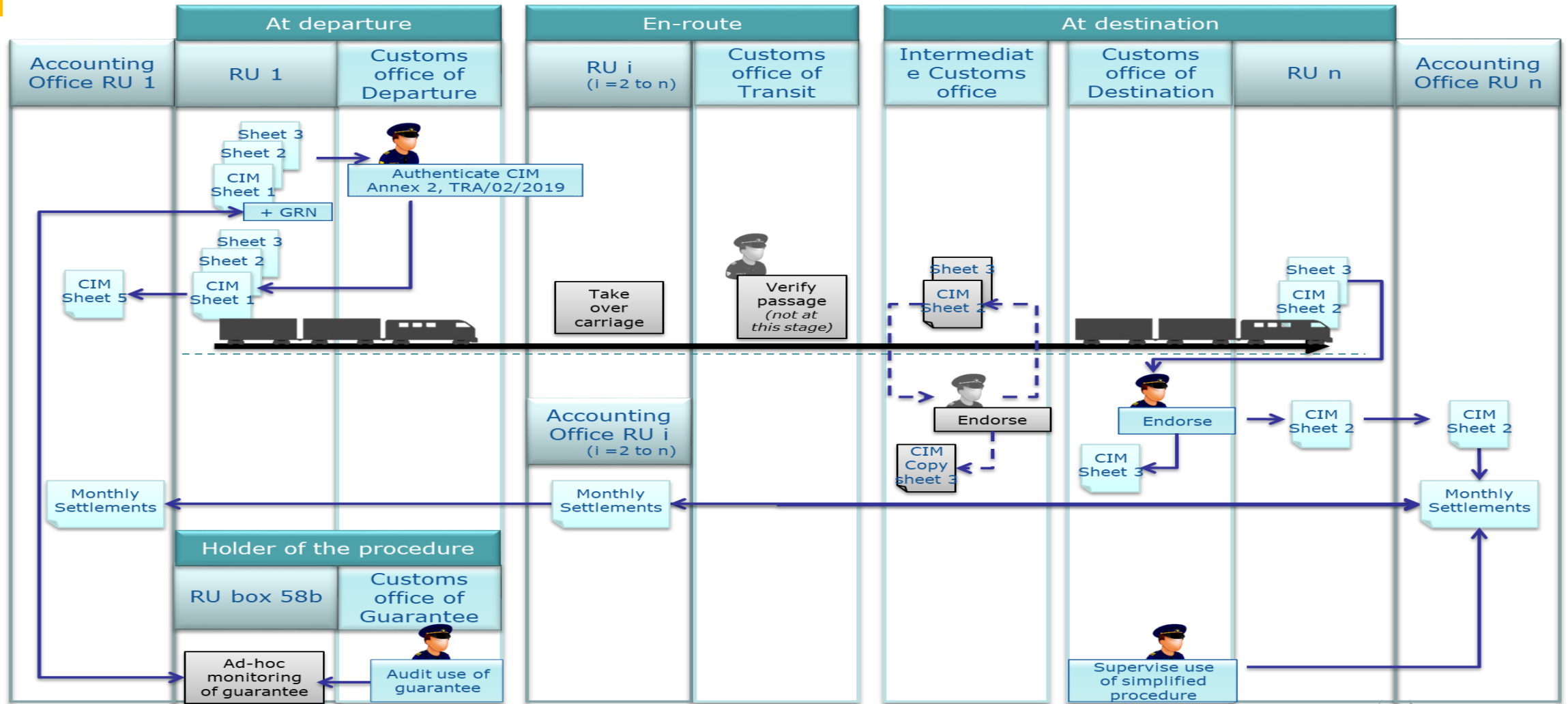
- ❑ The RUs, via their accounting offices and in cooperation with each other, must operate a commonly-agreed system in view to detecting potential irregularities
- ❑ The RUs must be responsible for:
 - a) The separate settlement of the transport costs
 - b) The breakdown of the transport costs by country
 - c) The payment of the respective share of costs
 - d) A system to check and investigate irregularities

3. Using the paper-based transit procedure for rail

3. Using the paper-based transit procedure

The chart in the next page describes the transit procedure when the CIM consignment note is used as the transit declaration for goods that move from one point in the EU or a common transit country to another point in the EU or a common transit country.

Paper-based transit procedure for rail



4. Cases where NCTS would have to be used

4. Cases where NCTS would have to be used 1/2

The paper-based procedure for rail cannot be used, and therefore the standard transit procedure is mandatory via the NCTS, if:

- Only one carrier is involved in the transport, or
- A carrier is carrying the goods beyond the national territory, with the exception of carriages to and from the station in the neighbouring territory as agreed between the carriers (as noted already in slide n. 4)
- A carrier does not meet a requirement of the simplified procedure, unless it is authorised as an intermediate RU

4. Cases where NCTS would have to be used 2/2

- An intermediate RU maybe authorised even in case it does not meet all the conditions of the paper-based procedure, if:
 - a) a RU that is entitled to use the paper-based procedure is acting as holder of the procedure, and
 - b) the intermediate RU is neither the first nor the last carrier in the customs territory of the Union or common transit country.

5. Phasing out of the paper-based customs transit procedure for rail with the deployment of the updated NCTS Phase 5

5. Phasing out the paper-based customs transit procedure for rail with the deployment of the updated NCTS Phase 5

- ❑ The update of NCTS Phase 5 includes features which makes it easier to lodge the customs transit declaration for rail transport and eliminates the justification for temporarily keeping the paper-based customs transit procedure for rail
- ❑ Therefore, when the NCTS Phase 5 will be deployed in a country between today and 1 December 2023, at any customs office of departure of that country the NCTS will be applied for rail

NCTS Geographical Extension – Plan in a nutshell

2022

✓ **Ukraine (UA)**

2023

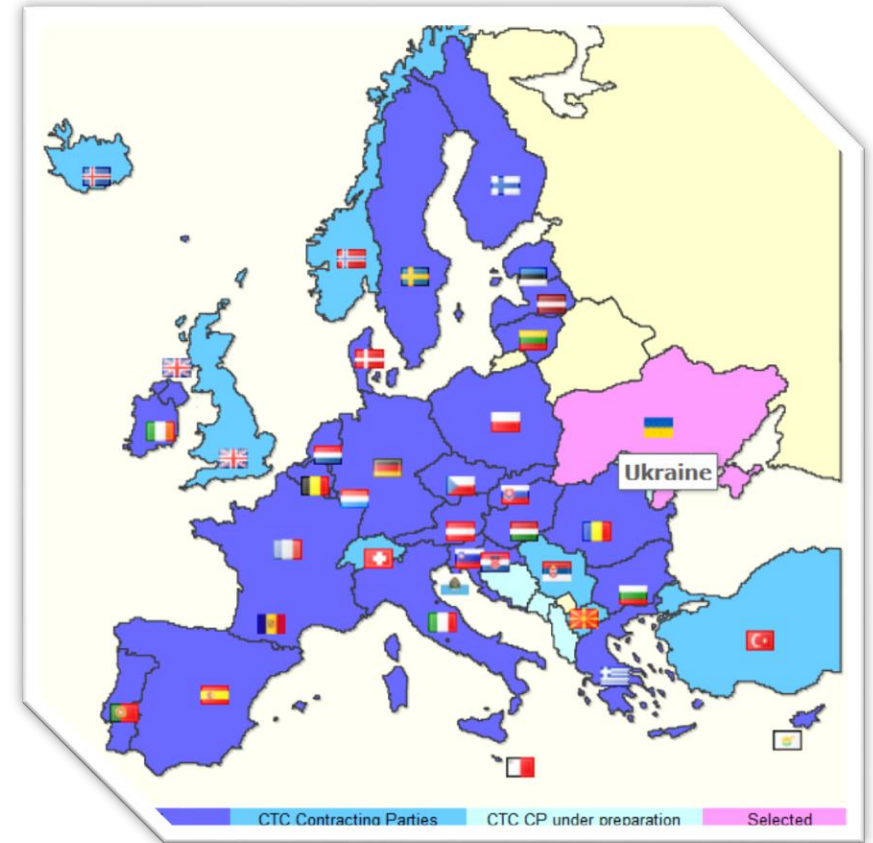
Montenegro (ME)

2024

Georgia (GE) & Moldova (MD)

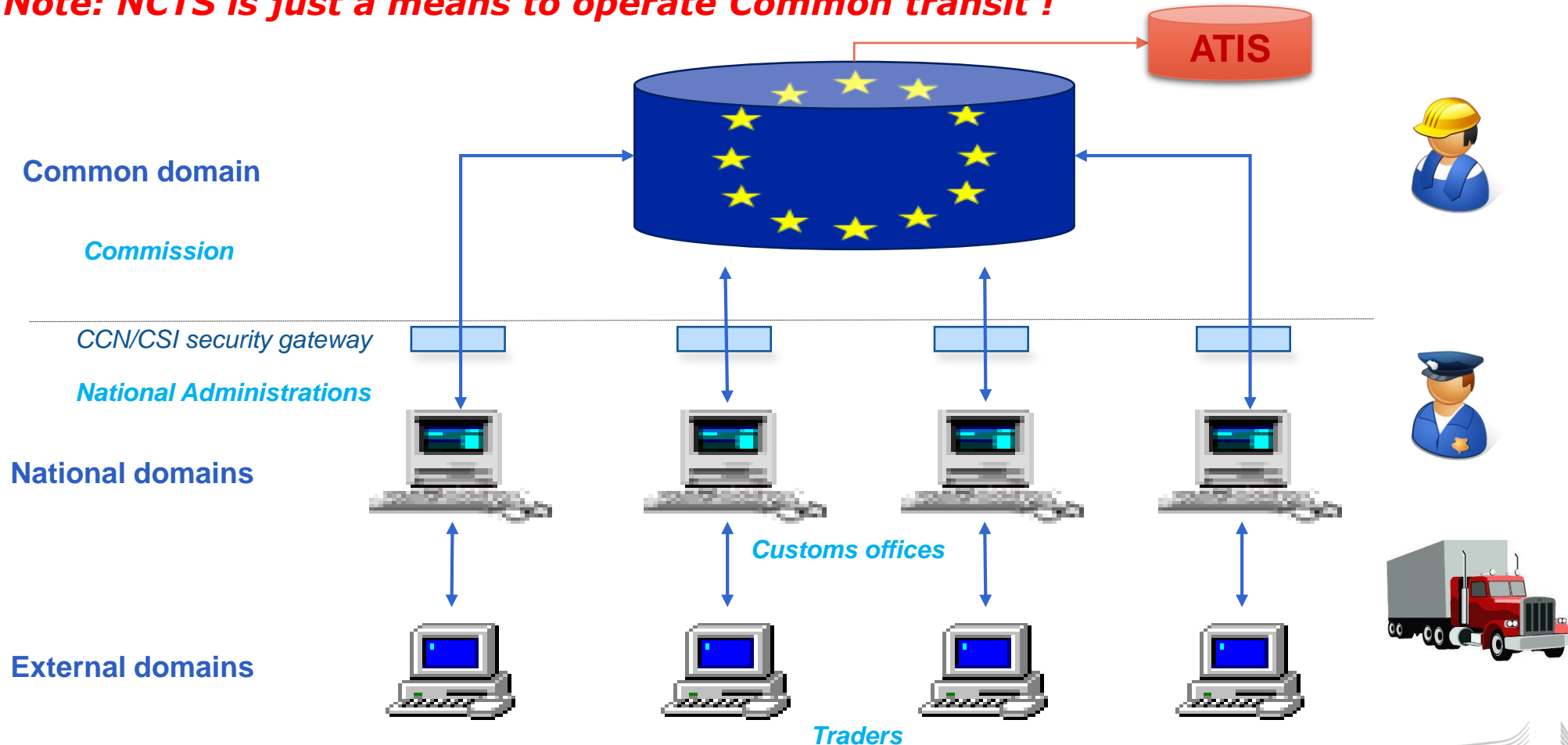
To be defined

Albania (AL) & Bosnia-Herzegovina (BA)



NCTS – How does it broadly work?

Note: NCTS is just a means to operate Common transit !



Departing movements: EU + CTC

Totals

Per country

In Progress

Country

Austria

Movements

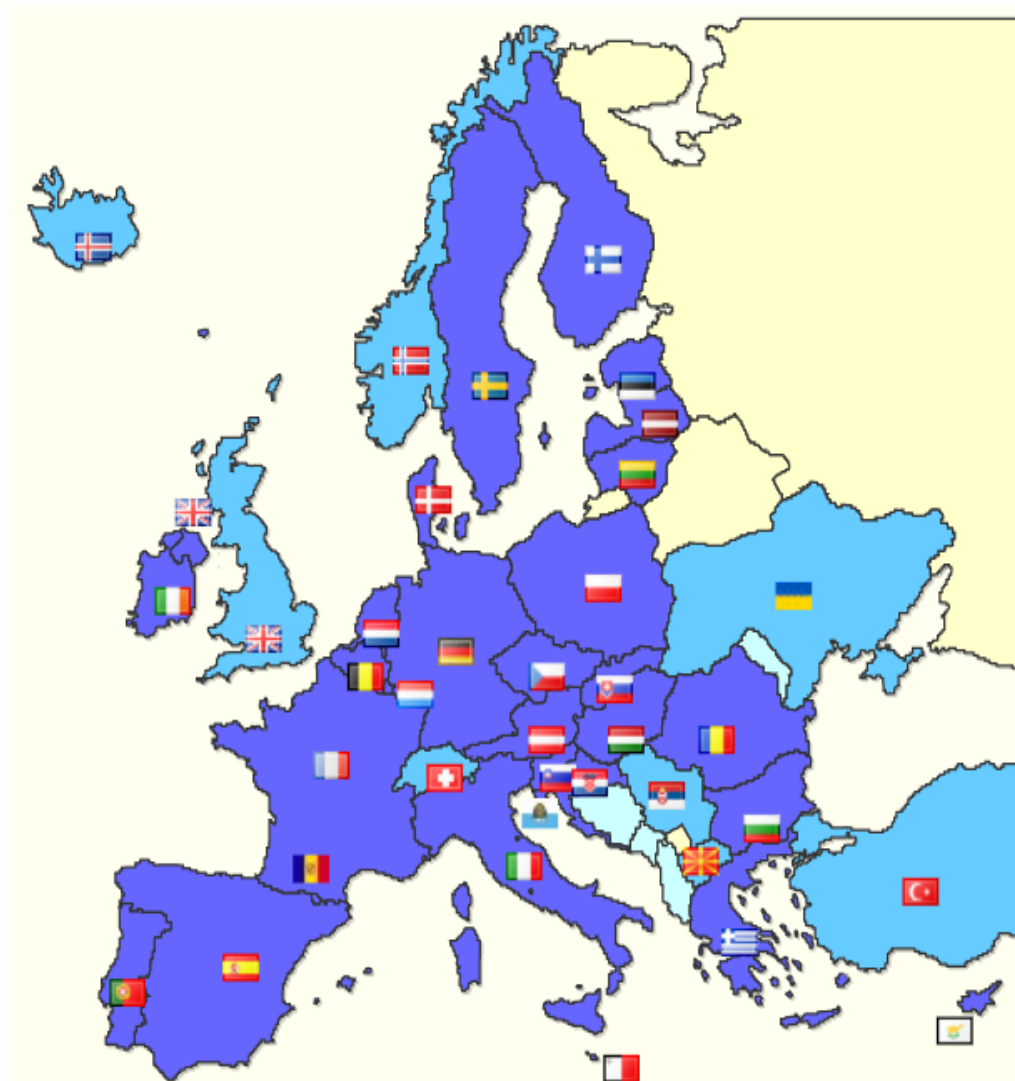
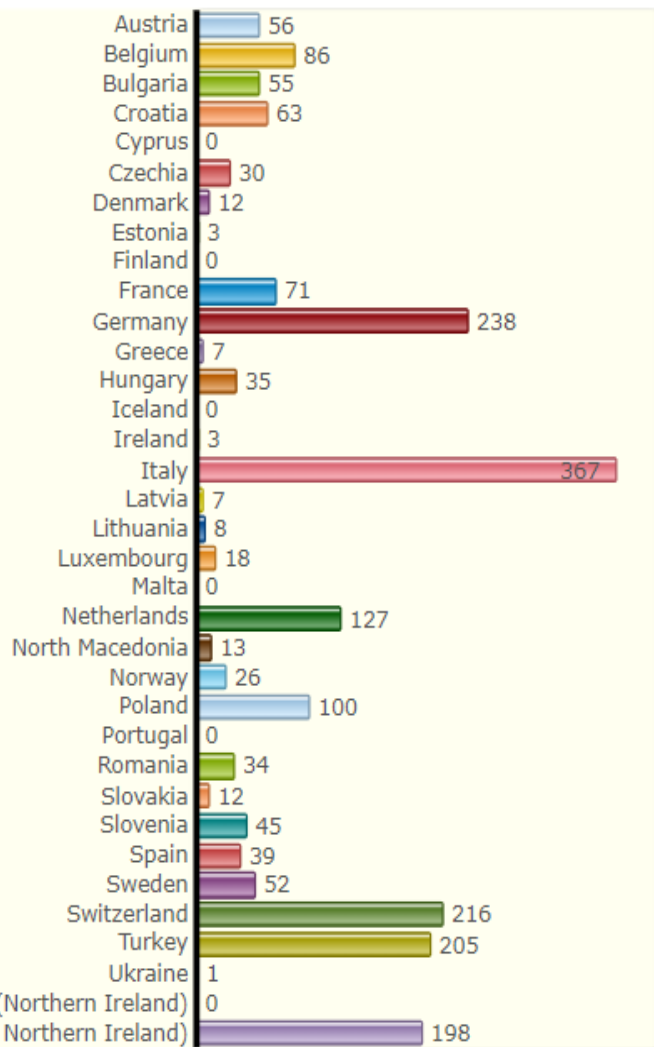
Departure

Period

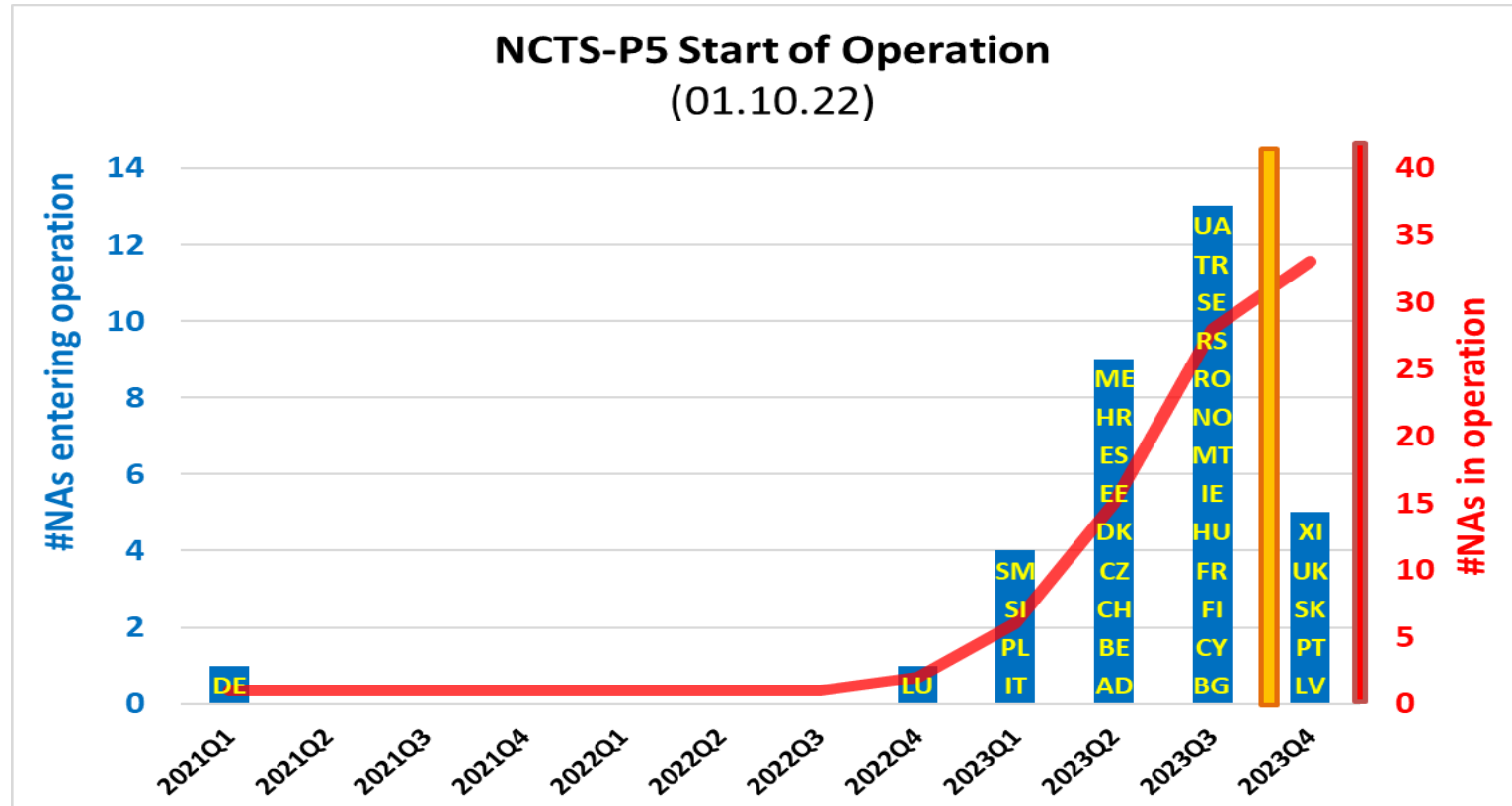
Last half h

Refresh

15 min



TES Deployment Plan - October 2022



- DE & LU started NCTS-P5 operations in Q4 2022
- DE, LU, IT, PL, SI will join NCTS-P5 in Q1 2023, preparation on going
- ES anticipates its entry in NCTS by 5 months

Keep in touch



ec.europa.eu/



europa.eu/



[@EU_Commission](https://twitter.com/EU_Commission)



[@EuropeanCommission](https://www.facebook.com/EuropeanCommission)



[European Commission](https://www.linkedin.com/company/european-commission)



[europeancommission](https://www.instagram.com/europeancommission)



[@EuropeanCommission](https://www.medium.com/@EuropeanCommission)



[EUTube](https://www.youtube.com/EUTube)



[EU Spotify](https://www.spotify.com/eu)

Mail: [Michael Rathje](mailto:Michael.Rathje@ec.europa.eu)
(TAXUD-UNIT-A1@ec.europa.eu)

Q&A



Thank you



© European Union 2020

Unless otherwise noted the reuse of this presentation is authorised under the [CC BY 4.0](https://creativecommons.org/licenses/by/4.0/) license. For any use or reproduction of elements that are not owned by the EU, permission may need to be sought directly from the respective right holders.

23
Images and illustrations: pngwing.com

