

OPEN EXPORT MOVEMENTS – REASONS AND SOLUTIONS

Introduction:

A certain number, but certainly not the major part of the open movements, is due to technical problems. Messages are sent but never arrive etc. For example, it seems that if a Member State does not run the latest version of ECS or has not updated his system, this Member State is not able to send or receive a certain number of messages. This has as a consequence that other Member States involved even do not receive error messages, messages sent from another Member State simply disappear in the system.

Another problem causing a lot of open movements is the human factor, not all customs officers or traders know how to handle the system correctly.

There is therefore a need to teach and train all the people dealing with customs IT systems (not only ECS). It is also very important to inform all the people involved somewhere in the customs procedures about the changes and how to handle the new procedures (e.g. a truck driver not knowing what to do with an EAD will cause open movements).

The following reasons why movements may remain open in ECS have been identified. In order to improve the rate of non-closed movements the following solutions are available.

1. A movement started in ECS, the goods have not left the Community:

a) For practical reasons the exporter stores the goods, for example in a port, until the ship arrives, or the consignee needs the goods (on demand traffic).

An inquiry procedure is started which may lead to a cancellation of the export declaration
→ Non-Community goods will stay under temporary storage, and a new export declaration is needed for the definitive exportation.

b) After an export procedure started, the contract is cancelled for whatever reasons; non-Community goods stay under temporary storage until the exporter finds an other buyer, or takes the goods back and has to cancel the export declaration.

The exporter should inform the customs office of export.

The customs office of exit cancels the export declaration → non-Community goods stay under temporary storage, and a new export declaration is needed for the definitive exportation.

The export declaration shall also be cancelled if the exporter takes back his goods.

c) A contract could also be suspended for a certain time period, and depending on the nature of the goods, these stay in a port or airport.

The exporter should inform the customs office of export.

If the time period exceeds the possible time limit (150 days) for the export, the export declaration procedure should be cancelled.

d) *The goods are stolen.*

The exporter informs the customs office of export → the export declaration has to be cancelled.

2. A movement started in ECS, the goods have left the customs territory of the Community, but the movement was neither closed in ECS nor on paper:

a) *The goods were not presented to customs;*

b) *The goods were presented to customs, but no message was sent;*

c) *The goods were presented to customs, an arrival was notified in a paper based procedure, but the customs office of exit was not informed about the exit of the goods;*

d) *The goods were presented to customs, the arrival was notified in ECS, but the customs office of exit was not informed about the arrival and/or exit of the goods, for example because different offices were competent.*

The customs office of export shall, on request of the exporter, start an inquiry procedure. If for whatever reasons the customs office of exit is not able to confirm the exit, the customs office of export may use the possibility of alternative proof to close the movement.

3. A movement started in ECS, but was closed only on paper at the customs office of exit:

A movement started in ECS should always be closed in ECS.

a) *The notification of arrival is not received by the customs office of exit;*

See introduction,

b) *The customs office of exit can not read the barcode.*

The barcode shall be keyed in manually.

4. A movement started in ECS and was followed by transit/use of single transport contract but not closed in ECS:

The transit declaration is lodged without knowledge about the existence of the ECS movement.

A reference to the export declaration should be indicated in box 40 (transit document)

STC: see No 12 below

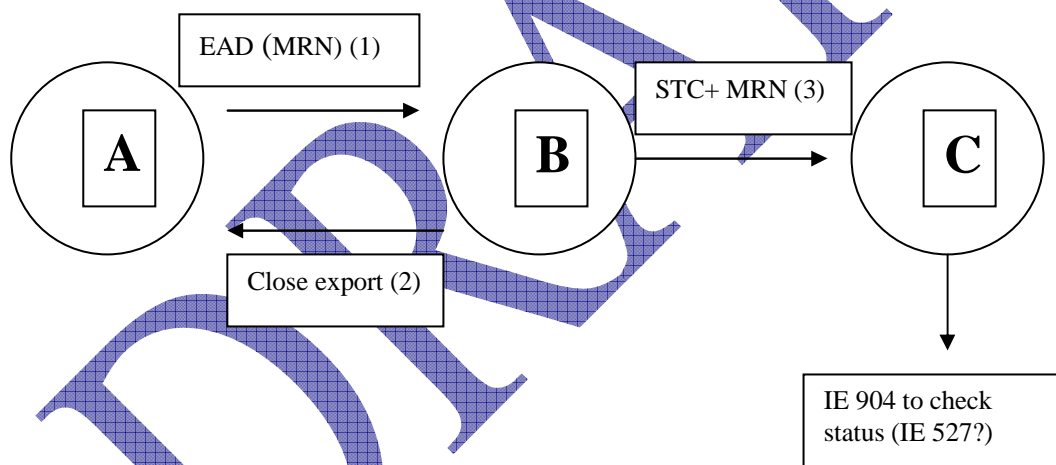
5. A movement started in ECS, and was closed paper based on alternative proof at the customs office of export but not closed in ECS.

6. A movement started in ECS, and was closed in ECS by the customs office of exit, but message IE518 is lost and has never reached the office of export.

7. A movement started in ECS, however, after a diversion, message IE503 was never received by the actual customs office of exit, the movement was only closed on paper.

8. A movement started in ECS and was diverted to another customs office of Exit (IE503 successfully received), the movement was only closed on paper at the customs office of exit.
9. A movement started in ECS, and was diverted to another customs office of exit (IE503 successfully received) and closed in ECS, but message IE518 is lost and has never reached the customs office of export.
10. A movement arrives in another country (country B) than the declared customs office of exit (country A). The declared customs office of exit (in country A) will receive a message IE524. If there is a diversion after that to the declared customs office or country of exit in country A, it is impossible to register the exit because the reception of message IE524 gives the declaration a final status. In this case it is not possible to register the exit in country A.
11. The arrival is registered at the declared customs office/country (country A) of exit. After this registration there is a diversion to another country (country B) and the declared customs office of exit will receive an IE524 (country A). After that there is a diversion again to the first office or country of exit (country A). It is impossible to register the exit because the reception of message IE524 gives the declaration a final status. In this case it is not possible to register the exit in country A.
12. Single transport contract

In a paperless environment the stamp on the single transport contract/transport document should be replaced by the reference to the MRN of the export declaration.



Goods shipped under a STC to the office of physical exit should be accompanied by a document on which the MRN and the barcode are put. The message IE904 (IE 527) can be used to check the status of the goods (status request answered automatically by IE905).

In practice it is recommended to print the MRN together with the barcode on a sticker, and paste this sticker on the document accompanying the goods to the physical office of exit. The sticker is used in the same way that the customs stamp is used nowadays.

(In case the customs office of export is in the same country as the customs office of exit it is important that the MRN and the messages are generated via ECS, otherwise this solution does not work).