

UN/CEFACT – ISC-PDA/T&L BSP-RDM – P1060

UNITED NATIONS
CENTRE FOR TRADE FACILITATION AND ELECTRONIC BUSINESS
(UN/CEFACT)

INTERNATIONAL SUPPLY CHAIN PROGRAMME DEVELOPMENT AREA
TRANSPORT AND LOGISTICS DOMAIN

BUY-SHIP-PAY REFERENCE DATA MODEL PROJECT BUSINESS REQUIREMENT SPECIFICATION (BRS)

SOURCE: BSP-RDM Project Team

ACTION: Public Review

DATE: 18 February 2019

STATUS: **Public Draft v1.0**

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39 **Changes Log**

40

Date of Change	Version	Paragraph Changed	Summary of Changes
	0.1		Initial Creation
September 2018	0.15		Merging Inputs from MMT and SCRDM models
November 2018	0.2		Improvements for consistency between figures and text descriptions
December 2018	0.5		Including comments of internal document review
January 2019	0.6		Internal document, second round of comments
February 2019	0.7		Internal document, third round of comments

41

42

43 2. Preamble

44 The UN/CEFACT BSP-RDM project has the intention to bridge two domains within the
45 International Supply Chain PDA, namely the Transport and Logistics Domain and the Supply
46 Chain and Procurement Domain, providing a unifying framework, consolidating the constituent
47 data models of these two domains by addressing any overlaps between the concepts used in
48 their different contexts.

49 UN/CEFACT has been working on Reference Data Models (RDMs) for International Supply Chains
50 and Multi-Modal Transport. These two RDMs share a same base of components from the UN
51 Core Component Library (UN CCL), which are interlinked but used differently due to differences
52 in context and semantics between the international sales and transport contracts, information
53 exchanges and business practices.

54 In the concept of RDM, as outlined by the UN/CEFACT White Paper on RDM approved in April
55 2017, these are complete and focused subsets specific to the needs of a particular domain. The
56 context messages are then subset data exchange structures definitions of the RDMs.

57 For maintenance purposes, if the current two RDMs are developed separately, any changes in
58 one will require changes to the other. A higher level RDM could cover Buy Ship and Pay thereby
59 facilitating their use and maintenance.

60 Therefore, the BSP-RDM current project aims to create an intermediate subset of the UN CCL
61 focusing on the shared aspects across the international supply chain and transport-logistics
62 chains.

63 The end result is expected to be quite beneficial to all modelers and developers for Collaborative
64 Information Exchanges the existence of an intermediate subset of the UN CCL on which both the
65 International Supply Chain RDM and the Multi-Modal Transport RDM are based.

66

67 3. References

- 68 • BSP-RDM Project Proposal
- 69 • UN/CEFACT Multi-Modal Transport (MMT) Reference Data Model
- 70 • UN/CEFACT Supply Chain Reference Data Model (SCRDM)
- 71 • International Freight Forwarding BRS
- 72 • UN/CEFACT Modelling Methodology (UMM) v2.0
- 73 • UN/CEFACT Core Component Technical Specification v2.01 (CCS ISO15000-5)
- 74 • UN/CEFACT Core Component Library D18B
- 75 • United Nations Trade Data Elements Directory 2005 (UNTDDED/ISO 7372)
- 76 • TBG1- BRS Cross Industry – Supply Chain - Invoice Process -
77 CEFACT/Forum/2006/... – Revision 1.1

78

79

81 4. Objective

82 The objective of this BRS is to describe the requirements for a generic Reference Data Model
83 (RDM), generalizing the concepts of the Multi-Modal Transport Reference Data Model (MMT-
84 RDM) and the Supply Chain Reference Data Model (SCRDM), leading to the development,
85 publishing and improving the maintenance of a Business Standard, which can be applied by
86 country and regional administrations and industries.

87 Therefore, the BSP-RDM in combination with the UN/CEFACT International Supply Chain
88 Reference Model (ISCRM) BRS describes a generic reference data model and provides a
89 framework to accommodate the requirements of:

- 90 a) cross-border supply chain trade related transactions, including government domain
91 needs for their own specific information exchanges;
- 92 b) supporting the transport-related processes involved in the cross-border supply chain and
93 covering the involved business areas at a high-level, the main parties and the information
94 involved;

95 whilst complying to and fostering the adoption of the overall processes and data structures as
96 these have been developed in UN/CEFACT. Hence, the BSP-RDM will provide the definitions of
97 contextualized trade and transport-related data exchange structures mapping paper documents
98 which can be integrated into end-to-end software solutions for Traders, Carriers, Freight
99 Forwarders, Agents, Banks, Customs, Other Governmental Authorities etc.

100 The BSP-RDM project follows the practice of all referenced projects, adopting a holistic approach
101 to develop a reference data model based on the solid and widely used by other standards (e.g.
102 GS1) UN/CEFACT Core Component Library (CCL), bringing together the data exchange
103 requirements of international multimodal transport processes including related trade, insurance,
104 customs and other regulatory documentary requirements based on the integration of trade
105 facilitation and e-Business best practices.

106 Derivative information exchange specifications will be able to be developed to support the
107 requirements of conventional UN/CEFACT data exchange structure formats for UN aligned paper
108 documents, UN/EDIFACT or UN/CEFACT XML messages as well as information exchanges to
109 support web-based processes such as those required for Single Windows implementations.

110 The UN/CEFACT BSP-RDM framework will be used to generate a Business Standard which will
111 include paper and electronic document structures as data exchanges which have been derived
112 from the BSP-RDM. Derivation from this reference data model ensures that each BSP paper or
113 electronic document data structures specification is an individual implementation of a
114 methodology which follows the aligned concepts described in UNECE Recommendation 1, the
115 UN Layout Key (UNLK).

116 This ensures that trading partners can choose the type of data exchanges technology that best
117 meets their business requirements and technology capabilities and also provides a migration
118 path for the adoption of new technologies.

119 Further, BSP-RDM will accommodate the additional requirements generated by contemporary
120 integration approaches, which deploy RESTful APIs and JSON-LD data exchanges and
121 specifications, these to be accounted in the follow-up phase of the Requirements Specifications
122 Mappings (RSMs) following the UN/CEFACT CCBDA process, and the generation of the message
123 definitions.

124 5. Scope

125 The extent and limits of the business processes described in this document have been developed
126 in such a way that it allows application of the BUY/SHIP/PAY business standard for
127 implementations of national, regional, trade sector or modal specific cross-border scenarios.

128 Only the high-level process descriptions are referenced in this BRS in order that the detailed
 129 process analysis of the subset scenarios can provide the detailed process requirements in further
 130 individual Business Requirements Specifications (BRSs).

131 5.1. Scope Comparison

132 The International Supply Chain Reference Model (ISCRM)¹ covers the processes following the
 133 recognition of need by a customer for a product or service up until the fulfilment of an order
 134 by a supplier and the resulting financial settlement. In addition to the business processes
 135 associated with cross-border trading it also incorporates the necessary logistical and cross-
 136 border regulatory activities which may be required by intermediaries and authorities. This is
 137 illustrated in the following Use-Case diagram (Figure 1).
 138

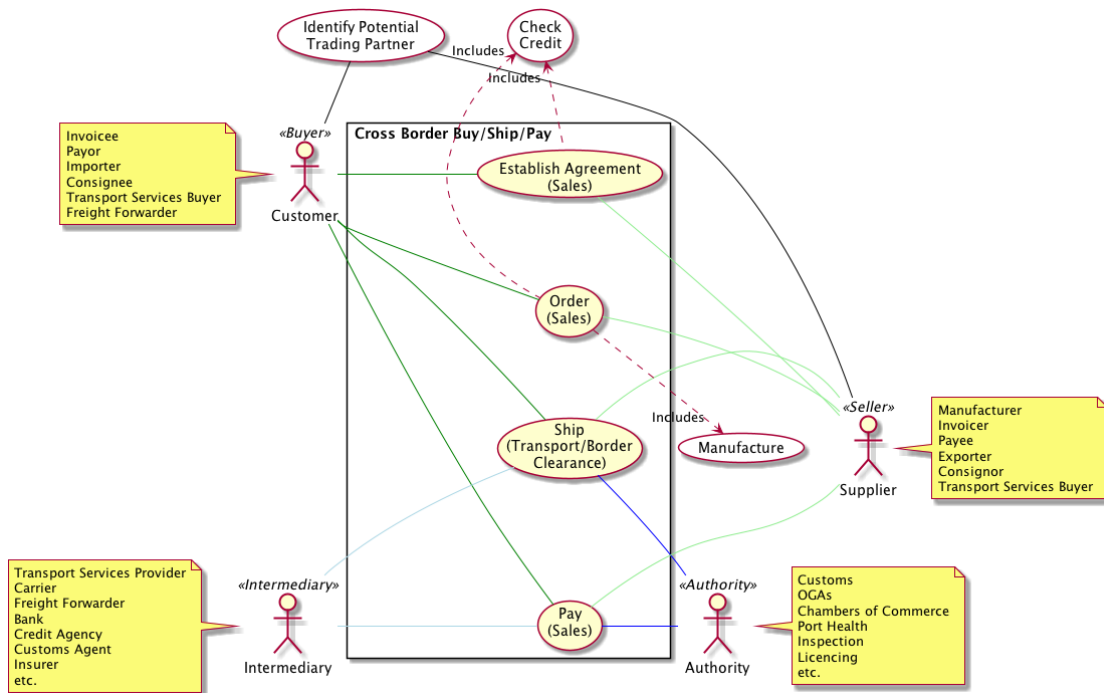


Figure 1: International Supply Chain Model, Roles and Services (Use Cases)

139 The overall scenario is described in the ISCRM. In summary, the use cases for the cross-border
 140 Buy-Ship-Pay business collaborations are the (a) main and (b) supportive top-level processes
 141 described in the following:

142
 143 a) **Main:**

- 144 • **Establish business agreement:** A buyer issues a request for quotation to sellers for a
 145 product or service. Sellers respond or send unsolicited quotes to a potential buyer. The
 146 buyer negotiates with the selected sellers to agree the terms for a contract agreement.
- 147 • **Order:** The buyer recognizes a need for a product or service and places an order under a
 148 contract agreement. The seller receives order and responds.
- 149 • **Ship:** The seller dispatches the products according to the terms of trade specified. All
 150 transport arrangements are made and executed and the requirements laid down by the
 151 relevant authorities are met. Invoice (demand for payment) is raised. The buyer receives
 152 the product or service.

¹ <http://tfig.unece.org/contents/ISCRM.htm>

153 • **Pay:** A demand for payment is received. The payor makes the payment and the payee
154 receives the payment according to the terms of trade agreed.

155 b) *Supportive:*

156 • **Identify potential trading partner:** The buyer looks for potential sellers and the seller
157 looks for potential buyers.

158 • **Check credit:** A seller initiates query on the credit worthiness of the prospective buyer. An
159 intermediary may respond with credit status. (out of scope in BSP)

160 • **Manufacture:** When the use case is about a manufactured product, the seller places an
161 order for the manufacturing of that product to a manufacturer, to meet customer's order.
162 The manufacturer confirms the planned delivery date, when the product is available for
163 shipping.

164

165 The ISCRM introduces a number of actors and roles as they appear in Figure 1, of which the
166 main are:

167 • **Buyer:** The party stipulated as the party to whom goods or services are sold. The
168 primary role of the customer as specified in a *sales order contract* is the buyer, while
169 other possible roles include the *final / ultimate consignee, transport services buyer,*
170 *importer* and *invoicee*.

171 • **Seller:** The party stipulated as the *supplier* of goods or services. The primary role of the
172 supplier as specified in the *sales order contract* is the *seller* and other possible roles
173 include the *original consignor / shipper, transport services buyer, exporter, and invoice*
174 *issuer*.

175 • **Intermediary:** Within the international purchase and supply chain, an intermediary can
176 be any party who provides services to support either the *sales order contract* or the
177 *transport service contract*. The possible roles of an intermediary include the *transport*
178 *service provider* (e.g. *carrier, freight forwarder*), *financial institution* including *banks,*
179 *credit agencies, insurers, customs agent, etc.*

180 • **Authority:** An authority provides authorization associated with any conventions or
181 regulations applicable to the trading of goods within the international purchase and
182 supply chain. The possible roles of an authority include *border control authorities* (e.g.
183 *Customs*), *permit/licensing issuing authorities* and *Port Authorities* including *Port Health,*
184 *Inspection, Chambers of Commerce, other governmental authorities (OGA), etc.*

185 More specific definitions of party roles which are engaged in cross-border transactions, from
186 the above set are:

187 • **Importer:** The party who makes, or on whose behalf a *customs clearing agent* or other
188 authorized person makes, an import declaration. This may include a person who has
189 possession of the goods or to whom the goods are consigned.

190 • **Exporter:** The party who makes, or on whose behalf the export declaration is made,
191 and who is the owner of the goods or has similar rights of disposal over them at the time
192 when the declaration is accepted.

193 • **Transport service buyer:** The party stipulated as the buyer of *transport services* in a
194 *transport service contract*. The transport service buyer role may be performed by either
195 the *consignor* or the *consignee* depending on the terms of delivery specified in the
196 associated sales order contract.

197 • **Transport service provider:** The party stipulated as the seller of *transport services* in
198 a *transport service contract*. The transport service seller role is an intermediary role as
199 described above.

200 • **Invoice issuer (invoicer):** The party who issues an *invoice*.

201 • **Invoicee:** The party to whom an *invoice* is issued.

202

203 **5.2. Scenario introduction**

204 The scope of this BRS can be expressed as a subset of the scope of the UN/CEFACT ISCRM
 205 covering the key processes of the trade and transportation of goods and the cross-border
 206 clearances through to invoicing of *goods-supply* and the related *transport services*.
 207

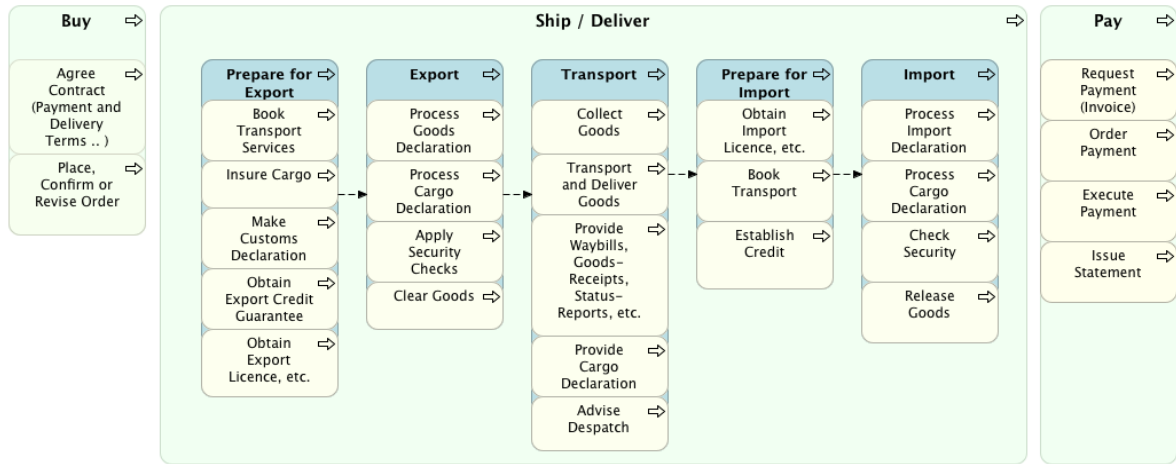


Figure 2: Buy-Ship-Pay model, Business Processes and Transactions

208 Figure 2, illustrates the business processes and transactions that are included in the Buy-Ship-
 209 Pay model². The BUY, SHIP/DELIVER³ and PAY processes are shown at a high level. Further
 210 analysis below that level, involves business process views and their transactions. These
 211 definitions are much more detailed, are linked and further addressed to the UN/CEFACT detailed
 212 analysis performed in specific projects (e.g. the Pipeline) while the related data are captured
 213 in the transaction data model.
 214

215 **6. Business requirements**

216 **6.1. “Business requirements” views**

217 As described in Section 5.2 above, the BUY/SHIP/PAY business process scope may be viewed
 218 as interrelated business areas representing commercial transport contracts, operational
 219 transport and logistics, regulatory and border clearance processes together with the
 220 corresponding information used both within each business area and which passes between
 221 them.
 222

223 The following two diagrams (Figure 3Figure 1 and Figure 4) describe these areas in terms of
 224 the key governing contracts – the *sales order contract* and the *transport service contract*– and
 225 these diagrams also show the relationships between the key process areas together with an
 226 indication of the documentary requirements.
 227

228 The first diagram (Figure 3) providing the *sales order contract* view, which also applies and
 229 includes the *transport services contract* (and thereby, the related use-cases) which is further
 230 expanded in the second diagram (Figure 4).
 231

232 The expanded international transportation scope includes in more detail the processes of
 233 *transport booking*, *transport ordering* and *freight invoicing*, mapping the actual transportation
 234 and the related paper documents and their data exchange structures.

² <http://tfig.unece.org/contents/buy-ship-pay-model.htm>

³ The term “Deliver” is more often used in supply chain, while “Ship” is used more often in transport and logistics processes.

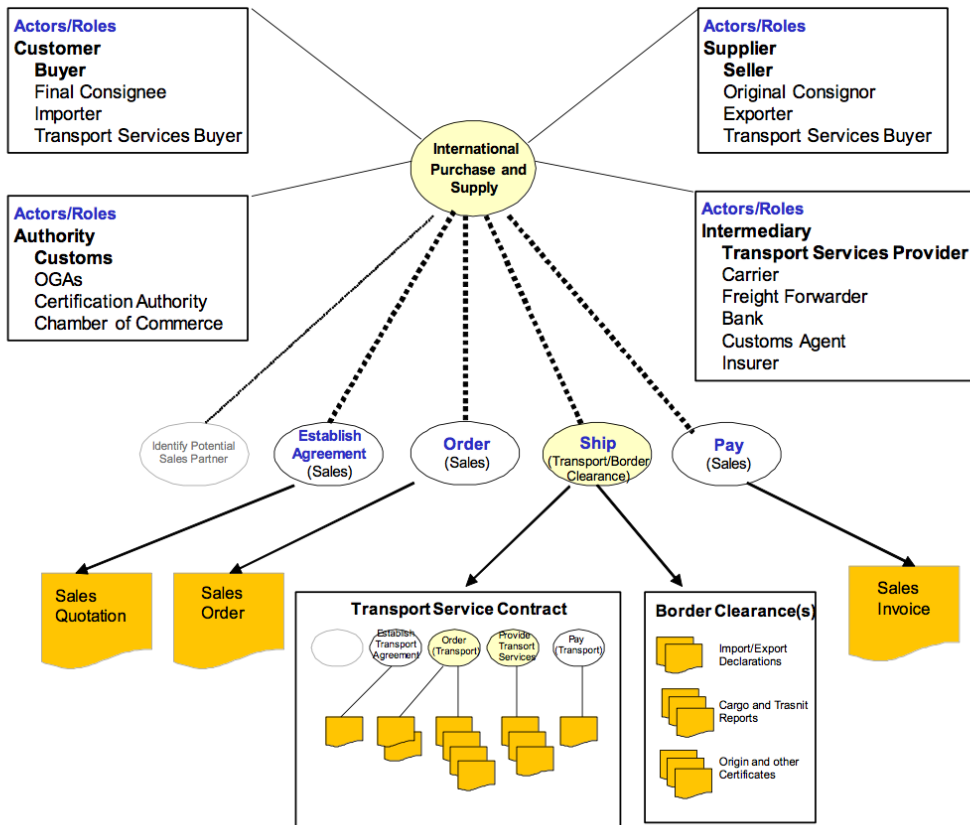


Figure 3 The Sales Order Contract View

235

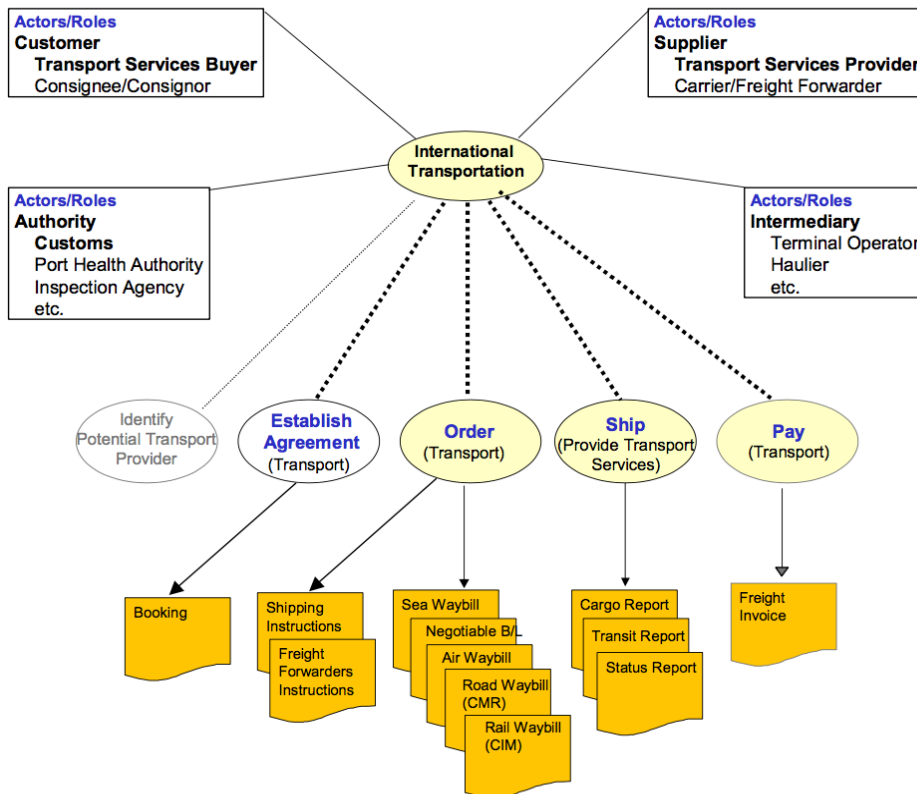


Figure 4: The Transport Services Contract View

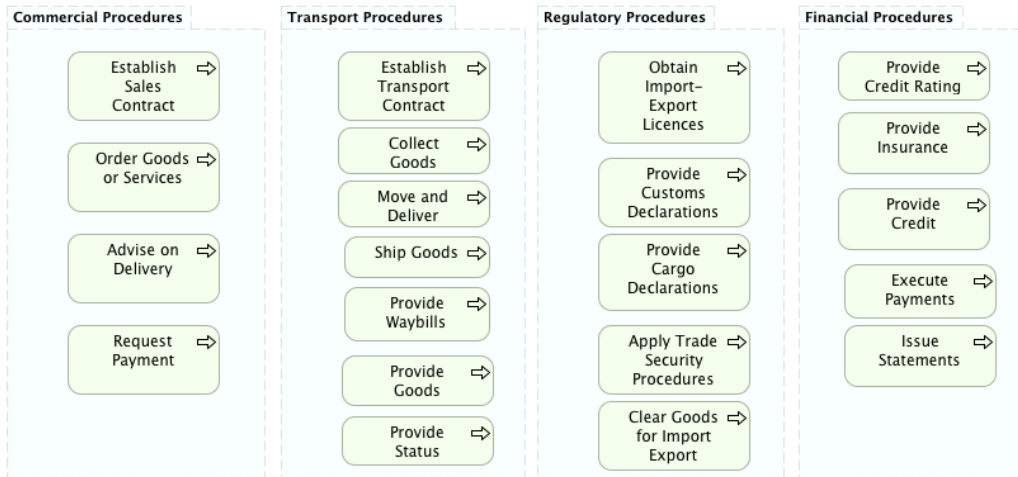


Figure 5: Business Processes within the four Business Areas as defined in ISCRM

236 The ISCRM maps business processes in four main business areas, namely the; (a) commercial, (b)
 237 logistical, (c) regulatory and (d) financial, including procedures as illustrated indicatively in Figure
 238 5Figure 5.

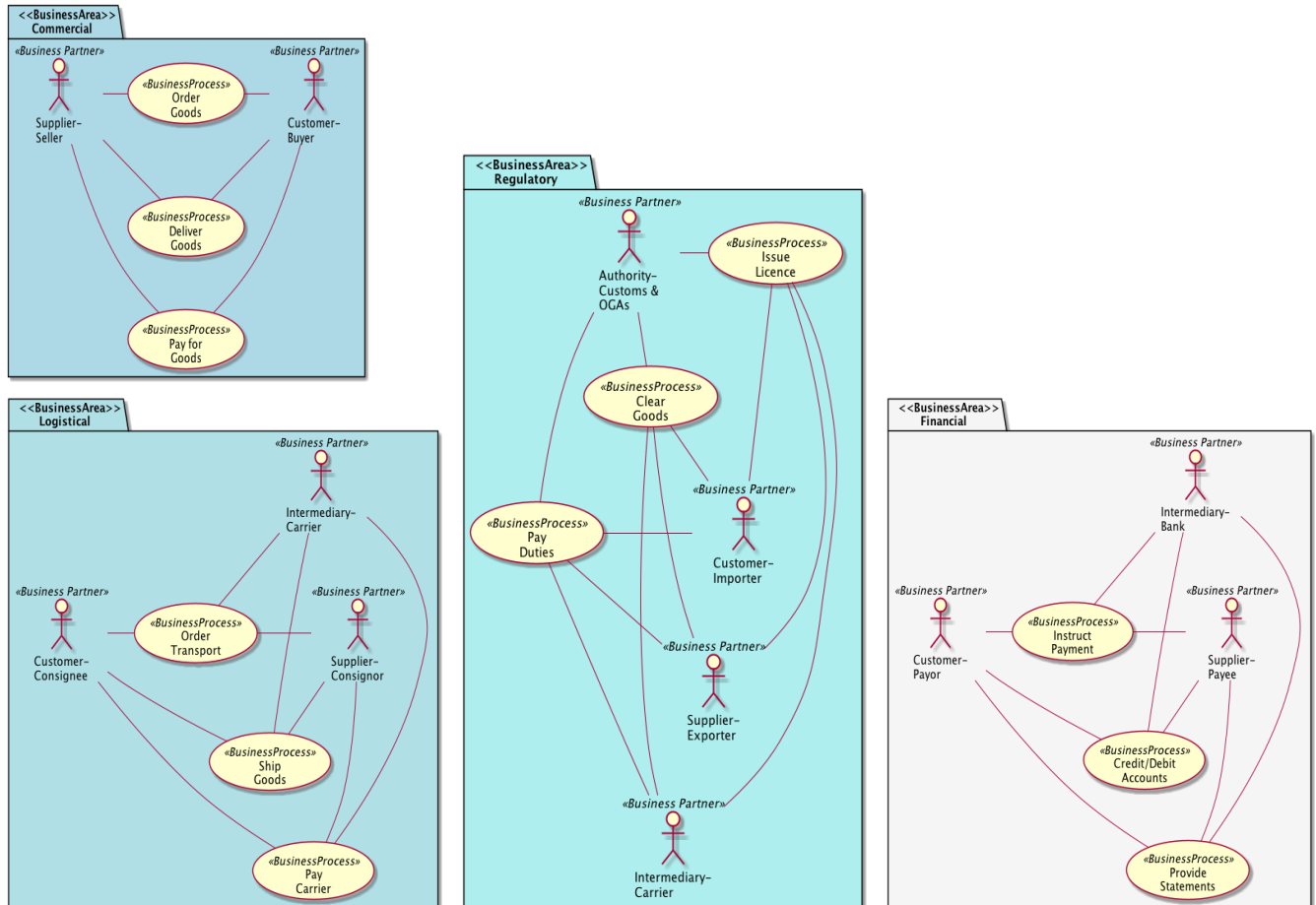


Figure 6: Key Actors/Roles associated with the four main Business Areas

239 Figure 6 illustrates the key roles and actors related to the different business areas as defined in the
 240 ISCRM. The current project scope will include and will be addressing all entities related to the first
 241 three (3) ISCRM business areas, i.e. the commercial, the logistical and the regulatory.
 242

243 **Commercial data exchanges / processes**

244 May include:

- 245 • Issuing of catalogues,
- 246 • Issuing of quotation,
- 247 • Confirmation of sales order,
- 248 • Delivery scheduling,
- 249 • Issuing of despatch advice and packing list,
- 250 • Sales invoicing,
- 251 • Remittance advice

252 **Logistical (transport) exchanges / processes**

253 May include:

- 254 • Booking of cargo space,
- 255 • Issuing of shipping instructions,
- 256 • Issuing of transport contract document (i.e. Air Waybill),
- 257 • Transportation of goods,
- 258 • Requesting and issuing of transport status reports,
- 259 • Freight invoicing

260 **Regulatory data exchanges / processes**

261 May include reporting to Customs or appropriate other governmental agencies:

- 262 • Import/export declarations,
- 263 • Cargo and transit reports,
- 264 • Cross-border regulatory data pipeline data,
- 265 • Certificates of origin,
- 266 • Phytosanitary certificates,
- 267 • Dangerous goods declarations including Organization of Economic Cooperation and
- 268 Development (OECD) hazardous waste notifications,
- 269 • etc.

270 **Financial processes**

271 May include financial aspects of supply chain transactions such as the:

- 272 • Instruct payment,
 - 273 • Credit/debit accounting,
 - 274 • Statements and reporting,
 - 275 • Cargo insurance.
- 276

277
278
279
280
281

6.2. Participating parties

There are potentially many parties participating in the cross-border international supply chain. These parties can be grouped into four main categories as indicated in the table below:

Table 1: Trade/Transport/Customs Party Roles

Sales order contract	Transport service contract	Definition
Seller	Original consignor/original shipper	The party selling goods or services as stipulated in a <i>sales order contract</i> .
Buyer	Final consignee/ultimate consignee	The party to whom goods are sold services as stipulated in a <i>sales order contract</i> .
	Transport services buyer (consignor or consignee)	The buyer of transport services as stipulated in a <i>transport service contract</i> .
	Transport services provider (carrier or freight forwarder)	The provider i.e. seller of transport services as stipulated in a <i>transport service contract</i> .
	Consignor	The party consigning goods as stipulated in a <i>transport service contract</i> . <i>Consignor</i> is the party who originates a <i>shipment of goods</i> , the sender of a <i>freight shipment</i> , usually the <i>seller</i> .
	Consignee	The party receiving a <i>consignment of goods</i> as stipulated in a <i>transport service contract</i> . The party to whom goods are shipped and delivered. The receiver of a freight shipment.
	Carrier	The party which provides <i>transport services</i> .
	Freight forwarder	The party undertaking the forwarding of goods by provision of transport, logistics, associated formalities services etc.
	Despatch party	The party where goods are collected or taken over by the transport services provider. Operational term is 'pick-up location' (or 'pick-up place').
	Delivery party	The party to which goods should be delivered by the <i>transport services provider</i> . Operational term is 'delivery location' (or 'place of positioning').
Ship from	Original despatch party	The party from whom goods will be or have been originally shipped.
Ship to	Final delivery party/ultimate delivery party	The party to whom goods will be or have been ultimately shipped.

282
283
284

285 **6.3. Business entities and business rules**

286 Throughout the international purchase and supply chain various types of information are exchanged.
287 The SCRDM and the MMT-RDM provide a cross-domain framework for the derivation of generic data
288 exchange structures for the exchange of information between the customers, suppliers, intermediaries
289 and authorities no matter which countries or modes of transport may be involved.
290

291 All data modelling concepts support full referencing between the business information entities
292 and the UNTDED v2005, which has also been the basis of the WCO Data Model. Hence, both
293 the SCRDM and the MMT-RDM use the same set of generic terms and their definitions for the involved
294 parties and for the business information entities contained within it.

295 The following diagram (Figure 7) provides the entities and the relationships between the highest-level
296 Business Information Entities (BIEs) of the BSP-RDM, which consolidates the SCRDM and MMT-RDM.
297 The diagram highlights an issue appearing in customs reporting, where data arriving by both the
298 supply chain and the transport related sources are not consolidated, making it difficult to cross-relate
299 descriptions related to the same trade item.

300

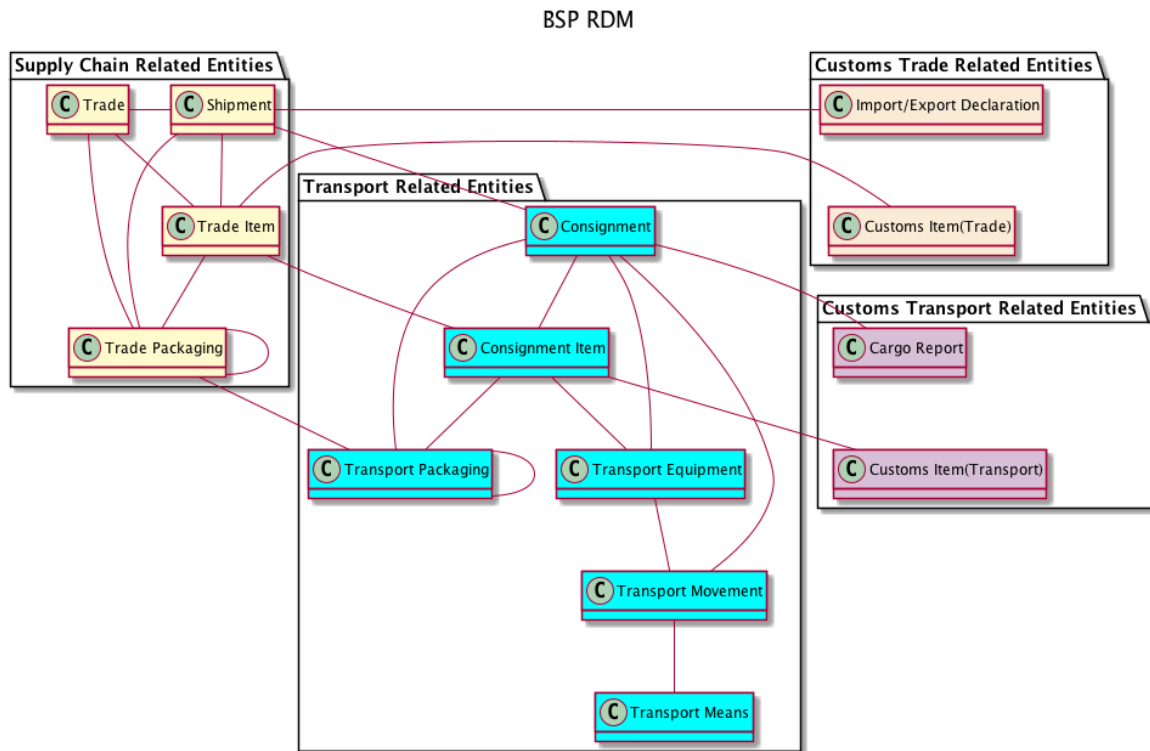


Figure 7: High Level BSP RDM

301 The following diagram (Figure 8) and the related text descriptions provide more detail on the highest-
302 level BIEs of the BSP-RDM and the relationships between them, given as business rules with
303 constraints and cardinalities.
304

321 In the following a set of definitions for the entities appearing in Figure 8 is provided, based on their
322 physical and process related context, role, relevance and significance:

323 **Sales Order**

324 A *sales order* is a contractual document by means of which a *buyer* initiates a transaction with
325 a *seller* involving the supply of goods or services as specified, according to conditions which
326 are either set out in a formal quotation or otherwise known to the *buyer*. Further, the
327 information typically found in a cross-border order document covers the related commercial
328 *sales order* information to fulfil the business transaction between the *buyer* and the *seller*,
329 including the transport and regulatory information required by all engaged intermediaries and
330 authorities. The following apply:

- 331 • A *sales order* can only have one *buyer*.
- 332 • A *sales order* can only have one *seller*.
- 333 • A *sales order* is made up of one or more *trade items*.

334 **Trade Item**

335 A *trade item* describes the lowest level of "commercial" information in a *sales order* between
336 the *buyer* and the *seller*. Each *trade item* will usually be associated with a particular *product* or
337 *service* and will include details such as *product code*, *quantity* and *unit price*, etc. In the case
338 of cross-border orders each product will also have an associated *customs tariff code*.

- 339 • A single *trade item* is related to one *shipment*.
- 340 • *Trade items* are aggregated by *tariff code/packaging* into *consignment items*.

341 **Shipment/Delivery**

342 A *shipment* is an identifiable collection of one or more trade items (available to be) transported
343 together from the seller (original consignor/shipper), to the buyer (final/ultimate consignee).

- 344 • A *shipment* can only be destined for one buyer.
- 345 • A *shipment* can be made up of some or all *trade items* from one or more *sales orders*.
- 346 • A *shipment* can have only one customs *Unique Consignment Reference (UCR)*⁴.
- 347 • A *shipment* may form part or all of a *consignment* or may be transported in different
348 consignments.

349 **Consignment (Transport Service Order)**

350 A *consignment* is a separately identifiable collection of *consignment items* (available to be)
351 transported from one *consignor* to one *consignee* via one or more modes of transport as
352 specified in one single *transport service contract* document.

- 353 • A *consignment* can only have one *consignor*.
- 354 • A *consignment* can only have one *consignee*.
- 355 • A *consignment* can only have one *transport service provider (TSP)*.
- 356 • A *consignment* can only have one *transport service buyer* (also *transport service*
357 *consumer – TSC*).
- 358 ○ The *transport service buyer* can be either the *consignor* or the *consignee*.
- 359 • A *consignment* may refer to one or more *shipments*
- 360 • A *consignment* is made up of one or more *consignment items*.
- 361 • A *consignment* can be made up of some or all *trade items* (aggregated into *consignment*
362 *items*) from one or more *shipments*.
- 363 • A *consignment* relates to *transport equipment* used for the implementation of the
364 *transport service* and contain *consignment items*.
- 365 • A *consignment* is made up of one or more *customs items* for reporting to *Customs*.
- 366 • A *consignment* can have one or more customs UCRs.

367 **Consignment Item**

368 A separately identifiable quantity of products grouped together by customs tariff code or
369 packaging for transport purposes. A *consignment item* is the lowest level of information within
370 a *consignment*. In the case of cross-border consignments each *consignment item* must have
371 only one associated *customs tariff code* in order to satisfy customs requirements.

- 372 • A *consignment item* can contain one or more *trade items*.
- 373 • A *consignment item* may be contained in *transport equipment* used for the
374 implementation of the *transport service*.
- 375 • A *consignment item* can only have one associated *customs tariff code*.

⁴ <http://www.wcoomd.org/en/topics/facilitation/instrument-and-tools/tools/ucr.aspx>

376 **Import/Export Customs Declaration**

377 Documents by which consignments of goods are declared for either export or import customs
378 clearance, conforming to the layout key set out at Appendix I to Annex C.1 concerning outright
379 exportation to the WCO Revised Kyoto Convention⁵. A *customs tariff code* must be provided
380 for each *consignment item* within a *consignment*. The customs tariff code, also known as the
381 *commodity code*, specifies the goods classification under the WCO Harmonised Commodity
382 Description and Coding System⁶.

- 383 • An *export or import declaration* can contain one or more *customs items*.
- 384 • An *export or import declaration* can have only one customs UCR.

385 **Customs Item**

386 A *customs item* is a *consignment item*, a *trade item* or an aggregation of *consignment items* or
387 *trade items* with distinct *customs tariff code* for reporting to Customs.

- 388 • A *customs item* can only have one associated *customs tariff code*.
- 389 • A *customs item* can refer to one or more *trade items*.
- 390 • Each reported *consignment* may contain one or more separately reported *customs items*.

391 **Customs Cargo Report**

392 Documents by which *movements* of goods are reported to Customs at a place of export, import
393 or transit.

- 394 • A *customs cargo report* reports on one *transport movement of goods*.
- 395 • A *customs cargo report* reports on one or more *consignments*.

396 **Conveyance Report**

397 A *conveyance report* permits the transfer of data from a carrier to a customs administration for
398 the purpose of meeting customs reporting requirements in respect of the *means of transport*
399 on which cargo is carried.

400 **Transport Equipment**

401 A piece of equipment used to hold, protect or secure cargo for logistics purposes.

- 402 • A *transport equipment* may relate to one or more *transport movements*.
- 403 • A *transport movement* may aggregate more than one *transport equipment*.
- 404 • A *transport equipment* corresponds to one *consignment* one *consignment* may aggregate
405 more than one *transport equipment*.

406 **Transport Means**

407 The devices used to convey goods or other objects from place to place during logistics *cargo*
408 *movements*.

- 409 • One *transport means* corresponds to one *transport movement*.
- 410 • One *transport means* is the basis of one *conveyance report*.

411 **Transport Movement**

412 The conveyance (physical carriage) of goods or other objects used for transport purposes.

- 413 • A *transport movement* is serviced by one *transport means*.
- 414 • A *transport movement* corresponds to one or more *consignment*, one *consignment* may
415 include more than one *transport movement*.
- 416 • A *transport movement* may carry zero to many pieces of *transport equipment*, *transport*
417 *equipment* is associated to one *transport movement*.
- 418 • A *transport movement* appears to one *cargo report*.

419 **Transport Packaging**

420 A self-contained wrapping or container within which goods can be contained for transport
421 purposes, such as a box or a barrel which can be filled, partially filled or empty.

- 422 • A *transport package* relates to one *consignment*, one *consignment* aggregates *transport*
423 *packages*.
- 424 • A *transport package* as a customs requirement may define two additional levels of sub-
425 packaging.

⁵[http://www.wcoomd.org/Topics/Facilitation/Instrument and Tools/Conventions/pf_revised_kyoto_conv/Kyoto_New](http://www.wcoomd.org/Topics/Facilitation/Instrument%20and%20Tools/Conventions/pf_revised_kyoto_conv/Kyoto_New)

⁶<https://unstats.un.org/unsd/tradekb/Knowledgebase/50018/Harmonized-Commodity-Description-and-Coding-Systems-HS>