system. This means that you can forward customizing requests from different clients into different transport targets. The client dependent standard transport layer is also the default transport layer for new packages that have been created in a client. If you accept this default, then the client independent objects that have been created in client independent customizing are transported along the same route as the corresponding client dependent customizing.

Note:
This scenario would contradict SAP's recommendation that all customizing/ development changes originate in one single client. Client dependent transport layers should only be used in circumstances, for example, as shown in the figure above.

Project Development and Maintenance

When developing in large projects, it can be necessary to have two development and two quality assurance systems:

One of the development and quality assurance systems is used for daily error fixing, small developments, minor customizing changes – or with other words: for maintaining the production system.

The second development and quality assurance (or test) system is used for performing a large customer development. This can be necessary, because this large customer development would take a long time and would change the development system in a way, that it can not be used as a maintenance system for the production system any longer. Some customers call very large customer development projects a "release" – which is not an SAP term in this context.

Changes in the maintenance development system have to be replicated (not transported) in the project development system. And on the other hand, if the large customer development project is ready, it has to be forwarded into the maintenance development system. Here the objects from the large customer development project have to be re-packed into new transport requests, in order to be transported to the quality assurance system.

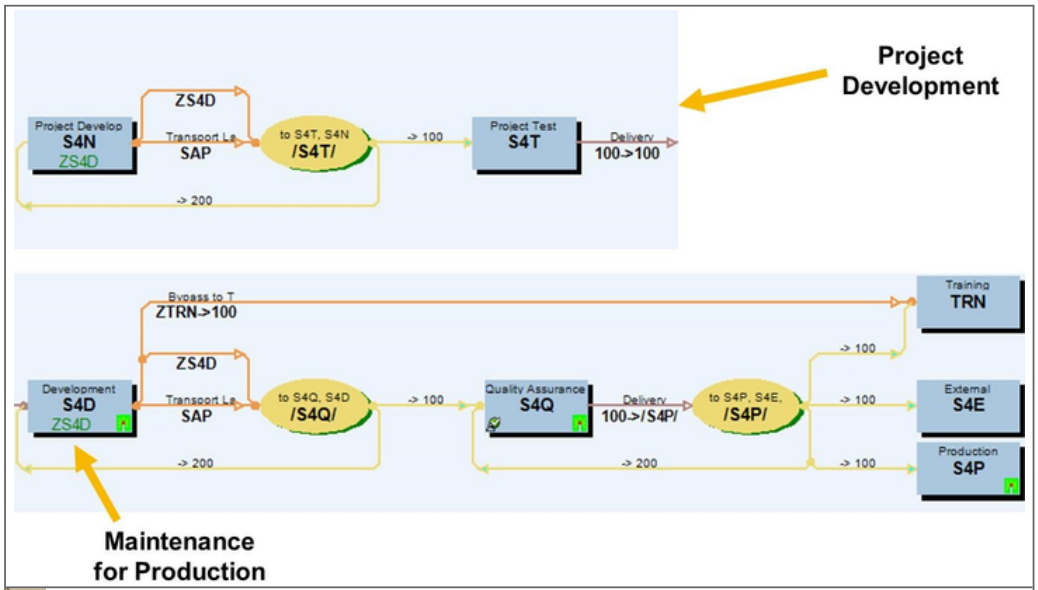

Figure 53: Transport Landscape with Maintenance and Project Development