

DAKOSY

WKS in the IMP

Changes in the transshipment process

Webinar on 6.5.2026

WKS in the IMP

Topics

- Procedural changes due to WKS
- Effects on the transshipment process
- Potential risks considering current data
- Status messages
- Support functions
- Changes in the IMP interfaces
- Timetable for the transition



WKS - Re-export control system

Introduction with ATLAS 10.1

- New section in ATLAS: WKS with EXS (Exit summary declaration) and WAM (re-export notification, new)
- All re-exports must be reported to ATLAS in the future
- Mandatory use from 1.7.2026 at the latest
- Complete revision of the current EXS message, adaption to the UCC
- Detailed information at

https://www.zoll.de/DE/Fachthemen/Zoelle/ATLAS/ATLAS-WKS/atlas-wks_node.html

WKS in the IMP

Topics

- Procedural changes due to WKS
- Effects on the transshipment process
- Potential risks considering current data
- Status messages
- Support functions
- Changes in the IMP interfaces
- Timetable for the transition



WKS - Re-export control system

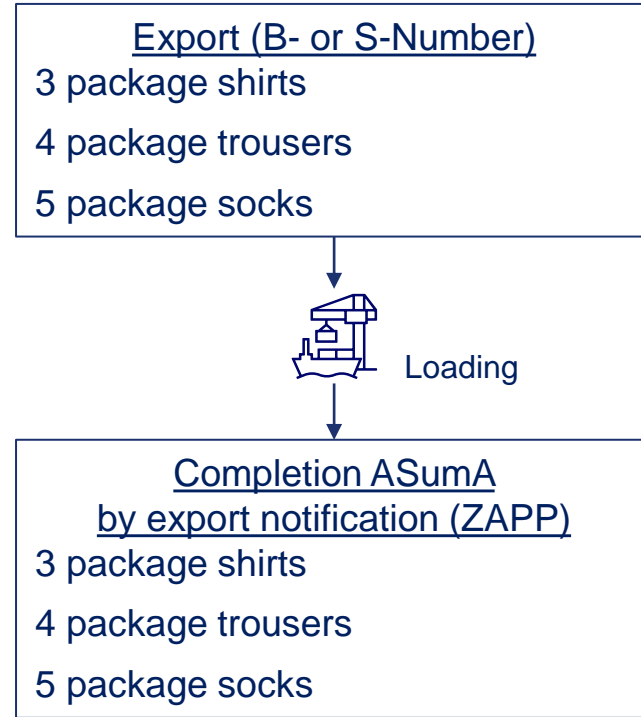
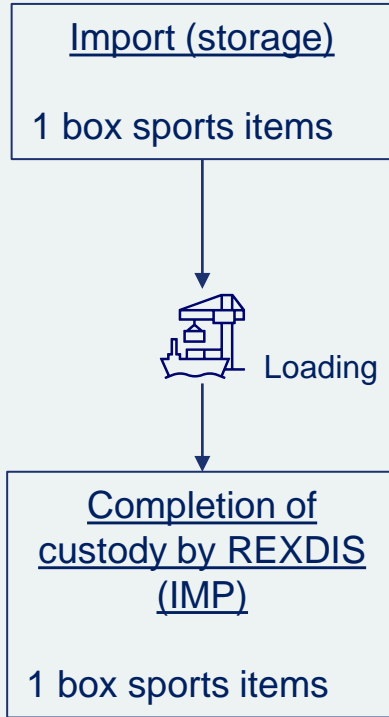
Initial situation in IMP

- Transshipment declarations
 - MIT (B-Number) without ATLAS communication
 - EUB (B-Number) without ATLAS communication
 - DUX (S-Number) with ATLAS communication (ASumA, EXS)

- No connection between import and export data
 - B-Number with loading status in ZAPP / EMP
 - Completion of SumA by REXDIS (SumA procedure)
 - Completion S-Number by exit notification(EAS procedure)
 - Separate completion of two processes

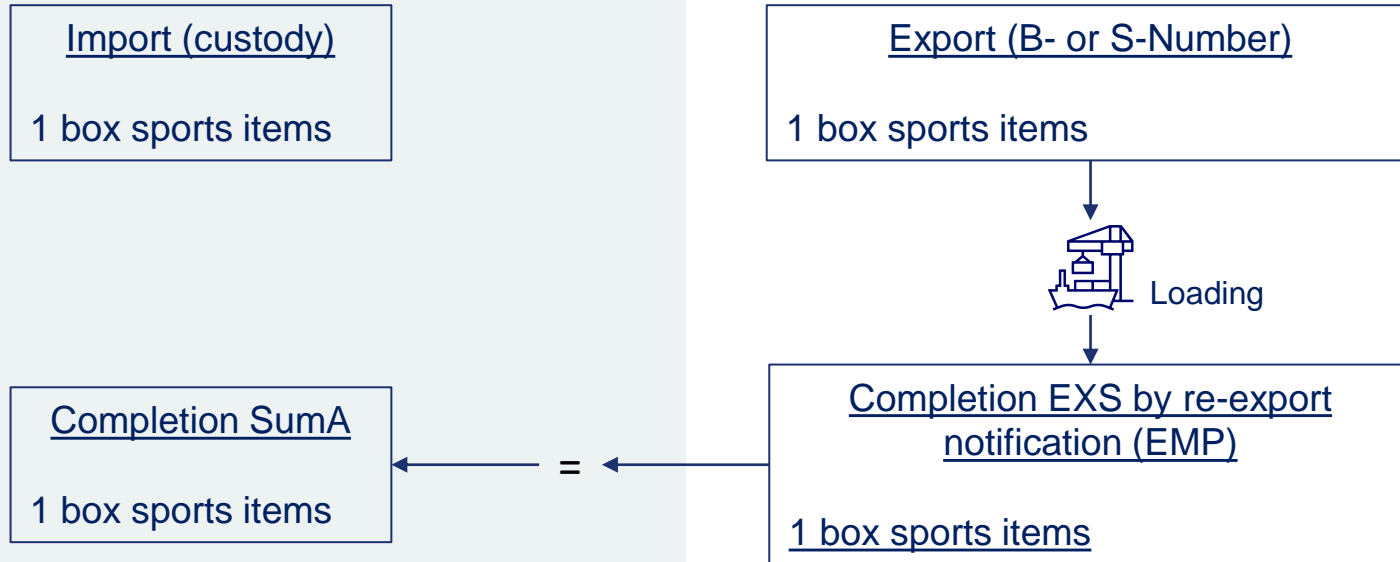
What changes with WKS?

Today: Connection between import and export not required



What changes with WKS?

In the future: re-export notification of EXS completes the custody



What changes with WKS?

Effects on the transshipment process in IMP

➤ Process

- Automated declaration requires 1:1 referencing of Import and Export
- Omission of REXDIS for new declarations (info for terminals)
- Completion of SumA by export confirmation (EXS)
- Extended validation rules upon request („WKS terminal“)
- Validations can lead to status changes RLS -> NRL
- EMP: Self declarant for „WKS terminal“ no longer applicable

What changes with WKS?

Effects on the transshipment process in IMP

➤ Declaration types

- MIT (B-Number) does not apply
- EUB (B-Number) still available
- DUX (S-Number) with EXS only

➤ Interfaces

- Transport document - name and type
- In case of DG: UN-No

Process changes

1:1 Referencing



Consistency required:

- Order of item positions
- Number of packages

Not considered

- Goods description
- Package type
- Weight

Process changes

Validation for „WKS terminal“



Goal: After loading no goods remain in custody

- Terminal must be custodian
 - A loading permission must have been received from WKS for each import position and all packages therein (copy to custodian)
 - Container is in the terminal's stock
- => IMP status 888

Process changes

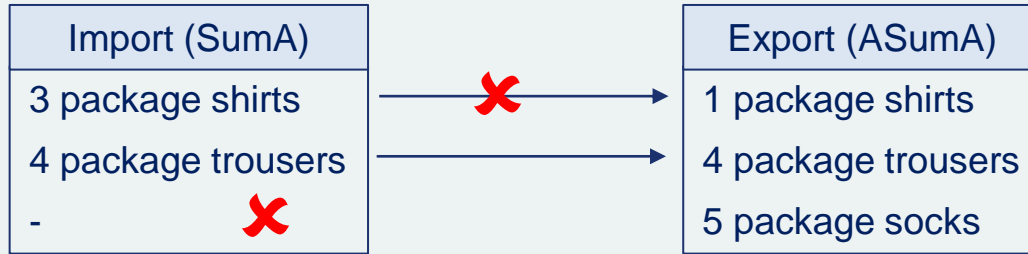
Requirements for the release of an S-Number in EMP

An S-Number receives status RLS, if

- A loading permission for all positions of the EXS is available
- Status 888 from IMP is available (only WKS terminal)
- The terminal is custodian of all positions of the EXS (only WKS terminal, check in EMP)
- WKS terminals: EGH, CTA, CTB, CTT

Process changes

Validation for „WKS terminal“ – Negative case



- Different number of packages in position 1
 - Position 3 unknown to custodian
- => IMP Status 889

WKS in the IMP

Topics

- Procedural changes due to WKS
- Effects on the transshipment process
- Potential risks considering current data
- Status messages
- Support functions in IMP
- Changes in the IMP interfaces
- Timetable for the transition



Potential risks, considering current data

Data constellations

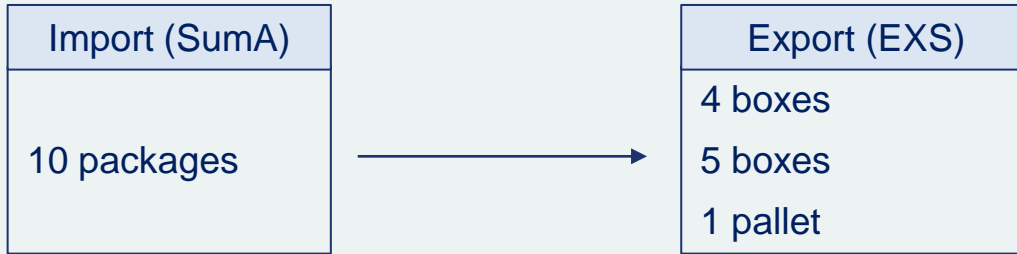
Direction	Import	Export
northbound	Ocean Carrier (Manifest)	Feeder Carrier (Loading list)
southbound	Feeder Carrier (Manifest)	Ocean Carrier (Manifest)



- Northbound: no problem, import data form the base for EXS and ZAPP
- Southbound: Export manifest (base for S-No) and Import manifest (SumA) must match:
 - Position
 - Number of packages

Potential risks, considering current data

Commonly seen in current declarations



- often summarized descriptions in Import
 - detailed description in Export
 - currently still receiving B- or S-Number
 - not possible anymore in WKS
- => Identification of problematic cases by means of IMP

Possible risks, considering current data

Data comparison Import-Export

- What if analysis based on current B- and S-Numbers
- Identification of containers with deviating numbers
 - Positions
 - Number of packages
- 95% coverage, edge cases might be taken into account
- Carrier can take measures before the introduction of WKS
- IMP-Direct: Menu Manifests -> Data comparison Import-Export
- via email: daily transmission with data analysis from day before

Possible risks, considering current data

Data comparison Import-Export

Data comparison import-export for existing B or S numbers  

Filter

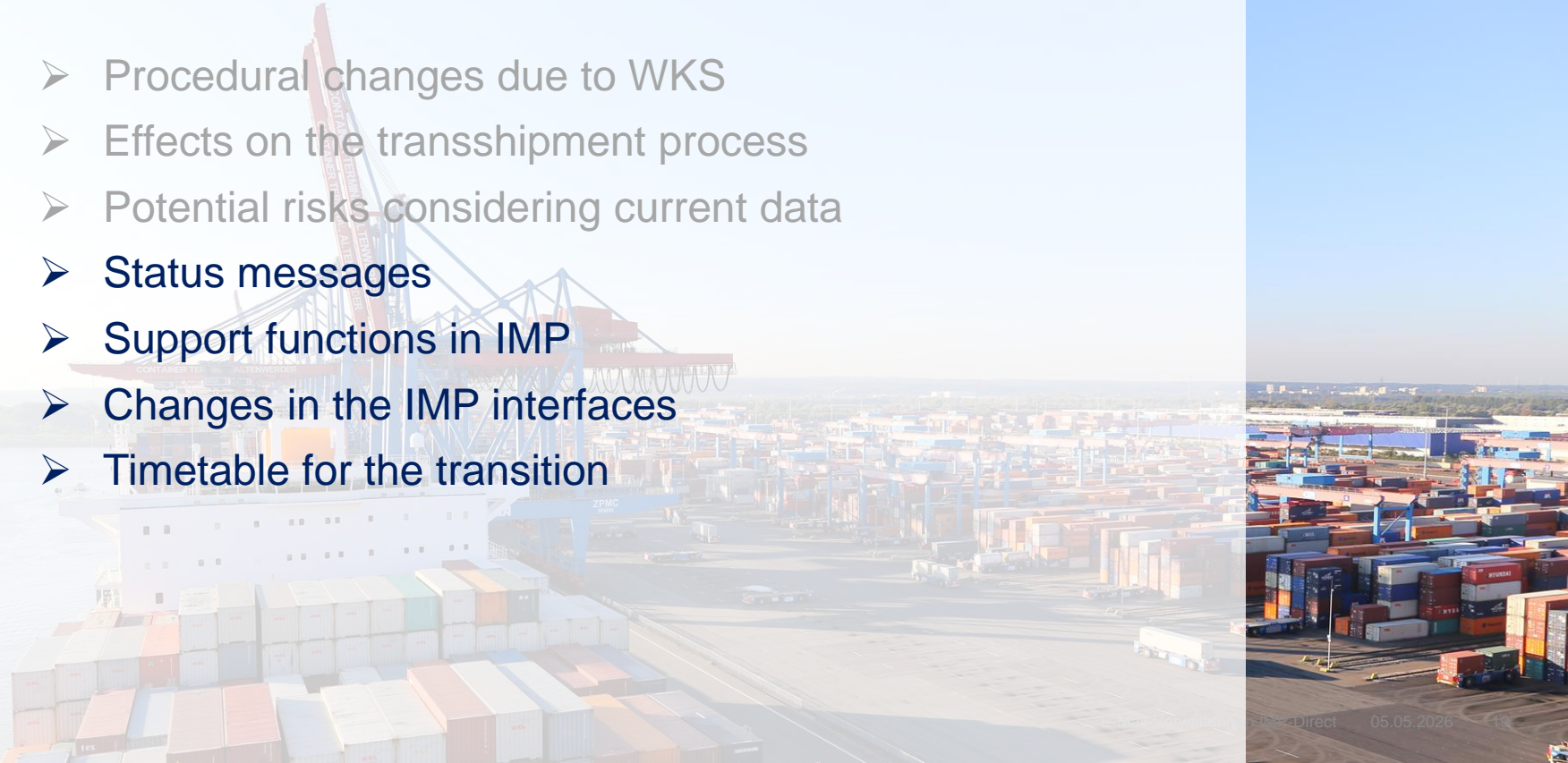
Equipment: ZAPP-Reference:
Import Carrier Code: Export Carrier Code:
show data for.: show:
creation date from: creation date to:

Equipment	TS reference	ZAPP-Reference	Date of creation	ATB no.	MRN (SumA)	Import Carrier	Import pos.	Package count impo	Export Carrier	Export pos.	Package count	B/L-Numl
ASTU0483973	TS26042900000014	S26D00086080	Apr 29, 2026	ATB150165300420265872	26DE5872D0000DHUA3	PM01	1	1.0	PM02	2	2.0	DAKO1777
CROU7390540	TS26041600000028	S26D00080156	Apr 16, 2026	ATB150091670420265872	26DE5872D00007GXU4	PM01	3	6.0	PM02	6	12.0	DAKO1776
CROU7390896	TS26041600000032	S26D00080167	Apr 16, 2026	ATB150091930420265872	26DE5872D00007HNU9	PM01	3	6.0	PM02	6	12.0	DAKO1776
CROU7390983	TS26041600000035	S26D00080178	Apr 16, 2026	ATB150091950420265872	26DE5872D00007HQU6	PM01	2	100.0	PM02	2	2.0	DAKO1776
CROU7390983	TS26041600000035	S26D00080178	Apr 16, 2026	ATB150091950420265872	26DE5872D00007HQ6	PM01	2	100.0	PM02	2	2.0	DAKO1776
CROU7391043	TS26041600000038	S26D00080189	Apr 16, 2026	ATB150092020420265872	26DE5872D00007HXU9	PM01	3	6.0	PM02	6	12.0	DAKO1776
CROU7391300	TS26041600000042	S26D00080190	Apr 16, 2026	ATB150092200420265872	26DE5872D00007IFU1	PM01	3	6.0	PM02	6	12.0	DAKO1776
CROU7392820	TS26041600000074	S26D00080295	Apr 16, 2026	ATB150093550420265872	26DE5872D00007MAU0	PM01	1	1.0	PM02	3	5.0	DAKO1776
CROU7393025	TS26041600000080	S26D00080302	Apr 16, 2026	ATB150093700420265872	26DE5872D00007MQU3	PM01	1	1.0	PM02	2	2.0	DAKO1776
CROU7393730	TS26041600000100	S26D00080335	Apr 16, 2026	ATB150094210420265872	26DE5872D00007P6U7	PM01	1	1.0	PM02	2	2.0	DAKO1776
CROU7393982	TS26041600000104	S26D00080346	Apr 16, 2026	ATB150094420420265872	26DE5872D00007PSU5	PM01	3	6.0	PM02	6	12.0	DAKO1776
CROU7399403	TS26041600000153	B26D000030706	Apr 16, 2026	ATB150097240420265872	26DE5872D00007XUU4	PM01	2	2.0	PM02	1	1.0	DAKO1776
CROU7399403	TS26041600000153	B26D000030706	Apr 16, 2026	ATB150097240420265872	26DE5872D00007XUU4	PM01	2	2.0	PM02	1	1.0	DAKO1776
CROU7404109	TS26041600000195	S26D00080664	Apr 16, 2026	ATB150099970420265872	26DE5872D000085MU8	PM01	1	1.0	PM02	2	2.0	DAKO1776
CROU7404747	TS26041600000206	S26D00080715	Apr 16, 2026	ATB150100510420265872	26DE5872D0000876U3	PM01	1	1.0	PM02	2	2.0	DAKO1776
CROU7406586	TS26041600000262	S26D00080905	Apr 16, 2026	ATB150101750420265872	26DE5872D00008AQU7	PM01	1	1.0	PM02	2	2.0	DAKO1776
CROU7407535	TS26041700000086	B26D000031330	Apr 17, 2026	ATB150102560420265872	26DE5872D00008D1U0	PM01	2	100.0	PM02	1	1.0	DAKO1776
CROU7407535	TS26041700000086	B26D000031330	Apr 17, 2026	ATB150102560420265872	26DE5872D00008D1U0	PM01	2	100.0	PM02	1	1.0	DAKO1776
CROU7407664	TS26041700000102	B26D000031435	Apr 17, 2026	ATB150102690420265872	26DE5872D00008DEU7	PM01	2	100.0	PM02	1	1.0	DAKO1776

WKS in the IMP

Topics

- Procedural changes due to WKS
- Effects on the transshipment process
- Potential risks considering current data
- **Status messages**
- **Support functions in IMP**
- **Changes in the IMP interfaces**
- **Timetable for the transition**



Status messages

Status in WKS process

888 – Container ready for loading (calculation by IMP)

889 – Container not ready for loading (calculation by IMP)

989 – procedure transference not automatically assigned

- sequence of positions incorrect
- number of packages varies/does not match
- varying number of positions

935 – renamed to “B- or S-Number not released”, i.e. creation or status change

WKS in the IMP

Topics

- Procedural changes due to WKS
- Effects on the transshipment process
- Potential risks considering current data
- Status messages
- Support functions
- **Changes in the IMP interfaces**
- **Timetable for the transition**



Support functions

Rearrangement of positions, e.g. Partload

Export-Transshipment-Details for the voyage: 'ECG1513' (EUROCARGO CAGLIARI, E

Filter

Equipment

B/L-Number

Terminal reference:





EXS-MRN

Port of discharge

Partload

Filter equipment

- Alle Ladeeinheiten
- Ladeeinheit ohne B-Nr. oder S-Nr.
- B-Nr./S-Nr. storniert
- B-Nr./S-Nr noch nicht freigegeben
- B-Nr./S-Nr. OK
- gestoppte B-Nr. oder S-Nr.

	Aktionen	Equipment	full/empty?	B/L
	  	SGAU0382554	voll 	DAKO1777964160588

List of export transshipment
-> Equipment list

Support functions

Rearrangement of positions, e.g. Partload

Initial situation

Export Positionen - Anzahl: 3

B/L-Nummer	B/L-Pos.	Ware (Export)	Packstücke (Export)	Gewicht (Export)	Reg.Nr. ATLAS	Reg.N
DAKO1777964160588	1	AUTO PARTS EX 1	1	100.0	-	-
DAKO1777964160588	2	AUTO PARTS EX 2	2	200.0	-	-
DAKO1777964160588	3	AUTO PARTS EX 3	3	300.0	-	-

SumA Positionen: 3 - Zugeordnet: 0

B/L-Nummer	B/L-Pos.	Ware (SumA)	Packstücke (SumA)	Gewicht (SumA)	Reg.Nr. ATLAS	Reg.N
DAKO1777964160588	1	AUTO PARTS IM 1	2	2.0	ATB150030690520265872	1
DAKO1777964160588	2	AUTO PARTS IM 2	1	1.0	ATB150030690520265872	2
DAKO1777964160588	3	AUTO PARTS IM 3	3	3.0	ATB150030690520265872	3

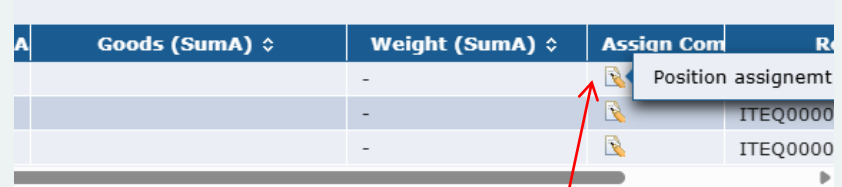
Speichern




Abbrechen

Support functions

Rearrangement of positions, e.g. Partload

- 1) select export-position at the top
- 2) open dialogue



Goods (SumA) ▾	Weight (SumA) ▾	Assign Com	R
-	-		
-	-		ITEQ0000
-	-		ITEQ0000

Assign Completions

Assign SumA position. Export B/L 'DAKO1777964160588'; B/L-position '1'

B/L-Number ▾	B/L Pos. ▾	Goods (SumA) ▾	Packages (SumA) ▾	Weight (SumA) ▾	Registration no. ATLAS ▾	Registration no. ATLAS Pos. ▾	Assign Completions
DAKO1777964160588	2	AUTO PARTS IM 2	1	1.0	ATB150030690520265872	2	

- 3) choose position from import

Support functions

Rearrangement of positions, e.g. Partload

4) Save changes

Export Positions - Number: 3

B/L-Number	B/L Pos.	Goods (Export)	Packages (Export)	Weight (Export)	Registration no. ATLAS	Registration no. ATLA	Goods (SumA)
DAKO1777964160588	1	AUTO PARTS EX 1	1	100.0	ATB150030690520265872	2	AUTO PARTS IM 2
DAKO1777964160588	2	AUTO PARTS EX 2	2	200.0	ATB150030690520265872	1	AUTO PARTS IM 1
DAKO1777964160588	3	AUTO PARTS EX 3	3	300.0	ATB150030690520265872	3	AUTO PARTS IM 3

5) IMP creates EMP-declaration

WKS in the IMP

Topics

- Procedural changes due to WKS
- Effects on the transshipment process
- Potential risks considering current data
- Status messages
- Support functions
- Changes in the IMP interfaces
- Timetable for the transition



Changes in the interfaces

Export-Manifest / IFTMCS

- DG (segment already available): Mandatory information for DG
DGS+IMD+3.1+9999+099:CEL+1'
- Transport document and type: mandatory information on GID level:
- B/L-Number or other documents (commercial invoice o.a.)
FTX+AAZ++I0943+N704=DKLU12345678,N704=ABCU87654321

Changes in the interfaces

Import-Manifest / IFTMCS

- Required for combination Feeder Carrier (Import) – Ocean Carrier (Export)
- Transmission generally recommended
- DG (segment already available): Mandatory information in case of DG
DGS+IMD+3.1+9999+099:CEL+1 '
- Transport document and type: transmission on GID level:
FTX+AAZ++I0943+N704=DKLU12345678,N714=ABCX87654321 \'
- B/L-Number or other document (commercial invoice o.a.)

Timetable

Transition of IMP participants to WKS

- Final test run in live operation on 12.5.2025
- Transition asap
- NO changeover date
- Step by step migration per carrier; dates will be agreed individually
- Transition must be completed on 30.6.
- Containers with existing S-Numbers will still be loaded after 30.6.

Transition of participants to WKS

Organizational issues

- Module for WKS declarations in IMP was developed on behalf of DIHLA and will be offered by DIHLA
- Termination of current EXS monitoring function to 30.6.2026 already took place
- Invoicing of EMP declarations from IMP carried out by DIHLA
- Technical connection remains unchanged!
- Message formats remain unchanged, only WKS additions necessary
- Change of carrier's configuration to WKS after the confirmation from DIHLA
- Confirmation of the order to DIHLA is required by the carrier!
- Contact: info@schiffsmakler.de

WKS in the IMP

Useful links

- Implementation guidelines IMP
de: <https://www.dakosy.de/support/dokumentation-fuer-entwickler/schnittstellen-seehafen#c12173>
en: <https://www.dakosy.de/en/support/documentation-for-developers/interfaces-seaport#c12173>
- WKS at Customs website: https://www.zoll.de/DE/Fachthemen/Zoelle/ATLAS/ATLAS-WKS/atlas_wks.html
- Code list I0943 of Customs:
<https://www.eas.internetzollanmeldung.de/iia/action/invoke.do?id=CODELISTEN>
- Status information of EMP: <https://emp.dakosy.de/public/customsstatus>

DAKOSY

WKS in the IMP

Thank you for your time and attention!

DAKOSY Datenkommunikationssystem AG, Mattentwiete 2, 20457 Hamburg
Telefon: +49 40 37003-0, E-Mail: info@dakosy.de, Internet: www.dakosy.de