

ZAPP Circular no. 32

February 2014

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The ZAPP Circular no. 32 provides information changes concerning the ZAPP application, compiled and agreed by the ZAPP working group respectively resulting from current customs requirements.

The implementation guides for the modifications of the remaining items, described in the following can be found on our homepage at www.dakosy.de or www.zapp-hamburg.de .

1. **Changed time for the processing of loading messages**

The removal of goods with Z-number for the MRN included therein will be reported via loading message of the terminals. Currently the actual loading is being parked for 24 hours/over the weekend, in order to prevent the processing in certain cases, e.g. if the vessel has to be returned to the port due to breakdown of the machinery. In this case the removal of goods must not be confirmed since the EU territory has not been exited/left.

Until now the process depended on the direct communication between the participants. In the future it will be supported by the integration of the information system PRISE, which receives position reports for outgoing vessels in ZAPP.

As of March 4, 2014 the removal of goods will not be reported until the reporting point Brunsbüttel has been passed. The 24 hour or weekend period will continue to be considered. With future extensions of PRISE the reporting point can be shifted even further in the direction of EU's external border. We will of course inform you of any changes of information in time.

The interfaces of the ZAPP participants are not effected by this. Please note, however, that, the time of confirmation of exit may be postponed in case of larger vessels export due to the loading extension over a number of days.

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2. Cancellation of Z-number and simultaneous termination at exit/forwarding

If a consignment shall be cancelled, the export procedure of the MRN must be terminated using the GPO message in addition to the cancellation of the Z-number. Similar actions apply, if the goods shall no longer be exported via Hamburg but another customs office of exit, e.g. Bremerhaven. A forwarding has to be transmitted in this case. In many cases, participants make no use of this option, but contact the customs to carry out the cancellation/forwarding via user input.

In the future it will be possible to initiate the cancellation/forwarding for a MRN simultaneously with the cancellation of the port order in the interfaces GM01, HDS and GPO. Thus, the procedures will be simplified, inasmuch as only one instead of two interfaces has to be operated. Please note the respective impacts when deciding on which additional action to use:

- Cancellation at exit: The MRN status will be reset. Possibly available permission to exit will be withdrawn. If the action has been chosen by mistake the consignment is deemed to be not presented. The declaration process in ZAPP/AES has to be carried out again. This option is recommended, if the export shall actually not be performed anymore, e.g. if a transaction is called off.
- Forwarding: This option can be chosen, if a permission to exit for the MRN is available. We recommend to choose this option, if the goods shall no longer be exported via Hamburg, but Bremerhaven. Goods can only be forwarded to a customs office of exit in Germany.

In such cases, the customs authorities no longer carry out actions via user input. However, it is still possible to transmit a separate GPO message.

Changed interfaces: Quay order incl. "Hafendatensatz", version 9.9
Presentation notification (GM01) AES, version 5.7

Availability test: 03.03.2014
production 01.04.2014

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3. Composition of ATB number for the declaration cases EUB, MIT and DUX

Since 1.7.2013 the ATB number must be supplied in the declaration cases MIT and EUB and is optional in declaration case DUX. Due to current demands we would like to point out, that it has to be an ATB number referring to a presentation notification in the area of customs office Waltershof. Such ATB number is to be recognized by the last four characters representing the customs office, e.g. ATB150644551220134851. In the last year the check/verification of ATB number has been extended in such way that the last four digits must include the character string „4851“, to support the correct data transmission.

4. E-mail addresses of customs in ZAPP status messages

The ZAPP status messages for B-, S- and Z-numbers (to receive information about loading stops and releases) have been extended to include the new field „E-mail address of person in charge at customs“.

For this purpose field 216 has been added in the field number format, the EDIFACT message provides an additional COM segment.

Changed interfaces: ZAPP Status messages field number format, version 4.2

Availability test: 20.01.2014

 production 01.04.2014

5. Transmission of weight specifications in a presentation notification

Attention: Information about the transmission of weight specifications concern the preparation and transmission of data within the EDI interface and must be considered by your service provider. It does not affect the creation of the presentation notification!

Terminals and packing companies do not only process consignment data of the loading order HDS, but in some cases of the presentation notification GM01. So far it was not clearly regulated how the structure of the item of goods can be re-read at the receiving side. This is particularly the case, if, for instance, an item of goods is allocated to two containers. The current manual concerning the presentation notification GM01 intends to close this gap.

Example with one MRN, one item of goods and two containers:

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MRN Position 1

5 packages goods xyz 23.400 kg, allocated to the containers:

TOLU8942428 and
FSCU8409099

GM01 of the forwarding agent according to the implementation so far

```
GID+1+1:G4:::40?'FRAC'  
FTX+AAA+++EIMER'  
FTX+MKS+++000:00:J:N'  
MEA+AAE+G+KGM:00023400,000'  
SGP+TOLU8942428:::5'  
PCI+24+.'  
GID+2+1:G4:::40?'FRAC'  
FTX+AAA+++EIMER'  
FTX+MKS+++000:00:J:N'  
MEA+AAE+G+KGM:00023400,000'  
SGP+FSCU8409099:::5'
```

FTX+MKS specify that the MRN of the GM01 is being assigned on process level, the total weight of the position redundantly must be sent with each container.

Here, the information will mostly get lost in the via the consignment structure. When transmitting to the terminal, each GID position represents an item of goods, numbered via FTX+MKS.

GM01 to terminal (old implementation)

```
GID+1+1:G4:::40?'FRAC'  
FTX+AAA+++EIMER'  
FTX+MKS+++001'  
MEA+AAE+G+KGM:00023400,000'  
SGP+TOLU8942428:::5'  
PCI+24+.'  
GID+2+1:G4:::40?'FRAC'  
FTX+AAA+++EIMER'  
FTX+MKS+++002'  
MEA+AAE+G+KGM:00023400,000'  
SGP+FSCU8409099:::5'
```

As a result, each container data is transmitted with incorrect weight specifications. The problem may only be solved by entering the position numbers precisely and explicitly sent the allocation type of a MRN to GM01 (LV, LW, LP):

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FTX+CUS++LV'
...
RFF+ED:13AT700000EVGY1HV3'
...
GID+1+1:G4:::40?'FRAC'
FTX+AAA+++EIMER'
FTX+MKS+++001:00:J:N'
MEA+AAE+G+KGM:00023400,000'
SGP+TOLU8942428::5'
PCI+24+.'
GID+2+1:G4:::40?'FRAC'
FTX+AAA+++EIMER'
FTX+MKS+++001:00:J:N'
MEA+AAE+G+KGM:00023400,000'
SGP+FSCU8409099::5'

The following two examples illustrate once again how the items of goods have been transmitted until now and how they have to be processed in the future:

a) Allocation to MRN on process level

new	old
FTX+CUS++LV' ... RFF+ED:13AT700000EVGY1HV3' ... GID+1+1:G4:::40?'FRAC' FTX+AAA+++EIMER' FTX+MKS+++ 001 :00:J:N' MEA+AAE+G+KGM:00023400,000' SGP+TOLU8942428::5' PCI+24+.' GID+2+1:G4:::40?'FRAC' FTX+AAA+++EIMER' FTX+MKS+++ 001 :00:J:N' MEA+AAE+G+KGM:00023400,000' SGP+FSCU8409099::5'	RFF+ED:13AT700000EVGY1HV3' ... GID+1+1:G4:::40?'FRAC' FTX+AAA+++EIMER' FTX+MKS+++ 000 :00:J:N' MEA+AAE+G+KGM:00023400,000' SGP+TOLU8942428::5' PCI+24+.' GID+2+1:G4:::40?'FRAC' FTX+AAA+++EIMER' FTX+MKS+++ 000 :00:J:N' MEA+AAE+G+KGM:00023400,000' SGP+FSCU8409099::5'

b) Allocation to MRN on position level

new	old
FTX+CUS++LV' ... RFF+ED:13AT700000EVGY1HV3' ... GID+1+1:G4:::40?'FRAC' FTX+AAA+++EIMER' FTX+MKS+++ 001 :00:J:N'	RFF+ED:13AT700000EVGY1HV3' ... GID+1+1:G4:::40?'FRAC' FTX+AAA+++EIMER' FTX+MKS+++ 001 :00:J:N'

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MEA+AAE+G+KGM:00023400,000' SGP+TOLU8942428::5' PCI+24+.'	MEA+AAE+G+KGM:00023400,000' SGP+TOLU8942428::5' PCI+24+.'
GID+2+1:G4:::40?'FRAC' FTX+AAA+++EIMER' FTX+MKS+++001:00:J:N' MEA+AAE+G+KGM:00023400,000' SGP+FSCU8409099::5'	GID+2+1:G4:::40?'FRAC' FTX+AAA+++EIMER' FTX+MKS+++000:00:J:N' MEA+AAE+G+KGM:00023400,000' SGP+FSCU8409099::5'

Changed interfaces: Presentation notification (GM01) AES, version 5.7

Availability	test:	01.04.2014
	production	01.06.2014

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6. Changes concerning the process outboard loading / direct transshipment

Concerning the process of outboard loading, so far the customs has been informed about the planned transshipment 24 hours or 2-4 hours ahead via fax.

As of now both messages may also be sent electronically by the forwarding agent. The EDIFACT message CODECO has been amended accordingly.

In the future the COARRI message, already used by the terminals, is provided in case of transshipments which currently cannot be made by the participants in an independent manner. The ZAPP declarant transmits messages for the process outboard loading which are sent by the terminal in other areas. Therefore, it should be noted, that this exemption is limited to the process outboard loading.

Please see the process description concerning the outboard loading for further details.

For an interim period, until 31.3.2014 the forms can still be transmitted via fax. From 1.4.2014 as of latest, only electronic messages will be accepted.

Until further notice, DAKOSY provides a free of charge access to ZAPP@Außenbordverladung for forwarding agents for the creation of transshipment messages. If you need access, please get in touch with the DAKOSY AG.

Changed interfaces: Process description outboard loading, version 2.0
Quay order incl. „Hafendatensatz“, version 9.9
CODECO/ZAPP, version 1.9.3

Availability	test:	06.01.2014
	production	20.01.2014

7. Automatic reset of Z-number to NRL in case of incomplete repositioning

It is required to transmit Gate-Out and Gate-In messages within a period of 24 hours, so that the repositioning of consignments with Z-numbers between two authorized presentation locations (packing company or terminal) can be recognized and transmitted to ATLAS. If this time slot is exceeded or the notification of arrival at another presentation location is entirely lacking, the current position/location of the goods is not known in ATLAS.

As of 1.04.2014 the status of the Z-number will be set to NRL and the export procedure for the MRNs included therein will be cancelled, in order to guarantee the correct customs procedure for all participants. If the consignment will be delivered to a different terminal or packing company after that, the ZAPP/AES declaration process has to be started anew.

This change does not require any adaptations of the interfaces on participant side.

Availability	test:	03.03.2014
	production	01.04.2014

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8. Gate messages for general cargo with B- and S-number

For general cargo consignments which receive a Z-number it is already necessary to report a Gate-In to initiate the AES declaration process. In principle, all other procedures do require the presentation of consignments before customs carries out inspections and provides information about possible decisions. Accordingly, as of 1.4.2014 even general cargo consignments with B- or S-numbers require a Gate-In message at delivery and a Gate-Out message in case of on-shore delivery.

The interface CODECO used in this process has not been changed.

9. Transmission of ZAPP declaration type terminals and packing companies

The ZAPP declaration type will be transmitted to the terminals and packing companies in the future. The processing of this information is optional for the receiving participant.

Changed interfaces: GM01 – Data recall in field number format (quay operators), version 2.2

Quay order incl. Hafendatensatz (HDS), version 9.9

Availability test: 03.03.2014
production: 01.04.2014

Dates

In summary, please note the following dates for the implementation of the above described changes in the test and productive system:

	Test	Production
Time of confirmation of exit	18.01.2014.	04.03.2014
Outboard loading	06.01.2014	20.01.2014
Cancellation with termination at exit/forwarding	03.03.2014	01.04.2014
Transmission of e-mail address of person in charge at customs	03.03.2013	01.04.2013
Reset status Z-number in case of incomplete repositioning	03.03.2013	01.04.2013
Gate-In for general cargo with B- or S-number	-	01.04.2014
Transmission of ZAPP declaration type to terminals and packing companies	03.03.2014	01.04.2014
Specification of weight in presentation notification	01.04.2014	01.06.2014