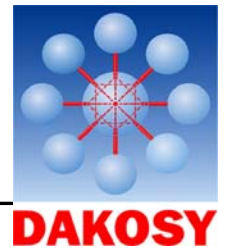


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Omission of the registration type MOW

Since the June 1, 2009 the registration of export registrations in ATLAS has been mandatory. The old registration case MOW is nevertheless still retained for the cases

- a) System failure for participants and
- b) Special transport, where Common Agriculture Policy-goods ('Markordnungsware') with T5 and T1 have been jointly accompanied.

The registration type MOW will no longer be available from June 1, 2010; instead

- a) the registration case AUS or
- b) the registration case EXP

is to be used for the above exceptions.

Export declarations in the one-step export process (registration type "g")

In the past, it was noticed that creation of the MRN and Z number only took place shortly before the loading in many cases, although the consignments have already been delivered much earlier to the port. The ZAPP-Central office Ericus indicates that MRN and Z numbers should be created in sufficient time before the loading, so that any delays in the process can be avoided.

Cancellation of ZAPP reference

It is also pointed out again that ZAPP references which are not required because incorrect data has been provided or other ships are to be selected, have to be canceled in all cases, as otherwise the Z numbers in the system with their connection to a container "remain stuck" and hence impede clearance services or lead to disruptions at the terminals. For the workflow of the ZAPP-AES process, the utmost care must be taken – in particular for the creation of Z numbers -, in order to keep the number of cancellations low, as the susceptibility of the process to disruptions becomes greater through every cancellation.

RLS / NRL status of Z numbers

There are situations in the ATLAS-AES process which do not guarantee the binding status "Released" of a Z number. The following actions in the ATLAS system allow Z numbers to change over from the "Released" status to the "Not Released" status:

- a) The **MRN** is canceled at the exit by user entry of Customs in the ATLAS system.
- b) The **MRN** is cancelled by the **exporter**.

Both situations force a cancellation of the Z number, as there is no admittance for the exit and no valid export registration any more.

The terminals are to be informed about these changes by the author of the Z number!

Simplified process for registration type 'AUS'

The registration type "AUS", which leads to a B number with the identification "N" at the 4th place, may only be used if an export registration is available in paper form. The simplified process for complex export registrations can be applied for with the familiar printed form (see <http://www.dakosy.de/support/edi-handbuecher/zapp-aes-hds-port-order/>, tab "Formulare" / "Antrag auf vereinfachte Datenerfassung") by fax at the ZAPP central office.

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Car loading

The processes of the car loading are subject – as already described in the previous ZAPP circulars – to special requirements for the gate-in messages. In this ZAPP circular, the following is noted again:

- **Vehicles have always to be reported with chassis number, if they are not already in the container at the origin export customs office.**
- **Additional cargo in a vehicle must always strictly be reported, either**
 - **with its own item on the same MRN as the vehicle**
 - **or connected in a separate MRN - possible in the HDS with the same Z number, in GM01 via a consol (SAC)**
 - **or connected in a separate B number (in GM01 and HDS via consol (SAC))**
- **Gate-IN messages for a vehicle must always be issued with relevant Z number and identification whether an additional cargo is contained in the vehicle (full/empty).**
- **Arrival of the additional cargo must always be reported by a separate gate-in of the Z number.**

The description for the processes of the vehicle loading can be found in Section 10 of the guidelines for the AES registration in the current version of the manual "GPO German Port Order" at <http://www.dakosy.de/en/solutions/customs-handling/zapp-sea/manuals/>

Completion messages to the ZAPP participants

For MRNs that have not been completed at the exit customs office automatically (here 4851), the exit confirmation can be done from customs manually. In such a case, the participants at the exit customs office (the ZAPP participants) do not receive any information on the completion of the export process. The exporter is informed by ATLAS.

ZAPP Input-rules

The ZAPP-Input-rules of the customs for the different registration cases in the port orders leading to a B or Z number have been revised and are published at [www.zapp-hamburg.de/ Eingaberegeln](http://www.zapp-hamburg.de/Eingaberegeln).

ZAPP registration on feeder ships

The ship (also feeder ship) physically departing from the Port of Hamburg. The final port of discharge should be reported as the final destination and the transshipment port (where the goods are reloaded from the feeder ship departing Hamburg) is to be reported as the port of discharge.

New error codes or tests The tests in respect to the hazardous goods data from the form types HDS/A09/A09/ G08/G09 are applied from **June 1, 2010** on the form types G06 / G1 8 / G22.

New test in the HDS for registration type "OUT":

Test field 106 'Declarant name'	-> Error 145 'Declarant name missing'
Test field 112 'Consignor name'	-> Error 146 'Consignor name missing'
Test field 117 'Country of destination'	-> Error 196 'Country of destination is EU member'

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Situation report ZAPP-AES

The electronic export declaration is mandatory since July 1, 2009.

The number of B numbers has decreased continuously since then, in January it was 0.9% of all ZAPP references.