



**Version: 2.3**

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## Change history

| Version | Concerned sections           | Reason  | Name      | Date       |
|---------|------------------------------|---|-----------|------------|
| 1.0     | Creation of document         |   | Gladiator | 08.03.2011 |
| 1.1     | Chapter 4                    | A change between free zone and sea customs port v.v. no longer requires an exit -SumA –original, contrary requirements were deleted from the concept.                                       | Gladiator | 17.06.2011 |
| 1.2     | Chapter 1                    | Transitional arrangements valid until the end of July 2011, since the omission of indicator „D“ has been postponed.   | Diettrich | 01.07.2011 |
| 1.3     | Chapter 4                    | Added R5N (Port of Discharge in NO)   | Schwanke  | 09.11.2011 |
| 2.0     |                              | <ul style="list-style-type: none"> <li>- Elimination of EUB</li> <li>- Flow chart completely revised</li> <li>- Addition of new chapter „Embargo“</li> </ul>                                | Schwanke  | 02.08.2016 |
| 2.1     |                              | <ul style="list-style-type: none"> <li>- Reactivation of EUB in IMP for union products</li> <li>- ZAPP changes for S-number</li> <li>- Revision of texts to embargo explanations</li> </ul> | Diettrich | 31.01.2017 |
| 2.2     |                              | <ul style="list-style-type: none"> <li>- Removed R6</li> <li>- Renamed R7a to R7 umbenannt</li> <li>- Smaller corrections</li> </ul>  | Schwanke  | 09.07.2020 |
| 2.3     | Chapter 7: Embargo countries | <ul style="list-style-type: none"> <li>- Update of code lists and countries</li> </ul>  | Schwanke  | 17.03.2022 |

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## List of applied tools

| Number | Tool  |
|--------|---|
| W1     | This document has been edited by using <b>MS Word© 2016</b> . |
| W2     | Diagrams have been created with Microsoft Visio© 2016.        |

### Configuration data:

Document: M:\EDI\IMP\Konzeption\Transshipment\IMP-Transshipment V2.2 en.docx

Images: M:\EDI\IMP\Konzeption\Transshipment

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# 1 Introduction and objectives

Until the end of 2010 seaside Transshipments could be loaded on the basis of an release indicator (“label D”) without explicit customs declaration. The carrier transmitted the release indicator with the manifest/ loading list to the terminal and forwarded it with the loading report message to the ZAPP system. An explicit customs declaration was not necessary.

Due to modified legal framework conditions this process is no longer possible since 1<sup>st</sup> January 2011.

Since then, it has become necessary to create a message to the ZAPP system (B- or S-number), according to the country of origin, the next port of discharge and, if applicable, the previous customs procedure, and maybe an exit summary declaration (EXS, A-SumA) to the ATLAS system in advance.

Already existing information shall be reused with the IMP. The objective is to offer a largely automated workflow for the earlier cited declarations that are relevant for customs.

Beside the import manifest, the COPRAR-Load (loading list) and, if applicable, the export manifest are required for this.

This document describes which information is expected from the participants, which constellations lead to which declarations relevant for customs and which EDI scenarios need to be realized.

The handling of processes via IMP is not mandatory. The data must be collected manually in the Data processing (DP) system ZAPP or ATLAS (AES/EAS), provided the solution described below will not be used or an automated procedure is not possible due to intended checks during individual process sections.

## 1.1 Notes for version 2.0

With version 2.0, IMP implements changes related to declaration case EUB in the ZAPP system. Since May, 1<sup>st</sup> 2016 declaration case MIT also has to be used for non-union goods whose next port of discharge is located in the EU.

Accordingly, the flow charts in this document have been completely revised to meet the requirements. Moreover a complete section has been added, describing the declaration process for consignments which are to be sent in so-called embargoed countries.

The changes in IMP become effective as of 04. October 2016.

## 1.2 Notes for current version 2.1

In conjunction with the ATLAS release 8.7 two new messages for the exit summary declaration have been implementd, which are used by the customs office of exit to report the results of the exit summary declaration check:

- E\_EXS\_CTL (control measures ordered)
- E\_EXS\_STA (release of goods for export or interdiction of export)

After considering the changes and their impact on the existing processes in the Port of Hamburg, the ZAPP working group decided to offer the possibility of creating a summary declaration message in ZAPP itself (please also see ZAPP Circular 35, November 2016).

Thus the automation potential of IMP for the Transshipment processes can continued to be used, the IMP is adjusted accordingly. This document describes/exemplifies the processes that have been revised and become valid as of 27.03.2016.

Summary of the most important changes:

1. The summary exit declaration will not be created directly in IMP, but will be created in ZAPP
2. IMP does not support EXS self-declarants anymore, which means that a MRN with qualifier ASUMA, transmitted via the export manifest, will be ignored.
3. The so-called 24-hour rule does not apply anymore: generally an S-number will be released two hours after it has been assigned, if no order has been presented and the goods have been delivered. In this event the release is sent directly from ATLAS.

Despite the extensive alterations we managed to maintain the underlying interface. Please keep the above mentioned points in mind. Apart from that, the EDI interfaces do not change.

## 2 ZAPP declaration types EUB, MIT and DUX

In ZAPP three declarations types for transshipments are distinguished: declaration case EUB (European Port of destination), MIT (Re-Export Notification) and DUX.

Declaration case EUB must only be used if it is about Union products going to be discharged in a European Port again. Declaration case MIT is used, if an exit summary declaration is not required. Declaration case MIT is being responded with a B-number.

Declaration case DUX is to be used in the event that an exit summary declaration is available or has to be created and will be responded with an S-number.

### **„D“ in the B- or S-number**

Letter D on the fourth digit position of a B- or S-number refers to the creation of the IMP Transshipment process!

Example: B11D00097829 or S11D00097829

## 3 Roles „Main“ and „Feeder“ and their significance for the IMP transshipment process

The required information for the possible creation of an EXS and for the respective ZAPP declaration type cannot always be derived from the import manifest or the COPRAR-Load (depending on the arrangement of the parties concerned).

In particular information about the actual consignee and the next port of discharge (after Hamburg) are usually not known by the Feeder-Carrier.

Since this information are vitally important for the decision, if an EXS must be created and belong to the mandatory data in the respective customs declarations, the export manifest may has to be delivered as well under certain circumstances. The delivery of the COPRAR-Load is not necessary in this case.

Annotation:

The entry summary declaration for consignments of non-EU countries is being created on the basis of the import manifest data. Divergences to the place of destination and/or consignee suggest that the information about the place of destination and/or consignee as against the data of the entry summary declaration has been changed.

Consignments already provided with an export declaration, are supposed to remain unchanged (concerning the place of destination and the consignee) during the further process and Transshipment in the Port of Hamburg.

### **Role definition:**

**Main** = Main-Carrier, knows the actual consignee and the country of destination (next port of discharge) and enters the data in the import manifest.

Amendments of the consignee or the country of destination are being published by a manifest update (B/L level).

**Feeder** = Feeder-Carrier, does not know the actual „target data“ unlike the Main-Carrier. Therefore the data of the import manifest are generally not sufficient. An addition of the export manifest (of the Main-Carriers) is required.

The definition whether a carrier acts as Main or Feeder is generally stored in the IMP user database.

The following table describes the possible constellations between import and export carrier and points out which messages/information must be given.

| Case | Constellation (Import - Export) | Import-Manifest | Export-Manifest   | Coprar-Load   | Remarks              |
|------|---------------------------------|-----------------|-------------------|---------------|----------------------|
| A    | Main - Feeder                   | <b>Main</b>     | Feeder (optional) | <b>Feeder</b> |                      |
| B    | Main - Main                     | <b>Main</b>     | Main (optional)   | <b>Main</b>   | no change of carrier |
| C    | Feeder - Main                   | <b>Feeder</b>   | <b>Main</b>       | -             |                      |
| D    | Feeder - Feeder                 | <b>Feeder</b>   | Feeder (optional) | <b>Feeder</b> | no change of carrier |

### Explanation:

Subsequently the respective constellations will be explained. The next chapter 4 (Detailed description of the process) provides further details on the issue, which declaration case is to be used for ZAPP.

#### **Case A:**

Import = Main-Carrier and Export = Feeder Carrier (often referred to as northern direction goods)

The Main-Carrier sends the import manifest to the IMP. The Feeder-Carrier sends the Coprar-Load. The notification to customs takes place as soon as the vessel, the departure date and next port of discharge are allocated from the Coprar-Load. The AES-MRN will be allocated of the import manifest, if necessary.

If the Main-Carrier already knows the feeder in charge of the further transport, the relevant data may already be entered in the import manifest (On-Carriage). In this case the custom declaration takes place with the delivery of the import manifest.

Export-Manifest: The Feeder-Carrier may also deliver an export manifest instead of a Coprar-Load. In this context it is important, that the export manifest is being delivered in time before the designated loading. Please see chapter 4, where the exact process sequences and the periods are described in detail.

#### **Case B:**

A change of the carriers does not take place. The Main-Carrier is in charge for both, the import and export direction (further transport).

The Main-Carrier sends the import manifest and the Coprar-Load to the IMP. The notification to customs takes place as soon as the vessel, the date of departure and the next port of discharge are allocated. The AES-MRN will be allocated of the import manifest, if necessary.

If the Main-Carrier already knows with which (own feeder) vessel the further transport shall take place, the relevant data may already be entered in the import manifest (On-Carriage). In this case the custom declaration takes place with the delivery of the import manifest.

Export-Manifest: The Main-Carrier may also deliver an export manifest instead of a Coprar-Load. In this context it is important, that the export manifest is being delivered in time before the designated loading. Please see chapter 4, where the exact process sequences and the periods are described in detail.

**Case C:**

Import = Feeder-Carrier and Export = Main Carrier (often referred to as southern direction goods)

The Feeder-Carrier sends the import manifest to the IMP. The Main-Carrier sends the export manifest. The notification to customs takes place as soon as the vessel, the date of departure, the next port of discharge and specifications to the consignee, the next port of discharge and, if applicable, AES-MRN is allocated to the export manifest.

In this context it is important, that the export manifest is being delivered in time before the designated loading. Please see chapter 4, where the exact process sequences and the periods are described in detail.

The delivery of the Coprar-Load by the Export-Carrier is insufficient in this case, since the information about the consignee, the next port of discharge and, if applicable, the AES-MRN generally cannot be extracted of the import manifest of the feeder and cannot be entered in the Coprar-Load.

**Case D:**

A change of the carriers does not take place. The Main-Carrier is in charge for both, the import and export direction (further transport).

The Feeder-Carrier sends the import manifest and the Coprar-Load to the IMP. The notification to customs takes place as soon as the vessel, the date of departure, the next port of discharge and, if applicable, the AES-MRN is allocated.

If the Feeder-Carrier already knows with which (own feeder) vessel the further transport shall take place, the relevant data may already be entered in the import manifest (On-Carriage). In this case the custom declaration takes place with the delivery of the import manifest.

Export-Manifest: The Feeder-Carrier may also deliver an export manifest instead of a Coprar-Load. In this context it is important, that the export manifest is being delivered in time before the designated loading. Please see chapter 4, where the exact process sequences and the periods are described in detail.

## 4 Detailed process description for the declaration types EUB, MIT and DUX

For the sake of clarity, the process sequence is being divided into three parts. The first sequence represents the receiving processes and general verifications. The descriptions concerning the declaration types EUB, MIT or DUX follow in the second part. The third section represents the process in the event of declaration case DUX.

Within the image comments are signed with prefix „Bn, N = (ascending number)“ and rules are signed with prefix „Rn“. Respective descriptions are summarized below the diagram.

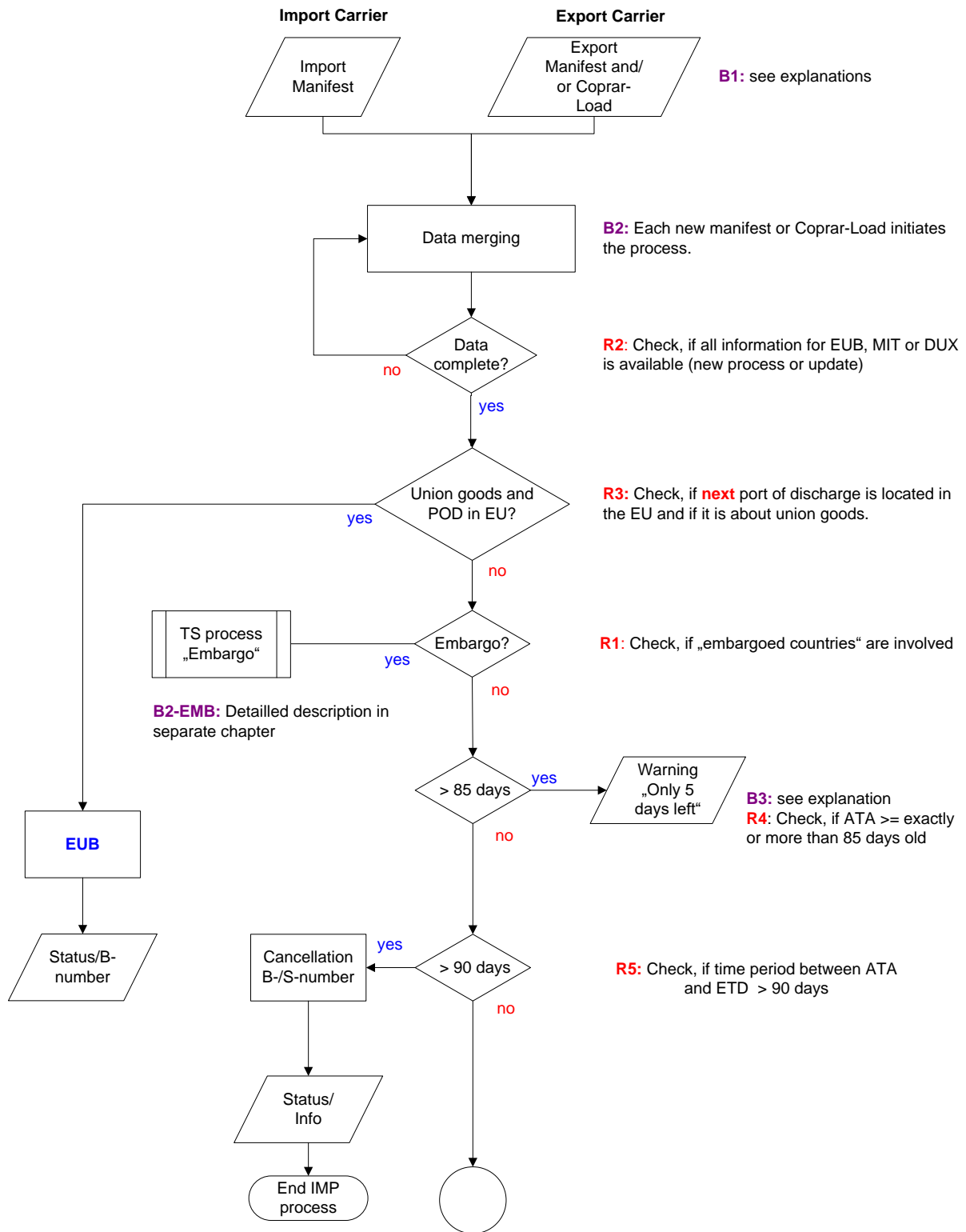
Notes to document version 2.0 from August 2016: As the rules in IMP-Direct are displayed for the users (cf. chapter 0), the rules that have changed compared to its previous version, are supplemented with a letter. This distinction is made to track which rules were relevant for the ZAPP declaration before the 4.10.2016 and which ones after the conversion.

Example:

R7 (old) = „Check, if an export MRN is available and the timeframe between ATA and  $\leq 14$  days“

R7a (new) = „Reference preliminary declaration data available (e. g. entry summary declaration, export declaration)“

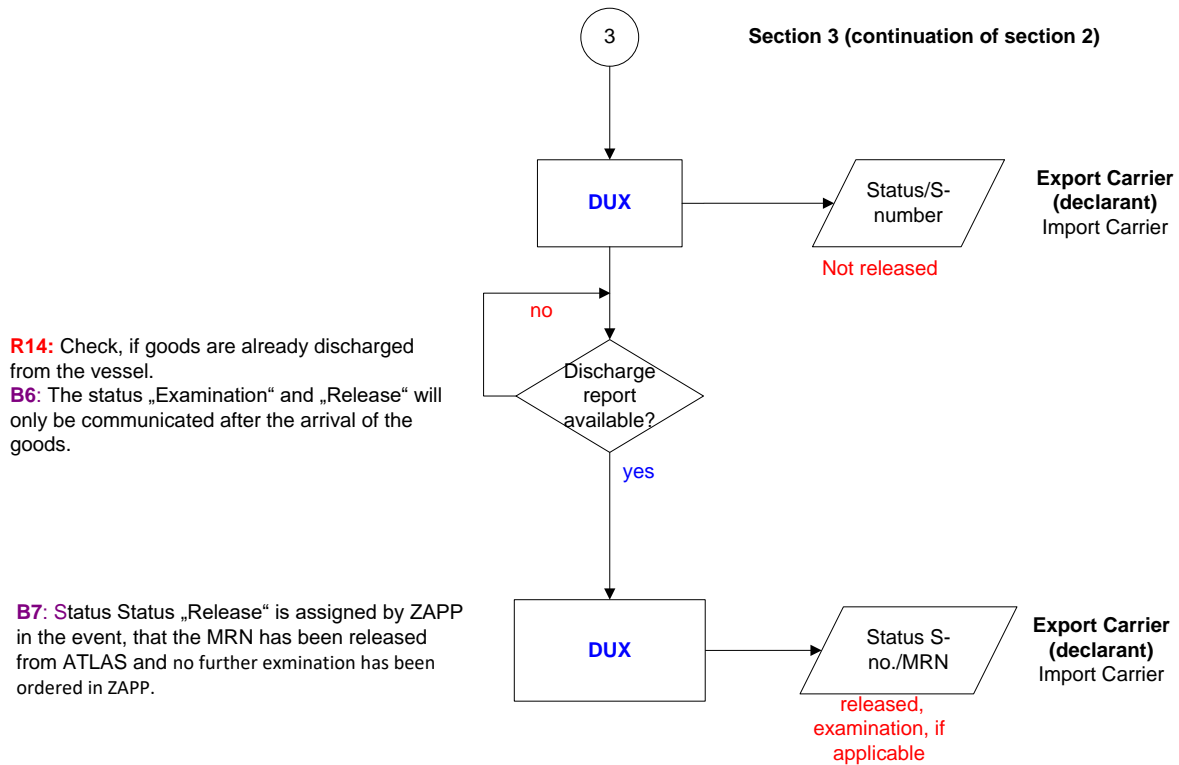
General starting process for northern and southern direction goods



| Remark/<br>rule | Explanation   |
|-----------------|---|
| <b>B1</b>       | <p>The Coprar-Load is sufficient for the northern direction goods (Main - Feeder) as described in chapter 2. Though it is already possible to deliver the export manifest instead of the Coprar-Load. The export manifest is, however, required for southern direction goods (Feeder - Main) and replaces the Coprar-Load.</p> <p>Under certain conditions it is required to create an additional EXS-MRN. This may also be done by using the IMP or may already have been lodged in advance by the Export-Carrier. In case that the Export-Carrier already created an EXS MRN (for DEHAM) in advance, it can be transmitted with the export manifest.</p> <p>Under certain conditions an exit summary declaration has to be created. ZAPP declares it on the basis of the data which has previously been transmitted from IMP with declaration case DUX.</p> |
| <b>B2</b>       | Each new manifest or Coprar-Load sets off the process "data merging".   |
| <b>B2-EMB</b>   | If it should be determined, that the goods cannot be handled according to the described transshipment process due to embargo regulations, the automated process first will be discontinued. However, IMP offers support to be able to continue working on the available data basis. Please cf. chapter 7 for a detailed description.  |
| <b>B3</b>       | Since goods, that remain in the port for more than 90days (see R4), cannot be handled as described in the process anymore, every party concerned will get a warning after 85 days. The warning/information goes to all parties, which can be determined at that time. The Import-Carrier will get a warning in any case. If the Export-Carrier is known already, he will get the warning as well.   |
| <b>R2</b>       | Check, if the information required for the respective re-export message or exit summary declaration and the B- or S-number are complete (also refer to chapter 3). This process will always be set off, once a new or amended manifest (import or export) or a new or amended Coprar-Load arrives.  |
| <b>R1</b>       | It will be checked, if „embargoed countries“are involved. In this case, the IMP process „Transshipment“will be cancelled. See B4.   |
| <b>R3</b>       | The use of declaration type EUB assumes that the next Port of discharge is located in the EU and the consignment contains EU goods, for which the corresponding proof has been submitted retrospectively. IMP determines the status („C“ goods) by means of the completion message referring to the summary declaration.  |
| <b>R4</b>       | Check, if the ATA - Actual Time of Arrival - dates back more than 40 days. It will be checked if the goods already remain in the port of Hamburg for more than 40 days. If so, all parties concerned will get a respective warning/information. See B3.   |
| <b>R5</b>       | Check, if the ATA - Actual Time of Arrival - dates back more than 90 days. It will be checked, if the goods already remain in the port of Hamburg for more than 90 days. If so, all parties concerned will get a respective warning/information. See B4.  |



| Remark/<br>rule | Explanation  |
|-----------------|--|
| <b>R5T</b>      | Within the participant configuration in IMP it can be specified whether or not the following rules may apply or can be ignored for the respective participant and if declaration type DUX may generally be used to create an S-number.   |
| <b>R5S</b>      | At this point it is checked, if the export carrier initiated the creation of an entry summary declaration with subsequent S-number by using declaration type DUX via manifest for the current B/L. For this purpose he sends segment RFF+BGM:355'  |
| <b>R5N</b>      | Check whether or not the goods are to be discharged in a Norwegian port. If so, declaration can be made by using declaration type MIT  |
| <b>R5-EU</b>    | Check whether or not the next port of discharge is located in the EU? If this is the case declaration case MIT can be used, otherwise continue with R6.  |
| <b>R6</b>       | Has been removed in version 2.2  |
| <b>R7</b>       | <p>At this point it has to be checked whether or not a preliminary declaration - entry summary declaration, export or transit declaration – exists to verify that the risk-relevant data already has been transferred electronically.</p> <p>The export procedure must be completed in another port.</p> <p>In the event that the products arrive from a non-EU country, e.g. Boston – Hamburg, or have been transhipped in an EU port, e.g. Boston – Rotterdam – Hamburg, the MRN from an ICS declaration may be entered.</p> |
| <b>R8</b>       | deleted  |
| <b>R9</b>       | It is checked whether or not a change of the carrier (import and export carrier are not identical) for the constellation Feeder-Main and Feeder-Feeder (also cf. chapter 3) exists. If the answer is “Yes”, an S-number has to be created.   |
| <b>R10a</b>     | Does the consignee or country of destination in the import and export manifest deviate? If the answer is “yes”, declaration case DUX has to be used.   |
| <b>R10b</b>     | <p>If the products will be loaded within 11 days (less or equal 11 days), declaration case MIT can be used. If the stay time takes 12 or more than 12 days, an exit summary declaration is required and declaration case DUX must be used.</p> <p>According to article 245 section 2 letter e) regulation (EU) 2015/2446 a period of 14 days applies, but since automatism take effect in IMP, the period in IMP has been shortened, in order to be able to manually intervene in case of an exceptional situation.</p>        |



| Remark/<br>rule | Explanation   |
|-----------------|---|
| <b>R11</b>      | Has been removed in version 2.1. Due to changes in ATLAS 8.7 that also include additional status messages, as of now the exit summary declaration will be created directly from ZAPP. To be able to continue to use the automatisms of IMP, IMP will also create the exit summary declaration via ZAPP. This in turn means that the IMP no longer supports so-called ATLAS self-declarants, meaning that an MRN, which has been sent with qualifier ASUMA within the export manifest will be ignored from now on. |
| <b>R12</b>      | deleted   |
| <b>R14</b>      | ZAPP checks whether or not a discharge report for the consignment is available. Any decision will be reported to the participant as of this date only.  |
| <b>B5</b>       | deleted   |
| <b>B6</b>       | Any decision, control measure or release, will only be transmitted, if the goods are physically located on site. For IMP this means that the terminal transmitted the discharge report.   |

| Remark/<br>rule | Explanation  |
|-----------------|--|
| <b>B7</b>       | The status „Release“ will be assigned by ZAPP, if the MRN release from ATLAS is available, no further examination has been ordered in ZAPP and the goods are located on site (cf. B6). There will be no time controlled release of S-numbers from ZAPP anymore. Generally the ATLAS transmits the release after approximately 2 hours. |

Within the web application IMP-Direct it can always be retraced under what criteria IMP determined a declaration type and therefore received a B- or S-number. Please choose the menu „Manifeste / Export-Transshipments“ and select a vessel to receive more detailed information about the voyage.

Here you can click onto „Details“ in the column „Regeln“ (rules) to reach the popup window below, displaying the rule tree in tabular form.

The screenshot shows a web interface with a popup window titled "Transshipment-Regeln". The popup contains a table of rules:

| Regel | Kurzbeschreibung  | Entscheidung | Zusatz |
|-------|---|--------------|--------|
| R1    | Sind "Embargo-Länder" involviert?   | Nein         | -      |
| R2    | Liegen alle Informationen für MIT/DUX bzw. EXS vor?   | Ja           | -      |
| R3    | Liegt der <b>nächste</b> Löschhafen in der EU?  | Nein         | -      |
| R4    | Liegt das ATA mehr als oder genau 40 Tage in der Vergangenheit?                                   | Nein         | -      |
| R5    | Ist der Zeitraum zwischen ATA und ETD größer als 45 Tage?   | Nein         | -      |
| R5T   | Sollen für den Teilnehmer ausschließlich S-Nummern generiert werden?                              | Nein         | -      |
| R5S   | Hat der Carrier eine EXS-MRN gefordert?   | Nein         | -      |
| R5N   | Liegt der Löschhafen in Norwegen?   | Nein         | -      |
| R6    | Ist der Ladehafen (port of loading) in der EU?  | Ja           | -      |
| R7    | Liegt eine Ausfuhr-MRN vor UND ist der Zeitraum zwischen ATA und ETD kleiner gleich 11 (14) Tage? | Nein         | MRN    |
| R11   | Liegt bereits eine EXS MRN (DE/HAM) vor?  | Nein         | -      |

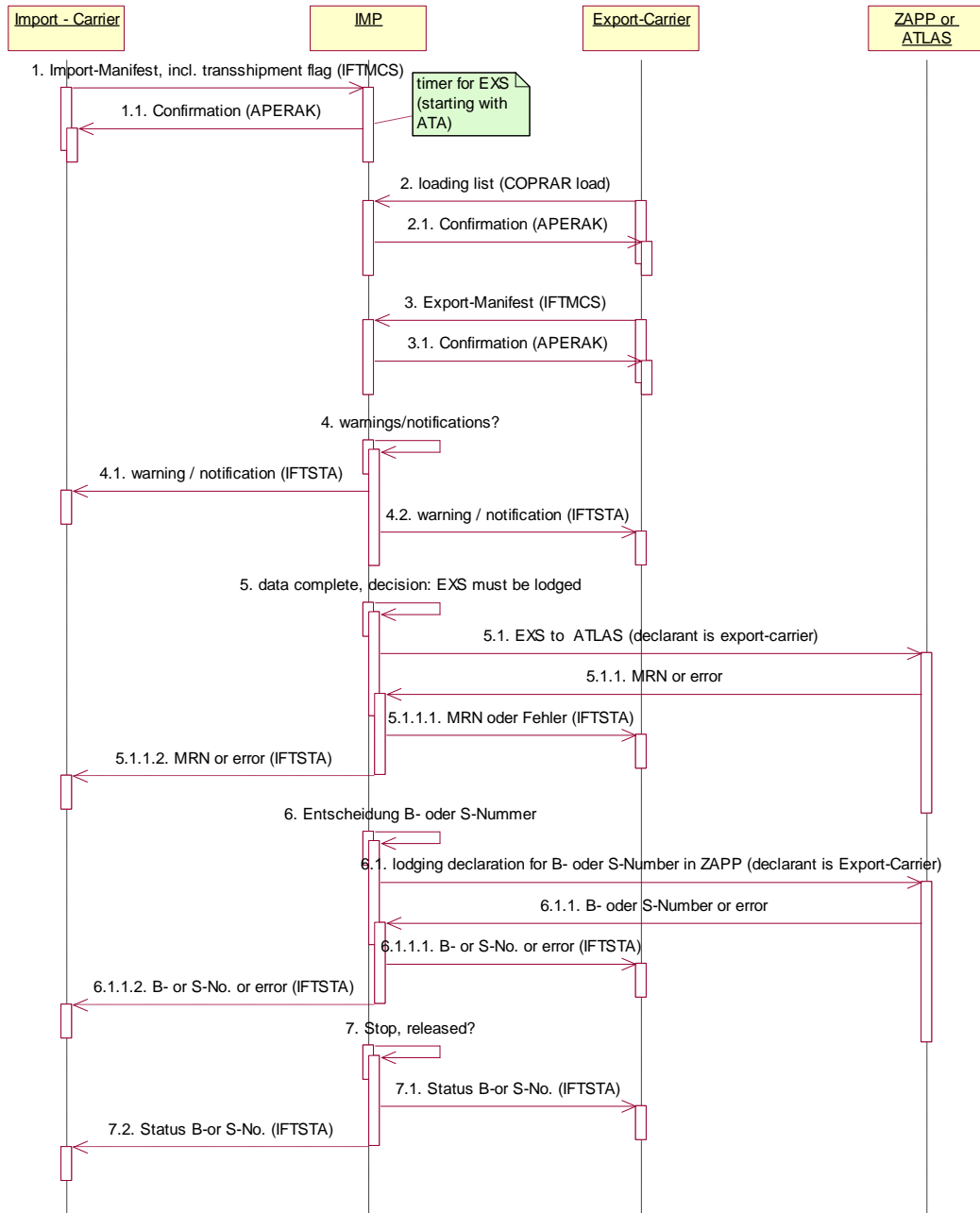
Below the popup, a table shows a list of rules with a "Details" link highlighted by a red arrow.

| EXS-MRN            | Regel                   |
|--------------------|-------------------------|
| 16DE587200015587X9 | <a href="#">Details</a> |

## 5 EDI scenario and interfaces

### 5.1 EDI scenario

The following interaction diagram describes the message scenario to the Transshipment process. The focus is on the message flow for the Import- and Export-Carrier. The precise conditions under which an EXS MRN, B- or S-number will be created, are described in chapter 4 and are presented below in a simplified form.



Explanation to diagramm „EDI scenario“:

| No.   | Name/label                                      |
|---|---|
| Description/Remark  |   |
| 1.  | Import Manifest and Confirmation                |
| <p>The import manifest is transmitted on B/L level with the EDIFACT message IFTMCS to the IMP. The message will be checked syntactically and semantically and the Import-Carrier receives an acknowledgement message (APERAK). Both positive and negative (rejection) acknowledgements will be returned. The acknowledgements will be returned on B/L level.</p> <p>The reported ETA is used as starting point for the deadline monitoring and will be replaced by the discharge report later, as soon as the container has been discharged.</p> <p>The time will be recorded from the time of the vessel arrival (ATA Actual Time of Arrival). Hereby it becomes possible to monitor the time limits (14 days or 40/45 days) – see also chapter 4.</p> |   |
| 2.  | Loading list Shipment order and Acknowledgement |
| <p>The Export-Carrier transmits the loading list on vessel level with the EDIFACT message COPRAR to the IMP. The message will be checked syntactically and semantically and the Export-Carrier receives an acknowledgment message (APERAK). Both positive and negative (rejection) acknowledgements will be returned. The acknowledgements are returned on vessel level.</p>  |   |
| 3.  | Export manifest and Confirmation                |
| <p>The export manifest will be transmitted on B/L level with the EDIFACT message IFTMCS to the IMP. The message will be checked syntactically and semantically and the Export-Carrier receives an acknowledgement message (APERAK). Both positive and negative (rejection) acknowledgements will be returned. The acknowledgements are returned on B/L level.</p>   |   |
| 4.  | Warnings / Information                          |
| <p>The IMP checks, if the 45-day period will soon be reached or has already past.</p> <p>Additionally it will be checked, if embargoed countries are concerned – see also chapter 4.</p> <p>In case that one of the checks will be positive, a warning/information is being communicated to the export carrier and - when required – also to the import carrier.</p>  |   |
| 5.  | Data complete, creation of ZAPP declaration     |
| <p>As soon as all required data for the creation of a ZAPP declaration are completed, it will be checked, which declaration type must be used – see also chapter 4. In the event of message transmissions to ZAPP the export carrier acts as declarant.</p>   |   |
| 6.  | Generation of B- or S-numbers                   |
| <p>It will be checked, if a B- or S-number has to be generated and a corresponding message will be sent to the ZAPP system – see also chapter 4. The resulting B- or S-number (with the status Not Released) or, if applicable, an error message will be returned with the EDIFACT message IFTSTA to the Export-Carrier and Import-Carrier (optional).</p>  |   |
| 7.  | Status to B- or S-number                        |

| No.  | Name/label |
|--|------------|
| Description/Remark   |            |
| The possible status (changes) like stop, Freigabe (release) and for the S-number the status Released (after 24 hours, if no stop is imposed) will be returned with the EDIFACT message IFTSTA to the Export-Carrier and Import-Carrier (optional). |            |

## 5.2 EDI interfaces

As explained in the previous chapter, the EDIFACT interfaces IFTMCS, COPRAR, APERAK and IFTSTA are being used.

The manifest data (import and export) are transmitted with the message IFTMCS. A loading list (export) may be transmitted with the COPRAR Load. The acknowledgement from IMP (positive or negative) will be returned with the message APERAK.

All further status and information of the Transshipment process will be returned with the message IFTSTA.

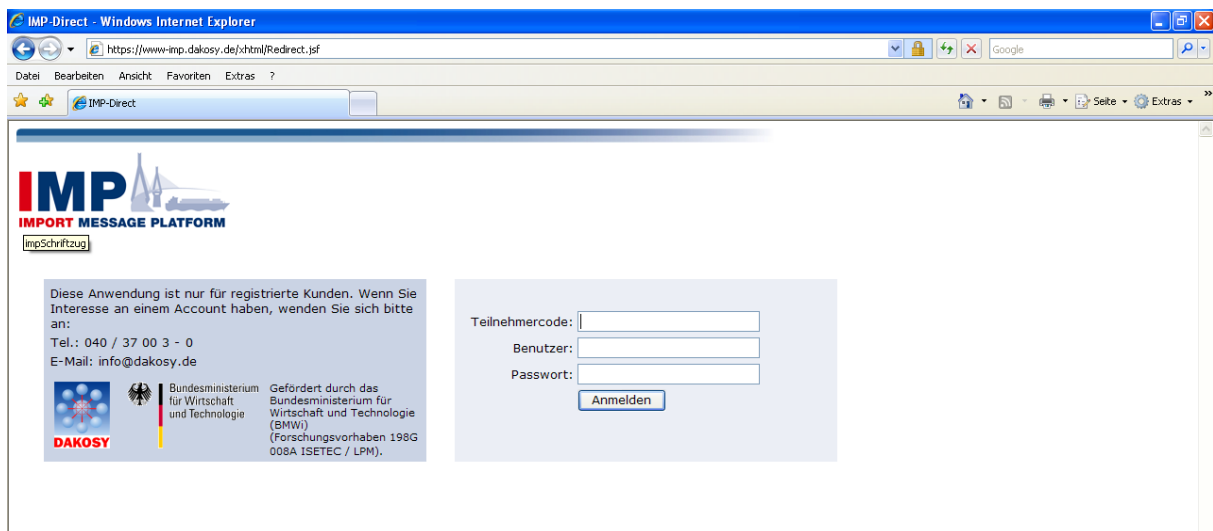
The currently respective interfaces can be downloaded by following this link: <http://www.imp-hamburg.de/docs.html>

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## 6 IMP-direct – status overview to the Transshipment consignments

IMP-direct is the web application of the IMP. It provides a schedule for Carriers that shows if a Transshipment consignment does contain a B- or S-number already and which status it carries.

If you would like to use the application, it is necessary to register. Please contact the DAKOSY sales for further information.



## 7 Transshipment declarations for „embargoed countries“

Transshipment declarations for consignments with port of discharge or country of destination, which is identified as embargoed country in ZAPP, may not automatically be created in IMP. Given the sensitivity of the destination countries the automated process first has to be cancelled in such case.

Nevertheless IMP provides the possibility to create an S-number via IMP-Direct, based on the available data and some additional information:

1. Status message with code 974 („Embargoed country involved“) sent to the export and, if required, to the import carrier. The declaration process will not be continued.
2. The declarant, meaning the export carrier is required to make a declaration in IMP-Direct to ensure compliance with the embargo regulations. For this purpose, he has to select the appropriate country. The text stored for this purpose is then transferred into the ZAPP declaration. Please see next pages for corresponding examples.
3. Once the declarant submitted the declaration, IMP creates a ZAPP declaration with declaration case DUX.
4. Immediately after the ZAPP declaration has been created, the S-number is automatically provided with a loading stop (status 936).
5. The carrier has to get in touch with the customs (customs office Waltershof, Arbeitsgebiet (field of work) 30).
6. After the successful check and release of the S-number by customs, the result will be communicated electronically with status 938.

As already described the declarant is committed to announce explicitly, that the products are not subject to the arms embargo or embargo regulation for the respective country.

The following texts are stored for the countries:

[The texts are listed in the original and English translation. Please note that no guarantee can be given for the correctness of the contents and that errors are excepted.]

Status as of: 16.03.2022

### Russia

Für diese Anmeldung bestehen keine Beschränkungen nach EU-Recht (u.a. Verordnung (EU) Nr. 833/2014) sowie nationalem Recht (u.a. § 74 Absatz 1 Nummer 12 AWW).

[This declaration is not subject to any restrictions under EU (including regulation (EU) No 833/2014) or national law (including § 74 paragraph 1 No 12 AWW).]

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**Ukraine**

Für diese Anmeldung bestehen keine Beschränkungen nach EU-Recht (u.a. Verordnung (EU) Nr. 692/2014 und Verordnung (EU) 2022/263) sowie nationalem Recht.

[This declaration is not subject to any restrictions under EU (including regulation (EU) No 692/2014 and regulation (EU) 2022/263) or national law.]

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**Belarus**

Für diese Anmeldung bestehen keine Beschränkungen nach EU-Recht (u.a. Verordnung (EG) Nr. 765/2006) sowie nationalem Recht (u.a. § 74 Absatz 1 Nummer 1 AWW).

[This declaration is not subject to any restrictions under EU (including regulation (EG) No 765/2006) or national law (including § 74 paragraph 1 No 1 AWW).]

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**Libya**

Für diese Anmeldung bestehen keine Beschränkungen nach EU-Recht (u.a. Verordnung (EU) 2016/44) sowie nationalem Recht (u.a. § 74 Absatz 1 Nummer 11 AWW).

[This declaration is not subject to any restrictions under EU (including regulation (EU) 2016/44) or national law (including § 74 paragraph 1 No 1 AWW).]

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**North Korea**

Für diese Anmeldung bestehen keine Beschränkungen nach EU-Recht (u.a. Verordnung (EU) 2017/1509) sowie nationalem Recht (u.a. § 74 Absatz 1 Nummer 5 AWW).

[This declaration is not subject to any restrictions under EU (including regulation (EU) 2017/1509) or national law (including § 74 paragraph 1 No 5 AWW).]

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**Somalia**

Für diese Anmeldung bestehen keine Beschränkungen nach EU-Recht (u.a. VO (EG) Nr. 147/2003 und VO (EU) Nr. 356/2010) sowie nationalem Recht (u.a. § 74 Absatz 1 Nummer 14 AWV).

[This declaration is not subject to any restrictions under EU (including regulation (EG) No 147/2003 and regulation (EU) No 356/2010) or national law (including § 74 paragraph 1 No 14 AWV).]

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**Syria**

Für diese Anmeldung bestehen keine Beschränkungen nach EU-Recht (u.a. Verordnung (EU) Nr. 36/2012) sowie nationalem Recht (u.a. § 74 Absatz 1 Nummer 16 AWV).

[This declaration is not subject to any restrictions under EU (including regulation (EU) No 36/2012) or national law (including § 74 paragraph 1 No 16 AWV).]

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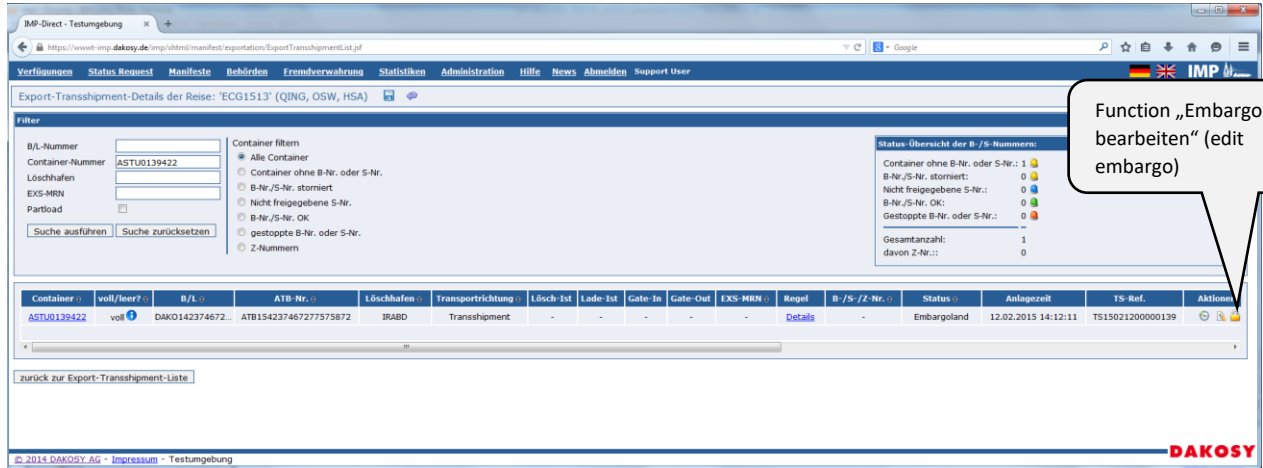
**Iran**

Für diese Anmeldung bestehen keine Beschränkungen nach EU-Recht (u.a. VO (EU) Nr. 359/2011 und VO (EU) Nr. 267/2012) sowie nationalem Recht (u.a. § 74 Absatz 1 Nummer 8 AWV).

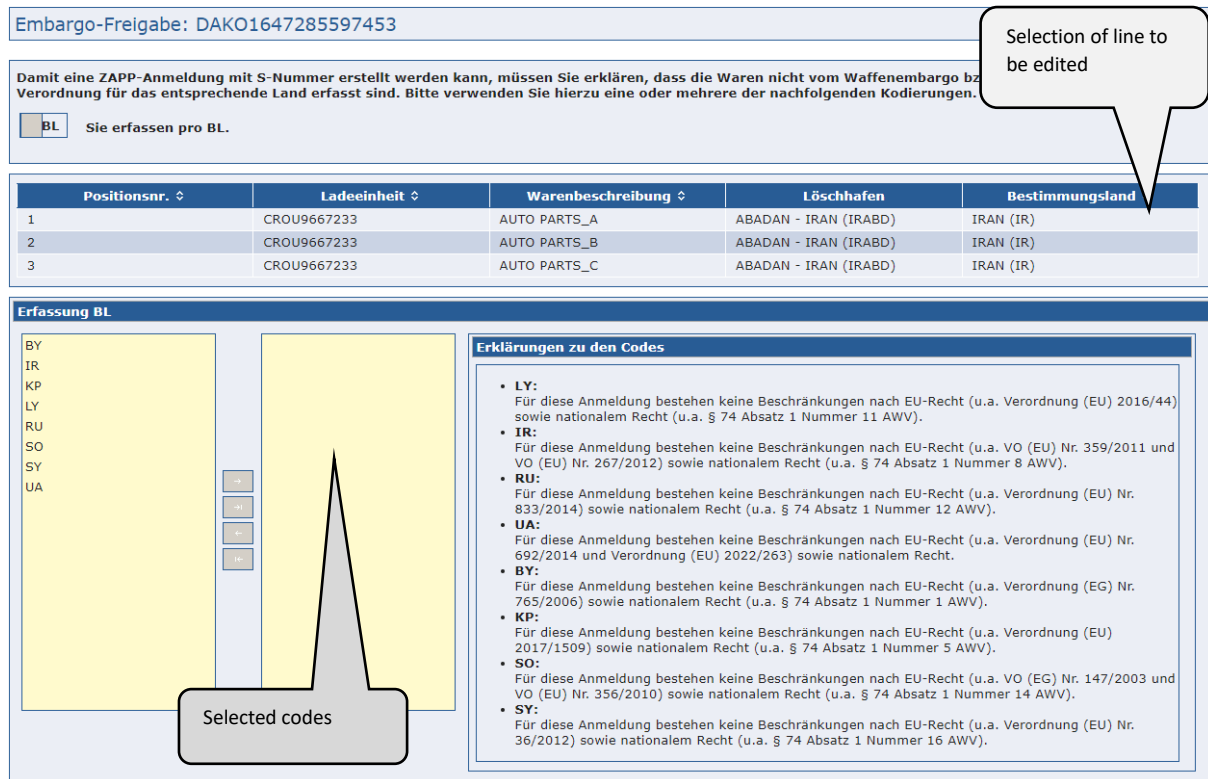
[This declaration is not subject to any restrictions under EU (including regulation (EG) No 359/2011 and VO (EU) No 267/2012) or national law (including § 74 paragraph 1 No 8 AWV).]

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To enter the codings, please call up the function „Embargo bearbeiten“ (edit embargo) within the view „Export Transshipments“ for the concerned consignment (which can be called due to a mouse click onto the lock symbol).



Afterwards you have to select the corresponding explanation, given for this process, for each single goods item:



The processes described above are currently to be used for the countries Belarus, Iran, North Korea, Russia, Syria, Somalia, Libya and Ukraine