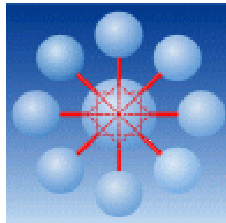

DAKOSY EDI-Services

Guide „Shortage“

Version 1.0



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List of modification

Version	Relevant sections	Type of modification	Modified by	Date of release
1.0	All	Compilation	Blanken	12.02.09
		Translation en	Diettrich	27.02.09

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The document *LeitfadenHafenAES_4_0_1.doc* was created with Microsoft Word 2000.

Conception

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1. Introduction

1.1 What is a „shortage“?

The processes in the electronic export procedure of customs (ATLAS / AES) provide the concept of the „shortage“. If the carrier exports less goods than originally declared at customs, he has to inform customs about this fact in terms of a shortage. „Excess quantities“ are generally not provided/ possible.

The current document describes the possibilities to generate and send such shortage messages within the scope of the system „ZAPP-Air“.

1.2 Termination at exit

The „termination at exit“ is closely related with the shortage. It is the carriers information to customs about the fact that the goods, belonging to the procedure, won't be exported at the originally intended office of exit.

A termination at exit results in the necessity to present the goods/ the procedure at the new office of exit again.

A termination of the whole export procedure (the goods won't be exported at all) cannot be reported via ZAPP-Air. Such a termination is the exporters responsibility (i.e. it belongs to the first stage of the customs process) and therefore is not within the scope of ZAPP-Air.

1.3 Shortages via Air@Gate

This functionality is currently being developed and will be activated within the next weeks.

2. Shortage messages

2.1 Timing of shortage messages

Shortages will be reported to customs...

- ...along with the qualification (during the communication that takes place between Gate-In and customs decision)
- ...along with the repositioning message
- ...immediately at updates of a house- or direct-AWB after repositioning

2.2 Notification of shortage via Cargo-IMP interface

Shortages can (due to the ATLAS/AES system of customs) be sent on position level only. If the Cargo-IMP interface is being used to communicate with ZAPP-Air, the information about shortages is transferred in the ZPL segments:

2.2.1 Example 1: decrease of 3rd position of a MRN with 4 positions

The four positions will be notified separately, the indicator of completion must be set for the last one. The indicator of shortage and the new net weight (after decrease) must be specified on corresponding positions.

```
...
ZPL/08DE123456789012E3/001/00//NN
ZPL/08DE123456789012E3/002/00//NN
ZPL/08DE123456789012E3/003/00/K500.5/NJ
ZPL/08DE123456789012E3/004/00//JN
...
```

2.2.2 Example 2: subsequent corrections

A further decrease/shortage can be reported with another update of the related AWB. It is not possible to undo a shortage, except when performing a termination at exit. The new presentation to customs of a MRN will reference the original data (from the declaration of the exporter).

```
...
ZPL/08DE123456789012E3/001/00//NN
ZPL/08DE123456789012E3/002/00//NN
ZPL/08DE123456789012E3/003/00/K400.5/NN
ZPL/08DE123456789012E3/004/00//JN
...
```

2.2.3 Example 3: subsequent update

After a shortage has been notified for an MRN, this MRN should be notified on position level in each subsequent AWB update. If no shortage shall be sent with an update, the relevant indicator must be placed on N:

```
...
ZPL/08DE123456789012E3/001/00//NN
ZPL/08DE123456789012E3/002/00//NN
ZPL/08DE123456789012E3/003/00//NN
ZPL/08DE123456789012E3/004/00//JN
...
```

3. The termination at exit

3.1 Timing of terminations at exit

The termination at exit can only be conducted after customs decision (i.e. „permission exit“), in general.

An exception would be the termination message after Gate-In, but before qualification: This is only possible in case of partial presentations (i.e. Gate-In to a consignment without complete MRN).

3.2 Termination at exit via Cargo-IMP interface

Unlike shortages the termination at exit can only take place with regard to a total MRN, i.e. there is no „partial termination“ of a single position. Technically the termination is being notified by reporting a shortage with the new net weight 0 for the affected MRN:

```
ZPL/08DE123456789012E3/000/00/K0.0/JJ
```