



EDI

Quay order including Hafendatensatz ('Port data record')

EDI manual
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Change history

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Version	Reason, concerned section	Changed by/ date	Checked by/ date
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Change requests

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Used tools

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W1	This document was produced with the word processing programme MS Word 2016 .

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Table of contents

1	Introduction	8
2	Sending and receiving Quay Orders	9
2.1	Form category codes and data cancellation	9
2.2	Reference for Quay Order	10
2.3	The reference record	10
2.4	Processing key – new creation/cancellation/amendment	12
2.4.1	Sending of Quay Orders	12
2.4.2	Receiving of Quay Orders	12
2.5	General rules for the address	12
2.6	Session and reference confirmation records	13
2.6.1	The session-ID confirmation record	14
2.6.2	The reference confirmation record (for called-off data sequences)	15
2.6.3	The reference confirmation record with B number (transmission confirmation with B number)	16
2.6.4	The reference confirmation record with error code	17
2.6.5	The reference confirmation record with Z number (transmission confirmation with Z number)	19
2.7	Main and sub participant reference (receiving of data)	20
3	Connection to HZA Hamburg-Hafen, Zollamt Waltershof, Arbeitsgebiet	
30	20	
4	List of data fields and associated checks	21
4.1	Table of data fields	21
4.2	Notes to the table and data fields	22
4.3	Example of an ABD for market regulation commodities	24
4.4	Table of conditions for the declaration of market regulation commodities	25
5	The Quay Order field number group including HDS	26
5.1	Legends	26
5.2	Structure of the Quay Order field number group including HDS	27
5.2.1	Address fields	27
5.2.2	Quay Order fields	28
5.2.3	Customs fields for the HDS (Customs module ZM)	37
5.2.4	Customs reference fields for the HDS (Customs reference module ZRM)	44
5.2.5	Customs fields for the shortfall quantity for the MRN	47
5.2.6	Cancellation at exit or forwarding of an MRN	48
5.2.7	Other Quay Order fields	49
5.2.8	Mixed cases	50
5.2.9	Customs status Z number	51
5.2.10	Specification of Local Reference Number (LRN) in one-stage AES procedure	52
5.2.11	Formatting and notes	53
5.2.11.1	Shipment description fields A27-Q27	53

5.2.11.2 Fields 028 to 137	56
5.3 Structure of stop request field number group	62
6 Processing rules.....	64
6.1 General processing rules.....	64
6.2 Processing rules for dangerous goods.....	64
6.2.1 Responsible declaration and container pack certificate/vehicle loading declaration	64
6.2.2 Procedure for processing dangerous goods Quay Orders	65
6.2.3 Rules for the format of dangerous goods Quay Orders.....	67
6.2.4 Dangerous goods Quay Order with several batches	68
6.2.4.1 Mapping of dangerous goods information to the shipment description	68
6.3 Quay Order checks at DAKOSY	72
6.4 General process for the export procedure in ZAPP.....	73
6.4.1 Creation of ZAPP reference (B-/Z-/S-number).....	73
6.4.2 Release by customs	73
6.4.3 Blocking of shipments	74
6.4.4 Transmission of data to the quay handling companies	74
6.4.5 Structure of the ZAPP reference (B, S or Z number).....	76
6.5 Structure and checking of Movement Reference Number (MRN)	77
6.5.1 Calculating the check digit ISO 6346	77
6.5.2 Tightened MRN check.....	79
7 Other rules and conditions.....	80
7.1 Call-off times for quay handling companies	80
7.2 Rule for second warehouse payment	80
7.3 Organization for emergencies	80
7.3.1 General information about the organisation for emergencies	80
7.4 Rights and obligations with the transmission of Quay Orders	81
7.4.1 Declaration of the Quay Order presenter	82
7.4.2 Meaning of and conditions for individual requests for the DAKOSY standard Quay Order	82
8 Examples	85
8.1 HDS with a MRN-position and 2 Chassis-Numbers	85
8.2 HDS with one MRN in several containers (goods description without levels).....	86
8.3 HDS with several MRNs in one container (goods description with levels)	87
8.4 HDS with several MRNs in one container (goods description without levels).....	88
9 Appendix.....	89
A Checking the container numbers	89
B Binding rules for entering customs-relevant data for the Hafendatensatz (HDS) / the presentation notification (GM01).....	93

C Exceptions to the requirement of the submission of an exit summary declaration for the goods, loaded via the Port of Hamburg..... 93

1 Introduction

This handbook describes the messages of the Hafendatensatz (HDS) and other Quay Orders for communication between an FOB or shipping carrier and its agents, the quay operators and brokers/shipping companies via the DAKOSY communication system.

It contains the fundamental organizational principles, the EDI format (field number format) and the message content of Hafendatensatz (HDS) and other Quay Orders (e.g. A08 = quay inbound delivery request).

The HDS itself is the loading order to the quay operator or the terminal and at the same time the presentation declaration to the port of Hamburg's ZAPP export monitoring system (see www.zapp-hamburg.de).

The HDS handbook also includes the description of the requirements to guarantee that the nationwide ATLAS export system AES works with the port system ZAPP.

The HDS is a component of the commonly known presentation notification besides the arrival confirmation for the quay operators, which the ZAPP port system is sending to the ATLAS export system AES. The presenter (forwarding agent) only receives permission to exit, if the HDS and Gate In for an export procedure are available in the ZAPP port system.

2 Sending and receiving Quay Orders

2.1 Form category codes and data cancellation

The forms for the individual Quay Order categories are to be coded with a clear, three-digit form category key in the field 002 (see chapter 5 **The Quay Order field number group**), whereby the first digit reveals whether it is a normal goods request (Ann), a dangerous goods request (Gnn) or a data cancellation (Snn)¹⁾.

The following form categories can be transmitted via DAKOSY to the quay handling company:

Type of form	Form category key
<i>version 02 and 03</i>	
• Hafendatensatz	HDS/S01
<i>version 02</i>	
• Quay Order for inbound delivery	A08/G08/S08 (Export)
• Quay Order for outbound delivery	A09/G09/S09 (Import)
• Stop request	A10/G10/ (cancellation not possible)
• Gate pass	A06/G06/S06
• Request for quay services	A15/G15/S15
• Certificate of obligation	A18/G18/S18
• Request for rail discharge	A22/G22/S22

Data cancellations are transmitted if the disposer (sender) has provided wrong information to the receiver and wants to cancel the Quay Order (e.g. if the disposal location of the goods do not correspond with the actual storage location and therefore a wrong address is therefore to be assumed or the Quay Order was created by mistake).

In the field number group “Stop requests” the forms which are transmitted are to be coded with a clear three-digit form category code in the field 080. The remaining data for this request is added by DAKOSY. The original address remains. This rule applies similarly to all cancellation requests. It is not possible to cancel a stop request.

If with a request for quay services there is a request for a new shipping marks or to change of shipping marks, if need the shipping mark has to be stated in the request.

Consolidated requests appear as individual requests to DAKOSY, as the consolidation function already takes place in the transmitting shipper’s system.

¹⁾ This does not apply to HDS.

All of the requests which can be made via the system are printed out with the same set of forms (x 6) at the quay handling company. (They are not printed for FCL shipments)

2.2 Reference for Quay Order

For each data sequence (data sequence=Quay Order) in principle a **clear reference** (as a rule the shipper's position number) is to be given as a key. This key accompanies the transmitted data record for the Quay Order from its creation to its deletion in the DAKOSY database. It is allocated by the initiator of the transmission.

2.3 The reference record

The session set-up for sending or receiving Quay Orders is, together with the obligatory session set-up with the initialisation record, sign-on record and termination record

(see descriptions in the handbook module **General Section**), illustrated in Figure 2:<0

Kaiantrag
bzw. Datenfolge =

Referenzsatz

Datensätze mit:

- Adressierung
- Feldnummerngruppe

The structure of the reference record is shown in the following diagram. Concerning the **address and field number group** of the data records, chapter 5 is referred to, in which the corresponding rules and formatting are described in detail.

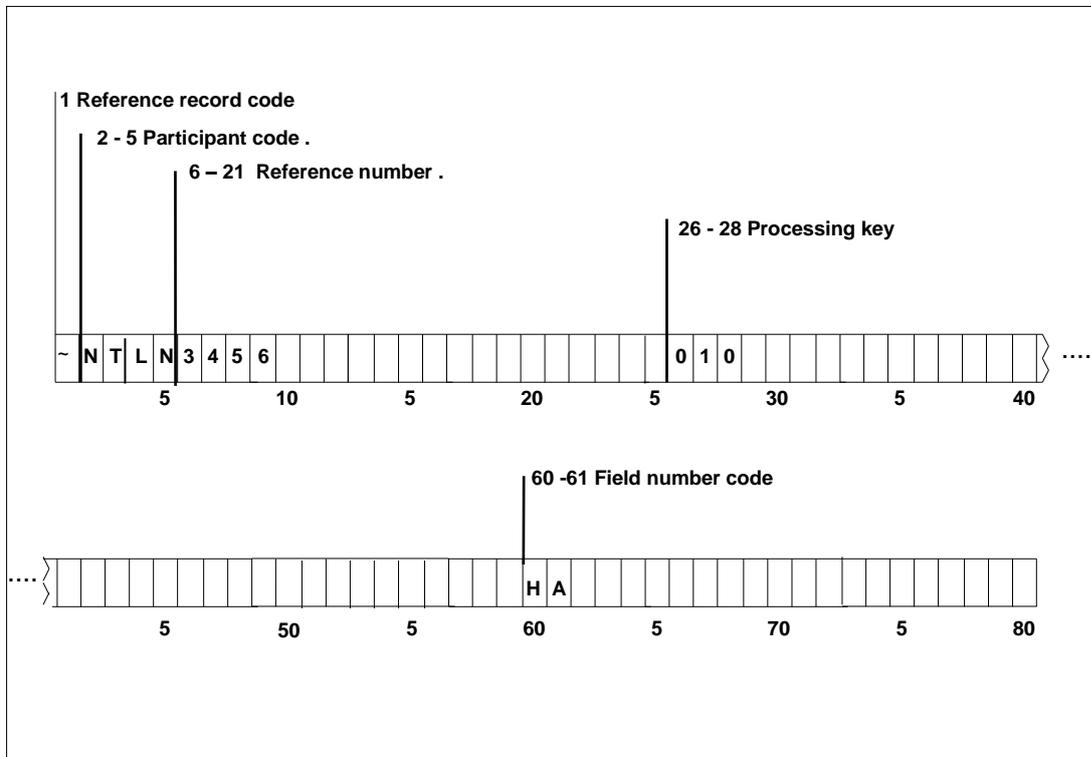


Figure 2 – The reference record

- Digit 01 - 01 Reference record code: ~ (tilde, hex. 59) or ^ (roof, hex. 5F)
 (The receiver uses only the **tilde**)
- Digits 02 - 05 Participant code
- Digits 06 – 21 Reference number
- Digits 22 – 25 do not use
- Digits 26 – 28 Processing key
- Digits 29 – 59 do not use
- Digits 60 – 61 Field number code
- Digits 62 – 80 do not use

2.4 Processing key – new creation/cancellation/amendment

2.4.1 Sending of Quay Orders

For a new entry or cancellation of a reference or shipping data record the **initiator** transmits in principle the **processing key “010”** in the reference record. This also applies if the Quay Order been stopped or cancelled with a stop request or data cancellation and was then reactivated.

If a Quay Order has to be amended retrospectively, first of all a data cancellation for the current Quay Order and then (with the same reference) the corrected requested is to be retransmitted completely. As specified above, the processing key for each transmission is “010”.

2.4.2 Receiving of Quay Orders

In the receiving direction in the processing key basically the code “010” is transmitted.

In addition with each amendment of the Quay Order, providing the receiving warehouse has not been changed, the version number (field 001, see chapter 5 **The Quay Order field number group**) is updated and transmitted to the receiving quay handling company.

2.5 General rules for the address

The general rules for the address are outlined below. The exact structure of the address field number group is outlined in chapter 5.2.

With the transmission of **Quay Orders** at least the field K** (participant branch “quay”) has to be filled in.

Transmitted addresses can be both amended and supplemented with additional addresses. With amendments to the address the Quay Order is made available again for retrieval for the added or amended addressee.

With the addresses for the **Hafendatensatzs** (HDS) as well as the participant “K**” the participant “M**” also has to be addressed

With the addresses for the **stop request** (A10/G10 to the HDS) the following rule applies:

- ◆ If no address is provided with the transmission of the stop request or if the address field “K**”=blank/space (hex. 40), then the Quay Order is addressed to the receiver of the previous Quay Order. This rule also applies to the cancellation of data.
- ◆ If a valid address is provided in the field “K**”, the stop request and the data cancellation are addressed and transmitted to the addressed receiver.

2.6 Session and reference confirmation records

For each transmitted Quay Order confirmation or error records are generated at DAKOSY, which can be called off or received by the initiator of the shipment. With each HDS the special reference confirmation record is generated, which contains the B number (or from 01.08.2006 the Z number) as the OK for customs loading.

The reference confirmation records are made available to the participant.

2.6.1 The session-ID confirmation record

The session-ID confirmation record confirms to the participant the **proper and orderly processing of its data at DAKOSY**. It informs of the number of error-free data sequences transmitted; e.g. the confirmation of the sending of 10 Quay Orders = 10 data sequences with 9 transmitted with no errors and 1 with errors. The error code (identification) is transmitted with the reference record (error report) when receiving the data sequence with the error.

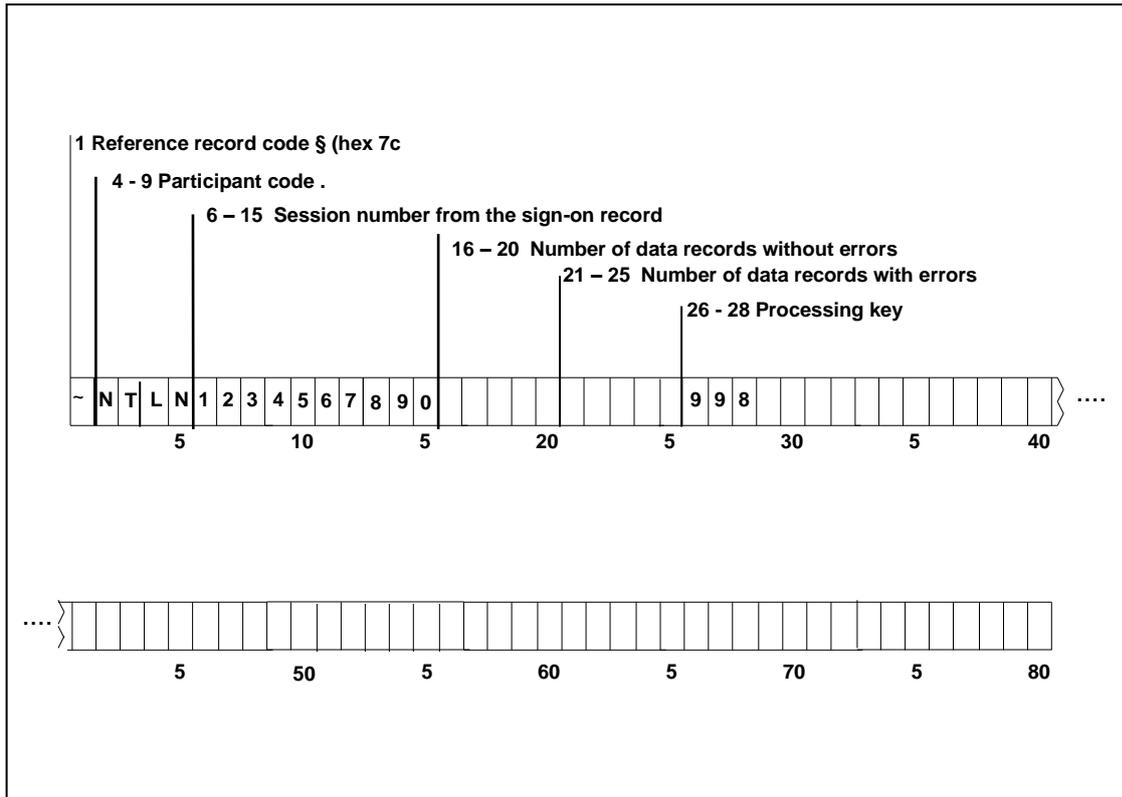


Figure 3 – The session-ID confirmation record

- Digit 1 Reference record code § (hex. 7c)
- Digits 2 - 5 Main participant code from the sign-on record
- Digits 6 – 15 Session number from the sign-on record
- Digits 16 – 20 Number of data sequences with no errors
- Digits 21 – 25 Number of data sequences with errors
- Digits 26 – 28 Processing key “998” = session confirmation

2.6.2 The reference confirmation record (for called-off data sequences)

In addition to the session confirmation record for the processing of a session, the participant (shipper, shipping line agent) receives confirmation to pass the data onto the receiver.

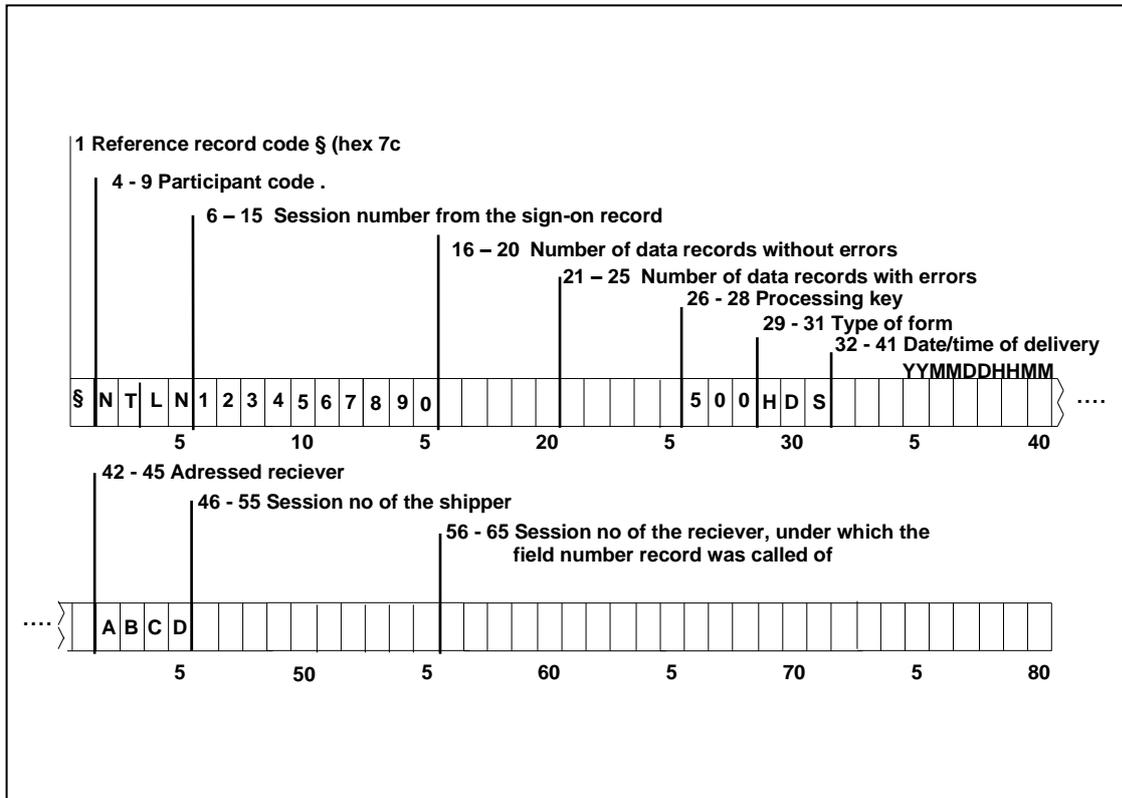


Figure 4 – The reference confirmation record

- Digit 1 Reference record code (§ = hex. 7C)
- Digits 2 - 5 Participant code from the reference record from the transmission
- Digits 6 – 21 Reference number
- Digits 22 – 25 not used
- Digits 26 – 28 Processing key
- Digits 29 – 31 Type of form for the Quay Order
- Digits 32 – 41 Date/time of the delivery to the receiver (YYMMDD/HHMM)
- Digits 42 – 45 Addressed receiver
- Digits 46 – 55 Session number of the shipper, under which the field number group was sent
- Digits 56 – 65 Session number of the receiver, under which the field number group was called off

2.6.3 The reference confirmation record with B number (transmission confirmation with B number)

This record with the B number is made available by DAKOSY to the sender of the HDS in the transaction DY01 (HDS). It serves to confirm correct communication with ZAPP and the delivery of the B number. A B number is allocated for an HDS with the notification type non-AES (not an AES case). Immediately after an HDS has been received without errors at DAKOSY/ZAPP this reference confirmation record is made available to the sender for call-off.

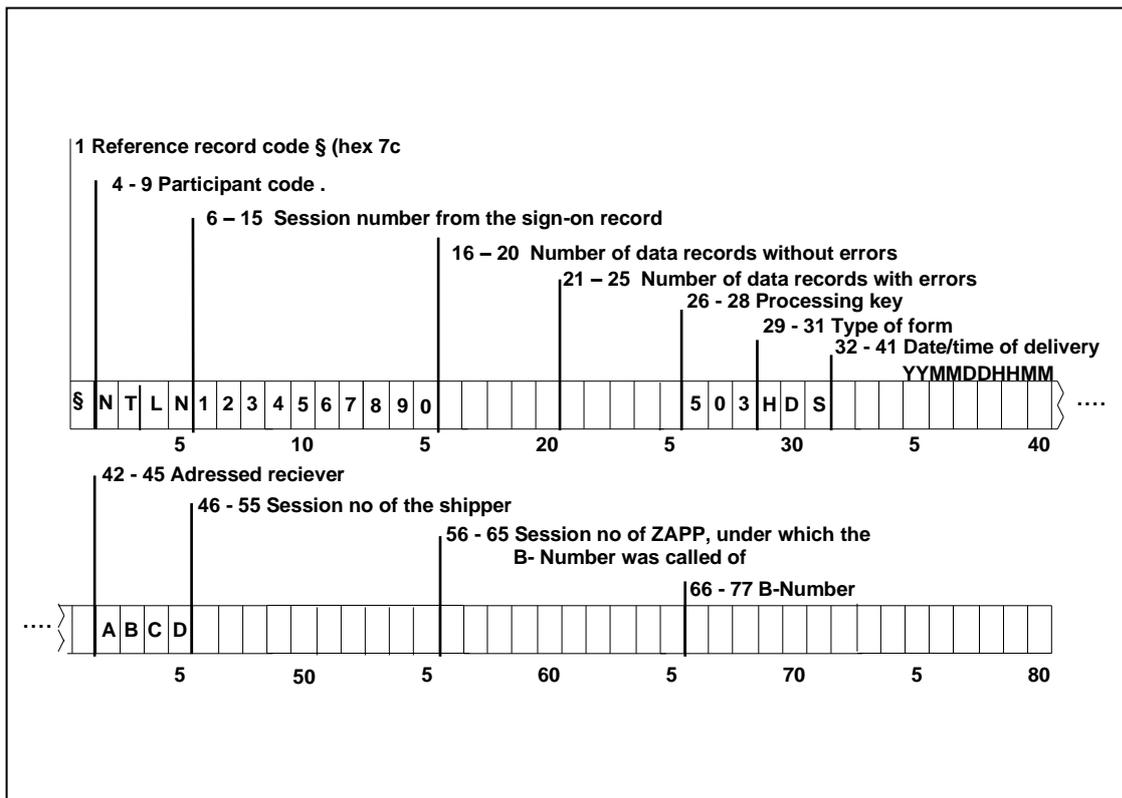


Figure 5 - The reference confirmation record with B number

- Digit 1 Reference record code (§ = hex. 7C)
- Digits 2 - 5 Participant code from reference record of the transmission
- Digits 6 - 21 Reference number
- Digits 22 - 25 not used
- Digits 26 - 28 Processing key (here 503)
- Digits 29 - 31 Type of form for the Quay Order
- Digits 32 - 41 Date/time of the delivery to the receiver (YYMMDD/HHMM)
- Digits 42 - 45 Addressed receiver (here ZAPP)
- Digits 46 - 55 Session number of the shipper, under which the field number group HDS was sent
- Digits 56 - 65 Session number of ZAPP, under which the field number group was called off
- Digits 66 - 77 B number under which the field number group was registered in ZAPP.

This B number is also forwarded on to the addressed quay handling company and to the shipping line agent/ship owner.

2.6.4 The reference confirmation record with error code

If an error was found when checking the field, the data sequence with errors is not forwarded and will be returned to the sender.

An error code will be included in fields 29 - 31 of the returned reference record.

The meaning of the error codes can be found in the DAKOSY key list (see the DAKOSY home page: <http://www.dakosy.de/>).

Example: Error code 300 = inadmissible repeating of reference number

With the help of the error code the participant can find and remove the error without any problems. The complete erroneous data sequence is being returned in order to monitor the transmitted data. The reference record is placed at the beginning of a data sequence, analogues to the sending procedure.

Replies with information and warnings have the same structure as the error report, the HDS will be forwarded to the participants of this process nevertheless. The response of hints and warnings follows the same composition as the error message. The data sequence is being processed with the limitations, described due to hints / warnings.

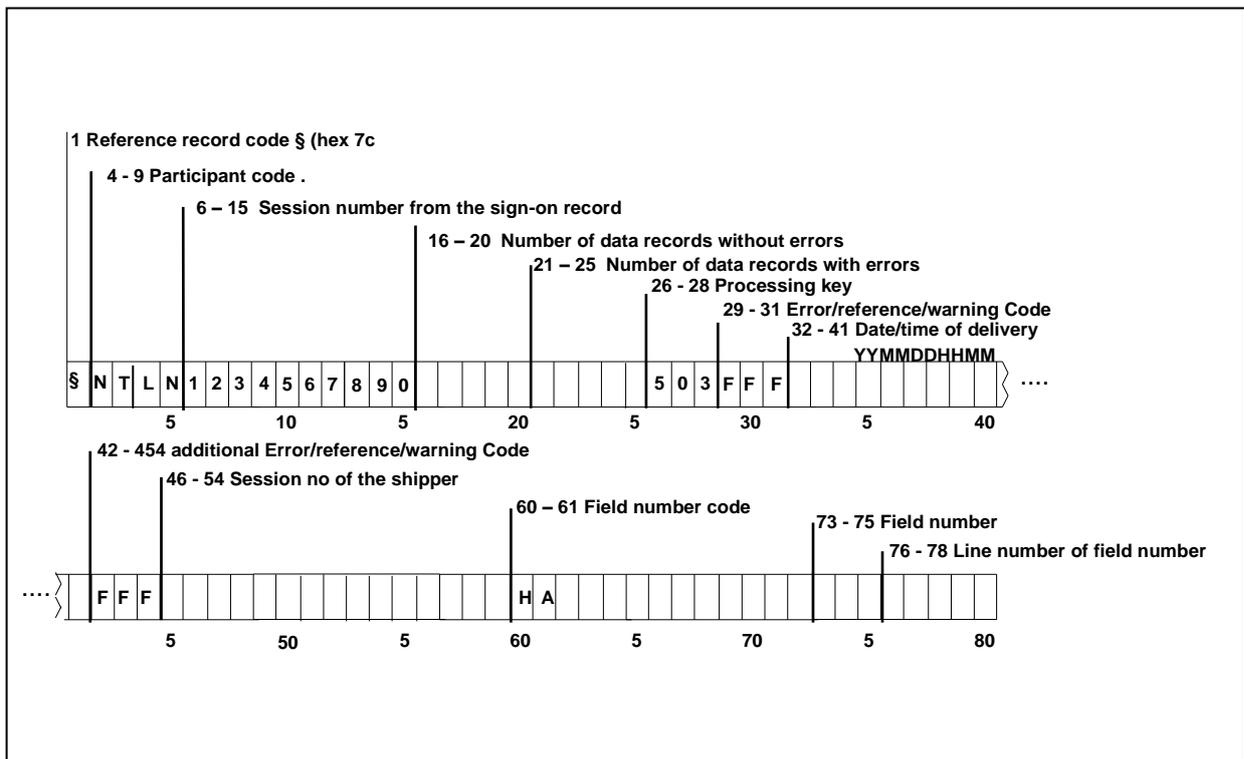


Figure 6 - The reference record (error report)

- Digit 1 Reference record code, ~ (tilde, hex. 59)
- Digits 2 - 5 Participant code of the SDS initiator
- Digits 6 - 21 Reference number
- Digits 22 - 25 not used
- Digits 26 - 28 Processing key
- Digits 29 - 31 Error reference/warning/information code
- Digits 32 - 37 Creation date of data sequence
- Digits 38 - 41 Creation time of data sequence
- Digits 42 - 44 additional error reference/warning/information code (if required)
- Digits 45 - 54 Session number of the sender (only in case of an error report)
- Digits 55 - 59 not used
- Digits 60 - 61 Field number code
- Digits 73 - 75 Field number (for error reports)
- Digits 76 - 78 Line number of a structure field (for error reports)

2.6.5 The reference confirmation record with Z number (transmission confirmation with Z number)

This record with the Z number is made available by DAKOSY to the sender of the HDS in the transaction DY01 (HDS). It serves to confirm the correct communication with ZAPP AES and the delivery of the Z number.

The Z number is allocated for an HDS with the notification type AES (AES case).

Immediately after an HDS has been received without any errors at DAKOSY this reference confirmation record is made available to the sender for call-off.

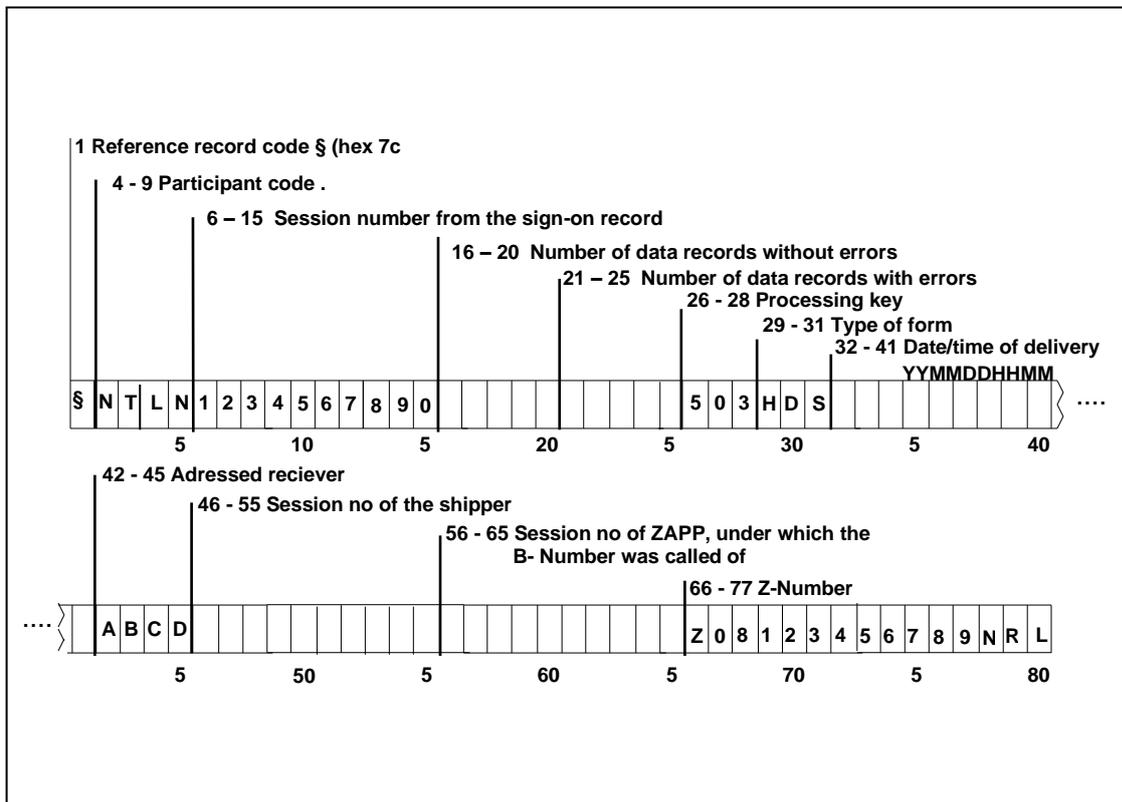


Figure 7 - The reference confirmation record with Z number

- Digit 1 Reference record code (§ = hex. 7C)
- Digits 2 – 5 Participant code from reference record of the transmission
- Digits 6 – 21 Reference number
- Digits 22 - 25 not used
- Digits 26 - 28 Processing key (here 505)
- Digits 29 - 31 Type of form for the Quay Order
- Digits 32 - 41 Date/time of delivery to the receiver (YYMMDD/HHMM)
- Digits 42 - 45 Addressed receiver (here ZAES)
- Digits 46 - 55 Session number of the shipper with which the HDS was sent
- Digits 56 - 65 not used
- Digits 66 - 77 Z number under which the HDS was registered in ZAPP-AES. This Z number is also forwarded on to the addressed quay handling company and to the shipping line agent/shipper.
- Digits 78 – 80 Customs status Z number (“RLS” released or “NRL” not released)

2.7 Main and sub participant reference (receiving of data)

With each retrieval under the defined main participant reference current data of all sub participants, assigned to the main participant (normally warehouses related to a quay handling company) will be transmitted to the main participant.

3 Connection to HZA Hamburg-Hafen, Zollamt Waltershof, Arbeitsgebiet 30

When transmitting an HDS the customs relevant data - including B/Z Number = ZAPP-Reference – are provided for the department 30, Zollamt Waltershof within the scope of the ZAPP application. Moreover for the electronic export procedure the user interface is being handled at the export control.

Zollamt Waltershof which belongs to the Hauptzollamt Hamburg-Hafen (main customs office of the port of Hamburg), is the exit customs office responsible for the Port of Hamburg.

The data sender receives a ZAPP reference (B-, S- or Z-number) for the loading of the shipment via the Port of Hamburg within the framework of the reference confirmation record.

4 List of data fields and associated checks

4.1 Table of data fields

	SBF	MIT	EUB	SAC *20	DUX with MRN	DUX without MRN	AES	AUS *18
HDS/GM01								
Warehouse/packing company	+1	+1	+1	+1	+1	+1	+1	+1
Administrator	+	+	+	+	+	+	+	+
Telephone number	+	+	+	+	+	+	+	+
Fax number	?	?	?	?	?	?	?	?
E-mail address	+	+	+	+	+	+	+	+
Shipper's reference	+	+	+	+	+	+	+	+
Type of declaration	+	+	+	+	+	+	+	+
Number of export declaration	-	-	-	-	-	-	-	-
Value > EUR 1000	*16	-	-	-	-	-	-	-
Other exemption	*16	-	-	-	-	-	-	-
Sender/exporter	+	+	?	-	-	*21	-	+
Receiver	-	+	-	-	-	+	-	-
Declarant/representative	+	?	?	-	-	+	-	+
Person in charge	-	+	-	-	-	-	-	-
Shipping/ exporting/ departure country	-	+	*5	-		+	-	+4
Country of destination	+6	+6	+7	-	?	+	-	+6
DAKOSY Voyage Number	*2	*2	*2	*2	*2	*2	*2	*2
Name of ship	*2	*2	*2	*2	*2	*2	*2	*2
Call sign	*2	*2	*2	*2	*2	*2	*2	*2
Departure date	*2	*2	*2	*2	*2	*2	*2	*2
Broker	+2	+2	+2	+2	+2	+2	+2	+2
Ship owner	?	?	?	?	?	?	?	?
Port of discharge code	+	+	+	+	+	+	+	+
Port of discharge name	?	?	?	?	?	?	?	?
Shortage in quantity	-	-	-	-	-	-	#17	-
Number of packages	+11	+11	+11	-	+11	+11	+11	+11
Packing code	*12	*12	*12	+13	+	+	+	*12
Packing description	?	?	?	?	?	?	?	?
Marks and Numbers	+	+	+	-	-	+	-	?
MRN	-	-	-	-	+	-	+	-
Container number	*14	*14	*14	+	*14	*14	*14	*14
Shipper's-own code	*15	*15	*15	*15	*15	*15	*15	*15
ATB no. (former customs registration number)	-	+	*19	-	?	?	-	-
Position of export declaration	+	+	+	-	?	-	-	+
Commodity description	+	+	+	-	-	+	-	+
Commodity code	?9	?9	?9	-	-	+	-	+9
Gross weight	*10	*10	*10	+	*10	*10	*10	*10
Net weight	*10	*10	*10	-	-	-	*10	*10
Customs Procedure code	-	-	-	-	-	-	-	+3
Completion code	-	-	-	-	+	-	+	-
Data transmission type of the data of annex 30A data	-	+	-	-	-	-	-	-

Exemption reason for the delivery of an exit SumA	-	+	-	-	-	-	-	-
Associated ZAPP references (B-, S- or Z-numbers)	-	-	-	+	-	-	-	-

Legends:

- + Mandatory field
- * Special case
- # AES or DUX
- ? Optional field
- - Not used / blanked out

4.2 Notes to the table and data fields

- 1 For the warehouse code BK9 and EUR a container has to be specified (FCL). For the warehouses BK5, BK6 and all Eurokai warehouses (apart from EUR) the presentation must not include a container (LCL). Warehouse code SAMM is not permitted for SAC presentations.
- 2 The fields DAKOSY voyage number, name of ship, call signal, departure date and agent are checked interdependently:
 - If the voyage number is specified, it is checked against the data in the ship departure. The departure date may not be before the current date and the agent has to correspond with the ship departure agent.
 - Call sign, departure date, vessel name and agent code. The departure date may not be before the current date.
- 3 Customs Procedure Code: Value between 0000 and 0999 or between 4000 and 9499 is invalid (new error code „Selected Customs Procedure code is invalid“)
- 4 The shipping country has to be in the EU.
- 5 Mandatory in case of declaration type EUB, if the country of origin is not located in the EU.
- 6 The country of destination must not be in the EU.
- 7 The country of destination has to be in the EU.
- 8 *Comment: Not used anymore.*
- 9 The first eight digits of the commodity code must have a value greater than 01010000.
- 10 The following applies for the declaration types SBF, MIT, EUB and AUS:
The fields gross weight and net weight are always mandatory fields with the first position of a declaration, from the second position the fields gross weight and net weight are optional fields, for which the value “0” is also permitted.
AES: The specification of net weight is mandatory if there is a shortage in quantity (see shortage in quantity code). In this case the gross weight and net weight which are to be actually exported are to be specified. The corrected quantities are transmitted to ATLAS AES and overwrite the data in the export declaration.
- 11 The number of packages “0” is not permitted in the first position in the first declaration type in a B number. This means that from the second position of the first declaration type or from the first position of the second declaration type in a B number the number of packages “0” is permitted.
AES: The number of packages overwrites the value from the export declaration and is only to be understood as an amendment, not as a shortage in quantity (see 10)
- 12 The packing code has to be specified if the number of packages is greater than 0.
- 13 For SACO a container packing code (i.e. numerical 2 digits) has to be specified. The specification of consolidated break bulk (without container type) is only allowed in the HDS.
- 14 A container is mandatory if a container packing code (i.e. numerical 2 digits) was specified.
- 15 The field shipper-owned code may only be entered with "J" if the container does not conform with the ISO standard.
- 16 The fields other exemption and value > EUR 1000 are checked interdependently. Either value > EUR 1000 has the entry “N” or other exemption has the entry “J”. Any entry is permitted in the respective

other field, i.e. "J, N, blank". New error code, text, "A requirement for the declaration SBF is that the value of the export shipment is not > EUR 1000 or that there is no other reason for exemption in terms of the mandatory input rules".

17 The shortage in quantity flag is always to be transmitted when the actual quantity exported does not correspond with the declared quantity in the export declaration (net weight or if applicable gross weight) and consequently the information in the ATLAS AES system has to be corrected.

18 Declaration type AUS (emergency concept) with mark up sign for B-number

In case that the transfer into the export procedure is not possible by electronic means due to an export error, the export declaration will be manually created on a separate form. If the export declaration has been delivered in Germany in such case, the document has to be provided with a ZIVIT ticket number. On that basis the ZAPP collection formalities have been adjusted as follows:

Name	HDS	Use	GM01	Use
Type of declaration	Field 103	M	SG7/18/GIS	M value „AUS“
Number of export declaration	Field 151	M	SG7 / 11 / RFF	M
Net weight	Field 133	K	SG13 / 22 / MEA	K

K = conditional

M = mandatory

The generated B-Number will be marked with an „N“ at 4th position (B11N00000001)

19 Mandatory in case of declaration type EUB, if the country of origin is not located in the EU. Goods, located in temporary storage, also have to be specified. This concerns e.g. goods, that have been delivered seaward from another EU member state and for which the community status could not be determined.

20 The declaration type "SAC" is only used in case of a presentation notification message GM01.

Mandatory in case of declaration type EUB, if the country of dispatch is a non-EU country. This specification also has to be given for goods in temporary storage. This applies for example to goods, which were delivered/imported seaside from another EU member state and the community status could not been proven.

The ATB no. has to be generated at the customs office DE004851. Example:

ATB15xxxxxxxxxxxx4851

21 In case of declaration type DUX the address of the sender/exporter must be specified, if it differs from the EORI of the forwarding agent.

4.3 Example of an ABD for market regulation commodities

EUROPÄISCHE GEMEINSCHAFT		1 VERFAHREN		MRN 09DE100200085292E3	
A	2 Versender/Ausführer Testfirma Nr. 4 bei KoSt ATLAS Teststr. 67 76187 Karlsruhe DE	Nr. DE8999740	EM	m	
			3 Vordrucke 1	4 Ladelisten 2	
		A Ausfuhrzollstelle DE001002 AfZSt ZLA Bremen		28.01.2009 10:47 Uhr	
Dokument	8 Empfänger Fleisch Import Zürichstr. 11 1200 Bern CH	Nr.	5 Positionen 1	6 Packst. insgesamt 30	7 Bezugsnummer TB93000_100201178-1
	9 Verantwortlicher für den Zahlungsverkehr				
			10 Erster Best. Land	11 Handels-	12 Angaben zum Wert

4.4 Table of conditions for the declaration of market regulation commodities

Ausfuhrbegleitdokument (ABD)?

ja

nein

ABD mit Anmeldung m, n, o oder p?
oder
sonstiges ABD + Kontrollexemplar T5?

sonstiger Anmeldefall gem. ZAPP-Eingaberegeln
(B-Nummer)

ja

nein

Anmeldeart AEM

(Z-Nummer mit „M“)

Anmeldeart AES

(Z-Nummer ohne „M“)

Ausfuhrsendungen mit Kontrollexemplar T5 und/oder Begleitendem Verwaltungsdokument sind vor Anlieferung im Hafen auf den Amtsplätzen des Zollamtes Waltershof zu stellen. Waren, für die ausschließlich ein ABD existiert, sind nur auf dem Amtsplätzen zu stellen, sofern die Verladung über einen Terminal im Hafen Hamburg erfolgt, der nicht als Gestaltungsort (www.zapp-hamburg.de → Dokumente → Liste der adressierbaren Kai- und Packbetriebe) zugelassen ist.

5 The Quay Order field number group including HDS

All of the fields are alphanumeric, numeric fields are identified as such. There is no processing of packed or binary fields. When transmitting numeric field content leading zeros have to be transmitted. Decimal points (, and .) must not be transmitted.

5.1 Legends

M/K stands for **M**uss (mandatory) or **K**ann (optional) field

Fields which contain **M** in his column **must** be transmitted, otherwise the field number group will be rejected as having errors.

Fields with the code **M/K**, are mandatory under certain conditions.

Z stands for **Z**eilenstrukturfeld (line structure field)

Fields which contain the entry “J” (= yes), can be sent more than once, at the most 999 times. They are identified by the field number in association with the line number. For example a two-digit entry for the field “comments” with the field numbers “030001” and “030002” is to be transmitted.

KA stands for **K**ai-**A**ntrag (Quay Order)

The entry in this column identifies the number of the form field in which the respective data in the Quay Order is to be printed.

n after the field length refers to a field with numerical content.

5.2 Structure of the Quay Order field number group including HDS

5.2.1 Address fields

For the clear addressing of participants with access authority the initiator of the Quay Order has to inform of the corresponding group of participants. The participant codes can be found in the DAKOSY key list.

When transmitting the Quay Order field number group the “K**” address (warehouse) always has to be transmitted by the shipper, with the Hafendatensatz form (HDS) also the “M**” address (agent).

The Quay Order data is always made available to recipients in accordance with the address.

The address data sequence basically follows the reference record and is structured as follows:

V**.....;K**.....;M**.....;T**.....;F**.....;Z**.....;1st data field (*)

(*) the first data field of the Quay Order (field 001 - version number)

Example: K**AAA_;M**BBB_; 1st data field of the Quay Order
 Code of quay handling company = AAA, Code of agent/broker = BBB

Structure of address			
Field no.	Field description/ Comments	Field length	Field content
V**	Participant shipper (SZ issuer)	an 4	see DAKOSY participant code
K**	Participant warehouse	an 4	see DAKOSY participant code
M**	Participant agent/broker	an 4	see DAKOSY participant code
T**	Participant tally	an 4	see DAKOSY participant code
F**	Participant FOB shipper	an 4	see DAKOSY participant code
Z**	Participant authorities	an 4	HZA Hauptzollamt Hamburg-Hafen Zollamt Waltershof, Arbeitsgebiet 30 (customs office Waltershof, department 30)

5.2.2 Quay Order fields

Structure of Quay Order field number group

Field no.	M/K	Z	Field description	Field length	Comments
001	D	N	Version number	an 2	If HDS: - not specified = Version 01 - 02 = Version 02 (only HDS in non-AES cases) - 03 = Version 03 (only HDS or consolidated HDS with AES case like DUX)
002	M	N	Type of form	an 3	see key list
003	M	N	Dangerous goods code	an 1	0 = normal goods 1 = dangerous goods
004	K	N	Date of request	an 6	YYMMTT
005	M	N	Warehouse code	an 4	see DAKOSY participant code
006	M/K	N	Agent code	an 4	see DAKOSY participant code
007	M/K	N	Name of agent	an 40	alternative to Field 006
008	K	N	Tally code	an 4	see key list (only for LCL)
009	K	N	Quay account number of agent	an 6	
010	M	N	employee	an 40	
011	M/K	N	"... commits to pay" code	an 4	see key list
012	M/K	N	"... commits to pay" - name	an 40	alternative to field 011
013	M/K	N	Quay account number "... commits to pay"	an 6	Mandatory field for HDS (normal or dangerous goods)
014	K	N	Position number "... commits to pay"	an 16	FOB position
015	M/K	N	Code of the issuer	an 4	the DAKOSY participant code (has to correspond with the sending shipper or be a broker code). Mandatory field for HDS (normal or dangerous goods)
016	M/K	N	Name of the issuer	an 40	alternative to field 015
017	M/K	N	Quay account number issuer	an 6	Mandatory field for HDS (normal or dangerous goods)
018	M/K	N	Position number issuer	an 16	Shipping position mandatory field for outsiders
019	M/K	N	Vessel name	an 23	-see A
020	M/K	N	Departure (ets) arrival (eta)	an 6	DDMMYY, -see A
021	K	N	Dakosy Voyage number	an 7	from DAKOSY, if available; alternative to field 095 call signal,

Field no.	M/K	Z	Field description	Field length	Comments
					-see A

A

With the HDS the ship can be clearly identified in the following three ways:

- Specifying the **DAKOSY voyage number (field 021)**. No further information is required as all of the information is added automatically from the central DAKOSY ship departure file.
- Specifying the **call signal (field 95)** and **departure date (field 020)** or the **vessel name (field 019) and departure date (field 020)**. DAKOSY tries to identify a DAKOSY ship departure number. If this is not possible, the HDS is rejected.
- Specifying the **voyage number XXX9999** and specifying the **vessel name (field 019) and departure date (field 020)**. DAKOSY tries to identify a DAKOSY voyage number. If successful this is used, otherwise the data sent by the participant is referred on. The voyage number XXX9999 is only to be used if the exact spelling of the vessel name or the exact departure date are not known.

Field no.	M/K	Z	Field description	Field length	Comments
022	-	N	sequential number tally per voyage number	an 4	from DAKOSY
023	K	N	Local vessel	an 23	
024	M	N	Port of discharge name	an 19	
025	M/K	N	Port of discharge code	an 6	DAKOSY code, alternative to field 097, see key list
026	K	N	Final destination	an 19	Port of destination
A27	M/K	J	Marks and labels	an 20	see chapter 5.2.11.1 Shipment description fields A27-Q27 Mandatory field in case of DUX without MRN
B27	M	J	Number of packages	6 n	Numeric field type leading zeros are not printed in the Quay Order
C27	M	J	Packing code	an 2	Quay Order proof = full text, see chapter 5.2.11.1 Shipment description fields A27-Q27
D27	K	J	Description of goods	an 24	
E27	M	J	Weight	10 n	Gross weight (excluding container tare) Numeric field type 7 digits + 3 decimal places, see chapter 5.2.11.1 Shipment description fields A27-Q27
F27	K	J	ID of Means of transport	an 13	
G27	K	J	Comments	an 72	
H27	K	J	Marks and numbers – long form	an 72	
I27	K	J	Description of goods - long form	an 72	
K27	M/K	J	Match code, mapping	an 7	see chapter 5.2.11.1 Shipment description fields A27-Q27
Q27	M/K	J	Qualifier, description of goods	an 3	Code = SE1 see chapter 5.2.11.1 Shipment description fields A27-Q27
028	M/K	J	Container data	an 32	Code for FCK shipments See chapter 5.2.11.2 Fields 028 to 137
029	K	N	Code for outboard loading	an 1	“J” applied for outboard loading, otherwise “N” or “b” (blank) Note: It has to be noted that an HDS with the code “outboard loading” must not contain any commodities which are delivered partly on land and partly on water.
030	K	J	Additional remarks	an 72	Additional remarks etc. Only lines 001-004 permitted See chapter 5.2.11.2 Fields 028 to 137
031	K	N	Quay account number invoice recipient	an 6	Code for neutral HDS

Field no.	M/K	Z	Field description	Field length	Comments
032	M	N	Email address of the employee	an 56	
033	K	N	Code for ATLAS self declaration	an 1	J = ATLAS self-declarant This field is only to be used for the HDS!
034	K	N	carrier code	an 4	SCAC code of the carrier This field is only to be used for the HDS!
035					is not used
036	K	N	Fax number of the employee	an 40	The fax no. shouldn't be longer than 35 digit
037	M	N	Tel number of the employee	an 40	The phone no shouldn't be longer than 35 digit
038					is not used
039	M/K	N	TIN participant identification number of the issuer	n 7	shall no longer be sent. TIN has been replaced by EORI in field 040. - see A
040	M/K	N	EORI (Economic Operators' Registration and Identification number) and branch	an 25	Mandatory for declaration type AES, if not ATLAS self declaration. Mandatory field in case of declaration type DUX without MRN. This field is only to be used for the HDS! Field content: 1 - 17 = EORI 18 - 21 = Branch - see A
041	K	N	Special agreement	an 8	e.g. special rates, offers
042	K	N	Goods in transit by sea code	an 2	"JA" for goods in transit by sea, otherwise "bb" (blank)
043	-	N	Filler	an 20	is not used
044	K	N	Wagon code/ truck license number	an 13	with multiple print in field 36 in the shipment description
045	K	N	Warehouse number	an 11	Additional textual in the Shipment description
046	K	N	Requests	an 35	in 2 print lines to 15 and 20 digits. If A15/G15 (request for quay services), digits 1-3 code (left-aligned)
047	K	J	Dimensions , by shipper	an 37	with the heading "MASSANGABE:" (dimensions) in the description of goods - see B
048	K	J	DAKOSY preceding reference document	an 20	
049	K	N	Type of service/ order	an 20	See chapter 5.2.11.2 Fields 028 to 137
050	K	N	voyage number/ vessel number	an 8	
051	M	N	Means of transport code	an 2	see key list

Field no.	M/K	Z	Field description	Field length	Comments
052	K	N	B/L number	an 10	with multiple B/Ls print in the shipment description
053	K	N	Comments about the goods in transit by sea	an 30	only for goods in transit by sea by the shipping line agent
054	K	N	Code for AB/quay	an 4	only for goods in transit by sea by the shipping line agent; see key list
055	K	N	For the company/delivery	an 30	
056	K	N	Weight lists, x-times	an 2	
057	K	N	give to the presenter, x-times	an 2	
058	K	N	send to the branch office	an 2	
059	K	N	attach to the consignment note	an 2	
060	K	N	No. of receipt for remainder of delivery	an 7	
061	K	N	Delivery only when accompanied	an 18	
062	M/K	N	Booking number	an 20	Mandatory in a dangerous goods HDS and in case of LCL consignments

A

The presenter (e.g. forwarding agent) identifies oneself in the customs process with EORI and branch number (instead of the customs number) from this version on.

The EORI number (Economic Operators' Registration and Identification number - number for the registration and identification of economic operators) is a 3- to 17-digit alphanumeric identification number. The branch number is 4-digit numeric. '0000' must be transmitted, if the participant did not apply for branch number(s).

The use of both fields is valid for a transitional period.
Field 39 will no longer be used in the future.

B

Composition of field 047

Digit 1-3 Reference to consignment description line (n3)

Digit 4-7 Number (n4)

Digit 8-11 Length in cm (n4)

Digit 12-15 Width in cm (n4)

Digit 16-19 Height in cm (n4)

Digit 20-26 Single Coubage in cbm (n7 incl. 3 decimal places)

Digit 27-37 Total Coubage in cbm (n11 inkl. 3 decimal places)

Dangerous goods fields					
Field no.	M/K	Z	Field description	Field length	Comments
063	M	J	IMDG Class	an 4	Check against IMDG Code and compatibility check with UN no.
064	M	J	UN no.	an 4	Check against IMDG Code and compatibility check with IMDG Class. NONE permitted.
065	K	J	EmS no. (Emergency Schedule)	an 12 (2x6)	per IMDG Class up to two EmS nos., See chapter 5.2.11.2 Fields 028 to 137
066	K	J	MFAG no. (Medical First Aid Guide)	an 8	per IMDG Class up to two MFAG nos., See chapter 5.2.11.2 Fields 028 to 137
067	M/K	J	Flash point	an 4	Mandatory for Class 3 or if the 1st digit of one of the labels (field 068)=3, Entry in the format +001, i.e.: digit 1 = +or- , digits 2-4= numeric
068	K	J	Label	an 14	See chapter 5.2.11.2 Fields 028 to 137
069	M	J	Limited quantities code	an 1	J/N
070	K	J	Stowage	an 3	only for Class 1 Field description in accordance with 27th amendment of IMDG Code
071	M/K	J	Packing group	an 3	Mandatory for N.O.S. positions (not otherwise specified), i.e. when one of the following character sequences occurs in field 076: NOS/nos/N.O.S./n.o.s./NAG/nag/N.A.G./n.a.g. Possible content I, II, III or >= (not applicable for Class 1, 2 and 7)
072	K	J	Page number	an 2	Mandatory for Class 7
073	K	J	Flag "Excepted quantities"	-an 1	J/N If flag „excepted quantities = „J“, flag „limited quantities „, has to be „N“ (This new rule simplifies the transport of hazmat in excepted quantities, similar to the regulations for limited quantities)
074	K	J	Properties/comments	an 216	per IMDG Class one properties/comments line <u>Proof:</u> 3 x 72 digits
075	K	J	WGK Code, Water Hazard Class	an 1	Coding: /1/2/3, See chapter 5.2.11.2 Fields 028 to 137

Field no.	M/K	Z	Field description	Field length	Comments
076	M	J	Proper shipping name	an 72	technical description of goods in accordance with the IMDG Code
077	M/K	J	Technical name	an 110	Mandatory for dangerous goods which are listed in the General Introduction of chapter 7 of the IMDG Code.
078	K	J	GGVS-/ADR information	an 8	Information concerning the carriage of dangerous goods regulations by road), See chapter 5.2.11.2 Fields 028 to 137
079	K	N	Issuer	an 72	See chapter 5.2.11.2 Fields 028 to 137
083	M/K	J	Compatibility group	an 1	Mandatory for Class 1
084	M/K	J	Activity in Bq, Class 7	an 4	Mandatory for Class 7 (apart from sheet nos. 01-04), for unit see field 087,
085	M/K	J	Category, Class 7	an 4	Mandatory for Class 7 (apart from sheet nos. 01-04)
086	M/K	J	Net weight (powder weight) in kg	10n	10 digits, including 3 digits after the comma. Mandatory for Class 1
087	M/K	J	Unit of the activity,	an 3	BQ, KBQ, MBQ, GBQ, TBQ, PBQ, mandatory for Class 7 (apart from with sheet nos. 01-04)
088	M/K	J	Transport code for Class 7	an 3	Mandatory for Class 7 (apart from sheet nos. 01-04)
089	M/K	J	Packing type for Class 7	an 4	IP1,IP2,TYPA,TYPB, TYPC,TYPM Mandatory for Class 7 (apart from sheet nos. 01-04)
090	K	J	Version/amendment of the IMDG Code	an 10	Amendment of the IMDG Code which the dangerous goods information refers to.
End of the dangerous goods fields					

Field no.	M/K	Z	Field description	Field length	Comments
092	K	J	Chassis number	an 17	-see A
093	K	J	Temperature “from” for refrigerated containers e.g. “001-10”	an 6	These fields will transmit to the package line (shipment description line) if a refrigerated container is stated for a packing code. In order to ensure the temperature details are matched to the container number, the same rules apply to the field’s line structure number and the digits 1-3 as to field 028 (container number). Structure: Digits 1-3: Matching to the shipment description line (container) Digit 4: + or - Digits 5-6: Temperature (numerical)
094	K	J	Temperature “to” for refrigerated containers e.g. “001+05”	an 6	
095	M/K	N	Call signal of ship	an 7	Check against corresponding master file. Alternative to DAKOSY ship departure number Please note further comments to field 21 on page 29. This field is only to be used for the HDS!

A

Information about the chassis number:

The Chassis number shouldn’t contain an O. 0 = zero has to be submitted instead!!

The chassis number must not contain an “I”, please use 1 instead!
 Please refer to chapter 8 for example messages.

Field no.	M/K	Z	Field description	Field length	Comments
096	K	J	associated ZAPP references: B and Z numbers (consolidated containers)	an 12	<p>If ZAPP recognizes that it is a consolidated container -> reply with a SaCo-B-number, if only B numbers are included; reply with a Z number if at least one Z number is included. (see A)</p> <p>This field is also transmitted to the quay handling companies. The line number for this line structure field is a sequential number which does not refer to the batch/package position.</p> <p>Field 096 must not contain a SACO-B number.</p> <p>Solely the <u>recipient</u> of the HDS will receive this field.</p> <p>The <u>sender</u> of the HDS has to use <u>field 165!</u></p>
097	M/K	N	Code for port of discharge/loading port	an 6	<p>alternative to field 025, UN-LOCODE, if applicable transfer by DAKOSY from field 025</p> <p>This field is only to be used for the HDS!</p>
098	K	N	Final destination code	an 6	<p>UN-LOCODE</p> <p>This field is only to be used for the HDS!</p>
099	M/K	N	Ship owner code	an 4	<p>see key list</p> <p>This field is only to be used for the HDS!</p>

A

Under the qualifier "OSI"

(declaration type "SAC" Seg. SG07 GIS, DE 7187)

the Z numbers/B numbers are to be specified. These will be transferred to a SACO Z number in the status "not released".

Following rules apply in the listed order for the allocation of a SACO ZAPP reference:

Rule 1: If the consolidator contains a Z number, the consolidator itself receives a Z number.

Rule 2: If the consolidator does not contain a Z number but an S number, the consolidator receives an S number.

Rule3: The consolidator receives a B number if neither rule 1 nor rule 2 apply.

The following still applies:

If a loading stop has been ordered for a B number contained in the SACO Z number or an inspection has been ordered for an MRN, the SACO ZAPP reference also receives the stop status.

The SACO Z number receives the release (RLS) status if all of the Z numbers contained in it are in the released status and the most recently received B number was generated at least 2 hours ago and no B number is in the status "stop".

The HDS is rejected if at the time of the SaCo presentation a B/Z number contained in it is stopped or an inspection was ordered for an MRN.

5.2.3 Customs fields for the HDS (Customs module ZM)

With the launch of AES from the 1st August 2006 the well-known customs module (Zollmodul) is differentiated from the new customs reference module (Zollreferenzmodul). The customs module continues to receive all the customs data for all of the procedures which are not communicated to AES.

In the HDS data record the customs reference module (AES) and the customs module (ZAPP classic) must not be used at the same time, even if individual package positions are to be treated differently. Chapter 5.2.8 Mixed cases describes the procedure for such a case.

See also the Oberfinanzdirektion Hamburg's notes concerning these fields, Appendix B.

The customs fields 101-149 are only processed if there are the fields A27, B27 and C27 for the corresponding line number. The same line numbers then create the matching criteria between the customs data and the shipment data.

Field no.	M/K	Z	Field description	Field length	Comments
101	M	J	Line of the data record	an 3	
102					Not used.
103	M	J	Type of declaration	an 3	<p>(See B)</p> <ul style="list-style-type: none"> - SBF (Other exemptions) - EUB (EU port of destination) - DUX with MRN (Exit summary declaration) (see B) - DUX without MRN (Exit summary declaration) (see B) - AES (AES export declaration) - AUS Cancellation concept (see B) - MIT (message) - SAC (consolidated container) <p>see also: "Binding rules for entering customs-relevant data for the Hafendatensatz (HDS) / the presentation notification (GM01)" (http://www.zapp-hamburg.de/)</p>
104	K	J	Customs office (Code)	4 n	Not used
105	K	J	Declarant (customs number)	7 n	Not used

Field no.	M/K	Z	Field description	Field length	Comments
106	M/K	J	Declarant (Name 1)	an 35	Mandatory for declaration type SBF, AUS.
107	K	J	Declarant (Address 2)	an 35	
108	M/K	J	Declarant (Address 3)	an 35	Mandatory for declaration type DUX without MRN. Must contain the declaration place in plain text.
109	K	J	Declarant (Address 4)	an 35	
110	K	J	Declarant (Address 5)	an 35	
111			is no longer applicable		Not used

A**Declaration type = "AUS"**

In case of unavailability of Atlas-system, the customs will declare the "emergency situation" and a masterticket number will be published and communicated by the established distributor. In such case export declarations are to be created manually, using a separate form including the master ticket no.

B**Declaration type = DUX**

The declaration type DUX must be used for consignments for which an exit summary declaration has been delivered.

Two situation are distinguished:

1. DUX without MRN = ZAPP generates the exit SumA. Status messages from ATLAS are immediately received in ZAPP and directly forwarded to the participants.
2. DUX with MRN = the forwarding agent generates the exit SumA and also supplies the MRN via HDS or presentation notification GM01.

Field no.	M/K	Z	Field description	Field length	Comments
112	M/K	J	Sender / exporter name	an 35	Mandatory for declaration type MIT, SBF, DUX without MRN, AUS For DUX without MRN = also EORI is possible. -see C
113	M/K	J	Sender / exporter (Address 2)	an 35	For DUX without MRN = Street -see C
114	M/K	J	Sender / exporter (Address 3)	an 35	For DUX without MRN = Location -see C
115	M/K	J	Sender / exporter (Address 4)	an 35	For DUX without MRN = Postcode -see C
116	M/K	J	Sender / exporter (Address 5)	an 35	For DUX without MRN = ISO country code -see C

Field no.	M/K	Z	Field description	Field length	Comments
117	M	J	Country of destination (Code)	an 3	ISO country code; alternatively: code in accordance with foreign trade statistics. Mandatory for declaration type MIT, SBF, EUB, DUX without MRN, AUS.

C**Declaration type = DUX without MRN**

Two options for the transmission of the sender /exporter are permitted:

- 1) EORI: the EORI of the sender /exporter is transmitted in line 1 (field 112). The lines 2-5 (fields 113 to 116) have to remain blank.
- 2) Address: Address data of the sender / exporter is transmitted within the lines 1 to 5 (fields 112 to 116).

In case of declaration type DUX without MRN the address of the sender/exporter must be specified, if it differs from the EORI of the forwarding agent in field 040.

If the EORI numbers are identical, the fields 112-116 may remain blank.

Field no.	M/K	Z	Field description	Field length	Comments
118					Not used
119	M/K	J	Shipping/exporting/departure country	an 3	ISO country code; alternatively: code in accordance with foreign trade statistics. Mandatory for declaration type MIT, DUX without MRN, AUS; Mandatory for declaration type EUB, if the country of origin is not located in the EU.
120	K	J	MRN No. Dispatch	an 18	Dispatch note no. / MRN no. for the dispatch (not to be confused with the MRN for the export procedure.
121	M/K	J	Consignee Name	an 35	Mandatory field in case of declaration type MIT and DUX without MRN. For DUX without MRN = also EORI is possible. -see D
122	M/K	J	Consignee (address 2)	an 35	For DUX without MRN = Street -see D
123	M/K	J	Consignee (address 3)	an 35	For DUX without MRN = Location -see D
124	M/K	J	Consignee (address 4)	an 35	For DUX without MRN = Postcode -see D
125	M/K	J	Consignee (address 5)	an 35	For DUX without MRN = ISO country code -see C

D**Declaration type = DUX without MRN**

Two options for the transmission of the consignee are permitted:

- 1) EORI: the EORI of the consignee is transmitted in line 1 (field 121). The lines 2-5 (fields 122 to 125) have to remain blank.
- 2) Address: Address data of the consignee is transmitted within the lines 1 to 5 (fields 121 to 125).

Field no.	M/K	Z	Field description	Field length	Comments
130	M	J	Position number for the export declaration	2 n	Transfer from position number for the export declaration. (The position numbers of the export declaration have to be transmitted in ascending order – beginning with 01).
131	M/K	J	Commodity code	15 an	Digits 1-3: sequential number for the commodity code in the package position, Digits 4-15: 8- digit commodity code, 12 digits for market regulation commodities (presentation type MO = J (Y)). Mandatory for declaration type AUS. See chapter 5.2.11.2 Fields 028 to 137 Declaration type DUX without MRN: Commodity code (131) or Commodity description (132) has to be transmitted.
132	M	J	Commodity description	an 179	Digits 1-3 sequential number for the commodity description in the package position, 4-179 commodity description in accordance with the export document, if necessary abbreviated. Format 4 x 44 bytes. See chapter 5.2.11.2 Fields 028 to 137 Declaration type DUX without MRN: Commodity code (131) or Commodity description (132) has to be transmitted.
133	M/K	J	Net weight	11 n	11 digits, including 3 digits after the comma. Mandatory for declaration type AUS. If a weight is specified in this field, this is transferred to the customs position. Otherwise the information in field E27 applies to the whole customs declaration. (see matching customs data to the shipment description line)
134					is not used
135	N	J		an1	Note stamp not applicable
136	K	J	Special comments	an 225	Presented documents, certificates and approvals.

Field no.	M/K	Z	Field description	Field length	Comments
				5x45	
137	K	J	B number from preceding GM01	an 12	If the field is occupied, the transmission of the other fields of the customs module of the HDS is not applicable, See chapter 0 fields 028-137 This field must only be used in version 02 of the HDS creation of B numbers .
140					Not used
142	N				Value > EUR 3,000.00 not applicable
143	K	J	Gross weight	11 n	11 digits, including 3 digits after the comma. The entry in this field overwrites for the customs declaration the weight information in the field E27 of the shipment description line
144	N				“GVDE available” not applicable
145	N				“GVDE” not applicable
146	M/K	J	Procedure code	an 4	-see B
147	M/K	J	Other exemption	an 1	J/N Mandatory for declaration type SBF
148	M/K	J	Value > EUR 1000	an 1	J/N Declaration of the value of the export shipment Mandatory for declaration type SBF
149	N				“Exempted from the presentation of the export control notification” not applicable
151	M/K	J	Number of the export declaration (new length)	an 18	Mandatory for declaration type AUS
152	M/K	J	ATB number	an 25	Mandatory field in case of declaration type MIT; Mandatory field in case of declaration type EUB, if the country of origin is not located in the EU; Optional field in case of declaration type EUB, if the country of origin is located in the EU; Optional field in case of declaration type DUX;

Field no.	M/K	Z	Field description	Field length	Comments
					The ATB no. of the summary declaration (goods SumA) is to be specified. ATB = an21
153	M/K	J	Reference annex 30A-data	an20	Only to be used in case of declaration type MIT; MRN or reference of cancellation procedure Cf. C
154	M/K	J	Reason for the exemption of the delivery of an exit summary declaration	an25	This field must be used in case of declaration type MIT. Cf. D
155	M/K	J	Company presenting the message, name	an 35	Mandatory field in case of declaration type MIT
156	M/K	J	(Address 2)	an 35	
157	M/K	J	(Address 3)	an 35	
158	M/K	J	(Address 4)	an 35	
159	M/K	J	(Address 5)	an 35	
End of the customs fields					

A**Explanation of commodity value Field 142**

See:

“Binding rules for entering customs-relevant data for the Hafendatensatz (HDS) / the presentation notification (GM01)” (<http://www.zapp-hamburg.de/>)

B**Procedure code Field 146**

Valid values for the field “procedure code”: 1000 to 3999 and 9500 to 9999.

C

“Annex 30A-data” has already been transmitted.

Composition of field 153

Digit	M/K	Description
1-1	M	E = Separate entry summary declaration V = Transport declaration A = delivered with export declaration, export procedure already completed before the arrival in Hamburg (<i>also to be used for consignments that are delivered on the basis of</i>

Digit	M/K	Description
		<i>a transit declaration marked with the note „EXPORT“</i> N = Non-existing (not available)
2-19	M/K	The MRN of the relevant procedure has to be specified for the indicators „E“, „V“ and „A“. If the declaration was performed by using a fallback procedure, the following field must be documented.
20-20	M/K	Blank /leer = digits 2-19 include a MRN (standard value) S = digits 2-19 include the reference / number of the master ticket of a fallback procedure The entry is mandatory, if field 1 contains value „E“, „V“ or „A“ and the declaration was performed by using an emergency concept.

D**Reason for the exemption of the delivery of an exit summary declaration.**

The input rules, described in the latest version of the document “Wiederausfuhrmitteilung” at <https://www.dakosy.de/loesungen/zollabwicklung/zapp-sea/ingaberegeln/> are to be considered in order to define the digits to be indicated.

The points listed in the following are a simplification, in order to give a short overview. It is expressly to point out that all criteria, mentioned in the document above have to be fulfilled, in order to select the relevant digit.

Composition of field 154

Digit	M/K	Description
1-1	M	Valid values 0, 1, 2, 3 and 5. For more information, please refer to the most recently revised version of the document re-export notification (cf. link above).
2-19	X	Not used anymore.

5.2.4 Customs reference fields for the HDS (Customs reference module ZRM)

In the HDS data record the customs reference module (AES) and the customs module (ZAPP classic) must not be used at the same time, even if individual package positions are to be treated differently. Chapter 5.2.8 Mixed cases describes the procedure for such a case.

Field no.	M/K	Z	Field description	Field length	Comments
101	M	J	Line of the data record	an 3	see A
103	M	J	Type of declaration	an 3	AES (AES export declaration) DUX (declaration referencing to the exit summary declaration)
117	M/K	J	Country of destination (code)	an 3	ISO country code; alternative: code according to foreign trade statistics. Not allowed in case of application type AES
119					

Field no.	M/K	Z	Field description	Field length	Comments
160	M/K	J	MRN (Movement Reference Number)	an 27	Mandatory for declaration type AES and DUX with MRN. For content of the data structure see B <u>Attention:</u> The information is forwarded to quay operators, shipping agents and ship owners. The usage/ processing is optional.
161	M/K	J	Completion code MRN	an 1	Mandatory for declaration type AES and DUX with MRN. Blank = not an AES case "N" = AES/DUX case, export declaration is not completely displayed by the mapped from the HDS "J" = AES case, all of the positions of the export declaration have been transmitted to ZAPP. <u>Note:</u> The information is forwarded to the quay operators, but the usage/ processing is optional.
End of the customs reference fields					

A

The matching of the customs reference field 160 to the shipment description is via the line number (in accordance with the matching of the customs fields to the shipment description).

A customs reference module consists of n fields 160 and one field 161.

B

Structure of the field 160 (Movement Reference Number):

Digits	M/K	Description
1-3	M	sequential number of the MRN in the shipment description line
4-21	M	For example: German* MRN: <ul style="list-style-type: none"> - Year (00-99) (n2) - Nationality code "DE" (a2) - Agency number of ATLAS (n4) - Sequential number (n8) - Administrative procedure code "E" (a1) - Check digit (n1) * For the MRN structure of other European member states see chapter 0
22-24	K	sequential number of the position in the MRN / export declaration. By entering the number the package line can be mapped directly to the position of an export declaration

Digits	M/K	Description
25-26	K	Package id = sequential number of the packing in the above-mentioned position. By entering the id the package line can be mapped directly to the package in a position
27	M/K	Indicator of shortage in quantity (not permitted in case of DUX)

Comments about the indicator shortage in quantity:

J = Entry of a reduced quantity compared to the entry in the export declaration.

(see following chapter 5.2.5)

If the indicator shortage in quantity is set, field 162 (shortage in quantity in a position) have to be entered. The cancellation of a complete position is done via field 164 and is not notified in field 160 as there can be no shipment description line for a missing position.

If a position is completely cancelled (164), the remaining positions in field 160 have to be notified at position level.

If a whole MRN is not exported, the MRN is either to be cancelled with the exporter (goods are not yet in the port) or the GPO shortage in quantity notification at the point of exit (goods are already in the port) is to be sent.

5.2.5 Customs fields for the shortfall quantity for the MRN

Field no.	M/K	Z	Field description	Field length	Comments
162	M/K	J	Declaration of net weight of the shortage in quantity	an 32	Mandatory for shortage in quantity For structure see A
163	K	J	Declaration of gross weight of the shortage in quantity	an 32	Optional for shortage in quantity For structure see B
164	M/K	J	Declaration of shortage in quantity, if a complete position is cancelled	an 23	Mandatory if a complete position is to be cancelled For structure see C

A

Structure of the field 162 (declaration of net weight of shortfall):

Digits	M/K	Description
1-18	M	MRN: <ul style="list-style-type: none"> - Year (00-99) (n2) - Nationality code "DE" (a2) - Agency number of ATLAS (n4) - Sequential number (n8) - Administrative procedure code "E" (a1) - Check digit (n1)
19-21	M	Sequential number of the position in the MRN / export declaration.
22-32	M	Reduced net weight (11,3)

Comments about field 162

Field 162 only contains a sequential number and is not related to a shipment description.

B

Structure of the field 163 (declaration of gross weight of shortage in quantity):

Digits	M/K	Description
1-18	M	MRN: <ul style="list-style-type: none"> - Year (00-99) (n2) - Nationality code "DE" (a2) - Agency number of ATLAS (n4) - Sequential number (n8) - Administrative procedure code "E" (a1) - Check digit (n1)
19-21	M	Sequential number of the position in the MRN / export declaration.

Digits	M/K	Description
22-32	M	Reduced gross weight (11,3)

Comments about field 163

Field 163 only contains a sequential number and is not related to a shipment description.

C

Structure of the field 164 (cancellation of a complete position):

Digits	M/K	Description
1-18	M	MRN: <ul style="list-style-type: none"> - Year (00-99) (n2) - Nationality code "DE" (a2) - Agency number of ATLAS (n4) - Sequential number (n8) - Administrative procedure code "E" (a1) - Check digit (n1)
19-21	M	Sequential number of the position in the MRN /export declaration which is to be cancelled.
22-23	M/K	Not used

Comments about field 164

Field 164 only contains a sequential number and is not related to a shipment description. For field 164 the fields 101, 103, 160, 161, 162 and 163 are not transmitted.

5.2.6 Cancellation at exit or forwarding of an MRN

Due to the cancellation of a HDS it is possible to cancel one or more MRNs at exit. This may be useful, if the export shall no longer take place via the Port of Hamburg. The export procedure itself can be cancelled in ATLAS by sending field 169.

Field no.	M/K	Z	Field description	Field length	Comments
169	M/K	J	Cancellation at exit or forwarding of designated MRN shall be initiated	an 43	Available as of 1.4.2014; Composition see A

The field number 169 must only be sent in one of business cases mentioned above. This field number group must in no case be sent if data of the ongoing process shall be corrected with a cancellation and a subsequent creation!

Structure of field 169

Digits	M/K	Description
1-2	M	Action which has to be performed with the cancellation of the HDS: AB = Cancellation at exit WL = Weiterleitung an eine andere Ausgangszollstelle MRN
3-20	M	MRN / export declaration, for which the export process shall be cancelled. Currently only a complete MRN can be cancelled or forwarded.
21-23	M	Constant value "000"
24-31	D	Mandatory in case of a forwarding of an MRN: new customs office of exit
32-43	M	Reserved field, please fill in with blank/spaces

5.2.7 Other Quay Order fields

Field no.	M/K	Z	Field description	Field length	Comments
165	M/K	J	associated S or Z number (consolidator) with the code "complete at consolidator"	an 13	From 01.03.2008 mandatory for the consolidator (replaces field 96) For structure see A
167	M/K		Indicator equipment/ additional cargo for vehicle loading	an 1	Z = equipment B = additional cargo Valid and to be send from 01.11.2009 See B
171	M/K	J	MRN release ASumA	an 32	Mandatory for declaration type DUX with MRN. See C

A

The structure of field 165 (associated S or Z number (consolidator) with the code "complete at consolidator"):

Digits	M/K	Description
01-12	M	associated S or Z number (consolidator)
13-13	M/K	Code "complete at consolidator" J = complete at consolidator N = not complete at consolidator

Comments about field 165

The field 165 does only contain a consecutive number and does not refer to the consignment description.
 Remark for receiver: Nothing has changed to the original format. The SACO ZAPP references are transmitted as before in field 96.

B

Comment to field 167

This field is exclusively used for the car loading.

Vehicle equipment

- Field 167 = ‚Z‘
- Line structure field number = consignment description line
- Position to MRN repeatable
- Chassis – number has to be repeated
- Indicator full/ empty of the Gate message will be ignored

Additional cargo

- Field 167 = ‚B‘
- Line structure field number = consignment description line
- Position to MRN must not be assigned to a car
- Chassis – number must not be indicated
- Indicator full/ empty of the Gate message will **not** be ignored

C

The structure of field 171

Digits	M/K	Description
01-18	M	MRN from exit summary declaration (ASumA)
19-26	M	Date of release Format: YYYYMMDD
27-32	M	Time of release Format: HHMMSS

Comments about field 171

The field 171 does only contain a consecutive number and does not refer to the consignment description.

The time of release of the prior-made Exit Summary Declaration has to be stated.

The release is communicated with the message „E_EXS_STA“ from ATLAS. The time of release from the perspective of ZAPP is the time of receipt of the message mentioned above. Specifications like „,00:00“, the actual time or date and the time when receiving the MRN are not allowed.

5.2.8 Mixed cases

An HDS with several lines which have to be treated differently in ZAPP classic (with customs module) and ZAPP/AES (ZRM) are mixed cases. Such mixed cases are not permitted. Those cases have to be handled as follows:

1. The positions are provided individually (GM01 or HDS) and each receives a ZAPP reference (B or Z number).
2. For the container a consolidated HDS is transmitted which is mapped to the ZAPP references provided beforehand. ZAPP then generates a Z number for the consolidated HDS with mixed cases.

5.2.9 Customs status Z number

When forwarding to the quay operator ZAPP adds the status of the ZAPP reference to the message. This is necessary with the implementation of AES, with which a Z number no longer automatically receives release for loading after two hours. The Z number is as a rule initially only provision (NRL = not released) and only receives in a separate message the permission for exit (RLS = released).

The S number assigned in context with an exit summary declaration and the declaration type „DUX“ that must be used for this purpose, contains the same status values like a Z number. Unlike the Z number the S number is being released (RLS = releases) 2 hours after creation (or 24 hours in case of S-numbers, created via Import Platform), unless no examination is being ordered. However the S-number is being provided with the status „AAG“ (completed) in the sequel.

For B numbers the 2-hour time limit continues to apply. In order to keep the message consistent a separate status, 2ST (2-hour time limit), is included.

Field no.	M/K	Z	Field description	Field length	Comments
170	Field is not transmitted	J	Customs status Z number	an 3	“NRL” = not released (Z number) “RLS” = released (Z number) “2ST” = 2-hour time limit (B number) Field is not transmitted by the shipper to DAKOSY.

5.2.10 Specification of Local Reference Number (LRN) in one-stage AES procedure

The one-stage AES Procedure applies when the transfer to the Exit customs procedure takes place at the border customs office, not at the responsible inland customs office.

In the one-stage AES procedure as from ATLAS Release 3.0 the Local Reference Number (LRN) has to be specified as reference for ATLAS, instead of the MRN.

The indicator of completeness indicates whether or not the given LRN is completely displayed in the HDS. Additionally the specification of the EORI of the consignor/exporter or representative is required.

Field no.	M/K	Z	Field description	Field length	Comments
172	M/K	J	LRN (Local Reference Number)	an 30	Required in case of AES one-stage procedure instead of MRN. Content of data structure – see B
161	M/K	J	Indicator of completeness LRN	an 1	Mandatory in case of declaration type AES in one-stage procedure with LRN. ,N' = Export declaration not completely displayed in HDS ,J' = All positions of the export declaration are completely transmitted to ZAPP
112	M/K	J	Consignor / Exporter	an 35	In case of declaration type AES in one-stage procedure the consignor/exporter is being identified by specifying the EORI/branch number Content of data structure - see C
155	M/K	J	Representative	an 35	In case of declaration type AES in one-stage procedure the representative is being identified by specifying the EORI/branch number Content of data structure - see C

A

The assignment of the field 172 to the consignment description takes place via the line number (according the assignment of the customs fields to the consignment description).

B

Composition of field 172 (Local Reference Number):

Digits	M/K	Description
1-3	M	sequential number of LRN within the consignment description line
4-25	M	Local Reference Number (LRN)
26-28	K	Sequential number of the position within the MRN/export declaration. By indicating the number the package line can directly be assigned to the position of an export declaration.
29-30	K	Package Id = sequential number of the package within the previously mentioned position. By indicating the ID the package line can directly be assigned to the package within a position

C

In the one-stage AES procedure either the EORI/branch number of the Consignor / Exporter needs to be reported or the EORI/branch number of the Representative.

Composition of field 112 or 155 when indicating the EORI/branch number in the one-stage AES procedure:

Digits	M/K	Description
1-17	M	EORI
18-21	M	Branch

5.2.11 Formatting and notes

5.2.11.1 Shipment description fields A27-Q27

General notes

The shipment description line comprises as a rule the fields A27 (label and number), B27 (number), C27 (packing code), D27 (description of goods), E27 (weight) and possibly F27 (means of transport, code).

In addition “long forms” can be entered for comments, Marks and numbers and description of goods ≙ (G27 - I27).

The fields K27 and Q27 serve for control and mapping. Their exact use is explained as follows.

Print control

Fields with the same line structure number are (in accordance with their form field) printed in the same line.

Plausibility check

If one of the fields G27, H27 or I27 is transmitted, other fields (A27 - F27) may not appear with the same line structure number. The check is carried out by DAKOSY. If there are errors the Quay Order is rejected.

Comment about field A27 (label and number)

The field length for field A27 is currently **20 digits**. Due to the planned harmonization with the bill of lading it is intended that the field will be shortened to 19 digits. The date for this has not yet been determined, it does though appear advisable to use only 19 digits now and to transmit the 20th digit as a blank/space (hex. 40).

Comment about field C27 (packing code)

The full text associated with the packing code is only determined at the quay handling company and printed in the corresponding form field. The packing code (see the DAKOSY key list) and the associated full texts are managed by DAKOSY. The use of own codes is not permitted.

Comment about field E27 (weight)

Leading zeros are not printed in the Quay Order When editing the print only the comma is entered, decimal points are not to be included.

As the corresponding form field only allows 10 print digits, for weights from 1000000,000 kg the right or third comma point is not to be printed.

Example:

Weight: 14752.000 kg → Value in field E27 **0014752000**

Comment about field K27 (batch code)

The batch code serves to differentiate between several batches/positions in a Quay Order and with dangerous goods additionally to map the dangerous goods information to the shipment description.

The batch code always identifies the first (print) line of a new batch. The field has to be filled differently for each type of request (normal goods or dangerous goods quay order).

Normal goods quay order:

Line number for field K27 = 1st line of the new batch

Example: **K27012**_____ = new batch from line 12
(012 = line number of the line structure field)

Field content = [space/blank] is not necessary

Dangerous goods request:

The code for a new batch is provided in the same way as for the normal goods request. In addition for each batch it has to be specified whether it is a normal or a dangerous goods batch.

For this the following information has to be provided:

Normal goods batch: Field content = [NORM___]

Dangerous goods batch: Field content = [****###]

**** = Hazard category of the batch

= Line number of the dangerous goods information (fields 063 - 079)

Examples: **K27015NORM___** = new batch from line 15

– the new batch is normal goods

K270203.2_002 = new batch from line 20

– the new batch is dangerous goods with the hazard category 3.2, the associated dangerous goods information is found in the fields 063 - 078 with the line number 2

Comment about field Q27 (qualifier of shipment description)

With the field Q27 the shipment description lines - to be precise the fields B27 number and E27 weight - which are to be considered in the calculation of the “total fields” (from fields 38 and 40) can be coded. The code **SE1** is to be entered in field Q27.

Example: The following example shows how field Q27 is used. In this case only the first line of the “total fields” is considered by the receiver and in so doing the correct result (number = 1 / weight = 15,400.000 kg) is determined.

If however field Q27 is omitted, all of the number and weight fields are totalled. In the example here this would lead to the wrong result (number = 1 / weight = 30,800.000 kg).

A27 Marks and numbers	B27 Number	C27 Packing code	D27 Content	E27 Weight	Q27 Qualification
DAKO 12345	1	20 “Con.	Chemicals 10 cases of adhesives	15,400.000 8,400.000	SE1
2. Page			100 pails of paint	7,000.000	

Structure of the transmission line (line 1):

A27001 DAKO 12345...;B27001 000001;C27001 C2;D27001 CHEMICALS...E27001 001 00
15400000;
Q27 001 SE1

Rules for the shipper side

The description of goods lines which is to be considered when determining the “total fields” has to be coded additionally in field Q27 (see above). If a code is not specified, the total fields are calculated by adding all of the number and weight fields on the receiver side.

Rules for the receiver or quay handling company side

For Quay Orders in which field Q27 is specified, only the corresponding coded lines are to be considered when determining the “total fields”. If no code (Q27) is specified, the total fields are calculated as before, i.e. all of the number and weight fields are added.

Mapping (field Q27 to B27/E27)

The mapping or linking between field Q27 and the fields B27/E27 is done via the line structure number (three-digit number after the field description).

Example: "Q27 001 SE1" is the code for "B27 001 .." and "E27 001 .."

"Q27 005 SE1" is the code for "B27 005 .." and "E27 005 .."

Only the fields B27/E27 with the line structure numbers 001 and 005 may be considered in the calculation for the total fields.

Mapping of description of goods lines A27 to Q27 in ZAPP

Only the description of goods lines with customs data (fields from 101), in which the fields A27, B27, C27 are filled, are displayed in ZAPP in terms of customs positions analog an export declaration!

5.2.11.2 Fields 028 to 137

Container data (field 028)

The field container data is purely a processing field and is not printed. Printing information has to be specified in field A27 (Marks and numbers). If the field 028 is transmitted, the shipment is interpreted as an FCL shipment and “abbreviated” data (see chapter. 6.4.4) is transmitted to the quay handling company.

When using a container packing code (2nd digit is numeric) field C27 is not applicable, the container number is a mandatory field and the number field B27 must be 1.

Per HDS for a consolidated container (i.e. field 096 is transmitted) field 028 must be transmitted **once**.

For checking the container numbers see the appendix under 8.1

The field 028 (container data) is 32 digits long and is formatted as follows:

<u>Digits</u>	<u>Length</u>	<u>Content</u>	<u>Entry</u>
1 - 3	3	Position in the Quay Order	Mandatory
4 - 15	12	Container number	Mandatory
16 - 16	1	Shipper-owned code	J or blank
17 - 17	1	Filler	-
18 - 28	11	Seal number	Optional
29 - 32	4	Container type (ISO code)	Optional

Container data – Mapping to the goods item line

With the specification of the line number for the associated goods item line the necessary mapping is done in the first three digits of the field 028 Container data. With the following two (simplified) examples should make the mapping clear:

Example 1: 1 container in a shipment description line

	<u>Label and number</u>	<u>Number</u>	<u>Packing</u>	<u>Content</u>	<u>Weight</u>
Des. line 3 =	DAKO2345550	1	C4	CHEMICALS	16000.0<0



Field 028 = 028001* | **003**DAKO2345550

The container numbers should as far as possible be specified in ascending order.

AES note: For AES-related requests it has to be noted than for each container in principal an MRN also has to be allocated (see chapter 0).

Comments (field 030)

As the form field 27 is not available for the dangerous goods request, the comments lines in the shipment description have to be printed after the actual shipment description.

Requests (field 046)

Code Table for Request for Quay Services	
Type of service	
48	Labelling
49	Re-labelling
50	Putting aside and releasing of goods for arbitrage purposes. Upon release third copy is returned.
52	Maintenance and repair
53	Counting
54	Measuring (only for LCL)
55	Sampling
56	Surveillance
57	Assessing content/condition
58	Pack/unpack containers
59	Z08000628611 (only for LCL)
60	Other
Supplementary information for weighing request	
10	individual
11	in trays

Code Table for Request for Quay Services	
Type of service	
12	in batches
13	with mechanical handling equipment
14	without mechanical handling equipment
15	Transport in trays
16	Classification

Type of service/order (field 049)

The field 049 (type of service/order) is 20 digits long and is formatted as follows:

<u>Digits</u>	<u>Length</u>	<u>Content</u>
1 - 3	3	1st type of service
4 - 6	3	2nd type of service
7 - 9	3	3rd type of service
10 - 12	3	4th type of service
13 - 15	3	5th type of service
16 - 20	5	not yet occupied/blank spaces

The type of service is to be specified in accordance with the key list. The type of service does not need to be provided for the time being. The text application in the Comments field applies.

IMDG Class (field 063)

Field 063 (IMDG Class) is broken down as follows:

<u>Digits</u>	<u>Length</u>	<u>Content</u>
1 - 1	1	Class
2 - 2	1	Separation indicator (Full stop)
3 - 3	1	Subclass
4 - 4	1	Compatibility group (Class 1)

EmS number (field 065)

Field 065 (EmS number) is broken down as follows:

<u>Digits</u>	<u>Length</u>	<u>Content</u>
1 - 6	6	1st EmS number
7 - 12	6	2nd EmS number

MFAG number (field 066)

Field 066 (MFAG number) is broken down as follows:

<u>Digits</u>	<u>Length</u>	<u>Content</u>
1 - 4	4	1st MFAG number
5 - 8	4	2nd MFAG number

Flashpoint (field 067)

Field 067 (Flashpoint) is broken down as follows:

<u>Digits</u>	<u>Length</u>	<u>Content</u>
1 - 1	1	Prefix (+/-)
2 - 4	3	Temperature

The temperature has to be numeric.

Example: 20° = [020]

Label (field 068)

Field 068 (Label) is broken down as follows:

<u>Digits</u>	<u>Length</u>	<u>Content</u>
1 - 4	4	Code
5 - 8	4	1st additional label
9 - 12	4	2nd additional label
13 - 14	2	"Marine Pollution" label Entry = [MP]

Water Hazard Class (field 75)

Water Hazard Class code (WGK)

- 0 = not assigned
- 1 = low water hazard material
- 2 = water hazard material
- 3 = high water hazard material

GGVS-/ADR information (field 78, concerning the carriage of dangerous goods by road)

Field 078 (GGVS-/ADR information concerning the carriage of dangerous goods by road) is broken down as follows:

<u>Digits</u>	<u>Length</u>	<u>Content</u>
1 - 4	4	Class
5 - 8	4	Figures

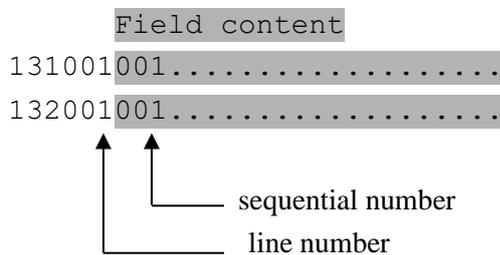
Issuer (field 79)

In this field the issuer (individual) who is responsible for the dangerous goods information is to be identified. This issuer is not necessarily identical with the issuer in form field 14. E.g. an external dangerous goods representative or an “authorised person” (who is not identical to the actual issuer of the Quay Order) is responsible, this person has to be identified in field 079.

Commodity code (field 131)

Commodity description (field 132)

Both of these fields have to be transmitted in the following form:



The line number represents (as with the dangerous goods fields and other customs fields) a mapping criterion in the corresponding package position/batch.

The digits 1 - 3 (of the respective field contents 131 and 132) are defined as a sequential number.

Since the 01.08.2003 (see ZAPP circular 15) this sequential number can only contain the value 001, i.e. per package position in the HDS only one commodity code and one commodity description can be transmitted.

ZAPP reference from preceding GM01 (field 137)

The HDS corresponds to the legally binding order of a transmission for a seagoing vessel and contains as well as the data from the previous shipping note a customs module for the exit clearance (i.e. the data transmitted from the export document). If the shipment has already been presented electronically via GM01 before the order of the Customs office Waltershof – department 30 - , the HDS data is only supplemented by a B number (field 137) which relates to the previous presentation.

The electronic presentation of the shipment is always required at the Customs office Waltershof – department 30-. It is though with this in mind still possible that the FOB delivery including the exit clearance and the legally binding order for a seagoing vessel are done by different people.

This ZAPP reference (from the preceding GM01) must neither be a consolidated container B number nor a (single or consolidated) S or Z number.

If this field is transmitted, **no** customs data (fields 101 ff.) may be transmitted in the respective shipment reference.

If a B number from a previous GM01 refers to several containers, for each transmitted container (field 028) the field 137 must be transmitted.

5.3 Structure of stop request field number group

The stop request represents a special form of Quay Order which occurs in two versions: On the one hand in the form of the normal stop request (A10) and on the other hand as a cancellation request (Snn). The stop request (A10) by the shipper causes the quay handling company to stop the goods to be transported at the quay handling company against payment and to safeguard the goods until further disposal by the party entitled to dispose. A stop request (A10) is only possible on a Hafendatensatz (HDS). After the stop request has been delivered an HDS can be sent again on the same reference.

The sending or receiving responsibility corresponds with that of the Quay Order. After the transmission of the “stop request” field number group the HDS and the stop request are offered all authorised participants.

With simultaneous transmission of the stop request and a new HDS the stop request must always be transmitted before the new HDS, as otherwise the sequential processing of the session produces a sequence error.

The following address rule applies:

- If when transmitting a stop request the address of the quay in the field "K**" is specified with a space, the stop request is transmitted to the address of the previous Quay Order as with the normal procedure.
- If when transmitting a stop request the address of the quay in the field "K**" is specified with a valid warehouse code, the stop request is transmitted to the address provided.

Structure of stop request field number group						
DAKOSY field no.	M/K	Z	Field description	Print in the Quay Order	Field length	Comments
080	M	N	Type of form	2	to 3	see key
081	M	N	Stop date	67	to 6	YYMMTT
082	M	N	Stop time	68	to 4	HHMM

If an HDS is cancelled, both the loading order and the associated B number are cancelled, if the B number was originally requested with this HDS.

Otherwise (i.e. an HDS with a B number which relates to a GM01 was transmitted (in field 137)) only the shipping order is cancelled with the cancellation, the B number remains.

Example 1: 1. HDS with customs data is transmitted.

2. B number is received.
3. Cancellation
 ⇒ Loading order and presentation are cancelled.

Example 2: 1. GM01 is transmitted.

2. B number is received.
3. HDS is transmitted with this B number
4. Cancellation
 ⇒ Loading order is cancelled, presentation remains.

6 Processing rules

6.1 General processing rules

The transmission of these requests is subject to the following rules, which apply to both the processing of normal goods and dangerous goods Quay Orders:

- 1.A Quay Order for inbound delivery (A08/G08) may only be transmitted if no Quay Order, apart from a request for rail discharge, has been transmitted for this reference.
2. A Hafendatensatz (HDS) may only be transmitted once. Exception: After each transmitted stop request (A10) / data cancellation (S01) a new HDS is adopted.
3. An HDS may only follow from Quay Order for inbound delivery (A08/G08).
4. An HDS may also follow from a Quay Order for outbound delivery (A09/G09) if this was previously addressed to another warehouse, i.e. with a change of address.
5. A Quay Order for outbound delivery may be transmitted any time after a Quay Order for inbound delivery or after an HDS. This request blocks the Quay Order and stop request field number group against further transmission to the same address.
6. A stop request (A10/G10) may only be transmitted if an HDS was transmitted previously. The transmission of the stop request field number group causes the stop request fields and the HDS fields to be transmitted together to the respective receivers.
7. A request for the following forms A06/G06 (gate pass), A18/G18 (certificate of obligation), A22/G22 (request for rail discharge) and A15 (request for quay services) can be transmitted again if the previous request for the same type of form was transmitted to the receiver or a data cancellation was transmitted. At the moment there can only be one current Quay Order at DAKOSY per type of form. There is no stop request (A10) for the Quay Orders mentioned, only a cancellation of the respective type of Quay Order.
8. The DAKOSY reference (SDS key) may only be assigned once per normal goods or dangerous goods transaction. It is not possible to mix normal goods requests and dangerous goods requests on one DAKOSY reference.

6.2 Processing rules for dangerous goods

6.2.1 Responsible declaration and container pack certificate/vehicle loading declaration

With the electronic transmission of the dangerous goods HDS the sender implicitly makes the following declaration:

“I (the sender) hereby declare that the contents of this transmission are referred to completely and precisely with the correct technical name(s). The goods are classified, packed, labelled and coded/signed in accordance with the applicable international and national regulations and are in every respect in a condition suitable for transportation.”

Declaration for containerized goods:

It is declared that the loading of the containers/of the vehicle was carried out in accordance with the provisions in No. 12.3.7 or 17.7.7 of the General Introduction to the IMDG code.

If the data transmitted is printed out at the receiver and is used as transport documents, the previous declarations also have to be displayed on the print-out (preferably between the header data and the shipment description).

6.2.2 Procedure for processing dangerous goods Quay Orders

The following procedure was passed by the appropriate data committees of participating industries together with DAKOSY and is binding.

1. It is the task of this procedure rule to define the duties and obligations which are bindingly undertaken by the participants in the processing of Quay Orders for dangerous goods in the port of Hamburg via the DAKOSY system. The duties defined by law and decree remain unaffected by this rule.
2. This procedure rule is to be recognized by all companies which process dangerous goods requests via the DAKOSY system relating to export traffic in the port of Hamburg with a legally-binding signature. This includes shippers, shipping line agents and quay handling companies.
3. Duties and obligations of shippers

For dangerous goods shipments in terms of the “Gefahrgutverordnung See” (GGVSee, regulation concerning the carriage of dangerous goods by sea) on the shipping side a loading approval for transfer to the sea vessel has to be obtained by the ship owner's representative (shipping line agent) before the creation of the HDS.

A dangerous goods HDS may only be created if the approval for loading is in the form of the notification of a booking number. The shipping line agent reserves the right to add the suffix “NO” in the last two digits of the booking number. This is then a note for the loading control that this shipment may only be loaded after consultation with the shipping line agent (only applies to LCL). The HDS has to be available at the latest 24 hours after the booking number has been issued at the quay handling company. Only dangerous goods HDS records for which the shipping line agents are members of DAKOSY may be processed via DAKOSY.

4. Duties and obligations of DAKOSY

DAKOSY immediately makes available for call-off a data record (copy of the request) of each dangerous goods HDS transmitted by the shipper for both the shipping line agents and the quay handling company. DAKOSY makes available all dangerous goods HDS records under a separate call-off code.

DAKOSY rejects as erroneous each dangerous goods HDS which does not contain a booking number.

5. Duties and obligations of the shipping line agents

The member shipping line agents can in accordance with the rules of the DAKOSY handbook call off of all current dangerous goods HDS records at DAKOSY.

For each dangerous goods HDS transmitted the shipping line agent can therefore compare the booking number provided for the data transmitted with its booking documents.

6. Duties and obligations of the quay handling companies

As part of the general use of DAKOSY all of the current dangerous goods requests are given to the member quay handling companies under a separate call-off code.

All dangerous goods requests are identified as such in the field "Dangerous goods code". The call-off takes place at the same frequency as for normal goods requests.

6.2.3 Rules for the format of dangerous goods Quay Orders

Main rule: **per page of the form = only one Hazard Class/UN no.**

There is no (longer) a legal requirement that dangerous goods requests have to be printed out. For printing the following rules are applicable.

As dangerous goods information for only one Hazard Class or UN no. per page can be printed on the standard form of the dangerous goods Quay Order, for each new Hazard Class or UN no. in a dangerous goods Quay Order a new page has to be started.

In principle the printing of the dangerous Quay Orders is controlled by the shipper entering the information. As part of the description of goods up to **thirteen** (13) print lines can be printed on one page of the form. The 14th line results in a continuation page, i.e. it becomes the first line on the next page. The overflow comment (continuation on new page) is to be printed in principle after the 13th line. Likewise the printing of the dangerous goods information fields 062 to 079 is to be controlled by the shipper, whereby the line specification (e.g. field 063 line 001) determines the page of the form printed at the receiver.

Example: 066003 = The field content in the 3rd line is printed on the 3rd page of the form.

1. For Class 7 goods (radioactive materials) information such as
 - activity (20 digits)
 - category of the package (8 digits)
 - Transport code (4 digits)
 - Packing type (8 digits),is to be specified directly in the shipment description (form fields 28 to 32).
2. Equivalence declarations (“See-Gefahrgut-Ausnahmen-Verordnung” (regulation concerning exceptions for carriage of dangerous goods by sea)) are likewise to be specified in the shipment description.
3. Comments concerning additional necessary documents which are to be attached to the bill of lading are to be specified as comments in the shipment description.
4. The code is to be specified in the form field 28 (shipment description).
5. It is necessary that
 - the dangerous goods information of the HDS with the fields 28 to 36, which refer to a material, is consolidated in one text block.if necessary
 - a) further package positions of the same material are to be listed as a continuation of the first text block without repeating the dangerous goods information on the following pages,
 - b) other materials with other UN nos., which may be stowed/packed together with the preceding material and therefore listed in one HDS, are to be listed in each case as a new text block including the new dangerous goods information either on page 1 or on the following pages of the form.
6. The “container pack certificate” declaration is to be specified in the shipment description (fields 28 to 32).

7. Field 062 "loading approved" has to have a booking number, otherwise the HDS will not be accepted by DAKOSY.

6.2.4 Dangerous goods Quay Order with several batches

6.2.4.1 Mapping of dangerous goods information to the shipment description

For shipments with several dangerous goods batches, or with several different Hazard Classes / UN numbers, for each Hazard Class / UN number a new page has to be started on the form. The necessary rules for this are presented in the following items.

I. Several dangerous goods batches in separate packing

Here shipments with several dangerous goods batches or classes are understood, whose batches are not in a joint loading or packing unit.

Example: Shipment "X" with: 5 drums of adhesives....
1 canister of paint.....

5 drums of adhesives with the corresponding dangerous goods information and the associated shipment description on page 1 of the request:

1 canister of paint with the corresponding dangerous goods information and the associated Shipment description on page 2 of the request:

Dangerous goods QO
SHIPMENT "X"
HDS Page 1
Dangerous goods inf "Adhesives"
Desc. of goods for the 5 drums

Dangerous goods QO
SHIPMENT "X"
HDS Page 2
Dangerous goods inf "Paint"
Desc. of goods for the canister

In order that the above break-down can be realized when printing the Quay Order, there must be a corresponding break-down in the transmission of the Quay Order data provided by the shipper.

Breakdown of the dangerous goods information:

The breakdown has to be via the line number of the dangerous goods information (according to the principal line number = page of the Quay Order). In the above example the dangerous goods information would therefore have to be specified for the adhesives with line number 1 and for the paint with line number 2.

Breakdown of the description of goods:

The breakdown has to be via the line number of the description of goods taking into account the maximum number of lines for the shipment description per page of the form is 13. For example shipment description lines are printed with the line numbers 1 - 13 on the 1st page, 14 - 26 on the 2nd page etc. In the above example the shipment description lines for paint would have to start with at least the line number 14, in order that they are printed on the 2nd page.

II. Several dangerous goods batches in one joint (main) packing

Here shipments with several dangerous goods batches or classes are understood, whose batches are in **one** joint loading or packing unit.

Example: Shipment "Y" with: 1 Container, in which there are

5 drums of adhesives.....

1 canister of paint.....

Print out of the Quay Order:

Dangerous goods QO
SHIPMENT "Y" HDS Page 1
Dangerous goods inf "CONTAINER"
Container info.

The first page of the Quay Order is used here practically as a cover sheet. On it the (main) loading unit, as a rule a container, is described.

- Container number
- Seal number
- etc.

5 drums of adhesives with the corresponding dangerous goods information and the associated description of goods on page 2 of the request:

1 canister of paint with the corresponding dangerous goods information and the associated description of goods on page 3 of the request:

Dangerous goods QO
SHIPMENT "Y" HDS Page 2
Dangerous goods info "Adhesives"
Desc. of shipment for the 5 drums

Dangerous goods QO
SHIPMENT "Y" HDS Page 3
Dangerous goods info "Paint"
Desc. of shipment for the canister

In order that the above break-down can be realized when printing the Quay Order, the shipper must provide a corresponding break-down when transmitting the Quay Order data. For the break-down of the dangerous goods information and the description of goods the rules from item I apply similarly.

6.3 Quay Order checks at DAKOSY

The mapping of the description of goods to the dangerous goods information is realised with the batch code (field K27).

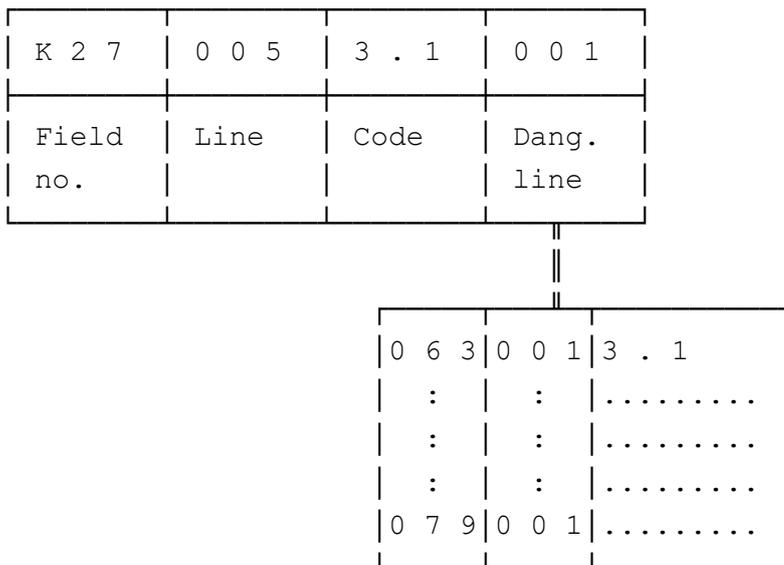
The field is always transmitted with the first description of goods line for a dangerous goods or normal goods position.

The field K27 is 7 digits long and is formatted as follows:

<u>Digits</u>	<u>Length</u>	<u>Content</u>
1 - 4	4	Code for normal/dangerous goods
5 - 7	3	Dangerous goods information line number (only required for dangerous goods)

For dangerous goods the code with the corresponding IMDG Class (similar to field 063) and the line number should be filled with the line number of the associated dangerous goods information.

Example:



This means that from line 5 in the shipment description dangerous goods of Class 3.1 are listed, the associated dangerous goods information is included in the specific fields (063-079) under the line number [001].

For normal goods the code should be filled with [NORM]. The line number can be omitted.

6.4 General process for the export procedure in ZAPP

6.4.1 Creation of ZAPP reference (B-/Z-/S-number)

- At DAKOSY only one Quay Order (dangerous goods or normal goods) per DAKOSY reference/position and type of form can be current and valid at any time. A second Quay Order with the same type of form would be rejected with the error code.
- DAKOSY checks whether the field 002 “type of form” (except for HDS) corresponds with the field 003 “normal/dangerous goods”.

It is always possible to clearly map a confirmed ZAPP reference to the respective presentation notification in the system and therefore the underlying shipment data. It is though also possible that the system based on plausibility checks does not confirm a ZAPP reference (e.g. if the data is incomplete).

6.4.2 Release by customs

The ZAPP reference is to be created in the system at least two hours before the quay handling company closes for loading.

However, generally applies that a shipment may only be loaded onboard of a vessel with prior approval of the customs office Waltershof – department 30-. The approval is being displayed in ZAPP via the ZAPP reference status. Valid ZAPP references:

- B-number: No status STOP, STRN/ERL, LAD; creation of the B-number has to be taken place at least two hours ago
- Z-number: Status release (RLS), no status STRN/ERL, LAD, AAG
- S-number: Status release (RLS) , no status STRN/ERL, LAD

Shipments with abovementioned status can be fully included in the preparation and planning of the loading/positioning by the quay handling companies. Until departure the shipments may always be blocked by customs. This only occurs in exceptional cases, mainly if other reasons come to be know within the processing that are inconsistent with the loading.

6.4.3 Blocking of shipments

The customs office Waltershof -department 30- blocks shipments requiring further examinations (status STOP). This information is reported to all participants (see EDI manual ZAPP Status messages). The shipments are to be displayed in the systems of the quay handling companies with a block code and to be removed immediately from the loading processes.

The quay handling companies commit to not load any shipments blocked by the customs office Waltershof – department 30-. This means:

No loading of shipments without a valid ZAPP reference!

6.4.4 Transmission of data to the quay handling companies

When a ZAPP reference is issued in the ZAPP system the initiator of this issue (shipper, shipping line agent, ship owner) always receives an acknowledgement, i.e. a reference confirmation record with a ZAPP reference.

The addressed quay handling company and the addressed shipping line agent/ship owner also receive this ZAPP reference. In the process the data in the HDS is prepared, irrespective of whether it is an LCL or FCL shipment, as below (the criterion for an FCL shipment is the transmission of field 028):

HDS/LCL: The complete HDS data record is transmitted without customs data. The B number provided by ZAPP is transmitted in field 137.

HDS/FCL: The data volume is limited. The following fields are **not** transmitted:

- 001 Version number
- 008 Tally code
- 022 sequential tally number per ship departure number
- 024 Port of discharge/loading port
- 026 Final destination
- A27 Marks and numbers
- D27 Description of goods
- F27 Carrier code
- H27 Label and number - long form
- I27 Description of goods - long form
- 029 Code for outboard loading
- 032 Code for port of discharge/loading port
- 033 - 40 not used
- 043 Filler
- 045 Warehouse number
- 047 Shipper dimensions
- 048 DAKOSY preceding reference document
- 049 Type of service/order
- 052 B/L number
- 053 Comments about the goods in transit by sea
- 054 Code for AB/quay
- 055 For the company/delivery
- 056 Weight lists, x-times
- 057 give to the presenter, x-times
- 058 send to the branch office
- 059 attach to the consignment note
- 060 No. of receipt for remainder of delivery
- 061 Delivery only when accompanied

6.4.5 Structure of the ZAPP reference (B, S or Z number)

Examples for ZAPP references: Z12106274454
 S12D02720950
 B13100054004

from digit	to digit	Content
1	1	Z: Electronic export declaration (AES) S: Exit summary declaration (EAS) B: all other procedures
2	3	Number of year e.g.: 14 for the year 2014
4	4	0 for presentation by HDS (B no., S no. and Z no.) 1 for presentation by GM01 (B no., S no. and Z no.) 2 GM01 for consolidated containers (B no., S no. and Z no.) 3 conventional consolidator (B no., S no. and Z no.) 4 free 5 EUB (Destination in EU, only B no.) 6 reserved for BHT handling and conveyance (only B no.) 7 HDS for consolidated containers (B no., S no. and Z no.) 8 free 9 free M Market regulation commodities (only B no. and Z no.) N AUS D At presentation of Transshipments via the Import Message Platform (IMP), (only B- and S-no.) U: repositioning by vessel within the port of Hamburg
5	11	sequential number
12	12	Check digit >in accordance with ISO modulus11 (For routine see from page 45)

Example: **Z14100000181**

Z	1	4	1	0	0	0	0	0	1	8
38	1	4	1	0	0	0	0	0	1	8
1	2	4	8	16	32	64	128	256	512	1024
38	2	16	8	0	0	0	0	0	512	8192
Total of the above fields				8768	797,09	rounded:	8767	Remainder:	1	

6.5 Structure and checking of Movement Reference Number (MRN)

The following table describes the structure of a European MRN. Note the following:
The German MRN deviates from the European standard in the digits 5-16 (numeric !).

Table 1

Digits	Format	Length	Description	Example
1.- 2.	to	2	Number of year	07
3.- 4.	to	2	ISO alpha country code	CH
5.-17.	to	13	Identifying number	0000000123456
18.	to	1	Check digit	2

6.5.1 Calculating the check digit ISO 6346

Each character of the MRN is initially assigned to a numeric value. Table 2 shows the defined values assigned:

Table 2

ASCII character	0	1	2	3	4	5	6	7	8	9			
Number assigned	0	1	2	3	4	5	6	7	8	9			
ASCII character	A	B	C	D	E	F	G	H	I	J	K	L	M
Number assigned	10	12	13	14	15	16	17	18	19	20	21	23	24
ASCII character	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
Number assigned	25	26	27	28	29	30	31	32	34	35	36	37	38

After the conversion of the MRN into numeric values, each value of the corresponding MRN digit is allocated a factor. Each numeric value is to be multiplied by the associated factor. Table 3 shows the corresponding allocation (MRN-digit: factor):

Table 3

MRN digit	Factor
1.	1
2.	2
3.	4
4.	8
5.	16
6.	32
7.	64
8.	128
9.	256
10.	512
11.	1024
12.	2048
13.	4096
14.	8192
15.	16384
16.	32768
17.	65536

Calculation of the factor:

The factor of digit 1 takes the value 1.

All following factors are composed by the doubling of their previous factors:

Example:

Factor (digit 9) = factor (digit 8) + factor (digit 8)

$$256 = 128 + 128$$

Example to corresponding multiplication:

MRN: 14DE586600299269E (without check digit)

The numeric value for the 4th digit is „15“ (table 2),

the corresponding factor is „8“ (table 3):

All of the products (17) are added (table 4).

Table 4

MRN digit	MRN	Table 2	Factors	Products
1.	1	1	1	1
2.	4	4	2	8
3.	D	14	4	56
4.	E	15	8	120
5.	5	5	16	80
6.	8	8	32	256
7.	6	6	64	384
8.	6	6	128	768
9.	0	0	256	0
10.	0	0	512	0
11.	2	2	1024	2048
12.	9	9	2048	18432

13.	9	9	4096	36864
14.	2	2	8192	16384
15.	6	6	16384	98304
16.	9	9	32768	294912
17.	E	15	65536	983040
Total				1451657

The total is then to be divided by 11.

$$1451657 : 11 = 131968,81$$

Finally the remainder is shown. The remainder produces the check digit (the exception is the value 10, see Table 5).

11 x 131968 = 1451648,
 the remainder for 1451657 is 9 (= check digit).

Complete MRN: 14DE586600299269E9

Table 5

Remainder	10	9	8	7	6	5	4	3	2	1	0
Check digit	0	9	8	7	6	5	4	3	2	1	0

6.5.2 Tightened MRN check

In the check programme for MRNs (EDIMRNR1) the check for some countries was tightened.

Country	Check
ES	Digit 11 "1"
SK	Digit 9 "EX"
CZ	Digit 11 "2"
HU	Digit 11 "2"

7 Other rules and conditions

7.1 Call-off times for quay handling companies

The quay handling companies call off the data at DAKOSY differently. The precise call-off frequencies can be requested at the corresponding companies.

7.2 Rule for second warehouse payment

With “new” HDS records which are transmitted via DAKOSY to a second warehouse, it is checked by DAKOSY, whether the preceding request was a request for outbound delivery. In this case the HDS receives the comment “handling by warehouse XX”, whereby the warehouse “XX” can be seen from the entry K** of the request for outbound delivery (A09).

The quay handling companies acknowledge these comments and calculate the reduced second warehouse payment. The quay handling companies reserve the right to carry out random sampling for control.

7.3 Organization for emergencies

7.3.1 General information about the organisation for emergencies

This catalogue determines which measures are to be taken by the participants and DAKOSY if the processing of Quay Orders via DAKOSY is disrupted.

The DAKOSY organization for emergencies governs which measures have to be taken by the participants if there is a disruption in order to ensure operations are maintained. The priority is to continue processing Quay Orders as smoothly as possible. The listing of scenarios is oriented solely to the respective communication situation, irrespective of the blame which is attached to the individual participants.

The procedure for the HDS if there is a disruption falling under the organization for emergencies, is to be taken from the document “**ZAPP – disruptions**”.

See <http://www.zapp-hamburg.de/>

7.4 Rights and obligations with the transmission of Quay Orders

The following are Quay Orders:

- Hafendatensatz (HDS)
(Presentation and loading order (shipping note))
- Quay Order for inbound delivery (A08/G08)
- Quay Order for outbound delivery (A09/G09)
- Stop request..... (A10/G10)
- Gate pass (A06/G06)
- Request for quay services (A15)
- Certificate of obligation (A18/G18)
- Request for rail discharge (A22/G22)

All Quay Orders are printed on a standard form. The quay handling company has to ensure that the description of the request is based on the field content delivered by DAKOSY. With the quay handling companies directly linked to DAKOSY this is automatic (**KAIDOS** quay application).

A Quay Order is considered to be submitted to a quay handling company when it can be called off by the quay handling company in an orderly and proper manner. The time of the call-off is recorded by DAKOSY.

The call-off has to take place regularly several times a day and in accordance with the quantity of loads. In each case after a deadline for acceptance a call-off has to take place.

If a quay handling company cannot call off, it has to notify DAKOSY of this immediately. DAKOSY has upon request of the quay handling company to print out the Quay Orders centrally and deliver them to the quay handling company.

Important note:

With delivery by truck the DAKOSY reference (participant code/position no. of the HDS issuer) is to be stated to the respective quay handling company by the driver. This gives the quay handling company the opportunity either to target a call off a HDS from a system or to find HDS records already printed out in advance in a targeted manner.

7.4.1 Declaration of the Quay Order presenter

It is the role of this declaration to determine the duties and obligations which the issuer of Quay Orders in the port of Hamburg has to bindingly undertake when processing via the DAKOSY data communication system.

With the presentation of Quay Orders via DAKOSY the presenter irrevocably acknowledges the following conditions for the DAKOSY standard Quay Order.

7.4.2 Meaning of and conditions for individual requests for the DAKOSY standard Quay Order

General conditions

For all requests the general terms and conditions of the respective quay handling company apply.

The requester stated in field 14/15 commits to make the payments which become due.

For loading items from 1,000 kg the individual weights are to be stated in the Quay Order.

Dangerous goods which fall under the provisions of the port safety regulation (HSVO) may only be printed out on the request for dangerous goods, which can be recognized by the red print and the red shading on the page. If it is printed out on the request for normal goods, it is invalid.

The place of fulfilment and the place of jurisdiction is Hamburg.

Conditions specific to the type of Quay Order

Hafendatensatz (HDS)

Request: It is requested that the goods mentioned are accepted for transport with the ship stated or another ship of the same line or of the jointly-operated service and at the same time the shipment data is provided for the ZAPP system.

Conditions: For packages with unusual dimensions, the dimensions are to be stated, also on the packages. Conditions or clauses inserted in the request on the part of the requester are only binding for the ship if they are acknowledged in writing by the shipper.

Notifications concerning deviations in the labels, numbers, dimensions, inadequate packing, external damage etc. are expressly reserved.

With the quay/board receipt (request copy 3) only the delivery of the number of goods at the quay or, for outboard delivery, on board is certified, it is not valid for other purposes.

The HDS for dangerous goods which fall under the provisions of the port safety regulation (HSVO) is to be sent in good time, so that it is at the quay handling company before the goods arrive.

Gate pass

Request: The issuer as the party entitled to dispose instructs the quay handling company to deliver the container/trailer listed to the company stated in field 39.

Conditions: The gate pass replaces the exempt bill of lading/the exempt delivery note. The clauses and conditions of the original bill of lading apply.

Quay Order for inbound delivery

Request: It is requested that the goods stated are received.

Quay Order for outbound delivery

Request: It is requested that the goods stated are delivered again.

Conditions: For each HDS/Quay Order for outbound delivery a special Quay Order for outbound delivery is necessary. The Quay Order for outbound delivery may only be issued by the issuer of the HDS/Quay Order for outbound delivery or the party entitled to dispose stated in the Quay Order for outbound delivery.

When goods are delivered back the quay/board receipt or acknowledgment of receipt is to be returned. Without a quay/board receipt or acknowledgment of receipt delivery can only take place if authorised requester (issuer/FOB supplier) foregoes in writing further delivery claims against the quay handling company.

1. Transport to another port warehouse in Hamburg or
2. Acceptance without direct subsequent shipping via Hamburg

Stop request

Request: It is requested that the goods stated are held back from shipping.

Conditions: Only the issuer of the HDS is entitled to issue the request.

For each HDS a special request is required, and the quay/board receipt is to be presented. If only a part of the goods listed on the HDS are stopped, a new HDS has to be submitted for the part to be shipped.

When releasing the stopped goods the copy of the request is to be submitted with a new HDS.

The redelivery of the stopped goods occurs against presentation of the copy of the stop request and a Quay Order for outbound delivery to the issuer of the HDS; to the FOB supplier only with the approval of the HDS issuer.

The quay/board receipt always has to be returned.

The stop payment is due when submitting the quay stop request.

Request for quay services

Request: It is requested that the services stated in field 27 are performed. The services are to be performed in accordance with the type of service key (see the DAKOSY key list).

Conditions: When samples are taken of goods/goods are processed, the requester is obliged to prepare the packages again in a properly and orderly manner. Up to three types of service can be requested on one request.

Certificate of obligation

Request: The delivery of the goods stated in the enclosed bill of lading/delivery note/quay part delivery order.

Conditions: For each delivery document a separate certificate of obligation has to be prepared.

Request for rail discharge

Request: It is requested that the goods stated are accepted from the railway carriage stated.

The above conditions have to be adhered to by every DAKOSY participant, provided it processes Quay Orders via the data communication system.

8 Examples

8.1 HDS with a MRN-position and 2 Chassis-Numbers

~DAK SE-CHASSIS-04 010
V** DAK
K** DKY
M** DKL
001 03
002 HDS
003 0
004 040808
005 DKY
006 DKL
007 HAMBURG LINIENAGENTUR GMBH
010 NAME OF EMPLOYEE
011 DAK
012 DAKOSY TESTFORWARDER
013 0000-0
014 SE-CHASSIS-04
015 DAK
016 DAKOSY TESTFORWARDER
017 0000-0
018 SE-CHASSIS-04
019 DAKO-EA
020 310808
024 HONG KONG
025 HKG
A27 001 M1
B27 001 000001
C27 001 UV
D27 001 CAR 1
E27 001 0001550000
092 001 CHASSIS-NO 01
101 001 001
103 001 AES
160 001 00108DE200808040002E700100
161 001 J
A27 002 M2
B27 002 000001
C27 002 UV
D27 002 CAR 2
E27 002 0001400000
092 002 CHASSIS-NO 02
101 002 002
103 002 AES
160 002 00208DE200808040002E700100
161 002 J

032 email-adresse
036 37003- (Fax)
037 37003- (Tel)
039 1234567
051 SS
099 ABC

8.2 HDS with one MRN in several containers (goods description without levels)

Extract from HDS: Goods description with customs reference module

A27 001 OOLU2004123 ;
B27 001 000001;
C27 001 C2;
D27 001 Ware ;
E27 001 0000308000;
028 001 001OOLU2004123 ABC123877 ;
101 001 001;
103 001 AES;
160 001 00120DE485112345678E300000N;
161 001 J;

A27 002 CBHU8661123 ;
B27 002 000001;
C27 002 H4;
D27 002 Ware ;
E27 002 0000670000;
028 002 002CBHU8661123 ABC123319 ;
101 002 002;
103 002 AES;
160 002 00120DE485112345678E300000N;
161 002 J;

A27 003 CBHU9436123 ;
B27 003 000001;
C27 003 H4;
D27 003 Ware ;
E27 003 0000014000;
028 003 003CBHU9436123 ABC123851 ;
101 003 003;
103 003 AES;
160 003 00120DE485112345678E300000N;
161 003 J;

8.3 HDS with several MRNs in one container (goods description with levels)

Extract from HDS: Goods description with customs reference module

A27 001 TCLU1233055 ;
B27 001 000001;
C27 001 C4;
D27 001 CONTAINER S.T.C. ;
E27 001 003800000;
Q27 001 SE1;
028 001 001TCLU1233055 503965 42G0;

B27 002 000008;
C27 002 PK;
D27 002 Ware 1 ;
E27 002 0001000000;
101 002 002;
103 002 AES;
160 002 00120DE485112345678E300000 ;
161 002 J;

B27 003 000006;
C27 003 PK;
D27 003 Ware 2 ;
E27 003 0000800000;
101 003 003;
103 003 AES;
160 003 00120DE485112345679E200000 ;
161 003 J;

B27 004 000016;
C27 004 PK;
D27 004 Ware 3 ;
E27 004 0020000000;
101 004 004;
103 004 AES;
160 004 00120DE485112345677E400000 ;
161 004 J;

This form, with a superior line for the container and subordinated lines for the included goods, is the most flexible. It is possible to

- specify complete an incomplete MRNs in a HDS
- specify normal goods and dangerous goods in a HDS

8.4 HDS with several MRNs in one container (goods description without levels)

Extract from HDS: Goods description with customs reference module

A27 001 OOLU1234467 ;
B27 001 000001;
C27 001 C4;
D27 001 WARE ;
E27 001 0001246300;
028 001 001OOLU1234467 ;
101 001 001;
103 001 AES;
160 001 00120DE370212342515E200000N;
160 001 00220DE370212342626E300000N;
160 001 00320DE370212342619E600000N;
161 001 J;

This shortened version, in which several fields 160 are assigned to one goods description line, may only be used, if

- all MRNs in the HDS are complete
- no dangerous goods are included in the HDS

9 Appendix

A Checking the container numbers

1. ISO container

1.1 Description

An ISO container is recognised by the alpha prefix. All valid ISO alpha prefixes are recorded in a container BIC code file. In addition the container numbers with the alpha prefixes SUDU, HLCU and MMCU are also considered as ISO containers, although with these the check digit calculation deviates from the ISO standard.

1.2 Container BIC codes

The container BIC codes can be found on the DAKOSY homepage in the internet as an Adobe Reader file.

- Address: <http://www.dakosy.de/>
- click **EDI-Services**
- click **key lists**
- click **BIC code container prefixes**

2. Containers transmitted

2.1 Containers without shipper-owned code

You have to run through the check (as described above under ISO containers) without any errors. Otherwise there will be a rejection with an error code.

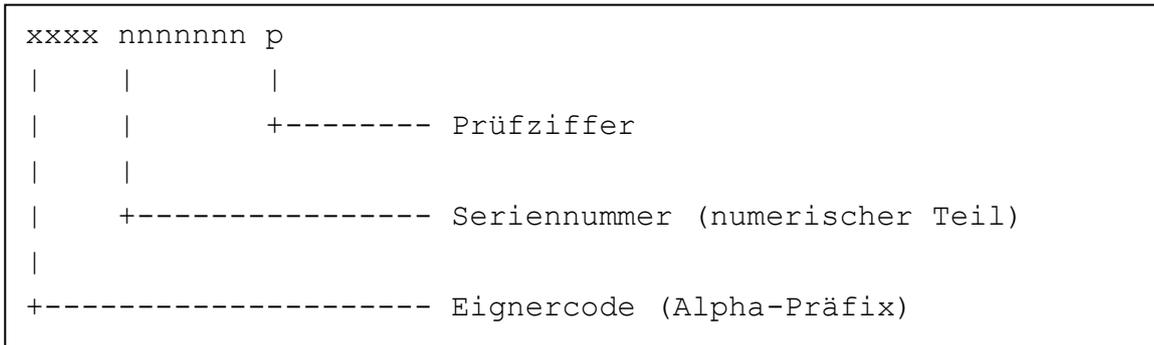
2.2 Shipper's-own containers

If a container coded as shipper-owned has an alpha prefix which is included in the container BIC code file or is SUDU, HLCU, MMCU, a check takes place as described above under ISO containers. 10-digit containers with the prefixes OWHU and APLU (even if they are in the BIC code file) are let through without a check as shipper-owned containers. All other containers under shipper-owned go through without a check.

Exception: Container numbers with an ISO prefix where the calculated check digit no longer corresponds to the actual check digit of the container, e.g. due to re-labelling. These can be notified to DAKOSY. The notification of the container numbers can be by fax to DAKOSY, in which it is confirmed that the container is actually labelled with this number.

3. Check algorithms

3.1 Structure of the container number



3.2 Check digit in accordance with ISO

All characters (except for check digits) in the container number are allocated a value in accordance with the following table.

<i>Owner code</i>		<i>Serial number</i>		
Character	Value	Character	Value	Value = character
A	10	N	25	0
B	12	O	26	1
C	13	P	27	2
D	14	Q	28	3
E	15	R	29	4
F	16	S	30	5
G	17	T	31	6
H	18	U	32	7
I	19	V	34	8
J	20	W	35	9
K	21	X	36	
L	23	Y	37	
M	24	Z	38	

The value of each character of the container number is now multiplied by the position of the character in the container number minus 1 to the power of 2.

All of the results are added, and the total is then divided by 11. The remainder from the division provides the check digit, whereby a remainder of 10 provides the check digit 0.

Example: Container number: GSTU4607003

Digit	Owner code				Serial number						TOTAL
	1	2	3	4	5	6	7	8	9	10	
1. Container number	G	S	T	U	4	6	0	7	0	0	
2. Character values	17	30	31	32	4	6	0	7	0	0	
3. Values to the power of 2	1	2	4	8	16	32	64	128	256	512	
Result (2. x 3.)	17	60	124	256	64	192	0	896	0	0	1609

1609 / 11 = 146.27 or 146 + Remainder 3 <==== Check digit

3.3 Checks deviating from ISO

These containers are recognized by the prefix (owner code) and the check digit calculation is modified.

3.3.1 SUDU containers

For containers with the prefix SUDU and a serial number of 214500 to 214699 first the check digit in accordance with ISO is calculated and this is then subtracted by 1. For containers outside of the serial number range the check digit calculation in accordance with ISO applies.

3.3.2 HLCU containers

For containers with the prefix HLCU the values for the characters H, L, C and U in the Values Table (see 3.2) are changed to:

- H = 4
- L = 0
- C = 2
- U = 9

The continued calculation of the check digit is equivalent to the ISO standard.

3.3.3 MMCU containers

Container numbers with the prefix MMCU and a serial number from 200000 to 200500 are checked to start with in accordance with the ISO standard. If the check fails, the values of the characters M, C and U in the Values Table (see 3.2) change as follows:

M	=	13
C	=	3
U	=	21

This circumstance is the result of the fact that the MMCU container in this serial number was changing over from the special SUDO check digit notification to the ISO check digit notification.

All other MMCU container check digits with a serial number outside of the range stated above are only calculated in accordance with ISO.

B Binding rules for entering customs-relevant data for the Hafendatensatz (HDS) / the presentation notification (GM01)

The respective current document is located on the website on the website www.zapp-hamburg.de.

C Exceptions to the requirement of the submission of an exit summary declaration for the goods, loaded via the Port of Hamburg

For more information, please refer to the most recently revised version of the document re-export notification (cf. link above => ZAPP Sea => Eingaberegeln => Wiederausfuhrmitteilung [re-export notification]).