



ZAPP meets AES

Process description outboard loading

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Change history

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1.0/E	Creation of document	D. Gladiator 14.07.2006	
1.1/E	Modifications: Report of the actual time of loading via fax 2-4 hours before the transshipment	F. Schwanke 28.06.2012	
2.0/E	- Fax messages replaced by electronic messages - The term “direct transshipment” (direct delivery) has been changed to “outboard loading”, because it left room for misunderstandings	J. Diettrich 26.02.2014	

Change requests

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Used tools

Number	Used tools
W1	This document was produced with the word processing programme MS Word 2010 .

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1. Introduction

The message of arrival or Gate-In, transmitted by the quay operator is a key status information for the ZAPP/AES process.

As long as this information is not available, ZAPP cannot release the presentation notification (declaration) towards ATLAS, which again results in the absence of the loading permission (permission to exit).

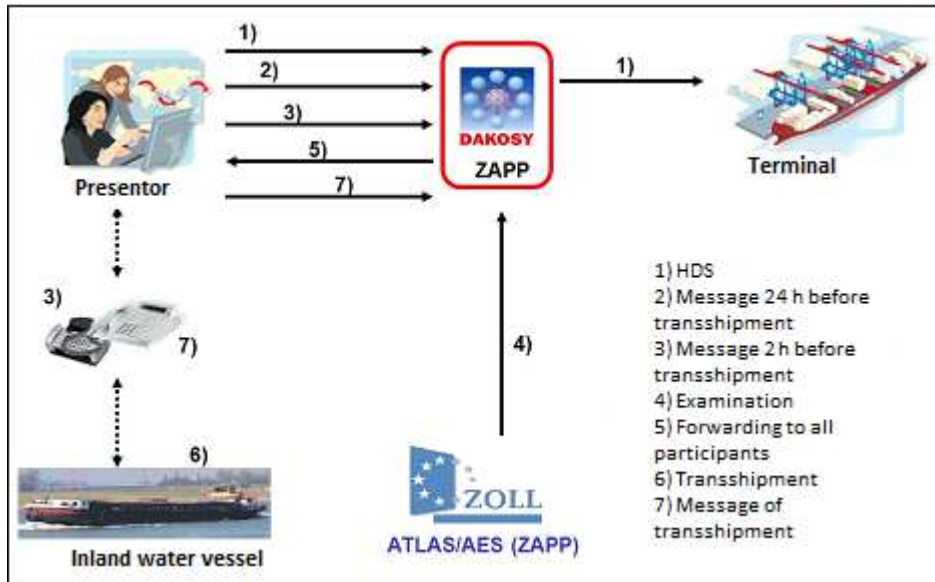
During the outboard loading, which describes the loading procedure directly from a barge to an ocean vessel, in many cases the arrival message cannot be initiated by the quay operators, as they do not gain knowledge about the arrival of goods in time.

The additional process described in this document has been aligned, in order to observe those cases by customs and in order to get a loading permission.

It is pointed out that the procedure only applies for consignments that cannot be presented within the concerned customs office or the authorized place of presentation in the district of customs office Waltershof, because of their measures. The procedure requires customs agreement in each single case.

2. Process description „outboard loading“

The following graphic illustrates the process outboard loading:



Description:

- 1) The presentor transmits the HDS, GM01 or GPO order with the indicator “outboard loading” at least 24 hours before the scheduled transshipment of the goods. This applies for all declaration cases, i.e. both B- and S-numbers.
- 2) Declarations with this indicator require the message „expected date/time“ of the transshipment, which has to be transmitted by the forwarding agent at least 24 hours before the planned transshipment using the EDIFACT message COCECO or the application ZAPP@Außenbord. The application is available at www.dakosy-direct.de under menu item „Spedition“.

This message must also provide a place of inspection. Please use the terminal codes, deposited at ZAPP, which have already been used for the addressing of the quay order.

The timely processing by customs cannot be guaranteed in case of shorter deadlines.

- 3) 2-2,5 hours before the possible arrival of the place of inspection, a „final“ message (CODECO) will be initiated, providing information about the actual time of the upcoming transshipment. Therefore the barge gets in contact with the forwarding agent who initiates the message, i.e. via ZAPP@Außenbord. At that time the place of inspection or the place of the transshipment may be changed for the last time.

This message initiates the declaration process in ATLAS/AES in case of Z-numbers.

- 4) Possible decisions, i.e. the order to examination, will be circulated with the common status messages within the ZAPP-system to all participants involved in the process.
- 5) Control measures will be registered in ATLAS/AES or ZAPP and communicated to the participants using the usual electronic path via ZAPP. The forwarding agent transfers information about ordered measures to the barge or the floating crane.
- 6) The loading onto the ocean vessel may only be taken place after the S- or Z-number has been released (RLS). A consignment with B-numbers can be loaded 2 hours after the creation, provided no

examination has been ordered.

- 7) The forwarding agent registers the actual loading and transmits a loading message (COARRI) to ZAPP, as soon as the corresponding evidence is available, e.g. Bill of Lading or cargo manifest.