ZAPP meets AES

– Guideline for the referencing to the MRN in the port order

User manual
Version 6.0.1/E

(Valid from autum 2012)

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3.0.0	Amendment indicator of completeness for Z-numbers in the consolidator	C. Wegner 09/2007	
4.0.0	Amendment combined MRN LCL + FCL (chapter 6 has been inserted, the following ones shift accordingly). Chapter 1.3: MRN table, for MRN with construction rules	C. Wegner 01/2008	
4.0.1	Revision (spelling and layout)	C. Wegner 03/2008	
5.0.0	Description of the process direct takeover	C. Wegner 04/2009	
6.0.0 E	Termination at exit and vehicle transports added Revision (spelling and layout)	C. Wegner 01/2010	
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Change requests

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Used tools

Number	Used tools
W1	This document was produced with the word processing programme **MS Word 2003**.

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1. Introduction

With the implementation and integration of the electronic export procedure AES in current ZAPP-process since august 1st 2006, attention should be paid to several alterations, if you would like to send a HDS or presentation notification to an electronic export declaration.
Especially the allocation of positions of an export declaration to the content of port order resulted in numerous demands and frequently caused error messages and delays in the execution process of export messages, first months after implementing.

The actual guide is intended to help you recording the port order with AES-declaration case correctly. By means of several examples you may reconstruct how the allocation of customs data to the port order may be conducted, which version is of use in which situation and which one we recommend to you.
Principles of AES-processes, process descriptions, etc. would go beyond the scope of this document. You may find these in the target concept, which you can download from the following URL: http://www.zapp-hamburg.de/ (category documents).

1.1 Annotations to version 2.0.0

The AES version 1.0.4 entails a basic adjustment of the report of shortage in quantities. So far the number of packages represented the definitive reference value; in the future you have to refer to the net weight.
The updated guide considers the alterations and illustrates how to record shortage in quantities in your port orders. Please note that the new process alternates the previous one and that you cannot choose between two alternatives. The actual document exclusively describes the proceedings about the indication of net weight, how it is required from september, 19th 2007 on. Until then the document version 1.0.0 retains its validity.

1.2 Structure of the accompanying export document

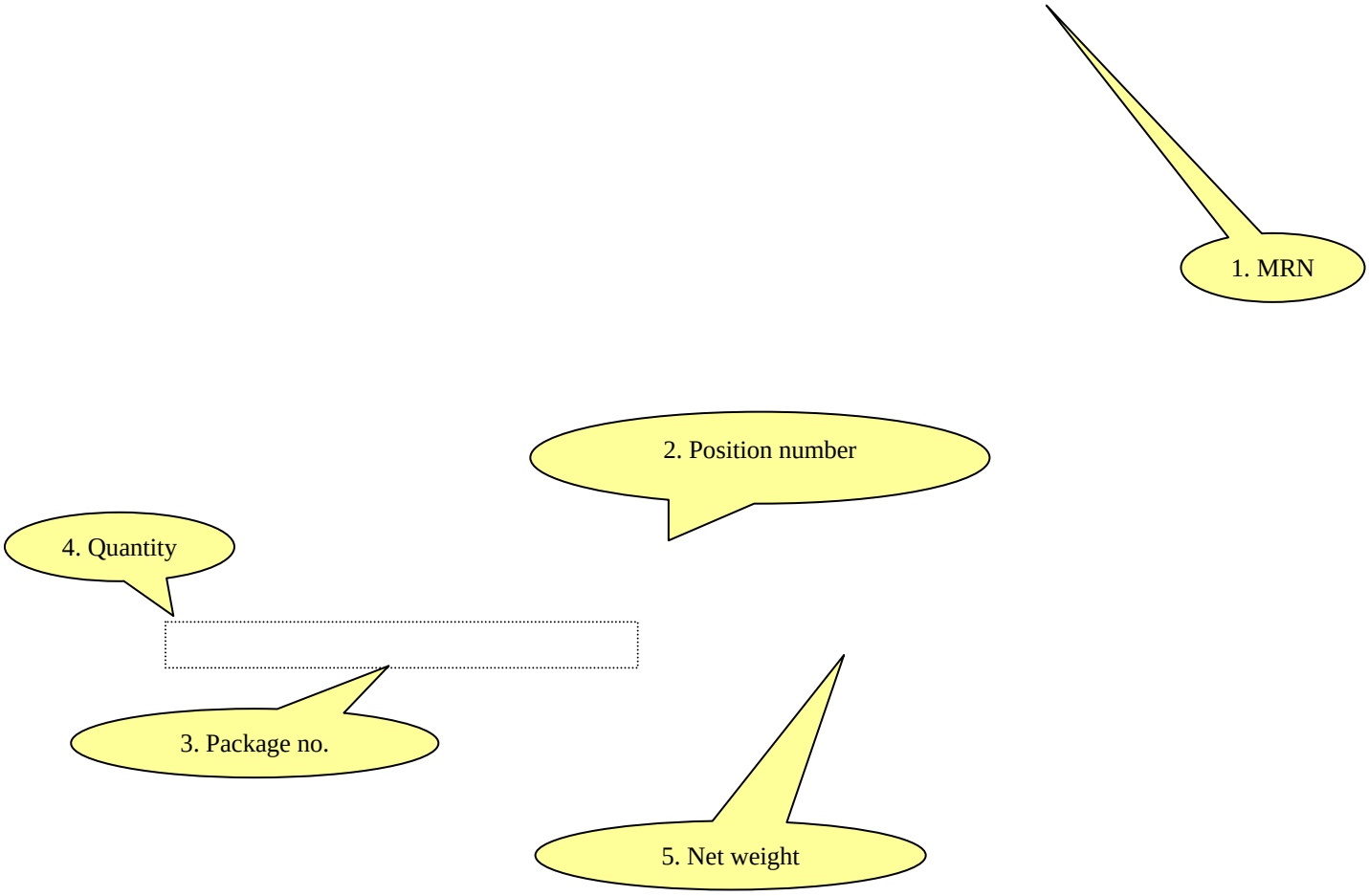
The illustration on the following page shows the accompanying export document (ABD), which accompanies the goods during the whole transport up to export customs office. You may need it for the entry of a port order with AES-declaration case.

Please note:

The accompanying export document always provides the collection base of customs data in your port order!

Your entries will be made on the basis of available documents. For that reason it's of vital importance to have direct access to reliable documents.

If the ABD isn't available at present, you should ask your client to send it to you, as fax or pdf-attachment if possible. We strongly advise against extracting information from screen dumps or notepad, which neither do allow a conclusion about the status of the export procedure, nor guarantee the correctness of data.


1. MRN
2. Position number
4. Quantity
3. Package no.
5. Net weight

1.3 Fundamental terms

Unlike the classic ZAPP-declaration you do not have to collect the complete customs data. It's all the more important to allocate- not always self-explanatory- information to your port order. Here it concerns the following data:

- **MRN** (1): The exporter receives the MRN (Movement Reference Number), after sending the electronic export declaration to ATLAS (1st level). It clearly identifies an export declaration. You cannot send an AES-declaration case to ZAPP without MRN.

  The term MRN is being used in the shipping procedure as well. In order to avoid mistakes, you should first prove if it involves a MRN of an export procedure; German MRN can be recognized due to an „E" at penultimate digit.

  Meanwhile even MRN numbers from different countries can be used. The first four characters (annual code and country code) are constructed consistently. The following overview exemplifies how to recognize a MRN, which originates from an electronic export procedure:

No AES-case:	06DE420807779773**M**5	(MRN of dispatch/NCTS)
AES-declaration:	06**DE**875800003344**E**3	(German MRN)
	07**ES**000841**1**0151140	(Spain; 11. digit = 1)
	07**CZ**066200**2**353WK35	(Czech Republic; 11. digit = 2)
	07**SK**5164**EX**70063200	(Slovakia; 9. and 10. digit = EX)
	07**HU**611040**2**04A1000	(Hungary; 11. digit = 2)
	07**EE**123456**8**1234567	(Estonia; digit = 8)
	07**DK**611040**2**0431005	(Denmark; 11. digit = 2)
	07**NL**611040**2**0431000	(Netherlands; 11. digit = 2)
	07**SI**611040**2**0431009	(Slovenia; 11. digit = 2)
	07**LT**611040**2**0431009	(Lithuania; 11. digit = 2)

  MRN composition of all remaining European member states:

Digit 1+2	date
Digit 3+4	country code
Digit 5 –17	alpha numeric
Digit 18	check digit

  For an overview, please refer to
  http://www.zoll.de/b0_zoll_und_steuern/a0_zoelle/c0_zollanmeldung/d10_atlas/c2_ausfuhr_ecs_aes/index.html

- **Consignment position** (2): Please refer to field 32 of export declaration for the perspective consignment position. Goods with same commodity codes are summarized under the consignment position. You won't be asked for the position number of your port order in any case!

- **Package number, package-ID** (3): The package number is the serial number of a package within a consignment position. The package number is a virtual number and not isn't embodied in the document, you need to derive the serial number on your own. Usually the package number is 1, unless there are various packages declared to one package number/ commodity code (usually with several package types); in this case the package number/-ID is to be counted up in the order of the occurrence from the package descriptions.

  The package number (ID) does not correspond with the number of packages!

- **Quantity** (4): The quantity should generally correspond with the one, stated in the consignment description. If the actual number deviates from the value, indicated in the export declaration, you may transfer those as information. **Please note that in case of shortage in quantity you have to inform AES about the reduction of the actual net weight.**

- **Net weight** (5): The net weight embodies the relevant reference for the quantity, upcoming to export. In case of a decrease, it must be advised by indicating the corrected net weight. The transmission of gross weight is optional in case of shortage in quantity. Increase of export weight is not allowed.

- **Indicator of completeness**: You won't find the indicator of completeness on the ABD, but you have to indicate it in your port order. You can do so, if you are certain that all goods, listed in the ADB, are contained in **one** port order. Please note, that AES does not obtain the permission to export until all goods of an export declaration have been provided as qualified at customs office of export, which means

  You won't obtain permission to export without an indicator of completeness!

  The indicator of completeness will be put on **J**, even if you allocate the goods to several containers within **one** port order.

  The indicator of completeness will only be put on **N**, if one MRN is allocated to several port references, then the final one (last port order, which contains the MRN) obtains the indicator of completeness **J.**

- **Shortage:** A shortage in quantity is the number of goods, declared on one MRN, that shall not be exported. Shortage in quantities won't be reported, if the goods of an MRN arrive too late at port, because the shipping documents will be expired by then.

1.4 HDS and GM01

The meaning of HDS and presentation notification (GM01) basically hasn't changed in relation to the classic ZAPP-procedure:

GM01: The customs-data will be transmitted, the presentation has been approved to export, which will be communicated by allocating a ZAPP-reference (Z-number) and an explicit release-message („RLS"). The GM01 does not contain a shipping order to the terminal so far.

HDS: The HDS integrates shipping order and presentation notification, i.e. the release from customs side will be requested and the terminal will be instructed to effect shipment at the same time.

Apart from the basic meaning, you should be aware of an important difference throughout data transfer:

On the one hand a HDS may contain more then just one MRN, otherwise it may record only parts of a MRN.

A GM01 exactly represents a complete export declaration, i.e. a GM01 contains every position and package of the related MRN.

1.5 ZAPP-Status

AES-declaration cases obtain a Z-number instead of a B-number, which is allocated in classical declaration cases. The rule, which states consignments can be loaded two hours after generating the message, does no longer apply for Z-numbers. For that reason you have to watch out the status of Z-number, in particular:

NRL (not released, for now): The data was sent, the AES-process has not been completed so far. The goods must not be loaded.

RLS (released, permission to exit): The consignment was released from AES.

The Z-number can only be exported with RLS-status

1.6 Gate-messages

For all queries related to the status of a Z-number, you should first check, if the declared goods arrived at the terminal. The terminal reports a Gate-In for both, containers and general cargo. The communication with AES does not start, before arrival message and port order are not available. This means:

A permission to exportation won't be granted before every item of a MRN has been confirmed!

In order to find out whether ZAPP received an arrival message to your consignment, please check the web application ZAPP@Status, which you can find on the portal http://www.dakosy-direct.de/.

1.7 Shortage

If less good positions or packages are being **executed**, than indicated in the export declaration (e.g. due to product recalls or accidents), you have to report these as shortage. You won't get permission to export, i.e. conclude the procedure, not until the MRN has been declared completely. That includes missing items as well. You have to indicate both, the goods that are to be loaded and the same number less the missing positions/ packages.

The goods, reported as shortage, cannot be exported under the original MRN any longer. In case you would like to convey them later on, you have to initialize a new export procedure.
Everything indicated in the export declaration, must be reported to AES, so even the goods that cannot or shall not be exported, must be stated and qualified as provided.

The following shortages or missing items may appear:

1. The complete process is being canceled
2. A complete position (consignment position of MRN) is being canceled
3. The net weight of a position is being reduced with a varied number of packages.

Attention should be paid to the fact: The net weight represents the relevant reference value for a shortage message! A reduction of the number of packages won't be registered as shortage in AES.

Shortage = decrease of net weight

1.7.1 Acquisition in HDS or GM01

In order to cancel parts of a MRN, you have to use the HDS or GM01. Distinctions, whether permissions to export exist or not, are not needed anymore.

In case you are recognizing a shortage, after transferring a port order, you may cancel it and send the corrected data incl. shortage to ZAPP again.

Example for shortage in net weight:

Data of MRN				Entries in HDS				
Position MRN	Package-Id	Quantity	Net weight of MRN	Quantities in HDS	VKZ[1]	MM[2]	Net weight	Gross weight
01	01	10	1000	6	**J**	**J**	600	650
01	02	5	1000	5	J	**J**	600	650

The current existing quantity with net weight is being described on the position level, as shown in the second table.

[1] VKZ = Indicator of completeness
[2] MM = Shortage (in quantity)

1.7.2 Generating of a separate GPO-message

You have to send a separate GPO-shortage-message in order to cancel the complete process. Please proceed as follows:

1. Cancellation of the port order, in order to delete the Z-number from the system.
2. Sending of the GPO-shortage on operation-level

The shortage-message will be rejected with an error, if you forget to cancel the Z-number.

1.7.3 Shortages at consolidated containers

It's important to distinguish between two cases:

1. **Shortages at single consignments** have to be handled as described in the prior mentioned cases.

2. **Single consignment missing**: This is not a shortage in the proper meaning. If one of the Z-numbers, mentioned in the consolidated HDS, is missing, you may just cancel it, correct the single consignment list and send the consolidator again.

1.8 Excess quantity

AES does not provide a process for declaring differences in quantity with an existing MRN, if more packages are being declared in the HDS as listed in the export declaration.
The excess quantity has to be carried out in a separate export procedure with a new MRN!

2. Referencing of the export message in HDS

The port order (HDS or GM01) merely has to refer to the export declaration in the future, as per description. This is document-related, position-related or package- related possible.

The following table illustrates the differences:

Type of referencing	Indication of...	Explanation
Document related	MRN	The complete AM is allocated to the corresponding indication in the HDS or GM01.
position–related	MRN and position number	The complete consignment position of an AM is allocated to the corresponding indication in the HDS or GM 01.
package-related	MRN, position number and package number	The complete package number of an AM is allocated to the corresponding indication in the HDS or GM01.

Which of the prior mentioned types of referencing may be used, essentially depends on the consignment structure of the HDS or GM01 and has to be decided case-to-case.

The allocation on package level is always possible, as it concerns to the deepest itemization level. As the indication of each package number of a position and MRN in the HDS or GM01 is required, it may cause great effort to acquire large consignments in opposition to other types of allocation.

For further information concerning the question which type of referencing you should use, please take a look at the following chapters. Based on various scenarios it is shown in which case which allocation type should be used.

3. Schedule of examples

The following table illustrates an overview about the examples, imaged in this manual. The examples have been structured according to quantity of MRN, consignment position per MRN, package no. within a consignment position and quantity of packages. Moreover it has been considered, whether one ore more port order will be created and how many containers, packages are contained.

Examples FCL

Name/ Identifier	Container	MRN	Posi-tions	Package no.	Quant. of packages	Port orders	Chap.	Page
FCL01	1	1	1	1	1	1	0	15
FCL01-01	1	1	1	1	10	1	0	17
FCL01-02	1	1	1	2	> 1	1	0	20
FCL02	1	1	2	>= 1	>= 1	1	0	24
FCL03	1	2	2	>= 1	>= 1	1	0	28
FCL04	2	1	1	1	> 1	1	0	31
FCL04 (Var.)	2	1	1	1	> 1	2	4.6.3	33

Examples LCL

Name/ Identifier	Package positions	MRN	Posi-tions	Package no.	Quan. of packages	Port orders	Chap.	Page
LCL01	1	1	1	1	1	1	0	35
LCL01-01	1	1	1	1	10	1	0	37
LCL01-02	2	1	1	2	> 1	1	0	39
LCL02	2	1	2	>= 1	>= 1	1	0	42
LCL03	>= 2	2	2	>= 1	>= 1	1	0	45

Examples FCL/LCL

Name/ Identifier	Package positions	MRN	Posi-tions	Package no.	Quant. of packages	Port orders	Chap.	Page
FCL/LCL01	1	1	1	1	1	1	6.1	47

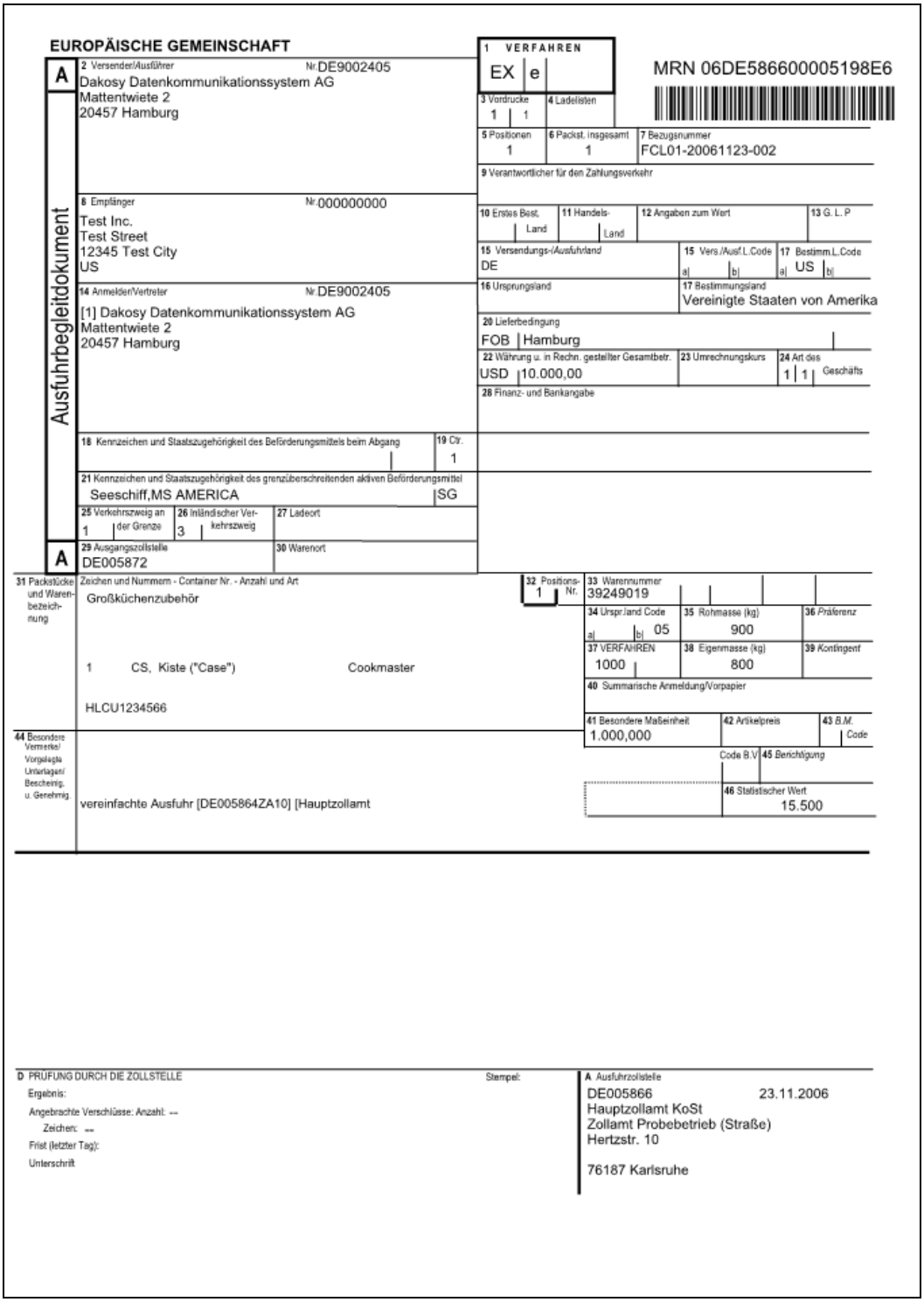
Consolidated container

Name/ Identifier	Package positions	MRN	Posi-tions	Package no.	Quant. of packages	Port orders	Chap.	Page
Consolidated container							7.1	48

4. FCL examples

4.1 FCL01

Content of scenario: 1 container
1 MRN
1 consignment position, net weight= 800 kg
1 package with 1 box



EUROPÄISCHE GEMEINSCHAFT

Ausfuhrbegleitdokument

1 VERFAHREN: EX | e

MRN 06DE586600005198E6

2 Versender/Ausführer: Nr. DE9002405
Dakosy Datenkommunikationssystem AG
Mattentwiete 2
20457 Hamburg

3 Vordrucke: 1 | 1
4 Ladelisten:
5 Positionen: 1
6 Packst. insgesamt: 1
7 Bezugsnummer: FCL01-20061123-002
9 Verantwortlicher für den Zahlungsverkehr

8 Empfänger: Nr. 000000000
Test Inc.
Test Street
12345 Test City
US

10 Erstes Best. Land
11 Handels- Land
12 Angaben zum Wert
13 G. L. P
15 Versendungs-/Ausfuhrland: DE
15 Vers./Ausf.L.Code a| b|
17 Bestimm.L.Code a| US b|

14 Anmelder/Vertreter: Nr. DE9002405
[1] Dakosy Datenkommunikationssystem AG
Mattentwiete 2
20457 Hamburg

16 Ursprungsland
17 Bestimmungsland: Vereinigte Staaten von Amerika
20 Lieferbedingung: FOB | Hamburg
22 Währung u. in Rechn. gestellter Gesamtbetr.: USD | 10.000,00
23 Umrechnungskurs
24 Art des Geschäfts: 1 | 1
28 Finanz- und Bankangabe

18 Kennzeichen und Staatszugehörigkeit des Beförderungsmittels beim Abgang
19 Ctr.: 1

21 Kennzeichen und Staatszugehörigkeit des grenzüberschreitenden aktiven Beförderungsmittel: Seeschiff,MS AMERICA | SG

25 Verkehrszweig an der Grenze: 1
26 Inländischer Verkehrszweig: 3
27 Ladeort

29 Ausgangszollstelle: DE005872
30 Warenort

31 Packstücke und Warenbezeichnung: Zeichen und Nummern - Container Nr. - Anzahl und Art
Großküchenzubehör

1 CS, Kiste ("Case") Cookmaster

HLCU1234566

32 Positions-Nr.: 1
33 Warennummer: 39249019
34 Ursprungsland Code a| b| 05
35 Rohmasse (kg): 900
36 Präferenz
37 VERFAHREN: 1000
38 Eigenmasse (kg): 800
39 Kontingent
40 Summarische Anmeldung/Vorpapier
41 Besondere Maßeinheit: 1.000,000
42 Artikelpreis
43 B.M. Code
Code B.V
45 Berichtigung
46 Statistischer Wert: 15.500

44 Besondere Vermerke/ Vorgelegte Unterlagen/ Bescheinig. u. Genehmig.
vereinfachte Ausfuhr [DE005864ZA10] [Hauptzollamt

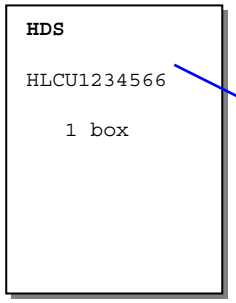
D PRÜFUNG DURCH DIE ZOLLSTELLE
Ergebnis:
Angebrachte Verschlüsse: Anzahl: --
Zeichen: --
Frist (letzter Tag):
Unterschrift

Stempel:

A Ausfuhrzollstelle
DE005866 23.11.2006
Hauptzollamt KoSt
Zollamt Probebetrieb (Straße)
Hertzstr. 10

76187 Karlsruhe

Allocation always on the document related level:



MRN	Position	Package no.	VKZ
06DE586600005198E6	000	00	J

Recommendation for all FCL-consignments: document-related declaration

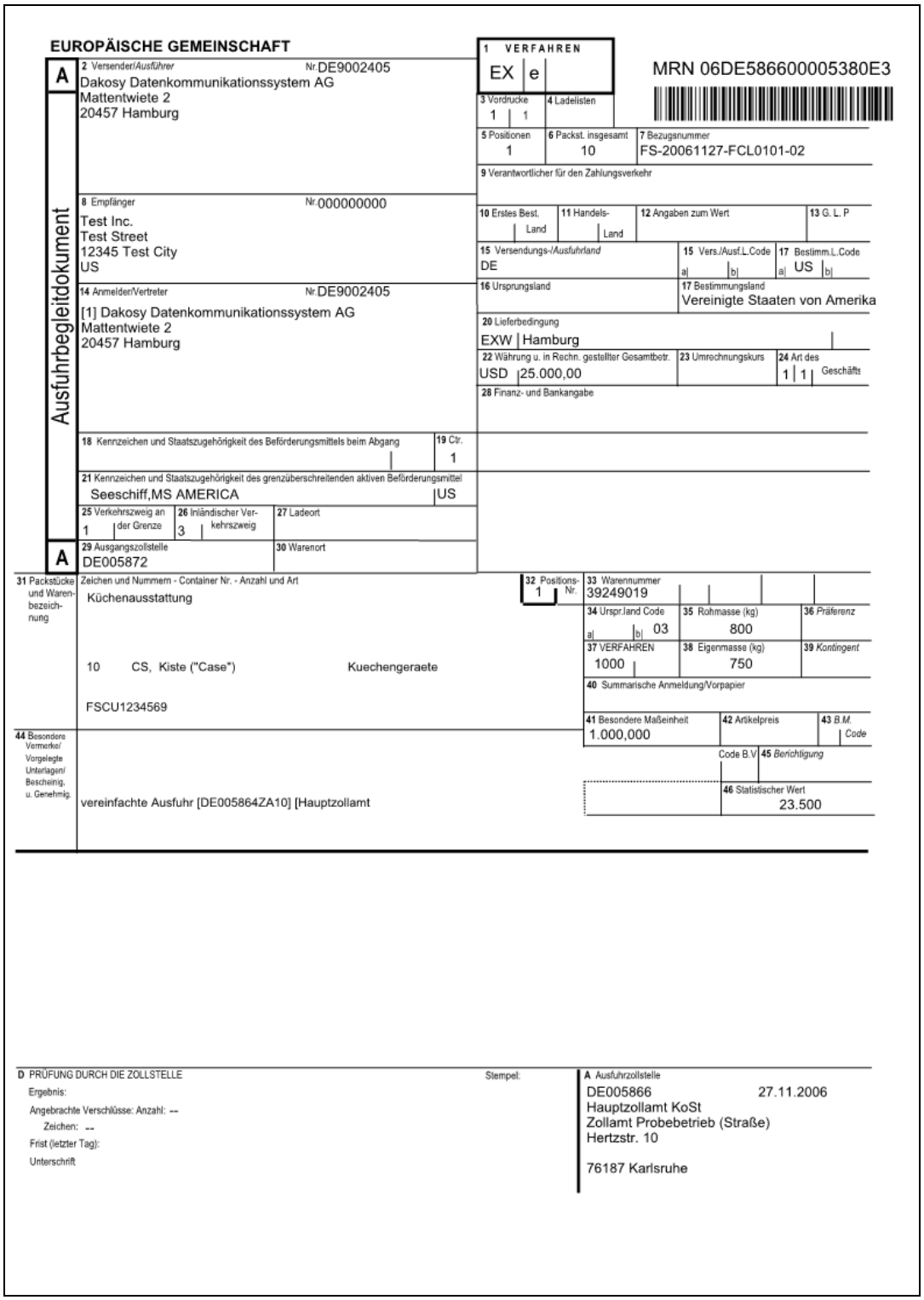
Exceptions: Container does not include the complete MRN.

MRN is divided between different port orders.

The Allocation on the lowest level (consignment-related) is always possible, regardless of this recommendation, but infrequently necessary.

4.2 FCL01-01

Content of scenario: 1 container
1 MRN
1 consignment position, net weight= 750 kg
1 package ID with 10 boxes



EUROPÄISCHE GEMEINSCHAFT

Ausfuhrbegleitdokument

A

2 Versender/Ausführer Nr.DE9002405
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20457 Hamburg

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Test Street
12345 Test City
US

14 Anmelder/Vertreter Nr.DE9002405
[1] Dakosy Datenkommunikationssystem AG
Mattentwiete 2
20457 Hamburg

1 VERFAHREN: EX | e

MRN 06DE586600005380E3

3 Vordrucke: 1 | 1
4 Ladelisten:
5 Positionen: 1
6 Packst. insgesamt: 10
7 Bezugsnummer: FS-20061127-FCL0101-02
9 Verantwortlicher für den Zahlungsverkehr
10 Erstes Best. Land:
11 Handels- Land:
12 Angaben zum Wert:
13 G. L. P
15 Versendungs-/Ausfuhrland: DE
15 Vers./Ausf.L.Code a| b|
17 Bestimm.L.Code a| US b|
16 Ursprungsland:
17 Bestimmungsland: Vereinigte Staaten von Amerika
20 Lieferbedingung: EXW | Hamburg
22 Währung u. in Rechn. gestellter Gesamtbetr.: USD | 25.000,00
23 Umrechnungskurs:
24 Art des Geschäfts: 1 | 1
28 Finanz- und Bankangabe

18 Kennzeichen und Staatszugehörigkeit des Beförderungsmittels beim Abgang:
19 Ctr.: 1
21 Kennzeichen und Staatszugehörigkeit des grenzüberschreitenden aktiven Beförderungsmittel: Seeschiff,MS AMERICA | US
25 Verkehrszweig an der Grenze: 1
26 Inländischer Verkehrszweig: 3
27 Ladeort:

A

29 Ausgangszollstelle: DE005872
30 Warenort:

31 Packstücke und Warenbezeichnung: Zeichen und Nummern - Container Nr. - Anzahl und Art
Küchenausstattung

10 CS, Kiste ("Case") Kuechengeraete

FSCU1234569

32 Positions-Nr.: 1
33 Warennummer: 39249019
34 Ursprl.and Code a| b| 03
35 Rohmasse (kg): 800
36 Präferenz
37 VERFAHREN: 1000
38 Eigenmasse (kg): 750
39 Kontingent
40 Summarische Anmeldung/Vorpapier
41 Besondere Maßeinheit: 1.000,000
42 Artikelpreis
43 B.M. Code
Code B.V
45 Berichtigung
46 Statistischer Wert: 23.500

44 Besondere Vermerke/ Vorgelegte Unterlagen/ Bescheinig. u. Genehmig.:
vereinfachte Ausfuhr [DE005864ZA10] [Hauptzollamt

D PRÜFUNG DURCH DIE ZOLLSTELLE
Ergebnis:
Angebrachte Verschlüsse: Anzahl: --
Zeichen: --
Frist (letzter Tag):
Unterschrift

Stempel:

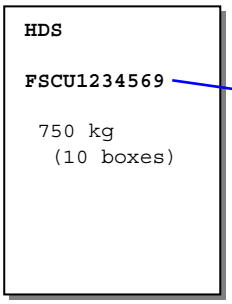
A Ausfuhrzollstelle
DE005866 27.11.2006
Hauptzollamt KoSt
Zollamt Probebetrieb (Straße)
Hertzstr. 10

76187 Karlsruhe

4.2.1 FCL01-01: Allocation on document related level

Usage: The container contains every consignment

Allocation :

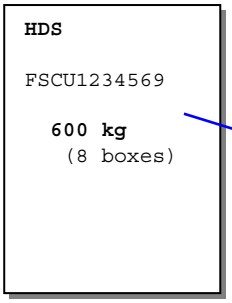


MRN	Position	Package no.	VKZ
O6DE…E1	000	00	J

4.2.2 FCL01-01: Allocation on position level

Usage: Consignment contains e.g. bulk cargo. You would like to report a shortage where quantity does not matter.
The present example does not suit well enough to illustrate this allocation type, but is recorded for the sake of completeness.

Allocation:



MRN	Position	Package no.	VKZ	MM	Net weight	Gross weight
O6DE…E1	001	00	J	J	600	630

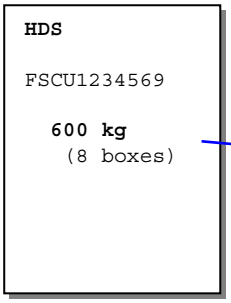
In this example you illustrate that the container only contains 600 kg, but no other packages are being shipped, so there will be a difference to the data of the export declaration.

By using the character *shortage* you specify a shortage in net weight, within the consignment position. Besides you specify which net weight shall actually be exported. Optionally you may as well indicate the gross weight. The change of package numbers won't be sent to AES in this example.

4.2.3 FCL01-01: Allocation on package level

Usage: Only parts of a consignment positions are omitted. The value of the net weight, allotted to export, exceeds zero.

Allocation:



MRN	Position	Package no.	VKZ	MM	Net weight	Gross weight
O6DE…E1	001	01	J	J	600	630

In this example you illustrate that the container only contains 600 kg, but no other packages are being shipped, so there will be a difference to the data of the export declaration

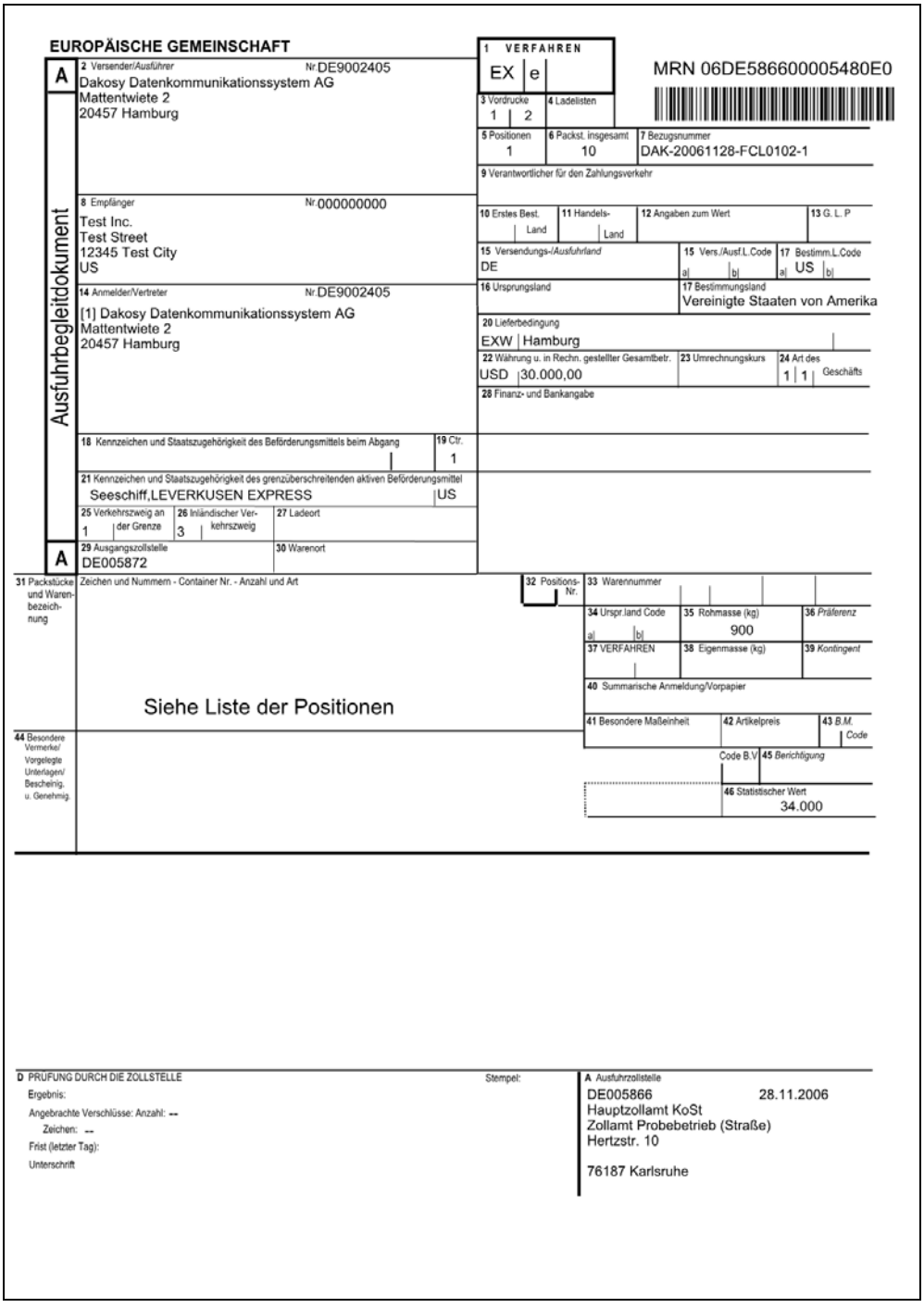
By using the character *shortage* you specify a shortage in net weight, within the consignment position. Besides you specify which net weight shall actually be exported. Optionally you may as well indicate the gross weight. As you conduct the allocation on package level, the reduced number of packages will be reported to AES.

4.3 FCL01-02

Content of scenario:

1 container
1 MRN
1 consig. position with 840 kg

2 package no.:
PID01 5 cartons
PID02 5 boxes



A second page will be created, if the export declaration contains more than one position/ package no.:

Liste der Positionen

Blatt A 2 2 **Datum:** 28.11.2006

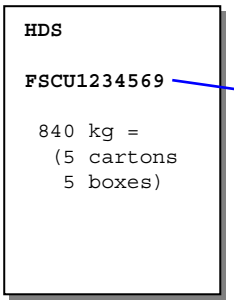
MRN 06DE586600005480E0

Positions-Nr. (32)	Zeichen / Nummer (31.1)	Anzahl / Art (31.2)	Container Nr. (31.3)	Warenbezeichnung (31.4)
Verfahren (37)	Warennummer (33)	Statistischer Wert (46)	Urspr.land Code (34 a) (34 b)	Summarische Anmeldung/Vorpapier (40)
Versendungs- / *Ausfuhrland* (15)	Besondere Maßeinheit (41)	Rohmasse (kg) (35)	Eigenmasse (kg) (38)	Besondere Vermerke / Vorgelegte Unterlagen / Bescheinigungen und Genehmigungen (44)
1	Kuechengeraete Zubehoer	5 CT, Karton 5 CS, Kiste ("Case")	FSCU1234569	Küchenausstattung
1000	39249019	34.000	03	
DE	1.000,000	900	840	vereinfachte Ausfuhr [DE005864ZA10] [Hauptzollamt KoSt Probebetrieb] - 30200

4.3.1 FCL01-02: Allocation on document related level

Usage: The container contains every package, mentioned above.

Allocation:

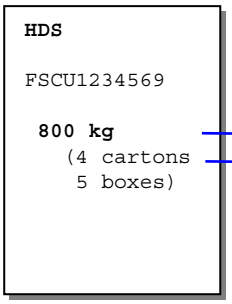


MRN	Position	Package no.	VKZ
O6DE…E1	000	00	J

4.3.2 FCL01-02: Allocation on package level

Usage: The container does not contain every above mentioned packages, the shortage won't be exported anymore.

Allocation:



MRN	Position	Package no.	VKZ	MM	Net weight	Gross weight
O6DE…E1	001	01	J	J	800	850
O6DE…E1	001	02	J	J	800	850

In this example you illustrate that in the first consignment position only 800 kg instead of 900 kg are being shipped. The package no. 1 contains only 4 cartons instead of 5, as mentioned in the ADB.

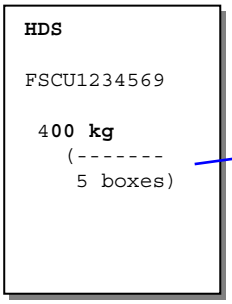
Please note, that the character shortage as well as the gross- and net weight must be considered on position level. So they are redundantly carried along in this illustration.

4.3.3 FCL01-02: Shortage and lack of a complete package ID

Usage: The container does not contain all packages, that have been mentioned above and the shortage is not listed any longer. Presumably one package ID will be omitted, while the other one will be exported.

In addition to the prior example you can see in the following, how to unsubscribe a complete package ID. It is assumed that the package ID 01 with 5 cartons is missing completely. If you would like to report the absence of a package ID, there is no suitable package line intended nor available.

Allocation:



MRN	Position	Package no.	VKZ	MM	Net weight	Gross weight
O6DE…E1	001	02	J	J	800	850

Shortage

MRN	Position	Package ID
O6DE…E1	001	01

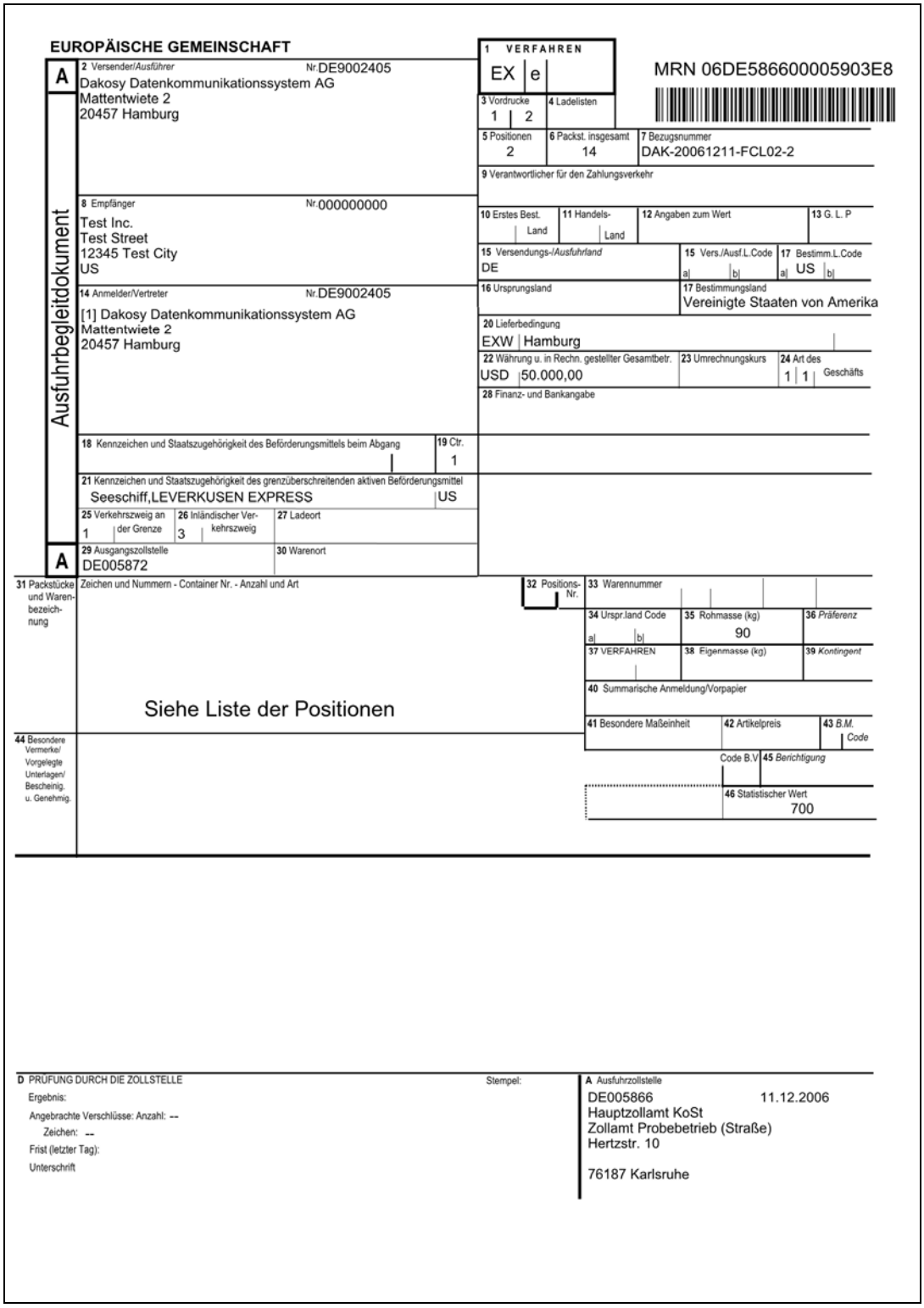
Annotation:

1. The first table indicates, that a shortage occurs at position 001.
2. The last two columns of the table indicate the corrected value of the net weight for position 001.
3. The only connection between table three and prior entries consists in the MRN with absent package ID. As the package ID 01 is missing, it cannot be allocated to any package line.

4.4 FCL02

Content of scenario:

1 container
1 MRN
2 consignment position



Liste der Positionen

Blatt A | 2 | 2 **Datum:** 11.12.2006

MRN 06DE586600005903E8

Positions-Nr. (32)	Zeichen / Nummer (31.1)	Anzahl / Art (31.2)	Container Nr. (31.3)	Warenbezeichnung (31.4)
Verfahren (37)	Warennummer (33)	Statistischer Wert (46)	Urspr.land Code (34 a) (34 b)	Summarische Anmeldung/Vorpapier (40)
Versendungs- / *Ausfuhrland* (15)	Besondere Maßeinheit (41)	Rohmasse (kg) (35)	Eigenmasse (kg) (38)	Besondere Vermerke / Vorgelegte Unterlagen / Bescheinigungen und Genehmigungen (44)
1	neue Reifen	5 NE, Nicht verpackt oder nicht abgepackt	HLCU1234566	Dunlop 245 546 R 45 25 Y
1000	40111000	400	03	
DE	1.000,000	50	50	vereinfachte Ausfuhr [DE005864ZA10] [Hauptzollamt KoSt Probebetrieb] - 30200
2	andere Teile und Zubehoer	9 CS, Kiste ("Case")	HLCU1234566	div.
1000	87089490	300	02	
DE	100,000	40	40	vereinfachte Ausfuhr [DE005864ZA10] [Hauptzollamt KoSt Probebetrieb] - 30200

4.4.1 FCL02 – Allocation on document related level

Usage: The container contains all packages, indicated in the ADB.

Allocation:

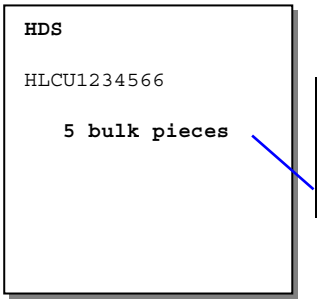
```
HDS

HLCU1234566


   5 bulk pieces
   9 boxes
```

MRN	Position	Package no.	VKZ
06DE586600005903E8	000	00	J

4.4.2 FCL02 - Allocation on position level

Usage: The container does not contain a complete consignment position and won't be taken over to another port order.

Usage:



MRN	Position	Package no.	VKZ	MM	Net weight	Gross weight
06DE586600005903E8	001	00	J			

Shortage

MRN	Position	Package ID
O6DE…E1	002	00

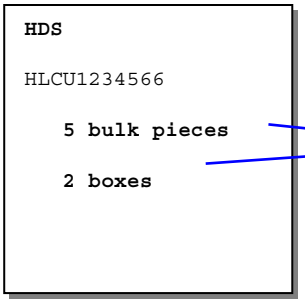
With this combination you declare, that your container contains the goods of the first position of export declaration, that your port order represents the export declaration completely and that the absent second consignment position shall be reported as shortage in quantity. The nine boxes of the example, that are not contained in the container, represent the shortage.

You can only choose this version, if a complete position is being reported as shortage. If only single packages are missing or the quantity is being reduced, you have to conduct the allocation on package level.

4.4.3 FCL02 - Allocation on package level

Usage: The consignment position is being decreased, the net weight is being corrected up to a value exceeding zero.
In this example it is assumed that seven of the nine boxes are missing.

Allocation:



MRN	Position	Package no.	VKZ	MM	Net weight	Gross weight
06DE586600005903E8	001	01	J	N		
06DE586600005903E8	002	01	J	**J**	10	

If a difference quantity shall be reported, i.e. only parts of the consignment position are missing, every package position of the port order has to be declared. The type of allocation must not be modified for a MRN!

4.5 FCL03

Content of scenario: 1 container
2 MRN with
2 consignment positions each

It's being refrained to image the two ABD at this point. The structure would be always identical with the example from 4.4 FCL02.

Please note that this scenario can only be used for HDS-orders. Since one message represents exactly one MRN in a GM01 (presentation notification), this version cannot be pictured with a GM01-message, unless a separate presentation notification is being generated for each MRN.

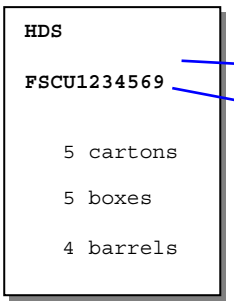
This example is only applicable, if the HDS contains solely AES-declaration cases. If you would like to include further classical declaration types (i.e. AAM) alongside, you have to apply a separate B- or Z-number for each export declaration and summarize these in a consolidated-HDS.

Furthermore experience has shown, that not every software producer provides the possibility to allocate several MRN-numbers to one container. If this may be the case with the application you are using, you have to transact the process via consolidated-HDS.

4.5.1 FCL03: Allocation on document related level

Usage: The container contains every consignment position of both export declarations.

Allocation:



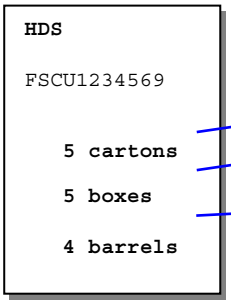
MRN	Position	Package no.	VKZ
O6DE…E1	000	00	J
O6DE…E2	000	00	J

Please note, that you can always allocate two or more MRN-numbers to one container. This example is interesting in regard to consolidated containers in chapter ….???

4.5.2 FCL03: Allocation on position level

Usage: A complete consignment position in one of the listed MRN is being omitted.

Allocation:



MRN	Position	Package no.	VKZ	MM
O6DE…E1	001	00	J	-
O6DE…E1	002	00	J	-
O6DE…E2	001	00	J	

Please take note:

The indicator of completeness is essential per MRN. If you conduct the qualification on the position level, please make sure to place the same indicator at each position!

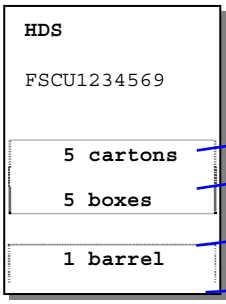
The identification of shortage will be only conducted with the affected MRN. In this case the four barrels of the second MRN, which are not contained in the container, represent the shortage.

4.5.3 FCL03: Allocation on package level

Usage: Parts of a consignment position are omitted in one of the listed MRN. The remaining net weight has got a value exceeding zero.

You may specify the reduced number on package level. Please make sure to acquire the correct net weight for AES on the position level. Assuming, that three of four declared barrels are missing, the following illustration appears:

Allocation:



MRN	Position	Package no.	VKZ	MM	Net weight	Gross weight
O6DE…E1	001	01	J	-		
O6DE…E1	002	01	J	-		
O6DE…E2	001	01	J	**J**	**300**	**340**
O6DE…E2	002	01	J	-		

Please take note:

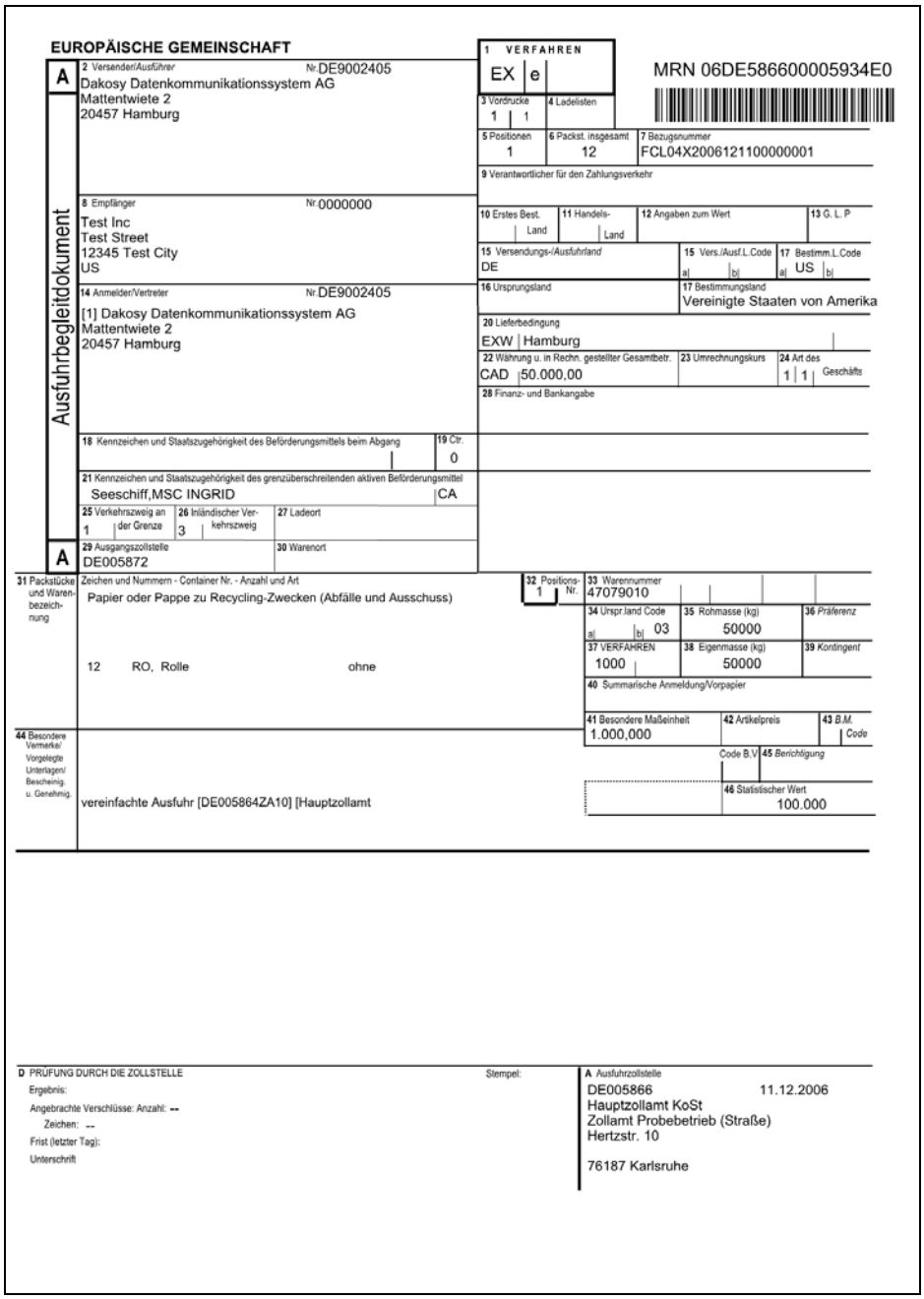
The indicator of completeness is true per MRN. If you conduct the qualification on package level, please make sure to place the same indicator at each position!

The identification of shortage will only be conducted with the affected MRN.

4.6 FCL04

Content of scenario: 2 containers
1 MRN
1consignment position
1 package no. with value exceeding 1

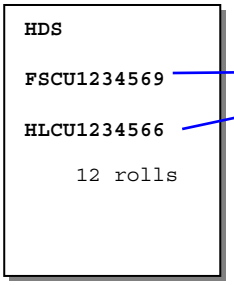
It is assumed that it is not known, how many containers the consignment will be allocated to, when creating the export declaration. The container no. is only acquired in the port order.



4.6.1 FCL04: Allocation on document related level

Usage: It is impossible to distinguish how to allocate the consignment to both containers, i.e. because the commodity is homogenous.

Allocation:



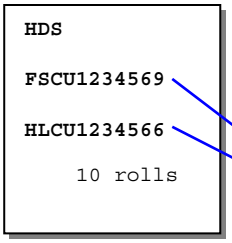
MRN	Position	Package no.	VKZ
06DE586600005934E0	000	00	J
06DE586600005934E0	000	00	J

That means you have to acquire the same data for both containers. The MRN will be allocated to both containers on document related level.

4.6.2 FCL04: Allocation on position level

Usage: It is impossible to distinguish how many packages are contained in one container. A shortage shall be reported at once.

Allocation:

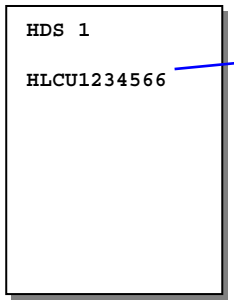


MRN	Position	Package no.	VKZ	MM	Net weight	Gross weight
06DE586600005934E0	001	00	J	J	42000	42500
06DE586600005934E0	001	00	J	J	42000	42500

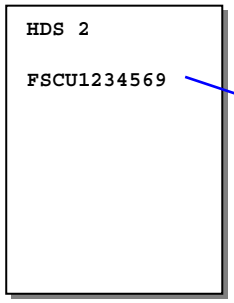
4.6.3 FCL04 – Version with two port orders

The same MRN could be allocated to two different port orders, by creating a HDS for each container. You cannot use this example for a presentation notification, since it is imperative that a GM01 contains precisely one complete MRN.

Allocation:



MRN	Position	Package no.	VKZ
06DE586600005934E0	000	00	**N**



MRN	Position	Package no.	VKZ
06DE586600005934E0	000	00	**J**

The indicator of completeness won't be placed in the first port order, because the consignment, listed in the ADB, is illustrated completely in the second order primarily.

Even with the allocation to two port orders, there will always be the risk that the container of the first HDS (1) won't be loaded, if the container of the second HDS (2) does not arrive; it's always decisive to declare the MRN completely.

5. LCL examples

The following scenarios might basically be carried over from the prior FCL chapter.

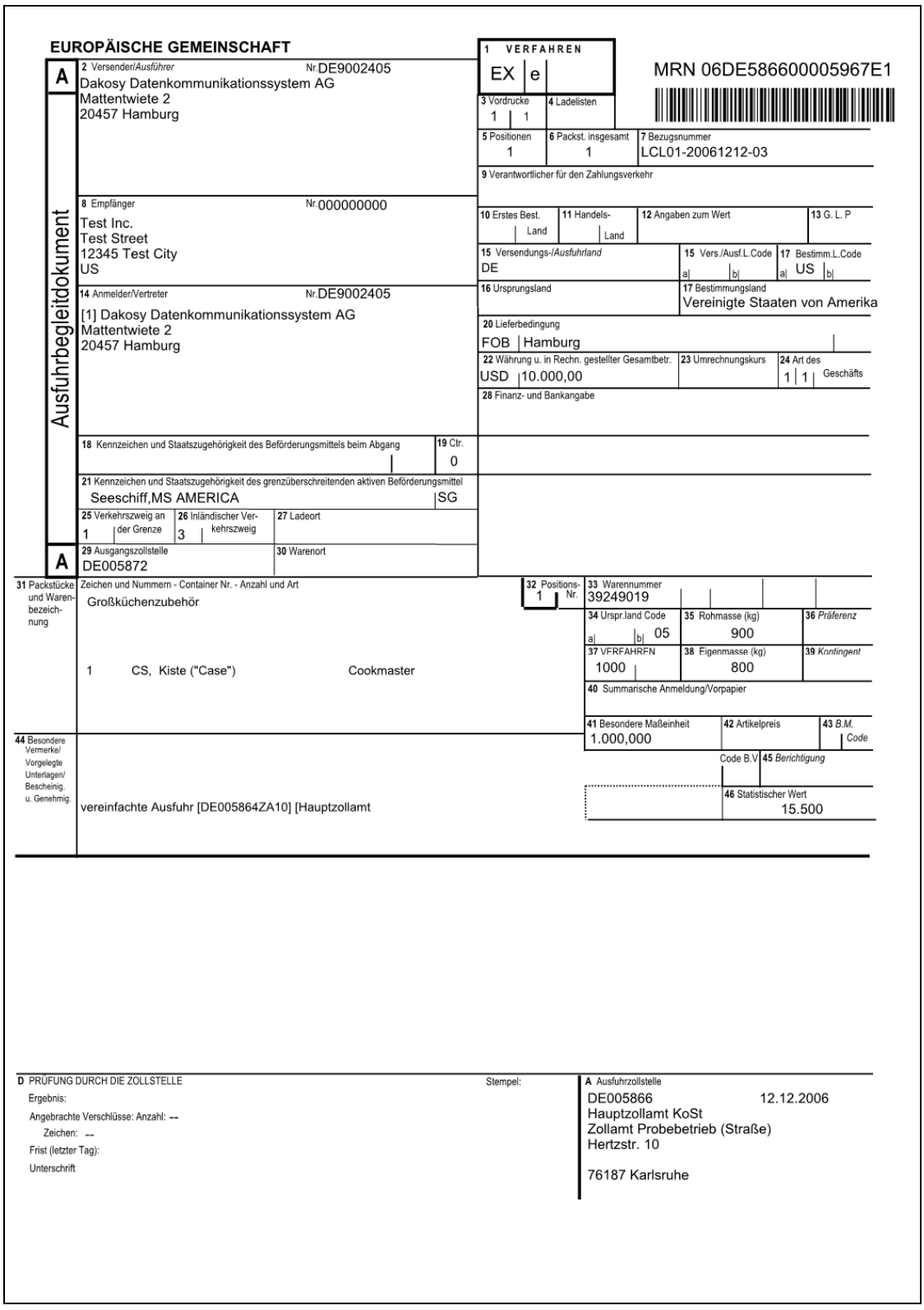
We would like to inform you about a particularity compared to the FCL-procedures at this point: since you cannot use a container number for identification, the arrival of the consignment will be confirmed on base of the Z-number of the GM01/ HDS or the MRN.

Terminal or shipping company can just indicate the arrival of the complete consignment, listed in the related documents. It's impossible to confirm the arrival of partial deliveries!

In addition to that, terminal and shipping company cannot report shortages. Possible variances must be conferred with the presentor, who will cancel his port order and create a new one with corrected data, if necessary.

5.1 LCL01

Content of scenario: 1 MRN
1 consignment position
1 package with 1 box



EUROPÄISCHE GEMEINSCHAFT

Ausfuhrbegleitdokument

A

2 Versender/*Ausführer* Nr. DE9002405
Dakosy Datenkommunikationssystem AG
Mattentwiete 2
20457 Hamburg

8 Empfänger Nr. 000000000
Test Inc.
Test Street
12345 Test City
US

14 Anmelder/Vertreter Nr. DE9002405
[1] Dakosy Datenkommunikationssystem AG
Mattentwiete 2
20457 Hamburg

1 VERFAHREN: EX | e

MRN 06DE586600005967E1

3 Vordrucke: 1 | 1
4 Ladelisten:
5 Positionen: 1
6 Packst. insgesamt: 1
7 Bezugsnummer: LCL01-20061212-03
9 Verantwortlicher für den Zahlungsverkehr
10 Erstes Best. Land:
11 Handels- Land:
12 Angaben zum Wert:
13 G. L. P
15 Versendungs-/*Ausfuhrland*: DE
15 Vers./Ausf.L.Code a| b|
17 Bestimm.L.Code a| US b|
16 Ursprungsland:
17 Bestimmungsland: Vereinigte Staaten von Amerika
20 Lieferbedingung: FOB | Hamburg
22 Währung u. in Rechn. gestellter Gesamtbetr.: USD | 10.000,00
23 Umrechnungskurs:
24 Art des Geschäfts: 1 | 1
28 Finanz- und Bankangabe

18 Kennzeichen und Staatszugehörigkeit des Beförderungsmittels beim Abgang:
19 Ctr.: 0

21 Kennzeichen und Staatszugehörigkeit des grenzüberschreitenden aktiven Beförderungsmittel: Seeschiff,MS AMERICA | SG

25 Verkehrszweig an der Grenze: 1
26 Inländischer Verkehrszweig: 3
27 Ladeort:

A

29 Ausgangszollstelle: DE005872
30 Warenort:

31 Packstücke und Warenbezeichnung: Zeichen und Nummern - Container Nr. - Anzahl und Art
Großküchenzubehör

1 CS, Kiste ("Case") Cookmaster

32 Positions-Nr.: 1
33 Warennummer: 39249019
34 Urspr.land Code a| b| 05
35 Rohmasse (kg): 900
36 *Präferenz*
37 VERFAHREN: 1000
38 Eigenmasse (kg): 800
39 *Kontingent*
40 Summarische Anmeldung/Vorpapier
41 Besondere Maßeinheit: 1.000,000
42 Artikelpreis:
43 *B.M.* Code
Code B.V
45 *Berichtigung*
46 Statistischer Wert: 15.500

44 Besondere Vermerke/ Vorgelegte Unterlagen/ Bescheinig. u. Genehmig.
vereinfachte Ausfuhr [DE005864ZA10] [Hauptzollamt

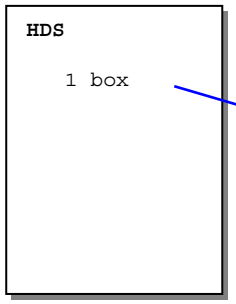
D PRÜFUNG DURCH DIE ZOLLSTELLE
Ergebnis:
Angebrachte Verschlüsse: Anzahl: --
Zeichen: --
Frist (letzter Tag):
Unterschrift

Stempel:

A Ausfuhrzollstelle
DE005866 12.12.2006
Hauptzollamt KoSt
Zollamt Probebetrieb (Straße)
Hertzstr. 10

76187 Karlsruhe

Allocation on document related level:



MRN	Position	Package no.	VKZ
06DE586600005967E1	000	00	J

Recommendation for each LCL-consignment: operation related declaration

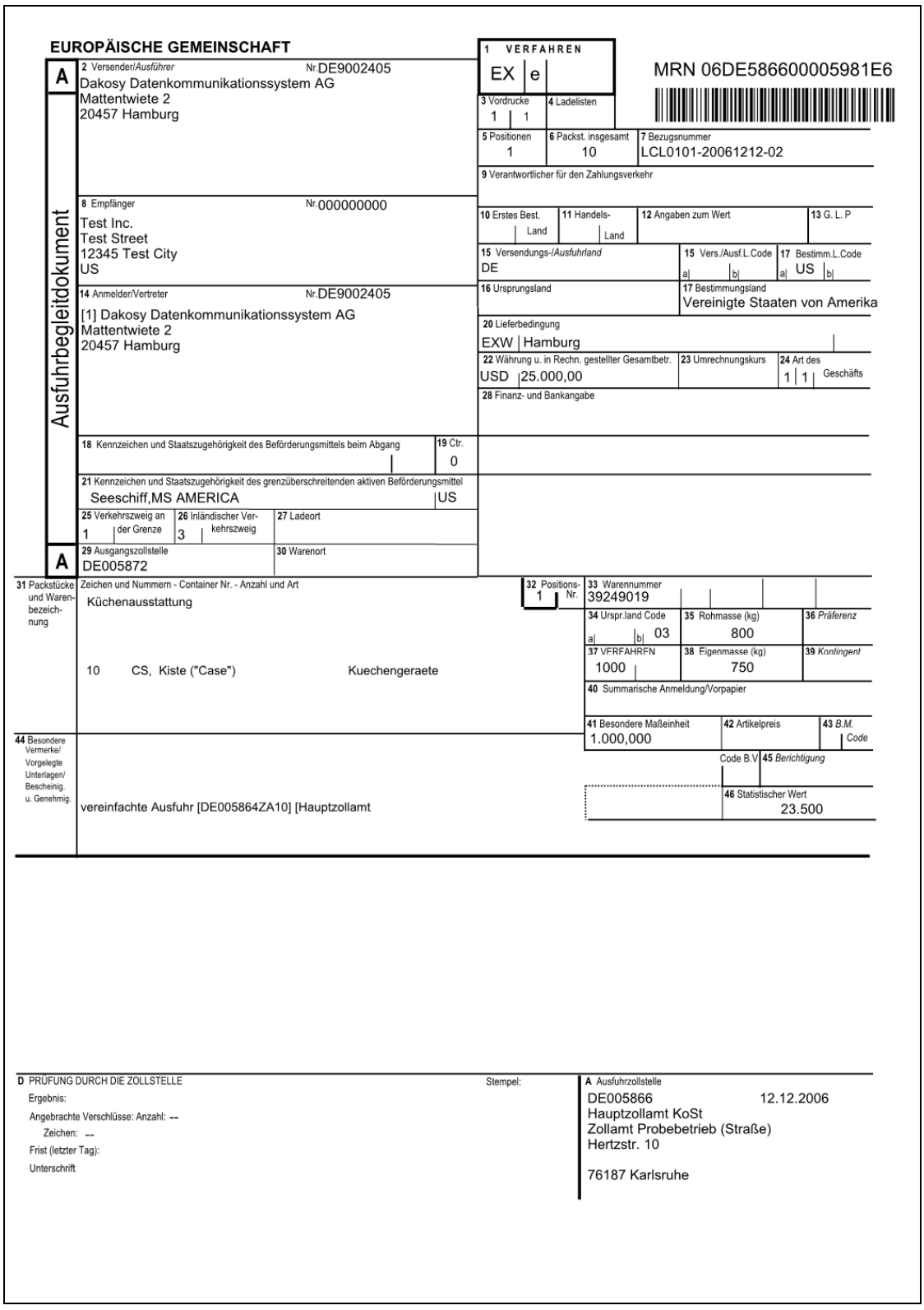
Exceptions: Port order does not contain the complete MRN.

The MRN is allocated to several port orders. (except in GM01)

Regardless to this advice the allocation on the lowest level (package-related) is always possible, but rarely required.

5.2 LCL01-01

Content of scenario: 1 MRN
1 consignment position
1 package ID with 10 boxes



EUROPÄISCHE GEMEINSCHAFT

Ausfuhrbegleitdokument

1 VERFAHREN: EX | e

MRN 06DE586600005981E6

A

2 Versender/*Ausführer* Nr.DE9002405
Dakosy Datenkommunikationssystem AG
Mattentwiete 2
20457 Hamburg

3 Vordrucke: 1 | 1
4 Ladelisten:
5 Positionen: 1
6 Packst. insgesamt: 10
7 Bezugsnummer: LCL0101-20061212-02
9 Verantwortlicher für den Zahlungsverkehr

8 Empfänger Nr.000000000
Test Inc.
Test Street
12345 Test City
US

10 Erstes Best. Land
11 Handels- Land
12 Angaben zum Wert
13 G. L. P
15 Versendungs-/*Ausfuhrland*: DE
15 Vers./Ausf.L.Code a| b|
17 Bestimm.L.Code a| US b|

14 Anmelder/Vertreter Nr.DE9002405
[1] Dakosy Datenkommunikationssystem AG
Mattentwiete 2
20457 Hamburg

16 Ursprungsland:
17 Bestimmungsland: Vereinigte Staaten von Amerika
20 Lieferbedingung: EXW | Hamburg
22 Währung u. in Rechn. gestellter Gesamtbetr.: USD | 25.000,00
23 Umrechnungskurs:
24 Art des Geschäfts: 1 | 1
28 Finanz- und Bankangabe

18 Kennzeichen und Staatszugehörigkeit des Beförderungsmittels beim Abgang:
19 Ctr.: 0

21 Kennzeichen und Staatszugehörigkeit des grenzüberschreitenden aktiven Beförderungsmittel
Seeschiff,MS AMERICA | US

25 Verkehrszweig an der Grenze: 1
26 Inländischer Verkehrszweig: 3
27 Ladeort:

A
29 Ausgangszollstelle: DE005872
30 Warenort:

31 Packstücke und Warenbezeichnung: Zeichen und Nummern - Container Nr. - Anzahl und Art
Küchenausstattung

10 CS, Kiste ("Case") Kuechengeraete

32 Positions-Nr.: 1
33 Warennummer: 39249019
34 Urspr.land Code a| b| 03
35 Rohmasse (kg): 800
36 *Präferenz*
37 VERFAHREN: 1000
38 Eigenmasse (kg): 750
39 *Kontingent*
40 Summarische Anmeldung/Vorpapier
41 Besondere Maßeinheit: 1.000,000
42 Artikelpreis
43 *B.M.* *Code*
Code B.V
45 *Berichtigung*
46 Statistischer Wert: 23.500

44 Besondere Vermerke/ Vorgelegte Unterlagen/ Bescheinig. u. Genehmig.
vereinfachte Ausfuhr [DE005864ZA10] [Hauptzollamt

D PRÜFUNG DURCH DIE ZOLLSTELLE
Ergebnis:
Angebrachte Verschlüsse: Anzahl: --
Zeichen: --
Frist (letzter Tag):
Unterschrift

Stempel:

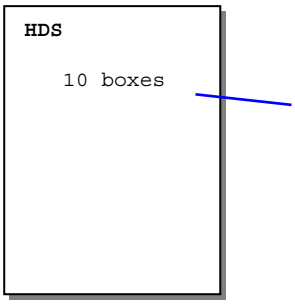
A Ausfuhrzollstelle
DE005866 12.12.2006
Hauptzollamt KoSt
Zollamt Probebetrieb (Straße)
Hertzstr. 10

76187 Karlsruhe

5.2.1 LCL01-01: Allocation on operation level

Usage: The port order contains all ten packages, the net weight averages 750 kg, as indicated in the ABD.

Allocation:

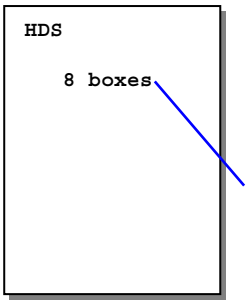


MRN	Position	Package no.	VKZ
06DE586600005981E6	000	00	J

5.2.2 LCL01-01: Allocation on package level

Usage: The port order contains less than the ten announced packages.

Allocation:



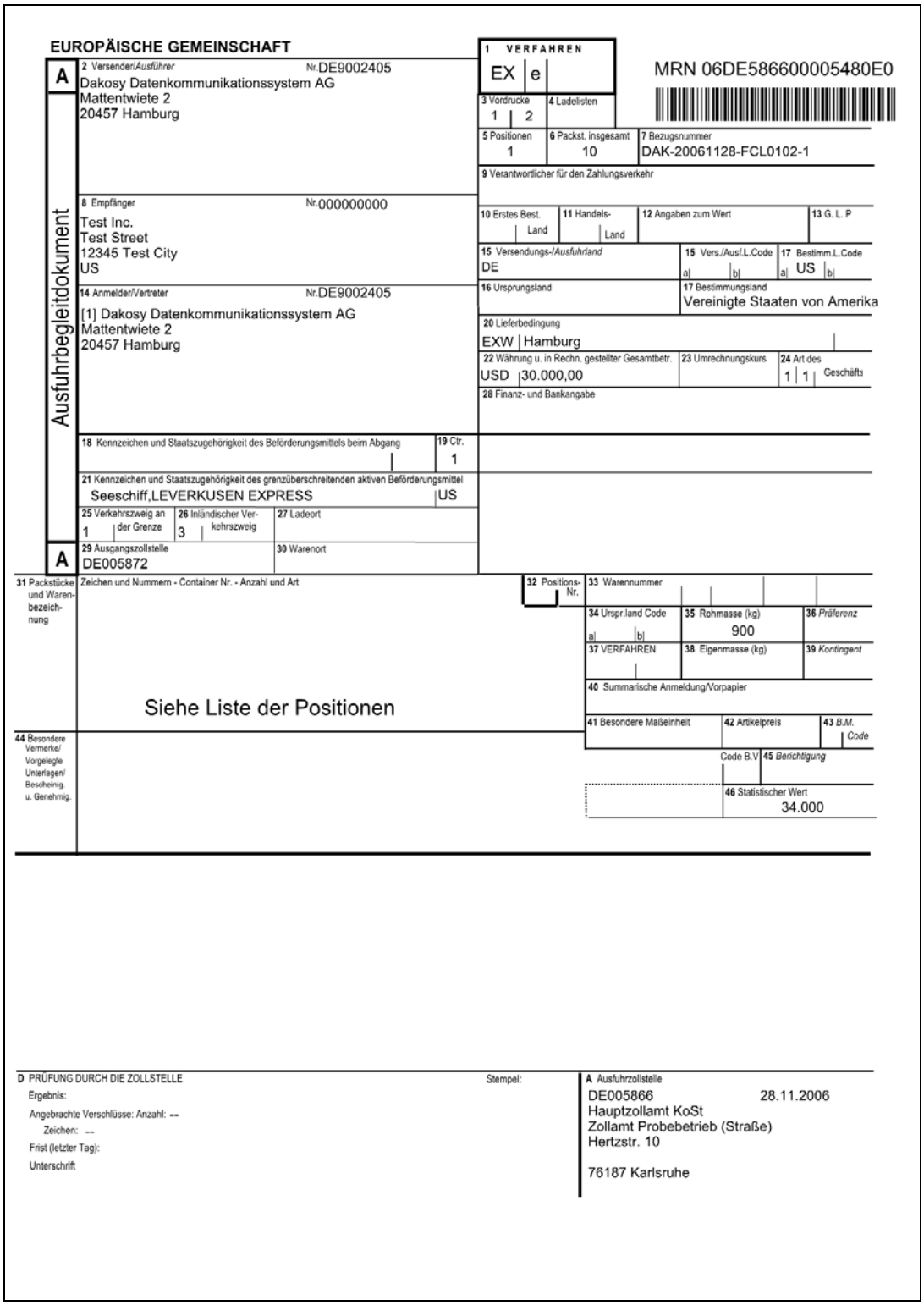
MRN	Position	Package no.	VKZ	MM	Net weight	Gross weight
06DE586600005981E6	001	01	J	J	600	630

In this example you indicate that the port order contains eight boxes, but no more will be shipped, so there will be a difference to the data of the export declaration.

The shortage in the present example includes two boxes.

5.3 LCL01-02

Content of scenario: 1 MRN
1 consignment position
2 package no.:
PID01 = 5 cartons
PID02 = 5 boxes



EUROPÄISCHE GEMEINSCHAFT

A Ausfuhrbegleitdokument

1 VERFAHREN: EX | e

MRN 06DE586600005480E0

2 Versender/Ausführer Nr. DE9002405
Dakosy Datenkommunikationssystem AG
Mattentwiete 2
20457 Hamburg

3 Vordrucke: 1 | 2
4 Ladelisten
5 Positionen: 1
6 Packst. insgesamt: 10
7 Bezugsnummer: DAK-20061128-FCL0102-1
9 Verantwortlicher für den Zahlungsverkehr

8 Empfänger Nr. 000000000
Test Inc.
Test Street
12345 Test City
US

10 Erstes Best. Land
11 Handels- Land
12 Angaben zum Wert
13 G. L. P
15 Versendungs-/Ausfuhrland: DE
15 Vers./Ausf.L.Code a| b|
17 Bestimm.L.Code a| US b|
16 Ursprungsland
17 Bestimmungsland: Vereinigte Staaten von Amerika

14 Anmelder/Vertreter Nr. DE9002405
[1] Dakosy Datenkommunikationssystem AG
Mattentwiete 2
20457 Hamburg

20 Lieferbedingung: EXW | Hamburg
22 Währung u. in Rechn. gestellter Gesamtbetr.: USD | 30.000,00
23 Umrechnungskurs
24 Art des Geschäfts: 1 | 1
28 Finanz- und Bankangabe

18 Kennzeichen und Staatszugehörigkeit des Beförderungsmittels beim Abgang
19 Ctr.: 1
21 Kennzeichen und Staatszugehörigkeit des grenzüberschreitenden aktiven Beförderungsmittel: Seeschiff,LEVERKUSEN EXPRESS | US
25 Verkehrszweig an der Grenze: 1
26 Inländischer Verkehrszweig: 3
27 Ladeort

A
29 Ausgangszollstelle: DE005872
30 Warenort

31 Packstücke und Warenbezeichnung: Siehe Liste der Positionen
Zeichen und Nummern - Container Nr. - Anzahl und Art

32 Positions-Nr.
33 Warennummer
34 Urspr.land Code a| b|
35 Rohmasse (kg): 900
36 Präferenz
37 VERFAHREN
38 Eigenmasse (kg)
39 Kontingent
40 Summarische Anmeldung/Vorpapier
41 Besondere Maßeinheit
42 Artikelpreis
43 B.M. Code
Code B.V
45 Berichtigung
46 Statistischer Wert: 34.000

44 Besondere Vermerke/ Vorgelegte Unterlagen/ Bescheinig. u. Genehmig.

D PRÜFUNG DURCH DIE ZOLLSTELLE
Ergebnis:
Angebrachte Verschlüsse: Anzahl: --
Zeichen: --
Frist (letzter Tag):
Unterschrift

Stempel:

A Ausfuhrzollstelle
DE005866 28.11.2006
Hauptzollamt KoSt
Zollamt Probebetrieb (Straße)
Hertzstr. 10

76187 Karlsruhe

The position is given on the second page:

Liste der Positionen

Blatt A 2 2 **Datum:** 12.12.2006

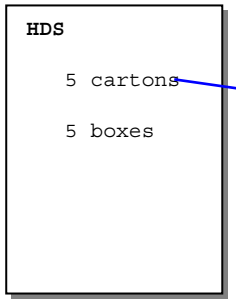
MRN 06DE586600005980E7

Positions-Nr. (32)	Zeichen / Nummer (31.1)	Anzahl / Art (31.2)	Container Nr. (31.3)	Warenbezeichnung (31.4)
Verfahren (37)	Warennummer (33)	Statistischer Wert (46)	Urspr.land Code (34 a) (34 b)	Summarische Anmeldung/Vorpapier (40)
Versendungs- / *Ausfuhrland* (15)	Besondere Maßeinheit (41)	Rohmasse (kg) (35)	Eigenmasse (kg) (38)	Besondere Vermerke / Vorgelegte Unterlagen / Bescheinigungen und Genehmigungen (44)
1	Kuechengeraete Zubehoer	5 CT, Karton 5 CS, Kiste ("Case")		Küchenausstattung
1000	39249019	34.000	03	
DE	1.000,000	900	840	
				vereinfachte Ausfuhr [DE005864ZA10] [Hauptzollamt KoSt Probebetrieb] - 30200

5.3.1 LCL01-02: Allocation on operation level

Usage: The port order contains every package, mentioned above.

Allocation:



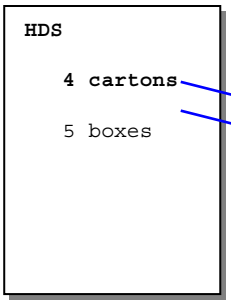
MRN	Position	Package no.	VKZ
06DE586600005980E7	000	00	J

In this case please make sure that customs data will be only allocated to the first package position. The second package position won't be issued with customs data!

5.3.2 LCL01-02: Allocation on package level

Usage: The port order does not contain every packages, mentioned above.

Allocation:

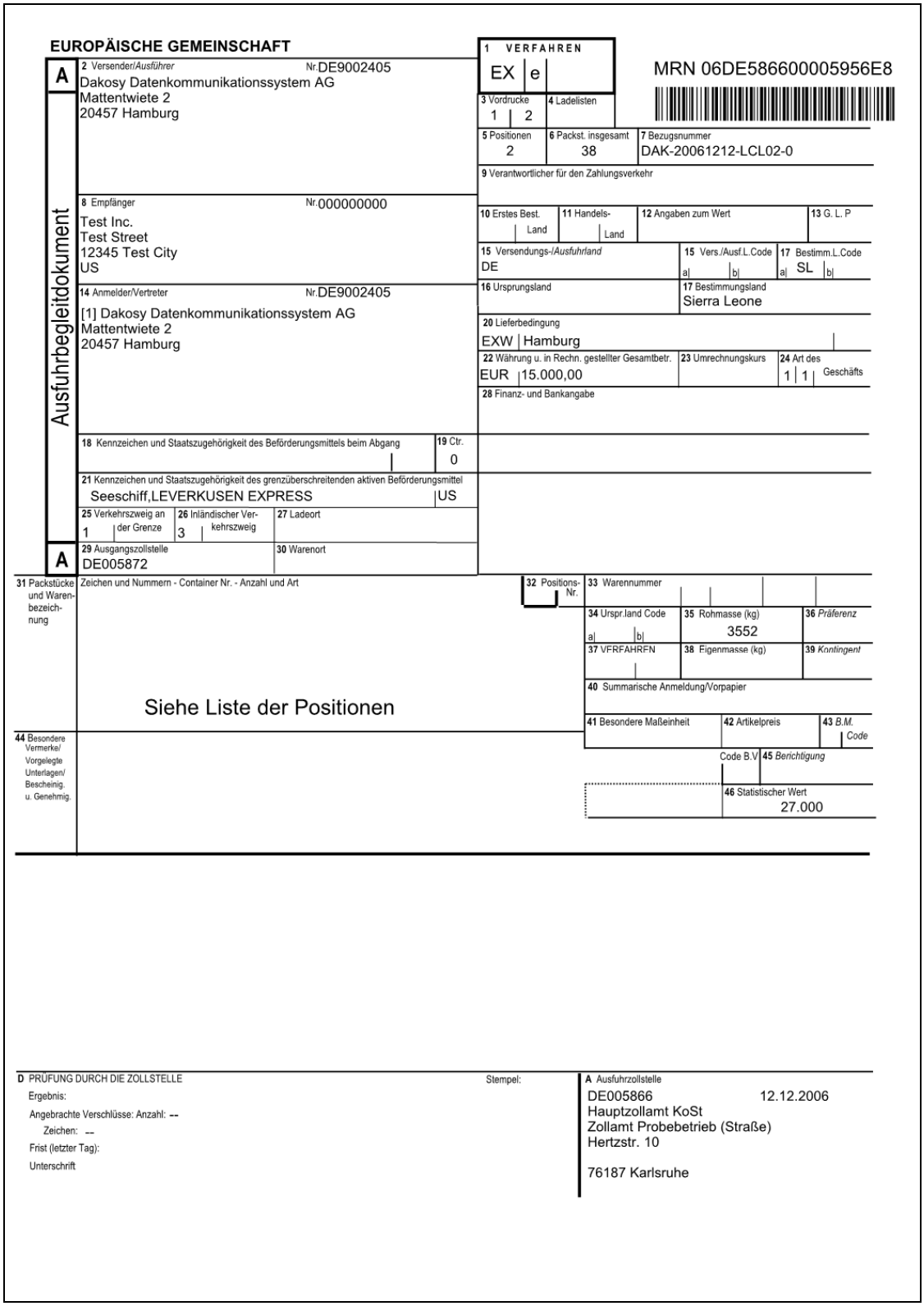


MRN	Position	Package no.	VKZ	MM	Net weight	Gross weight
06DE586600005980E7	001	01	J	J	700	720
06DE586600005980E7	001	02	J	J	700	720

In this example you indicate that only four of the five cartons, mentioned in the ADB, will be shipped in the first consignment position at the first package no.

5.4 LCL02

Content of scenario: 1 MRN
2 consignment position



EUROPÄISCHE GEMEINSCHAFT

Ausfuhrbegleitdokument

A

2 Versender/*Ausführer* Nr. DE9002405
Dakosy Datenkommunikationssystem AG
Mattentwiete 2
20457 Hamburg

8 Empfänger Nr. 000000000
Test Inc.
Test Street
12345 Test City
US

14 Anmelder/Vertreter Nr. DE9002405
[1] Dakosy Datenkommunikationssystem AG
Mattentwiete 2
20457 Hamburg

1 VERFAHREN: EX | e

MRN 06DE586600005956E8

3 Vordrucke: 1 | 2
4 Ladelisten

5 Positionen: 2
6 Packst. insgesamt: 38
7 Bezugsnummer: DAK-20061212-LCL02-0

9 Verantwortlicher für den Zahlungsverkehr

10 Erstes Best. Land
11 Handels- Land
12 Angaben zum Wert
13 G. L. P

15 Versendungs-/*Ausfuhrland*: DE
15 Vers./Ausf.L.Code a| |b|
17 Bestimm.L.Code a| SL |b|

16 Ursprungsland
17 Bestimmungsland: Sierra Leone

20 Lieferbedingung: EXW | Hamburg

22 Währung u. in Rechn. gestellter Gesamtbetr.: EUR | 15.000,00
23 Umrechnungskurs
24 Art des Geschäfts: 1 | 1

28 Finanz- und Bankangabe

18 Kennzeichen und Staatszugehörigkeit des Beförderungsmittels beim Abgang
19 Ctr.: 0

21 Kennzeichen und Staatszugehörigkeit des grenzüberschreitenden aktiven Beförderungsmittel: Seeschiff,LEVERKUSEN EXPRESS | US

25 Verkehrszweig an der Grenze: 1
26 Inländischer Verkehrszweig: 3
27 Ladeort

A

29 Ausgangszollstelle: DE005872
30 Warenort

31 Packstücke und Warenbezeichnung: Zeichen und Nummern - Container Nr. - Anzahl und Art

Siehe Liste der Positionen

32 Positions-Nr.
33 Warennummer
34 Ursprl.land Code a| |b|
35 Rohmasse (kg): 3552
36 *Präferenz*
37 VERFAHREN
38 Eigenmasse (kg)
39 *Kontingent*
40 Summarische Anmeldung/Vorpapier
41 Besondere Maßeinheit
42 Artikelpreis
43 *B.M.* Code
Code B.V
45 *Berichtigung*
46 Statistischer Wert: 27.000

44 Besondere Vermerke/ Vorgelegte Unterlagen/ Bescheinig. u. Genehmig.

D PRÜFUNG DURCH DIE ZOLLSTELLE
Ergebnis:
Angebrachte Verschlüsse: Anzahl: --
Zeichen: --
Frist (letzter Tag):
Unterschrift

Stempel:

A Ausfuhrzollstelle
DE005866 12.12.2006
Hauptzollamt KoSt
Zollamt Probebetrieb (Straße)
Hertzstr. 10

76187 Karlsruhe

Liste der Positionen
Blatt A 2 2 **Datum:** 12.12.2006

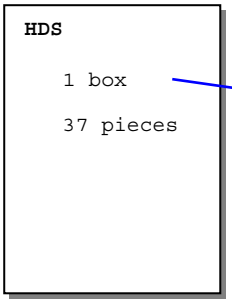
MRN 06DE586600005956E8

Positions-Nr. (32)	Zeichen / Nummer (31.1)	Anzahl / Art (31.2)	Container Nr. (31.3)	Warenbezeichnung (31.4)
Verfahren (37)	Warennummer (33)	Statistischer Wert (46)	Urspr.land Code (34 a) (34 b)	Summarische Anmeldung/Vorpapier (40)
Versendungs- / *Ausfuhrland* (15)	Besondere Maßeinheit (41)	Rohmasse (kg) (35)	Eigenmasse (kg) (38)	Besondere Vermerke / Vorgelegte Unterlagen / Bescheinigungen und Genehmigungen (44)
1	ohne	1 CS, Kiste ("Case")		Handpumpen, einschließlich des üblicherweise zur Ausrüstung gehörenden Zubehörs
1000	84132000	15.000	03	
DE	1.000,000	786	766	vereinfachte Ausfuhr [DE005864ZA10] [Hauptzollamt KoSt Probebetrieb] - 30200
2	THW	37 NE, Nicht verpackt oder nicht abgepackt		Zusammenstellungen von Hilfsgütern verschiedener Art, die im Rahmen humanitärer Hilfeunentgeldlich zur Verfügung gestellt werden.
1000	99909925	12.000	02	
DE	100,000	2766	2614	vereinfachte Ausfuhr [DE005864ZA10] [Hauptzollamt KoSt Probebetrieb] - 30200

5.4.1 LCL02 - Allocation on operation level

Usage: The port order contains every package, mentioned above.

Allocation:



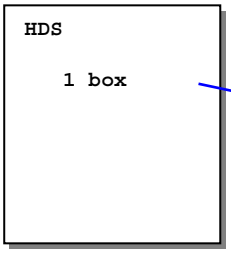
MRN	Position	Package no.	VKZ
06DE586600005956E8	000	00	J

Please note here, too, that customs data will only be allocated to the first package position.

5.4.2 LCL02 - Allocation on position level

Usage: A complete consignment position is not available and won't be passed on by another port order as well.

Allocation:



MRN	Position	Package no.	VKZ	MM
06DE586600005956E8	001	00	J	J

Shortage

MRN	Position	Package ID
06DE586600005956E8	002	00

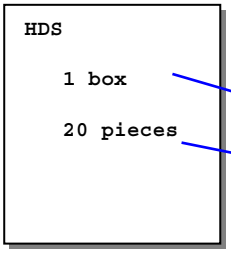
With this combination you declare, that your port order contains the goods of the first position of export declaration, that it illustrates the export declaration completely and the absent second consignment position shall be reported as shortage automatically. The 37 packages of the example, which are not contained in the HDS, represent the shortage.

You can only choose this version, if a complete position is being reported as shortage. If only single packages are missing or the quantity is being reduced, you have to conduct the allocation on package level.

5.4.3 LCL02 - Allocation on package level

Usage: The consignment position does not contain single packages and those won't be passed on by another port order either. The following illustration indicates a shortage of 17 packages on the first package ID of the second package position.

Allocation:



MRN	Position	Package no.	VKZ	MM	Net weight	Gross weight
06DE586600005956E8	001	01	J	N		
06DE586600005956E8	002	01	J	**J**	800	850

Every package position of the port order has to be reported on package level, if a different quantity should be reported, thus only parts of a consignment position are missing. The type of allocation may not be modified for a MRN!

5.5 LCL03

Content of scenario: 2 MRN with
2 consignment positions each

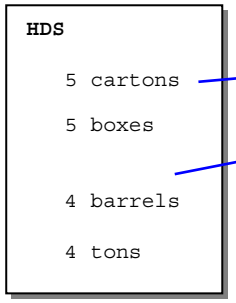
It's being refrained to image the two ABD at this point. The structure would be always identical with the example from LCL02.

Please note that this scenario can only be used for HDS-orders. Since one message represents exactly one MRN in a GM01 (presentation notification), this version cannot be pictured with a GM01-message, unless a separate presentation notification is being generated for each MRN.

5.5.1 LCL03: Allocation on operation level

Usage: The HDS contains every consignment position of both export declarations.

Allocation:



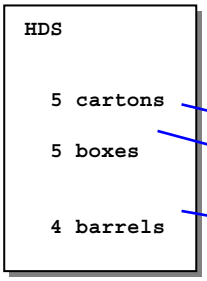
MRN	Position	Package no.	VKZ
O6DE…E1	000	00	J
O6DE…E2	000	00	J

This example indicates, that it is possible to allocate two or more MRN no. to a HDS, unlike in the presentation notification.

5.5.2 LCL03: Allocation on position level

Usage: The same applies here: the version should be implemented, if a complete position shall be declared

Allocation:



MRN	Position	Package no.	VKZ	MM	Net weight	Gross weight
O6DE…E1	001	00	J	-	-	-
O6DE…E1	002	00	J	-	-	-
O6DE…E2	001	00	J	-		

Shortage

MRN	Position	Package ID
O6DE…E2	002	00

Explanation:

VKZ = J: The MRN is being represented due to the available HDS. The indicator of completeness is currently in force per MRN, thus it must be repeated at each position with the same value.

Position 001: The five cartons of the HDS will be allocated to the first consignment position of the MRN.

Package ID 00 The allocation shall be conducted on position level. The package information won't be allocated detailed.

Shortage You must specify the missing consignment position, in order to complete your declaration. As the position 002 is completely missing the package ID has got the value zero.

If the delivery of one of the MRN does not take place, but the completely arrived MRN shall be shipped anyway, you should cancel the port order, delete the missing MRN and send the order again, so as to obtain permission to export. Since this process does not concern a shortage message, you can continue the export procedure with the deleted MRN at a later date.

6 Example FCL/LCL for a MRN

6.1 LCL03: Allocation on position level

Content of scenario: 1 MRN 2 positions
Position 1 in the container
Position 2 as general cargo

Liste der Positionen
Blatt A 2 2 **Datum:** 11.12.2006

MRN 06DE586600005903E8

Positions-Nr. (32)	Zeichen / Nummer (31.1)	Anzahl / Art (31.2)	Container Nr. (31.3)	Warenbezeichnung (31.4)
Verfahren (37)	Warennummer (33)	Statistischer Wert (46)	Urspr.land Code (34 a) (34 b)	Summarische Anmeldung/Vorpapier (40)
Versendungs- / *Ausfuhrland* (15)	Besondere Maßeinheit (41)	Rohmasse (kg) (35)	Eigenmasse (kg) (38)	Besondere Vermerke / Vorgelegte Unterlagen / Bescheinigungen und Genehmigungen (44)
1	neue Reifen	5 NE, Nicht verpackt oder nicht abgepackt	HLCU1234566	Dunlop 245 546 R 45 25 Y
1000	40111000	400	03	
DE	1.000,000	50	50	vereinfachte Ausfuhr [DE005864ZA10] [Hauptzollamt KoSt Probebetrieb] - 30200
2	andere Teile und Zubehoer	9 CS, Kiste ("Case")		div.
1000	87089490	300	02	
DE	100,000	40	40	vereinfachte Ausfuhr [DE005864ZA10] [Hauptzollamt KoSt Probebetrieb] - 30200

HDS1

HLCU1234566

9 unverpackt

MRN	Position	Package no.	VKZ
06DE586600005903E8	001	00	N

HDS2

9 boxes

MRN	Position	Package no.	VKZ
06DE586600005903E8	002	00	J

⇨HDS:

The mixed loading of a MRN LCL and FCL requires 2 separate declaration proceedings in ZAPP ⇉ 2 ZAPP-references

⇨GM01

The mixed loading of a MRN LCL and FCL requires 3 separate declaration proceedings in ZAPP ⇉

1. Creation of the Z-number
    a. Z-number to a container-collective -Z-number
    b. Z-number to a conventional collective -Z-number

Gate-in for the container/container-collective -Z-number

Gate-in for the conventional collective-Z-number

7. Packing of consolidated container

7.1 Respites

The time of release of a collective-Z-number depends on the composition of the consolidator:

- Consolidator contains only Z-numbers: The collective Z-number is being released, as soon as all single-Z-numbers have been released.

- Consolidator contains B- and Z-numbers: criteria for B-numbers must be considered as well:
    ⇒ The release is been given not before two hours after creating the collective-Z-number.
    ⇒ No loading stop existing for any B-number.
    ⇒ Every single-Z-number has been released for export.

7.2 Non licensed place of presentation

For shipping companies, which are not licensed as place of presentation, following implications arise:

- In case of single packages no process will be initiated towards AES. The process does not start before the Gate-In of the consolidated container at terminal.
- That's why the port order of the single consignment does not get a permission for release at the shipping company.
    1. Even an examination won't be conducted at the shipping company. The examination begins no sooner than the arrival at the container terminal, which results in "kin liability": one single consignment stops every other consignment contained in the container.

7.3 Licensed place of presentation

Contrary to that are the accrued advantages of an a licensed presentation place:

- The AES-process starts before the packing of the container.
- Therefore an examination can be generally conducted before packing the container.
- The transport of the packed container to the terminal is being identified as a repositioning from the AES' point of view, as every single consignment is released to exit..

Attention: In case that a repositioning will not be executed within 24 hours at the port of Hamburg, you have to get in touch with the DAKOSY support, so they can initiate necessary measures to continue the process, after consultation with customs.

An examination can be ordered any time, even after the permission to export, whereas containers at non licensed presentation places clearly run a higher risk to have to be unpacked.

Following preconditions must be complied, in order that a shipping company or terminal will be licensed as presentation place:

- Written application for approval as presentation place
- Reception of HDS and GM01 orders
- Reception of status messages (stop, release et al).
- Report of Gate-In and Gate-Out movements to ZAPP
- Transmission of loading confirmation if terminals are loaded
- Permission of application for approval by customs

You can find the current list of licensed presentation places on the internet at http://www.zapp-hamburg.de .

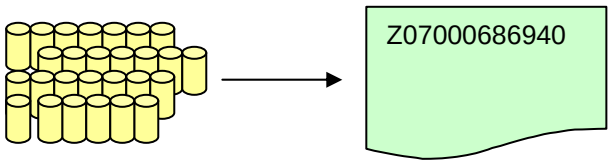
7.4 Indicator of completeness to ZAPP reference in the consolidated container for partial deliveries

Consignments, that shall be loaded partially in the declaration procedure ATLAS necessitate an amendment of the declaration of consolidated containers. Due to this amendment the system ZAPP/AES will be informed about the fact, that a single Z-number has been allocated to several containers, so the concluding loading message may not be sent until all containers are loaded.

Description of the process

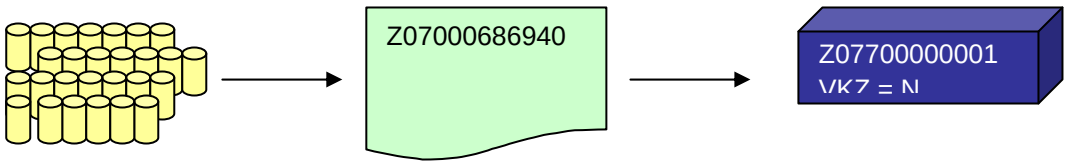
In the following example it is assumed that 27 paper rolls, which have been declared with one MRN, shall be loaded in three parts to three different vessels. How to act in such case?

1. Apply a single-Z-number for the consignment.



2. First partial delivery

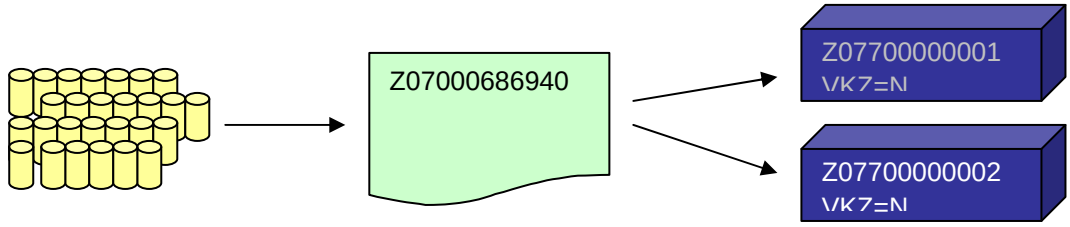
- Create a collective-HDS for the first container
- Allocate the single-Z-number to this one
- Put the indicator „Sendung ist vollständig aufgeteilt“ (consignment completely divided) = on „Nein“ (no)



This consolidator already receives the status RLS and can be loaded.

3. Second partial delivery

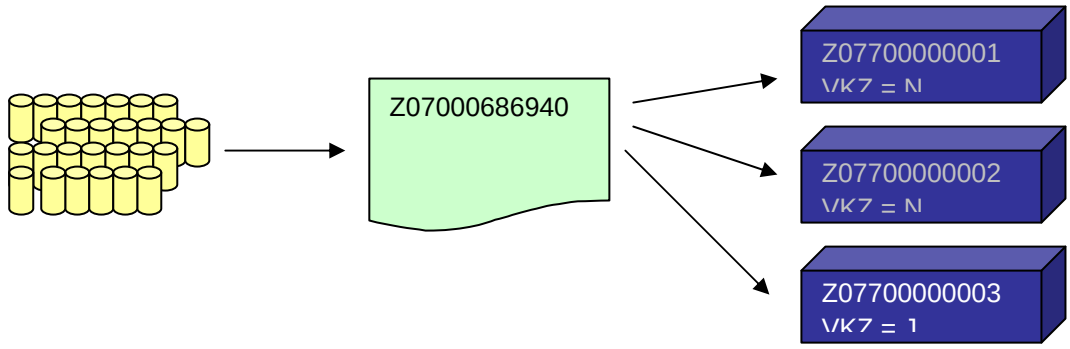
- Create a collective-HDS for the second container
- Allocate the single-Z-number to this one
- Put the indicator „Sendung ist vollständig aufgeteilt“ (consignment completely divided) = on „Nein“ (no)



Even this consolidator receives the status RLS and can be loaded.

4. Last partial delivery

- Create a collective -HDS for the last container
- Allocate the single-Z-number to this one
- Put the indicator „Sendung ist vollständig aufgeteilt“ (consignment completely divided) = on „Ja“ (yes)



Please make sure, that the information “Vollständig aufgeteilt” (completely divided) is being given not until the last collective-HDS.

What has to be pointed out during the loading? Nothing! If you complied every step so far, ZAPP knows how many containers belong to the MRN and will report the closing export message to ATLAS not until the loading of every container. The terminal itself does not receive the indicator of completeness and does not have to regard it in its process.

8. Progress of processing at procedure „Direct takeover“

- The ZAPP participant /forwarder creates a Z-number; the indicator „direct takeover HDS field 029, Gm01 segment no. 12 GIS, GPO SG02/TOD” has to be transmitted in the port order. Furthermore the forwarder files an application for „Direct takeover“ at customs office Waltershof –customs clearance Ericus, see WWW.zapp-hamburg.de - Formulare (forms) - - Antrag "direkte Übernahme"

- All following process steps –release or means of control are directly reported to the participants–the terminal in particular- via fax or the like.

- The Z-numbers maintains the status „Not Released“

- The MRN will be directly processed by customs in ATLAS via user entry

- After loading the ZAPP participant/ forwarder presents the B/L at customs office Waltershof – customs clearance Ericus (ZAPP control center) in order to certificate the export

- The MRN will be directly completed by customs in ATLAS via user entry

- The Z-number maintains the status „Not Released“

9. Progress “Termination at exit”

If an MRN is already presented on exit -goods are already complete or incomplete in the port, an Z-number exists (RLS,NRL) – but shouldn’t be exported complete, incomplete or not out of Port of Hamburg, the presentation of goods has to be interrupted for being free to be presented on any European exit point. The termination at exit can only be conducted after customs decision (i.e. „permission exit“), in general.

For this the following has to be done

A
The Z-number has to be cancelled
The GPO Message “Termination at exit” has to be sent.

B
If the “Termination at exit” can not be done electronically, this functionality is also available in the ATLAS application and can be done manually by customs officers
For this, the Z-Number should be cancelled in before, otherwise she would be changed via status NRL after “Termination at exit” has been done manually.

10. Progress of the process “export of vehicles”

In those processes special requirements have to be achieved.

- It is necessary to submit the vehicle no for all transports of motor vehicles, which has been summarized under the positions 8701 – 8705 in the index of goods for foreign trade statistics). Construction equipment (e.g. cranes, bulldozer, etc.) is excluded from the process “export of motor vehicles”.

- Presentation notification (quay order or presentation notification message)
  The MRN should not be declared on document related level. The announcement should be done on position related level of the MRN completed by the announcement of the vehicle number. If there are several vehicles declared on one position of a MRN, this position number may be repeated.

  The announcement of the chassis number will be done only once (exception vehicle accessory)

  Sub-package (quantity = “0”) is not allowed.
  Goods, that shoud be exported in an announced vehicle, are to be named as “additional cargo”.

  Presentation notification of sub-package may concern the same MRN as for the vehicle or an own MRN.

  Presentation notification of sub-package may be done with the same Quay order or the same presentation notification message as the vehicle. The validation will prove, whether the sub-package is presented with on different position number as the vehicle(s) or with a different MRN (only HDS).

  Vehicle accessory may be be presented with a position in the quay order. If so, the vehicle number and the position number of a MRN must be submitted a second time, additionally the flag “vehicle accessory (“Z”) has to be submitted.

  Restriction for the consolidated cargo (SACO): each consolidated Z reference may only contain one container; the enclosed Z number(s) have to be complete; part loading for Z numbers are not allowed in the process of vehicle transport.

  Vehicles have not to be reported with chassis number, if they are
  already in the container at the origin export customs office!

  Gate messages:
  Gate-IN messages for a vehicle must always be issued with relevant vehicle number and Z number and identification whether an additional cargo is contained in the
  vehicle (full/empty).

  Arrival of the additional cargo must always be reported by a separate gate-in of the Z number.

ATLAS presentation notification will not start before all vehicles and all additional cargo will be declared in a port order or a presentation notification message and those declaration map on the gate information.