

Process description Transshipment



Version: 1.2

DAKOSY

Datenkommunikationssystem AG

Mattentwiete 2

20457 Hamburg

Telephone: +49 40 37003 0 Fax: - 370

Change history

Version	Concerned sections	Reason	Name	Date
1.0	Creation of document		Gladiator	08.03.2011
1.1	Chapter 4	A change between free zone and sea customs port v.v. no longer requires an exit - SumA –original, contrary requirements were deleted from the concept.	Gladiator	17.06.2011
1.2	Chapter 1	Transitional arrangements valid until the end of july 2011, since the omission of indicator „D“ has been postponed.	Diettrich	01.07.2011

Please contact the following DAKOSY office for change requests:

DAKOSY
Datenkommunikationssystem AG
- Port Communication Services -
Mattentwiete 2
20457 Hamburg
Phone: +49 40 37003-0
Fax: +49 40 37003-370
Email: info@dakosy.de

Table of contents

1	Introduction and objectives.....	4
2	ZAPP declaration types EUB, MIT and DUX.....	4
3	Roles „Main“ and „Feeder“ and their significance for the IMP transshipment process.....	5
4	Detailed process description for the declaration types EUB, MIT and - DUX.....	8
5	EDI scenario and interfaces	12
5.1	EDI scenario.....	12
5.2	EDI interfaces.....	14
6	IMP-direct – status overview to the Transshipment consignments.....	15

1 Introduction and objectives

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

Due to modified legal framework conditions this process is no longer possible since 1 January 2011 (smooth transition due to transitional arrangements until the end of July 2011).

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

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

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

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

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

2 ZAPP declaration types EUB, MIT and DUX

There are 3 possible declaration types for Transshipments in ZAPP: EUB (next port of discharge = EU port; possible export procedures are already completed), MIT (notification) and DUX. The declaration types EUB and MIT are used if no EXS is required. The declaration types EUB and MIT will be responded with a B-number. The ZAPP declaration type DUX is being used if an EXS is available or has to be created. It will be answered with an S-number.

„D“ in the B- or S-number

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

Example: B11D00097829 or S11D00097829

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

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

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

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

Annotation:

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

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

Role definition:

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

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

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

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

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

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

Explanation:

Subsequently the respective constellations will be explained. The next chapter 4 (Detailed description of the process) provides further details on the issue, in which case it is necessary to previously generate an EXS in addition to the ZAPP declaration.

Case A:

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

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

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

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

Case B:

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

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

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

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

Case C:

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

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

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

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

Case D:

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

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

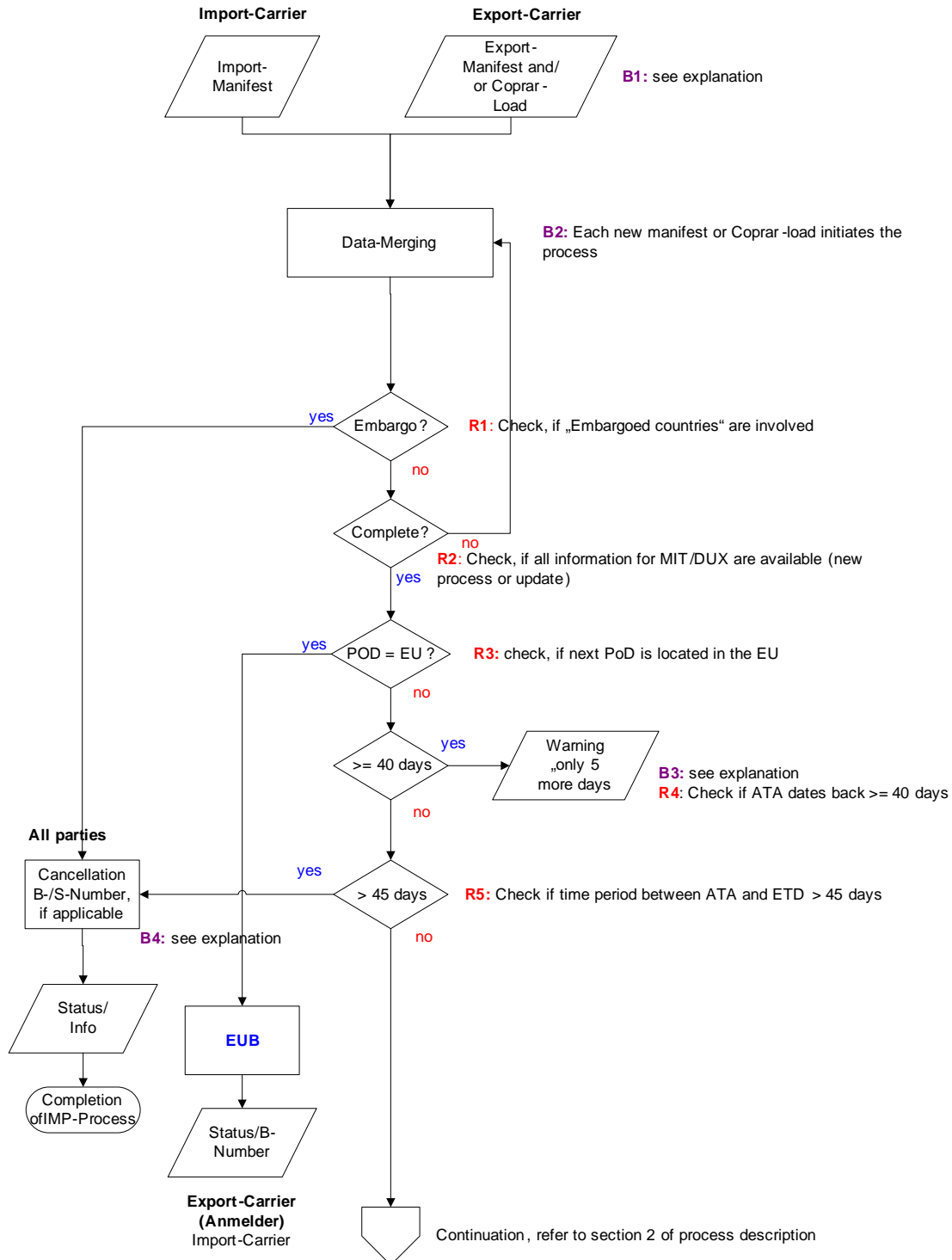
If the Feeder-Carrier already knows with which (own feeder) vessel the further transport shall take place, the relevant data may already be entered in the import manifest (On-Carriage). In this case the custom declaration takes place with the delivery of the import manifest.

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

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

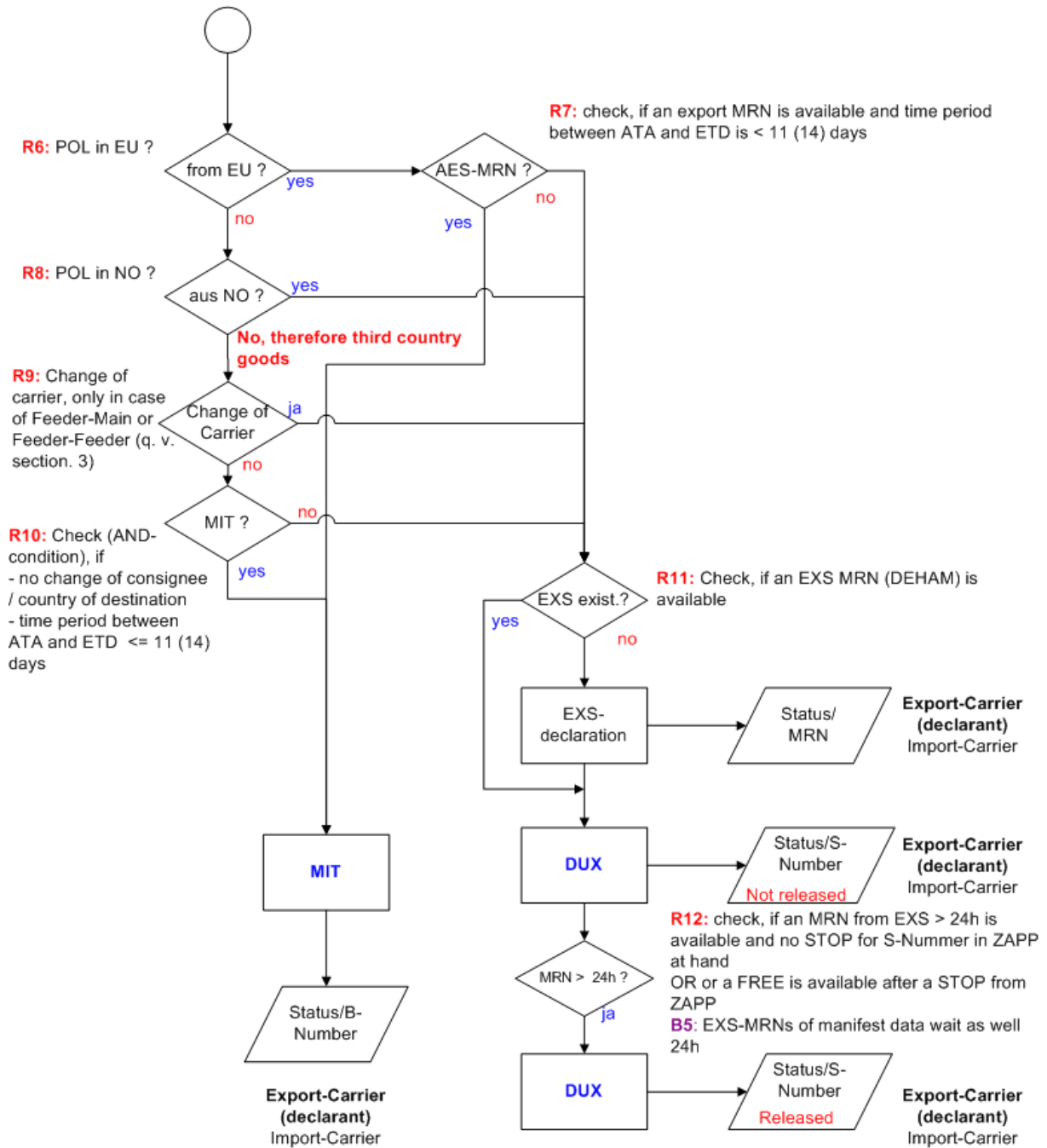
For the sake of clarity the process sequence is being divided into two parts. The first sequence represents the receiving processes and general verifications. The descriptions concerning the declaration types EUB, MIT or DUX follow in the second part.

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



Remark/ rule	Explanation
B1	The Coprar-Load is sufficient for the northern direction goods (Main - Feeder) as described in chapter 2. Though it is already possible to deliver the export manifest instead of the Coprar-Load. The export manifest is, however, required for southern direction goods (Feeder - Main) and replaces the Coprar-Load. Under certain conditions it is required to create an additional EXS-MRN. This may also be done by using the IMP or may already have been lodged in advance by the Export-Carrier. In case that the Export-Carrier already created an EXS MRN (for DEHAM) in advance, it can be transmitted with the export manifest.
B2	Each new manifest or Coprar-Load sets off the process "data merging".
B3	Since goods, that remain in the port for more than 45 days (see R4), cannot be handled as described in the process anymore, every party concerned will get a warning after 40 days. The warning/information goes to all parties, that can be determined at that time. The Import-Carrier will get a warning in any case. If the Export-Carrier is known already, he will get the warning as well.
B4	If it turns out that the goods cannot be handled as described in the Transshipment process due to embargo regulations or the 45-day period, the B- or S-numbers, that have been created via IMP, will be cancelled and the parties concerned will be informed accordingly (status message). The IMP process "Transshipment" is completed in this case. In this cases or in cases, when the process handling via ZAPP cannot be used, a manual data entry in the DP system ZAPP or ATLAS (AES/EAS) is required.
R1	It will be checked, if „embargoed countries“ are involved. In this case the IMP process „Transshipment“ will be cancelled. See B4.
R2	Check, if the information required for the respective re-export message or exit summary declaration and the B- or S-number are complete (also refer to chapter 3). This process will always be set off, once a new or amended manifest (import or export) or a new or amended Coprar-Load arrives.
R3	Check, if the next port of discharge is located in the EU. If so, then it is a EUB case.
R4	Check, if the ATA - Actual Time of Arrival - dates back more than 40 days. It will be checked, if the goods already remain in the port of Hamburg for more than 40 days. If so, all parties concerned will get a respective warning/information. See B3.
R5	Check, if the ATA - Actual Time of Arrival - dates back more than 45 days. It will be checked, if the goods already remain in the port of Hamburg for more than 45 days. If so, all parties concerned will get a respective warning/information. See B4.

Section 2 (Continuation of section 1)



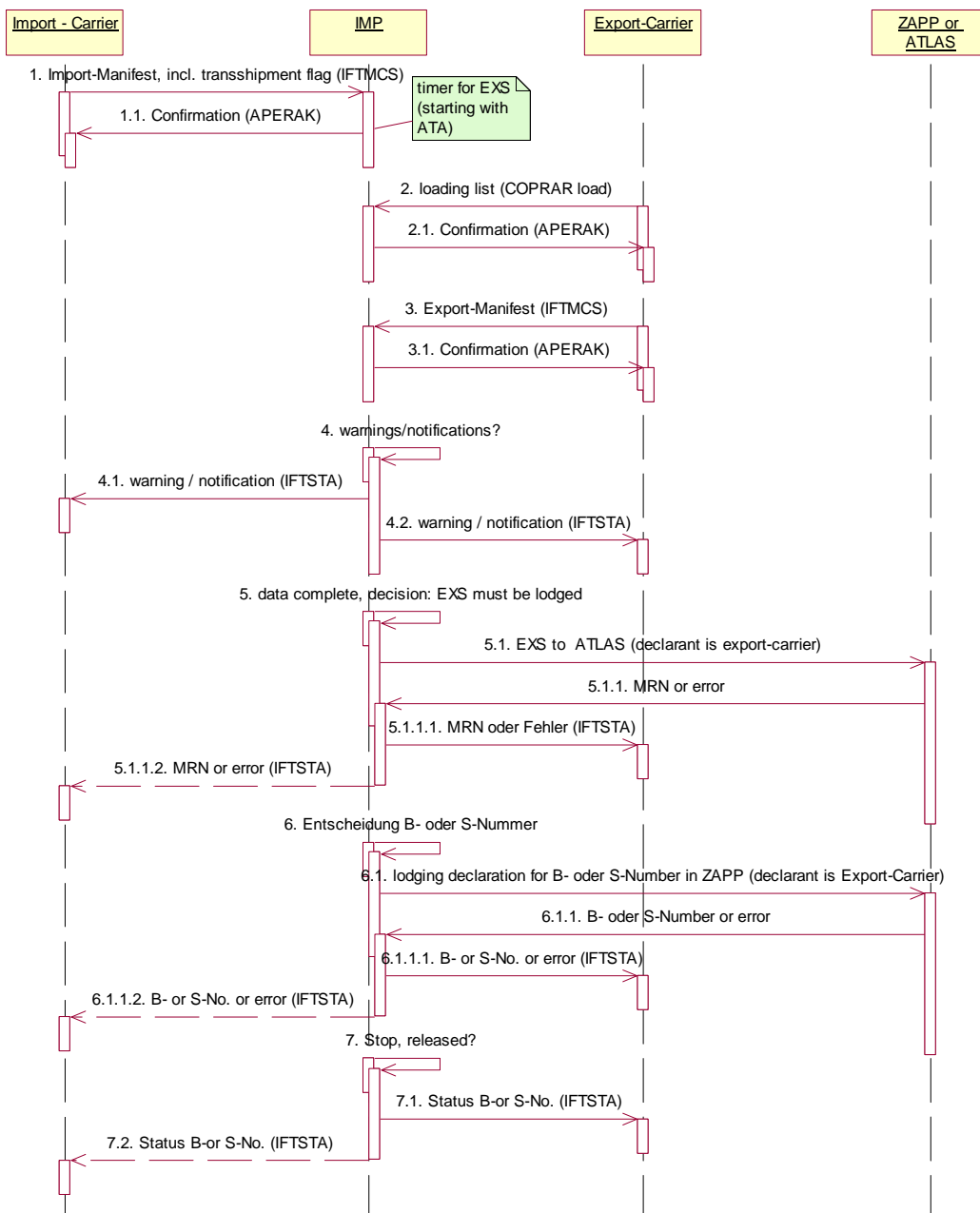
Remark/ rule	Explanation
B5	In case the Carrier transmits a MRN from an EXS (MRN with „DE4851“ at digit positions 3 to 8 and „X“ at position 17) via the export manifestes to IMP, it will be waited for 24 hours until the corresponding S-number receives the status „released“ in ZAPP. This is due to the legal requirement to deliver the EXS 24 hours before the loading and the IMP cannot determine at which time the MRN was effectively generated.

R6	If rule R5 has shown, that the goods will not be discharged in an EU port again, it will be checked, if the goods have been loaded in an EU port. In this case an export declaration must be available and the export procedure in another port must be completed.
R7	In case the goods have been loaded in an European port, it will be checked if an AES-MRN from the previous port or country is at hand. If the result is „yes“, the following condition has to be fulfilled: - timeframe between ATA and ETD <= 11 (14) days If the result is „no“, an EXS (MRN with „DE4851“ at digit positions 3 to 8 and „X“ at position 17) must be available or has to be generated in the IMP - see R11.
R8	In case the goods were not loaded in an European port (see R6), it will be checked, if the goods were loaded in a Norwegian port. If the result ist „yes“, an EXS MRN must be available or have to be generated in the IMP – see 11. This is due to the fact, that the delivery of an E-SumA is not necessary in case of consignment entries from Norway (Agreement EU / NO).
R9	It will be checked, if a carrier change (Import- and Export-Carrier are not identical) took place at the constellation Feeder-Main and Feeder-Feeder (see also chapter 3). If the result is „yes“, an EXS MRN must be available or have to be generated in the IMP - see R11.
R10	Check (AND-condition), if - no consignee or country of destination change - timeframe between ATA and ETD <= 11 (14) days If the result is „no“, an EXS or EXS MRN must be available or have to be generated in the IMP - see R11.
R11	Check, if there is already an EXS MRN. The MRN in question might have been already generated and transmitted with the export manifest to the IMP in advance. The MRN must contain „DE4851“ at digit positions 3 to 8 and „X“ at position 17. If the result is „No“, an EXS will automatically be generated via the IMP and communicated to the carriers concerned.
R12	After a "not released S-number" (declaration case DUX) has been generated via IMP, it will be checked, if all conditions for the S-number release are fulfilled, meaning the the S-number receives the status „released“. It will be checked, if the MRN of the EXS > is less than 24 hours old and the S-number does not carry the status stop from ZAPP OR after a stop from ZAPP a FREI (Free) is already present again. If the result is "yes", a S-number will automatically be released and the status will be communicated to the carriers concerned.

5 EDI scenario and interfaces

5.1 EDI scenario

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



Explanation to diagramm „EDI scenario“:

No.	Name/label
Description/Remark	
1.	Import Manifest and Confirmation
<p>The import manifest is transmitted on B/L level with the EDIFACT message IFTMCS to the IMP. The message will be checked syntactically and semantically and the Import-Carrier receives an acknowledgement message (APERAK). Both positive and negative (rejection) acknowledgements will be returned. The acknowledgements will be returned on B/L level. The time will be recorded from the time of the vessel arrival (ATA Actual Time of Arrival). Hereby it becomes possible to monitor the time limits (14 days or 40/45 days) – see also chapter 4.</p>	
2.	Loading list Shipment order and Acknowledgement
<p>The Export-Carrier transmits the loading list on vessel level ? with the EDIFACT message COPRAR to the IMP. The message will be checked syntactically and semantically and the Export-Carrier receives an acknowledgment message (APERAK). Both positive and negative (rejection) acknowledgements will be returned. The acknowledgements are returned on vessel level.</p>	
3.	Export manifest and Confirmation
<p>The export manifest will be transmitted on B/L level with the EDIFACT message IFTMCS to the IMP. The message will be checked syntactically and semantically and the Export-Carrier receives an acknowledgement message (APERAK). Both positive and negative (rejection) acknowledgements will be returned. The acknowledgements are returned on B/L level.</p>	
4.	Warnings / Information
<p>The IMP checks, if the 45-day period will soon be reached or has already past. Additionally it will be checked, if embargoed countries are concerned – see also chapter 4. In case that one of the checks will be positive, a warning/information is being communicated to the Import-Carrier and – where known – the Export-Carrier via the EDIFACT message IFTSTA.</p>	
5.	Complete data, if applicable, generation of an EXS
<p>As soon as all required data for the creation of a customs declaration are completed, it will be checked, if an EXS MRN has to be generated – see also chapter 4. In case of a positive outcome an EXS will be transmitted to the ATLAS system. The resulting MRN or, if applicable, an error message will be returned with the EDIFACT message IFTSTA to the Export-Carrier and Import-Carrier (optional).</p>	
6.	Generation of B- or S-numbers
<p>It will be checked, if a B- or S-number has to be generated and a corresponding message will be sent to the ZAPP system – see also chapter 4. The resulting B- or S-number (with the status Not Released) or, if applicable, an error message will be returned with the EDIFACT message IFTSTA to the Export-Carrier and Import-Carrier (optional).</p>	
7.	Status to B- or S-number
<p>The possible status (changes) like stop, Freigabe (release) and for the S-number the status Released (after 24 hours, if no stop is imposed) will be returned with the EDIFACT message IFTSTA to the Export-Carrier and Import-Carrier (optional).</p>	

5.2 EDI interfaces

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

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

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

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

6 IMP-direct – status overview to the Transshipment consignments

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

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

