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31. March 2016

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The newsletter 04/2016 provides information about changes and new functionalities in the Import Message Platform. The software changes became active with the maintenance work during the night of 30.03.2016, unless otherwise stated. The software changes described below do not affect existing interfaces.

Generally process- and interface descriptions can be found at <http://www.dakosy.de/en/support/edi-manuals/imp-manuals>. The application IMP-Direct can be reached at <http://www.imp-direct.de>.

General information

- **Migrating the customs system at the container terminal Tollerort (TCT) during the night of 05.04.2016 to 06.04.2016**

During the night of 05.04.2016 to 06.04.2016 the terminal customs system at Tollerort will be migrated. In addition to this newsletter we would also like to provide the customer information, already sent by HHLA.

The migration requires an operational interruption within the IMP. Please pay attention to the following schedule:

3:00 p.m. – The processing of manifest data, the transmission of the CUSCAR message to the CTT (IMP code TCT), will be suspended. Changes are only possible in direct consultation with

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the terminal. All other terminals are not affected!

11:30 p.m. – Maintenance works in the IMP. During this period the communication with IMP comes to a complete halt. Incoming messages will be automatically processed after the restart. This applies for all participants communicating with the IMP.

ca 2:00 a.m. – After the successful migration of the customs systems, the IMP will be started again.

The actual time can deviate, depending on the time of migrating the EORI of terminal Tollerort in the ATLAS system.

The preliminary ATB numbers will automatically be taken over during the migration. However, this procedure requires a modification message (VSM) to ATLAS for each existing preliminary summary declaration at the CTT (IMP code TCT).

This does not require any action on your side, but will be automatically started during the migration. However, we emphasize that you will receive a status message 930 – preliminary ATB – for each container, without having sent any change of a manifest by a carrier.

▪ **Process changes at the HHLA terminals CTA, CTT and CTT**

The migration does not have an impact on your workflow except for some smaller modifications as described below:

1. **ATB-lists:** Warnings and emails referring to missing consignment data will be received as usual, but from now on directly from IMP. ATB lists will not be transmitted anymore. Besides the distribution via EDI message or email you can also use the option to download information regarding one vessel in Excel format directly from IMP-Direct.
2. **Email notifications** concerning inspections: During the migration we will set email addresses once for the transmission of status messages. These can be maintained by you (see below). Please keep in mind that email addresses will not be deposited as per terminal, but per carrier as a whole.
3. **Terminal change** between the terminals from CTA to CTB or CTT: the available preliminary ATB remains. The validity period of 14 days, effective from the date of creation also does not change, provided the ETA lies within the validity period. After updating the manifest data with the same, the terminal will automatically be reported to ATLAS.

The portability of the ATB-number is only working between the terminals CTA, CTB and CTT (IMP-codes CTA, BK9 and TCT).

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4. **Change of vessel at CTT** (IMP-code TCT): an available preliminary ATB remains untouched. The validity period of 14 days, effective from the date of creation does not change either, provided the ETA lies within the validity period. After updating the manifest data with the same, the vessel will automatically be reported to ATLAS.

The changes only affect the container terminal Tollerort. At all other container terminals except CTT the workflow is already running as described in topic 3).

Information for carriers

▪ Emails concerning moving bans and inspections

You can generally get information concerning all status messages, which you receive via EDI, as well via email. As described below, from now on you can also independently edit email addresses.

In connection with the migration of the terminal customs systems of the HHLA the email addresses, used so far at the HHLA for the status values 931 (order of measures), 977 (inspection noted) and 991 (information about customs order), will be initially deposited in IMP at 6.4.2016.

▪ Maintenance of email addresses

As of now you can independently maintain email addresses for notification functions in IMP-Direct. You can reach the submenus via the menu items "Administration / Mail administration", where you can edit email addresses, each depending on the terminal and function/role:

Menüpunkt	Terminal	Beschreibung
Customs warehouse import	CTA, BK9, TCT	For seaside deliveries: transmission of the URL for the completion of data in case of the forthcoming transfer to the customs warehouse. Eurogate maintenance by the terminal.
Customs warehouse export	CTA, BK9, TCT	For landside deliveries: transmission of the URL for the completion of data in case of the forthcoming transfer to the customs warehouse. Eurogate maintenance by the terminal.
Discharge/loading order	CTA, CTB, CTT	Email „Missing data“, based on the result of comparison with the discharge/loading order.
Status messages	All terminals	Status messages from IMP. Currently the status which has to be transmitted still has to be defined by sending a ticket to the servicedesk.
Error messages	All terminals	Notifications concerning errors, which occurred in IMP or external systems, e.g. during the examination of manifest data, ATLAS errors etc.

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Subsequently you will find several examples of entry masks. Please keep in mind, that the dialogue mask for administering email addresses for the sending of URLs for the recording of customs data differs from other dialogues in so far, that those are recorded as per terminal, while status and error messages as well as discharge/loading orders are recorded as per carrier, independent from all terminals:

Email administration for customs warehouse import / export

Terminal	E-Mail	Aktiv?	Letzte Änderung	Aktionen
BK9	mailuser_bk9@dkl.de	Ja	24.03.2016 18:00:54	[Icon] [Icon]
CTA	mailuser_cta@dkl.de	Ja	24.03.2016 18:00:20	[Icon] [Icon]
CTA	petra.meier@dkl.de	Ja	24.03.2016 18:07:28	[Icon] [Icon]
TCT	mailuser_tct@dkl.de	Ja	24.03.2016 18:01:10	[Icon] [Icon]

Neuer Kontakt

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Image 1: Overview email administration customs warehouse import

Teilnehmercode: DKL

Terminal: CTA

E-Mail: petra.meier@dkl.de

Aktiv? ☒

Speichern Abbrechen

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Image 2: Edition of email address for customs warehouse import

E-Mail administration error messages

The dialogues for other email functions are designed similarly, only the field „Terminal“ is missing:

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Image 3: Overview email administration for error messages



Image 4: Edition of email address for error messages

Information for terminals

▪ Exoneration status 933 in case of reexport check

If a reexport check cannot be carried out for a terminal, status 997 is set. If the summary declaration is completed, from now on the IMP will send the discharge status 933 in the future, before sending the status 941 (SumA completed), to inform you about the fact that a ban/stop, previously present, does not exist anymore.

▪ Depository overview as start page in IMP-Direct

From now on the function „Depository overview“ automatically opens up as start page after the login in IMP-Direct for the role „Terminal“. The previous start page „Manifest overview“ is still available via the menu items „Manifests -> Overview import“.

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Information for forwarding agents (Import operation instruction and IMP-StatusRequest)

Document upload to IMP-StatusRequest in IMP-Direct

We are pleased to report, that as of now you also have the possibility to upload documents concerning the IMP-StatusRequest (type declarant) and documents to ATB positions in IMP-Direct, in order to provide this information to the customs. The documents are being encrypted with the public key of the customs before being saved on the IMP-server. Only customs is able to open. In case of the IMP-StatusRequest you can only carry out the upload via the ATB details in IMP-Direct.

The screenshot displays the IMP-Direct interface. At the top, there is a table with columns: Aktionen, Typ, Ladeinheit, ATB-Nr., IMP-Referenz, Terminal-Referenz, Aktueller Status, Fehler, and Anlagezeit. Below this, a specific ATB status is shown: ATB150018500320165872. The status is 'ATB bestätigt (28.03.2016 18:11)'. Below the status, there is a table with columns: Pos., Anzahl, Erl. Menge, Stornomenge, Verwahr-Menge, Verpackung, Warenbeschreibung, Gewicht (kg), B/L-Nr. (Reeder), B/L-Position (Reeder), Status, Restverwahrfrist, and Aktionen. The first row shows: 1., 1, 0, 0, 1, PK, MINCED, FROZEN, 20000.0, DAKO14S9181291710, 1, Bestätigt, 43 Tage (12.05.2016). Below this table, a 'Dokument anhängen' dialog box is open. It contains a 'Durchsuchen...' button, a text area for 'Hochgeladene Dateien: Derzeit keine Dateien hochgeladen', and a table with columns: Dateiname, Dateigröße (kByte), Anlagezeit, Bemerkung, and Dateien löschen. Below the table, there are input fields for 'ATA-Nummer:' and 'ATC-Nummer:'. At the bottom of the dialog, there is a warning: 'Achtung: Es können max. 5 Dateien mit jeweils max. 1024 kByte hochgeladen werden!' and buttons for 'Hochladen' and 'Abbrechen'.

Image 5 – Document upload to IMP-StatusRequest via IMP-Direct

Brief description of the process:

1. The documents in question preferably have to be provided before submitting the customs application (preliminary or acknowledged) in IMP.
2. Please enter the information „**CLOUDATB150**“, or „**CLOUDATA000**“ additionally to possible actual container numbers in the field container number of the customs application.
3. In case of any doubts or questions concerning a customs application, the customs can already decide whether or not the customs application will be released or further measures (CPA, additional claim of further documents) will be required, based on the saved documents.
4. In principal, the applicant is being informed about the customs decision concerning a customs application from ATLAS. The parallel notification via IMP is not possible.

Please refer to the handout of the respective user forum for a more detailed description concerning this process, which can be downloaded at the following URL:

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[http://www.dakosy.de/fileadmin/user_upload/Loesungen/PCS/IMP/IMP-Rundbriefe/IMP Newsletter 2014 11 de Handout-Upload von zollrelevanten Dokumenten ueber die IMP.pdf](http://www.dakosy.de/fileadmin/user_upload/Loesungen/PCS/IMP/IMP-Rundbriefe/IMP_Newsletter_2014_11_de_Handout-Upload_von_zollrelevanten_Dokumenten_ueber_die_IMP.pdf).

You have to register in order to use the function document upload. The function is subject to a charge. Please do not hesitate to get in touch with the distribution department of the DAKOSY AG in case of further questions.

■ Multiple data entry of operation instructions incl. data transfer from Excel

Often operation instructions only contain little data. In order to accelerate the recording in such cases, you can now open up a function via the menu „Operation instructions / multiple data entry“, enabling you to enter in a single dialogue

- Import operation instructions for a B/L with several containers
- several import operation instructions with different B/Ls and containers (multiple data entry)

You can choose your preferred variant by using the respective header data:

- Ocean-B/L-Number activated: B/L-Number applies for all containers stated below
- Ocean-B/L-Number deactivated: Each line has to be filled with an B/L-Number

#	Ocean-B/L-Nummer	Ladeeinheit	Shipper's own?	Verkehrsträger (Weitertr.)	A18	Vea-Rel.	geplantes Abholdatum	Transporteur (Dakosy-Code)	Zollanmelder
1	DAKOBL16033001	HLCU123456	☐	Bitte wählen	☐	☐			DAKT
2		901534	☒	Bitte wählen	☐	☐			DAKT
3		FSCU568997	☐	Bitte wählen	☐	☐			DAKT

Image 6: Operation instructions multiple data entry, 1 B/L with n containers

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Verfügung - Serienerfassung

Ocean-B/L-Nummer: ☐

Löschhafen:

Verkehrsträger (Weitertr.):

Spediteursreferenz:

ETA Datum:

#	Ocean-B/L-Nummer	Ladeeinheit	Shipper's own?	Verkehrsträger (Weitertr.)	A18	Vea-Rel.	geplantes Abholdatum	Transporteur (Dakosy-Code)	Zollanmelder
1	DAKOBL16033002	MSCU123456	☐	Truck	☐	☐			
2	DAKOBL16033003	601534	☒	Truck	☐	☐			DAKT
3	DAKOBL16033004	FSCU568997	☐	Truck	☐	☐			DAKT

Image 7: Operation instructions multiple data entry: m B/Ls, n container

This function can be used without having to register. Please note that you can only key in new entries within this module. If you would like to subsequently edit an operation instruction you have to use the single entry. For each line within the multiple data entry, one operation instruction is created in IMP.

We especially want to point out to the button „Transfer Excel data“. By using this function you can copy&paste Excel data.

Please choose the Excel data, to be entered into the application fields. Please note the following:

- The headlines mandatorily have to be part of the first copied line. Please do not mark any columns with empty headlines!
- Please enter all fields, none of the copied field may be empty!
- In case of incorrect data, IMP-Direct displays error messages and a data import does not take place.
- The order of the columns is irrelevant. "BL", "Container" or "Container", "BL" function equally. The assignment of data is being performed on the basis of the headlines. An error message appears in case of missing headlines. You can reliably use the headlines as stated in the table below, e.g. "Ocean-B/L-Number" (characters are not case-sensitive).

BL	Container	Ship- pers Own	Verkehrs- träger	A18	VEA- Rele- vant	geplan- tes Ab- holda- tum	Transpor- teur	Zollan- melder
BL201603 901	CTR201603 0901	Ja	LKW	Ja	Nein	12.03.20 16	DAKT	DAKT
BL201603 902	CTR201603 0902	Ja	Truck	Ja	Nein	12.03.20 16	DAKT	DAKT
BL201603 903	CTR201603 0903	Ja	Bahn	Ja	Nein	12.03.20 16	DAKT	DAKT
BL201603 904	CTR201603 0904	Ja	Feeder	Ja	Nein	12.03.20 16	DAKT	DAKT

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After copying data into the application the entry mask looks like follows:

Ocean-B/L-Nummer		☒	BL Container	Shippers Own	Verkehrsträger	A18	VEA-Relevant	geplantes Abholdatum
Löschhafen:	Bitte wählen	☐	Transporteur	Zollanmelder				
Verkehrsträger (Weitertr.):	Bitte wählen	☒	BL20160309001	CTR20160309001	Ja	LKW	Ja	Nein 12.03.2016 DAKT DAKT
Spediteursreferenz:			BL20160309002	CTR20160309002	Ja	Truck	Ja	Nein 12.03.2016 DAKT DAKT
ETA Datum:		Calendar	BL20160309003	CTR20160309003	Ja	Bahn	Ja	Nein 12.03.2016 DAKT DAKT
			BL20160309004	CTR20160309004	Ja	Feeder	Ja	Nein 12.03.2016 DAKT DAKT
			Excel Daten Übertragen Info					

#	Ocean-B/L-Nummer	Ladeeinheit	Shipper's own?	Verkehrsträger (Weitertr.)	A18	Vea-Rel.	geplantes Abholdatum	Transporteur (Dakosy-Code)	Zollan
1			☐	Bitte wählen	☐	☐			

Image 8: Operation instructions multiple data entry: Copying of data from Excel

If you import the data, an import instruction per data line is created. IMPORTANT: No data is sent to the IMP or saved so far! After a successful Excel-Import ("Transmit Excel data"), the information is taken over into the entry fields:

Ocean-B/L-Nummer		☐							
Löschhafen:	Bitte wählen	☐							
Verkehrsträger (Weitertr.):	Bitte wählen	☐							
Spediteursreferenz:									
ETA Datum:		Calendar	Excel Daten Übertragen Info						

#	Ocean-B/L-Nummer	Ladeeinheit	Shipper's own?	Verkehrsträger (Weitertr.)	A18	Vea-Rel.	geplantes Abholdatum	Transporteur (Dakosy-Code)	Zollan
1	BL20160309001	CTR20160309001	☒	Truck	☒	☐	12.03.16	DAKT	DAKT
2	BL20160309002	CTR20160309002	☒	Truck	☒	☐	12.03.16	DAKT	DAKT
3	BL20160309003	CTR20160309003	☒	Bahn	☒	☐	12.03.16	DAKT	DAKT
4	BL20160309004	CTR20160309004	☒	Feeder	☒	☐	12.03.16	DAKT	DAKT

Image 9: Operation instructions multiple data entry: Transferring Excel data into the entry fields

Subsequently you can complete or edit your data to send it.

Hamburg, 31.03.2016