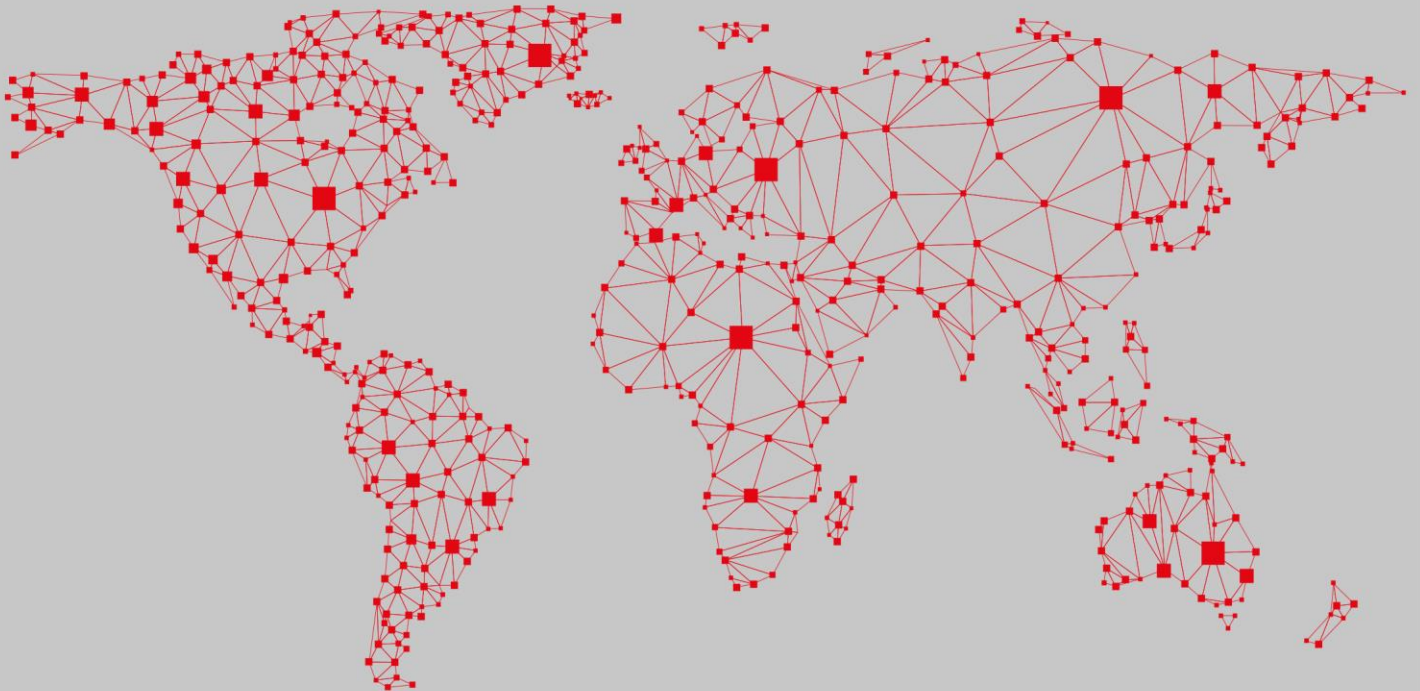


# BHT-WHT-DOCUMENTATION

- ADAPTION OF BHT INTERFACE  
(2024)  
VERSION 1.0



## Versionsübersicht

Datum	Version	Änderung	Autor
10.05.2024	1.0	Document creation	Alexander Schumacher, Jana Ellmers and Sven Ochterbeck

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## 1 Introduction

Until now, the entry summary declaration (ESumA) and the exit summary declaration (ASumA) were processed in the ATLAS-EAS application. On the customs side, a technical separation is now being implemented due to a lack of functional dependencies between the two.

In future, the ASumA will be implemented in the specialist application ATLAS-WKS (“Wiederausfuhrkontrollsystem” = re-export control system). This will result in various adjustments to the registration of an ASumA. The changeover from ATLAS-EAS to ATLAS-WKS entails both technical and functional changes that require adjustments to the BHT interface.

Dbh will go live with the interface adaptations in BHT/WHT in the 4th quarter of 2024. The exact date will be communicated at a later date, as the end of the migration period has not yet been finally announced by customs.

As the Wilhelmshaven Telematics (WHT), operated by dbh, is based on the BHT, for the sake of simplicity the following documentation always refers to BHT and not BHT/WHT.

If you have any questions about the contents of the documentation and the time schedule (e.g. use of the dbh test systems, etc.), please do not hesitate to contact us.

Your dbh Logistics IT AG

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## 1.1 Scope and content of the documentation

The documentation is intended to provide you and your employees in the specialist and IT/development departments with information about the adjustments that dbh Logistics IT AG will make to the existing BHT interfaces for orders and status messages.

This primarily pertains to:

- The extension/modification of AsumA data

The existing parts of the BHT documentation form the basis for this documentation:

- BHT-Dokumentation - Fachlicher Teil - V4.0
- BHT-Dokumentation - BHT-Schnittstelle - V4.0
- BHT+WHT-Dokumentation - Ergänzung ASumA - V1.3 (aus 02/2017)

Apart from the changes described in this amendment documentation, the aforementioned documents are still valid.

The additions/changes described in this documentation relate to segments and attributes (BHT-SST). Changes can also be found in the general and detailed rule description.

### Color legend (for fields, segments and description texts):

- Changed (e.g. field length or requirement)
- Name change of a field
- New (e.g. field or segment)
- Deleted/invalid

This documentation only provides information on the main adjustments and does not represent a revised complete version of parts of the BHT documentation.

## 2 BHT Interface (Order Message)

### 2.1 Order

In light of the upcoming customs changes, dbh has decided to **no longer** support the "client mode" variant (all data communication between the client and ATLAS-WKS takes place outside the BHT).

In future, the BHT-ASumA process will only provide for the following variant:

- In the "BHT mode" variant, **only** the BHT (acting on behalf of the client) will be responsible for communication or data exchange with the customs ATLAS-WKS system.

BHT **alone** ensures that communication between the parties involved in the port order continues to take place **uniformly** via the familiar BHT interfaces and that they continue to be **reliably** informed about checks and releases. The BHT status values resulting from the process are distributed to the port order participants as usual.

This results in the following:

With the changeover to WKS, ASumA MRNs that have **already** been **registered** can **no longer** be specified in a BHT order, with the exception of a container order, which consolidates conventional individual shipments with ASumA data into one container order. ASumA processes within a port order can only be started directly via the BHT. This makes it mandatory for every BHT order with ASumA data to provide information on ASumA header, position and package details, among other things.

In the documentation, all paragraphs and sentences referring to the "client mode" variant have been deleted.

Changes to existing port orders via the status "**GSA**", which was previously used to update the ASumA status in the BHT, will **no longer** be permitted in future with the abolition of the "client mode" variant.

In the "BHT mode" variant, the customs changes mean that the existing ASumA segments have to be changed and **new**, mandatory and optional ASumA segments are added.

Whereas in the past transshipments with a short standing time in the port of transshipment did not require ASumA data, in future **ASumA data** will be **required** in addition to the ZOPD data for **all transshipment** processes, irrespective of the standing time in the port.

In general, only ASumA data from customs-relevant orders (e.g. container order, loading order, etc.) will continue to be used for the BHT ASumA process. ASumA data contained in non-customs-relevant delivery orders, for example, are not taken into account in the BHT. Copies of orders distributed by the BHT to other port order participants do not contain ASumA data.

The same applies to additional information from the ATLAS WKS messages that are distributed by the BHT as BHT status messages in the course of the BHT ASumA process.

## 2.2 BHT-Message – Order

The message order (=Auftrag) is used to transmit order data to the BHT. The data is checked and processed by the BHT and distributed to the other port order participants, again in the format of the order message.

Fig. 1: Diagram of the message „Order“ / „Auftrag“ V4.1 – 1 von 2

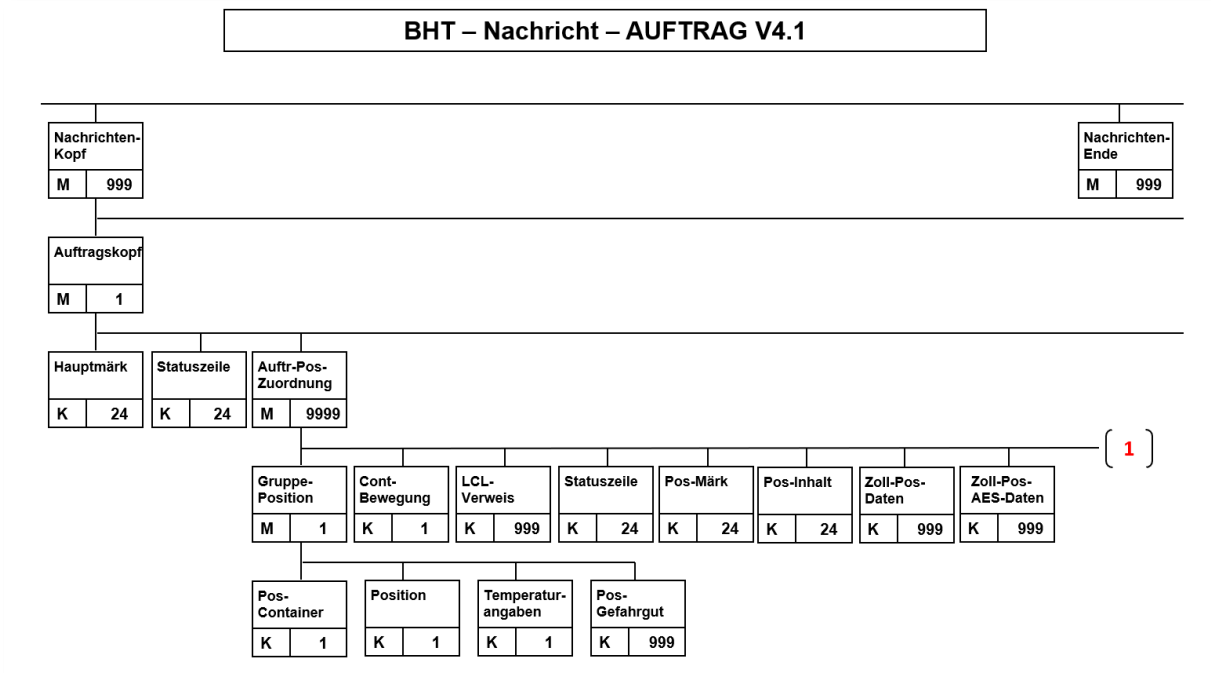
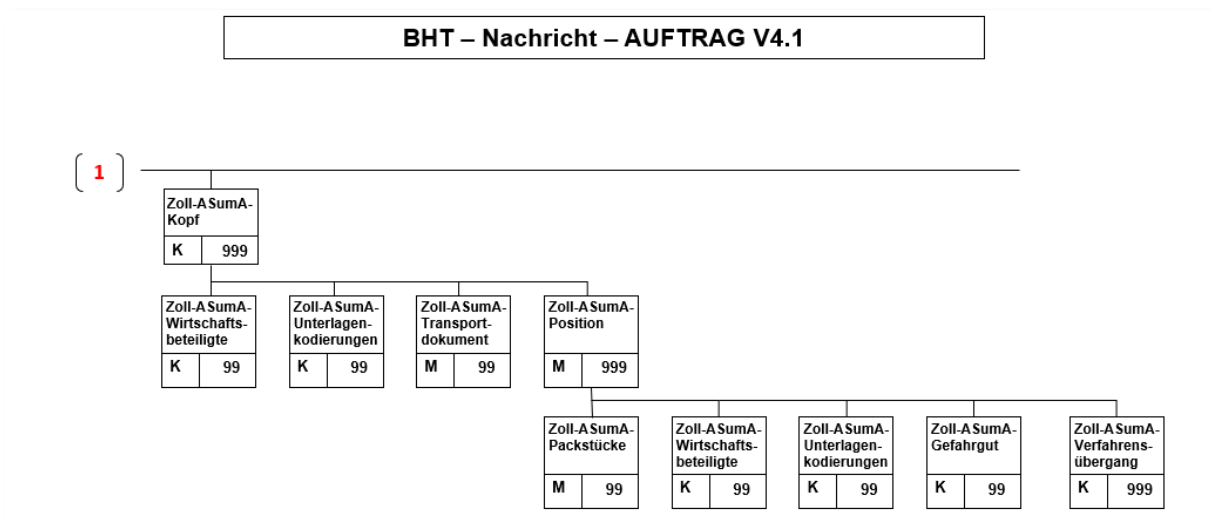


Fig. 2: Diagram of the message „Order“ / „Auftrag“ V4.1 – 2 von 2





### 2.3 Segment Zoll-Pos-ASumA-Kopf – ASKZ

The customs data for the exit summary declaration (ASumA) is divided into **header**, **item** and **package** data in the BHT. At this point, the client specifies the **header data** that is directly related to an order item. The ASumA header data forms the bracket for all **subsequent** ASumA item data.

Only ASumA data from customs-relevant orders (e.g. container order, loading order, etc.) is generally used for the BHT ASumA process. ASumA data contained in non-customs-relevant delivery orders, for example, are not taken into account in the BHT.

Additional customs data can be entered in the AESZ segment. This segment contains the "electronic" customs data that has already been exchanged in advance between the exporter and the ATLAS-AES customs system. It is also possible to enter additional customs data in the ZOPD segment. This segment contains the "paper-based" customs data.

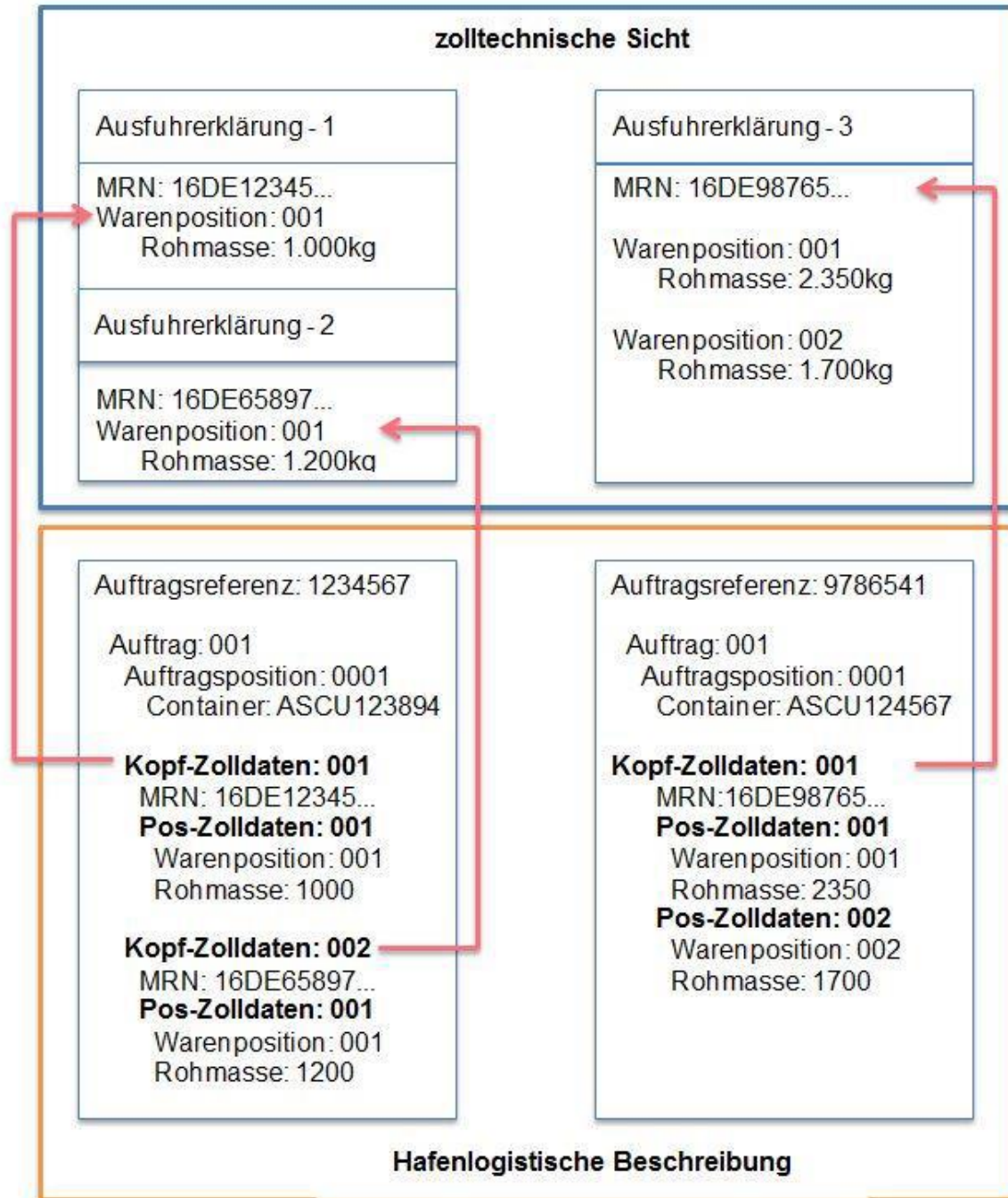
#### General Rule Description

If the customer needs to enter customs details, he can specify these accordingly in the order for the respective order item. It is possible to enter up to 999 (different) ASumA header data per order item. The client must transmit the ASumA header data to BHT with a unique sequential number. The sequential number must be entered in ascending order when creating ASumA header data and when changing the port order.

The entire export process is initiated in ATLAS-WKS with the electronic declaration of the goods for export. As a classification criterion for the declaration, ATLAS-WKS provides a so-called ASumA-MRN (Master Reference Number). Various order items can be listed under an ASumA-MRN. These may also contain further information about packages.

In the BHT-ASumA process, there is the customs view on the one hand and the port-logistical description of the cargo on the other. The assignment of the respective export details to the order item in the port order is done by the client. The following rough illustration shows the constellations that may occur when assigning customs details to order items (status after

creation of the ASumA-MRN in ATLAS-WKS).



The customs details in the ASKZ and ASPZ segments or the assignment of the client lead to two ASumA-MRNs being created in the BHT in the left-hand case, each with one order item. In the right-hand case, on the other hand, one ASumA-MRN with two order items is created. The specification of packages (segment ASTZ) has been omitted in this case.

Customs information may only be provided in export orders. Likewise, customs details are only mandatory for customs-relevant orders. An order (e.g. a stock-reducing follow-up order) is considered relevant to customs if the order type has the corresponding indicators. This information is optional for non-customs-relevant orders. For orders with the order type "885" and "886", no customs details may be entered.

Each ASumA-MRN is structured according to the following pattern:

- Digit 1 and 2 = year
- Digit 3 and 4 = country code
- Digit 5 and 8 = customs department number
- Digit 9 to 16 = consecutive number
- Digit 17 = „C“
- Digit 18 = check digit

For container orders, the BHT checks whether the same ASumA-MRN has been specified more than once within the order reference. In addition, the entire BHT order stock is checked to see whether the ASumA-MRN was specified with a container number other than the one specified in the current order item. In both cases, the order is rejected by the BHT. Orders and order items canceled in the BHT are excluded from the check. For break bulk orders and automotive orders, the entire order backlog is also checked to see whether the ASumA-MRN has been specified more than once.

If a new port order is placed with the BHT and the client specifies an existing ASumA MRN, all other ASumA header data must remain empty.

Canceling an order always **cancel**s the ASumA registration and the associated **MRN**. This means that the MRN can no longer be reused in a new order. It is also not possible to change ASumA-relevant data on the order. In this case, the order must be canceled and, if necessary, created again.

Further details on order modification and order cancellation in connection with the ASumA information can be found in Chapter 3 of the documentation "BHT/WHT-Dokumentation – Ergänzung ASumA – V1.3".

Each MRN usually belongs to one client. If there are several orders that contain the same MRN, a check is made in the order log when an order is transmitted to the BHT to determine whether the same client is involved in each case or whether another plausible situation exists. The check is intended to prevent a customer from incorrectly (probably by mistake) influencing the MRN processes of another customer. Canceled orders and packing orders are not taken into account. The clients in the orders determined must be identical to the client of the current port order, otherwise it will be rejected by the BHT. However, there is an exception in which different clients can use the same MRN: If the current port order to be checked is a container order with packed containers, for which there are both conventional orders and then this container order in the BHT. In this case, the container order has the same MRNs as the goods that were placed in the container. The ordering party of the loading order and the ordering party

of the container order may be different. However, different clients for the same MRN, which occurs in different container orders, are not permitted. Similarly, the same MRN may not be used by different clients in break bulk orders.

Within the transport route, the country of destination must be identical to the country (nationality) according to the consignee's address details (ASPZ segment). Furthermore, the specification of an EU member state as the country of destination is not permitted. Countries through which the goods pass between the original country of departure and the country to which they are ultimately destined must be indicated in chronological order.

### Detailed Rule Description

The previous rules 1 to 9 are no longer applicable, as there is no longer the option of selecting different variants in the BHT-ASumA process. Due to these and other additions/changes, the rules will be redrafted.

#### Rule 1

When creating an order with the status (CODE) = "AUA", no MRN may be specified. Exception: An MRN that already exists in the BHT (not canceled) is specified because it is linked via the MRN to another order in the BHT that has also not been canceled.

When CODE (AUKO)	= "AUA"
must MRN	= <i>EMPTY</i>
<b>or</b>	
When CODE (AUKO)	= "AUA"
and MRN	= <i>FILLED</i>
must MRN	= "exist in BHT"

#### Rule 2

If the applicant's contact person is specified, the applicant himself must also be specified.

When DG-ANSPRECHPARTNER-ANMELDER	= <i>FILLED</i>
must DG-ANMELDER	= <i>FILLED</i>

#### Rule 3

If the representative's contact person is specified, the representative himself must also be specified.

When DG-ANSPRECHPARTNER-VERTRETER	= <i>FILLED</i>
must DG-VERTRETER	= <i>FILLED</i>

**Rule 4**

If a new port order is submitted to the BHT and the client specifies an existing ASumA MRN, all other ASumA header data must remain empty.

(Example: A container order of order type 125 combines port orders previously entered as break bulk individual shipments and their ASumA data into one container order).

When CODE (AUKO)	= "AUA"
and MRN	= <i>FILLED</i>
must MRN	= "exist in BHT"
and DG-ANMELDER	= <i>EMPTY</i>
and DG-ANSPRECHPARTNER-ANMELDER	= <i>EMPTY</i>
and DG-VERTRETER	= <i>EMPTY</i>
and DG-ANSPRECHPARTNER-VERTRETER	= <i>EMPTY</i>
and DG-BEFOERDERUNGSRUTE	= <i>EMPTY</i>

**Segment Structure**

Attribute Name	Format	Type	Description
<b>SEGMENT-KOPF</b>	<b>DG</b>	M	Segment Qualifier
SEGMENT-ID	X 4	M	"ASKZ"
SEGMENT-VERSIONS-NR	N 2	M	"02" → New version number from "01" to "02"
LFD-NR	N 3	M	Consecutive number of an ASumA customs declaration (header data within an order item)
<b>ASUMA-VERWALTUNGSDATEN</b>	<b>DG</b>	O	→ Data group is deleted, as only one field is left. Data used in the BHT-ASumA process
MRN	X 18	O	Registration number from ATLAS-WKS → Instead of mandatory attribute now optional attribute
MRN-STATUS	X 2	O	→ Field is removed from the segment because the ASumA "Client-Mode" variant is not applicable anymore.
KONTROLLMASSNAHME-CODE	X 4	O	→ → Field is removed from the segment because the ASumA "Client-Mode" variant is not applicable anymore.
<b>ANMELDER</b>	<b>DG</b>	M	Person, who lodges a customs declaration in his own name or in whose name this declaration is lodged (formerly RESPONSIBLE) → Instead of optional now a mandatory data set
IDENTIFIKATIONSNUMMER	X 17	M	EORI-Number of the ASumA applicant (formerly EORI-NR)
NIEDERLASSUNGS-NR	X 4	O	Subsidiary number to the EORI number of the ASumA applicant Note: If no entry is made here, the value „0000“ is used within ATLAS.

Attribute Name	Format	Type	Description
<b>ANSPRECHPARTNER-ANMELDER</b>	<b>DG</b>	O	Contact details of the ASumA applicant (formerly contact person)
BEARBEITER	X 70	M	Name of the clerk in the company ➔ Format changed from „X35“ to „X70“
STELLUNG	X 35	O	➔ Field is removed from the segment as it is no longer required.
TELEFON	X 35	M	Phone number of the person in charge at the company
FAX	X 35	O	➔ Field is removed from the segment as it is no longer required.
EMAIL	X 256	O	E-Mail address of the person in charge at the company
<b>VERTRETER</b>	<b>DG</b>	O	Representative appointed by the AsumA applicant
IDENTIFIKATIONSNUMMER	X 17	M	EORI-Number of the representative
NIEDERLASSUNGS-NR	X 4	O	Subsidiary number to the EORI Number of the representative <i>Note: If no entry is made here, the value „0000“ is used within ATLAS.</i>
<b>ANSPRECHPARTNER-VERTRETER</b>	<b>DG</b>	O	Details of the contact person of the designated representative
BEARBEITER	X 70	M	Name of the clerk at the company
TELEFON	X 35	M	Phone number of the clerk at the company
EMAIL	X 256	O	E-Mail-address of the clerk at the company
<b>BEFOERDERUNGSRUTE</b>	<b>DG</b>	M	Indication of the transport route from country of departure to the country of destination ➔ Instead of optional now a mandatory data set
ABGANGLAND	X 2	M	Origin country of departure <i>Code list: Länder UN (LAND_UNCO)</i>
DURCH-LAND-1	X 2	O	Transit-country 1 <i>Code list: Länder UN (LAND_UNCO)</i>
DURCH-LAND-2	X 2	O	Transit-country 2 <i>Code list: Länder UN (LAND_UNCO)</i>
DURCH-LAND-3	X 2	O	Transit-country 3 <i>Code list: Länder UN (LAND_UNCO)</i>
BESTIMMUNGSLAND	X 2	M	Country of final destination <i>Code list: Länder UN (LAND_UNCO)</i>

Total length: 801 Bytes

## 2.4 Segment Zoll-Pos-ASumA-Position – ASPZ

The customs data for the exit summary declaration (ASumA) is divided into **header, item and package** data in the BHT. At this point, the client enters the position data, which is directly related to certain ASumA header data and therefore in turn to an order item. The item data and the subsequent package details represent the details of the goods to be exported in the ASumA.

### General Rule Description

The ASPZ segment is always dependent on the ASKZ segment. To obtain an ASumA-MRN from ATLAS-WKS, the segment **must be specified**.

After entering the required customs data in the ASumA header data, the customer can now enter the other necessary ASumA item data for the respective order item accordingly. It is possible to enter up to 999 (different) ASumA item data per ASumA header. The client must transmit the ASumA item data to the BHT with a unique sequential number. The sequential number must be entered in ascending order when creating ASumA item data and when changing the order.

In the BHT-ASumA process, there is the customs view on the one hand and the port-logistical description of the goods on the other. The assignment of the respective export details to the order item in the port order is carried out by the client. Further details can be found in the description of the ASKZ segment.

If the client specifies an existing ASumA MRN in a new port order in the "BHT mode" variant, the associated ASumA item data may not be transmitted to the BHT.

Further details on order modification and order cancellation in connection with the ASumA information can be found in Chapter 3 of the BHT/WHT documentation – "BHT/WHT-Dokumentation – Ergänzung ASumA – V1.3".

The ASumA item number is a unique, consecutive number. The item numbers must be in ascending order without gaps, starting with "1". It is not permitted to divide the ASumA item data into several item numbers with the same name.

The first six digits of the commodity code (HS6) in the harmonized system are mandatory. The 7th and 8th digits of the commodity code in the harmonized system are optional. These may not be indicated with "00" as a placeholder, as this would be regarded as an indication of content.

If a postal code is known to the sender or recipient, this must be stated.

## Detailed Rule Description

### Rule 1

If no goods description is given, the commodity code must be included.

When	WARENBESCHREIBUNG	=	EMPTY
must	WARENNUMMER	=	FILLED

### Rule 2

If no EORI number of the shipper is available, the address data of the shipper must be provided.

When	IDENTIFIKATIONSNUMMER (Versender)	=	EMPTY
must	NAME	=	FILLED
and	STRASSE	=	FILLED
and	ORT	=	FILLED
and	LAND	=	FILLED

### Rule 3

If a country has been specified for the sender and this originates from code list C0505 (Country without ZIP), no zip code may be specified. However, if this is not the case, a zip code must be specified.

When	LAND (Versender)	=	FILLED
and	LAND (Versender)	nicht =	"country without ZIP"
must	POSTLEITZAHL	=	FILLED

### Rule 4

If no EORI number of the consignee is available, the address data of the consignee must be entered.

When	IDENTIFIKATIONSNUMMER (Empfänger)	=	EMPTY
must	NAME	=	FILLED
and	STRASSE	=	FILLED
and	ORT	=	FILLED
and	LAND	=	FILLED

### Rule 5

If a country has been specified for the recipient and this originates from code list C0505 (Country without ZIP), no zip code may be specified. However, if this is not the case, a zip code must be specified.

When	LAND (Empfänger)	=	FILLED
and	LAND (Empfänger)	nicht =	"country without ZIP"
must	POSTLEITZAHL	=	FILLED



**Rule 6**

If all digits before the decimal point have been entered for the gross weight, no digits after the decimal point may be entered. However, if not all pre-decimal places have been specified, decimal places may be entered. However, only as many as are possible according to the dependency of the lower pre-decimal places.

When ROHMASSE	= <i>FILLED</i>
and ROHMASSE ("16" pre-decimal digits)	= <i>FILLED</i>
must ROHMASSE (decimal digits)	= <i>EMPTY</i>
<b>or</b>	
When ROHMASSE	= <i>FILLED</i>
and ROHMASSE ("15" pre-decimal digits)	= <i>FILLED</i>
and ROHMASSE (decimal digits)	= <i>FILLED</i>
must ROHMASSE (decimal digits)	= <i>FILLED (max. 1 digit)</i>
<b>or</b>	
When ROHMASSE	= <i>FILLED</i>
and ROHMASSE ("14" pre-decimal digits)	= <i>FILLED</i>
and ROHMASSE (decimal digits)	= <i>FILLED</i>
must ROHMASSE (decimal digits)	= <i>FILLED (max. 2 digits)</i>
<b>or</b>	
When ROHMASSE	= <i>FILLED</i>
and ROHMASSE ("13" pre-decimal digits)	= <i>FILLED</i>
and ROHMASSE (decimal digits)	= <i>FILLED</i>
must ROHMASSE (decimal digits)	= <i>FILLED (max. 3 digits)</i>
<b>or</b>	
When ROHMASSE	= <i>FILLED</i>
and ROHMASSE ("12" pre-decimal digits)	= <i>FILLED</i>
and ROHMASSE (decimal digits)	= <i>FILLED</i>
must ROHMASSE (decimal digits)	= <i>FILLED (max. 4 digits)</i>
<b>or</b>	
When ROHMASSE	= <i>FILLED</i>
and ROHMASSE ("11" pre-decimal digits)	= <i>FILLED</i>
and ROHMASSE (decimal digits)	= <i>FILLED</i>
must ROHMASSE (decimal digits)	= <i>FILLED (max. 5 digits)</i>
<b>or</b>	
When ROHMASSE	= <i>FILLED</i>
and ROHMASSE ("10" pre-decimal digits)	= <i>FILLED</i>
and ROHMASSE (decimal digits)	= <i>FILLED</i>
must ROHMASSE (decimal digits)	= <i>FILLED (max. 6 digits)</i>

## Segment Structure

Attribute Name	Format	Type	Description
<b>SEGMENT-KOPF</b>	<b>DG</b>	M	Segment Qualifier
SEGMENT-ID	X 4	M	„ASPZ“
SEGMENT-VERSIONS-NR	N 2	M	„02“ → New version number from „01“ to „02“
LFD-NR	N 3	M	Consecutive number of an AsumA customs declaration (Position data) within an order item.
<b>ANGABEN-POSITION</b>	<b>DG</b>	M	Information on the items of the export sumA
POSITIONS-NR	N 3	M	Unique, consecutive item number of the export sumA
KENNNUMMER-SENDUNG	X 35	O	Unique identification of the shipment, such as the UCR or a freight document number → Format changes from „X70“ to „X35“
WARENBEZEICHNUNG	X 512	O	Cargo description → Format changes from „X280“ to „X512“
UN-GEFAHRGUT-NR	X 4	O	→ Field is removed from this segment and transferred to the ASGZ segment.
ROHMASSE	N 16.6	M	Gross weight (in kilograms) of the goods belonging to the item → Format changes from „N11.3“ to „N16.6“
BEFOERDERUNGSKOSTEN-ZAHLUNG-SWEISE	X 1	O	Code for the method of payment of the transportation costs Options: “A” = cash payment “B” = credit card payment “C” = payment by check “D” = others “H” = electronic funds transfer “Y” = accounts holder same as carrier “Z” = not prepaid
WARENNUMMER	X 8	O	Contains the mandatory commodity code of the harmonized system (digits 1 to 6) and the optional sub-item (digits 7 to 8). Code list: Statistische Warennummern (SOVA)
CUS-NUMMER	X 9	O	The CUS-Number (Customs Union and Statistics) is an identifier that is assigned to chemical substances and preparations as part of the European Customs Inventory of Chemical Substances (ECICS) Code list: see <a href="http://www.zoll.de">www.zoll.de</a> – Code list C0016
<b>VERSENDER</b>	<b>DG</b>	M	Details of the consignor mentioned in the export sumA
IDENTIFIKATIONSNUMMER	X 17	O	EORI-Number of the consignor (formerly EORI-NR)
NAME	X 70	O	Name or company name of the consignor → Format changes from „X35“ to „X70“
STRASSE	X 70	O	Street and number of the consignor’s address → Format changes from „X35“ to „X70“
POSTLEITZAHL	X 17	O	Postal code of the consignor’s address → Format changes from „X9“ to „X17“

Attribute Name	Format	Type	Description
ORT	X 35	O	City name of the consignor's address
LAND	X 2	O	Country code for the consignor's address <i>Code list: Länder UN (LAND_UNCO)</i>
<b>EMPFÄNGER</b>	<b>DG</b>	<b>M</b>	Details of the consignee from the export sumA
IDENTIFIKATIONSNUMMER	X 17	O	EORI-number of the consignee (formerly EORI-NR)
NAME	X 70	O	Name or company name of the consignee ➔ Format changes from „X35“ to „X70“
STRASSE	X 70	O	Street and number of the consignee's address ➔ Format changes from „X35“ to „X70“
POSTLEITZAHL	X 17	O	Postal code of the consignee's address ➔ Format ändert sich von „X9“ auf „X17“
ORT	X 35	O	City name of the consignee's address
LAND	X 2	O	Country code for the consignee's address <i>Code list: Länder UN (LAND_UNCO)</i>

Total length: 1025 Bytes

## 2.5 Segment Zoll-Pos-ASumA-Packstücke – ASTZ

The customs data for the exit summary declaration (ASumA) is divided into **header**, **item** and **package** data in the BHT. At this point, the client enters the package details that are directly related to certain ASumA item data and therefore in turn to an order item. The item data and the package details to be entered here represent the details of the goods to be exported in the ASumA.

### General Rule Description

The ASTZ segment is always dependent on the ASPZ segment.

After entering the required customs information in the ASumA item data, the client can now enter the other necessary ASumA package data for the respective order item. It is possible to enter up to 99 (different) ASumA packages per goods item. The customer must transmit the ASumA package data to BHT with a unique serial number. The sequential number must be entered in ascending order when creating ASumA package data and when changing the order.

In the BHT-ASumA process, there is the customs view on the one hand and the port-logistical description of the goods on the other. The assignment of the respective export details to the order item in the port order is carried out by the client. Further details can be found in the description of the ASKZ segment.

If the client specifies an existing ASumA MRN in a new port order in the "BHT" variant, the associated ASumA package data may not be transmitted to the BHT.

Further details on order modification and order cancellation in connection with the ASumA information can be found in Chapter 3 of the documentation - "BHT/WHT -Dokumentation - Ergänzung ASumA – V1.3".

If a package is declared as an "enclosed package" (= "Beipack"), the quantity must be "0". However, the packaging type must not contain any of the values "VQ", "VG", "VL", "VY", "VR", "VS", "VO", "NE", "NF" or "NG". In addition, there must be at least one other package within the goods item whose number is greater than "0" and whose information on the packaging type and symbol/number contains the same values as this package with the "accompanying package".

### Detailed Rule Description

#### Rule 1

When specifying a particular type of packaging, the number must be "1".

When	VERPACKUNGSART	= "VQ"
or	VERPACKUNGSART	= "VG"
or	VERPACKUNGSART	= "VL"

or VERPACKUNGSART = "VY"  
 or VERPACKUNGSART = "VR"  
 or VERPACKUNGSART = "VS"  
 or VERPACKUNGSART = "VO"  
 must ANZAHL = "00000001"

**Rule 2:**

A shipping mark must be indicated if the goods are not loose (packaging type according to the customs code list).

When VERPACKUNGSART not = "VQ"  
 and VERPACKUNGSART not = "VG"  
 and VERPACKUNGSART not = "VL"  
 and VERPACKUNGSART not = "VY"  
 and VERPACKUNGSART not = "VR"  
 and VERPACKUNGSART not = "VS"  
 and VERPACKUNGSART not = "VO"  
 must VERSANDZEICHEN = FILLED

**Segment Structure**

Attribute Name	Format	Type	Description
SEGMENT-KOPF	DG	M	Segment Qualifier
SEGMENT-ID	X 4	M	"ASTZ"
SEGMENT-VERSIONS-NR	N 2	M	"02" → New version number from "01" to "02"
LFD-NR	N 2	M	Consecutive number of an AsumA customs declaration (Package data) within a goods item.
VERPACKUNGSART	X 2	M	Code for the type of packaging (e.g. carton, drum) Code list: Verpackungsartcodes (VC_ATLAS) → Format changes from „X3“ to „X2“
VERSANDZEICHEN	X 512	O	Marks and numbers of the packages (formerly ZEICHEN-NUMMER) → Format changes from „X42“ to „X512“
ANZAHL	N 8	M	Number of items packed in the same way and with the same marks and numbers or, in the case of loose goods, the number of items. → Format changes from „N5“ to „N8“

Total length: 530 Bytes

## 2.6 Segment Zoll-ASumA-Wirtschaftsbeteiligte – ASWZ

At this point, the client can specify the additional economic operator(s) (e.g. the manufacturer of the goods) who will be involved in the exit summary declaration (ASumA). If there are several economic operators, a corresponding number of segments must be transmitted to the BHT.

### General Rule Description

If the client has information on additional economic operators, he can specify these either in relation to the ASumA header data or in relation to the ASumA item data. **Simultaneous** specification of the segment in the ASumA header data and the ASumA item data is **not permitted**. It is possible to enter up to 99 (different) economic operators. The client must transmit each participant to the BHT with a unique serial number. The sequential number must be entered in ascending order when creating participants.

If there is a change in the constellation of economic operators, the order must be canceled. A new ASumA-MRN must be created.

### Detailed Rule Description

*Not relevant*

### Segment Structure

Attribute Name	Format	Type	Description
SEGMENT-KOPF	DG	M	Segment Qualifier
SEGMENT-ID	X 4	M	"ASWZ"
SEGMENT-VERSIONS-NR	N 2	M	„01“
LFD-NR	N 2	M	Consecutive number when specifying an additional economic operator.
IDENTIFIKATIONSNUMMER	X 17	M	EORI number of the additional economic operator
FUNKTION	X 3	M	Function of the additional economic operator Options: "CS" = consolidated freight forwarder "FW" = freight forwarder "MF" = manufacturer "WH" = warehousing company

Total Length: 28 Bytes

## 2.7 Segment Zoll-ASumA-Unterlagen – ASUZ

The client can specify additional information and codes (e.g. documents or references) at this point, which are used in the course of the exit summary declaration (ASu-mA). If there are several codes, a corresponding number of segments must be transmitted to the BHT.

### General Rule Description

If the client has information of documents, other references or additional information, he can enter these either in relation to the ASumA header data and/or in relation to the ASumA item data. It is possible to enter up to 99 (different) codes in each case. The client must transmit each coding to the BHT with a unique sequential number. The sequential number must be entered in ascending order when codes are created.

If something changes in the coding, the order must be canceled. A new ASumA-MRN must be created.

### Detailed Rule Description

#### Rule 1

When	DG-UNTERLAGE	= <i>EMPTY</i>
must	DG-SONSTIGER-VERWEIS	= <i>FILLED</i>
or	DG-ZUSÄTZLICHE-INFORMATION	= <i>FILLED</i>

### Segment Structure

Attribute Name	Format	Type	Description
<b>SEGMENT-KOPF</b>	<b>DG</b>	M	Segment Qualifier
SEGMENT-ID	X 4	M	"ASUZ"
SEGMENT-VERSIONS-NR	N 2	M	„01“
LFD-NR	N 2	M	Consecutive number when specifying documents, etc.
<b>UNTERLAGE</b>	<b>DG</b>	O	Specifications of documents
ART	X 4	M	Coding of the type of document <i>Code list: see <a href="http://www.zoll.de">www.zoll.de</a> – Codeliste I0923 (ASumA-Header) or I0924 (ASumA-Position)</i>
REFERENZNUMMER	X 70	M	Reference number of the document
<b>SONSTIGER-VERWEIS</b>	<b>DG</b>	O	Indication of other references
CODE	X 4	M	Coding of the type of other references <i>Code list: see <a href="http://www.zoll.de">www.zoll.de</a> – Codeliste I0913 (ASumA-Header) or I0914 (ASumA-Position)</i>
REFERENZNUMMER	X 70	O	Reference number of other references

Attribute Name	Format	Type	Description
<b>ZUSÄTZLICHE-INFORMATION</b>	<b>DG</b>	O	Additional Information
CODE	X 5	M	Cosing of the type of additional information <i>Code list: see <a href="http://www.zoll.de">www.zoll.de</a> – Codeliste 10903 (ASumA-Header) or 10904 (ASumA-Position)</i>
TEXT	X 512	O	Note / explanatory text

Total Length: 673 Bytes



## 2.8 Segment Zoll-ASumA-Transportdokument – ASDZ

At this point, the client can provide information on transport documents that are mandatory in the course of the exit summary declaration (ASumA). If there are several documents, a corresponding number of segments must be transmitted to the BHT.

### General Rule Description

If the client has information of various transport documents, he has the option of entering up to 99 (different) documents. The client must transmit each document to the BHT with a unique serial number. The sequential number must be entered in ascending order when documents are created.

If there are any changes to the details of the transport documents, the order must be canceled. A new ASumA-MRN must be created.

### Detailed Rule Description

*Not relevant*

### Segment Structure

Attribute Name	Format	Type	Description
<b>SEGMENT-KOPF</b>	<b>DG</b>	M	Segment Qualifier
SEGMENT-ID	X 4	M	<b>“ASDZ”</b>
SEGMENT-VERSIONS-NR	N 2	M	<b>„01“</b>
LFD-NR	N 2	M	Consecutive number when specifying a transport document
ART	X 4	M	Coding of the type of transport document <i>Code list: see <a href="http://www.zoll.de">www.zoll.de</a> – Code list I0943</i>
REFERENZNUMMER	X 70	M	Reference number of the transport document

Total Length: 82 Bytes

## 2.9 Segment Zoll-Pos-ASumA-Gefahrgut – ASGZ

All data relevant to dangerous goods for an ASumA goods item can be entered here. If the item has several dangerous goods characteristics, a corresponding number of dangerous goods segments must be transmitted for this goods item.

Note: Information on dangerous goods was previously provided as part of the Customs ASUMA item (ASPZ) segment. However, as it is now possible to enter several items of dangerous goods information, the details have been transferred to a separate segment.

### General Rule Description

If the client has information about dangerous goods, he can enter this in the order for the respective ASumA goods item. It is possible to enter up to 99 (different) dangerous goods items per goods item. The client must transmit each dangerous goods item to the BHT with a unique serial number. The sequential number must be entered in ascending order when creating dangerous goods items.

If anything changes in the dangerous goods details, the order must be canceled. A new ASumA-MRN must be created.

### Detailed Rule Description

*Not relevant*

### Segment Structure

Attribute Name	Format	Type	Description
SEGMENT-KOPF	DG	M	Segment Qualifier
SEGMENT-ID	X 4	M	"ASGZ"
SEGMENT-VERSIONS-NR	N 2	M	„01“
LFD-NR	N 2	M	Consecutive number of a dangerous goods declaration within an AsumA goods item
UN-GEFAHRGUT-NR	X 4	M	Number for a substance according to the list of dangerous goods by the United Nations <i>Code liste: Gefahrgut UN-Nummern (UNNR)</i>

Total Length: 12 Bytes

## 2.10 Segment Zoll-Pos-ASumA-Verfahrensübergang – ASVZ

All information on the procedure transition (previously: termination portions) for an ASumA goods item can be entered here. If several items of one or more previous customs procedures are to be terminated with the exit summary declaration (ASumA), a corresponding number of segments must be transmitted for this goods item.

### General Rule Description

If an order is directed to a shed code within the free-trade zone, no ASVZ segment may be specified. If an order is directed to a shed code outside a free-trade zone, at least one ASVZ segment must be specified. A list of the shed codes and the assignment to free-trade zone / non-free-trade zone can be found in the dbh KIS.

Up to 999 (different) previous customs procedures can be referenced per ASumA goods item. The client must transmit each segment for a procedure transition to the BHT with a unique sequential number. The sequential number must be entered in ascending order when creating procedure transitions.

The process transitions of a goods item must always all have the same process transition coding (ART). This means that it is not permitted to switch between the "REG" and "MRN" specifications.

If there are any changes to the process transitions, the order must be canceled. A new ASumA-MRN must be created.

### Detailed Rule Description

#### Rule 1

When ART	= "MRN"
must MRN-QUELLVERFAHREN	= <i>FILLED</i>
and REGISTRIERNUMMER-QUELLVERFAHREN	= <i>EMPTY</i>

#### Rule 2

When ART	= "REG"
must REGISTRIERNUMMER-QUELLVERFAHREN	= <i>FILLED</i>
must MRN-QUELLVERFAHREN	= <i>EMPTY</i>

**Segment Structure**

Attribut Name	Format	Type	Description
<b>SEGMENT-KOPF</b>	<b>DG</b>	M	Segment Qualifier
SEGMENT-ID	X 4	M	<b>"ASVZ"</b>
SEGMENT-VERSIONS-NR	N 2	M	<b>„01“</b>
LFD-NR	N 3	M	Consecutive number for the specification of procedural transitions
ART	X 3	M	Coding of the type of procedure transition Options: "REG" = Registration number (ATB) / position related identification "MRN" = MRN-/ position related identification
MRN-QUELLVERFAHREN	X 18	K	Master Reference Number (MRN) of the SumA-process, which is to be completed in whole or in part
REGISTRIERNUMMER-QUELLVERFAHREN	X 21	K	Registration number (ATB) of the SumA-process, which is to be completed in whole or in part
POSITIONSNUMMER-QUELLVERFAHREN	N 4	M	Position number of the SumA-process, which is to be completed in whole or in part
PACKSTÜCK-ANZAHL	N 5	M	Packages of a position in a SumA process that are to be completed

Total Length: 60 Bytes

## 3 BHT Interface (Response Message)

### 3.1 Response

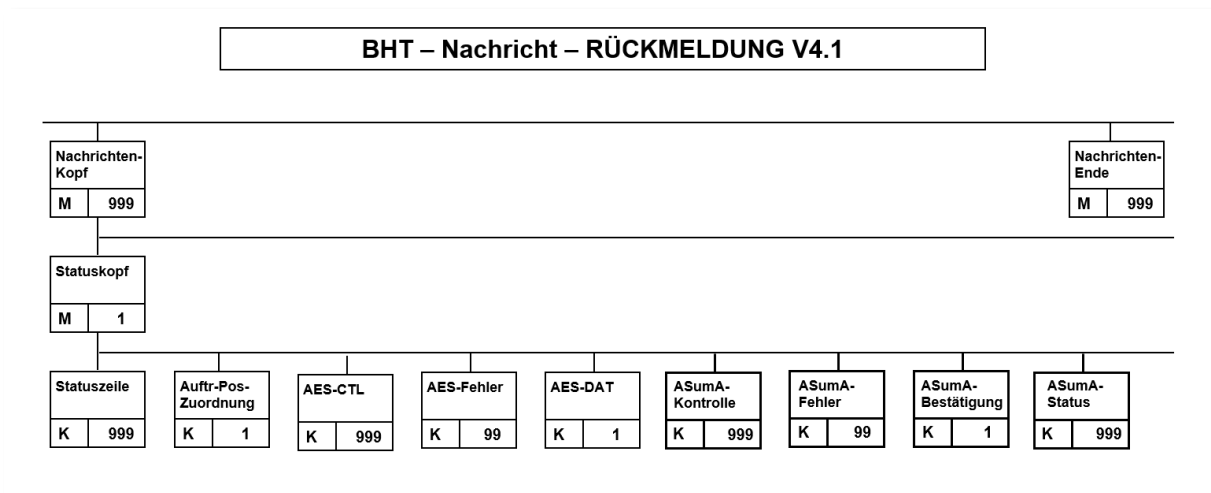
In light of the upcoming customs changes, there are also changes in the response message.

### 3.2 BHT-Message – „Rückmeldung“

The **response** message (= "Rückmeldung") is used to transmit processing errors when checking the ASumA data in ATLAS-WKS, the notification about customs control orders and the release or prohibition by customs. These are the segments: "ASumA control" (ASCZ), "ASumA error" (ASFZ), "ASumA confirmation" (ASBZ) and "ASumA status" (ASSZ).

For reasons of clarity, other parts of the " BHT-Dokumentation - BHT-Schnittstelle – V4.0" are not included in this document.

Figure 3: Diagramm of the message „Rückmeldung“ V4.1



The ASumA segments never appear together in a confirmation for an order item, but are only ever used on a case-by-case basis. Other port order participants do not receive these segments.

The abolition of the "client mode" variant means that only the rules for the "BHT mode" variant in the confirmation message are still valid. All paragraphs and sentences that refer to the "client mode" variant have been removed from the documentation accordingly.

### 3.3 Segment ASumA-Kontrollmaßnahme – ASCZ

A control measure from ATLAS-WKS to the BHT always takes place after the MRN has been transmitted.

The control measure itself is transmitted to the client either with the status "SPZ" or "CPZ" by means of a status message from the BHT. The corresponding status is determined using the control measure data from ATLAS-WKS. Additional information from the message received from ATLAS-WKS is passed on by the BHT in the status message in the ASCZ segment.

It is also possible for a control measure to be ordered several times, e.g. first a control based on the documents, then an X-ray control and finally the opening of the container. If a control measure has been ordered, the continuation of the export is prevented for the **entire** export process and therefore also for the order item to which the order for a control measure relates. A control measure always relates to an **individual item** of goods.

Once a control measure has been ordered via ATLAS, the customs office at exit actually carries out the control measure. If the clearance of the goods presented, the documents submitted or the results of the inspection do not lead to any objections, the goods are normally released for loading (status "FRZ").

If several goods items of the same ASumA-MRN have been assigned to an order item by the client and the control request relates to more than one of these goods items, the respective status is created for each affected goods item in the BHT and distributed by status message.

**Note:**

*In addition to the client, other parties involved in the port order also receive the corresponding status. However, only the status and no content about the control measure is transmitted to them.*

#### **General Rule Description**

*Not relevant*

#### **Detailed Rule Description**

*Not relevant*

**Segment Structure**

Attribute Name	Format	Type	Description
<b>SEGMENT-KOPF</b>	<b>DG</b>	M	Segment Qualifier
SEGMENT-ID	X 4	M	<b>"ASCZ"</b>
SEGMENT-VERSIONS-NR	N 2	M	<b>"02" → New version number from "01" to "02"</b>
MRN	X 18	M	Registration number (MRN) from ATLAS-WKS
POSITIONSNR	N 3	M	Item number of the position affected by customs measures in the ASumA
ZEITPUNKT-BEKANNTGABE	N 14	M	Date of the announcement of the control measure Format: YYYYMMDDHHMMSS
CODE	X 4	M	Type of control measure by customs Options (for ASumA-Processes opened BEFORE the change to ATLAS WKS): "D001" = check of commercial documents "P001" = physical check "R001" = check in relation to nuclear/radioactive materials "S001" = check of seals "X001" = x-ray check (incl. other external checks)  Options (for ASumA-Processes opened AFTER the change to ATLAS WKS): "10" = check of commercial documents "20" = check in relation to nuclear/radioactive materials "30" = extrinsic examination (ultrasound / x-ray, etc) "40" = physical check "41" = identification of the consignment and seals "42" = intrinsic inspection "43" = quality control / partial or complete "44" = nature and characteristics of the goods "45" = sampling "50" = others
TEXT	X 512	O	Text regarding the measures taken by the customs authorities <b>→ Format changes from „X350“ to „X512“</b>

Total Length: 557 Bytes

### 3.4 Segment ASumA-Fehlermeldung – ASFZ

An error message can (currently) only be sent in response to the ASumA data (ASKZ segment) transmitted by the BHT to ATLAS-WKS.

The error message is transmitted to the client with the status "FEZ" by means of a status message from the BHT. In addition, the BHT forwards some information from the message received from ATLAS-WKS in the status message in the ASFZ segment.

The errors from ATLAS-WKS are coded and may contain additional text and a pointer to where the error occurred within the message. However, this "pointer" refers to the XML structure exchanged between the BHT and ATLAS-WKS. If ATLAS-WKS transmits an original value of the erroneous data field to the BHT, depending on the context and error pattern, this is passed on in addition to the error description.

With some WKS errors, additional texts may be added by the BHT in addition to the information from the ATLAS WKS. These additional texts are then located in the STZE segment.

#### Note:

*Apart from the client, no other port order participants receive this status and therefore this segment.*

#### General Rule Description

*Not relevant*

#### Detailed Rule Description

*Not relevant*

#### Segment Structure

Attribute Name	Format	Type	Description
SEGMENT-KOPF	DG	M	Segment Qualifier
SEGMENT-ID	X 4	M	"ASFZ"
SEGMENT-VERSIONS-NR	N 2	M	"02" → New version number from "01" to "02"
MRN	X 18	O	Registration number (MRN) from ATLAS-WKS
LRN	X 22	O	Reference number to uniquely identify the application
ASUMA-LFD-NR	N 3	M	Contains the sequential number of the Asuma header data from the original order in order to assign the error correctly.
CODE	X 8	M	Specification of the WKS error code



Attribute Name	Format	Type	Description
TEXT	X 512	M	Textual specification of the error in this position ➔ Format changes from „X350“ to „X512“
ZEIGER	X 512	O	As a rule, the path of the faulty field is included here ➔ Format changes from „X350“ to „X512“
ORIGINALWERT	X 512	O	Quoted value from the incorrect data field

Total Length: 1593 Bytes

### 3.5 Segment ASumA-Bestätigung – ASBZ

After transmission of the ASumA data from the port order from the BHT to ATLAS-WKS, the BHT receives the MRN back as a positive response. The ASumA-MRN is then transmitted to the client with the status "INZ" by means of a status message from the BHT. Furthermore, the ASumA-MRN is now also part of the ASumA header data in the BHT.

**Note:**

*Apart from the client, no other port order participants receive this status regarding the ASumA-MRN and thus this segment.*

#### General Rule Description

*Not relevant*

#### Detailed Rule Description

*Not relevant*

#### Segment Structure

Attribute Name	Format	Type	Description
<b>SEGMENT-KOPF</b>	<b>DG</b>	M	Segment Qualifier
SEGMENT-ID	X 4	M	"ASBZ"
SEGMENT-VERSIONS-NR	N 2	M	"01"
MRN	X 18	M	Registration number (MRN) from ATLAS-WKS
ASUMA-LFD-NR	N 3	M	Contains the sequential number of the AsumA header data from the original order in order to assign the error correctly.
REGISTRIERUNGS-DATUM	N 8	O	Date of registration of the ASumA Format: YYYYMMDD

Total Length: 35 Bytes

### 3.6 Segment ASumA-Status – ASSZ

If, after the MRN has been provided, there is no release or loading clearance to the BHT, but instead a prohibition of exit, only the client receives the status "INZ" by means of a status message from the BHT. In addition, the BHT forwards some information from the message received from ATLAS-WKS in the status message in the ASSZ segment. If no further information is provided by customs, the BHT will display the text "SETZEN SIE SICH GGF. MIT IHREM ZOLLAMT IN VERBINDUNG". (= Please contact the customs office directly.) Any further additional texts can then also be found in the STZE segment.

A prohibition is always related to an ASumA MRN (ASumA header data), but can also possibly affect only parts of the associated goods items (ASumA item data), as well as the assigned order item.

#### Note:

*Apart from the client, no other port order participants receive this status regarding the omission and thus this segment.*

#### General Rule Description

*Not relevant*

#### Detailed Rule Description

*Not relevant*

#### Segment Structure

Attribute Name	Format	Type	Description
SEGMENT-KOPF	DG	M	Segment Qualifier
SEGMENT-ID	X 4	M	"ASSZ"
SEGMENT-VERSIONS-NR	N 2	M	"02" → New version number from "01" to "02"
MRN	X 18	M	Registration number (MRN) from ATLAS-WKS
POSITIONSNR	N 3	O	Item number of the position affected by the prohibition in the ASumA  <i>Note: It is possible that no entry was made by customs in the ATLAS WKS message. In this case, the attribute contains the value "000" and affect the entire MRN.</i>

Attribute Name	Format	Type	Description
DATUM-STATUSFESTLEGUNG	N 14	O	Time of status determination Format: YYYYMMDDHHMMSS <i>Note:</i> <i>The time is transmitted differently in the ATLAS WKS message to the BHT. For example, 20240429151247 or 20240429000000 can be included as a value. This means that the time specification does not necessarily contain a value.</i> <b>→ Format changes from „N8“ to „N14“</b>
STATUS-AUSGANG	X 2	M	Current status of the exit Options: "03" = exit prohibited
UNTERSAGUNGSGRUND	X 512	O	Reason for the prohibition of the exit <b>→ Format changes from „X350“ to „X512“</b>

Total Length: 390 Bytes