

## Leaflet

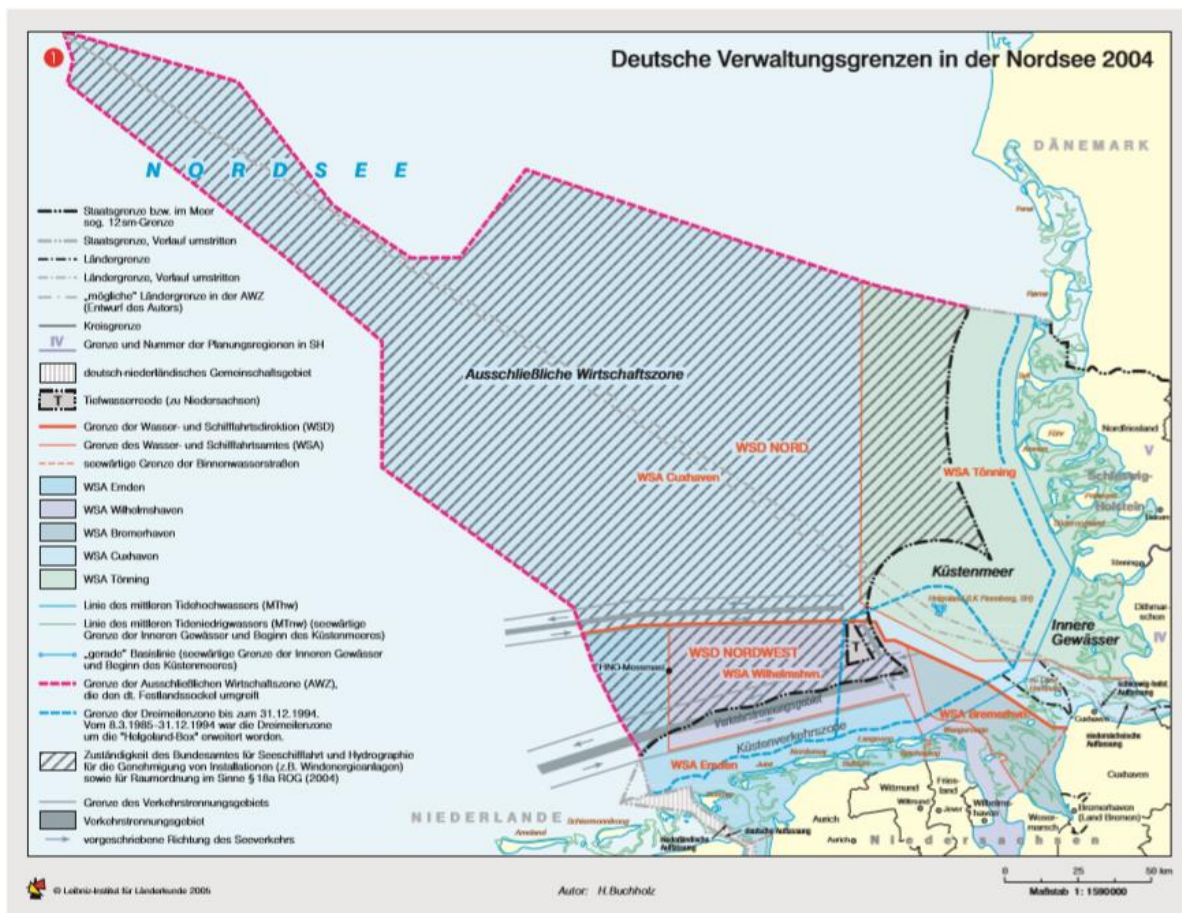
# Export Control & Customs at Research Cruises Preparation Duties for GEOMAR- and External Participants

## To Do's – Lead Times – Responsibilities

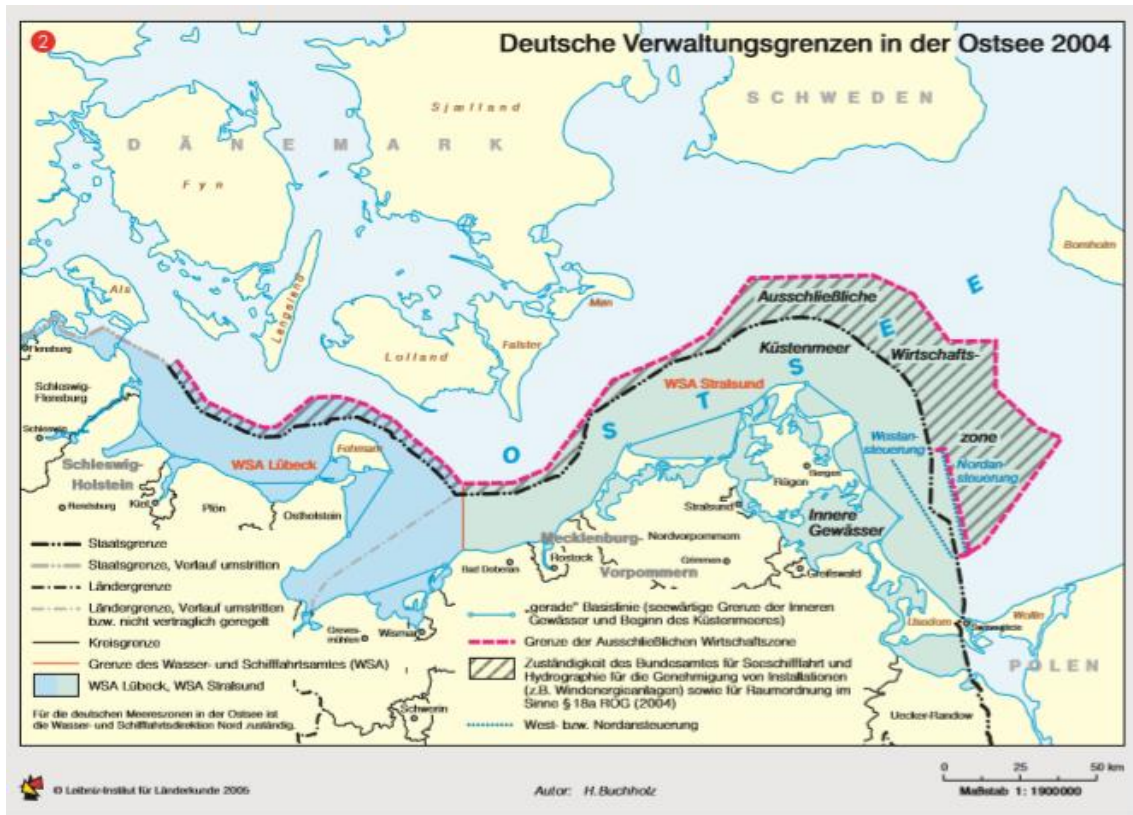
German Customs Border and EEZ in the North Sea:

Ausschließliche Wirtschaftszone = Exclusive Economic Zone (EEZ)

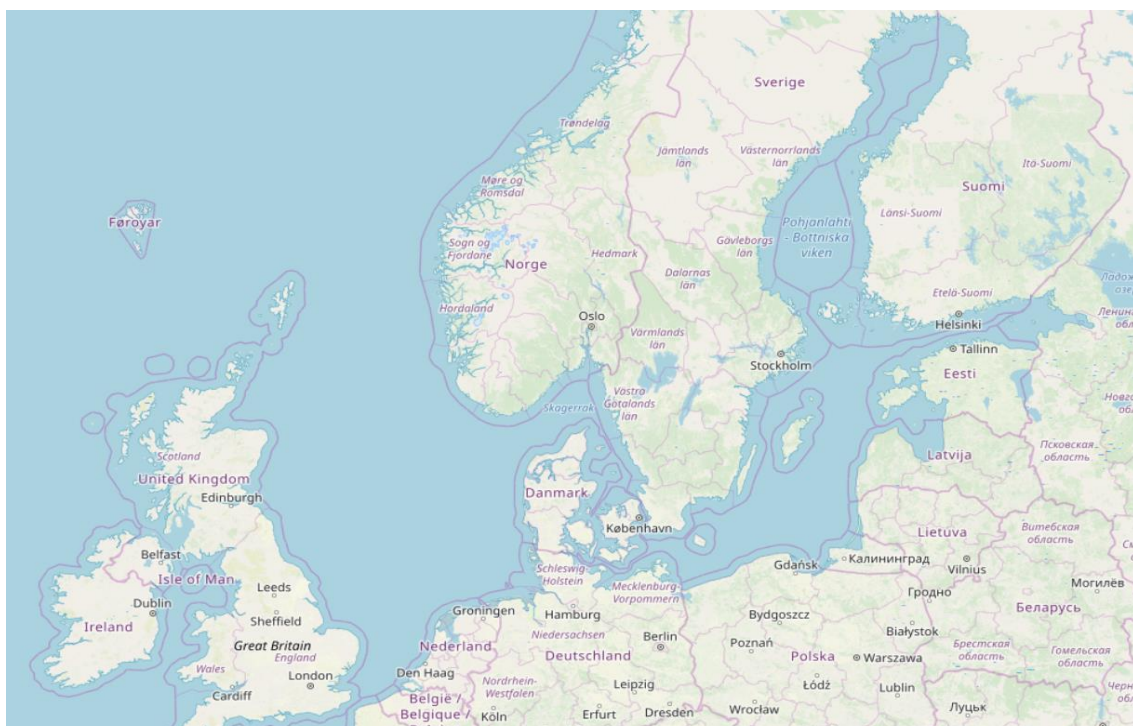
Küstenmeer = Coastal Waters



German Customs Border and EEZ in the Baltic Sea:



International Maritime Borders (Coastal Waters) and international Waters without EEZ's in the North and Baltic Sea:



Source: <https://www.openstreetmap.org/#map=5/58.939/6.546>

1. *Cruises Within the National Territorial Waters of Germany:*

There are no need for export control and customs procedures regarding **cruises within German maritime territories (coastal waters)** in the Baltic and North Sea. Exclusive economic zones (EEZ) do not belong to the coastal waters.

For the German island Helgoland, special customs regulations apply, which are case-dependent, since Helgoland is not part of the customs area of the European Union and the German tax area. Please contact the Export Control & Customs Unit via [zoll@geomar.de](mailto:zoll@geomar.de) at **least 7 working days before loading**.

2. *Cruises Within the European Union's Maritime Territories:*

No packing lists have to be submitted for cruises **within European Union member states' maritime territories (EU coastal waters) and without transits or working within the exclusive economic zones** (e.g. through German and Danish waters along the Jutland peninsula). However, certain scientific equipment (e.g. hydrophones, acoustic triggers) must have an export license also for within the European Union. The relevant national authority's lead-time for license applications is at **least three months before the loading for the cruise**. Please get in contact with the Export Control & Customs Unit for the mandatory export control check prior to the cruise:

- GEOMAR employees should get in contact with the Export Control & Customs Unit via [exportkontrolle@geomar.de](mailto:exportkontrolle@geomar.de) **minimum three months before loading**.
- External participants of the cruise should contact the relevant department within their research institution / company.

Scientist who takes samples from the environment must check, whether the import and export of **biological and genetic sample material** is subject to an import- or export license or notification (e.g. due to CITES or Nagoya Protocol) to or from the European Union and obtain a license or report accordingly. We would like to point out, that certain animal and plant species might also require a transport authorization or notification within or for transit between member states of the European Union.

For GEOMAR-employees, the [Nagoya Protocol Coordination](#) applies for the export license obligations in the provider countries, which arise for these samples based on the Nagoya Protocol, before the samples are taken. This is also applicable for similar approvals necessary in countries, which are not parties to the Nagoya Protocol. For support contact [nagoyaprotokoll@geomar.de](mailto:nagoyaprotokoll@geomar.de) as soon as possible.

The use of **aerial drones** is also subject to authorisation and may already have to be applied for in the diplomatic application for the cruise. This applies within the national territories of the European Union and non-member states as well as the respective exclusive economic zones. If you have any questions, please contact the German Research Fleet Coordination Centre via [leitstelle.ldf@uni-hamburg.de](mailto:leitstelle.ldf@uni-hamburg.de).

The captain or the chief scientist must be informed in writing about possible export and import licenses before beginning of the cruise, e.g. via e-mail. Customs clearance is not necessary.



### 3. Cruises Outside the European Union Maritime Borders

For cruises which **leave the maritime territory of the European Union (European territorial sea) and cross international waters and exclusive economic zones** (e. g. to Bornholm or Latvia, from Toulon to La Spezia in the Mediterranean) **or take place in international waters and exclusive economic zones** (e. g. Skagerrak), both export control and customs clearance must be carried out.

- Employees of GEOMAR contact [exportkontrolle@geomar.de](mailto:exportkontrolle@geomar.de) **at least three months before loading** to carry out export control.  
For customs clearance, the complete packing lists / proforma invoices must be finally prepared **at least 7 working days before loading**.

- The packing lists are created exclusively in the GEOMAR equipment database "Marine Facilities Planning" (<https://geomar.marinefacilitiesplanning.com/>).

*A preliminary consultation regarding the cruise with the Export Control & Customs Unit is highly recommended.*

- External participants *from EU-member states* in the cruise must have the customs documents and any necessary official export licenses drawn up or applied for by their research institution / company. For support during customs processing with our local customs offices in Kiel, please contact [zoll@geomar.de](mailto:zoll@geomar.de) **ASAP**.
- External participants *from Non-EU-member states*, please get in contact with [zoll@geomar.de](mailto:zoll@geomar.de) **ASAP**, for coordination of your equipment with European export control and customs processing.
- Also applicable for everyone: **Hand luggage** is relevant for export control and customs processing as well. We offer support via [zoll@geomar.de](mailto:zoll@geomar.de). The relevant deadlines, mentioned above, also apply.

The captain expects the customs documents before the start of the cruise. Any packing authorization / equipment requirement must be indicated in the packing lists / proforma invoices (e.g. hazardous goods).

All import, export or transport licenses must be specified in the customs declaration. It is therefore mandatory that you inform your customs department of any existing licenses / permits ahead of issuing the customs documents.

For the sake of completeness, we would also like to draw your attention to an export license requirement under US-re-export-legislation. An examination of necessity for export licenses and obtaining it, is the responsibility of the liable research institution / company that bring equipment on board of the vessel.

The captain and the chief scientist are also liable for any criminal penalties due to violations of customs and export control legislation due to non-compliance or due to changes in travel routes during the cruise.

You will find more information on our Export Control & Customs Unit intranet pages: <https://intranet.geomar.de/en/directoratecommittees/staff-unit-export-control-customs/>