



**GET READY
FOR BREXIT**

Swiftly through the Dutch ports

Handbook Brexit in the Dutch ports



Version number 4 - June 16, 2020
Just like Brexit, this is a living document.
Therefore, make sure to regularly check the
website. This is where you will always find
the most current version.

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Get Ready for Brexit

Swiftly through the Dutch ports

Brexit is a fact. Until the 1st of January 2021, the United Kingdom and the European Union will be negotiating a new (trade) relationship. During this transition period, companies can continue to transport their cargo in the customary, familiar way.

Please take note! This will change as of the 1st of January 2021. Irrespective of the outcome of the current negotiations, customs formalities will irrevocably come into effect for transport to and from the United Kingdom. From 2021, there will no longer be free movement of goods on these routes. This applies to both shortsea and ferry. By jointly preparing for this as a logistics chain, cargo can be swiftly transported through the Dutch ports in the future as well. Failure to do so on our part means we will collectively come to a standstill. This handbook describes each step of our chain-wide solution. Get Ready for Brexit!

Joint campaign Get Ready for Brexit sets the logistics chain in motion

'Get Ready for Brexit' is a joint campaign to particularly inform exporters, importers, forwarders, customs agents and transport companies about the steps they need to take right now in order to continue swiftly transporting cargo via the Dutch ports after Brexit as well. You can read all about the Dutch approach at www.getreadyforbrexit.eu.

One single solution for Brexit in the Dutch ports

Together with Portbase, branch organisations Deltalinqs, evofenedex, FENEX and TLN (including AFTO on behalf of the sub-market ferry transport and the alliance of sea container carriers AZV on behalf of the sub-market container carriers) have taken the initiative to fully prepare the logistics chains of the shortsea and ferry sectors for Brexit in time. The Dutch chain solution comprises the 100% digital and automated handling of customs formalities, with optimum

reuse of data. All information precedes the cargo. Both for shortsea and ferry traffic, one single window is created for all participating terminals. This allows for smart supervision on the part of Customs, with minimal disruption to the digital process. After Brexit, it will in fact be even more attractive to use the Dutch ports for transport to and from the United Kingdom.

Brexit impact on the Netherlands

55% of shortsea traffic and 90% of ro-ro transhipment in the Dutch ports concerns trade with the United Kingdom.

With the cooperation of

The chain solution for Brexit in the Dutch ports was also developed in close cooperation with Dutch Customs, the Netherlands Food and Consumer Product Safety Authority, Port of Amsterdam, Port of Rotterdam Authority, the ferry operators, many shortsea terminals and the Association of Rotterdam Shipbrokers and Agents. The Dutch solution complies with European legislation.

Swiftly through the Dutch ports

- One central window for all terminals
- Via Portbase all data precedes the cargo
- 100% digital and automated
- Optimal reuse of data
- Smart customs supervision with minimal disruption to the logistics process

Participation of each logistics link

In order for this Dutch chain solution to work, it is imperative that each link in the logistics chain participates and prepares in time. If one party fails to meet its obligations, the entire chain grinds to a halt, resulting in congestion and long waiting times. From exporter, importer, forwarder and customs agent to carrier, terminal, shipping line, cargo handling agent and ferry operator: all parties have tasks and responsibilities from their own respective roles.

If everyone consistently springs into action in time and passes on the correct (customs) information, all cargo will continue to travel smoothly from and to the United Kingdom after Brexit as well. The Dutch chain solution makes this very easy. This handbook explains how this solution works.



'Rotterdam's port business community is busily preparing for Brexit. After all: the best-prepared port will have a preferential position within the European playing field.'

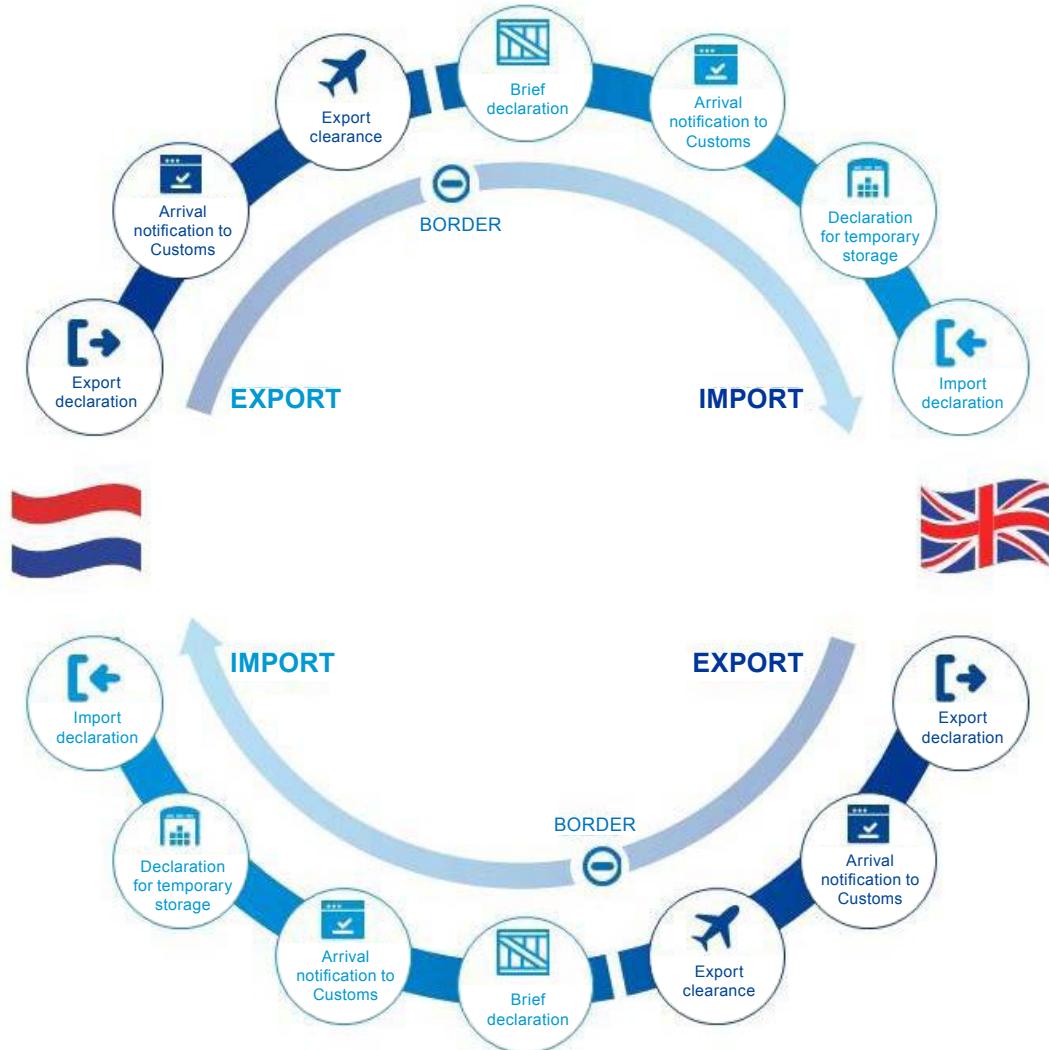
A new reality for many companies

According to figures from Dutch Customs, there are some 35,000 Dutch companies that do business with the United Kingdom but otherwise do not import or export beyond the European Union. As a result, they are unfamiliar with Customs and customs formalities.

Impact of Brexit in figures

- New companies: 35,000
- Process import: 750,000 declarations (+18%)
- Process export: 4,200,000 declarations (+33%)
- Process entry: 1,500,000 summary declarations (+32%)
- Process exit: 5,200,000 summary declarations (+137%)

Source: Dutch Customs



After Brexit, customs formalities must be performed for each transport to or from the United Kingdom. The Dutch chain solution helps parties to always quickly and easily meet this obligation. The exporter or importer - or the forwarder or customs agent acting on his behalf - constitutes the beginning or the end of a chain in which every link is consistently requested to fulfil one or more (customs) obligations in time. Otherwise, cargo will come to a standstill!

Source: KPMG

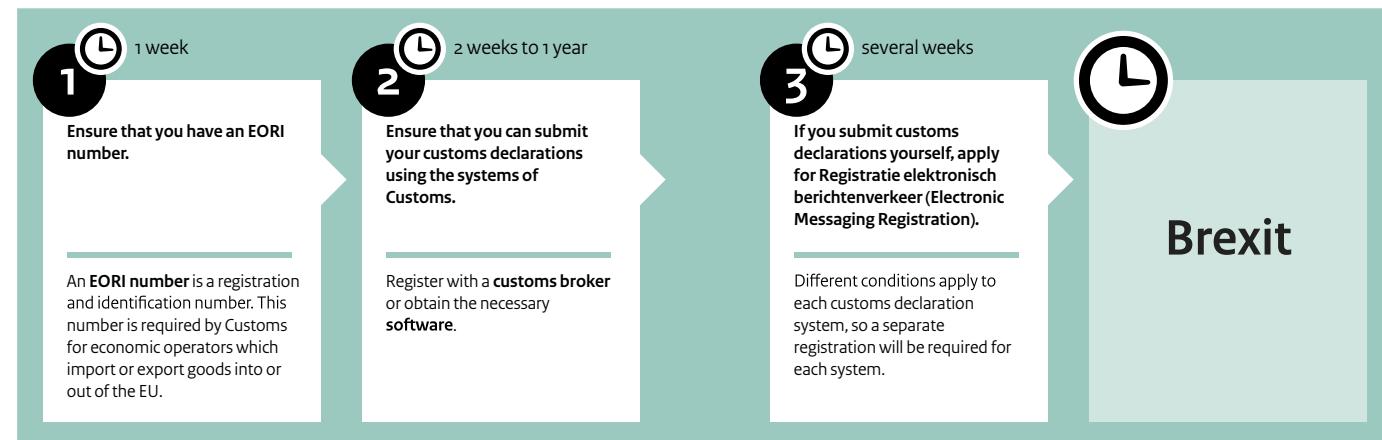
Register with Customs

Following Brexit, 35,000 companies in the Netherlands alone will be dealing with Customs for the first time. That requires timely preparation. Depending on the choices made by the exporter or importer, this process can take up to several months. Every company that imports or exports must have at least an EORI number. Also if the import and/or export declarations are submitted via a forwarder or customs agent. If a company wants to be able to submit a declaration itself, then a separate Registration of Electronic Communication is needed from Customs and software must be implemented. Please consult the [website of Customs](#) for all the details.

This is how you prepare for Brexit Phased plan for entrepreneurs



You must at least do this:



You may have to do this as well:



Arrange now?

Go to www.douane.nl/brexit-info to see what you can arrange now.

Do you need help with step(s)
1, 2 and/or 3?

Please contact
the National Helpdesk
+31 88 156 66 55

Source: Dutch Customs

Netherlands Food and Consumer Product Safety Authority

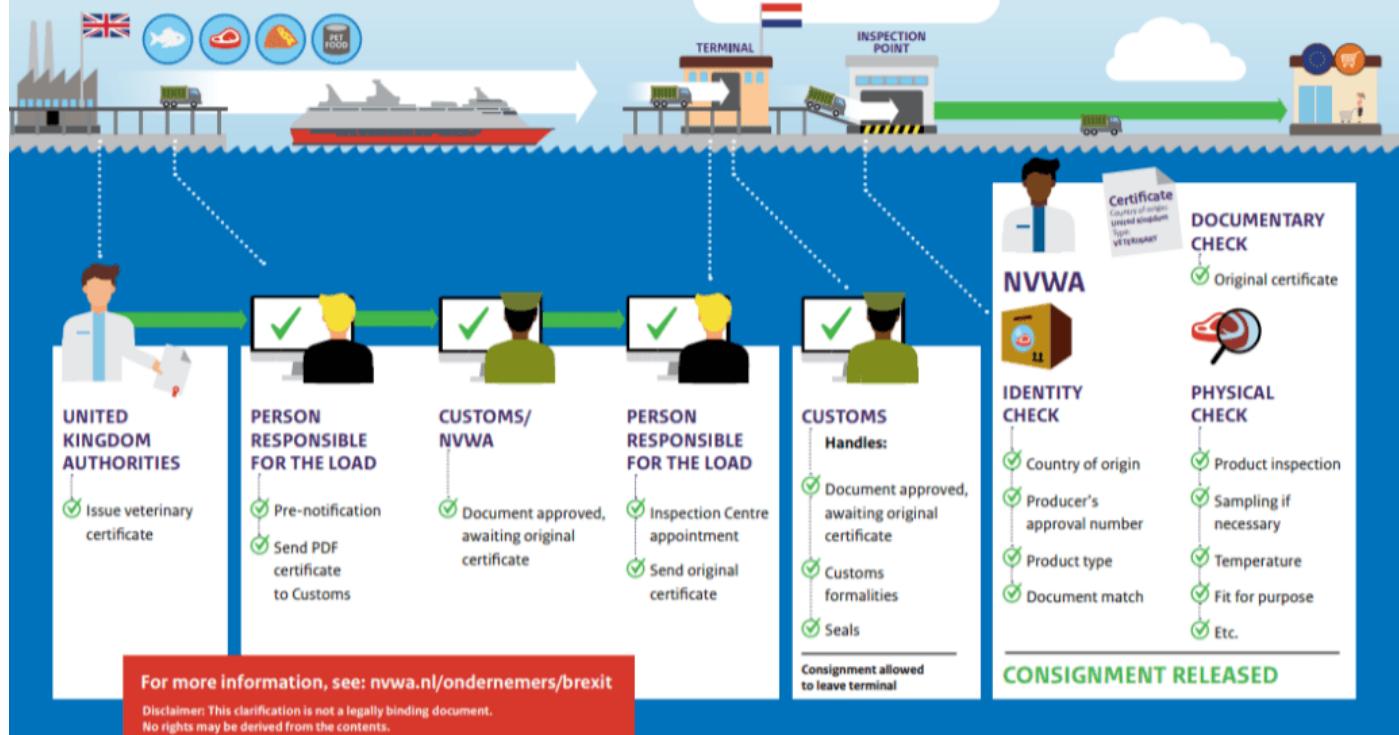
Irrespective of the outcome of the negotiations, you will be confronted with additional procedures for the import and export of animal or vegetable products post-Brexit. Some examples are certificates, phytosanitary inspections and customs formalities. This may result in longer transit times and higher costs for you.

At the website of the [Netherlands Food and Consumer Product Safety Authority \(NVWA\)](#) you can read how you can prepare yourself.



Import of Veterinary Consignments from the UK

Alternative procedure with document approved, awaiting original certificate, for products of animal origin



Source: NVWA



*'Entrepreneurs really need to spring
into action to prevent problems after Brexit.'*



Chain solution Brexit

Portbase is the organisation behind the national Port Community System of the Dutch ports. Since 2002, Portbase has been actively working together with the port community to develop digital solutions aimed at simplifying and accelerating logistics chains. All links are involved: exporters, importers, forwarders, customs agents, transporters, terminals, shipping lines and cargo handling agents, but also port authorities, Customs and the Netherlands Food and Consumer Product Safety Authority.

Key figures Portbase

- 4,800 participating companies, both domestic and international
- 17,000 users
- 98,000,000 transactions yearly
- Chain solutions for large number of logistic processes

Proven chain solution for deepsea already exists

One of Portbase's proven digital chain solutions involves the automated handling of customs formalities for intercontinental deepsea traffic.

Year in, year out, millions of containers effortlessly pass through the Dutch ports. There are no unnecessary stops at terminals or by Customs. All links in the logistics chain consistently use the Port Community System to submit their part of the required information in time. Through various services, Portbase next ensures that the entire chain can automatically provide data and that this data is re-used for various reports and notifications. In this way, everyone has the necessary information at the right time. The container flow always continues.

be smart. get connected.
portbase®

'The introduction of customs formalities creates chain dependency. The various links in the chain will have to share information with each other in order to prevent delays.'



Chain solution Brexit for shortsea

Chain solution Brexit for shortsea

The proven chain solution of Portbase for deepsea can be used one-on-one by the shortsea sector following Brexit. Shortsea parties that are currently already active in logistics chains that extend beyond the European Union are familiar with this customs route. For companies that will do business with a country beyond the European Union following the departure of the United Kingdom for the first time, this however is a completely new way of working.

In the Dutch chain solution for shortsea traffic, each link has specific (customs) obligations. If each party consistently meets these obligations in time, the logistics chain will always run smoothly. Most of the Dutch shortsea terminals therefore make it mandatory to use the Dutch chain solution for Brexit. Chain parties complete the following steps:

For export from the Netherlands to the United Kingdom

- The **exporter** (or the **forwarder** or **customs agent** acting on his behalf) directly submits a (re)export declaration with Customs.
- A couple of minutes later, Customs informs the party submitting the declaration whether the goods need to be inspected (at the loading location) or whether the goods are released.
- Next, the exporter (or his forwarding agent, customs agent or **transporter**) uses Portbase to provide the shortsea terminal with the essential (customs)

information for his container. The exporter (or his representative) does this before the container proceeds to the terminal. ◉

- Before the driver embarks on his trip, the transporter uses Portbase to check with the shortsea terminal whether they have the customs document. No customs document means no transport. ◉
- From the arrival at the shortsea terminal to the departure by sea-going vessel, the exporter (or his representative) can subsequently follow the container in real-time via Portbase. ◉

◉ Portbase services required by the exporter (or the forwarding agent or customs agent acting on his behalf) and the transporter:

- Notification Export Documentation
- Track & Trace Export

- Upon arrival of the container, the **shortsea terminal** notifies Customs of the arrival of the container or the goods (so-called 'trader at exit' message) via Portbase. ◉
- Through Portbase, the shortsea terminal is notified whether the container requires a customs inspection or whether the container is being released. ◉
- The shortsea terminal loads the ship based on a loading list supplied by the shipping line or cargo handling agent. Optionally, this can be performed via Portbase. ◉
- Based on the final loading confirmations of the shortsea terminal, the **shipping line or cargo handling agent** is presented with a complete outgoing manifest by Portbase. With the click of a mouse, the shipping line or cargo handling agent sends this to Customs the moment the seagoing vessel departs. ◉
- As soon as the manifest has been received by Customs and the departure of the ship has been confirmed to Customs, Customs directly sends the 'confirmation of exit' to the exporter (or his representative). This confirmation of exit serves as official proof of the cargo's departure. This concludes the export process.

◉ Portbase services required by the shipping line and cargo handling agent:

- Loading List (optional)
- Cargo Declaration Export Containers

◉ Portbase services required by the shortsea terminal:

- Notification of Arrival Export Containers
- Clearance NCTS Export Containers (optional)
- Track & Trace Export
- Loading List (optional)

For import from the United Kingdom to the Netherlands

- Prior to each shortsea route, the **exporter** in the United Kingdom submits an export declaration to Customs there and a booking is made with a shipping line or cargo handling agent to ship the cargo. Post-Brexit, the exporter must provide additional customs data with this booking. For more information, see the overview on page 26.
- The **shipping line or cargo handling agent** needs this additional information to submit the ENS and ATO to Customs via Portbase.

The ENS is the brief declaration for bringing in all cargo aboard the ship in the first port of entry into the EU.

The ATO is the declaration for temporary storage for all cargo that is unloaded in the relevant Dutch port.●

- On the basis of risk analysis, Customs decides which containers it wants to inspect and immediately informs the shipping line or cargo handling agent of this.●
- Well ahead of the ship's arrival, the shipping line or cargo handling agent also submits the required ship's notifications to the port authority and Customs.●

● Portbase services required by the shipping line or cargo handling agent:

- Pre-arrival Cargo Declaration Import (4h)
- Cargo Declaration Import
- Inspection Portal
- Vessel Notification
- Notification Ship's Stores
- Notification Crew and Passengers
- Notification Dangerous Goods
- Notification Waste Disposal

- Through Portbase, the receiving **shortsea terminal** in the Netherlands sees which containers Customs wants to inspect. These are automatically blocked in the terminal system. Upon arrival, the inspection can immediately commence. ◉
- The shortsea terminal receives the discharge list for the containers to be unloaded via the shipping line or cargo handling agent.
- The shortsea terminal informs the shipping line or cargo handling agent of the containers discharged by means of the discharge confirmation. Portbase receives a copy of the discharge confirmation, enabling it to inform other parties in the chain accordingly. ◉

◉ Portbase services required by the shortsea terminal:

- Inspection Portal
- Notification Import Documentation

- The **importer** (or the **forwarder** or **customs agent** acting on his behalf) directly submits a follow-up declaration to Customs (e.g. an import declaration) before the cargo leaves the shortsea terminal.
- Directly following on this, the importer (or his representative) or the **transporter** uses Portbase to inform the shortsea terminal about this. Following acceptance of this pre-notification, the container can (generally) be picked up at the terminal without needing to stop at Customs. ◉

◉ Portbase services required by the importer (or his representative):

- Notification Import Documentation
- Cargo Information (optional)
- Transit Declaration (optional)
- Declaration Food and Consumer Products (optional)
- Notification Local Clearance (optional)

- Before the driver embarks on his trip, the transporter uses Portbase to check with the shortsea terminal whether they have the customs document. No customs document means no transport. ◉

◉ Portbase-service(s) required by the transporter:

- Notification Import Documentation (to submit the pre-notification to the shortsea terminal on behalf of the importer)
- Import Status

**Chain solution Brexit
for ferry**

Chain solution Brexit for ferry

Traditionally, ferry traffic between the Netherlands and the United Kingdom has served as an extended motorway across the water. Trucks arrive at the terminal, drive onto the ferry and straight away disembark again on the other side of the North Sea. Without the need for additional customs formalities. Brexit puts an end to this. A truck without the correct customs documents immediately means the start of a traffic jam at the ferry terminal.

Specifically geared to the particular characteristics of ferry traffic, a large number of parties have developed a chain-wide solution to ensure quick and easy transport via the Dutch ports after Brexit as well. At all four of the ferry operators in the Netherlands, the use of the Dutch chain solution for Brexit is mandatory.



'For many shipments, delays are absolutely out of the question. Without a chain solution for customs formalities, the costs of Brexit for the logistics chain will be massive.'



Customs formalities are a completely new phenomenon for the ferry sector. In the development of the chain solution, clear agreements have therefore been made about which party should do what and when. Existing Portbase services have been adjusted or expanded and terminal systems adapted for this purpose.

In the Dutch chain solution, every link in ferry traffic has specific (customs) obligations. If each party consistently meets these obligations in time, the logistics chain will always continue to run smoothly:

For export from the Netherlands to the United Kingdom

- Export starts with the **exporter** (or the **forwarder**, or **customs agent** acting on his behalf) who directly submits a (re)export declaration or starts a transit procedure with Customs.
- A few minutes later, Customs informs the party submitting the declaration whether the goods need to be inspected (at the location of loading) or whether the goods are released.
- The booking party (usually the **transporter**) directly shares the necessary information about the cargo with the ferry operator and provides his client with feedback.

- Through Portbase, the exporter (or the forwarder, customs agent or transporter acting on his behalf) next immediately informs the ferry operator of the number (MRN) and type of the customs document, the booking number and the number of the transport equipment (such as towing unit, trailer, container, chassis, etc.).

● **Portbase service required by the exporter, forwarder, customs agent or transporter:**

- Notification Export Documentation

- Before the driver embarks on his trip, the transporter uses Portbase to verify whether the ferry terminal has the customs document. The transport company consequently knows that the ferry operator will accept the cargo and that the driver will be granted access to the terminal. No customs document means no transport. ◉

◉ Portbase service required by the transporter:

- Track & Trace Export

- As soon as the cargo arrives at the **ferry terminal**, the terminal reports this to Customs via Portbase. ◉
- Within a few minutes, the ferry terminal is notified through Portbase whether the cargo needs to be inspected by Customs. ◉

◉ Portbase services required by the ferry terminal:

- Notification of Arrival Export Containers
- Clearance NCTS Export Containers (optional)

- As soon as the manifest has been received by Customs and the departure of the ship has been confirmed to Customs, Customs directly sends the 'confirmation of exit' to the party submitting the (re)export declaration (the exporter or his representative). This confirmation of exit serves as official proof of the cargo's departure and concludes the export process.

◉ Portbase service required by the ferry operator:

- Cargo Declaration Export Containers

For import from the United Kingdom to the Netherlands

- Prior to the ferry transport, the exporter in the United Kingdom submits a customs declaration to Customs there. Next, a booking is made with a ferry operator to ship the cargo. Post-Brexit, additional customs information is required for this booking. For more information see the overview on page 26.
- The **ferry operator** needs the additional information to submit the ENS and ATO to Customs via Portbase.

The ENS is the brief declaration for bringing in all cargo aboard the ship in the first port of entry into the EU. The ATO is the declaration for temporary storage for all cargo that is unloaded in the relevant Dutch port.●

- Customs notifies the ferry operator and the ferry terminal which shipments it wants to inspect.●
- Well ahead of the ship's arrival in the Dutch port, the ferry operator also submits the required ship's notifications to the port authority and Customs.●

● Portbase services required by the ferry operator:

- Pre-arrival Cargo Declaration Import (4h)
- Cargo Declaration Import
- Inspection Portal
- Vessel Notification
- Notification Ship's Stores
- Notification Crew and Passengers
- Notification Dangerous Goods
- Notification Waste Disposal

- Through Portbase, the **ferry terminal** is notified which shipments Customs wants to inspect. These are automatically blocked in the terminal system. Upon arrival, the inspection will take place and the cargo will be released.○

○ Portbase service required by the ferry terminal:

- Inspection Portal

- Before the cargo leaves the ferry terminal, the **importer** (or the **forwarder** or **customs agent** acting on his behalf) directly submits a follow-up customs declaration to Customs.
- Through Portbase, the importer (or the forwarder, customs agent or **transporter** acting on his behalf) immediately informs the ferry operator about this. After the ferry operator has accepted the pre-notification, the cargo can leave the ferry terminal.○

○ Portbase service required by the ferry operator, importer (or forwarder, customs agent or transporter acting on his behalf):

- Notification Import Documentation

- Before his driver embarks on the trip, the transporter uses Portbase to verify whether the ferry terminal has the customs documents. Thus, he prevents unnecessary trips. No customs document means no transport.○

○ Portbase-service(s) required by the transporter:

- Notification Import Documentation (to submit the pre-notification to the ferry terminal on behalf of the importer)
- Import Status

Submitting additional shipment details for your ferry and shortsea booking after Brexit



In the case of import after Brexit, the party that brings the goods into the EU (the ferry operator or shortsea shipping line) is obliged to provide Customs with additional information about the goods that:

1. are taken off the ship in the EU (ENS declaration).
2. are unloaded in the port of discharge in question (ATO declaration).

As the party responsible for booking a ferry or shortsea crossing from the United Kingdom to the Netherlands, you must provide the ferry operator or shortsea shipping line with the information that needs to be submitted to Customs. It is for this reason that the ferry operator or shortsea shipping line will ask you to submit various extra details for your booking after Brexit. This is the only way in which the additional customs obligation can be met.

Below is an overview of the required shipment data at the booking level, at the consignment level and at the goods level. You can determine at a glance whether you, the booking party, are responsible for providing the data or whether the ferry operator/shortsea shipping line will take care of this.

Please note!

- This information relates to the data that needs to be supplied upon import. The expectation for export cargo (cargo from the Netherlands to the UK) is that no information will need to be supplied in the first 6 months after Brexit. Please contact your ferry operator or shortsea shipping line for the latest information on this subject.
- The description of the required data may differ per booking portal.

Booking

You perform one ferry or shortsea booking per transport unit.

		Who provides the data?
	Ferry operator/ shortsea shipping line	Booking party
Booking ID	Unique identification of a booking. Consists of 14 characters max. In the case of a ferry booking: the first four positions always constitute the SCAC code of the ferry operator in question. In the case of a shortsea booking, one's own booking number [already in use] may also be used.	✓
Transport Equipment ID	Unique identification of transport equipment. For example, trailer number, chassis number (VIN) or container number. Consists of 17 characters max. In the case of accompanied transport, the agreement is that the registration number of the towing vehicle is used.	✓
Equipment Type	Classification of the type of transport equipment, according to UN/CEFACT standard. Permitted values are: • Chassis (also use for trucks and truck combinations) • Container • Swap body • Trailer	✓
Full/Empty indicator	Indication of whether the transport equipment is full or empty.	✓

Consignment

One ferry or shortsea booking comprises at least one consignment (shipment).

Please note! If there are various shipper - consignee (sender - receiver) relationships, a consignment can be entered for each combination.

		Who provides the data?
	Ferry operator/ shortsea shipping line	Booking party
Shipment ID	17 characters max. Unique identification of a shipment. To be issued by the ferry operator or shortsea shipping line. First part equals the booking ID (14 characters max, last three are the sequence number within the booking).	✓
Customs status	Customs procedure under which the consignment is transported, as stated on the accompanying document. Applicable values are: • [not filled out] This means no customs procedure is applicable (= import) • Union goods (C) • Union goods in transhipment (N27) • Goods accompanied by an NCTS document with status T1 (T1) • Goods accompanied by an NCTS document with status T2 (T2) • Goods accompanied by an NCTS document (T) • Goods from fiscal areas (such as the Canary Islands, for example) (T2F) • Goods from EFTA countries (Such as Norway, for example) (TV)	✓
MRN (Transit)	Number of the customs document that accompanies the shipment. Only for transit shipments passing through (Common Transit Procedure).	✓
Original location of dispatch	Port of loading	✓
Final location of discharge	Port of discharge	✓
Shipper EORI number and/ or Shipper name and address	EORI number of the shipper of the goods. If unknown: the name and address of the shipper. (Definition shipper: this may refer to various parties in the supply chain. The booking party will suffice). In the case of groupage shipments, the loading address of the consolidator may also be entered here.	✓

Continuation Consignment

		Who provides the data?
	Ferry operator/ shortsea shipping line	Booking party
Shipper contact details	Only if no EORI number has been specified: contact details (name, telephone number, e-mail address) of the shipper. (Definition shipper: this may refer to various parties in the supply chain. The booking party will suffice).	✓
Consignee EORI number en/of consignee name and address	EORI number of the recipient of the goods. If unknown: the name and address of the recipient. (Definition recipient: this may refer to various parties in the supply chain. The booking party will suffice). In the case of groupage shipments, the unloading address of the consolidator may also be entered here.	✓
Consignee contact details	Only if no EORI number has been specified: contact details (name, telephone number, e-mail address) of the recipient. (Definition recipient: this may refer to various parties in the supply chain. The booking party will suffice).	✓
Optional		
Seal number	Seal number of transport equipment used to transport the shipment.	✓

Goods item

Customs requires that goods descriptions sufficiently describe the nature of the goods.

For each (specific) goods description (goods item), a separate line needs to be entered.

Please note! One consignment (shipment) comprises at least one goods item.

Who provides the data?		
	Ferry operator/ shortsea shipping line	Booking party
Goods description	Description of the goods from which Customs can deduce the nature of the goods. Customs has compiled a list (only available in Dutch) of goods descriptions that are not permitted (click here).	✓
Sequence number	Sequence number of goods items within consignment.	✓
Type of packages (UN-code)	2-letter code; classification of the visible packaging (outer packaging) of the goods, in accordance with the ISO standard (Recommendation 21).	✓
Number of packages	Number of packages per goods item.	✓
Item gross weight (KG)	Gross weight of the goods per goods item.	✓
Optional		
Shipping marks and labels	Marks and labels with which the goods can be identified.	✓
HS-code	Classification of the goods in accordance with the Harmonised System.	✓
UN number	Mandatory if goods contain a hazardous substance. The UN number of this substance, in accordance with IMDG legislation.	✓
Hazard Class	Only applicable if UN number has been specified. The IMO hazard class of this substance. Can be used to notify the Harbour Master of dangerous goods.	✓
Flashpoint	Only applicable if UN number has been specified. The ignition temperature of this substance. Can be used to notify the Harbour Master of dangerous goods.	✓
Packing group danger level	Only applicable if UN number has been specified. The packaging hazard classification of this substance. Can be used to notify the Harbour Master of dangerous goods.	✓

Common Transit procedure

Common Transit procedure

Besides all the political uncertainty surrounding Brexit, the United Kingdom does already have an agreement with the European Union on the future implementation of the Common Transit procedure.

Particularly for groupage cargo and for transporting cargo to and from Ireland across the territory of the United Kingdom, this procedure offers an alternative to regular import and export declarations.

When using the Common Transit procedure, goods are under the supervision of Customs from the point of departure to the final destination. Declarations are submitted at the location where the cargo is loaded. This can be done by presenting the goods to the customs office of departure or, more easily, at the company's own premise via an Authorised Consignor permit. No separate export and import declaration are subsequently required for crossing the borders (viz. the terminals). The customs transport continues right up to the pre-specified final location. However, it is important that the receiving party always de-registers the cargo here. This generally takes place at the customs office of destination. In a simplified procedure,

this can be done via an Authorised Consignee permit. Without this settlement, Customs will investigate the declarant and, if necessary, make a subsequent claim.

Known, existing scheme

Declarations for the Common Transit procedure are submitted to the NCTS system of Customs. As a current EU member, the UK is already connected to this system. Thanks to the new agreement with the EU, this will remain the case after Brexit. The scheme can be used both for transport to and from the United Kingdom and for transport across the territory of the United Kingdom to and from Ireland.

Benefits

After Brexit, the Common Transit procedure mainly offers benefit in terms of:

- The declaration of groupage cargo; use of the procedure avoids the need for a separate export and import declaration at the border for each shipment present in a container or trailer;
- Transport to and from Ireland across the territory of the United Kingdom; use of the procedure makes it possible to cross several national borders without being subjected to new customs formalities each time.

How to participate

Customs has strict conditions in place for participation in the Common Transit procedure. A separate customs license is required, software must be installed and guarantees must be in place to

cover potential tax debts. The amount of this guarantee is calculated based on the value of the goods.

This preparation process has a lead time of several months. It is often more practical for an importer or exporter to opt for the specialised services of a forwarder or customs agent instead.

Use of Portbase services

The importer/exporter (or his representative) uses the Portbase service Notification Import Documentation or Notification Export Documentation to pre-notify the shortsea or ferry terminal of the use of the Common Transit procedure. In addition, the transporter uses the service Import Status or Track & Trace Export to verify whether this customs status is known at the terminal prior to departure to the terminal.

Please note! When booking the cargo with a ferry operator, it requires for export the same data for the outgoing manifest and/or for import the same data for the Entry Summary Declaration (ENS) and Temporary Storage Declaration (ATO) as is required for a regular import or export declaration (see page 26).

More details about the Common Transit procedure are available [here](#) and [here](#) on the Dutch Customs website.

Take action!

Whatever your role may be in the logistics chain from and to the United Kingdom: Brexit is just around the corner! Register yourself with Customs (if necessary) and subscribe now to the relevant Portbase services.



GET READY
FOR BREXIT

'Linking chains to one another saves a great deal of handling time and speeds up the flow in the ports.'

ADELINE

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How to connect

Terminals, shipping lines, cargo handling agents and ferry operators can contact Portbase directly for making further arrangements about joining the Dutch chain solution. This can be done via sales@portbase.com.

Exporters, importers, forwarders, customs agents and transporters can use the [Portbase website](#) to easily register online for the services [**Notification Export Documentation**](#) (including Track & Trace Export), [**Notification Import Documentation**](#) and [**Import Status**](#).

A solution for the bulk sector as well

A fitting Brexit solution to easily comply with customs formalities is available for the bulk sector as well. For more information, please contact Portbase at sales@portbase.com.

Checklist for companies doing business with the United Kingdom

- Ensure that you have an EORI number.....
- Make sure you can submit declarations to the Customs systems.
 - Register with a customs agent or forwarder.
 - Or obtain the required software and request a Registration of electronic communication from Customs (only if you are going to file your declaration yourself).....
 - Liable for inspection? Then arrange the correct certificates with the Netherlands Food and Consumer Product Safety Authority and the Human Environmental and Transport Inspectorate.
 - Verify whether additional customs arrangements or licences are applicable to you.
- Register with Portbase for the services Notification Export Documentation (including Track & Trace Export), Notification Import Documentation and/or Import Status via the web or EDI*.....
- Check your incoterms
- Assess your current contracts with suppliers.

* In the case of Notification Import Documentation, a terminal contract is also required per arrival terminal. Portbase will assist you in this. You will be offered the terminal contract for signing while completing the online application form.



1 week



some weeks



1-2 months

Get Ready for Brexit

More information about the Dutch chain solution is available on www.getreadyforbrexit.eu. Among other things, the website will show you how to prepare for Brexit in the Dutch ports in 5 steps.

'Ready for Brexit' stamp

Once you are connected to the essential services, you can request the digital 'Ready for Brexit' stamp via info@getreadyforbrexit.eu. You can then use this in all your external communication to emphasise that you are well-prepared for Brexit!



By sending us your logo via the same mail address (minimum 400 px wide and/or high) we will also list you on the Get Ready for Brexit website.

The Portbase services for Brexit from A to Z

- Cargo Declaration Export Containers: submission of outgoing customs manifests to Customs by shipping line, cargo handling agent or ferry operator.
- Cargo Declaration Import: submit a summary Declaration for Temporary Storage (ATO) to Customs.
- Cargo Information: Direct access to your own Bills of Lading (B/Ls) on board of a vessel.
- Clearance NCTS Export Containers: clearance of NCTS documents for outgoing cargo (T1 and T2) by the terminal at Customs.
- Import Status: real-time insight into import cargo.
- Inspection Portal: a complete overview of all scan and physical inspections.
- Loading List: submission of loading lists by the shipping line or cargo handling agent to container terminals.
- Notification Crew and Passengers: practical way of submitting crew and passenger lists.
- Notification Dangerous Goods: efficiently report dangerous goods on board to the Harbour Master.
- Notification Export Documentation: easily pre-notify all customs documents for export to the terminal.
- Notification Import Documentation: easily pre-notify customs documents for import to the terminal.
- Notification Local Clearance: optimum use of simplified Customs procedures.
- Notification Arrival Declaration ECS Cargo: the terminal receives all customs documents and is able to report the arrival at exit.
- Notification Ship's Stores: electronic reporting of ship's stores to Customs.
- Notification Waste Disposal: efficiently report waste materials on board.
- Pre-arrival Cargo Declaration Import (4h): submission of Entry Summary Declarations (ENS) to Customs.
- Track & Trace Export: real-time insight into every export container.
- Vessel Notification: the central gateway for all ship notifications.

More information about the various Portbase services is available [here](#).

You can also contact Portbase directly:

T +31 (088) 625 25 34

E sales@portbase.com

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GET READY FOR BREXIT

Swiftly through the Dutch ports



Initiating parties Get Ready for Brexit

Leading industry organisations and Portbase as the national Port Community System have joined forces to provide the shortsea and ferry sector with a chain-wide Brexit solution. Join now to ensure unhampered transport from and to the United Kingdom after Brexit as well.

With the cooperation of

The chain solution for Brexit in the Dutch ports was developed in close cooperation with Dutch Customs, the Netherlands Food and Consumer Product Safety Authority, Port of Amsterdam, Port of Rotterdam Authority, the ferry operators, the shortsea terminals and the Association of Rotterdam Shipbrokers and Agents. The Dutch solution complies with European legislation.

www.getreadyforbrexit.eu