

# BREXIT IN 5 STEPS



**NO DOCUMENT, NO TRANSPORT**

**TAKE ACTION RIGHT NOW!**

## READY FOR BREXIT IN THE DUTCH PORTS IN FIVE STEPS

### STEP 1: REGISTER WITH CUSTOMS

No relationship with Customs yet? Request an EORI number with them as soon as possible.

### STEP 2: DECIDE WHO TAKES CARE OF THE IMPORT AND EXPORT DECLARATIONS

Will you submit your own declarations to Customs or will you use a forwarder or customs agent for this?

### STEP 3: DETERMINE WHO IS RESPONSIBLE FOR THE PRE-NOTIFICATION OF CUSTOMS DOCUMENTS

After Brexit, pre-notification is mandatory at shortsea and ferry terminals. Make clear agreements about who is responsible for this.

### STEP 4: SUBSCRIBE TO THE PORTBASE SERVICES

You can digitally pre-notify and track your cargo in real time via Portbase.

### STEP 5: CHECK BEFOREHAND WHETHER THE TERMINAL HAS THE CUSTOMS DOCUMENT

Only cargo that has been digitally pre-notified can enter and leave the terminal. No transport without document.

**DO IT RIGHT NOW!**

**[WWW.GETREADYFORBREXIT.EU](http://WWW.GETREADYFORBREXIT.EU)**



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## READY FOR BREXIT IN THE DUTCH PORTS IN FIVE STEPS

### STEP 1: REGISTER WITH CUSTOMS

No relationship with Customs yet? Request an EORI number with them as soon as possible. Every company in Europe involved in import or export requires such a unique identification number. Also if you are an importer or exporter who uses a forwarder or customs agent for your import and export declarations.

### STEP 2: DECIDE WHO TAKES CARE OF THE IMPORT AND EXPORT DECLARATIONS

After Brexit, determine whether you will submit import and/or export declarations to Customs yourself or whether you will use a forwarder or customs agent for this. If you submit the declarations yourself, you will need separate software and licences. Perhaps agreements with the Netherlands Food and Consumer Product Safety Authority (NVWA) and/or ILT are needed as well. Or, if you are a transporter, a CEMT licence.

### STEP 3: DETERMINE WHO IS RESPONSIBLE FOR THE PRE-NOTIFICATION OF CUSTOMS DOCUMENTS

After Brexit, the pre-notification of customs documents via Portbase is mandatory at all ferry terminals and most shortsea terminals. The importer/exporter can do this, but also the forwarder, customs agent or, on occasion, the transport company. Make clear agreements about this! Without pre-notification, the transporter will not be granted access to the terminal.

### STEP 4: SUBSCRIBE TO THE PORTBASE SERVICES

You can digitally pre-notify and track your cargo in real time via Portbase. For import cargo, subscribe to the services [Notification Import Documentation 2.0](#) and [Import Status](#). For export cargo, you need the services [Notification Export Documentation](#) and [Track & Trace Export](#).

### STEP 5: CHECK BEFOREHAND WHETHER THE TERMINAL HAS THE CUSTOMS DOCUMENT

Only cargo that has been digitally pre-notified can enter and leave the terminal. Otherwise, the container or trailer will come to a standstill here. Therefore make sure to always use Portbase to check the customs status at the terminal. No transport without a pre-notified document.

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