The upcoming Brexit creates a new reality for the logistics chains between the Netherlands and the United Kingdom. Irrespective of the outcome of the political negotiations: every form of Brexit will result in the introduction of customs formalities in shortsea and ferry traffic. In the very likely case of a no-deal, this could even happen as soon as the 29th of March 2019! Contrary to popular belief, customs formalities will also be in place in the case of a soft Brexit though. By jointly preparing ourselves as a logistics chain right now, all cargo can continue to be swiftly transported through the Dutch ports after Brexit as well. Failure to do so means we will all grind to a halt. Get Ready for Brexit!
Joint campaign Get Ready for Brexit sets the logistics chain in motion

‘Get Ready for Brexit’ is a joint campaign initiated by a large number of parties to particularly inform exporters, importers, forwarders, customs agents and transport companies about the steps they need to take right now to continue quickly transporting cargo via the Dutch ports after Brexit. You can read everything you need to know about the Dutch approach at www.getreadyforbrexit.eu.

One single solution for Brexit in the Dutch ports

Together with Portbase, interest groups Deltalings, 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 port 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 via the Dutch ports concerns trade with the United Kingdom.
'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.'
With the cooperation of
The chain solution for Brexit in the Dutch ports was developed in close cooperation with Dutch Customs, the port authorities of Amsterdam and Rotterdam, the ferry operators and the Association of Rotterdam Shipbrokers and Agents. The solution complies with European legislation.

In order for this 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 port solution makes this very easy. This handbook explains how this solution works.

Swiftly through the Dutch ports
• One central window
• Info precedes cargo
• 100% digital
• Reuse of data
• Smart customs supervision with minimal disruption to the logistics process
A new reality for many companies

Figures from Dutch Customs show that in the Netherlands alone there are some 35,000 companies that currently do business with the United Kingdom; apart from that, these companies 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
The upcoming Brexit will change this. Soon, 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. Failure to do so means cargo comes to a standstill!

Source: KPMG
Do you do business with the United Kingdom?  
Then prepare in time for Brexit!

You should at least do the following:

1. Make sure you have an EORI number
   - An EORI number is an identification number. You need this if you do business with Customs.

2. Make sure you can submit declarations to the systems of Customs
   - Register with a forwarder or customs agent or obtain the required software.

3. Request a ‘Registration of electronic communication’ if you want to submit declarations yourself
   - Different conditions apply to each declaration system. Therefore, you require a separate registration for each system.

29 March 2019

You may also need to do this:

- Liable for inspection?
  Then arrange the correct certificates with the Netherlands Food and Consumer Product Safety Authority and the Human Environmental and Transport Inspectorate.

- Additional Customs regulations or permits?
  Check whether these are applicable to your situation.

Arrange immediately? → Read what you can do at www.douane.nl/brexit

Need help with steps 1, 2 or 3? → Contact the National Helpdesk +31 (0) 88 156 66 55.

Source: Dutch Customs
‘Entrepreneurs really need to spring into action to prevent problems after March 2019.’
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, transporters, terminals, shipping lines and cargo handling agents, but also port authorities, Customs and the Dutch Food and Consumer Product Safety Authority.

Key figures Portbase
- 4,000 participating companies, both domestic and international
- +14,500 users
- 90,000,000 messages yearly
- Chain solutions for large number of logistic processes

Proven chain solution for deepsea is already here
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 pass through the Dutch ports without problems. There are no unnecessary stops at terminals or 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.
‘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
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 to and from third countries are familiar with this customs route. For companies that will do business with a third country for the first time following the departure of the United Kingdom from the European Union, this however is a completely new way of working.

In the Dutch 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:

**For export**

- The **exporter** (or the **forwarder** or **customs agent** acting on his behalf) directly submits a (re)export declaration with Customs.
- Within a few minutes, Customs informs the party submitting the declaration whether the goods need to be inspected (at the place of loading) or whether the goods will be released.
- After this, the exporter (or his representative) uses Portbase to provide the terminal with the essential customs information for his container. The exporter (or his representative) does so before the container proceeds to the terminal.
- The exporter (or his representative) is informed whether the booking he has entered is also known at the terminal.
- From the arrival at the 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 his representative):**
- Notification Export Documentation
- Track & Trace Export
• The terminal receives all registered containers and export documents for its terminal.
• After arrival of the container at the terminal, the terminal notifies Customs of the arrival of the container or the goods (so-called ‘trader at exit’ message) via Portbase.
• Through Portbase, the terminal knows whether the container requires a customs inspection or whether the container is being released.
• The terminal loads the ship based on a loading list supplied by the shipping line or cargo handling agent. Optionally, this can be done via Portbase.

**Portbase services required by the terminal:**
- Notification of Arrival Export Containers
- Clearance NCTS Export Containers
- Track & Trace Export
- Loading List (optional)

**Portbase services required by the shipping line or cargo handling agent:**
- Loading List (optional)
- Cargo Declaration Export Containers

• Based on the final loading confirmations of the 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 and concludes the export process.
For import

- 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.
- The route to the Netherlands next starts with the shipping line or cargo handling agent. Using Portbase, it sends the Entry Summary Declaration (ENS) for all cargo on board at the first port of entry into the EU. Next, the shipping line or cargo handling agent sends the declaration for temporary storage (ATO) 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.

- The terminal receives the discharge list for the containers to be unloaded via the shipping line or cargo handling agent.
- The terminal informs the shipping line or cargo handling agent of the containers discharged through the discharge confirmation. Portbase receives a copy of the discharge confirmation, enabling it to inform the chain accordingly.

### 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

- The terminal sees which containers Customs wants to inspect. These are automatically blocked in the terminal system. Upon arrival, the inspection can immediately commence.

### Portbase services required by the terminal:
- Inspection Portal
- Notification Import Documentation

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Get Ready for Brexit

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The importer (or the forwarder, customs agent or transporter acting on his behalf) directly submits a follow-up declaration to Customs (e.g. an import declaration) before the cargo leaves the terminal.

Via Portbase, he simultaneously informs the terminal about this. On the basis of this information, the container can (generally) be picked up at the terminal upon arrival 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 2.0 (optional)

**Road hauliers**
Road hauliers active in the deepsea sector are used to pre-notifying their containers and arrival at the terminals (compulsory) via the Portbase services Hinterland Container Notification or Road Planning. This allows the transporter to see the status of a container in real-time. Furthermore, the terminal benefits from more efficient handling and improved planning. Hinterland Container Notification or Road Planning are also already in use for a number of shortsea terminals. The ambition is to further expand the number of participating shortsea terminals.

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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 are developing a chain-wide solution to ensure quick and easy transport via the Dutch ports after Brexit as well. This is done in close collaboration between Portbase, branch organisations Deltalinqs, evofenedex, FENEX and Transport and Logistics Netherlands and the ferry operators CLDN, DFDS, P&O Ferries and Stena Line. At all four ferry operators in the Netherlands, the use of the Dutch port solution for Brexit is mandatory.
'For many shipments, delays are a no-go. Without a chain solution for customs formalities, the costs of Brexit for the logistics chain will be massive.'
Customs formalities are completely new 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. Together, the initiators are working hard to ensure that all customs formalities can be smoothly handled after the 29th of March 2019. For this purpose, existing Portbase services are adjusted or expanded and terminal systems adapted.

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:**

- 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.
- Within a few minutes, Customs informs the party submitting the declaration whether the goods need to be inspected (at the place of loading) or whether the goods will be 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 his representative (such as the customs agent or transporter) 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

**Portbase service required by the transporter:**

- Track & Trace Export

Before departure to the ferry terminal, the **transporter** uses Portbase to verify whether all customs formalities have been met. The transporter consequently knows that the ferry operator will accept the cargo.
• 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 service required by the ferry terminal:
• Notification of Arrival Export Containers
• Clearance NCTS Export Containers

• Through Portbase, the ferry operator receives information about all the customs documents accompanying the cargo that has been loaded on board. Based on this, the ferry operator sends a complete outgoing manifest to Customs via Portbase with a click of the mouse the moment the ferry departs.

Portbase services required by the ferry operator:
• Cargo Declaration Export Containers

• 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.

For import

• Prior to the ferry transport, the exporter in the United Kingdom submits a customs declaration to Customs there. After that, a booking is made with a ferry operator to ship the cargo. The ferry operator’s client needs to provide all information regarding the customs formalities for entry [see page 23] during the booking.

• The route to the Netherlands next starts with the ferry operator, which sends the Entry Summary Declaration (ENS) and the Declaration for Temporary Storage (ATO) to Customs immediately after departure from the United Kingdom.
• Customs notifies the ferry operator and the ferry terminal which shipments it wants to inspect.
• Well ahead of the ship’s arrival, 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
Portbase services required by the ferry terminal, importer (or his representative) and the transporter:
- Notification Import Documentation
- Import Status

Before the cargo leaves the ferry terminal, the importer (or his representative) directly submits a follow-up customs declaration to Customs.

Through Portbase, he simultaneously informs the ferry operator about this. Based on this information, the transporter can immediately leave the ferry terminal.

Through Portbase, both the importer (or his representative) and the transporter are offered timely insight into the customs status. If necessary, action can still be taken.

Portbase service required by the ferry terminal:
- Inspection Portal
Which booking and consignment details do you need to submit for ferry transport in order to comply with the customs formalities?

The ferry operator requires the information below to obtain the ENS and ATO. Please note: you submit one booking for each transport unit. In other words, shipments are not distributed across different transport units.

<table>
<thead>
<tr>
<th>Booking - data to be submitted</th>
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</thead>
<tbody>
<tr>
<td>Booking ID</td>
</tr>
<tr>
<td>Transport Equipment ID</td>
</tr>
<tr>
<td>Equipment Type</td>
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<td></td>
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<td></td>
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<tr>
<td>Full / Empty indicator</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Consignment (1-n per booking) - data to be submitted</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shipment ID</td>
</tr>
<tr>
<td>MRN (Transit)</td>
</tr>
<tr>
<td>Customs Status</td>
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<tr>
<td>Original location of dispatch</td>
</tr>
<tr>
<td>Final location of discharge</td>
</tr>
<tr>
<td>Shipper EDRI number</td>
</tr>
<tr>
<td>Shipper name and address</td>
</tr>
<tr>
<td>Shipper contact details</td>
</tr>
<tr>
<td>Consignee EDRI number</td>
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<tr>
<td>Consignee name and address</td>
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<tr>
<td>Consignee contact details</td>
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<tr>
<td>Seal number</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Goods Item (1-n per Consignment)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sequence number</td>
</tr>
<tr>
<td>Type of packages (UN code)</td>
</tr>
<tr>
<td>Number of packages</td>
</tr>
<tr>
<td>Goods description</td>
</tr>
<tr>
<td>Item gross weight (KG)</td>
</tr>
<tr>
<td>Shipping marks and labels</td>
</tr>
<tr>
<td>HS code</td>
</tr>
<tr>
<td>UN number</td>
</tr>
<tr>
<td>Hazard Class</td>
</tr>
<tr>
<td>Flashpoint</td>
</tr>
<tr>
<td>Packing group danger level</td>
</tr>
</tbody>
</table>
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. The 29th of March 2019 is closer than you may think.
'Linking chains to one another saves a great deal of handling time and speeds up the flow in the ports.'
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) and Notification Import Documentation (including Import Status).
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 and/or Notification Import documentation via the web or EDI*.
- Check your incoterms.
- Go through 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.

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.
Get Ready for Brexit

More information about the Dutch port solution for Brexit is available on the website www.getreadyforbrexit.eu. Once you are connected to the essential services, you will receive the digital ‘Ready for Brexit’ stamp from us. You can then use this in all your external communication to emphasise that you are well-prepared for Brexit!

You can also contact Portbase directly:
T +31 (0)88 625 25 34
E sales@portbase.com
W www.portbase.com
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.
- 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 (ferry).
- Inspection Portal: a complete overview of all scan and physical inspections.
- Loading List (optional): 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 of Arrival Export Containers: 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.
- Pre-arrival Cargo Declaration Import (4h): submission of Customs 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.
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.

With the cooperation of

The chain solution for Brexit in the Dutch ports was developed in close cooperation with Dutch Customs, the port authorities of Amsterdam and Rotterdam, the ferry operators and the Association of Rotterdam Shipbrokers and Agents. The solution complies with European legislation.

www.getreadyforbrexit.eu