INFORMATION SHEET IMPORT (FROM UK TO EU)

HOW TO GET THE CUSTOMS CHAIN RIGHT FOR SMOOTH TRANSPORT

Due to the departure from the European Union (EU), all movements of goods to and from the United Kingdom (UK) have been subject to customs formalities since 1 January 2021. In this information sheet, we explain in 5 steps how to get your customs chain right for smooth ferry transport from the UK to the EU via the Dutch ports. **Note:** As of 4 October 2021, Dutch Customs gradually introduces the so-called CVB. As a result stricter controls on the content and timing of the import declaration will apply for goods arriving via ferry from the UK. If these customs formalities do not take place or do not take place correctly, the cargo is stopped. In a later stage, these stricter controls will also apply to transit documents starting in the (ferry) terminals.

STEP 1: CREATE DOCUMENTATION FOR SHIPMENT

The **exporter in the UK** creates a commercial invoice, packing list and other relevant documentation for his shipment. This documentation is the basis for all customs procedures throughout the chain.

STEP 2: CREATE UK EXPORT DECLARATION - EXA

The **exporter in the UK or his customs agent** files an export declaration at UK Customs based on the documentation mentioned in step 1. This produces an export document, also known as EXA (and referred to as EAD in the UK). Each EXA has a unique reference number, called an MRN. The MRN consists of 18 digits and starts with 21GB. The exporter in the UK or his customs agent sends the exporter's documentation mentioned in step 1 and the EXA to the haulier. *EXAMPLE OF AN EXA (= MRN): 21GB03X20424621012*

STEP 3: PROVIDE SUPPLEMENT FERRY BOOKING INFORMATION

The **haulier** enters the MRN of the EXA into the ferry operator's booking system (exception: not applicable at Stena Line). The haulier also enters the necessary additional information about the shipment(s) in his truck/trailer (see details on page 2 - 4), where he pays particular attention to the **gross** weight and the number of packages. Entering these data produces the shipment number or consignment reference number, a 16 or 17 digit number starting with 4 characters identifying the ferry operator and ending in the booking number provided by the ferry operator.

OVERVIEW IDENTIFICATION CODES (OR SCAC) AND EXAMPLES OF CORRESPONDING SHIPMENT NUMBERS

FERRY LINE	SCAC	EXAMPLE	ADDITIONAL EXPLANATION
CLdN	CLVW	CLVW0012345678001	"CLVW" + "00" + booking number ferry line (8 positions) + sequence number of the shipment
DFDS	DFDS	DFDS123456780001	"DFDS" + booking number ferry line (8 positions) + sequence number of the shipment (please note: extra 0)
P&O Ferries	PONF	PONFHU12345678001	"PONF" + departure location (here: Hull) + booking number ferry line (8 positions) + sequence number of the shipment
Stena Line	STNL	STNL0012345678001	"STNL" & "00" & booking number ferry line (8 positions) & sequence number of the shipment

The haulier provides the shipment number to the importer in the EU or his customs agent. He also informs the importer or his customs agent about the gross weight and number of packages he entered into the ferry operator's booking system.

STEP 4: CREATE EU IMPORT OR TRANSIT DECLARATION – IMD / IMA / T1

The **importer in the EU or his customs agent** files an import or transit declaration at Dutch Customs. In this declaration he uses the shipment number obtained from the haulier as the previous customs regime ID (using X-705 to specify the previous customs regime) in box 40. *EXAMPLE OF A CORRECT ENTRY OF THE PREVIOUS CUSTOMS REGIME IN BOX 40:* X-705 PONFHU12345678001

Filing an import or transit declaration at Dutch Customs produces an IMA or a T1, both identified by a MRN consisting of 18 characters and starting with 21NL. **Note:** Because of the CVB, the IMA cannot be submitted before the ferry arrives in the Dutch port (ATA). To avoid delays, importers are advised to submit their import declaration as a 'prelodged' or 'advance' declaration (called IMD for import). This way, the importer or his customs agent only needs to submit a goods presentation message when the ferry arrives. Dutch Customs will already start their import control procedures based on the advance declaration. What's more, AEO-S license holders will be informed beforehand if their declarations are selected for (physical or documentary) inspection. The Portbase system of the Dutch ports offers via the service Cargo Controller a trigger for the automatic submission of the goods presentation message at the time of arrival of the ferry (ATA). *EXAMPLE OF AN IMA: 21NLKJWSRQAH1JWD53. EXAMPLE OF A T1: 21NL00051013BA4BF0*

STEP 5: SEND NOTIFICATION IMPORT DOCUMENTATION

Through Portbase the **importer in the EU or his customs agent** sends a so-called Notification Import Documentation (NID) to the Dutch ferry terminal. With this NID he informs the terminal that an EU customs declaration was done and that the shipment can be released upon arrival. In the NID the

IMPORT importer or his customs agent includes the MRN for the IMA or T1 and the shipment number obtained from the haulier. When using an advance declaration, the NID can already be submitted before the ferry arrives (but after it has left the UK).
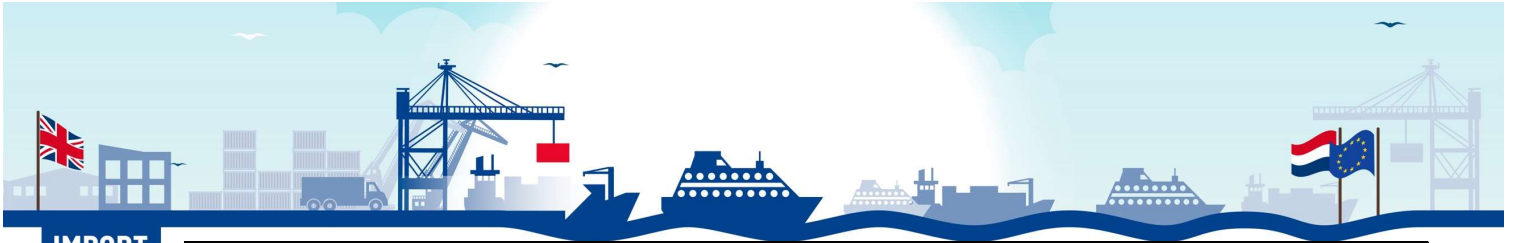
AVOID GETTING YOUR CARGO STOPPED IN THE FERRY TERMINAL

Because of the CVB, Customs matches the import declaration with the ATO (Declaration for Temporary Storage) submitted by the ferry operator based on information provided by the transporter in the ferry booking portal.The import declaration will be rejected and the cargo will not be allowed to leave the terminal if one of the following mismatches occurs:

1. The previous customs regime in the import declaration (box 40) is not identified with code X-705.
2. The previous customs regime ID in the import declaration is not recognized as a shipment reference number (also known as consignment ID) issued by one of the ferry operators.
3. The gross weight on the import declaration is higher than the weight entered into the booking system of the ferry operator. **Note:** many mismatches occur because the net weight on the UK EXA is used to enter the weight into the ferry booking system. The ferry operator and Dutch Customs ask for the **gross** weight.
4. The number of packages on the import declaration is higher than the number of packages entered into the booking system of the ferry operator. **Note:** if the type of packaging in the import declaration is different than the type of packaging in the ferry booking system (e.g. pallets vs boxes), a higher number of packages in the import declaration will not lead to a mismatch.
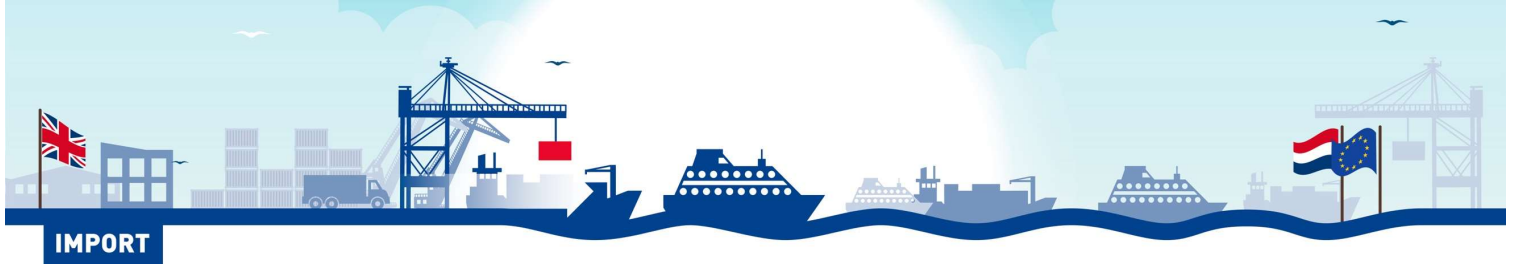
NECESSARY ADDITIONAL INFORMATION BY THE HAULIER WHEN BOOKING A FERRY

Below are the specifications of the ferry operators DFDS, P&O Ferries and Stena Line. For CldN, please check the manual on the booking portal of CldN.

ITEM	ADDITIONAL INFORMATION PER FERRY OPERATOR		
	DFDS	**P&O FERRIES**	**STENA LINE**
Shipment reference number / Consignment ID	Generated by booking portal, DFDS + release number + sequence number, Release number and sequence number are sent via EDI or visible in online booking Portal.	Generated by booking portal, HU for Hull booking, TE for Teesport booking, followed by 8 digits for booking number and 3 for each consecutive shipment in the booking. Preceded by PONF. E.g. PONFHU03859999001 or PONFTE02462344003	Generated by booking portal. STNL00 (prefix) followed by booking number 70020718 and Consignment 001 / 002 etc. E.g. STNL0070020718001
Declaration type	N for export consignment. T1/T2 for transit documents and None for Empty packaging and Empty	IM for export consignment	Not applicable
Customs status	Same as above	blank (null/void/empty)	IM,T, T1, T2, AR, RP, TA, empty
Import document reference	not required	not required	Not applicable
Export document reference	UCR number is required and by transit document also UK export document 21GB03X20424621012. Note: GB export MRN's can be identified by the X on position 7	Required, enter GB export EXA MRN eg 21GB03X20424621012. Note: GB export MRN's can be identified by the X on position 7	not required
Transit document reference	Enter the transit MRN number in our booking portal in Export Transit MRN, please note that this MRN cannot start with 21NL000 – needs to be 21GB000 for T1	do not enter	Enter MRN T, T1, T2 into our booking portal
Shipper name, address, country	Not needed, processed via DFDS	Required	Required. GB= No EORI allowed EU= Valid EORI accepted

CONTINUATION: NECESSARY ADDITIONAL INFORMATION BY THE HAULIER WHEN BOOKING A FERRY

ITEM	ADDITIONAL INFORMATION PER FERRY OPERATOR		
	DFDS	**P&O FERRIES**	**STENA LINE**
Recipient name, address, country	Not needed, processed via DFDS	Required	Required EU= Valid EORI accepted
Seal number	Optional	Optional	Optional
Type of packages	Required.	Required, UN code	Required. Dropdown with packing types.
Number of packages	Required.	Required	Required
Goods description	Required. Refer to getreadyforbrexit.eu for up-to-date list of goods descriptions accepted by Customs	Required. Refer to getreadyforbrexit.eu for up-to-date list of goods descriptions accepted by Customs	Required. Refer to getreadyforbrexit.eu for up-to-date list of goods descriptions accepted by Customs.
Gross mass (kg)	Required. Gross weight of consignment. Enter with care, do not enter the nett mass of the consignment	Required. Gross weight of consignment. Enter with care, do not enter the nett mass of the consignment	Required. Gross weight of consignment. Enter this data with accurate figures. (not the nett mass of the consignment)
Marks and labels	Optional	Optional	Not required
HS code	Optional	Optional	only 9910 / 9920 Veterinaries. Phytosanitary.

CHECK GET READY FOR BREXIT

Do you have a Brexit question on a specific topic from a Dutch perspective? Please visit
www.getreadyforbrexit.eu for the list of organisations that will be happy to help you further. Here you will
also find the frequently asked questions about the consequences of Brexit for your transport via the
Dutch ports and tips from our partners.