

Nijmegen, 8 March 2019

Subject: **Brexit Impact**

Dear Customer,

With only 21 calendar days and 15 working days to go, it is still completely unclear what the situation will be after the 29th of March 2019. The only certainty at this moment is that time is running out and anything is possible, but preparing for the worst is the best thing to do at this moment. The parties, who already import from, or export to non-EU countries know what needs to be done.

For those who do not have this experience, BCTN has concerns about an efficient transport flow and we would like to communicate with you as soon as possible to understand your current preparation process to ensure unhindered passage of your goods, both for exports as well as imports.

Over the last few weeks, we have been talking to the various authorities in Rotterdam, such as Customs, the Port Community System operator and Customs Brokers, to discuss the possibilities and requirements to avoid any problems.

In any event, it is good to be aware of the following:

- 55% of all container traffic and 90% of all Ro-Ro traffic to/from Rotterdam, is related to the UK.
- 35.000 companies trading with the UK have **no experience trading with non-EU countries**, resulting in:
 - Import: 750.000 new customs declarations, + 18%,
 - New entry summary declarations: 1.500.00, + 32%
 - Export: 4.200.000 new customs declarations, + 33%
 - New export summary declarations: 5.200.000, + 137%

As everyone will realize, such volumes can only be processed electronically by experienced parties already handling large volumes. In addition, the number of requests for assistance is so big, that it will only work if volumes and processes will be coordinated and basic agreements will be in place as soon as possible.

As BCTN we would like to offer any help or assistance you may need. We do have extended experience to handle imports and exports of goods to or from non-EU countries, so do not hesitate to contact us for any of these matters.

We thank you for your kind considerations and look forward to achieving the best possible transition to whatever the outcome is of the Brexit and the subsequent new situation to trade with the UK.

With kindest regards,

BCTN Brexit Team

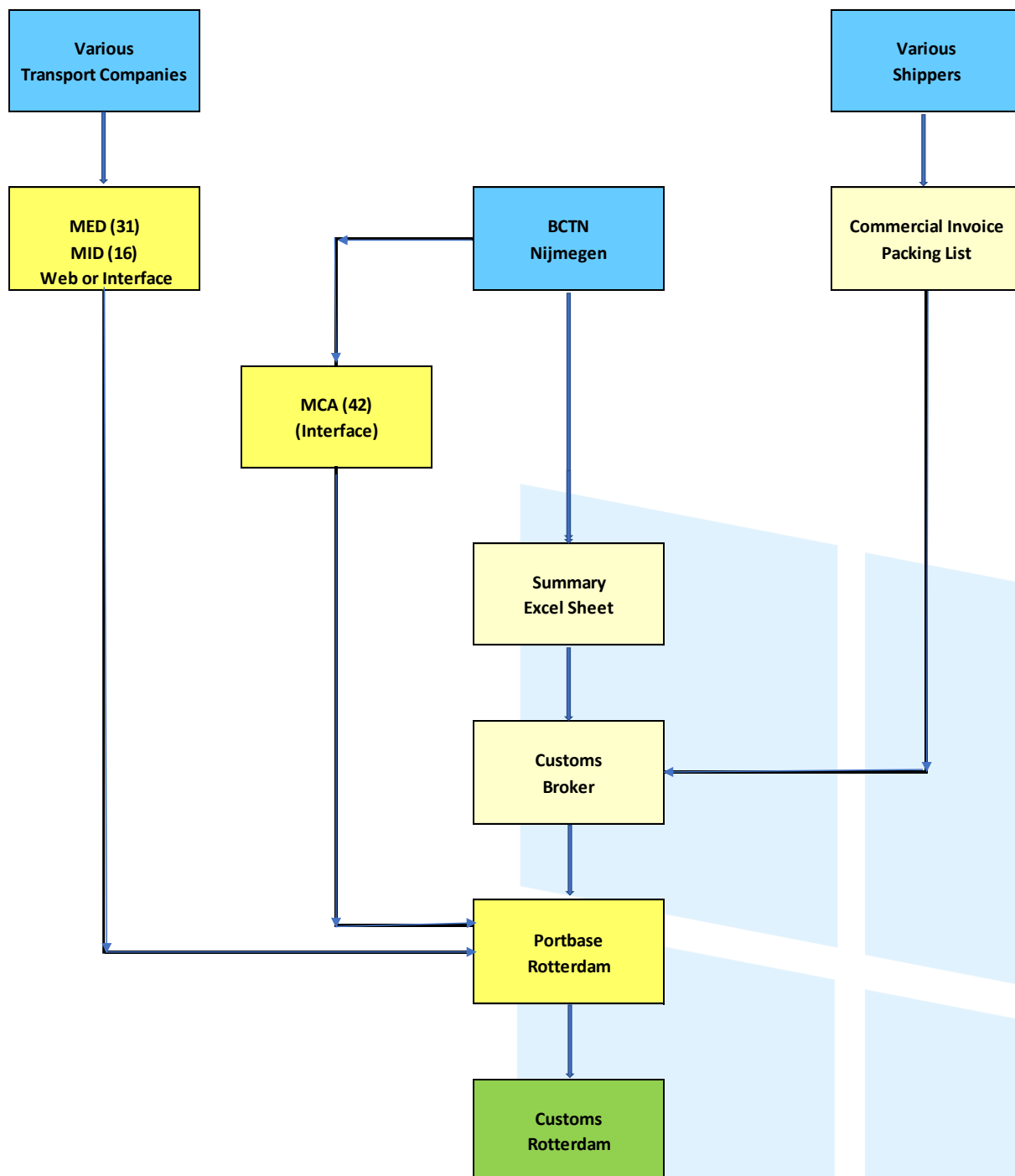
Steps to be taken for Export by Customers:

- Apply for an EORI number soonest
- Make an agreement with a Customs Broker
- (or create a connection with appropriate software)
- Apply for Registration for Electronic Data Processing/Interchange (each declaration system requires its own registration)
- Check whether your goods are subject to Inspection.
- If not done yet, there is not enough time anymore, therefore a customs broker is required.
- Check with NVWA and ILT what is required for special commodities
- Trailers moving on a Ferry will not be allowed to enter the Terminal if not pre-announced (MED) and confirmed that required Documentation is available with Customs.
- The Ferry companies have no experience with Customs procedures yet.
- Commitment of the entire organisation to process timely correct and complete data without fail.

Steps to be taken for Import by Customers

- Shipper to declare the goods with UK Customs for Export
- The carrier sends a Summary Entry Declaration (ENS) to Customs before arrival of the vessel!
- Apply for an EORI number soonest
- Make an agreement with a Customs Broker (or create a connection with appropriate software)
- The Transport Company (also barge operator) should make use of MID
- Commitment of the entire organisation to process timely correct and complete data without fail.
- Communicate with shippers what is required and ensure that the Origin Parties are as committed as the Destination Parties

Flowchart
Original Documents to
enter Customs System



Export File Data, 22 records of which [9 mandatory](#)

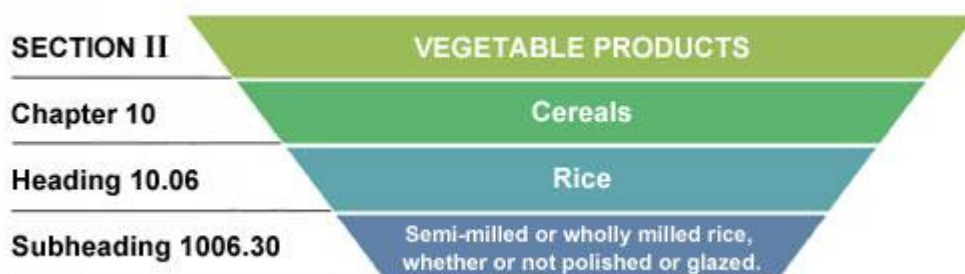
- [1. Reference](#)
2. Invoice-number
- [3. Incoterm](#)
- [4. Incoterm Place](#)
5. Consignee Name
6. Consignee Address
7. Consignee Postcode
8. Consignee City
9. Consignee Country
10. Country of Destination
11. Transport Type Border
12. Article Number
- [13. Commodity Code](#)
- [14. Goods Description](#)
15. Gross Weight
- [16. Net Weight](#)
- [17. Quantity](#)
18. Country of Origin
- [19. Package Type](#)
- [20. Number of Packages](#)
21. Net Invoice Value
22. Invoice Currency

Portbase Messages related to Hinterland (Partly in Process)

Containerterminal	Service						
	Melding Import Documentatie	Road Planning	Melding Export Documentatie	Afmelding NCTS Export Containers	Melding Container Achterland Road	Melding Container Achterland Rail	Melding Container Achterland Barge
	16	26	31	36	42		
A APM Terminals Maasvlakte II							
B APM Terminals Rotterdam							
C Barge Center Waalhaven							
D ECT Delta Terminal							
E Euromax Terminal Rotterdam							
F Rotterdam World Gateway							
G Uniport Multipurpose Terminals							
H Kloosterboer Vlissingen							
I Rotterdam Container Terminals							
J Kramer City Terminal							
K Kramer Container Terminals							
L Rotterdam Shortsea Terminals							
Depot	Service						
M Cetem Containers B.V.							
N Mainport Container Services B.V.							
P United Waalhaven Terminals							
Inland terminal	Service						
O Rail Service Center Rotterdam							

List of Abbreviations and Terms * Lijst van Afkortingen en Begrippen

EORI	European Union Registration and Identification number
AEO	Authorize Economic Operator
PCS	Port Community System
NCTS	New Computerized Transit System
ENS	Entry Summary Declaration
ATO	Aangifte tot Tijdelijke Opslag
ECS	Export Controle Systeem Europa
HS Code	The Harmonized Commodity Description and Coding System , also known as the Harmonized System (HS) of tariff nomenclature is an internationally standardized system of names and numbers to classify traded products. It came into effect in 1988 and has since been developed and maintained by the World Customs Organization (WCO) (formerly the Customs Co-operation Council), an independent intergovernmental organization based in Brussels , Belgium, with over 200 member countries, see example below



TA	“Toegelaten Afzender”
TG	“Toegelaten Geadresseerde”
CVO	Certificate of Origin
NVWA	Nederlandse Voedsel en Waren Autoriteit
FYCO	Physical Check
POD	Proof Of Delivery
RTO	Ruimte Voor Tijdelijke Opslag
SAL	Summiere Aangifte Voor Tijdelijke Opslag

FENEX	Federatie van Nederlandse Expeditieorganisaties
TLN/AFTO	Transport & Logistiek Nederland
AZV	Alliantie Zeecontainer Vervoerders
NIWO	Nationale en Internationale Wegvervoer Organisatie