



**GET READY  
FOR BREXIT**

Swiftly through the Dutch ports

# Handbook Brexit in the Dutch ports



**Version number 2 - December 18, 2018**

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!

# Get Ready for Brexit

Swiftly through the Dutch ports

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](http://www.getreadyforbrexit.eu).

### **One single solution for Brexit in the Dutch ports**

Together with Portbase, interest groups 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 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 transshipment via the Dutch ports concerns trade with the United Kingdom.



**Deltalinqs**

*'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.

### **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

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.

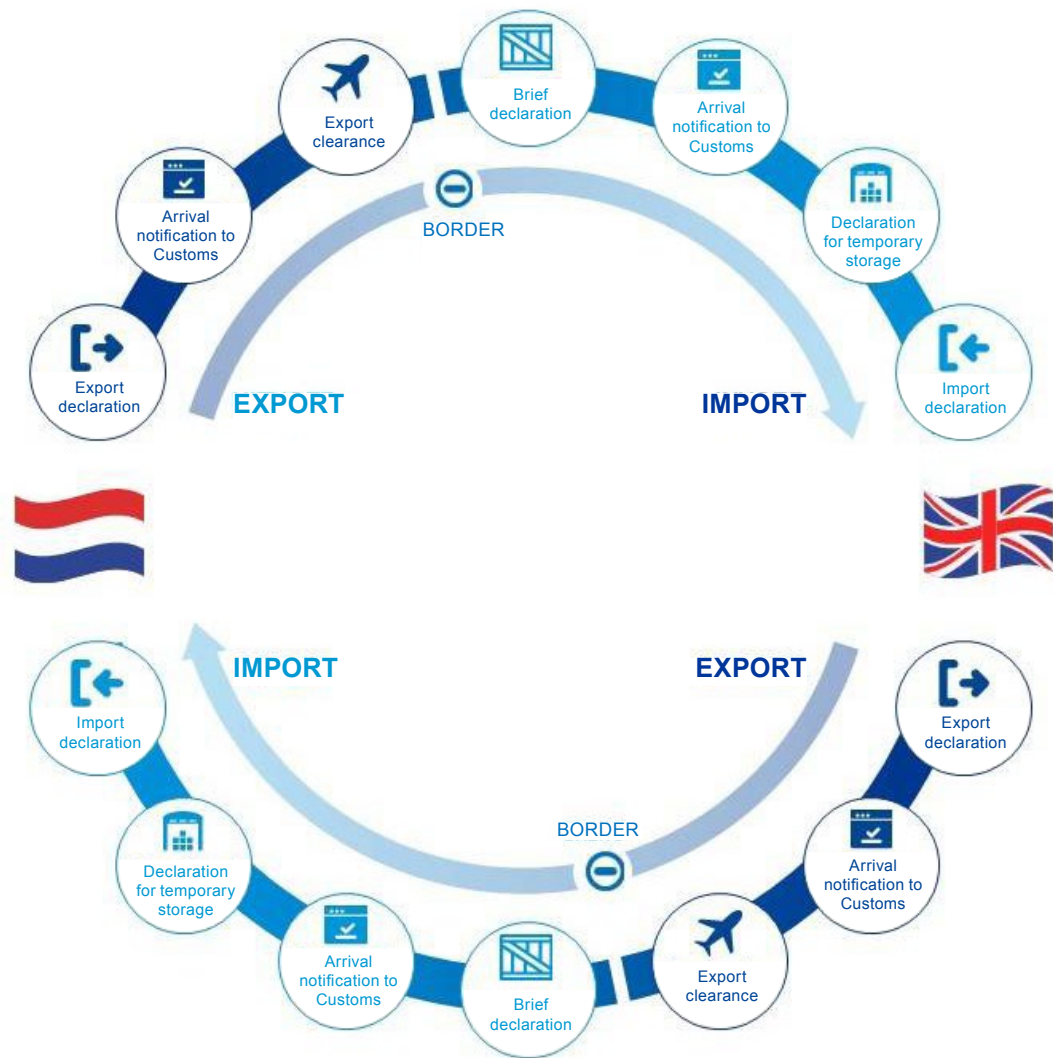
# A new reality for many companies

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



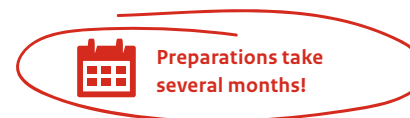
The upcoming Brexit will change this. Soon, customs formalities must be performed for each transport to or from the United Kingdom. The Dutch chain solution helps parties to always quickly and easily meet this obligation. The exporter or importer - or the forwarder or customs agent acting on his behalf - 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

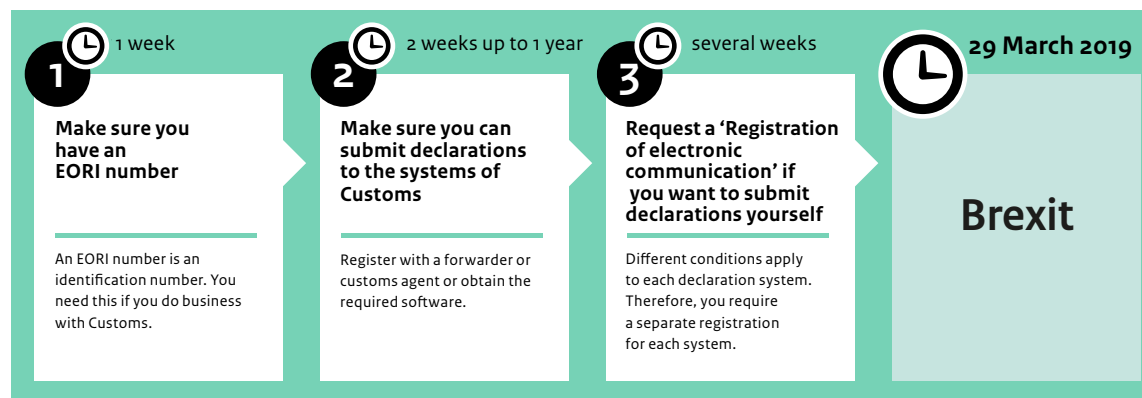
## Register with Customs

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.

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



### You should at least do the following:



### You may also need to do this:



- Arrange immediately? → Read what you can do at [www.douane.nl/brexit](http://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.

be smart. get connected.  
**portbase**<sup>®</sup>

*'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 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)
- 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. 🔄

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

- Loading List (optional)
  - 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 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.

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

- 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 terminal:

- Inspection Portal
- Notification Import Documentation

- 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.



**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 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

- 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.

#### 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

- 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 service 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

- 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. 🔄
- 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

🔄 **Portbase services required by the ferry terminal, importer (or his representative) and the transporter:**

- Notification Import Documentation
- Import Status

## Which booking and consignment details do you need to submit for ferry transport in order to comply with the customs formalities?

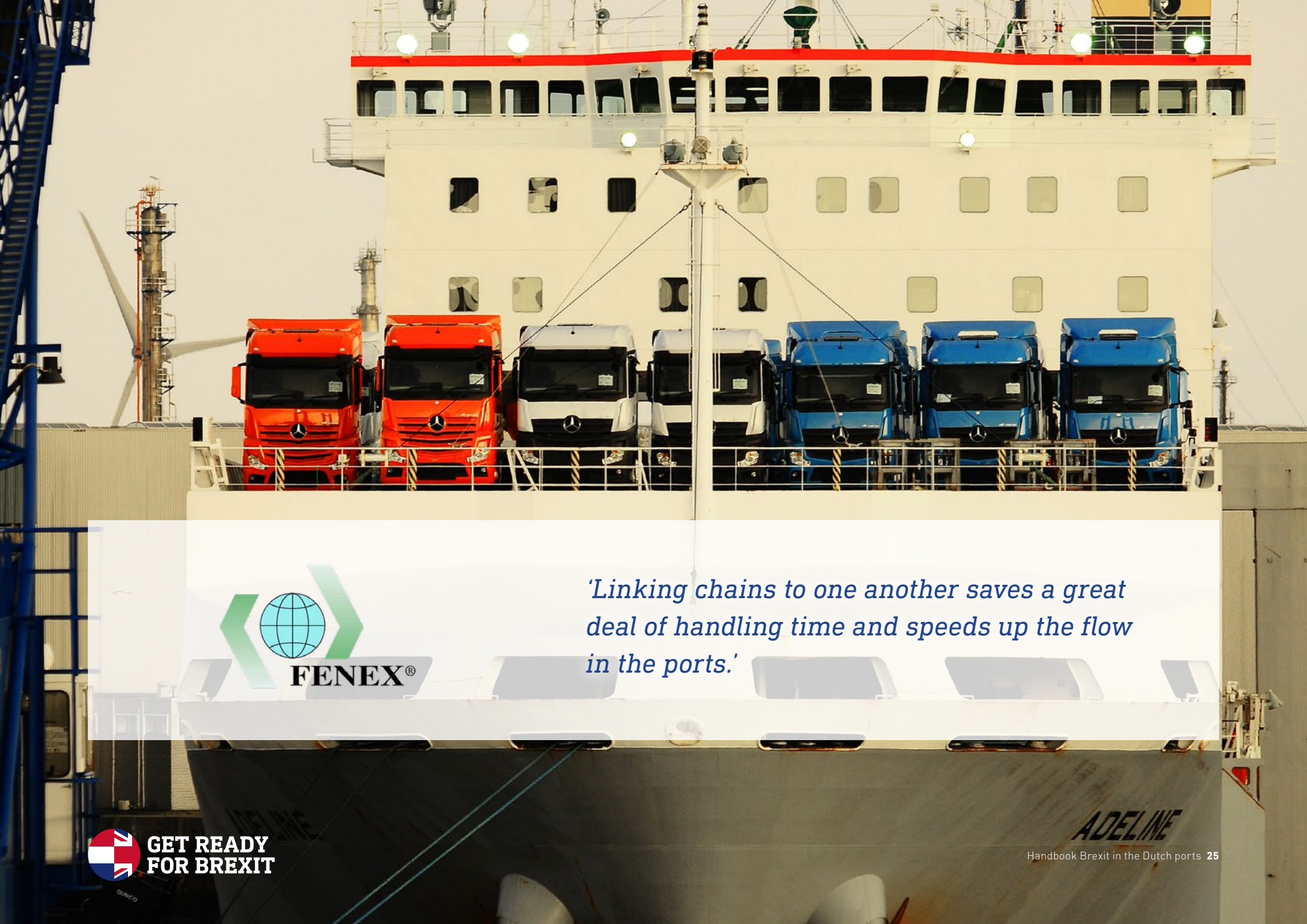
The ferry operator requires the information below to obtain the ENS and ATO. Please note: you submit one booking for each transport unit. In other words, shipments are not distributed across different transport units.

<b>Booking - data to be submitted</b>	
<b>Booking ID</b>	Char 14. Unique identification of a booking. To be issued by the ferry operator. Consists of 14 positions; first four positions consist of the SCAC code of the shipping line.
<b>Transport Equipment ID</b>	Char 17. Unique identification of transport equipment. For example, trailer number, chassis number (VIN). In the case of accompanied transport, usually the registration number of the towing vehicle.
<b>Equipment Type</b>	Classification of the type of transport equipment, according to UN/CEFACT standard. Permitted values are: <ul style="list-style-type: none"> <li>• CH Chassis (also used for trucks and truck combinations)</li> <li>• CN Container</li> <li>• SW Swap body</li> <li>• TE Trailer</li> </ul>
<b>Full / Empty indicator</b>	Indication of whether the transport equipment is full or empty.
<b>Consignment (1-n per booking) - data to be submitted</b>	
<b>Shipment ID</b>	Char 17. Unique identification of a shipment. To be issued by the ferry operator. Consists of 17 positions; first fourteen positions are equal to the booking ID, last three are a sequence number within the booking.
<b>MRN (Transit)</b>	Number of customs documents that accompanies the shipment. Only for transit.
<b>Customs Status</b>	Customs procedure under which the consignment is transported, as stated on the accompanying document. Applicable values are: <ul style="list-style-type: none"> <li>• T1 Non-Union goods</li> <li>• T2 Union goods</li> <li>• T Mixed Shipment T1 or T2 Goods</li> <li>• C Goods Moving Under Internal Union Transit Procedure</li> <li>• N27 Union Transshipment</li> <li>• TV<sup>1</sup> Goods from EVA Countries</li> </ul>
<b>Original location of dispatch</b>	UN/LOCODE of the original shipping location.
<b>Final location of discharge</b>	UN/LOCODE of the final destination of the shipment.
<b>Shipper EORI number</b>	EORI number of the shipper of the goods in the shipment.
<b>Shipper name and address</b>	Name and address of the shipper. Only if no EORI number has been specified.
<b>Shipper contact details</b>	Contact details (name, telephone number, e-mail address) of the shipper. Only if no EORI number has been specified.
<b>Consignee EORI number</b>	EORI number of the recipient of the goods in the shipment.
<b>Consignee name and address</b>	Name and address of the recipient. Only if no EORI number has been specified.
<b>Consignee contact details</b>	Contact details (name, telephone number, e-mail address) of the recipient. Only if no EORI number has been specified.
<b>Seal number</b>	Optional. Seal number of transport equipment used to transport shipment.
<b>Goods Item (1-n per Consignment)</b>	
<b>Sequence number</b>	Sequence number of goods items within consignment.
<b>Type of packages (UN code)</b>	2-letter code; classification of the visible packaging (outer packaging) of the goods, in accordance with the ISO standard (Recommendation 21).
<b>Number of packages</b>	Number of outer packaging of that type.
<b>Goods description</b>	Description of the goods from which Customs can deduce the nature of the goods.
<b>Item gross weight (KG)</b>	Gross weight of the goods.
<b>Shipping marks and labels</b>	Optional. Marks and labels based on which the goods can be recognised.
<b>HS code</b>	Optional. Classification of the goods in accordance with the Harmonised System.
<b>UN number</b>	Mandatory if goods contain a hazardous substance. If this is the case, the UN number of this substance must be listed in accordance with IMDG legislation.
<b>Hazard Class</b>	Only applicable if UN number has been specified, optional in that case. The IMO hazard class of this substance. Can be used for the Notification Dangerous Goods to the Harbour Master.
<b>Flashpoint</b>	Only applicable if UN number has been specified, optional in that case. The ignition temperature of this substance. Can be used for the Notification Dangerous Goods to the Harbour Master.
<b>Packing group danger level</b>	Only applicable if UN number has been specified, optional in that case. The packaging hazard classification of this substance. Can be used for the Notification Dangerous Goods to the Harbour Master.

# 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](mailto: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.....  **1 week**
- 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).....  **some weeks**
- 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\*.....  **1-2 months**
- 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](mailto:sales@portbase.com).

# Get Ready for Brexit

More information about the Dutch port solution for Brexit is available on the website [www.getreadyforbrexit.eu](http://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](mailto:sales@portbase.com)**  
**W**     **[www.portbase.com](http://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.
- Notification Waste Disposal: efficiently report waste materials on board.
- 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](#).



# 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.

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](http://www.getreadyforbrexit.eu)