



Douane
Belastingdienst



Netherlands Customs & Brexit

Preparation
with or without
a deal



What does Brexit mean?

The United Kingdom (UK) left the EU on 31 January 2020.

The UK is no longer part of the internal market and customs union, the UK is a third country.

The effects of this will be felt at the end of the transitional period, the free movement of goods between the UK and countries in the EU ends.

Consequences for freight traffic



Customs formalities for imports, exports and transits

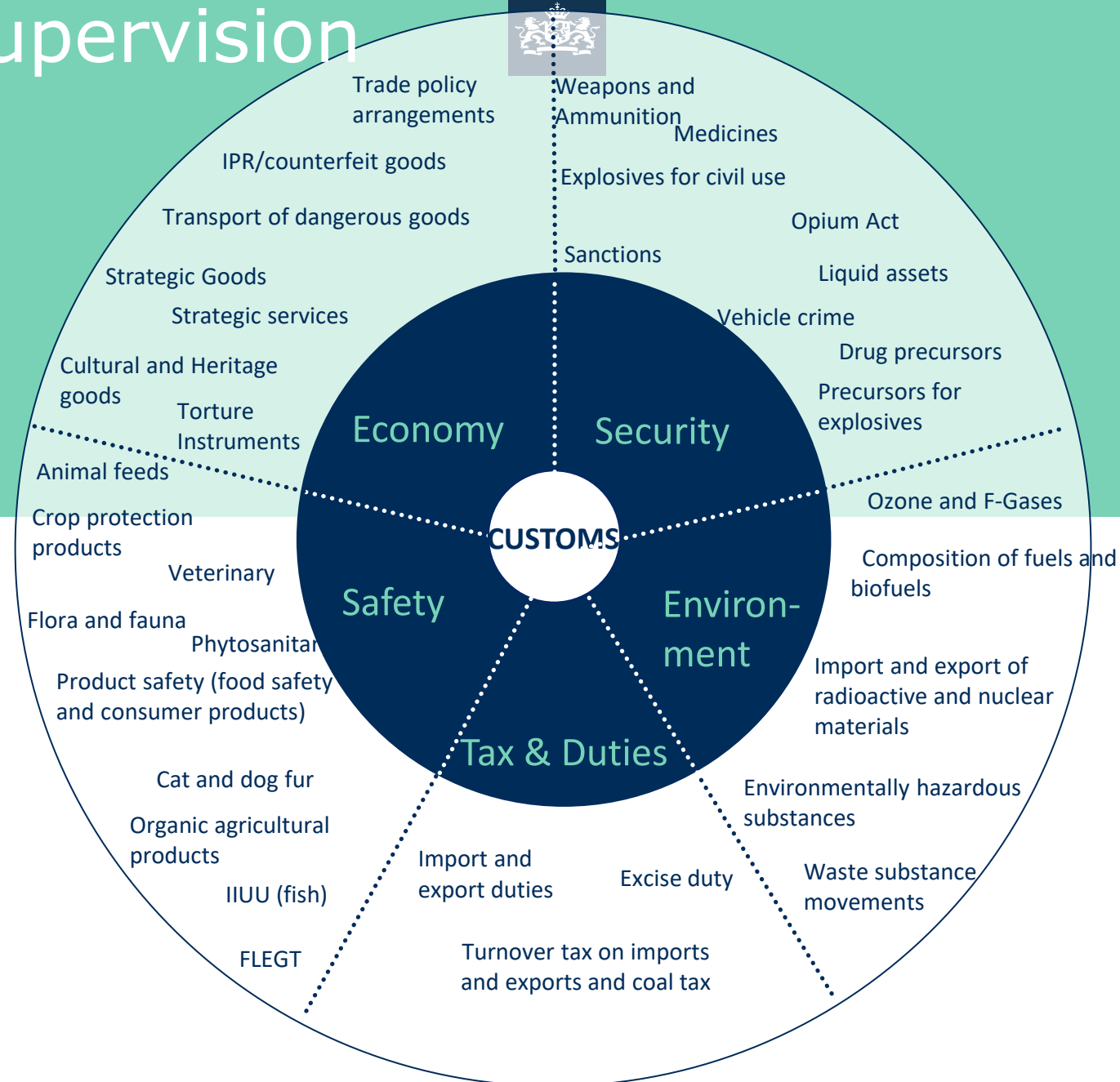


Possible levying of customs duties and trade policy measures



Non-tariff trade barriers (such as veterinary and phytosanitary requirements, product requirements, and checks on waste streams)

Customs supervision



All these regulations demand specific border formalities or checks



How is Customs preparing itself?



Ready by 31 December 2020



Short of 930 additional FTe



Recruited and trained



Housing and resources



Brexit affects us all

It is joint responsibility to minimize
disruption at the border

with or without a trade deal



Trade has also to prepare



Cooperation is vital



Preparation needed both in NL
and the UK

“Rotterdam port community combines forces for handling Brexit”

CLdN 

 **DFDS**

P&O 
FERRIES


Stena Line




FENEX[®]

evofenedex

portbase[®]

 **Port of Rotterdam**

 **Deltalinqs**

 **Douane
Belastingdienst**

FENEX



Customs Administration of the
Netherlands
Tax and Customs Administration

EU Border formalities - the Netherlands

NO DOCUMENT NO TRANSPORT

Participation in the Dutch chain solution (via the Port Community System - Portbase) is made mandatory by all ferry terminals and most shortsea terminals.

Traders and transporters need to act now and complete the 5 steps to be Ready for Brexit before the 1st of January 2021.

Whether you are driver, transport company, forwarder, importer or exporter

Everyone has a role to play.

You will not have access to the NL terminals without digitally pre-notified customs documents.





5 easy 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. Please [contact](#) national customs as the application process may vary from country to country. Are you currently working with a UK EORI number? After the Brexit you have to convert this to an [EORI number from the EU](#).

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. For this software you will find an [overview of possible suppliers](#) on the Dutch customs website.

Perhaps authorisations from the [Netherlands Food and Consumer Product Safety Authority](#) (NVWA) and/or ILT (Human Environment and Transport Inspectorate) are needed as well..



5 easy steps

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.

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.

When exporting, you will then be referred to a temporary parking location.

Therefore, before you start driving, always check the status at the terminal via Portbase.



Some observations

Declarations can also be filed by customs broker.

Customs brokers have contracted with many clients, but still a lot of importers/exporters are not prepared.

Customs brokers will work with Pre-clearance (art 24 (3) DA UCC > meaning the inspection results will be provided before the presentation of the goods to customs.

Fiscal representation is very common in The Netherlands. Vat not paid on import but via postponed accounting (applying the article 23 license, not procedure 4200)

Prepare, prepare, prepare

The reason for preparing for the end of the transition period (TP) is the significant changes in trade between EU and non-EU country.

The UK is a 3rd country,
as of January 1st 2021 border formalities will apply

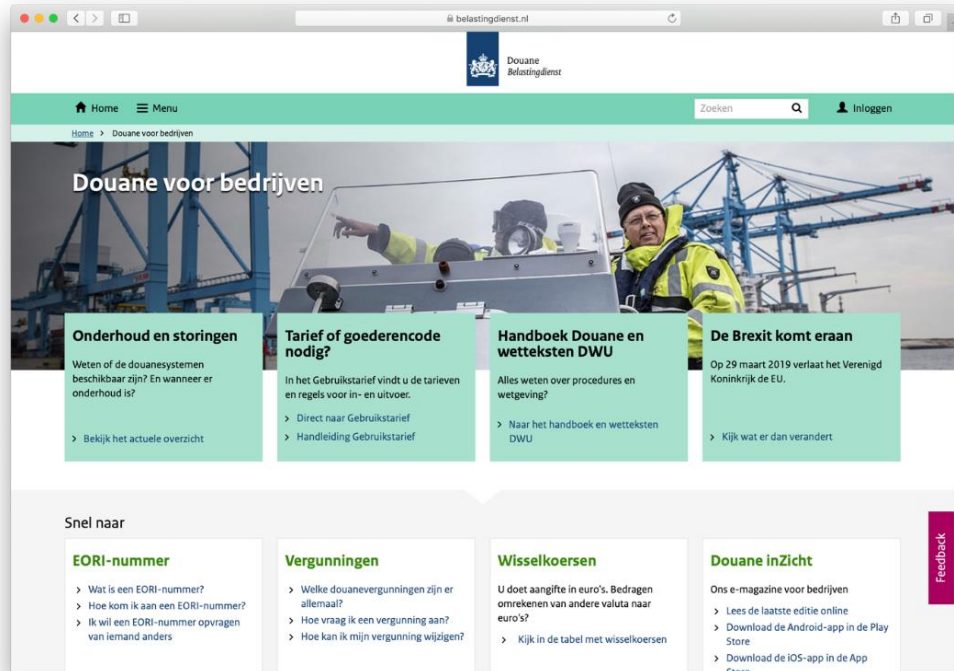
Questions?



Customs Administration of the
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More information about Brexit

- > www.douane.nl/brexit
- > www.brexitloket.nl
- > www.rvo.regelhulpenvoorbedrijven.nl/brexitimpactscan
- > www.hulpbijbrexit.nl
- > www.getreadyforbrexit.eu



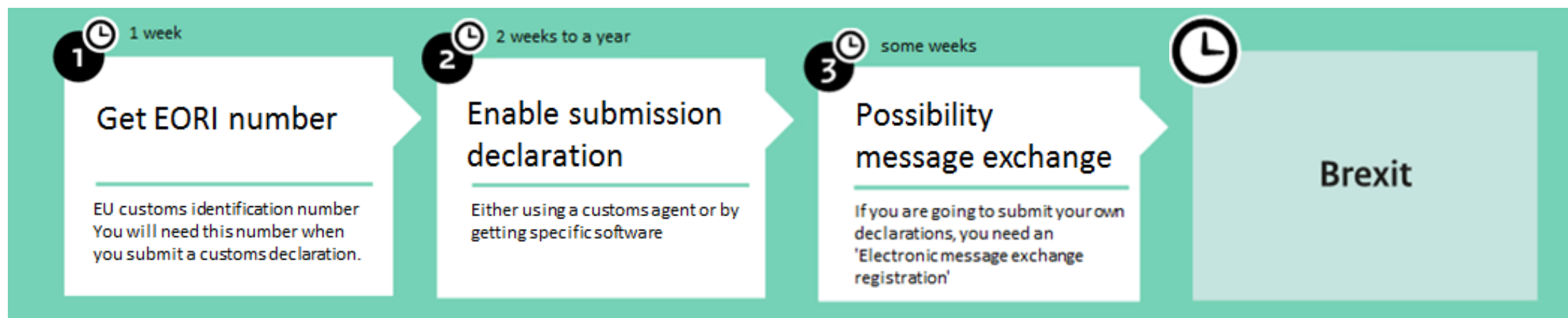


Doing business between EU and UK? Be prepared for Brexit in time



Preparation takes
several months

You should at least do this:



You may need to do this:



Inspection requirement?

Be aware of other formalities for e.g. veterinary products or waste



Other authorisations might be useful

Check overview of poss. authorisation

Arrange step 1, 2 or 3 now ?

Contact the Dutch National Helpdesk +31 88 156 6655

More information ?

www.douane.nl/brexit