

# 50 DAYS BEFORE BREXIT

With or without a Free Trade Agreement,

**Border obligations come back!**

# BREXIT: BIG CONCERN

What is the preparedness of:

- HMRC
- Customs at EU-side
- Logistics sector at both sides
- And last but not least: awareness of industry at both sides

# CHALLENGES

- Brokerage capacity
- Customs knowledge
- Financial means (Customs bonds/ Customs guarantees)
- Infrastructure (customs related, ports, BCP's, customs check facilities)
- IT infrastructure: sufficient?

# HERE IT COMES...

As from 1<sup>st</sup> of January 2021:

- Export customs declarations
- Import customs declarations
- BOM 3 phases

# OTHER IMPACTS...

- Impact on the sales conditions: EXW & DDP
- Different approach/procedures between accompanied and unaccompanied transports
- Industry will have to provide in due time correct and complete data
- Performing declarations is not the only challenge it's the complete scope of work which comes together during a transport

# MISSING CLARITY ON:

- Which Customs procedures will be used at different ports?
- We are all confronted with a lot of new customs/Brexit related terms like, GVMS, Kent Access Permit, VAT postponed accounting, CFSP (EIDR), pre-lodgement, Commis (for France).

# PREPAREDNESS OF COUNTRIES

- On EU-side (like NL, FR, BE, IE, ...) Customs recruited extra Customs officers
- Ports put Port Community System in place which allows a smooth & secured coverage of customs related documentation flow
- Promotion of Customs Simplified Procedures
- Most of Brexit related Ports are existing deep-sea ports and can rely on existing infrastructure
- Biggest challenge are for the Northern French straight ports and for the UK ports which currently not have or had to deal with Customs-related flows/connections
- Also we are missing some concrete aspects/answers which creates a lot of open questions

# LET'S START THE SESSION...

We hope this debate will bring you some clarity