

Port of Antwerp – A view on Brexit

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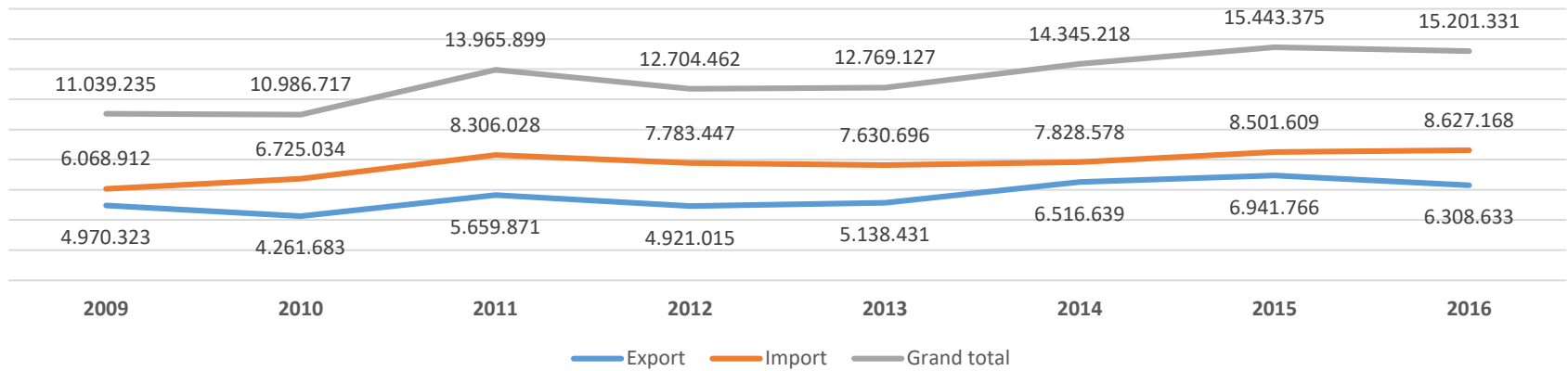
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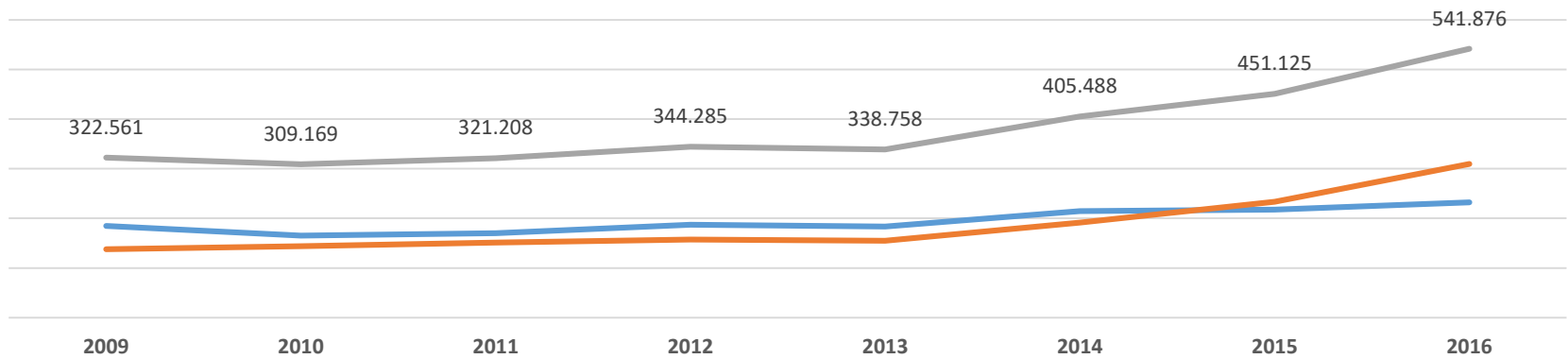
Overview of PoA-UK traffic, 2009-2016



Tons



TEU



“One cannot re-evaluate its supply chain based on what is essentially a black box.”

Peter Mai – Strategy Director, Siemens AG





Industrial observations: Brexit impact on trade

- Potential (non) **tariff barriers** causing distress
 - **Exporters to adapt** product lines regardless
 - Duties to harm all parties involved
 - WTO tariffs to **stimulate intercontinental trade (?)**
 - **Customs impact & fallout severe** cf. +15-24% cost
 - Solutions regarding declaration under examination

- Case of maximizing “**critical mass**” in negotiations
 - Public representation at the table
 - **Ro/Ro ports** under scrutiny
 - **Chemicals, Automotive** of importance to NL, FR, DE
 - **Automotive, FMCG*, agriculture** pivotal to UK

Product group	Sub group	WTO, avg. Import duties
Automotive	Cars	10,2%
	Trucks	16,1%
	Spare parts	4,1%
Beverages	Non-alcoholic	9,6%
	Spirits & Liquors	19,0%
	Juices	12,2% - 24,4%
Perishables	Dairy	35,5%
	Fruit & Vegetables	9,9%
Foodstuffs	Grains	15,7%
	Sugar & derivatives	20,6%
Crude oil & derivatives	Petroleum	2,0%
	Chemicals & Pharmaceuticals	4,6%
Textiles	Shoes	4,2%
	Clothing	11,5%
Metals	Kopper	4,8%
	Other minerals	2,0%

H-LH range & PoA impacted by Brexit?

- **Annual PoA export of 6.5 million tons** not to be underestimated
 - Gradually **increasing transaction cost** under surveillance 
 - Severe impact on chemical cluster and supporting activities
- Direct container transport between EU and UK impacted
 - Range should remain important **indirect maritime gateway to UK**  
 - Growth potential if UK encourages intercontinental supply of FMCGs, cars etc.
 - Flows dependent on density of **shortsea & feeder network**
- Largest impact expected in **Ro/Ro** and **single market channel trade**
 - Flows dependent on **free movement of people and goods** 
 - **Extremely large impact of customs** and resulting operational fallout

- **Pro educated Brexit** to safeguard integrity of common market
- Aiming to preserve efficient framework within which **trade is able to flourish**
- **Avoiding stalemate** – promoting swift transition phase and trade agreement
- Tariff barriers undesirable – **chemicals, pharma, food products**
- **Limiting administrative burden** on supply chains and transport operations
- Continuing to be a **prime gateway** to European and UK markets