

# PREPARE FOR BREXIT NEWSLETTER

Newsletter issue #2

CLdN 



## Collect cargo timely!

One of the main characteristics of a RoRo terminal is the quick turnaround of cargo and low dwell times. To keep the supply chains moving pre and post Brexit, it is of great importance that storage of units is limited to a bare minimum. Meaning collection of import units needs to take place as quickly as possible and export units should not be delivered too long in advance of shipments.

### Be prepared:

#### Start testing in C-Web for EDI and online bookings

Our test environment in C-Web, already allows you to test post Brexit bookings. The current required data sets are based on a worst case scenario. To start testing now, will show whether your preparations are on the right level.

Currently the data elements are being reviewed and adjusted according to the latest Border Operating Model, which can be found on:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/925140/BordersOpModel.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/925140/BordersOpModel.pdf)

It is **expected** to be sufficient during the relaxation period until 01/07/2021, to have for GVMS (prelodgement) the GB-EORI number and for the Temporary Storage model to have the number of packages and weight of the consignment.

**Important note:** after **01/07/2021** CLdN will require all consignor and consignee information to do the Safety and Security Declaration (SSD) for EU export shipments, this will be a legal obligation. For UK export shipments this SSD info will be mandatory directly from **01/01/2021** onwards.

“To start testing now, will show whether your preparations are on the right level”

Did you know you can find all Brexit related info and manuals on: [www.cweb.lu](http://www.cweb.lu)



C.RO Ports Terminal in London has seen quite some infrastructural investments in order to extend capacity and be ready for the new world after the end of the Brexit transitional period. “However one of our main concerns remains the smooth cargo flows through the terminal, despite the expansion.” it emphasized the urgency of correct and complete bookings to avoid issues in the port and around the terminal. For this reason hauliers will be blocked from entering the terminal, until the respective booking is complete. “The previous two false Brexit dates resulted in an enormous pressure on terminal capacity and we will need again the full cooperation of our customers and operators to guarantee continuous operations on all our terminals.”

**DISCLAIMER:** This document is intended only as an aide. It is strongly recommended that you seek your own professional guidance in preparation for customs related formalities and obligations after the end of the Brexit Transition Period. CLdN Lignes SA (including all “CLdN” and “C.RO Ports” companies and affiliates and CLdN directors and employees) make no representation or warranty, express or implied, as to the accuracy and completeness of the information mentioned in this document. CLdN shall under no circumstances be held liable for loss, damages, costs, fines, duties claims or other liability arising as a result of reliance or use of this document.