

Vinzenz Hingerl
Head of Customs



DACHSER facts & figures 2018

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Intelligent Logistics

■ Volumes

- Tonnage: 41.3 m t
- Shipments: 83.7 m

■ Corporate data

- Revenue: € 5.57 b
- Own locations: 399
- Locations incl. partners: 425
- Employees: 30,609

■ Networking

- Own country organisations: 44

■ Assets

- Warehouse area: 2.05 m sqm



Ireland

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DACHSER Ireland

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■ Volumes

- Tonnage: 250,000 t
- Shipments: 360,000

■ Corporate data

- Revenue: € 24 m
- Own locations: 3
- Locations incl. partners: 8
- Employees: 175

■ Assets

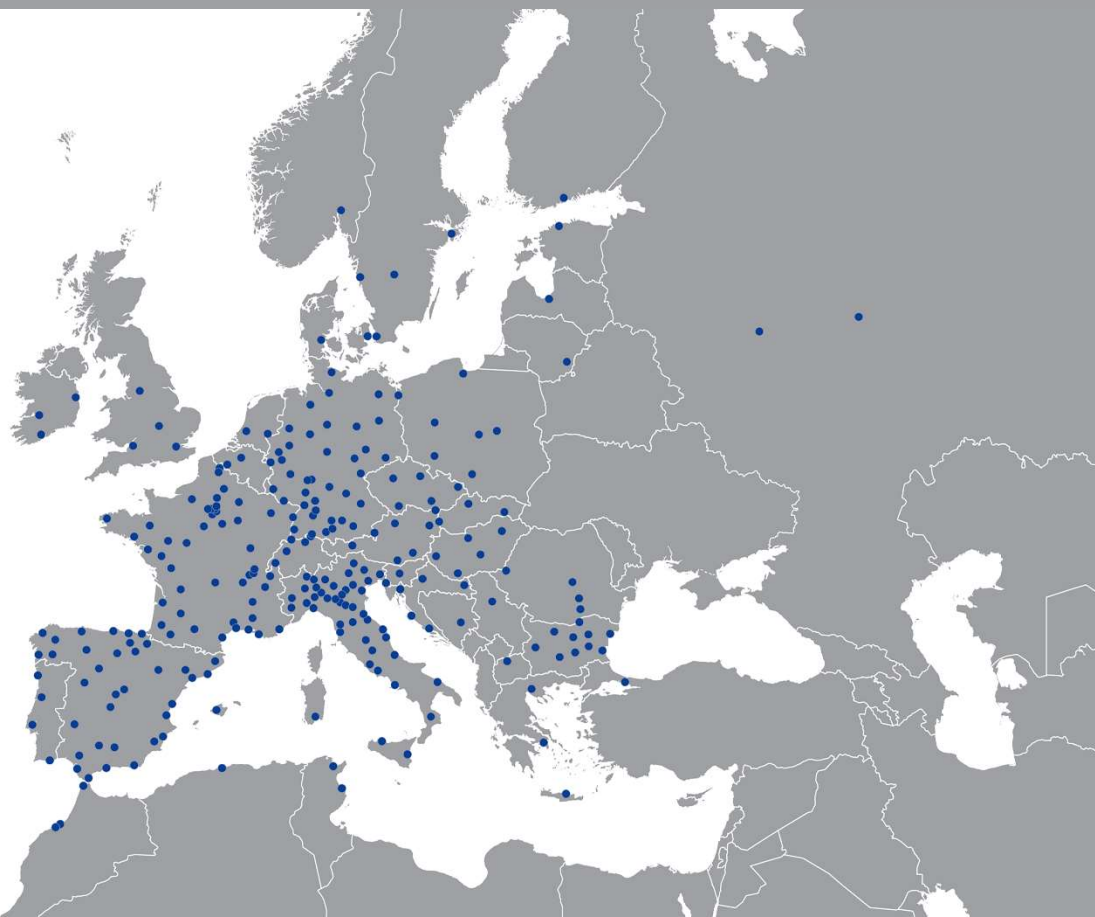
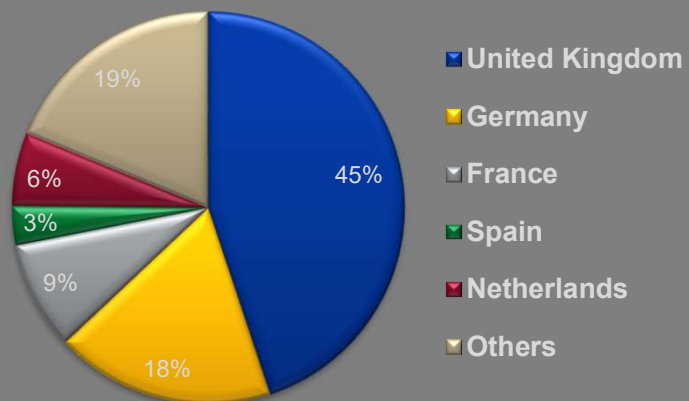
- Warehouse area: 190,000 sqm
- Pallet Space 20,000



DACHSER EL Exports

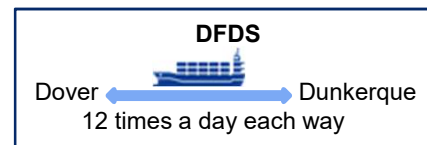
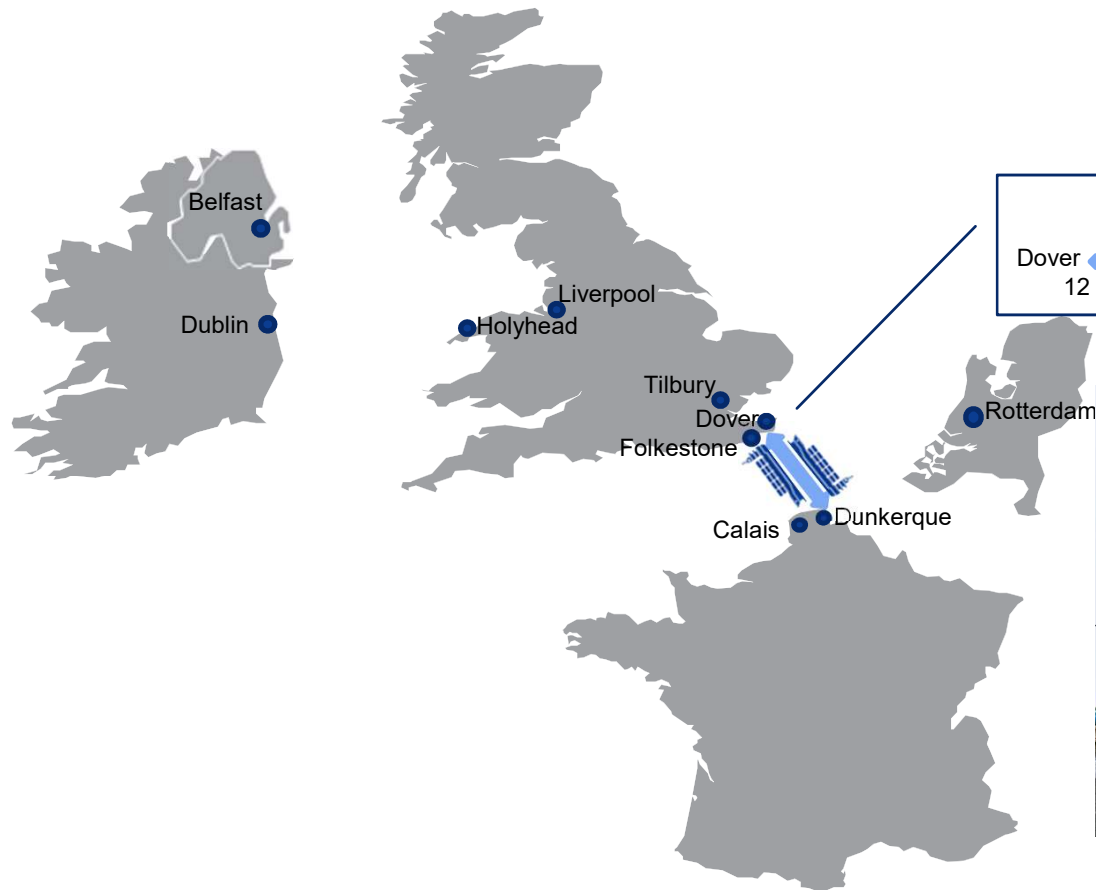
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% Exports Shipments YTD



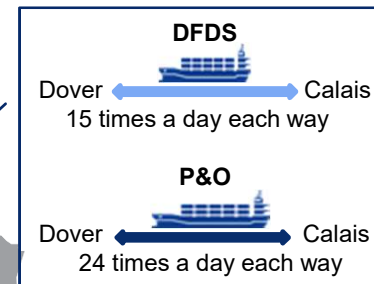
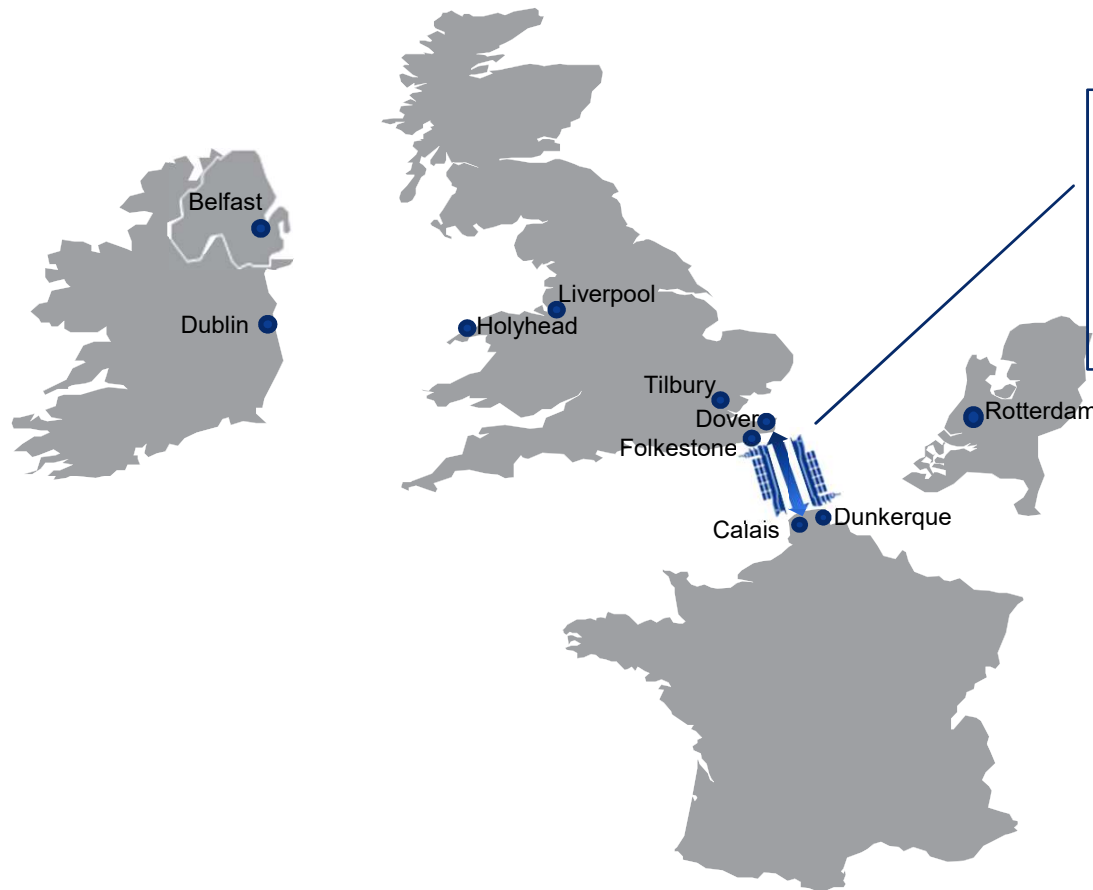
BREXIT - Main Ferry Operators from continent to UK v.v.

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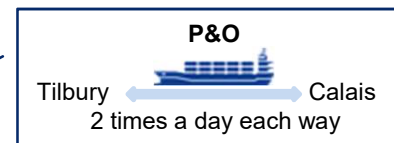
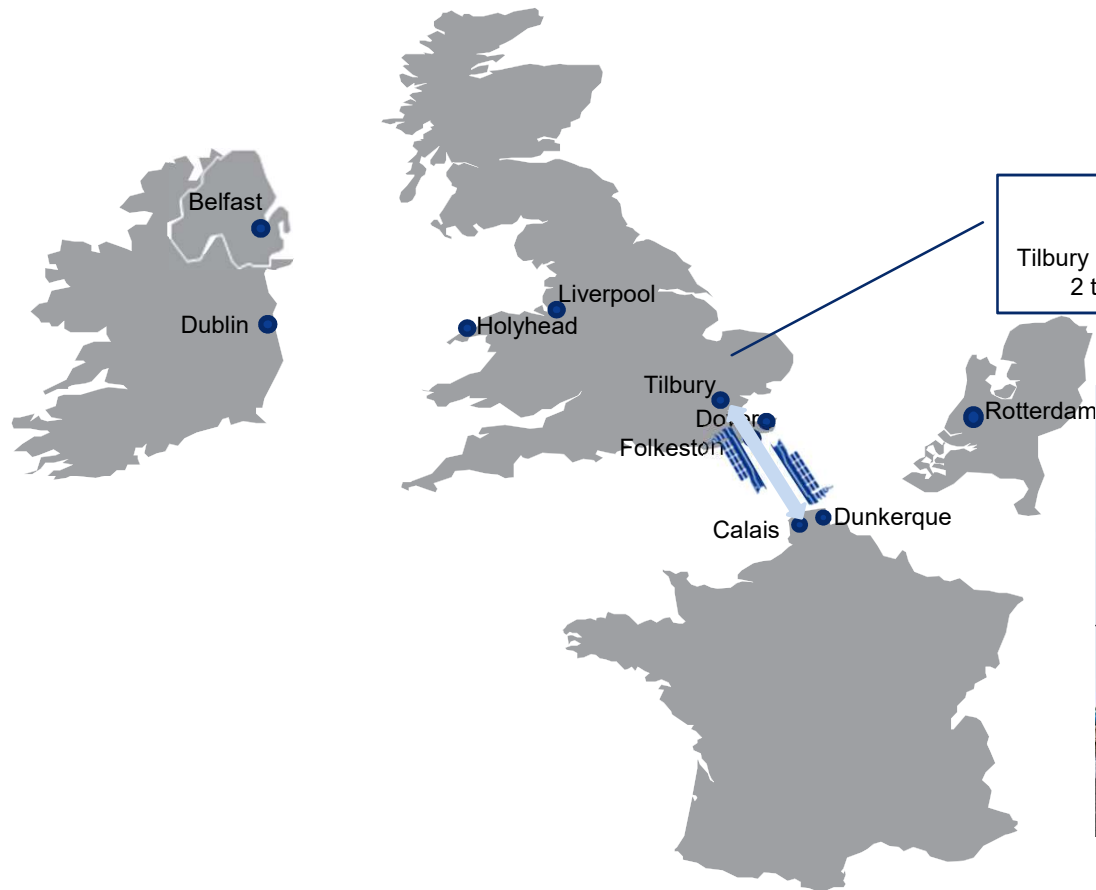
BREXIT - Main Ferry Operators from continent to UK v.v.

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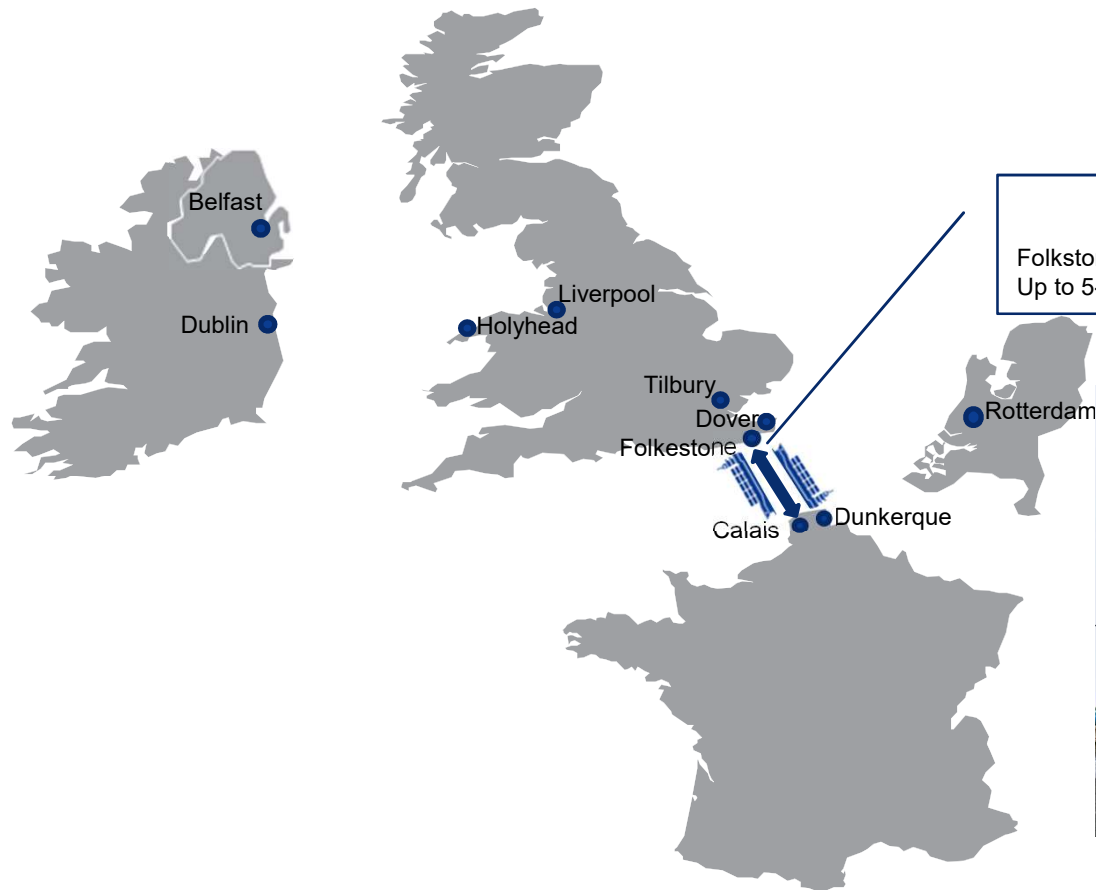
BREXIT - Main Ferry Operators from continent to UK v.v.

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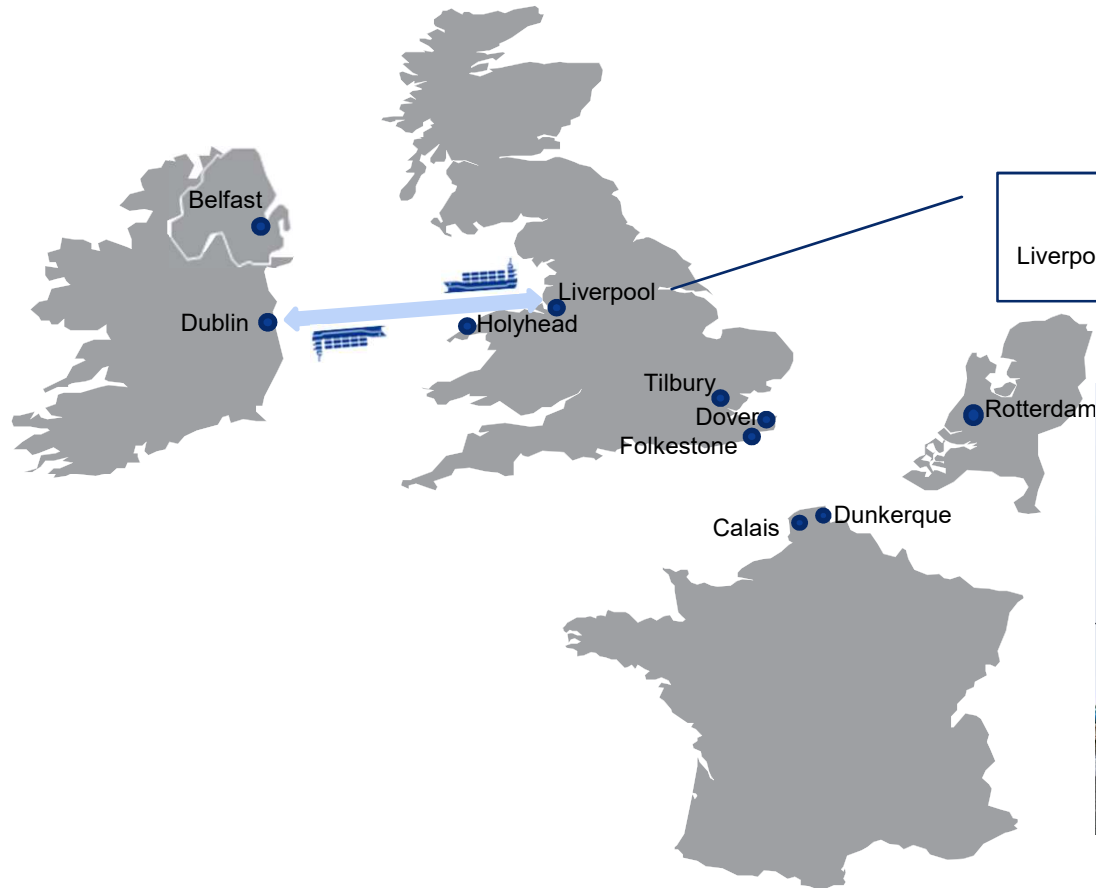
BREXIT - Eurotunnel from continent to UK v.v.

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BREXIT - Main Ferry Operators from UK to Ireland v.v.

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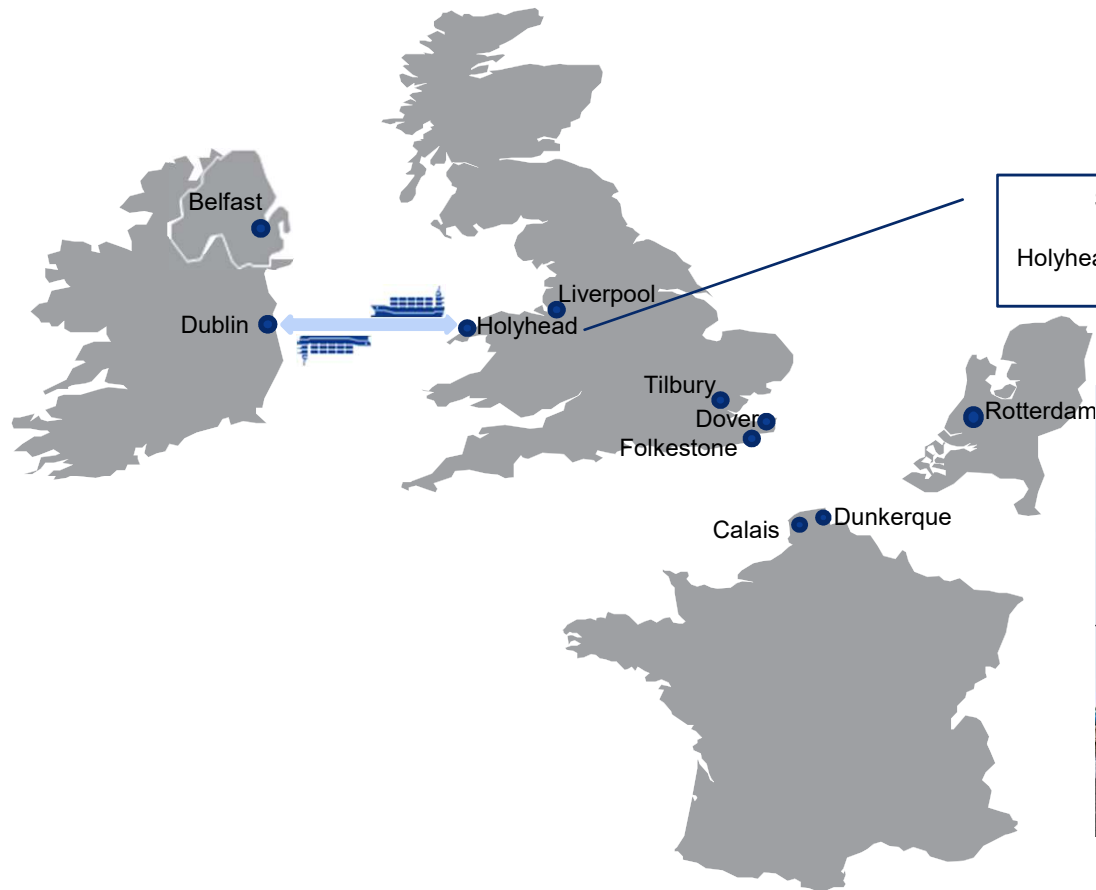


Seatruck / P&O
Liverpool ↔ Dublin
3 times a day each way



BREXIT - Main Ferry Operators from UK to Ireland v.v

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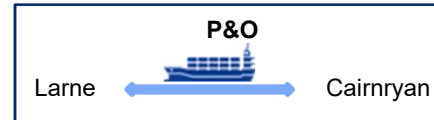
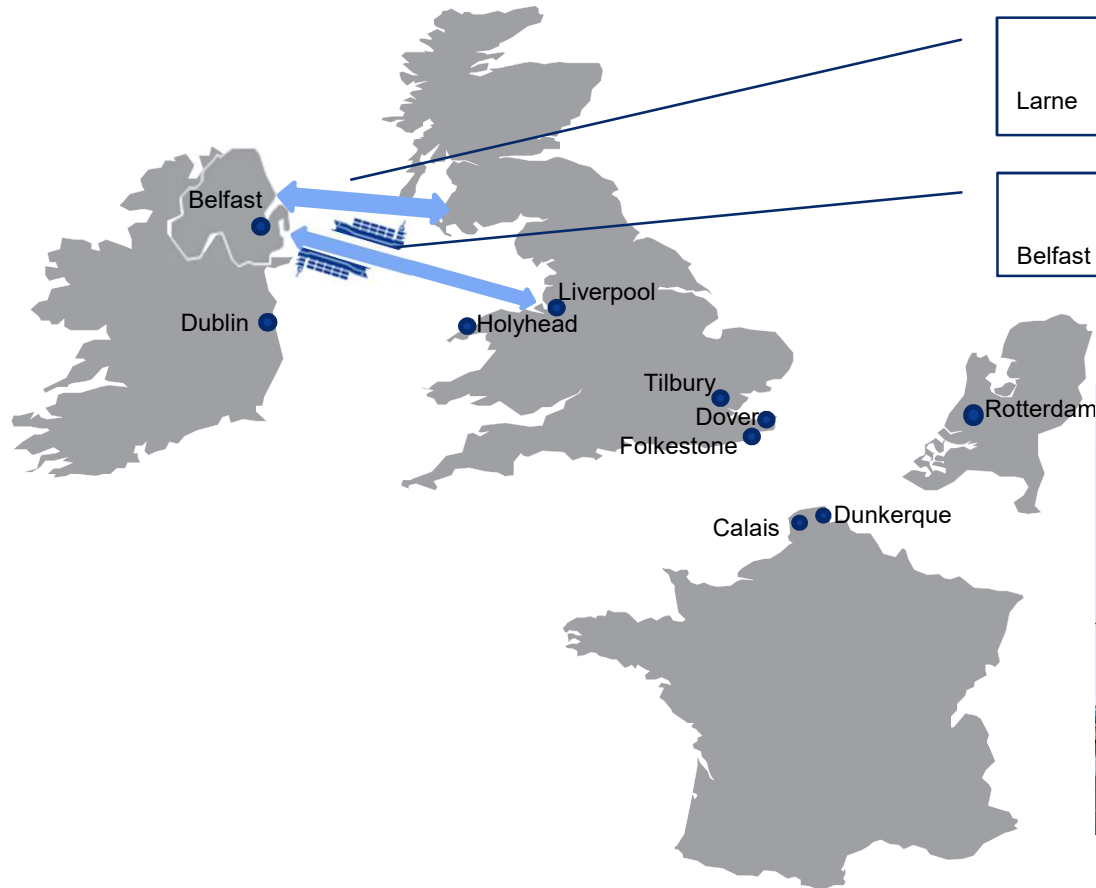
Stena / Irish Ferries

Holyhead ↔ Dublin
4 times a day each way



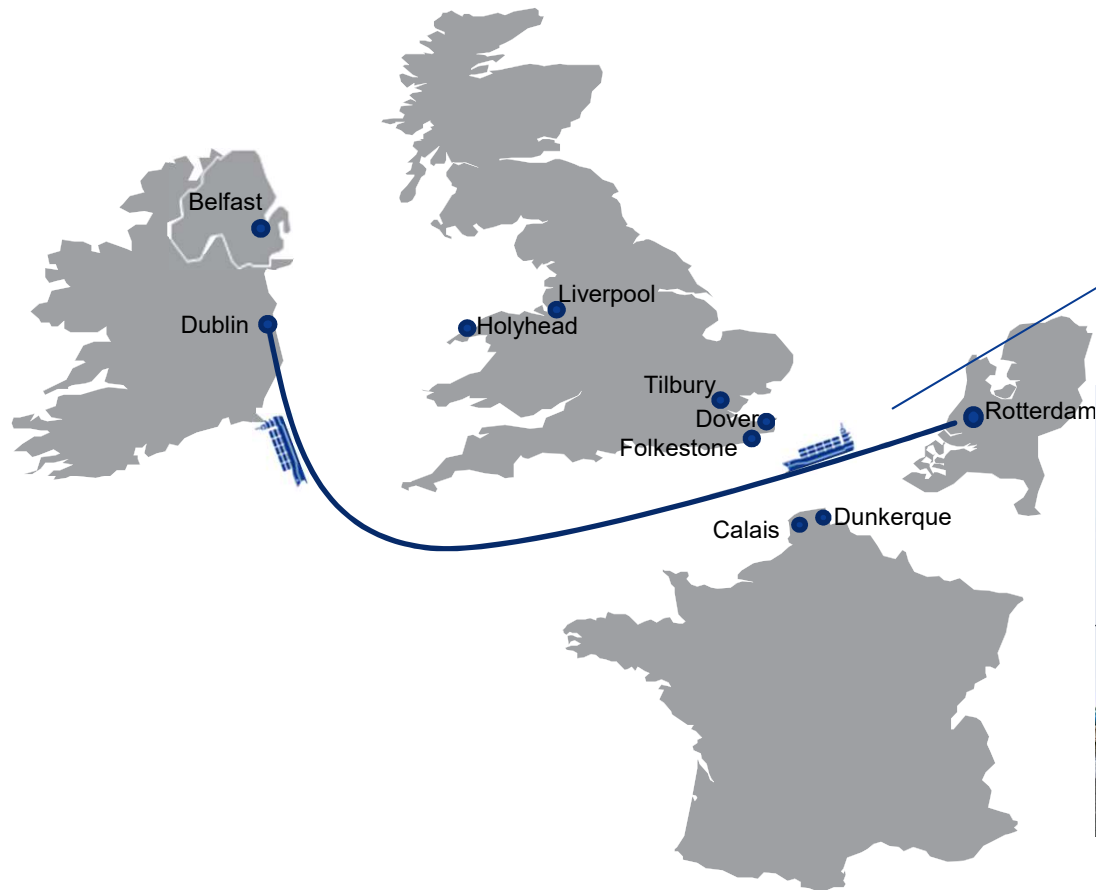
BREXIT - Main Ferry Operators from UK to Northern Ireland v.v.


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BREXIT - Main Ferry Operators from continent to IE v.v.

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EUCON/CLdN
Rotterdam  Dublin
3 departures a week each way for trailer
4 departures a week each way for container



BREXIT - Intracommunity delivery from IE to rest of EU

- Direct via ferry boat to Rotterdam or Cherbourg
 - No customs declaration needed but longer lead times
- In Transit via UK
 - T2 document issued in IE needed
 - Sufficient product description and value of goods needed before issuing a T2 Doc.
 - Smart border declaration „import“ in FR needed
- Transshipment via UK
 - T2 document issued in UK together with T2L issued in IE needed, transit process will be closed in port of entry to EU
 - Smart border declaration „import“ in FR needed



BREXIT - Intracommunity delivery from rest of EU to IE

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- Direct via ferry boat from Rotterdam or Cherbourg
 - No customs declaration needed but longer lead times
- In Transit via UK
 - T2 document issued in EU needed
 - Sufficient product description and value of goods needed before issuing a T2 Doc.
 - ENS declaration in IE needed
 - Smart border declaration „export“ in FR needed
- Transshipment via UK
 - Smart border declaration „export“ in FR needed
 - ENS declaration in IE needed
 - T2 document issued in UK together with T2L issued in EU needed, still not clear how transit process will be closed in IE



BREXIT - Import from UK to IE

- Entry summary declaration needed
 - Provided by carrier but prepared by forwarder „customs loading list“
- Import declaration needed
 - Provided by importer or declarant
- Import duty and taxes have to be paid
- Possible delays due to customs clearance



- Requirement to issue an import declaration
 - Invoice with all customs relevant information is needed
 - Depending on product licenses could be necessary
 - Power of attorney has to be signed if customs declaration has to be issued by a customs agent



- Important consequences
 - Right tariff code has to be identified
 - Duty has to be calculated (no preferential agreement with UK at the beginning)
 - Incoterm has to be agreed between seller and buyer (who is responsible to pay customs clearance and duty)



BREXIT - Import from IE to UK

- Export declaration in IE needed
- Import declaration in UK needed
 - CFSP or TSP or final declaration
- Import duty and taxes have to be paid in UK
 - taxes will be postponed
 - about 84% of taric codes with duty rate 0%
- Possible delays due to customs controls on both side



- Requirement to issue an export declaration
 - Invoice with all customs relevant information is needed
 - Depending on product licenses could be necessary
 - Power of attorney has to be signed if customs declaration has to be issued by a customs agent



- Important consequences
 - Right taric code has to be identified
 - Duty in UK has to be calculated (no preferential agreement with UK at the beginning)
 - Incoterm has to be agreed between seller and buyer (who is responsible to pay customs clearance and duty)



BREXIT - Threats Into The Future

- Brexit - lack of clarity on supply chain – customs and tariffs – access to the Northern Ireland Market
- Currency Exchange Rate - IRL > UK
- Business uncertainty affecting the supply chain
- Possible decrease in groupage shipping
- Increased direct loads & container shipping

