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Read in this newsletter about our customers, our employees and logistic news



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## A customer's experience

*Caframo*<sup>®</sup>

Mr. Aaron Grant (Director of Supply Chain) of Caframo Ltd. ([www.caframo.com](http://www.caframo.com))  
about Freightways:

"I have been working with Freightways for over four years and have found them to be responsive, collaborative and professional. The rare issues we have are dealt with promptly, with Freightways taking responsibility for errors and implementing corrective actions. They have a high level of expertise in European customs and logistics regulations, and we rely heavily on them to keep us compliant. I would recommend Freightways to any company looking to set up a 3PL to support operations in Europe".



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## LinkedIn company page



We would like to present you our company page on LinkedIn, and if you feel like staying up to date with our news feed, please follow us. We would be happy to welcome you: [Freightways Worldwide Logistics on LinkedIn](#)

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## FREIGHTWAYS - Colleague speaking

**Our employees are doing their utmost for 100% every day, and they are highly committed to every individual customer. In this column, our employees tell their story, offering you a look at how things work in daily practice.**

**We asked Corien Alders to say something about herself and her work.**

“More than 20 years ago, I was looking for a job that allowed me to work during school hours. Freightways gave me this opportunity and offered me a job in the warehouse.

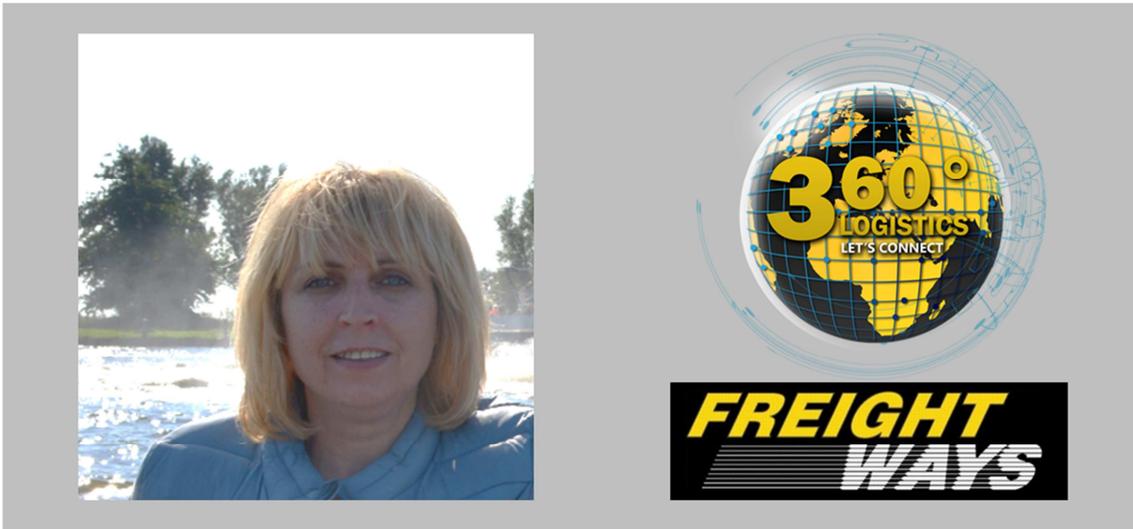
The work is very diverse, from enclosing leaflets with orders to preparing Christmas hampers. The atmosphere is great. It is pleasant work, and people take their job seriously.

Nowadays, we take turns at performing our tasks: one day I pick orders, the next I pack them. Due to the diversity of products stored here, the job is always varied. Sometimes, packing an order takes little time, but with other products (barbecue parts for instance) it may take almost half an hour before the package is ready for shipment.

In between, there are other tasks that need to be taken care of, such as applying labels, preparing displays, or preparing items using a BOM (Bill of Material). Sometimes, this is necessary to make a product suitable for the European market or to enable the purchaser to recognise a product using barcode scanning.

It is because of this variation, this commitment to the various products and the good times we have as colleagues, that I have loved working at Freightways for 20 years.

In my spare time, I like to be on the go with my two grandsons, but I also love shopping, playing bingo, and going away for the weekend. And what I never get round to doing but would love to do: finish a book...”



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## Impact of the Brexit on trade between the UK and continental Europe

Members of the European Union agreed to apply the same tariffs, negotiated by the EU on behalf of each member state, to goods from outside the Union. Once goods have cleared customs in one country, they can be shipped to other member states without further tariffs being imposed.

The first consequence of the Brexit is that the UK walks away from the Customs Union and therefore from all trade deals.

Should British warehouses store higher inventories in the UK (buffer stocks), or is it more efficient to shut down or downsize their distribution centres in the UK and store products in warehouses located on the European continent?

Read more about it in [this interesting article](#) from Pierre Liguori (November 2017).



## Preparing for the Brexit

The association of entrepreneurs EvoFenedex is a network of Dutch trading and manufacturing companies with a logistic or international operation. They ensure that their members organise their logistics in the best way possible and improve their international business activities.

Freightways has been an EvoFenedex member for many years and benefits from the knowledge of the association to be able to serve international customers better.

EvoFenedex is currently working hard to contribute to a 'soft' Brexit. They have urged the Dutch government to recruit extra customs officers in time. The Dutch government has followed this advice and announced that it will take on some 750 to 930 extra customs employees. This is a necessary step for trade and logistics to remain easy and efficient in the post-Brexit situation as well, for customs formalities will be reintroduced between the United Kingdom and the EU countries due to the Brexit. Dutch customs estimate there will be approximately 5 million extra declarations per year, whereas the flow of goods from and to the UK also needs to be checked.

EvoFenedex calls on the other EU member states to follow the Dutch example and make good arrangements in Brussels with London.

Next year, on 29 March 2019 to be exact, the UK will leave the EU. Several weeks ago, the negotiators from either side agreed, for the time being, on a

transition period after the Brexit, in which the free traffic of goods and persons remains unchanged. This agreement opens the way to new trade relations with the EU countries, but if these negotiations fail, the agreement could be jeopardised, which may still lead to a 'hard' Brexit. The transition period ends on 31 December 2020.

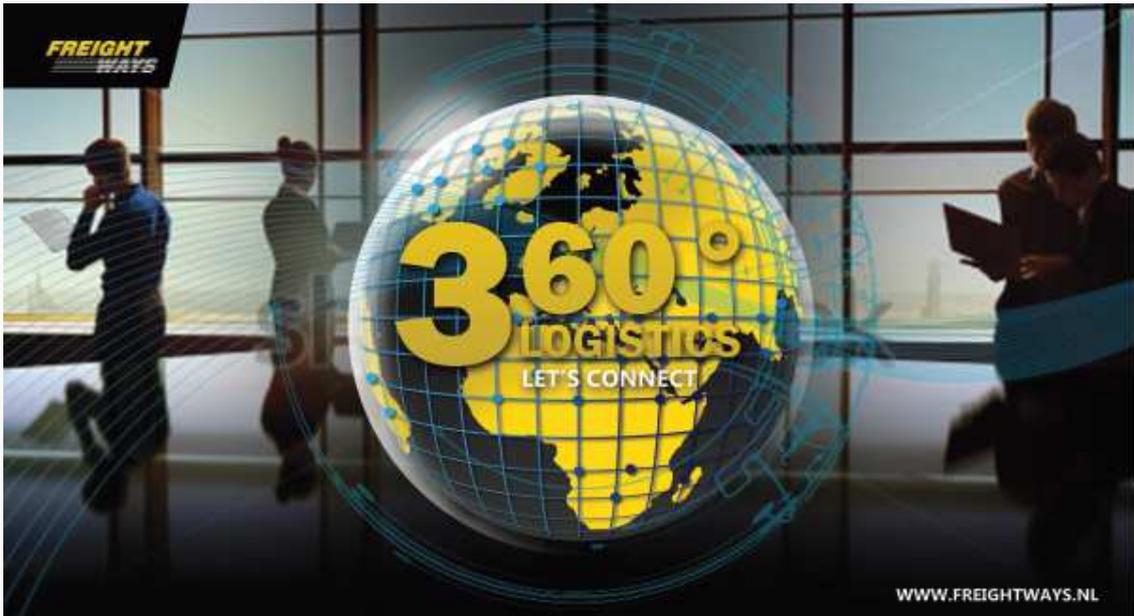
EvoFenedex has given the policymakers of the Dutch government some input in the form of a Brexit to-do list and has called on them to promote it actively in Brussels and ask for support from the other EU member states.

The Dutch government, too, is busy preparing for the Brexit. The advertisements for extra staff have been published, and the first applications are coming in. Additionally, investments in accommodation and IT systems are being made. There is also close contact with business, and at a practical level consultations are going on with the ferry operators, for it is in their sector specifically that the changes will be big.

An import or export document will have to be enclosed with every shipment, but the ferry companies will also be held to submit data on the contents of trailers and containers to customs. New systems need to be built, and there will be more red tape. One thing is certain: after the Brexit, transport to and from the UK will be more expensive.

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Freightways Worldwide Logistics  
Mandenmakerstraat 6  
Katwijk, Z-H 2222 AX  
Netherlands

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