

Border formalities between GB and the EU at the end of the Transition Period

EEAS event

Moving Goods (through Roll on Roll off ports)

23 December 2020



Stella Jarvis

Director

Border and Protocol Delivery
Group (BPDG)

Implications for businesses who trade with GB

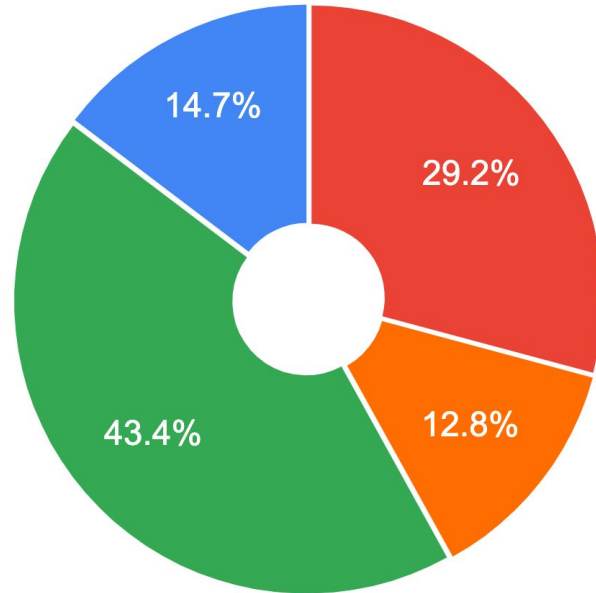
Significant challenges for all businesses which trade between EU and GB:

- Particular challenge for SMEs, especially in light of dealing with the impact of COVID
- All businesses who trade between the EU and GB need to prepare **as soon as possible** for the new processes and controls that ***regardless of the outcome of the negotiations*** will apply from 1 Jan 2021
- Biggest changes and impact at RoRo Ports



























Trader readiness among EU businesses

This is a summary from recent EU engagement on border readiness events.
Data sources (response rates, numbers and size of businesses and event) vary.

Red: Unaware of actions required
Orange: Aware but not started
Green: Some action taken
Blue: I am ready



Trader readiness among EU businesses

Event	Attendees	Av. No. Responses	Aware of Impact	Readiness of Responders	Increased understanding
ES Readiness event (15/09)	170	28	77%		64%
NL Readiness event (16/09)	89	30	82%		73%
PL Readiness event (17/09)	180	50	71%		78%
Nordic / Baltic Readiness event (24/09)	480	84	79%		81%
IE Readiness event (02/10)	117	15	72%		80%
NL Readiness event (13/10)	500	24	97%		100%
LU Readiness event (14/10)	65	12	100%		100%
ES Readiness event (15/10)	133	26	100%		78%
DE Readiness event (19/10)	430	81	95%		58%
DE Readiness event (20/10)	334	68	100%		70%
ES Industry Day (28/10)	510	84	93%		79%
IE Industry Day (02/11)	275	27	100%		94%
BE Industry Day (04/11)	260	78	100%		91%
PL Industry Day (05/11)	630	126	91%		94%
ES Readiness event (06/11)	250	51	96%		85%
FR Industry Day (12/11)	500	58	100%		74%
Central Europe Industry Day (16/11)	590	76	93%		95%
EU Alcohol sector Readiness event (17/11)	100	25	100%		96%
Italy Industry Day (19/11)	400	55	95%		95%
DE Industry Day (24/11)	340	60	97%		93%
CZ Industry Day (25/11)	390	38	97%		85%
NL Industry Day (26/11)	200	40	100%		88%
Wallonia Industry Day (01/12)	70	13	87%		100%
EL (Greece) Industry Day (03/12)	220	42	100%		83%
NBN Industry Day (09/12)	320	48	86%		96%
ES Industry Day (10/12)	600	38	100%		95%
Mega Event (15/12)	1170	56	N/A		66%
Mega Event (16/12)	705	57	N/A		80%
Cat 1 Goods (17/12)	367	112	97%		84%
Total	10664	1,562	93%		86%

Agenda

15:00: Bart Vodderie, Counsellor, EU delegation to the United Kingdom

15:05: Introduction by Stella Jarvis, Director Border & Protocol Delivery Group

15:10: Technical session - Heather Jones, Deputy Director - EU MS Engagement

15:40: Case studies

16:20: Q&A and quiz

16:45: Closing remarks



Heather Jones

Deputy Director, EU Member
States Engagement

Border and Protocol Delivery
Group (BPDG)

Covid response - UK border closures

- We are aware of the developing situation at the border
- We will address this with the very latest lines we have at the end of the presentation

Welcome

Today is designed to explain some of the basics on the changes which will affect the movement of goods on 1 January 2021 - some technical case studies ... with a quiz at the end. We will include:

- Basics about Roll on Roll off freight
- Short Straits and non-short straits - customs regimes basics
- Goods moving before midnight (CET) on 31 December 2020, arriving in the EU after midnight (CET)
- Passes and permits and systems
- Cat 1 goods
- UK Inland Border Facilities
- And... pets! 🐱🐶

Roll on Roll off freight

The relationship between a shipping line and an exporter / importer at a deep sea container port is completely different to a RoRo environment.

The container world have time, knowledge, systems and communications built in to their supply chains and operating models.

The relationship at RoRo locations is between a ferry operator (or Eurotunnel) and a haulier - and the check-in staff and the HGV/LGV driver are probably the people with the least knowledge of the goods and/or the border formalities coming!

Short Straits

- 23 RoRo locations in the UK - all of them ***added together*** do not match the volumes at the Short Straits
- 5000 HGVs per day in each direction at peak times through Dover - Calais and Dunkerque
- 3500 HGVs per day in each direction at peak times on Eurotunnel
- Fast, flexible, ticketless and open 24/7/365 (*Port of Dover closed Xmas Day only)
- The main choice for just in time / just in sequence supply chains

Customs regimes

Some basics

Margaret Whitby

Basics

- The UK will be introducing border controls at the end of transition period in stages - starting with some controls from **1 January 2021** and moving to full controls for all goods from **1 July 2021**
- The requirement for Safety and Security declarations on import - Entry Summary Declarations (ENS) will be waived for 6 months
- Traders importing controlled goods (such as excise goods) will be expected to follow full customs requirements from **January 2021**
- The UK will join the Common Transit Convention (CTC) in its own right from **1 January 2021** and will be subject to the requirements of the Convention. Moving to these requirements in stages will therefore not be applicable

Importing goods

- Importing goods through **standard import procedures** for all goods - a 6 month facilitation to allow the declarant to make an entry in their records of the goods being imported and delay submitting a full customs declaration and also paying customs duties for up to six months after import.
- For some controlled goods, businesses may wish to consider using the **Customs Freight Simplified Procedure (CFSP)**. They need to be authorised to use this process.
- If moving goods through another customs territory or if businesses simply want complete customs formalities away from the border, they may wish to consider using **transit / CTC procedures** - a transit guarantee will be needed.
- If moving things temporarily, temporary admission procedures such as ATA Carnets may be used.

Exporting goods

- Standard export procedures - exporter needs a Permission to Progress (P2P) notification from CHIEF.
- If moving goods through another customs territory, businesses may wish to consider using **transit / CTC procedures** - a transit guarantee will be needed.
- If moving things temporarily, **temporary admission** procedures such as **ATA Carnets** may be used
- Traders will be required to submit Safety and Security information either via a combined export declaration, or a standalone Exit Summary Declaration
- **For excise goods**, if moving the goods through a location that **does not** have systems to automatically communicate to HMRC that the goods have left the country, the trader must provide proof to HMRC **after the goods have left** that the goods have exited GB

Full Customs Controls from 1 July 2021

- Traders will have to make full customs declarations...
- ...Or use simplified procedures if they are authorised to do so

At the point of importation on all goods and pay relevant tariffs

- Safety and Security declarations will be required



Common transit convention (CTC)

Used for the suspension of customs checks, payments of duties until the goods reach their destination.

Three distinct functions:

- Office of Departure - at a customs office or an authorised consignor / ee
- Office of Destination - at a customs office or an authorised consignor / ee
- Office of Transit functions are a requirement that:
 - Must be performed when goods arrive in a new customs territory and
 - Must be completed at a customs office **upon entry**, could be at or near the Border.

Temporary storage and pre-lodgement

Border locations can either use the **temporary storage model**, or the newly developed **pre-lodgement model** (developed as an alternative for where border locations may not have the space and infrastructure to operate temporary storage regimes)

- The **temporary storage model** allows goods to be stored for up to 90 days at an HMRC approved temporary storage facility, before a declaration is made. Government officials carry out any checks before goods are released from the facility - a temporary storage facility requires that inventory linking is in place.
- The **pre-lodgement model** ensures that all declarations are pre-lodged before they board on the EU side - this will maintain flow, especially at high volume RoRo locations

Pre-lodgement & Goods Vehicle Movement Service (GVMS)

To move goods through non inventory linked RoRo locations, hauliers need to access GVMS and carriers need a route into GVMS

1 Jan 2021 - GVMS is only available for EU to GB transit movements

The haulier needs to access GVMS to generate the Goods Movement Reference (GMR) and the carrier (ferry operator or Eurotunnel) needs a route into GVMS and both need GB EORI numbers

Hauliers can obtain, complete and submit GMR's in two ways:

- A direct (API) link from software they use into GVMS (GVMS Software APIs – Haulier API)
- An online service (Web Page or User Interface (UI))

Goods Vehicle Movement Service (GVMS)

2 options for access

GVMS Software APIs (Haulier API)

- Software connecting with GVMS can be written by haulage companies, existing Community Systems Providers (CSPs) or via a third-party
- Resources can be found at the HMRC Developer Hub and are open to all after creating an account (follow the link [here](#))

An online service (web Page or User Interface (UI))

- The UI is designed to manage very low volumes of GMR's and each movement is updated manually, and one at a time.
- HMRC do not recommend that the UI option is used unless you have low numbers of GMR's

Goods Vehicle Movement Service (GVMS)

- **08/12/20** - Registration went live for customers with a GB EORI
 - **17/12/20** - Registration went live for customers without a GB EORI
 - **23/12/20** - Ability to create a Goods Movement Reference (GMR)
-
- **31/12/20** - Full service Go live (transit inbound to GB & GB>NI)
 - **01/07/21** - Full service Go live (EU>GB)

Goods Vehicle Movement Service (GVMS)

by July 2021:

- Enable declaration references to be linked together so that the person moving the goods (e.g. a haulier) only has to present one single reference (GMR) at the frontier to prove that their goods have pre-lodged all the necessary declarations
- Allow the linking of the movement of the goods to declarations, enabling the automatic arrival in HMRC systems as soon as goods board so that declarations can be processed en route
- Notification of the risking outcome of declarations (i.e. cleared or uncleared) in HMRC systems to be sent to the person in control of the goods)

SPS requirements

Margaret Whitby

What is SPS?

- SPS = Sanitary and Phytosanitary - controls on live animals, products of animal origin (POAO), plants and some plant products
- We will cover a high level overview of what products count as “SPS goods” and what the phased controls look like on both sides of the border
- Certificates required include Export Health Certificates (EHCs) and passports

What is SPS?



Needs a PhytoSanitary (PC) certificate:

- Meat and meat products
- Composite products
- Live animals
- Live plants for planting



No certificate needed:

- Processed plant products (e.g. tomato sauce)
- Packaged plant products (e.g. fresh salads)

EU to GB imports for SPS goods - staged approach

1 January 2021

- Physical checks at destination for high risk veterinary and phytosanitary goods including live animals
- Pre-notification and phytosanitary certificates for 'high priority' plants and plant products
- Pre-notification and health certificates will be required for live animals. Products of Animal Origin (POAO) subject to safeguard measures will need pre-notification by the GB importer and the relevant EHC
- Catch certificates required for imports of fish

1 April 2021

- Pre-registration and EHC for all:
 - Products of animal origin (POAO)
 - High risk food not of animal origin
 - Regulated plants and plant products

1 July 2021

- Control of veterinary and sanitary and phytosanitary (SPS) goods at GB Border Control Posts (BCPs)

In summary

- Traders of SPS goods need to understand the additional requirements attached to their goods
- Transporters of SPS goods need to understand the authorisations needed for the products they are moving and that the border they are moving them through is authorised for them, if required.
- Equally, traders moving products which do NOT need SPS controls need reassurance that their goods are exempt (e.g. tomato puree producers)
- The gov.uk content on this subject is comprehensive - start here
 - [Animals and animal products](#)
 - [Plants and plant products](#)

Q&A

Moving goods before and after 31 December 2020

Heather Jones

The movement of goods from GB - EU that start before the end of the transition period will continue under the rules in place when the movement started, provided the goods being moved have union origin and status.

That means - if goods are loaded before 23.00 (UK time) / midnight (CET) on 31 Dec 2020, they can be moved on a CMR only - "**Convention relative au contrat de transport international de marchandises par route**" which is the standard contract of carriage for goods being transported internationally by road.

This is the same for movements EU - GB (i.e. a CMR or other document that demonstrates the movement started before 23.00 / midnight (CET) on 31 December 2020.

NB: For these types of goods and the **KENT ACCESS PERMIT** see later slide

Passes, permits and systems

Heather Jones

“Check an HGV” service

- The service is designed for RoRo HGV freight **leaving GB for the EU** and will help ensure that only vehicles carrying the correct customs and import/export documentation for the EU’s import controls travel to the ports.
- The service is now live and can be accessed at

<https://www.gov.uk/check-hgv-border/check-an-hgv-is-ready-to-cross-the-border>

Over 1200 Kent Access Permits (KAPs) have been issued already

EBBSFLEET

Operational from: 1 January 2021.

Capacity: 256 HGVs

Intended use: This site will be used by HMRC for CTC checks and customs clearance.

SEVINGTON

Part operational from: 1 January 2021.

Capacity: Up to 2,000 HGVs

Intended use: This will be a multi-functional site used for traffic management from Jan and full border checks from July.

WATERBROOK

Operational from: 1 January 2021.

Capacity: 476 HGVs (175 HMRC and 301 DfT)

Intended use: For contingency use only (should Sevington IBF not be operational) for inbound & outbound HMRC CTC checks and customs clearance.

STOP 24

Operational from: 1 January 2021.

Capacity: 100-170 HGVs

Intended use: This potential site would be used by HMRC for CTC checks.

MANSTON

Operational from: 1 January 2021.

Capacity: 5500 HGVs

Intended use: This site will be used by outbound CTC processing while Brock is activated.

DOVER WESTERN DOCKS

Operational from: 1 January 2021.

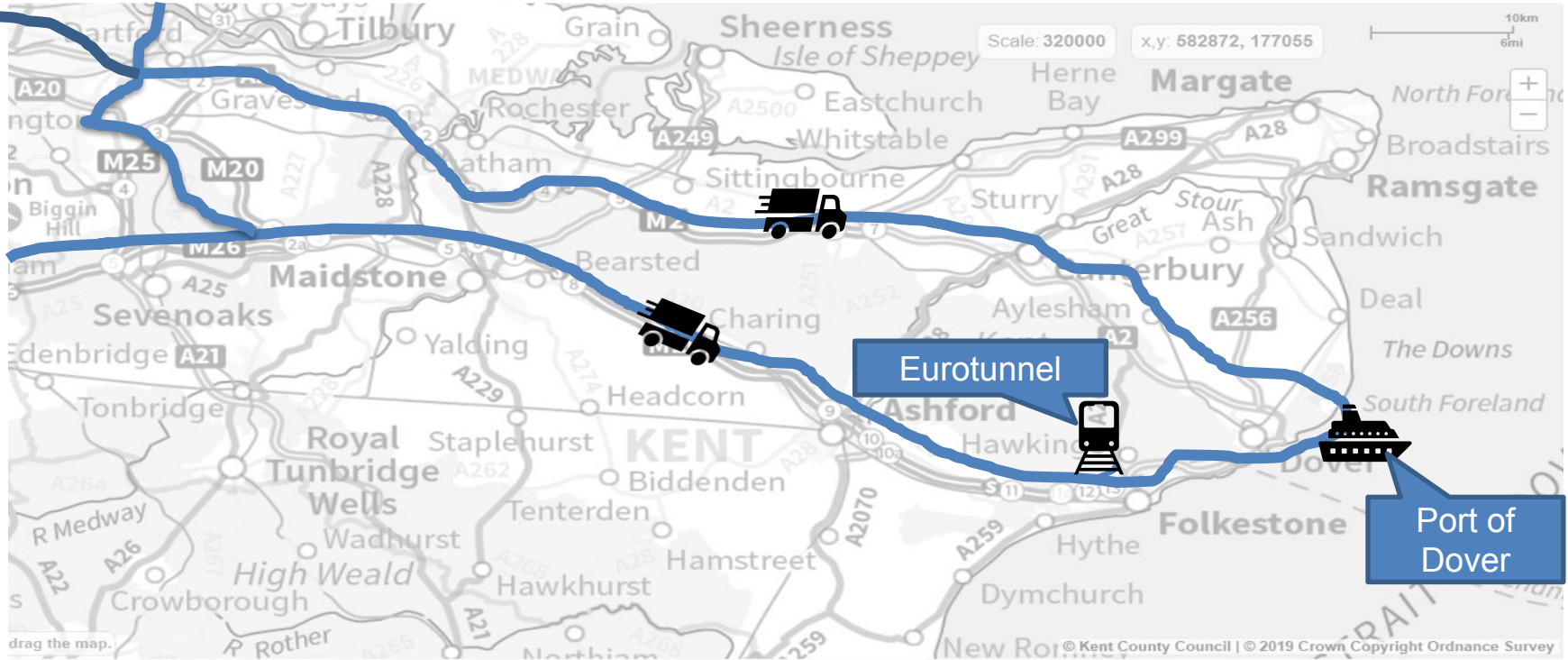
Capacity: 100-170 HGVs

Intended use: This potential site would be used by HMRC for CTC checks and customs clearance.

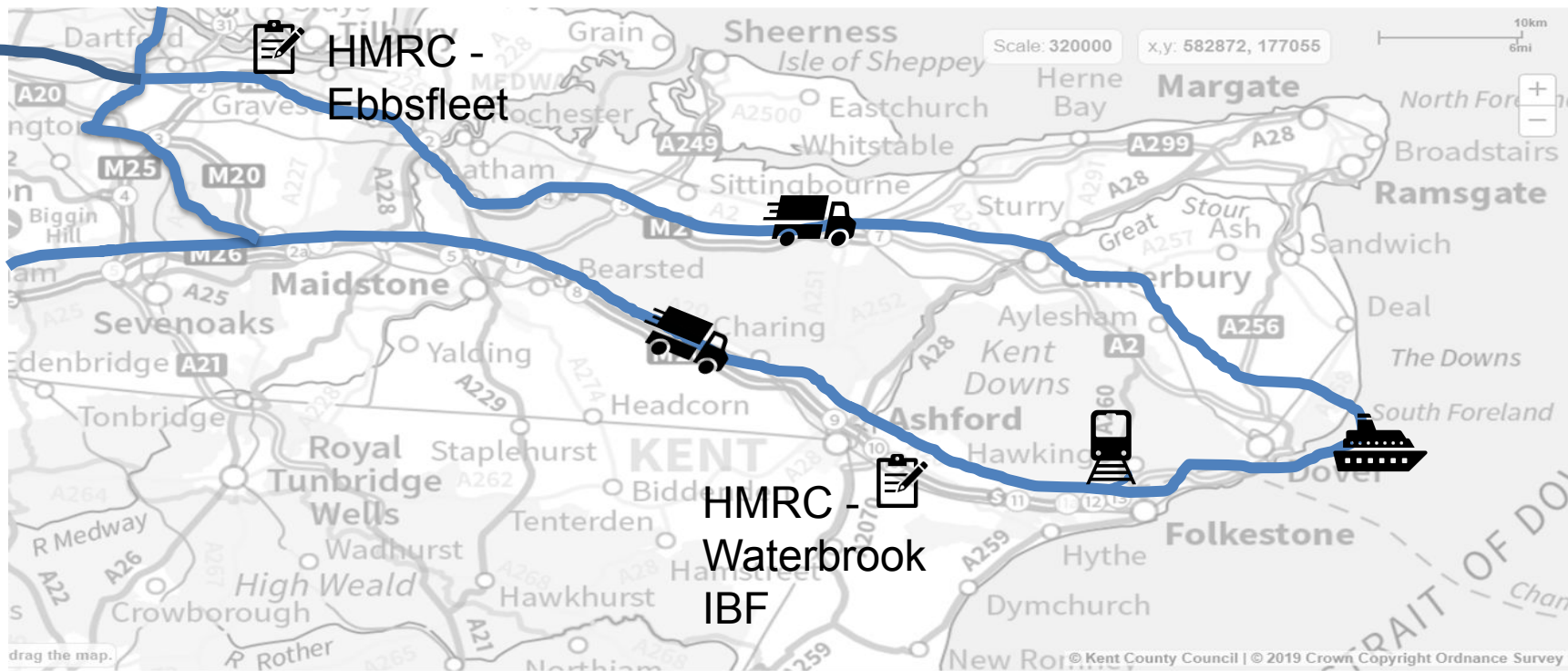
**KEEP
BUSINESS
MOVING**



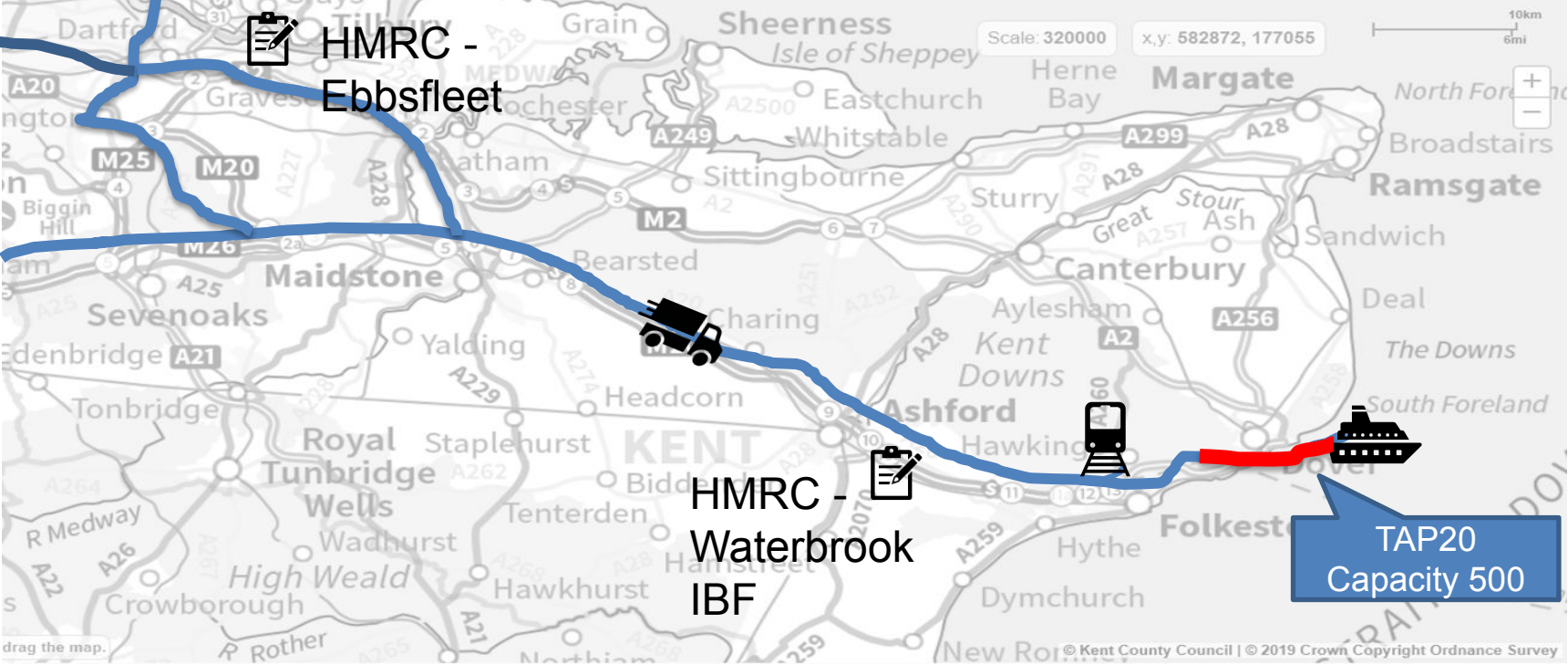
Business as Usual



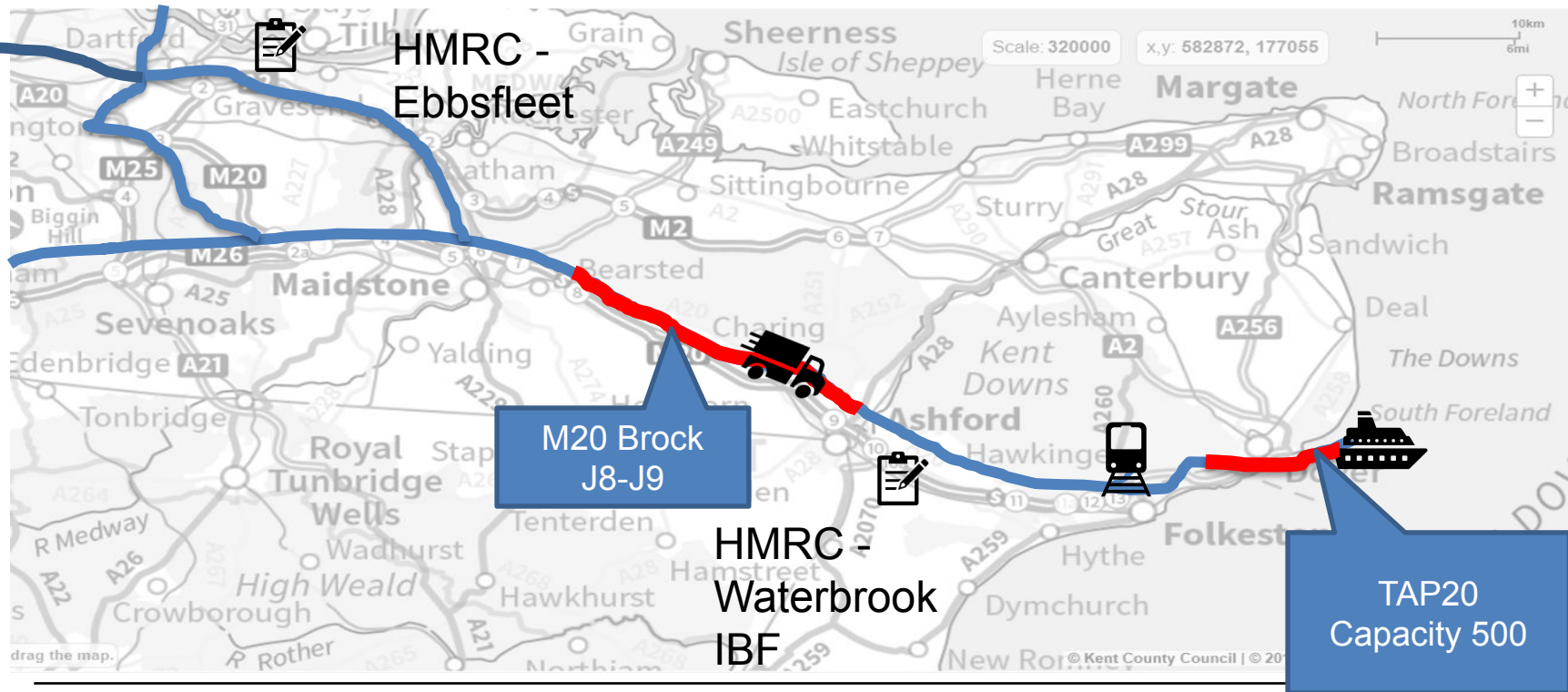
Day 1 - Business as Usual



1st Trigger – A20 queuing from Dover. TAP20 initiated, Freight routed to M20/A20

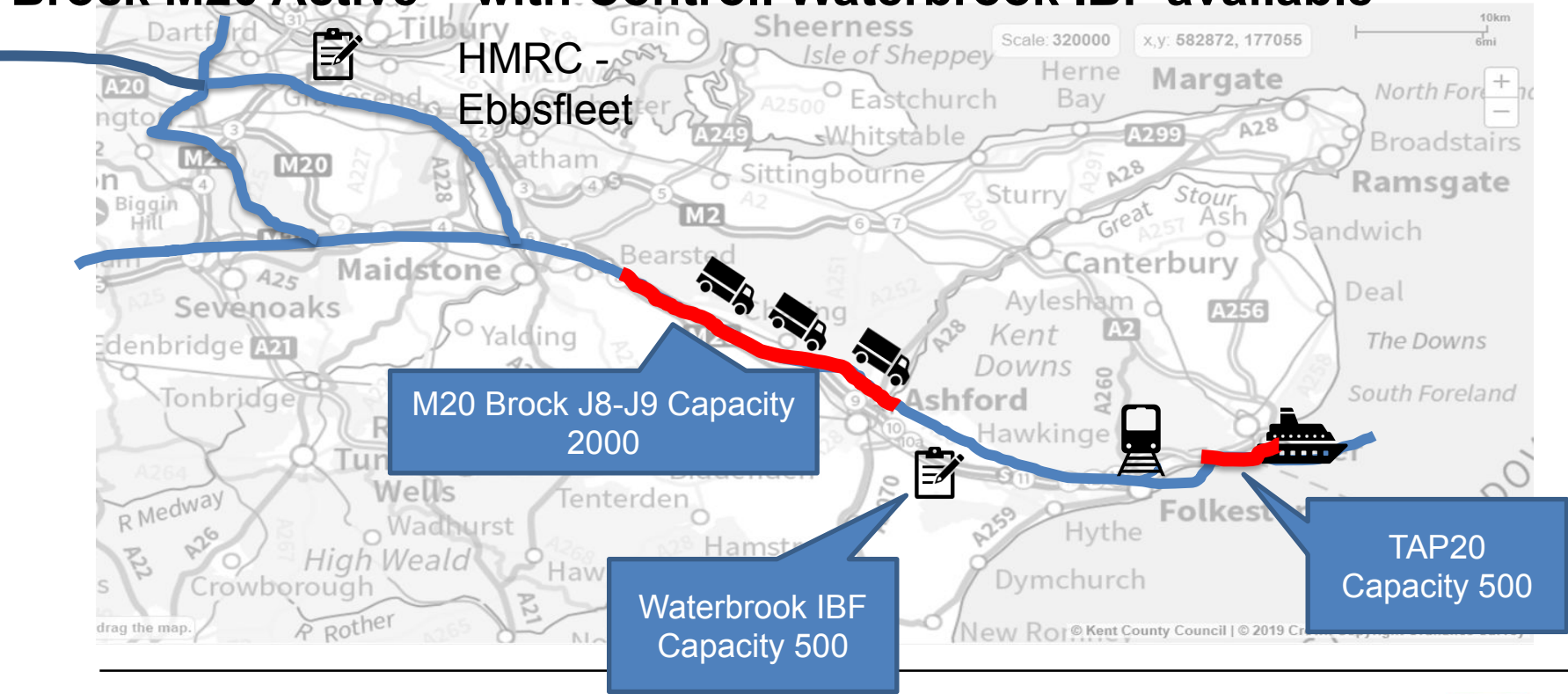


TAP20 initiated, Brock M20 implemented as free flow



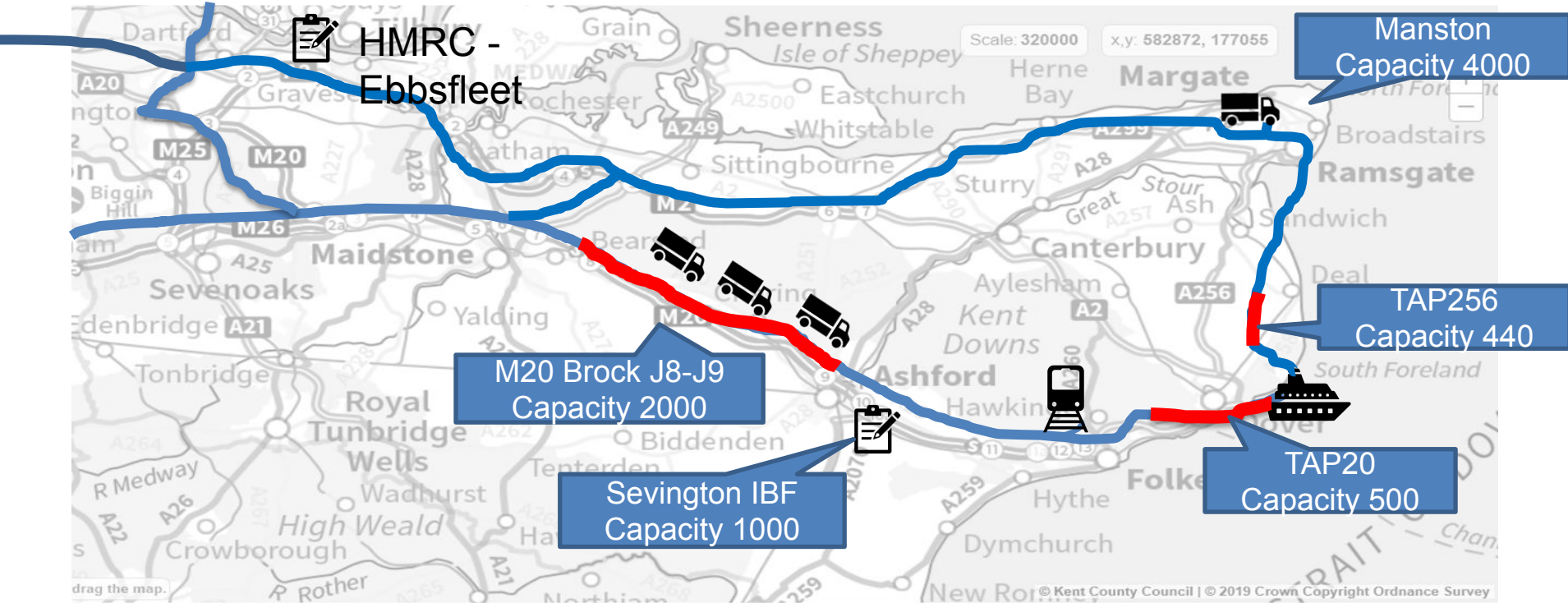
2nd Trigger – TAP20 Full and/or Eurotunnel queuing onto M20

Brock M20 Active – with Control. Waterbrook IBF available



3rd Trigger – Brock M20 3hrs from being full

Brock M20 Active for Eurotunnel, PoD Traffic to Manston



Questions you have asked us

Q: I am exporting goods from the UK to Europe, do I need to get a Kent Access Permit?

A: The Kent Access Permit (KAP) is for HGVs **outbound to EU via Kent only**. It will be issued when a HGV driver has completed the questions on the 'Check an HGV' service and they confirm that they have the necessary documents to be border ready for exit via the short straits.

The KAP is linked to using roads in Kent and when the KAP is issued, the HGV can progress to Eurotunnel terminal in Folkestone or the Port of Dover.

Eurotunnel Border Pass

This Eurotunnel Border Pass (EBP) service allows the haulier to upload information in advance of arrival at the terminals in Folkestone and Coquelles

The EBP and the APIs work between Eurotunnel and the French SI Brexit system and the UK GVMS allowing for the validation and sharing of data between the haulier and Eurotunnel and then between Eurotunnel and French and UK administrations.

Eurotunnel customers can create a virtual wallet to upload in advance customs declarations, sanitary and phytosanitary certificates and also the vehicle registration details.

When the truck arrives at the Eurotunnel terminal the ANPR is scanned and the haulier indicates that the EBP is linked to that crossing by a Y / N on entry to the terminal.

The use of the EBP **does not provide a priority routing** through Kent or at either of the Eurotunnel terminals but it will reduce the time spent at the pitstop.

Arrival at check-in

- On arrival at check-in, your driver simply confirms on the screen that the booking is associated to the Border Pass

 Druk keur	 Polze apai	 Nacisij Tortaj	 Nyomja meg itt	 Apdcaș aiu
 Appoyet iji	 Hlar dröchen	 Zde stisknout	 Oleca ipi	 Hahivorete hyc
Company: <input type="text"/>		Tractor Registration: DLF21BEX		
Length: HGV > 15m		Trailer Registration: BREX20		
Booking number : 10211548				
Border Pass : OF10211548				
Do you want to use this booking and the associated Border Pass for this crossing ?				
YES		NO		

Q&A

Border systems

Heather Jones

ENS requirements - GB to EU via Belgium and Dutch ports

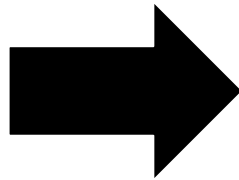
GB - to Rotterdam, Flushing, IJmuiden, Hoek of Holland, Antwerp and Zeebrugge

- The ferry operator makes the ENS entry into the Dutch or Belgium Import Control System (ICS) via Portbase or RX Seaport (Zeebrugge) or C-Point (Antwerp), as soon as possible after departure and no later than 2 hours prior to arrival of the ferry into the EU
- This will be based on data provided by the haulier at the time of making the booking
- For both **unaccompanied and accompanied freight**

Entry Summary Declarations (ENS) - 1 Jan 2021

No requirements for ENS from EU - GB until 1 July 2021

GB to EU - ENS is required on 1 Jan



ENS requirements - GB to EU via the short straits

- **Accompanied freight** - the haulier must make the ENS entry **by EDI only** - or a 3rd party may do it with the haulier's knowledge and consent
- **Unaccompanied freight** - the ferry operator must do the ENS entry **by EDI only** using the manifest from the ship's bag
- **Both** of these are entered into the French **Import Control System**

In order to do that your company must use a certified software which can interact with French IT systems. If your company doesn't have such a software you must either buy/install a **certified EDI solution** or use "**web portals**" developed by some providers. A list of certified "EDI solution (including web portals)" providers is available at:

<https://www.douane.gouv.fr/services-aide/edi>

Systems - France

The smart border “SI Brexit” system is an interface between the legacy systems on the carriers at French Ports and the Eurotunnel terminals and the systems in the French administrations

The “envelope” function allows traders and hauliers to consolidate multiple consignments under a single “Movement Reference Number” (MRN) and allow the haulier to present one single MRN at check-in

EU Exports : At the point of not return i.e. after the ferry and shuttle have departed, the notification of exit is sent automatically to discharge the export declaration (and end the excise movement)

EU Imports: If the trader is using an electronic data interface (EDI), the data entry for all consignments will be automatically changed to “arrived” when the ferry or shuttle is due to arrive in France. A notification will be sent to the declarant to change the status from pre-lodged to arrived

If the trader is not using an EDI, the declarant must activate the change of status themselves
The carriers will display information during the crossing that identifies trucks that are selected for controls on arrival in France.

Systems - Ireland

EU Exports: a Pre Boarding Notification (PBN) will also need to be completed prior to arrival at the port of departure, using the new “**Customs RoRo Service**”

EU Imports: submitted to the new **Automated Import System (AIS)**

PBN – customs declarations should be made via the new “Customs RoRo Service” in advance of arrival at the port of departure in the UK.

Channel Look-Up – provides information during the crossing on whether a vehicle can directly exit the port or if the goods need to be brought to customs for checking.

Parking Self Check-In – drivers whose vehicles have been called for a physical inspection will remain in their vehicle and receive a text message to go to an examination bay when one is available.

Systems - Belgium

RX Seaport (for Zeebrugge)

A port community system- Businesses need to create an account on RX Seaport.

The data is pre-notified for imports and exports through the PCS “e-Desk”. This can be done manually, through a linked data connection or through 3rd party customs software.

Drivers will not be allowed to proceed past check-in if customs declarations have not been pre-notified through the e-Desk of the RX Seaport system. RX sends a message via an app on the driver’s phone or device prior to them setting off for the terminal.

C-Point (for Antwerp)

As above - Businesses need to create an account on C-point.

Systems - Netherlands

The Portbase system:

Port Community System - mandatory at all RoRo ferry terminals in the Netherlands.

If this pre-notification is not done the transporter will not be granted permission to board. This pre-notification can be done as an exporter or importer, but the forwarder, customs agent or transporter can do this as well.

Importers, exporters and their customs agent or transporter will need to register for the Portbase system in order to submit the pre-notification of import and export declarations.

Systems - SPS

TRACES NT

(Trade Control and Expert System)

EU system

For UK exports (EU imports)

EHCs get downloaded and uploaded via this system

EU importers to access and upload documents to

UK has negotiated third country access to the system for:

- UK exports to the EU
- EU SPS goods transiting the UK

IPAFFS

(Import of Products Animals Food and Feed System)

UK only system

For UK imports only

EHCs get logged on this system

UK importers to access and upload documents to

Q&A

Category One Goods and goods prioritisation

Margaret Whitby

BPDG

Category 1 goods - multi-layered approach

Category 1 goods are those essential for the preservation of human and animal welfare and national security. The list of Category 1 goods includes:

- Human medicine
- Medical devices
- Vaccines

The full list of Category One goods can be found at

gov.uk/government/publications/critical-goods-for-government-secured-freight-capacity

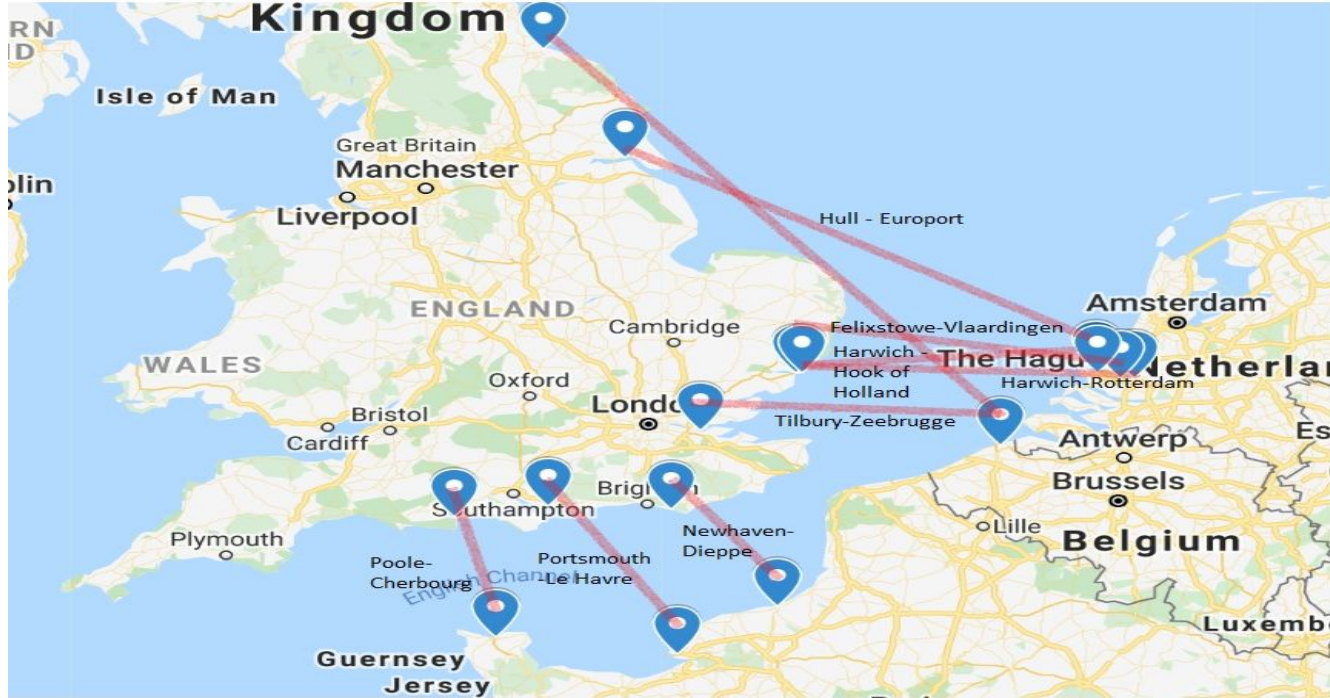
- In preparation for EU Exit, DHSC implemented a multi-layered plan to mitigate risks to supply.
- The multi-layered approach **consists of six layers:**

1. Re-routing	2. Government Secured Freight Capacity and Express Freight Service	3. Trader Readiness
4. Buffer stocks	5. Warehousing	6. Regulatory flexibilities

Secured Freight Capacity:

- human medicines, covering prescription-only, pharmacy and general sales list medicines, clinical trials and children's vitamins (for import and export)
- medical devices and clinical consumables (for import and export)
- vaccines (for import only)
- nutritional specialist feeds, including infant milk formula (for import only)
- biological materials such as blood, organs, tissues and cells (for import only)

Where will this capacity enter/leave the UK?



UK Ports – Poole / Portsmouth / Newhaven / Tilbury / Felixstowe / Harwich / Hull / Teesport

Operator	UK Port	EU Port	Type of Capacity
Brittany Ferries	Poole	Cherbourg	Accompanied
	Portsmouth	Le Havre	Accompanied
DFDS	Felixstowe	Vlaardingen	Unaccompanied
	Newhaven	Dieppe	Accompanied
P&O	Hull	Europoort	Accompanied
	Tilbury	Zeebrugge	Accompanied
	Tilbury	Zeebrugge	Unaccompanied
	Teesport	Zeebrugge	Unaccompanied
Stena Line	Harwich	Hook of Holland	Accompanied
	Harwich	Rotterdam	Unaccompanied

Inland Border Facilities and advice centres

Luke Myers

Goods prioritisation

If there is severe disruption in Kent on routes to Eurotunnel or the port of Dover, HGVs carrying fresh and live seafood for human consumption or day-old chicks exclusively can be prioritised through traffic queues.

Drivers will go through a few checks before they are escorted from a muster / gathering point at Ebbsfleet through the [Kent traffic management system](#) (Operation Brock) queues between junctions 8 and 9.

They will need to present the relevant documents to prove they are carrying one of the categories of prioritised goods.

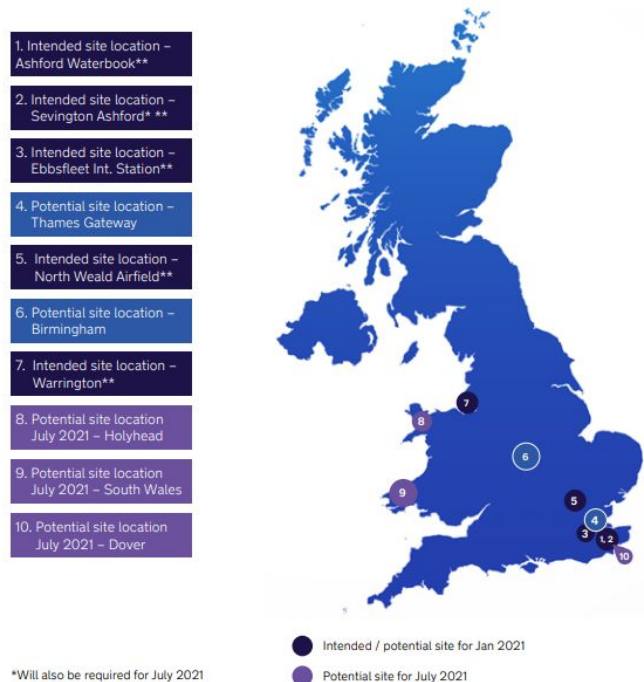
Goods prioritisation

Note about live animals in transit:

- The EU and UK will no longer recognise each other's authorisations on live animals in transit
- In order to get authorised, EU registered traders must:
 - Register their haulage company with the UK and apply for permission to haul live animals
 - Bring each truck individually for inspection by the UK competent authority
 - Each driver must hold UK recognised qualifications
- EU firms cannot apply for these authorisations before 00:00 01/01/21 since live animal transit authorisations may only be issued in one member state
- Therefore, there is no practical way of EU hauliers to transport live animals in the UK on January 1st. It will take several weeks before firms have been able to get the necessary authorisations
- **NB:** All of the above applies in the opposite direction for UK registered animal hauliers wanting to operate in the EU
- Hooved animals (horses excepted) cannot currently be transported through The short straits as there is no authorised point of exit or entry in France

UK Border Infrastructure

Map of intended and potential inland sites
January 2021 and July 2021



*Will also be required for July 2021

** Subject to securing planning permission

- Additional infrastructure is being developed to handle transit (CTC) movements from 1 January 2021.
- Additionally, Border Control Posts will be required in Great Britain for handling SPS checks on goods from the EU from 1 July 2021.

45 advice centres

The Department for Transport has opened 45 advice sites in the UK that hauliers and drivers of heavy goods vehicles can visit for in-person **advice on**:

- new rules and documents needed to move goods between the UK and EU from 1 January 2021
- how to prepare for the changes
- how to use the new [Check an HGV is ready to cross the border service](#)
- You will not be able to perform customs procedures or access a customs agent

The sites are at motorway service stations and truck stops.

Map of sites available here:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/944218/haulier-advice-site-locations.pdf

Inland facilities in Kent

Waterbrook (inbound and outbound)	Ashford, Kent	Start transit movement (office of departure) End transit movement (office of destination) ATA and TIR Carnets stamp CITES licence check Physical checks and inspections traffic management
Dover Western Docks (inbound)	Lord Warden Square, Dover	End transit movement (office of destination) ATA and TIR Carnets stamp CITES licence check Physical checks and inspections
Stop 24 (inbound)	Folkestone Services, Junction 11 M20	End transit movement (office of destination) ATA and TIR Carnets stamp Physical checks and inspections
Sevington (inbound and outbound)	Ashford, Kent	Traffic management only (January) Will take over from Waterbrook late January/early February
Manston (outbound)	Ramsgate, Kent	Use when Port of Dover traffic management processes are put in place

Inland facilities - other

Ebbsfleet (outbound)	Ebbsfleet	start transit movement (office of departure) ATA and TIR Carnets stamp CITES licence check Defra prioritisation (seafood and day old chicks) physical checks and inspections
North Weald (outbound)	Epping	start transit movement (office of departure) ATA and TIR Carnets stamp physical checks and inspections
Birmingham (inbound and outbound)	Birmingham International Airport	start transit movement (office of departure) end transit movement (office of destination) ATA and TIR Carnets stamp physical checks and inspections
Warrington (inbound and outbound)	Warrington	start transit movement (office of departure) end transit movement (office of destination) ATA and TIR Carnets stamp physical checks and inspections
Holyhead (inbound and outbound)	Roadking Truckstop, Holyhead	Office of Transit and Office of Destination, CITES checks, ATA carnets stamps can be done at the Roadking Truck stop – pre-booking required

Q&A

Case study

Short straits

Standard goods export

EU to GB imports - the phased approach

1 January 2021

- Declarations and controls are for excise and controlled goods (made by full declaration or by Customs Freight Simplified Procedures (CFSP) if authorised)
- For standard goods - an entry in declarants records (EIDR) or use CFSP - with a 6 month rolling postponement of the supplementary declaration
- And 6 months deferred payment
- There is no entry summary (safety and security) declaration requirement
- Physical checks will be at the goods' destination for high risk veterinary and phytosanitary goods

1 April 2021

- Pre-notification of all:
 - Products of animal origin (POAO)
 - High risk food & feed not of animal origin
 - Regulated plants and plant products

1 July 2021

- Safety and security declarations requirements start
- Full customs declarations, or use of simplified procedures if authorised to do so and the payment of relevant tariffs at import
- Control of veterinary and sanitary and phytosanitary (SPS) goods at GB Border Control Posts (BCPs)

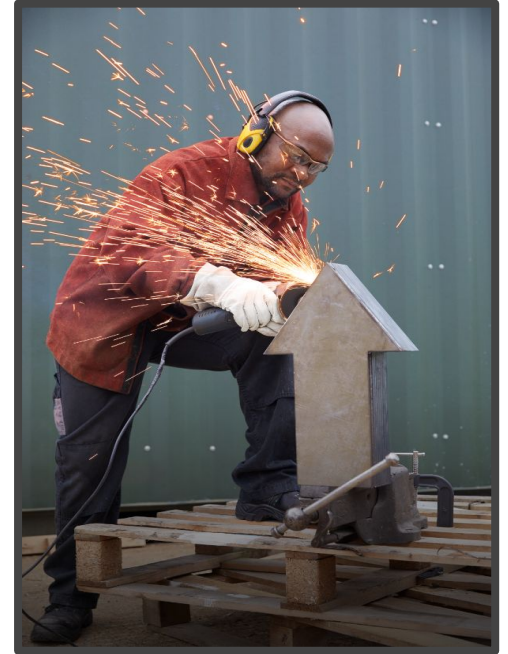
The border will change on 1 Jan

We know that border management will change on 1 January 2021 and that customs procedures will apply to the trade between the UK and the EU.

Today the paperwork needed to transport goods between the EU and the UK consists of a couple of documents: an invoice and contract of carriage.

From 1 January 2021, **at least 9 additional procedures are added**, e.g the certification of the goods, export declaration, the exit of the goods and the requirements needed to then enter the EU, and of course requirements to import goods into GB.

How much time companies will have to spend on customs formalities depends on the individual situation. Readiness is now key to fluidity at the border.



1. Heather has received an order from **Luc**, a restaurant owner in Reims.

2. Heather has a UK EORI number, and she has ensured her products meet the necessary EU labelling and marketing rules.

3a. Heather pre-submits a merged **export/EXS** declaration (EAD) into **CHIEF**, and waits for the system to grant her Permission to Progress (P2P).

4. HMG assesses the declarations, and either grants P2P or asks for the goods to be presented at a designated location for checks before proceeding to port.

In this case, P2P is granted.

5. Luc who has an EU EORI number, has also agreed to do the ENS entry to ICS on behalf of **Chris**. Luc has also pre-logged the import declaration. The **MRN** is then communicated to **Chris** (and / or **Chris's** firm) by email

Heather – GB Exporter

Luc – EU Importer

Chris – Haulage Comp

Eurotunnel / Ferry

HMG

DELTA G / SI Brexit

Case study 1 - Exporting non-ceramic pottery (standard goods) from Great Britain to France via Eurotunnel (or either ferry operator) from January 2021 non-transit

6a. Chris picks up the goods from **Heather's** warehouse.

6b. When loading the goods, Chris must ensure he receives the relevant Movement Reference Numbers (MRNs) which **Luc** has sent to **Heather** already

6c. Chris completes the entry on **"Check an HGV"** is ready to cross the border" service on gov.uk and receives a **Kent Access Permit** and sets off for Kent

6d. Chris is an existing account holder with Eurotunnel - he uploads the MRN into the **Eurotunnel Border Pass** (EBP) - same applies at Dover with 5 questions asked at the ferry operator check in

6d. Within 1 hour of the shuttle arriving, **Luc** (who has an EU EORI number has received the ENS data needed from Chris about his crossing). He has entered the ENS entry into the French **Import Control System** via EDI.

7a. Chris arrives at Folkestone - his ANPR is scanned on entry and he is asked to confirm **Y/N** to his EBP and the crossing being linked and also **Y/N** that the terms & conditions of carriage have been met (i.e. that an ENS entry has been made)

7b. Chris drives to the pitstop - the time there is reduced by using the EBP.

7c. If this was a movement via ferry, Chris' driver would be asked the following questions at check-in:

Customs / transit declaration (MRN) post, empty, fish or POAO

8a. At the pitstop, the ANPR data and the pre-logged MRN data are paired by the Eurotunnel operative. **This is done by the staff at the ferry operators check in.

8b. At point of no return, Eurotunnel sends the paired data set containing the MRN via **SI Brexit** using their API which updates the **Delta G system** (douane) – this action confirms that the shuttle has exited the UK. (*The system is called Delta T if the supply chain is using transit)

8c. Once **Chris** is on board the shuttle, he can observe the status of his truck by ANPR reference during the journey. (On the ferries it is via TV screens in the driver's lounge) At this point, the display default is **orange-douane** unless the HGV is empty in which case it is **Green**

*Eurotunnel receives a status update during the 35 minute crossing - and refreshes the status for the drivers to see - minutes after departure and up to time of arrival

3b. Luc has made a pre lodged import declaration by EDI into **DELTA G** and has sent the MRN of that declaration to **Heather**

8d. Following the remote risk analysis, a message is sent from SI Brexit to Delta G, and onto the Eurotunnel (or ferry operator) system.

8e. The declaration will then be tagged with **orange-douane** status during the remote risk analysis. The "on board" message appears in the Delta G system for each declaration.

8f. If the analysis is OK, Luc gets an automated message. Then another message is then sent from Delta G to SI Brexit to update the declaration's status to "arrived"

8g. In this case, the status of **Chris** consignment is given the **green** notification and he leaves for his delivery destination.

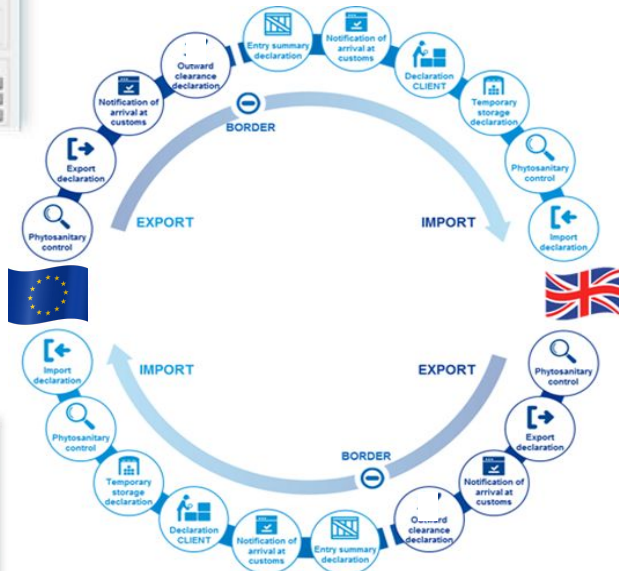
*If the consignment(s) had been selected for a control, **Chris** would need to communicate via "agent liaison" on arrival, who act as an intermediary between drivers and the "commis" (port runner) who are based within the terminal, and they will contact the authorities if the matter requires their intervention.

9. Chris arrives at **Luc's** restaurant with the pottery.

10. Any duty and Import VAT are now due from **Luc**, as the consignment has arrived in the EU.

[illegible]

<p>1 Name and address of exporter</p> 	<p>1 PHYTOSANITARY CERTIFICATE No. EC / NL /</p>
<p>2 Declared name and address of consignee</p> 	<p>2 Plant Production Originator(s) of the Netherlands (to Plant Production Originator(s)) 3 Place of origin</p>
<p>4 Declared nature of consignment</p> 	<div style="text-align: center;">  agriculture, nature and food quality </div>
<p>5 Detailed point of origin</p> 	<p>6 Quantity declared</p>
<p>Important notes: conditions and descriptions in parentheses are optional</p>	
<p>.....</p>	
<p>.....</p>	
<p>.....</p>	
<p>.....</p>	
<p>20 It may be required to provide additional information or other supporting documents upon request. It has been suggested to add a note according to signature official procedures, but it is considered that by first mentioning plant specifically in the foregoing containing parts, and are considered to contain both the current phytosanitary requirements of the importing contracting party, including those for signature authorisation given.</p>	



The screenshot shows a software interface for a 'Bewijs van afname' (Proof of removal) form. The form is titled 'Bewijs van afname' and 'Bewijs van afname'. It is divided into two main sections: 'Bewijs van afname' and 'Bewijs van afname'. The 'Bewijs van afname' section contains fields for 'Bewijs van afname' and 'Bewijs van afname'. The 'Bewijs van afname' section contains fields for 'Bewijs van afname' and 'Bewijs van afname'. The form is titled 'Bewijs van afname' and 'Bewijs van afname'.

The screenshot displays the SAP Project System (PS) interface. On the left, a Gantt chart shows the project schedule for 'PS-PROJEKT' (Project Number: 10000000). The chart is divided into three main sections: 'Planung' (Planning), 'Ausführung' (Execution), and 'Abschluss' (Completion). The 'Planung' section is highlighted in green. The 'Ausführung' section is divided into 'Vorbereitung' (Preparation) and 'Durchführung' (Execution). The 'Abschluss' section is divided into 'Abschlussarbeiten' (Completion Work) and 'Projektabschluss' (Project Completion). The Gantt chart shows the duration of each activity and the overall project timeline.

On the right, the 'Technische Spezifikation' (Technical Specification) table is visible. It contains the following data:

Material	Unit	Quantity	Unit of Measure
10000000	Stück	1	Stück
10000000	Stück	1	Stück
10000000	Stück	1	Stück
10000000	Stück	1	Stück

Below the table, the 'Technische Spezifikation' (Technical Specification) is displayed, showing the project name 'PS-PROJEKT' and the project number '10000000'.

Pets (dogs, cats and ferrets)
and importantly, my dog, Biff
Heather Jones

Pet travel - EU pets travelling to GB

- Entry requirements **from the EU to the GB** will not change
- Pets will require a microchip, up-to-date rabies vaccinations and dogs will need a tapeworm treatment if they are not travelling from a tapeworm-free country
- GB will continue to accept EU-issued Pet Passports



Pet travel - GB pets travelling to EU

UK now has part 2 listed status

GB nationals taking pets to the EU will face:

- Same ID/health rules, **Animal Health Certificates (AHC)** issued by a GB official vet will replace UK pet passports
- Pets travelling from GB will also need to enter the EU via a **Travellers Point of Entry (TPE)**

****If you purchase an EU pet passport prior to 31 Dec 2020, showing the rabies vaccination done in the EU or in the UK before the end of transition, this will also be acceptable - no need for the AHC (c. £50 per certificate and this is per journey)**

Guidance is available on gov.uk



Q&A

Margaret Whitby

Questions asked

Q: I have an EU EORI. Do I also need to get a UK EORI from 1 January 2021? If so, how do I apply for a UK EORI?

A: A UK EORI number is necessary if you need to interact with UK customs systems. If importing, exporting or transporting goods to or through the UK then you will need a UK EORI.

You can apply now for a UK EORI if you do not have one. It is a simple and quick process. You do not need to be established or have a VAT number in the UK to get an EORI number but you may need to set up a Government Gateway account on GOV.UK. Further info is available at: gov.uk/eori

Questions asked

Q: Should the driver carry the importer's EORI number details when moving standard goods from 1 Jan to 30 June?

A: Yes, it is necessary to carry the EORI number, and present it if they are stopped for checks and if the importer is using staged import controls (and they don't have the MRN of the pre-lodged frontier dec).

Questions asked

Q: What is necessary for making an Entry Summary Declaration (ENS) declaration in GB?

A: This is only required from **1 July 2021** - there is a waiver for ENS declarations into GB from **1 Jan 2021**

To register, you will need a valid GB EORI number and the postcode for the address given in your GB EORI registration.

You will also need details of the goods and access to the **GB safety and security** IT system.

Questions asked

Q: My company is based in the EU.
Can I still access GB Duty Deferment
Accounting (DDA) or will I need to
establish a UK entity?

A: EU companies will be able to access
GB DDA provided they have a
Comprehensive Customs Guarantee
backed by a UK financial institution

Questions asked

Q: Is the choice of 'pre-lodgement' or 'temporary storage' available at every entry point?

A: Border locations can either use the temporary storage model, or the newly developed pre-lodgement model (developed as an alternative for where border locations may not have the space and infrastructure to operate temporary storage regimes)

Traders and hauliers will need to plan a route that works best for them and with their import/export partners and consider SPS requirements if needed for the commodities they are moving

QUIZ

Luke Myers

Quiz question 1

Q1: Does an EU business **exporting to GB** need a GB EORI number as well as an EU EORI number?

B: If you interact with the UK systems you will require both an EU & GB EORI number

Quiz question 2

Q2: Does the Export Health Certificate (EHC) need to travel with the consignment?

D. The original wet signed EHC will need to travel with the consignment and an electronic copy provided to the EU importer for uploading to TRACES.

Quiz question 3

Q3: What documents will a HGV driver require to enter GB from 1 January 2021 ?

C: A driver should have an MRN or TAD, a trader EORI (if deferring declarations, between Jan-July 2021) any certificates or licences, July 2021 an entry summary declaration

Quiz question 4

Q4: What was the first company to use Santa in advertising and changed the colour of his suit to red and white ?

D: Coca Cola

Quiz question 5

Q5: Can I use the Goods Vehicle Movement Service (GVMS) at any GB port for any type of goods movement ?

C: GVMS will be available from 1 January 2021 for inbound to GB transit movements and from 1 July 2021 for all other movements at ports that adopt GVMS.

Quiz question 6

Q6: If I move goods before midnight on 31 Dec but will not arrive in France until after midnight on 1 Jan 2021, how do I get an Kent Access Permit to progress to the port or tunnel - as I will not have a GMR or an MRN?

C: Use the C-HGV service and tick that the customs formalities have been completed - you will receive a green routing to progress to the border - make sure you carry the CMR document with the load, as you may be selected for a control on arrival in France

D: Do nothing

Check List



Get an EORI number - GB or EU or both



Decide who will be completing your export / import or transit and safety & security (ENS into the EU) declarations



Check applicable customs duties and taxes



Make sure your goods are not subject to special regulations - including if your vehicle is empty or you have returnable packaging



Decide who will be transporting your products and their obligations (e.g. ENS)



Secure your customs clearance procedures for exports



Plan ahead for your customs clearance procedures for imports



Agree incoterms

FCDO Contact

The Foreign, Commonwealth and Development Office FCDO have set up a mailbox for all questions relating to the end of the Transition Period; and another for Protocol enquiries.

- Enquiries (officials / internal use only) relating to the end of Transition Period can be directed to the FCDO mailbox: euexit.response@fco.gov.uk
- Protocol enquiries (officials/ internal use only) can be sent to FCDO Protocol Directorate: Protocol.Enquiries@fcdo.gov.uk
- Trade enquiries should first go to the [EU Transition Trader and Industry Forum](#), which provides the most comprehensive information across all sectors. If the information cannot be found here, then DIT can be contacted on: euexit@trade.gov.uk
- For out of hours issues (between 2200 and 0700): response@fco.gov.uk

Please continue to contact bilateral desks on COVID-19 and bilateral issues

Operational Contact - BPDG contacts

We have shared operational contact details with officials from Member States with key ports

For other technical questions / issues please contact us at: eu-ms-engagement@cabinetoffice.gov.uk

We are also providing support to border industry via the chat forum set up by the Intermediaries Task Force

COVID response for short straits

Verbal update of latest lines

Bedankt en fijne
kerstdagen

Kiitos ja hyvää
joulua

Mulțumesc și
Crăciun fericit

Gracias y feliz
navidad

Hvala in srečen
božič

Thank you and
merry Christmas

Tak og god jul

Dziękuję i
Wesołych Świąt

Děkuji a přeji
Veselé Vánoce

Ďakujem a šťastné
vianoce

Hvala i sretan Božić

Grazie e Buon
Natale

Ευχαριστώ και καλά
Χριστούγεννα

Obrigado e feliz
natal

Köszönöm és
boldog karácsonyt

Go raibh maith agat
agus Nollaig Shona
duit

Merci et Joyeux
Noël

Vielen Dank und
fröhliche
Weihnachten

Благодаря и
честита Коледа