

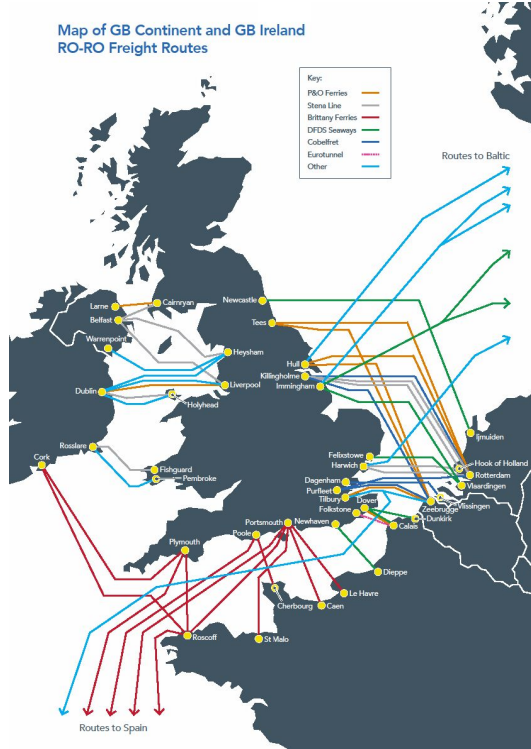
Requisitos fronterizos entre el Reino Unido y España al final del periodo de transición.

Seminario Informativo - 28 de octubre 2020

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

Industry Day- 28/10/20

Spain



Stella Jarvis

Director Planning and Assurance

Border Protocol and Delivery
Group (BPDG)

HMG at the border

30+ Departments and agencies



HM Revenue
& Customs



Office for Product
Safety & Standards



Department
for Transport



Department
of Health &
Social Care



Department for
Business, Energy
& Industrial Strategy



Driver & Vehicle
Standards
Agency



Border Force



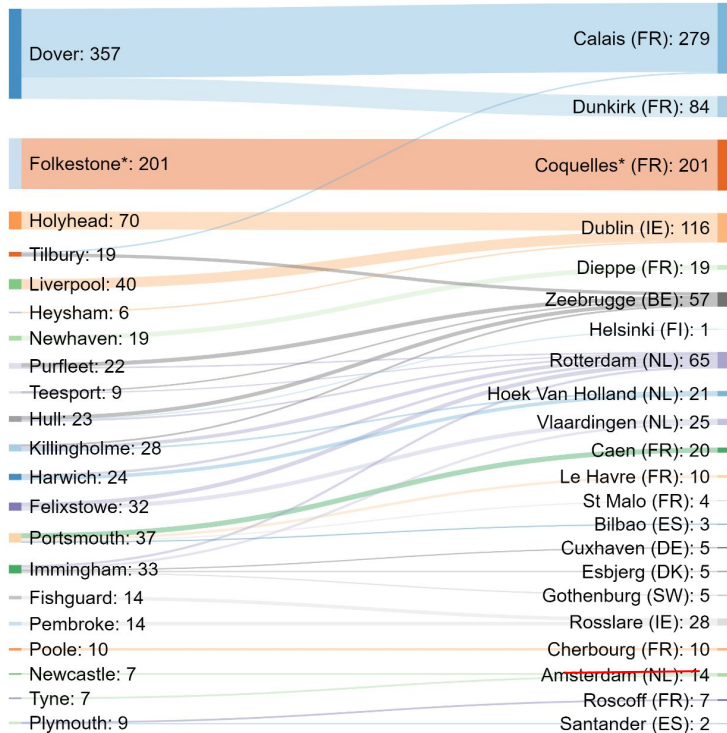
Department
for Environment
Food & Rural Affairs



Home Office

**KEEP
BUSINESS
MOVING** 

UK trade flows



- **GB** Roll-on, Roll-off ferry ports and their **EU destinations**.
- The number of **ferry arrivals** into each port each week is stated, and the width of the lines connecting each port is proportional to the **number of crossings** between them.

End of transition period: Scenarios

An negotiated outcome is our goal

Whether we reach a negotiated outcome or not, the UK will leave the EU customs area and the EU single market.

This means that there will be new processes that the border industry will have to comply with.

Implications for businesses who trade with the EU

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

- There are 145,000 GB businesses which only trade with the EU
- Greatest risk is with SMEs, including small businesses which serve supply chains
- The biggest challenge is to prepare for new customs arrangements and controls

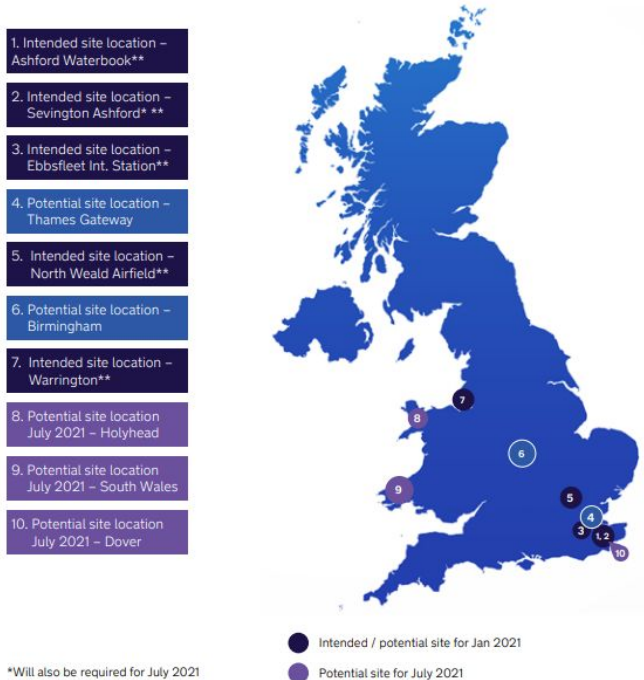
Risk to flow of goods at the border and to business if businesses are not ready for changes on 1 January 2021

UK intermediaries & customs agents

- The UK Government has introduced a set of measures, including £50m additional funding to support the intermediaries sector. Half has now been allocated.
- The additional funding will help to fund improved IT, more training and additional recruitment, all of which will increase capacity within the sector and build on the success of the grant scheme to date
- A change in direct representation rules to remove the financial risk from intermediaries will allow intermediaries (with CFSP) to use their authorisation to act **directly for GB registered** traders without the intermediary becoming jointly liable
- Low value bulking for imports allowing parcel operators to continue declaring multiple consignments in a single customs declaration
- Trader Support Service (TSS) available for any business in moving goods between Great Britain (GB) and Northern Ireland, sign up at gov.uk/guidance/trader-support-service

UK Border Infrastructure

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



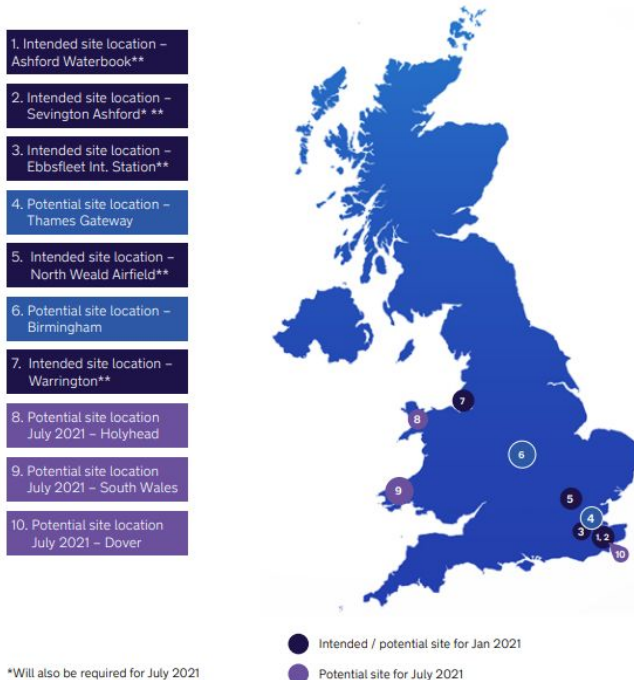
*Will also be required for July 2021

** Subject to securing planning permission

- HMG have announced £470m for inland and at-port (includes rail and air) infrastructure with the launch of a £200m for the infrastructure fund.
- The Port Infrastructure Fund (PIF) will provide ports with grants to help build the necessary facilities required to handle new customs procedures at the end of the transition period.
- Where ports have the space and capacity to build on site, we have said that we will support them to do so through the Port Infrastructure Fund, which is now open for applications. Where ports do not have the space, HMG will make inland provisions.
- Engagement is underway with ports and we are speaking to Local Authorities about potential inland sites. Final decisions on all inland sites will be set out in due course.

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

- For January 2021, infrastructure will be needed to meet the following requirements.
- CTC processes – Offices of Departure and Destination to start and end CTC movements, including the issue of Transit Accompanying Documents (TADs), and facilities for Office of Transit compliance checks.
- ATA Carnet processes – offices to wet stamp ATA Carnets for temporary imports and exports.
- CITES processes – to wet stamp CITES permits accompanying relevant goods.
- Traffic management processes – lorry holding capacity for use in the event of disruption.
- A full list of ports providing such facilities will be published as soon as possible.

Today is for you

More information

More questions with answers

More clarity

Margaret Whitby

Readiness polls are running

Please answer our short questions

Go to sli.do on your browser or phone

Use the code #BPDG



Trader readiness among EU businesses

Top line is Spanish industry, the other four bars are other EU Member States. NB: this is a small sample from our readiness events. * data sources vary.

Red: Unaware of actions required

Orange: Aware but not started **Green:** Some action taken

Blue: I am ready



Poll 1

Are you/is your business aware that the end of the transition period will have an impact on the way you trade with the UK?

- a. Yes
- b. No



Poll 2

Which of the following statements best applies to you/your business?

- a. I do not understand what actions I need to take for the end of the transition period.
- b. I know what actions I need to take; but I have not yet taken any actions.
- c. I have started to take actions; or plan what I need to do.
- d. I have taken the actions I need to be ready.





Heather Jones

Deputy Director, EU Member
States Engagement

Border Protocol and Delivery
Group (BPDG)

Agenda

- 1) The basics - moving goods and border readiness for the end of the transition period
- 2) Presentations by UK Government Departments
 - HMRC - Customs, Safety & Security procedures / (Entry and Exit summary declarations) & Transit (CTC) requirements
 - DEFRA / FSA Moving food, animals, plants and other controlled goods
 - DfT / Transport
 - BEIS / Product conformity and standards

Agenda

- 3) Carrier / ports and short straits presentations
- 4) Case studies - thematic overview
 - Case study 1 - EU - GB movement (excise goods)
 - Case study 2 - short straits GB-FR / FR-GB movements (standard goods)
- 5) Plenary discussion and event closure

Keep business moving

The reason for preparing for the end of the transition period is the significant changes in trade between the EU and GB. For those who have not traded outside the EU before, this simple example might help:

- If you currently move goods to/from GB/EU, you only need an invoice and a transport order because with those papers you are able to book a ticket or contract on a RoRo service
- After the end of the transition period, it all starts with a **export declaration**
- Then when you arrive at the port or terminal, a departure message needs to be sent to customs authorities etc etc.
- GB will take a phased approach to **import** declarations and a waiver for entry summary declarations from **1 January 2021 until 30 June 2021** and **Transit** can be used from **1 January 2021** but an export declaration will be required and an EU import or transit declaration + a ENS entry will be required from 1.1.21

Keep business moving

NB: apart from the simple 2 formalities of an invoice and a transport document now to move goods between the EU and GB, you will have **at least 9 additional procedures** to take into account, depending on your role in the supply chain



EU to GB imports

1 January 2021

- Declaration and control for excise and controlled goods (full declaration or CFSP)
- For standard goods, keeping records (EIDR or CFSP) - with a 6 month postponement on the full declaration, based on a self assessment
- 6 month deferred payment
- No safety and security declaration
- Physical check at destination for high risk veterinary and phytosanitary goods

1 April 2021

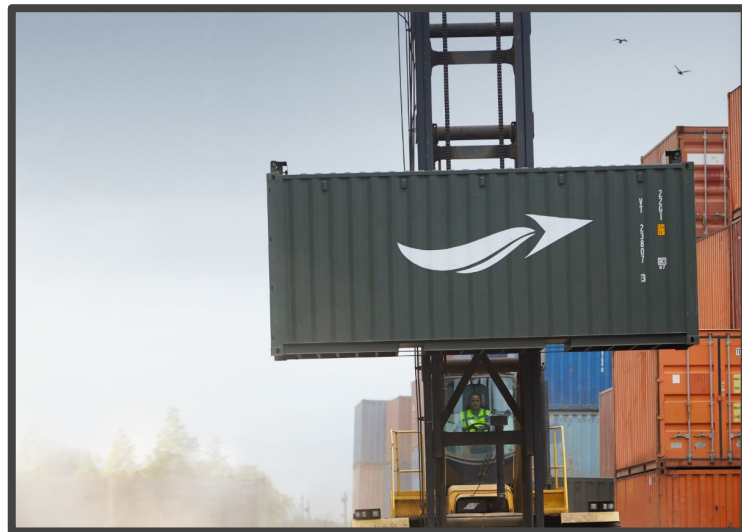
- Pre-registration for all:
 - Products of animal origin (POAO)
 - High risk food not of animal origin
 - Regulated plants and plant products

1 July 2021

- Safety and security declarations
- 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)

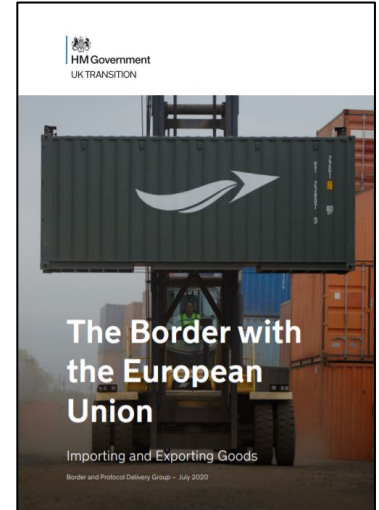
It is a joint responsibility to prepare

- The business community must prepare for the additional burdens
- Cooperation between government and logistics is vital to reduce the impact
- Preparation is needed in EU Member States, as well as in GB



UK Border Operating Model

- The second iteration of the Border Operating Model was published on the 8th October and includes new and further detail on a number of key policy areas. BPDG are also focussed on including as much information as possible regarding infrastructure arrangements and are working closely with departments.
- Step by step [import](#) and [export](#) guides are also available on gov.uk



Basics

EORI numbers

- GB Importers and exporters must have an EORI number issued by the UK
- EU importers and exporters must have an EORI number issued by an EU Member State (EORI numbers issued by UK will not be valid in the EU following the end of the transition period)
- A GB haulier will also need an EU EORI if they are, for example, the responsible entity for entering ENS data into a MS ICS system (accompanied freight)

Establish and agree Terms and Conditions

- Ensure responsibility for **duties, clearance and dispute resolution** is clear
- The International Chambers of Commerce publish standard trading terms and conditions [iccwbo.org/resources-for-business/incoterms-rules/incoterms-2020/](https://www.iccwbo.org/resources-for-business/incoterms-rules/incoterms-2020/)

Basics - Getting an EORI number

EU economic operators not established in the UK **and** UK economic operators not established in the EU from 1 January 2021 may also need a UK or an EU EORI number (respectively) in order to:

- Lodge a customs declaration in that customs territory
- Submit an [Entry Summary Declaration \(ENS\)](#)
- Lodge an [Exit Summary Declaration \(EXS\)](#)
- Lodge a temporary storage declaration in that customs territory
- Act as a carrier for the purposes of transport by sea, inland waterway or air;
- Act as a carrier who is connected to the customs system and wishes to receive any of the notifications provided for in the customs legislation regarding the lodging or amendment of entry summary declaration

Basics - Getting an EORI number

EU traders can apply and get a UK EORI number now

GB traders and hauliers may wish to pre-apply for an EU EORI number ahead of 1st January 2021.

However, some Member States' IT systems are unable to pre-allocate EU EORI numbers to GB traders and hauliers, but they are able to accept applications in advance, and will officially allocate the EORI numbers on the day following the end of the transition period (or later)

UK EORI

Get an **EORI number** issued by the UK if you do not already have one (it starts with GB). It takes five to ten minutes to apply on GOV.UK.

[gov.uk/eori](https://www.gov.uk/eori)

EU EORI

The below link shows the list of National customs websites across the EU:

[Europa : National Customs Websites](#)



UK Phased import controls

For GB traders making an entry in their own commercial records and later providing a supplementary declaration for standards goods, the records must contain the following details:

- Customs procedure code
- Declaration unique consignment reference (a reference number that allows you to identify the consignment in your records)
- Purchase and, if available, the sales invoice numbers
- **Date and time of entry in records – creating the tax point**, which is used for working out VAT payments later
- Any temporary admission, warehousing or temporary storage stock account references
- Warehouse approval number
- Written description of the goods – so they are easy to identify and to decide the correct commodity code to use.
- Customs value
- Quantity of goods – for example, number of packages and items, net mass
- Details of licensing requirements and licence numbers
- Details of any supporting documents, including the serial numbers, where appropriate, needed before the goods can be released
- (If an agent making a declaration on behalf of someone else) details of the person being represented

Basics - Established in the UK

A person or business needs to be established in the UK to be able to meet a number of customs rules, e.g. apply for a wide range of customs authorisations and simplifications such as special procedures, AEO authorisation or customs freight simplified procedures (CFSP).

What does “established in the UK” mean?

It can vary for individuals and corporations. The evidence you may need to provide includes:

- A certificate of registration issued by the Registrar of Companies
- Details of where staff are employed and the work that they carry out
- Physical premises owned or leased by the business
- Details of contracts, orders or invoices held or issued by the business
- Proof that the business has its own accounts

Basics - Established in the UK

Further details on being UK established can be found on

[gov.uk/guidance/check-if-youre-established-in-the-uk-or-eu-for-customs](https://www.gov.uk/guidance/check-if-youre-established-in-the-uk-or-eu-for-customs)

[Who should register for UK VAT](#) provides advice on Non Established Taxable Person (NETP) status

Note that Spanish (and other EU) companies can use a UK registered company to act as their importer for this

Basics - Established in the EU

EU Establishment means:

- Must be **established in the EU** and involved in the operation, could be a freight forwarder or carrier
- Must have an **EU VAT number**
- **UK businesses** will need an **EU (VAT) registered company** to act as an EU exporter or as a representative

Presentations by UK Government departments

HM Revenue and Customs

David Vallely

External Stakeholder Team

Customs, VAT and Excise



HM Revenue
& Customs

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Customs

- 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

Import declarations - 1 January 2021 to 1 July 2021

Goods must be pre-logged in advance of crossing if moving through a listed RoRo port or a location without existing systems or use transit CTC)

- To facilitate readiness, traders moving **non-controlled** goods to GB will be allowed to declare their goods by making an entry into their own records. Information on what is required as part of that record can be found in the Border Operating Model - 1.1.3
- Businesses will be required to keep records of their imports and submit this information, via a supplementary declaration within 6 months of import and pay the required duty via an approved duty deferment account
- Traders moving **controlled goods** (e.g. excise goods) will need to make a frontier declaration. This declaration can be full, simplified, or a transit declaration depending on the trader's authorisation

Export Declarations from 1 January 2021

- Traders exporting goods from GB into the EU will need to submit export declarations for all goods
- 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 or goods moving under duty suspense only**, 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



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 and Government officials can carry out any checks before goods are released from the facility
- 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

Goods Vehicle Movement Service (GVMS)

Goods Vehicle Movement Service (GMVS) will, 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 (Goods Movement Reference or GMR) at the frontier to prove that their goods have pre-logged 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
- **Automate the Office of Transit function, marking the entry of goods into GB customs territory (this will be available for 1 Jan 2021)**
- 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)

GVMS - Imports overview from 1 July 2021



Generate a Goods Movement Reference (GMR) for each vehicle from within the Goods Vehicle Movement Service and populate this with unique reference details for all customs declarations:

- Import
- Safety and Security
- CTC Transit

Validate GMR

Trigger automatic arrival / complete Office of Transit function (if applicable) by sending the GMR to HMG

Independently capture or verify the vehicle registration number / trailer or container registration number

Risking carried out by HMG on declarations

Status update notification sent to person in control of the goods before they arrive

GVMS - Exports overview from 1 July 2021



Generate a Goods Movement Reference (GMR) for each vehicle from within the Goods Vehicle Movement Service and populate this with unique reference details for all customs declarations:

- Export (containing S&S information)
- CTC Transit

For RoRo, await Permission to Progress to proceed to the port of departure.

Validate GMR

Trigger arrival process and automated departure

Independently capture or verify the vehicle registration number/trailer or container registration number

Receive notification that goods have departed

Excise

- From the 1 January 2021, the Rest of World rules will apply to imports and exports of excise goods moving between GB and the EU. Businesses will need to complete customs import and export declarations using the relevant codes for duty paid or suspended goods
- If businesses move duty suspended excise goods to and from a tax warehouse to the place they enter and exit GB they must use the UK version of Excise Movement and Control System (UK EMCS). UK EMCS must also be used to move duty suspended excise goods from UK warehouse to UK warehouse

VAT

- The Government announced at Budget that from 1 January 2021, postponed VAT accounting will be available to VAT registered businesses for imports of goods from all countries, including from the EU
- Traders will not be compelled to do so unless they import non-controlled goods and either delay their supplementary customs declarations; or use the Simplified Customs Declarations process, and make an Entry in Declarants Records.

DEFRA

Sanitary & phytosanitary requirements (SPS) and controlled goods update

- James Sharples
- Jack Tilbury
- Jason Pollock



Introduction

- These slides are intended to aid EU businesses in preparing for the end of the transition period
- The slides contain information on how requirements and processes will change for exporting and importing key Defra commodities to and from GB
- The information is up-to-date as of the day of this presentation but is subject to change

Agenda

1. IPAFFS
2. Plant and Plant Products
3. Live animals and products of animal origin
4. Live Seafood and Fishery Products
5. Chemicals
6. Pesticides
7. Ozone Depleting Substances and Fluorinated Gas
8. CITES
9. Timber
10. Geographical Indications
11. Food Labelling
12. Pet travel

Introduction to phased approach

- New SPS controls will apply to goods imported to GB from the EU from 1 January 2021
- Some processes and procedures will be introduced in stages up to **1 July 2021** for the import of live animals, animal products, fish and shellfish and their products, plants and plant products and high-risk food and feed not of animal origin

Controls will be introduced in stages, and include the requirements for:

- Import pre-notifications
- Health certification (such as an Export Health Certificate or Phytosanitary Certificate)
- Documentary, identity and physical checks at the border or inland
- Entry via a Point of Entry with an appropriate BCP with relevant checking facilities from **1 July 2021**

Import of Products Animals Food and Feed System (IPAFFS) - SPS

New SPS controls will apply to goods imported to GB from the EU from 1 January 2021

- IPAFFS will be used by GB importers to pre-notify Sanitary and Phytosanitary (SPS) imports
- The system is live and being used for the DOCOM and ITAHC certificates needed for the movement of certain live animals
- From 2021, IPAFFS will be used to pre-notify UK officials before goods subject to SPS controls enter the country from the EU

Import of Products Animals Food and Feed System (IPAFFS) - SPS

- The system will replace TRACES in GB
- Pre-notification will be required for imports from the EU in line with the staged introduction of controls in 2021, starting with:
 - Live animals, high risk animal by-products from **1st January 2021**
 - High-priority plants from **February 2021**
 - HRFNAO and POAO from **1st April 2021**
- To support trader readiness and adoption of IPAFFS ahead of the end of transition, a phased migration is planned from the end of October 2020

Health Certificates

- Traders will need to complete an export health certificate (EHC) for each type of animal or animal product exported from GB, certificates for live aquatic animals are issued by CEFAS and Marine Scotland respectively
- EHCO (Export Health Certificate Online) service will be used to control the safe export of live animals, products of animal origin (POAO), bees, endangered species, plants and plant products.
- The system is already live and is being rolled out to replace the largely manual RoW EHC processes. After the transition period the EU will require GB exporters to have EHCs and phytosanitary certificates

Export Goods Requirements for the SPS regime

- The EHCO system will also be enhanced to produce **export plant health phytosanitary certificates** for exporting controlled plants and plant products from GB from February 2021
- Exporters moving SPS goods from GB to the EU will need to work with their import partners based in the EU to pre-notify the EU authorities using the **TRACES NT system** which is operated by the European Commission
- Wood packing material, including pallets, at the end of the transition period, moving from GB to the EU and from the EU to GB must meet ISPM 15 International standards by undergoing heat treatments and marking

Imports -Plants and Plant Products (SPS)

- Requirement for pre-notification and phytosanitary certificates for ‘high priority’ plants and plant products from **1 January 2021**
- SPS checks will take place away from the border at places of destination or other approved premises
- An exhaustive list of ‘high priority’ plants and plant products is available on GOV.UK
- The requirement for pre-notification and phytosanitary certificates is extended to all regulated plants and plant products, from **1 April 2021**
 - A full list of regulated plants and plant products is available on GOV.UK
- From **1 July 2021**, there will be an increased number of physical and identity checks
 - All checks will take place at BCPs

Imports -Plants and Plant Products (SPS)

1 January 2021:

- Pre-notification and phytosanitary certificates will be required for 'high-priority' plants/products
- Documentary checks will be carried out remotely
- Physical checks will be carried out on 'high-priority' will take place at destination or other authorised premises
- EU Exporters will need to apply for a phytosanitary certificate from the relevant competent authority of the EU country of origin
- Importers will need to submit import notifications prior to arrival, along with the phytosanitary certificate.
- Checks will be carried out by Plant Health and Seed Inspectors (PHSI) from the Animal and Plant Health Agency (APHA) and the Forestry Commission (FC) in England and Wales, and the Scottish Government in Scotland

Imports - Plants and Plant Products (SPS)

1 April 2021:

- All regulated plants and plant products will require pre-notification and to be accompanied by a phytosanitary certificate (i.e. not only those categorised as 'high-priority')

1 July 2021:

- Physical checks for plants/products increase
- Commodities subject to sanitary and phytosanitary (SPS) controls will need to enter via a Point of Entry with an appropriate Border Control Post (BCP)
- All ID & physical checks for plants and their products will move to Border Control Posts, either at existing points of entry or at new inland sites

Plants and Plant Products

Physical checks

- Most physical checks on high priority plants and plant products from the EU will take away from the border initially, and will be based on an assessment of risks
- Plants and plant products will be physically checked by examining the contents of consignments to ensure there is no evidence of the presence of harmful plant pests and diseases

Additional charges

- England and Wales have taken the decision to delay the introduction of import fees until **01 April**. Fees will be applied for checks on EU imports, as is the case for imports from non-EU countries now

Changes to imports from countries outside the EU

- For plants and plant products, a common import regime will ultimately apply to all third countries, so any changes will apply equally to EU and non-EU countries

Live Animals and Animal products

From GB to EU

- All goods will need to be accompanied by an **Export Health Certificate (EHC)**
- This will need to be secured by the exporter from APHA and completed by an Official Veterinarian/Certifying Officer verifying that the animals meet the health conditions as outlined in EU regulation and stipulated on the certificate
- For England and Wales, exporters can apply for their health certificates on **EHC Online (EHCO)** and further information on EHCs can be found [here](#)
- EHCO is a new digital online application service for EHCs that has been developed by DEFRA and APHA
- Certificates for live aquatic animals are not on EHCO
[Find an export health certificate - GOV.UK](#)

Live Aquatic Animals - GB export to EU

For live aquatic animals including ornamental fish and live bivalve molluscs not ready for human consumption:

- **Plan with logistics providers** to enter the EU through an appropriate **BCP** and **pre-notify the consignment on TRACES NT**
- Ensure that the consignment is accompanied by an **Export Health Certificate (EHC)**; this will need to be secured by the exporter and completed by a Fish Health Inspector verifying that the aquatic animals meet the health conditions as outlined in EU legislation and stipulated on the certificate
- Ensure the GB exporter sends the original **EHC** with the consignment

Live Animals and Animal products

This includes live aquatic animals and fishery products

1 January 2021:

- Pre-notification and health certificates will be required for **100% of live animals**
- **Physical checks** for live animals will be at similar levels to those currently required for EU imports, and will be carried out at destination
- **Animal by-products (ABPs)** will continue with the current requirement to be accompanied by official commercial documentation, and high-risk ABPs will require pre-notification

Live Animals and Animal products

1 April 2021:

- All products of animal origin (POAO) – for example meat and fish, honey, milk or egg products - will now require pre-notification and the relevant health documentation (EHCs)

1 July 2021:

- Animal and animal products will...
 - ...need to enter via a Point of Entry with an appropriate Border Control Post (BCP) with relevant checking facilities
 - ...require pre-notification using IPAFFS and must be accompanied by an EHC
- ID & physical checks for animal products will be introduced, which will move to Border Control Posts, either at existing points of entry or at new inland sites

POAO - Fishery Products - exporting from GB

Containerised fish exports, including live shellfish ready for human consumption

- **Plan with logistics providers** to enter the EU through an appropriate **BCP** and **pre-notify the consignment on TRACES NT**
- Ensure that the consignment is accompanied by an **Export Health Certificate (EHC)**; this will need to be secured by the exporter and completed by a LA Food Competent Certifying Officer or an OV, verifying that the fish meet the health conditions as outlined in EU regulation and stipulated on the certificate
- Ensure the GB exporter sends the original EHC with the consignment and a UK-validated Catch Certificate (Exemptions for farmed/freshwater fish/shellfish and some molluscs)

POAO - Fishery Products - importing to GB

Containerised fish exports, including live shellfish ready for human consumption

- Direct landings of fresh fish by EU flagged vessels do not need EHCs but will have to complete Catch Certificates for landing, where required
- Direct landings of processed fish must be in a port with an appropriate Border Control Post (BCP) for fish and with a Captain's certificate

Timber

- The UK is committed to tackling illegal timber through the UK Timber Regulations and FLEGT
- Operators, those placing timber on the EU market for the first time, will have to exercise due diligence on timber from GB and the rest of the world under the European Timber Regulations
- Operators placing timber on the GB market will have to exercise due diligence on timber from the EU and the rest of the world under the UK Timber Regulations. To do this they will require supply chain information from EU sellers



Geographical Indications (GIs) - The new UK Geographic Origin (GO) schemes

- The UK Government will establish new UK GI schemes at the end of the transition period
- Existing UK GI products, including favourites such as Scotch Whisky, Welsh Lamb Cornish Pasties and Lough Neagh Eels, will continue to receive protection under the schemes
- The new UK GI logos, and detailed guidance on their use, will be made available to GI producers and retailers prior to the end of the transition period

Geographical Indications (GIs) - The new UK Geographic Origin (GO) schemes

- Producers of GIs registered before the end of the transition period, that are required to use the UK GI logos, will have 3 years to update their packaging from the date the UK GI schemes go live. The logos will remain optional for producers of wine and spirit GIs
- We expect all UK GIs registered under the EU GI schemes at the end of the transition period to continue to receive protection in the EU
- The position in relation to the protection of EU GIs in the UK will be clear once trade negotiations with the EU have been completed

Food Standards Agency

Food update

- David Bunn
- John Furzer

Import requirements for High-risk food and feed not of animal origin (HRFNAO)

There will be a phased introduction of import controls for EU high-risk food from the EU post the Transition Period.

January 2021

- No new import requirements on EU origin HRFNAO imported into GB
- No new import requirements on RoW HRFNAO imported into the EU and then exported into GB
- RoW HRFNAO transiting through EU to GB must be pre-notified on IPAFFS, enter GB via BCP and be subject to import checks
- RoW HRFNAO direct imports into GB only change is pre-notification via IPAFFS

Import requirements for High-risk food and feed not of animal origin (HRFNAO)

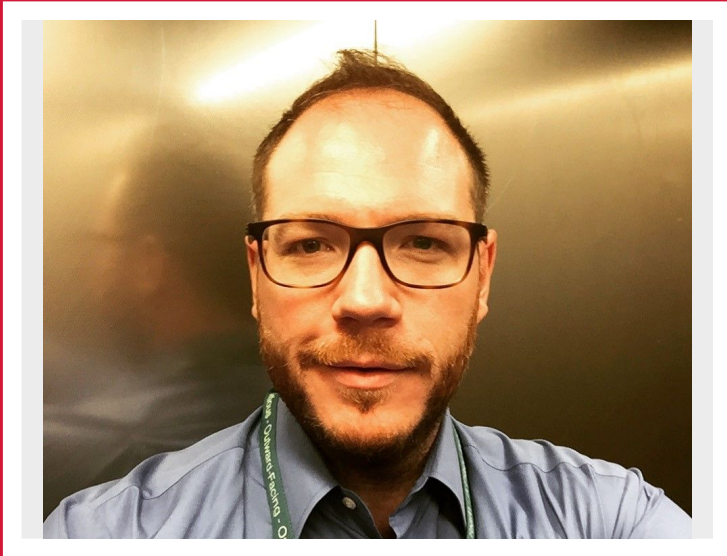
April 2021

- All HRFNAO on EU market exported to GB to be pre-notified on IPAFFS
- HRFNAO from EU continues to enter GB via any entry point
- HRFNAO from EU not subject to any import checks

Import requirements for High-risk food and feed not of animal origin (HRFNAO)

July 2021

- All HRFNAO from the EU must enter GB via BCP with relevant approval having first been pre-notified to that BCP via IPAFFS
- HRFNAO Consignments from the EU will be subject to import checks at the frequencies specified in legislation



Mike Head

Local Engagement EU
Transition, Future EU Roads
Relationship

Department for Transport

UK traffic management
update



Department
for Transport

KEEP
BUSINESS
MOVING 

Commercial Road Transport Negotiations

- In February 2020, the UK and the EU published their negotiating mandate for UK-EU Free Trade Agreement (FTA) negotiations
- The UK document sets out our ambition to ensure UK and EU road transport operators can continue to provide services to, from and through each other's territories, with no quantitative restrictions
- Both the UK and EU agree on the importance of securing unlimited, permit-free rights to access each other's territories
- In addition to point to point (or bilateral transport) and transit, we are open to a discussion of additional rights that would offer economic and environmental benefits. This could include cabotage and cross trade, which offer a commercial and economic benefit to UK hauliers, but also significantly to EU hauliers, who undertake six times more cabotage in the UK than UK hauliers do in the EU
- The Government will communicate arrangements informing EU operators on how to prepare for the end of the transition period in good time. This will cover changes to documentation requirements of types of journeys that can be carried out in the UK

UK traffic management - Check an HGV is ready to cross the border

- The UK Government is developing a new web service, known as “Check an HGV is Ready to Cross the Border” (the Service) for the Roll on Roll off (RoRo) Freight Industry.
- The Service will be introduced for RoRo 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 UK Government intends to make the use of the web service a legal requirement for HGVs over 7.5 tonnes that are intending to travel outbound from GB via the Port of Dover or Eurotunnel. This means that the service will issue a Kent Access Permit digitally for every HGV for which the required information has been successfully provided.
- We are now sharing a link to the demo site for 'Check an HGV is Ready to Cross the Border. This demo is to let freight industry users see how the service will look, what questions it will ask, and what information it will provide. Please note that permits generated from the preview site will not be valid for use when travelling to Port of Dover or Eurotunnel. While the demo closely resembles the service that will go live on gov.uk, the questions for determining an HGV’s border readiness are not exhaustive and are meant only to support an assessment of readiness for EU import controls. The demo site can be found at <https://check-an-hgv-is-ready-to-cross-the-border-demo.fbplatform.co.uk> example those previously envisaged in Kent

UK traffic management - Operation Brock

In 2019 the Government with the help of Kent Resilience Forum developed and implemented Operation Brock to manage HGV traffic and deal with any potential disruptions at the Short Straits.

This was supported by 3 statutory instruments. As the risk of disruption may occur again at the end of the 2020 EU transition period, HMG are proposing the following changes to the legislation:

- Extending the sunset clauses in the legislation to the end of October 2021;
- Making the use of the 'Check an HGV is ready to cross the border' service mandatory for all HGVs travelling into Kent; and
- Prioritising live and fresh seafood and day-old chicks through the Operation Brock queues if there are significant delays
- Updating road layouts to reflect potential changes to the Operation Brock plans

Further to this we are working with the KRF to update the traffic management plans in Kent at the end of the Transition period.

Hauliers who reach Kent without the correct border paperwork, or who try to circumvent Operation Brock, would face on-the-spot fines of £300.

Department of Health and Social Care

Importing and exporting medicines and medical products between the UK and EU

- Dylan Kerr



Importing medicines to GB

- Existing regulatory licences will continue to apply, but businesses will need make sure that these licences are reflected in the customs declarations made on imports
 - For importing medicines and related products that are controlled goods, this will apply from **1 January 2021**
 - For importing medicines and related products that are not controlled, this will apply from **July 2021**, unless you choose to make full customs declarations before that date
- A revised UK Wholesaler Dealer Licence is required. MHRA must be notified of continued activity within 6 months, for a revised wholesaler authorisation to be issued
- Regulatory checks will continue to be made at individual elements of the supply chain rather than at the border

Substances of Human Origin and Clinical Consumables

Substances of Human Origin

- For Substances of Human Origin (including blood, blood components, organs, tissues and cells), there are no additional border requirements.
- For specific regulatory information, such as import/export authorisation and traceability requirements, please contact your regulator

Clinical Consumables

- For Clinical Consumables, there are no additional border requirements

Importing controlled drugs and medical radioisotopes

Controlled drugs

- Controlled Drug Import Licences must be physically presented at the border for import from **1 January 2021** (as is the requirement now).
- For those entering GB through border locations without without existing customs control systems, where an import declaration is required, traders will have to the end of the next working day to notify HMRC of import.

Medical radioisotopes

- For radioactive goods, clearance processes by UK customs officials at airports will be as frictionless as possible to avoid delays
- HMRC will maintain their current two-hour customs clearance commitment for urgent goods
- For medical radioisotopes, UK regulations will maintain existing requirements for storage capacity and premises regulation with the environment agency

Exporting medicines to the EU

- Existing regulatory licences will continue to apply, **but businesses will need make sure that these licences are reflected in the customs declarations made on exports**
- An export declaration will need to be approved by UK Customs before the goods are presented at the border
 - To submit the export declaration you will need to register for the [National Export System](#) (NES)
- Regulatory licensing information from the importing country is likely to be required for EU customs import declarations
- The acceptance of European Medicines Agency licenses is subject to negotiations between EU/UK.

Substances of Human Origin and Clinical Consumables

Substances of Human Origin

- For Substances of Human Origin (including blood, blood components, organs, tissues and cells), there are no additional border requirements
- For specific regulatory information, such as export authorisation and traceability requirements, please contact your regulator

Clinical Consumables

- For Clinical Consumables, there are no additional border requirements

Controlled goods

Import

- Certificates or licences will be required to import certain goods and types of products into the EU, and in some cases, EU authorities will need to be pre-notified of arrival
- Clarity of the EU's regulatory and customs requirements is pending. It is possible that regulators within different EU member states may set different requirements and that customs processes may vary

Export

- [Export licences](#) are required from the Home Office and equivalent government department in EU member states
- Export licences must be physically presented at the border for export from **1 January 2021** (as is the requirement now)
- Information will need to be submitted about overseas trading partners and details of the import(s)

BEIS

Department for Business, Energy and Industrial Strategy

Placing goods on the UK market

- **Benedict Lucken**



Placing goods on GB market from January 2021



New Approach

Goods with a CE-marking may be placed on UK market until 1 January 2022 (longer in some cases).
E.G. Toys, PPE, Machinery



Old Approach

Changes to existing standalone regulation models depend on specific goods.
E.G. Chemicals, Vehicles, Aerospace.



Non-Harmonised Goods

Mutual recognition will no longer apply to non-harmonised goods in GB.
E.G. Foodstuffs, Furniture



Other Goods

There are special rules for some goods including medical devices, construction products, civil explosives and products requiring eco-design and energy labelling.

Placing new approach goods on the market

If you have already placed CE marked goods on the EU or UK market before 1 January 2021, you do not need to take any action for those goods.

Placing CE marked goods on the GB market

- Businesses should take steps to prepare for the upcoming changes to the domestic regime at the earliest opportunity
- CE marked goods that meet EU requirements can continue to be placed on the GB market in most cases until 1 January 2022
- For most new approach goods you will be able to affix the UKCA marking on a label affixed to the product or on accompanying documentation until 1 January 2023

Labelling of new approach goods

CE

- If you self-certify or use an EU Notified Body you can still use the CE marking until 1 January 2022 for goods placed on the GB market (more in some cases)
- You will need to continue to use the CE marking for products placed on the EU market.
- You can place the UKCA and CE marking on the same product if it is destined for both the GB and EU so long as the product meets the rules for both markets

UK
CA

- From the 1 January 2021 new approach products assessed against GB rules by a GB 'Approved Body' will need the UKCA marking
- If you currently self-certify for the CE mark you can also do so for the UKCA mark
- From the 1 January 2021 the essential requirements and standards that can be used to demonstrate compliance to the UKCA marking will be the same as they are now for the CE marking

Conformity assessment of new approach goods

- All UK-based 'notified bodies' will automatically become UK approved bodies from 1 January 2021. You can find details of UK notified bodies on the EU NANDO database or the UKAS website
- UKCA marking will become mandatory for most goods currently requiring the CE mark from 1 January 2022
- If your product requires third-party conformity assessment this will need to be done by a UK-recognised body from 1 January 2022 (in most cases)

Placing new approach goods on the EU market

- From 1 January 2021 mandatory conformity assessments by UK bodies will no longer be recognised in the EU (unless agreed otherwise in negotiations). Businesses should speak to their existing certification bodies to discuss options

Take action to ensure products are market compliant

If you plan to put goods on both the UK and EU market, you should start preparing now:

- Contact your notified bodies as soon as possible to understand your options for conformity assessments for the UK and EU markets
- Arrange for separate certificates for the UK and EU markets to be ready well in advance of 1 January 2022. There may be a requirement for a level of re-assessment before the second certificate is issued so you should start planning as soon as possible

Check your responsibilities for new approach goods

The responsibilities relating to certain categories of economic operators who deal with CE or UKCA marked goods will change from 1 January 2021. Economic operators include manufacturers, importers, distributors and authorised representatives.

- A UK-based distributor of EU goods may become an ‘importer’ – and vice-versa. Compared to distributors, importers have a stronger duty to ensure products are compliant and often must ensure their address is on a product. Review guidance on the responsibilities of importers by searching for ‘placing goods on the GB market’ on gov.uk
- Authorised Representatives for the GB market must be based in GB or NI from 1 January 2021

Placing old approach goods on the GB market

Equivalent UK regulatory frameworks will be in place for most goods covered under the current ‘old approach’. Some goods with EU product approvals will be subject to light-touch additional requirements. Your business may also need to appoint new UK representatives.



Chemicals: The UK will have its own REACH regime post exit. For EU companies exporting to UK, you will need a ‘UK Only Representative’ to register chemicals under UK REACH, or your downstream customer in the UK will need to register.



Aerospace: The UK’s Civil Aviation Authority currently oversees most aspects of civil aviation safety in the UK and will take on some additional functions from EASA after the transition period. The CAA will continue to recognise EASA approvals in effect on 31 December 2020 for a period of two years unless they expire sooner.



Automotive: EC type approvals will no longer be automatically accepted for motor vehicles on the GB market. The UK Vehicle Certification Agency (VCA) will issue provisional GB type approvals.



Medicines: Medicines with a “centralised” European Medicines Agency authorisation will be given a UK authorisation unless companies opt out.

Regulation of Manufactured Goods

From the 1 January 2021 the essential requirements and standards that can be used to demonstrate compliance will be the same as they are now. However, there may be other changes you need to make. Separate guidance for specific sectors can be found on GOV.UK.

Check:

- Which regulations apply to your product
- If you need a new product approval and begin the process as soon as possible
- If you need to appoint a new authorised representative to act on your behalf
- Your supply chains / distributors and understand new legal duties
- What marking / labelling changes apply to your product

Break

Presentations from Ports and carriers

Port of Bilbao

Port of Santander

Brittany Ferries

P&O

Eurotunnel

Bilbao Port

PREPARADO

para el

BREXIT



EL PUERTO DE BILBAO PREPARADO ANTE UN NUEVO ESCENARIO



- El Puerto de Bilbao movió en 2019 un total de **35,4 Mtns y 628.425 Teus**
- El Puerto de Bilbao capta el 15% del comercio total de España con Reino Unido y el **27%** del transporte marítimo.
- La Autoridad Portuaria de Bilbao ha elaborado un **completo plan de contingencia** con el objetivo de lograr que las operaciones a través del Puerto de Bilbao sean competitivas ante un **Brexit**.
- Bilbao, es un puerto que cuenta con instalaciones y servicios adecuados para **operaciones con 3^{os} países**, los que actualmente representan el **67% de su tráfico**. En caso de una salida abrupta del Reino Unido de la Unión Europea, el volumen de tráfico con 3^{os} países ascendería al **77% (+10%)**.

BILBAO
1^{er} PUERTO
ESPAÑOL
EN
TRÁFICOS
CON REINO
UNIDO

DATOS 2019

27 % del comercio marítimo España-Reino Unido por el Puerto de Bilbao

3,37 Mtons y **182.800** Teus Puerto de Bilbao-Reino Unido

11 servicios regulares/semana
4 Ferry + RoRo
7 Container

118.273 pasajeros (Ferry y Cruceros)

Conexión con **47** puertos británicos



SERVICIOS REGULARES/SEMANA BILBAO-REINO UNIDO

CONTAINERSHIPS

NW UK Service – Dublin, **Liverpool**, **Bristol**, Greenock (4 salidas)

SCAN Baltic Service – **Tilbury**, Helsingborg, Gdynia (1 salida)

SCUK Service – **Tilbury**, Rotterdam (1 salida)

En 2021 se añadirá una séptima salida semanal.



FINNLINES

Bilbao – Tilbury via Zeebrugge (1 salida)



BRITTANY FERRIES

Bilbao – Portsmouth (2 salidas)

Bilbao – Poole (2 salidas)



PLAN DE CONTINGENCIA

Con el objeto de hacer frente al peor de los escenarios, la **Autoridad Portuaria de Bilbao**, junto con la Aduana, otros organismos y servicios de inspección en frontera, y operadores del puerto han analizado las operaciones y diseñado un plan de contingencia.

Las operativas analizadas: Tráfico de contenedores, convencional, sólido, cruceros y RoRo, con especial atención al tráfico rodado.

LAS MEDIDAS TOMADAS:



- Revisión de los procedimientos aduaneros con 3^{er} país, ajuste de sistemas para intercambio de información entre Operadores y plataforma electrónica del Puerto de Bilbao.



- Rediseño de la operativa de la Terminal del Ferry y acondicionamiento a las necesidades de los nuevos controles.



- Adaptación del tráfico en recinto portuario

P

- Establecimiento de parkings disuasorios de camiones



- Ajuste de horarios de atención de los Organismos Públicos: Aduana, Puesto de Control Fronterizo, Policía Nacional, Guardia Civil, etc, para adaptarse a los horarios de los buques.



- Refuerzo de RRHH: (+5) PCF, Aduanas y (+23) Autoridad Portuaria.



- Concienciación a todos los integrantes de la Cadena Logística.



- Habilitación de un email específico: brexit@bilbaoport.eus



Ante el Brexit, **la plataforma electrónica del Puerto de Bilbao** posibilita a las empresas operadoras **simplificar los procesos y el intercambio de información, agilizando las operaciones a través del Puerto**

Actualmente, la plataforma gestiona 2 Mill. de mensajes al año y tienen amplia capacidad para gestionar el incremento de actividad del Brexit, estimado en un 5%.

1. Servicio integrado de gestión de entradas y salidas de buques (PIDE).
2. Servicio de gestión de mercancías peligrosas.
3. **Servicio de gestión de Declaraciones Sumarias y Manifiestos de carga.**
4. **Servicio de coordinación del posicionamiento de contenedores en el Puesto de Control Fronterizo (PCF), CIRA y Scanner.**
5. Servicios de preavisos de entrada de transporte por carretera al control de entrada al puerto y gestión de puertas de terminales. Incluye versión para dispositivos móviles (App para Android e IOS).
6. **Lista de carga o levante sin papel de exportación.**
7. Servicio de Entréguese y Admitase.
8. **Servicio de Gestión de la Declaración Sumaria de Entrada (ENS)**
9. **Servicio de Gestión de la Declaración Sumaria de Salida (EXS)**
10. Servicio de Reserva de carga (Booking) e Instrucciones de transporte.
11. **Manifiesto de carga desde lista de carga.**
12. Servicio de gestión del peso verificado.
13. **Servicios consulta estado Aduanero operadores marítimos y transporte terrestre (Brexit).**





1 - Terminal RoRo/Ferry

2 - Kalero.
Salida para pasajeros

3- Ugaldebieta.
Salida para mercancías

4- Terminal de contenedores

5- PCF



PUESTO DE CONTROL FRONTERIZO

desde el año 1993 altamente especializado

- 16 bocas
- Operativo las 24 horas
- Habilitado para: PCF, Puerto de descarga, PED, PED/PDI, Radiactividad, RAH y PPI





brexit@bilbaoport.eu

+34 944 871 200

www.bilbaoport.eu



Santander Port



JORNADA INFORMATIVA

Actuaciones en el puerto de Santander ante el BREXIT

28 de octubre de 2020

NUEVAS ACTIVIDADES

CONTROL DE PASAJEROS

- ✓ Situación actual: Reino Unido no pertenece al espacio Schengen, necesidad pasaporte
- ✓ A partir del 01/01/2021: intensificación en control pasajeros (sellado pasaporte, comprobación BD)

CONTROL DE EQUIPAJES, ALGO QUE DECLARAR Y MASCOTAS

CONTROL ADUANERO DE MERCANCÍAS (documental y físico)

CONTROL PARA-ADUANERO DE MERCANCÍA

Mercancía susceptible de control sanitario en el Puesto de Control Fronterizo. Servicios de Inspección de Frontera- controles de identidad/documental y físicos

NUEVAS INFRAESTRUCTURAS

AMPLIACIÓN INSTALACIONES DE CONTROL DE ENTRADA DE PASAJEROS

Necesidad de ampliación por nuevas actuaciones de control de entrada de pasajeros, nuevos puestos - incremento tiempo de control

DESIGNACIÓN DE NUEVA ZONA PARA CONTROL

- ✓ Documental de mercancía
- ✓ Equipajes y algo que declarar
- ✓ Mascotas

Ubicación provisional e instalaciones provisionales a 01/01/2021: zona de estacionamiento de camiones/remolques

Instalaciones en ubicación definitiva prevista para 3º trimestre de 2021

La APS está trabajando en ambas instalaciones, las provisionales y las definitivas

PUESTO DE CONTROL FRONTERIZO (PCF)

- ✓ Habilitación del PCF en 2019, efectiva para PQACH el 01/01/2021
- ✓ Realizada adecuación de la instalación a la normativa vigente
- ✓ Ampliación de la zona administrativa.

NUEVAS INFRAESTRUCTURAS

NUEVO EDIFICIO ADUANAS JUNTO AL PCF – estado: finalizando. A 01/01/2021 estará en funcionamiento

Permite la desconsolidación única de mercancía sujeta a control aduanero y para-aduanero

NUEVO ACCESO AL PUERTO - agilizar entrada y salida de vehículos de transporte de mercancía

- ✓ Nueva instalación de acceso al puerto por entrada RAOS
- ✓ Sistema de control y verificación de entrada y salida de mercancía
 - Solicitud acreditaciones de acceso a la zona de servicio online – QR
 - Instalación de cámaras para la lectura de las matrículas de vehículos de transporte de mercancía (entrada y salida)

OTRAS ACTUACIONES

INCREMENTO DOTACIÓN DE PERSONAL para prestar los servicios en el puerto de Santander

- ✓ Distintos organismos. Ya incorporado personal de los Servicios de Inspección de Frontera en PCF
- ✓ Policía Portuaria - incorporación de personal por la APS

FLUJOS DE CIRCULACIÓN

- ✓ Circulación de mercancía y pasajeros por los viales actuales, tanto entrada y salida
- ✓ Colocación de cartelería y señalética ordenando los flujos de vehículos y camiones. La zona de estacionamiento para control de camiones/remolques y el PCF están ubicadas junto al vial de circulación

EN LA IMPORTACIÓN

- ✓ Pre-declaración
- ✓ Pre-despacho – Aduanas (estado de las mercancía – semáforos)
- ✓ Activación Declaración Sumaria

EN LA EXPORTACIÓN - Levante sin papeles

- ✓ Plataforma que integra APS y AEAT, permite la descarga del LSP en la web
- ✓ El sistema permite a las empresas consignatarias enviar datos para la exportación a la plataforma digital y a la Aduana recibir toda la información de la gestión
- ✓ Se elimina el papel de los levantes y los justificantes físicos de embarque

Brittany Ferries

Steve James

Import Procedures – UK to Spain

Importer:

- Importer completes pre import customs declaration (DUA). Obtains MRN, gives to haulier.

Haulier:

- If lorry is driver accompanied, makes ENS declaration into ICS for Spain. Obtains MRN. This may need to be completed by a customs agent.
- Submits the MRN+ date of the ENS plus MRN and date of pre-import declaration to Brittany Ferries system.
- Submits the TARIC code of each customs item (first four digits); number/type of packages; weight.
- Confirms registration number of tractor and trailer.

Brittany Ferries:

- Sends this information to Ship agents in Santander or Bilbao.

Ship's Agent:

- Ship agent enters this information into the port community system at least 2 hours before ship's arrival.

Export Procedures – Spain to UK

Exporter

- Exporter/consignor completes export declaration. Obtains MRN, gives to haulier.

The Haulier

- Submits MRN and date of export declaration into Brittany Ferries system.
- Confirms registration number of tractor and trailer.
- Confirms TARIC code of all customs items (first four digits); number/type of packages, weight.

Brittany Ferries

- Sends cargo manifest to Ship's agent in Santander or Bilbao

Ship's Agent

- Enters this information into Port Community System (up to 3 days after departure).

To Note

Vehicle cannot proceed to check in unless goods have been cleared for export (“levante”).

Levante has to be either sent to Brittany Ferries before vehicle arrives at the port or the driver must have it.

P&O

Alex Cork

P&O FERRIES BREXIT PREPARATIONS

OCTOBER 2020

P&O have amended our systems to comply with the requirements of the five European countries which we ship between

- Integrated with French Customs System and provided means to display Customers status on board
- Integrated with Dutch and Belgian Port Community Systems and developed a web portal to capture supplementary information
- Adopting MCP's Destin8 System at Teesport, Hull and Tilbury, providing the necessary import and export messages for UK authorities
- Implementing GVMS on Dover-Calais and our Irish Sea routes; Dublin-Liverpool and Larne-Carlinryan
- Customers will interface directly with Irish Customs Systems to lodge and track declarations with Pre-Boarding Notification check at check-in

As long as there are goods and people travelling between the UK and Europe, P&O Ferries will continue to provide a comprehensive ferry and logistics service to and from the continent




On board our Dover-Calais Vessels



French Customs		Exit Information	
Vehicle	Exit Direction	Vehicle	Exit Direction
CEAR471	VERT	BKXKXP	ORANGE-DOUANE
CEAR672	VERT	GB733413	ORANGE-DOUANE
CEAU950	ORANGE-SVEP	GB733414	ORANGE-SVEP
CEAZ281	ORANGE-DOUANE	GB733415	ORANGE-SVEP
EXM9803	ORANGE-SVEP	GB733416	ORANGE-DOUANE
EXM9807	ORANGE-DOUANE	GB733417	VERT
EXYV238	ORANGE-SVEP	GB733418	VERT
EXSE916	ORANGE-DOUANE	GB733419	VERT
LJ20ARF	VERT	GB733420	ORANGE-DOUANE
LJ22890	ORANGE-SVEP	GB7341596	VERT
80RCA12	VERT	LZY902	VERT
80RCA23	ORANGE-DOUANE	LZY904	VERT
80RCA24	VERT	LZY905	ORANGE-DOUANE
80RCA25	ORANGE-DOUANE	LZY906	VERT
80RCA27	VERT	LZY907	VERT
80RCA32	VERT	LZY908	VERT
LDFK258	ORANGE-DOUANE	LZY909	ORANGE-SVEP
LDFK2589	VERT	LZY912	ORANGE-SVEP
LDFK2511	VERT	LZY913	VERT
LDFK2512	VERT	LZY914	VERT
BLJ2896V	ORANGE-DOUANE	R0904BCB	ORANGE-DOUANE
14AAC314	ORANGE-SVEP	R0905BCB	VERT
14AAC320	ORANGE-DOUANE	R5009BCM	VERT
14AAC321	ORANGE-SVEP	R1156BCP	VERT
14AAC323	VERT	R1157BCP	VERT
14GA185	ORANGE-DOUANE	R1160BCP	VERT
14GC765	VERT	R1161BCP	VERT
14GG327	ORANGE-DOUANE	R1162BCP	ORANGE-SVEP
14GG328	ORANGE-SVEP	R1163BCP	VERT
14GG428	ORANGE-DOUANE	R5217BCB	VERT
14GG330	ORANGE-SVEP	00B708	VERT

Check here for updates throughout the crossing. Page 1 of 3



Passenger ferries Welcome! Hemanth ▾ Contact us English

BOOKINGS ▾ ABOUT P&O FAQs BREXIT RTO ▾

FIND MY BOOKING


Enter Waybill :

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P&O Ferries](#)

[Contact Us](#)
T : +44(0) 1304 863875
E : freightsales.dover@poferries.com
[More contact details](#)



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In Summary

1. Ensure your business has an EU/UK EORI number
2. Decide who will make the import/export customs declarations and familiarise yourselves with the appropriate systems and requirements during the UK transition period Jan-July 2021
3. Depending on the routes your travel with us; subscribe to Port Community System services; Portbase in the Netherlands, RX Seaport in Belgium and Destin8 in UK
4. Familiarise yourselves with GVMS and the route to finalizing a GMR
5. If you are shipping multiple consignments in a single load, travelling from the UK to France, customers must use the 'enveloppe logistique' to consolidate declarations
6. Check what you need to do for the type of goods you are transporting



Eurotunnel

Sophie Mew



France > UK

> Overview

No change to current routing or flow through the terminal at Coquelles



French Pit Stop

- 10 lanes
- 100% vehicles checked – all checks completed in one place
- No need to exit the truck
- Customs documents shown and scanned – data shared with UK/FR authorities



Border facilities

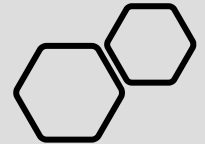
- Dedicated team to assist drivers (Eurotunnel Border Service)
- Help with completing customs formalities (UK and FR) and contacting customs brokers (RDE)
- Document printing
- Direct access from A16



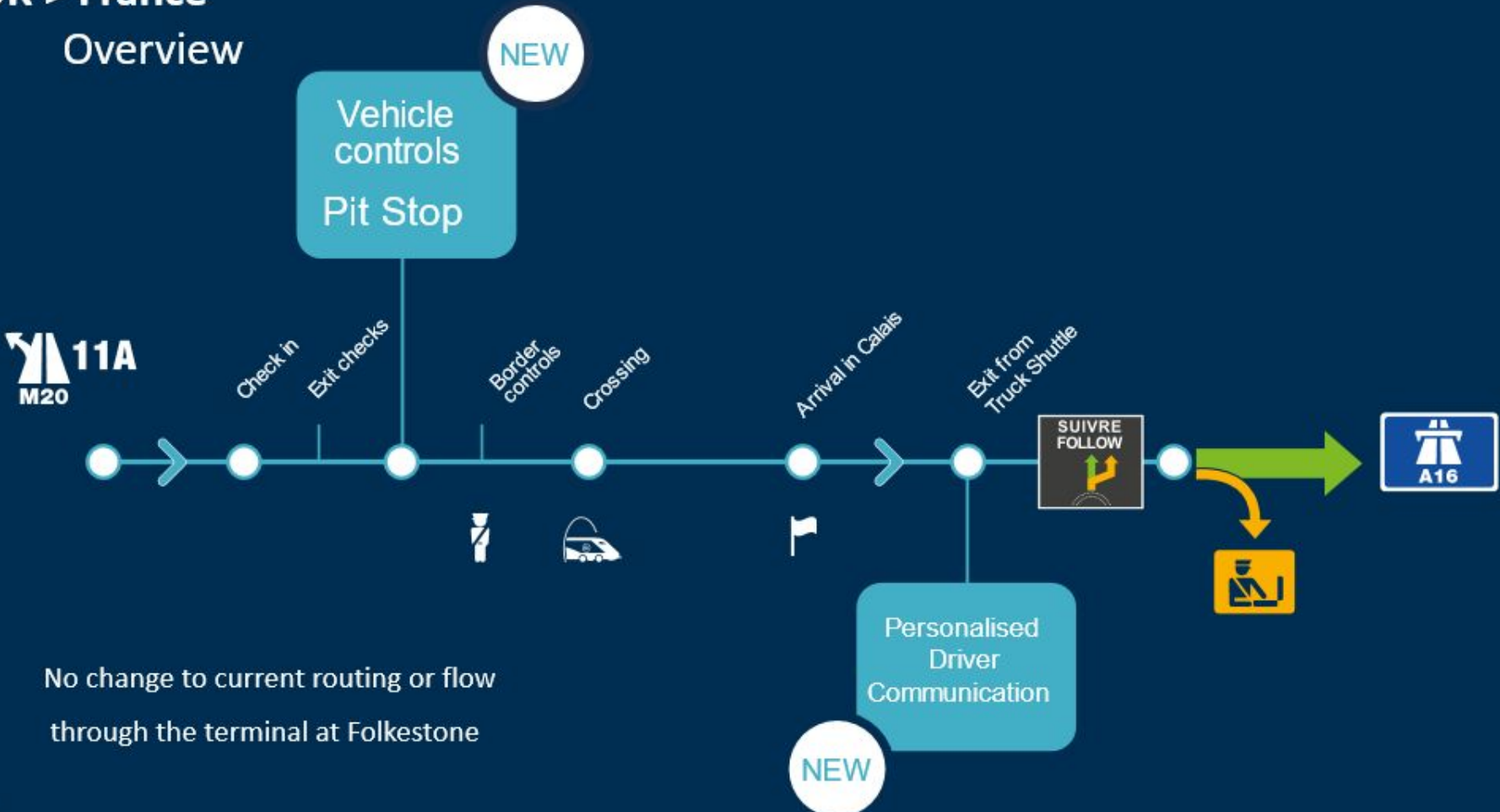


UK inland checks

- No need to stop on immediate arrival into the UK
– checks have been put into place upstream
- Sevington Inland Border Facility 9 miles from Eurotunnel off the A20
- For customs and sanitary inspections
- For transit checks from January 2021, all other checks from July 2021



UK > France Overview



No change to current routing or flow through the terminal at Folkestone

UK Pit Stop

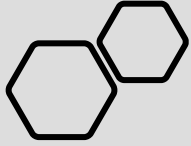
- 8 lanes
- 100% trucks checked – all checks completed in one place
- No need to exit the truck
- Customs documents shown and scanned – data shared with UK/FR authorities



UK – FR crossing

- Data is shared with the French authorities after it is scanned
- Controlled during 35 minute crossing
- Number plate shown with green or orange routing
- Green routed – leave onto A16
- Orange routed – selected for controls at Centre Douane-SIVEP





Centre Douane-SIVEP

- 100 spaces
- 9 inspection bays
- Dedicated Eurotunnel Border Service (EBS) team on site
- EBS on hand to facilitate customs/sanitary inspections

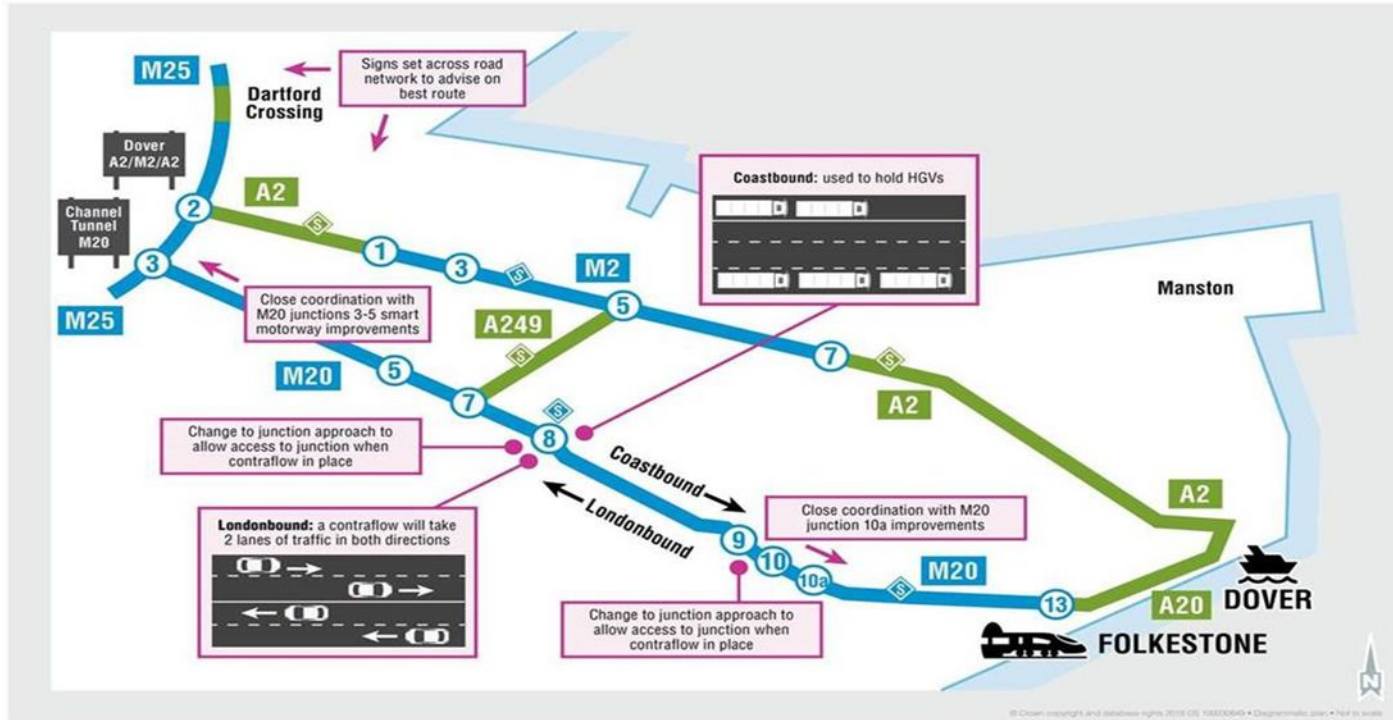


Border and Protocol Delivery Group

Short Straits and Kent traffic management

- Heather Jones

M20 Contraflow Junctions 8-9



Quick moveable barrier M20



Additional actions for hauliers/freight forwarders

- Apply for an **EU EORI** number if required to fulfill border formalities such as ENS data submissions into Import Control Systems (ICS)
- Hauliers need to ensure that their drivers have the correct documentation, for example an international driving permit (IDP) may be required to drive in some countries. More information will be provided on GOV.UK as the requirements are clarified.
- Review **receiving & processing data** for Safety & Security Declarations, including:
 - How to receive data from clients
 - When, how and where to submit ENS data into MS Import Control Systems (ICS)
 - How to provide drivers with correct & timely information (e.g. A paper TAD, and MRN and / or GB and / or EU EORI number)
- If transporting goods out of the UK via Kent, use the “**Check that a HGV is ready to cross the border**” platform to access a Kent Access Permit (KAP)

UK traffic management

- For 1.1.2021, HMG are developing a ‘border readiness’ checking tool called “**Check than an HGV is ready to cross the border**” on gov.uk
 - for outbound GB-EU freight (HGV) vehicles prior to their travel to the GB port or terminal.
 - enables those using the service to check that they have the correct EU documentation in place at the point of goods being collected, and to self-certify that a vehicle is ‘border ready’
 - designed to reduce the volume of unready HGVs that travel to RoRo ports and the Eurotunnel terminal (i.e. without having submitted the relevant documentation or making the necessary preparations for the range of EU import controls)
- Where an HGV is deemed ‘border ready’ the service will grant a Kent Access Permit which allows the HGV permission to travel to the port or terminal, while HGVs that are not border ready would be advised not to travel until the missing documentation had been obtained

UK traffic management - Operation Brock

In 2019 the Government with the help of Kent Resilience Forum developed and implemented Operation Brock to manage HGV traffic and deal with any potential disruptions at the Short Straits.

This was supported by 3 statutory instruments. As the risk of disruption may occur again at the end of the 2020 EU transition period, HMG are proposing the following changes to the legislation:

- Extending the sunset clauses in the legislation to the end of October 2021;
- Making the use of the 'Check an HGV is ready to cross the border' service mandatory for all HGVs travelling into Kent; and
- Prioritising live and fresh seafood and day-old chicks through the Operation Brock queues if there are significant delays
- Updating road layouts to reflect potential changes to the Operation Brock plans

UK traffic management - Operation Brock

Further to this we are working with the KRF to update the traffic management plans in Kent at the end of the Transition period.

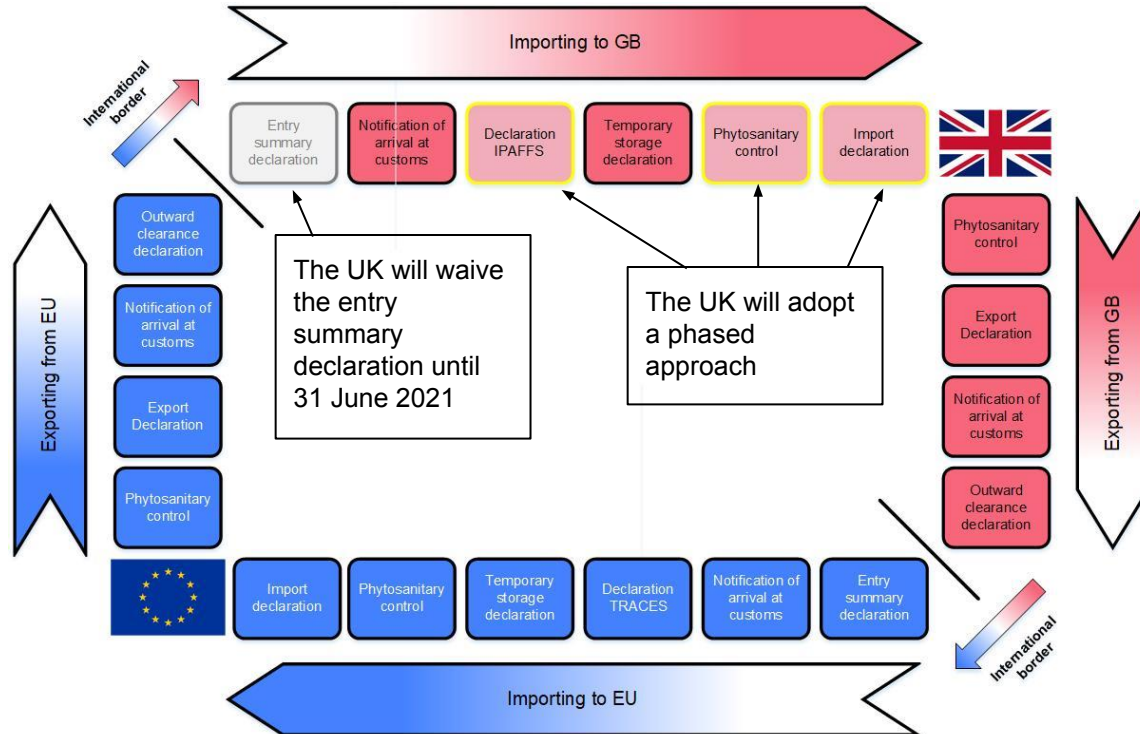
Hauliers who reach Kent without the correct border paperwork, or who try to circumvent Operation Brock, would face on-the-spot fines of £300.

Case studies

Non-short straits

Short Straits

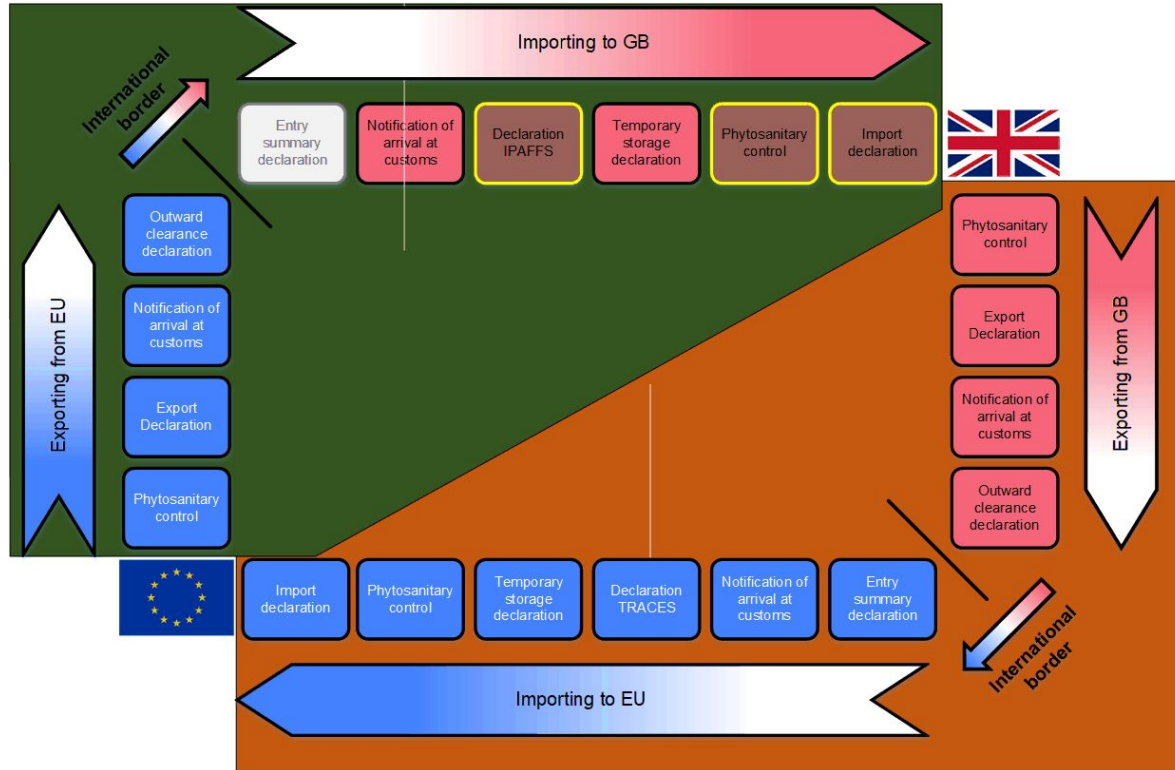
Introduction to the process



A company importing and exporting from both the EU and UK will need to understand how to:

- Export from the EU
- Import to GB
- Export from GB
- Import to EU

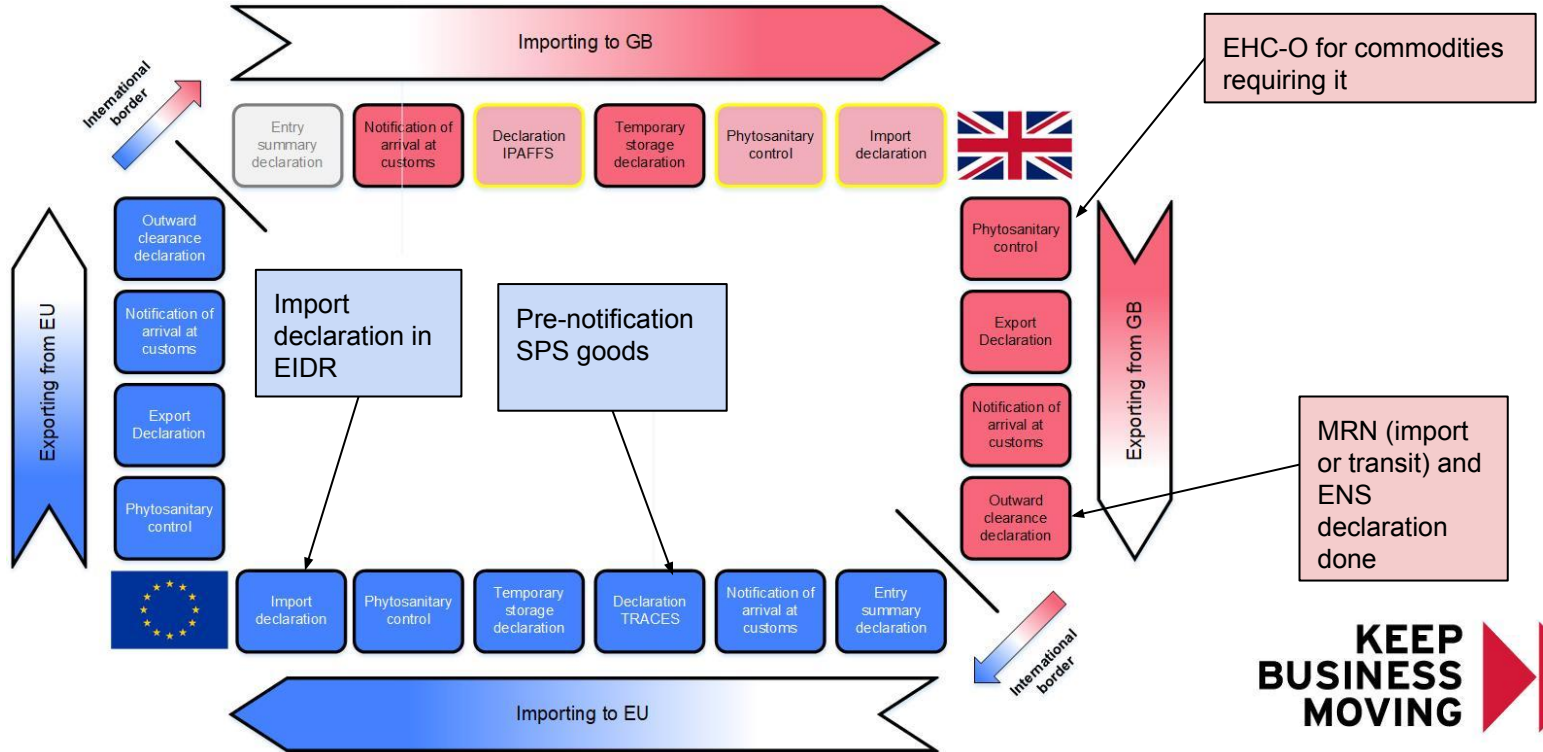
Introduction to the process



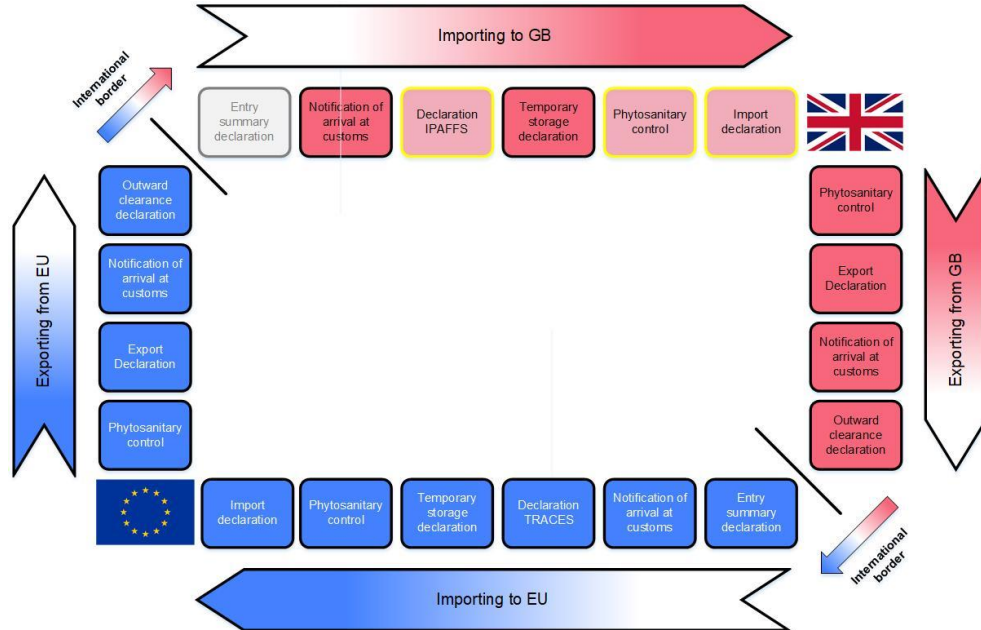
Green - EU product to GB

Orange - GB product to EU

1 January 2021

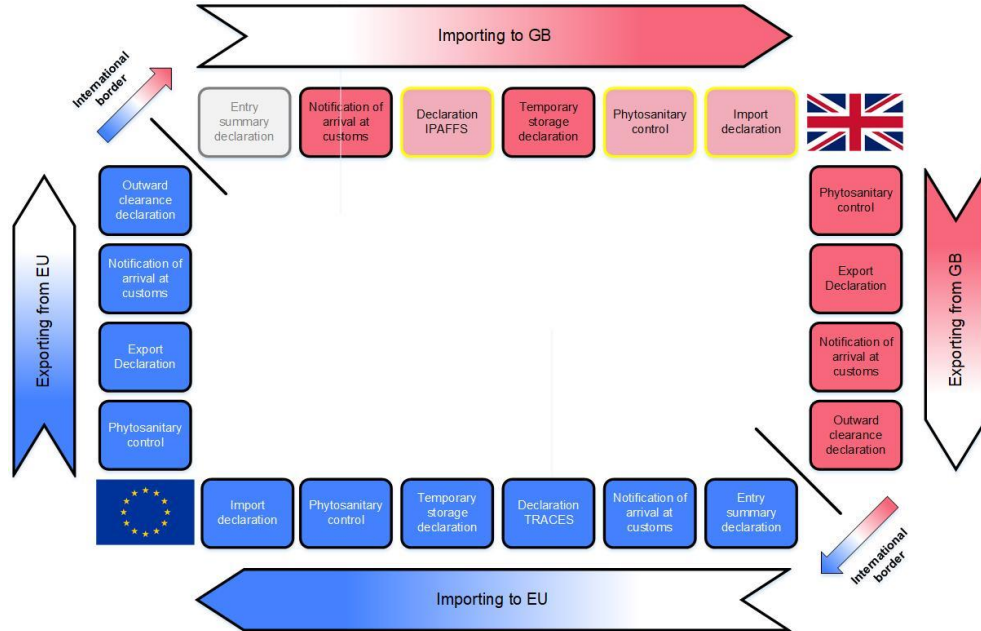


1 January 2021



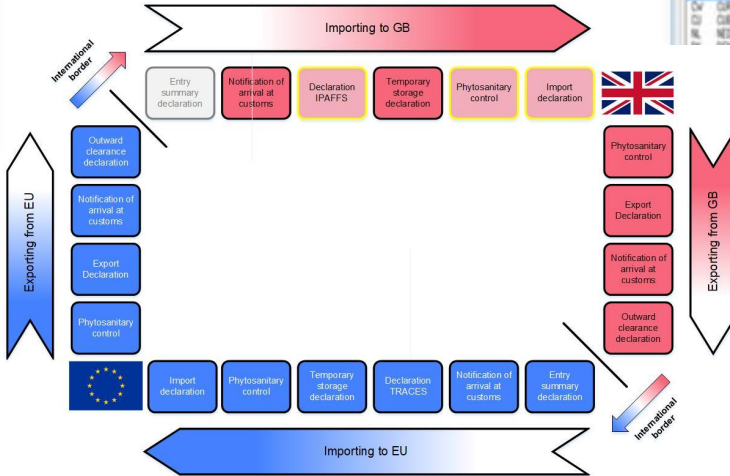
- Controlled goods only and transit office of destination where used
- Entry in declarants record
- Existing live animals checks at destination. Checks on high risk plants & plant products
- Supp dec within 6 months of import
- EHCO entry for commodities requiring it
- P2P and S8 departure message
- MRN (import) and ENS declaration done

1 April 2021



- Controlled goods only and transit office of destination where used
- Entry in declarants record
- Pre notification & certificates required for POAO & regulated plants and plant products
- Supp dec within 6 months of import
- EHCO entry for commodities requiring it
- P2P and S8 departure message
- MRN (import) and ENS declaration done

1 July 2021



Prepare, prepare, prepare

- The reason for preparing for the end of the transition period (TP) is the significant changes in trade between EU and non-EU country
- For those not actually trading outside the EU, this example might help
- Reminder - If you currently move goods between the UK from the EU, you only need an invoice and transport order...with those papers you are able to book a ticket for a ferry or Le Shuttle train

After the end of the TP, it all starts with an **export declaration** with customs at the country of exporter / consignor.

At least 9 additional processes

The starting point is an export declaration at the country of establishment of the exporter

After that initial pre-lodged declaration, the use of a dedicated digital platform is obligatory in most Member States and in GB

.....to be used by the ferry terminals / operators

Example: Exporting Pottery (standard goods) from Great Britain to France via Port of Dover (from January 2021: standard export procedure)

1. Patricia runs a Staffordshire-based pottery firm, who received an order from Herault, a French restaurant owner in Reims.

2. Patricia has already taken the necessary steps to trade under new requirements (e.g. registering for an EORI number, ensuring compliance with EU labelling and marketing rules).

3. Patricia pre-submits a GB customs and merged S&S export declaration (EAD), and waits for HMG 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. Herault, the French Importer, who has an EU EORI number, must make French S&S and Customs Import Declarations. This is then communicated to Chris (and / or Chris's firm) by email

6a. Chris is the driver, instructed by his company to pick up the goods from Patricia's warehouse.
6b. When loading the goods, Chris must ensure he receives the relevant Movement Reference Numbers (MRNs).
6c. Chris completes the entry on "Checking the HGV is ready to cross the border" service on gov.uk and receives a Kent Access Permit and sets off for Kent

7. Chris is asked 5 questions at check-in:
1 - Do you have customs documents with a barcode
2 - Are you transporting postal goods or are you empty.
3 - Are you using ATA / TIR carnets.
4 - Are you transporting SPS goods
5 - Are you transporting fish or seafood?

8a. The FO does **not** check the submission of ENS data at check-in (or at the Euretunnel pitstop) This is confirmed by Chris's company signing terms and conditions of carriage
**If it has not been done, the truck will be held in the terminal in France and a penalty may be issued.*

8b. Herault has done a French import declaration (and sent it via EDI - but DTI is also possible) to the Delta G system, & he has also sent the MRN to Chris and Patricia. The FO scans the FR import MRN at check in. Having also captured the number plate (ANPR) of Chris's truck at check in, that data is paired with the MRN.

8c. After the ferry has set sail, the FO sends a message via the SI Brexit system which links to the Delta G system (douane) - this action confirms that the vessel has exited the UK. (**The system is called Delta T if the supply chain is using transit*)

8d. Once Chris is on board the ferry, he can observe the status of his truck by ANPR reference on screens in the driver's lounge. At this point, the display default is **Orange** unless the HGV is empty in which case it is **Green**.

9a. If the importer had pre-logged the customs entry using DTI and not EDI, the importer or their agent would need to update their own entry until the "arrived" message is issued- SI Brexit will not change the status of the goods until this is done, so they would remain Orange status

9b. Following remote risk analysis - the Delta G system will update the status of the pre-logged declarations to "arrived" and a message is sent from Delta G to SI Brexit and on to the FO system. Herault also receives and automated message because he is using EDI.

9c. During the crossing, Chris's checks for his truck registration number on the TV screen, and he continues to check - if it remains orange (and it may also then add "douane" or "SPS" to the data) to indicate that Chris must drive - on disembarkation - to a control facility (the "SIVEP") within Port of Calais -

or if it will change to green which means that he can drive straight out the ferry, out of the Port of Calais and continue immediately on to Reims.

9d. In this case, the status of Chris consignment is given the green notification and he drives straight out off the ferry and out of the port. **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" who are based within the terminal, who will contact the authorities*

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

11. Chris arrives at Herault's restaurant with the pottery.

Patricia - GB Exporter

Herault - EU Importer

Chris - Driver

Ferry Operator (FO)

HMG

DELTA G / SI BREXIT

EU Export / GB Import example: Felix is a trader established in Paris, he manufactures auto parts (i.e. standard goods). The goods are exported on 23rd January 2021.

12. Emma has checked the tariff rates, and once her goods arrive she updates the entry into her own records with detail from the import including the date and time of entry.

13. Emma is VAT registered and so can use postponed VAT accounting to account for import VAT. This is paid quarterly and cannot be delayed six months.

14. Within 6 months of 23 January, Emma will need to have applied and be authorised for simplified declarations (CFSP) for imports. She will need this to submit her supplementary declaration within 6 months of the date of import.

15. Emma submits the supplementary declaration before 23rd July 2021 (6 months after the import date).

16. Emma has registered for a duty deferment account, which is debited after she has submitted the supplementary declaration.

Felix - EU Exporter

FR administration

Emma - UK Importer

Joe – Driver

HMG administration

Eurotunnel (carrier)

No GB ENS data input is required by Joe, because the import is before 1 July 2021.

9. The MRN (EAD) is scanned at the Eurotunnel pitstop. (Both Eurotunnel / ports will scan MRN and the driver must answer any French douane questions.) Only when the truck embarks on the shuttle (or ferry) i.e the point of no return is the EAD discharged by Eurotunnel's IT communicating with SI Brexit to confirm that the shuttle has departed

10. Joe and the truck make the crossing from Coquelles to Folkestone.

11. Joe arrives at the Folkestone terminal and leaves the shuttle train and drives onto the M20 and on towards the delivery addresses.

As Felix has made a export declaration and has an EAD, he does not need to separately lodge an Exit Summary Declaration (EXS) into the Member State Export Control System (ECS) as the safety and security data is part of the EAD.

1. Felix has an EU EORI number - exporters will need to have an EU EORI number even if they use a forwarder or customs agent for export declarations.

2. Felix (the EU exporter) should agree terms and conditions with Emma (the UK importer) so that the responsibility for border formalities is clear.

3. Felix submits the export declaration via the DELTA-G system which produces an Export Accompanying Document (EAD).

4. The Movement Reference Number (MRN) is then generated by DELTA G (French customs system) from the EAD. The MRN is a number within a barcode.

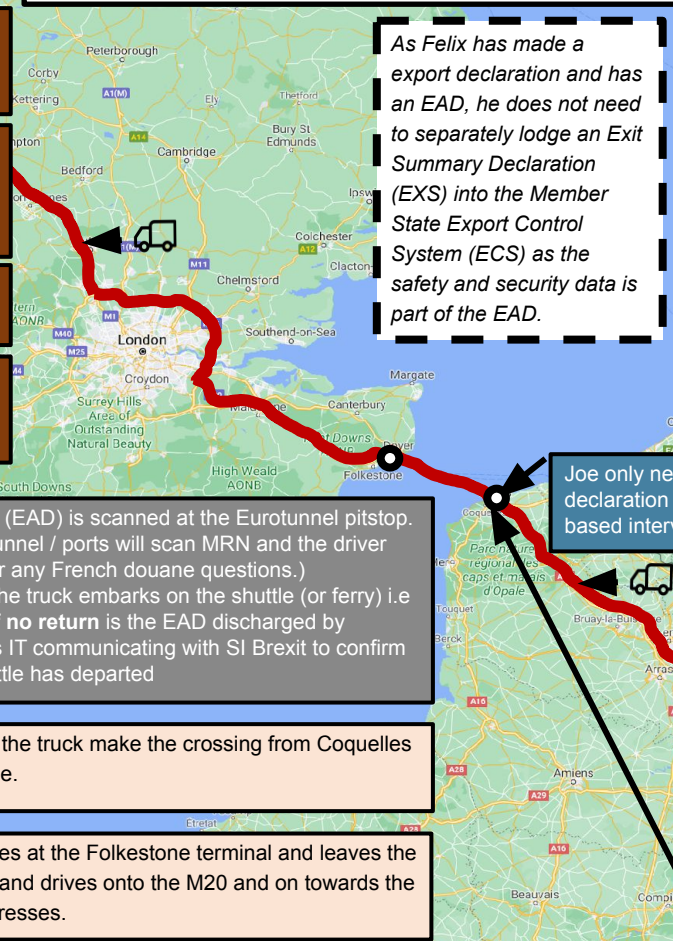
Joe only needs importer's EORI (to "evidence" that the pre-logged declaration has been done) in case of a **Border Force** targeted / risk based intervention for their other reasons at Coquelles.

5. Emma has arranged collection of the goods with her haulage firm.

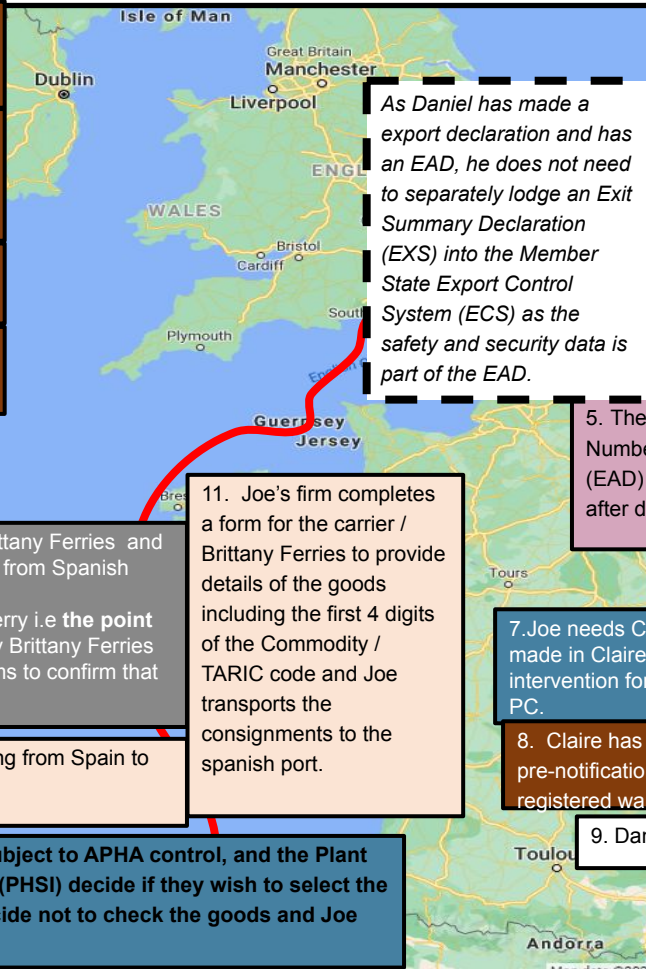
6. Felix provides Joe, the driver with the EAD / MRN.

7. Emma has a GB EORI number and intends to use the deferred declaration procedure for her import to GB, so Joe carries a copy of her GB EORI number.

8. Joe transports the consignments to the Eurotunnel Coquelles terminal



EU Export / GB Import example: Daniel is based in Spain and he exports tomato seeds to the UK. The goods are exported on 23rd January 2021.



- 15. Claire has checked the tariff rates, and once her goods arrive she updates the entry into her own records with detail from the import including the date and time of entry.
- 16. Claire is VAT registered and so can use postponed VAT accounting to account for import VAT. This is paid quarterly and cannot be delayed six months.
- 17. Within 6 months of 23 January, Claire will need to have applied and be authorised for simplified declarations (CFSP) for imports. She will need this to submit her supplementary declaration within 6 months of the date of import.
- 18. Claire submits the supplementary declaration before 23rd July 2021 (6 months after the import date).
- 19. Claire has registered for a duty deferment account, which is debited after she has submitted the supplementary declaration.

No GB ENS data input is required by Joe, because the import is before 1 July 2021.

- Daniel - EU Exporter**
- ES administration**
- Claire - UK Importer**
- Joe - Driver**
- HMG administration**
- Brittany Ferries (carrier)**

12. The MRN (EAD) is scanned by Brittany Ferries and the driver must answer any questions from Spanish Customs officials. Only when the truck embarks on the ferry i.e the point of no return is the EAD discharged by Brittany Ferries IT communicating with Spanish systems to confirm that the ferry has departed

13. Joe and the truck make the crossing from Spain to Portsmouth.

11. Joe's firm completes a form for the carrier / Brittany Ferries to provide details of the goods including the first 4 digits of the Commodity / TARIC code and Joe transports the consignments to the spanish port.

14. The consignment is now subject to APHA control, and the Plant Health and Seed Inspectorate (PHSI) decide if they wish to select the goods for a control. APHA decide not to check the goods and Joe dives to Claire's warehouse.

As Daniel has made a export declaration and has an EAD, he does not need to separately lodge an Exit Summary Declaration (EXS) into the Member State Export Control System (ECS) as the safety and security data is part of the EAD.

- 1. Daniel has an EU EORI number - exporters will need to have an EU EORI number even if they use a forwarder or customs agent for export declarations.
- 2. Daniel (the EU exporter) should agree terms and conditions with Claire (the UK importer) so that the responsibility for border formalities is clear.
- 3. Daniel has applied for and received a phyto-sanitary certificate (PC) from the relevant competent authority..
- 4. Daniel submits the export declaration to Spanish customs systems. Includes s&s data
- 5. The Spanish customs system generates a Movement Reference Number (MRN) and produces an Export Accompanying Document (EAD) with a barcode and releases the merchandise automatically or after documentary or physical control.
- 6. Claire has arranged collection of the goods with her haulage firm.
- 7. Joe needs Claire's (importer's) EORI (to "evidence" that an entry has been made in Claire's records) in case of a **Border Force** targeted / risk based intervention for their other reasons at Portsmouth. He also needs a copy of the PC.
- 8. Claire has registered on the UK PEACH system, submitted the pre-notification of the import and arranged for a physical inspection at her registered warehouse (destination)
- 9. Daniel provides Joe, the driver with the EAD / MRN and the PC
- 10. Claire has a GB EORI number and intends to use the deferred declaration procedure for her import to GB, so Joe carries a copy of her GB EORI number.

Keep business moving

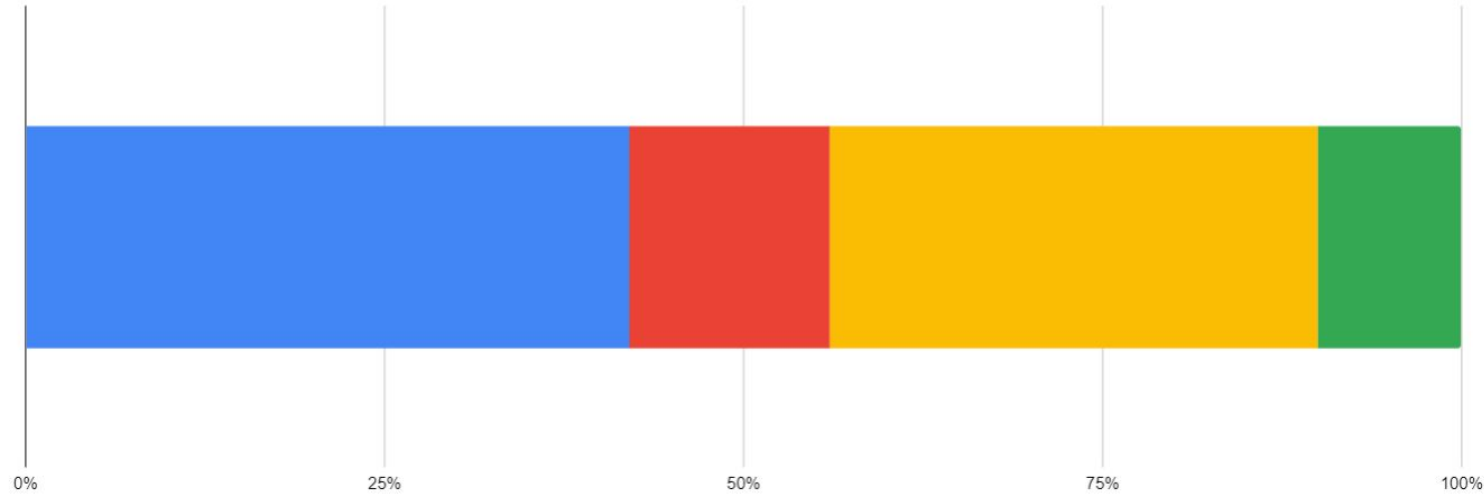
Plenary session

Heather Jones & Stella Jarvis

Border Protocol and
Delivery Group

Slido Q2 results

■ I do not understand what actions I need to take for the end of the transition period. ■ I know what actions I need to take; but I have not yet taken any actions.
■ I have started to take actions; or plan what I need to do. ■ I have taken the actions I need to be ready.



Poll 3

Following the webinar, I have a better understanding of UK border procedures and the action that needs to be taken by the end of the transition period and I will share this detail with my customers or members of my business organisation.

- Yes
- No



Keep business moving

[Gov.uk/transition](https://www.gov.uk/transition) landing page is a single location with a streamlined user journey where you can find guidance and the most up-to-date information to prepare for the end of the transition period.

You can find:

- Step-by-step guides: detailing the actions you need to take to continue to import and export in a no deal scenario
- Border Operating Model: the policy detail
- Engagement events in UK and in EU27
- Communications products: to help you support businesses preparing for 1 Jan 2021

Keep business moving

6 immediate actions to prepare for **goods exiting GB and entering the EU** at the end of the transition period:

- Register for an EORI number with the UK and an EU EORI number if you need one
- If exporting, the export declaration and S&S declaration is merged
- If using transit, make sure the TAD is activated before your goods get to the GB exit point and that transporter is given the paper TAD to present at the border.
- Import / S&S data entry into the EU – if you are not using transit, your haulier will also be required to present the MRN of a EU Member States importation & separate Safety & Security
- Agree responsibilities with your customs agent and/or logistics provider

EU - GB & GB - EU

No documents, no transport!

¡Sin documentos, no habra tránsito!

Any questions?

Contact: bpdg.enquiries@cabinetoffice.gov.uk

y a francisco.alvarez@fcdo.gov.uk

(Agregado de Políticas Públicas en la Embajada Británica en Madrid)