

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

TLN / BPDG webinar on readiness

Introduction & programme

- 13.00 Welcome and opening: Elmer de Bruin, TLN
- 13.05 Word of welcome by Stefan Kirchner, Head of the Policy Department at the British Embassy
- 13.10 Eurotunnel - readiness presentation - Sophie Mew, Public Affairs Manager, Getlink Group
- 13.30 Introduction - BPDG / Heather Jones
1. HMRC
 2. Case studies - thematic overview, with BPDG and Dutch officials
 - a. Case study 1 - NL - GB movement (plants i.e. controlled goods)
 - b. Case study 2 - short straits GB-FR / FR-GB movements (standard goods)
 3. Short Straits / Kent Access Permits / “Check HGV readiness
 4. Review of Q&A submitted
- 14.30 Plenary discussion, wrap up and event closure



Heather Jones

Deputy Director, EU Member
States Engagement

Border Protocol and Delivery
Group (BPDG)

HMG at the border

30+ Departments and agencies



HM Revenue
& Customs



Office for Product
Safety & Standards



Driver & Vehicle
Standards
Agency



Department
for Environment
Food & Rural Affairs



Department
for Transport



Border Force



Home Office



Department
of Health &
Social Care



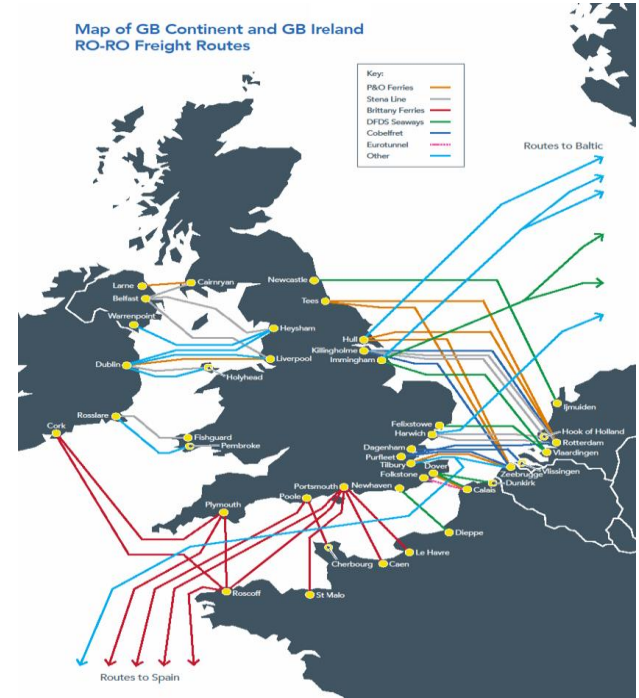
Department for
Business, Energy
& Industrial Strategy

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HMG at the border

The **Border and Protocol Delivery Group (BPDG)** was established in 2017 to bring together the work of government, working with border industry, to develop a border operating model for when the UK left the EU. BPDG now sits in Cabinet Office with four Director-led work streams:

- Planning, assurance and infrastructure
- Strategy, Policy, External Engagement & Design
- Contingency, planning assumptions and data
- Future Borders Programme



End of transition period: Scenarios

An agreement is our goal and is still possible. We are looking to negotiate an FTA like Canada's.

If we can't do so we will have a relationship like Australia, like New Zealand or the US. None have an FTA-based trading relationship with the EU, but instead have a number of trade facilitating arrangements in a few key areas.

The actions the business owners (and the public) need to take vary based on their circumstances. There are 'guaranteed changes' required regardless of the outcome of negotiations. Whether we reach an agreement or not, the UK will leave the EU customs area and the single market.

Areas of negotiation and therefore detail not included today, include:

- Northern Ireland Protocol
 - A Trader Support Service (TSS) is available for any business in moving goods between Great Britain (GB) and Northern Ireland, sign up at:
[gov.uk/guidance/trader-support-service](https://www.gov.uk/guidance/trader-support-service)

UK intermediaries & customs agents

- The UK Government has introduced a set of measures, including **£50m additional funding** to support the intermediaries sector
- 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
- **Intermediaries Task Force** - has been established since Nov 2019 - UK, BE, ES, FR, IE & NL

UK Border Infrastructure



UK Border Infrastructure

- 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

For January 2021, infrastructure will be needed to meet the following requirements.

1. 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.
2. ATA Carnet processes – offices to wet stamp ATA Carnets for temporary imports and exports.
3. CITES processes – to wet stamp CITES permits accompanying relevant goods.
4. Traffic management processes – lorry holding capacity for use in the event of disruption. (more later on Kent)

A full list of ports providing such facilities will be published as soon as possible.

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

1. Intended site location –
Ashford Waterbook**

2. Intended site location –
Sevington Ashford* **

3. Intended site location –
Ebbsfleet Int. Station**

4. Potential site location –
Thames Gateway

5. Intended site location –
North Weald Airfield**

6. Potential site location –
Birmingham

7. Intended site location –
Warrington**

8. Potential site location
July 2021 – Holyhead

9. Potential site location
July 2021 – South Wales

10. Potential site location
July 2021 – Dover



● Intended / potential site for Jan 2021

● Potential site for July 2021

*Will also be required for July 2021

** Subject to securing planning permission

UK Border Infrastructure



Today is for you

More information

More questions with answers

More clarity

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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.

- GB will take a phased approach to **import** declarations for non controlled goods
- There will be a waiver for entry summary declarations from **1 January 2021 until 30 June 2021**
- **Transit** can be used from **1 January 2021**
- A GB export and exit summary declaration will be required from **1 January 2021**

The EU will require:

- Import or transit declarations and export or transit declarations from **1 January 2021**
- Entry and Exit Summary Declarations will be required from **1 January 2021**

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



Readiness polls are running

Please answer our short questions

Go to sli.do on your browser or phone

Use the code #BPDG



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

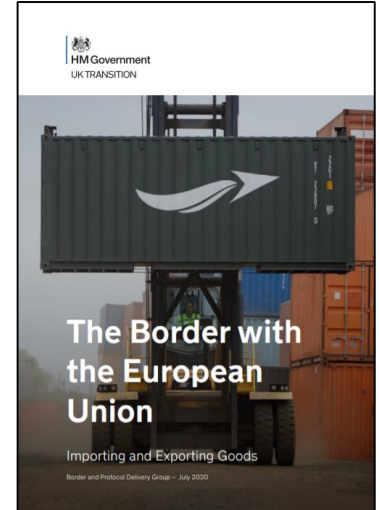
Which of the following statements best applies to you/your business?

- 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.



UK Border Operating Model

- The UK Border Operating Model was first published on 13th July 2020 - the [full document is available on gov.uk](#)
- The model includes an annex which covers EU border procedures for imports and exports
- Step by step [import](#) and [export](#) guides are also available on gov.uk
- The second iteration of the Border Operating Model was published on the **8th October** and includes 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.



UK Border Operating Model

- A number of new annexes including passengers policies, and updates to the EU requirements annexes and refreshed process maps
- Further detail on deferred customs declarations and the requirements of Entry in Declarants Records (EIDR)
- Further detail on joint liability for intermediaries
- Information on what 'poor compliance history' means
- Clarity on guarantees and DDA requirements
- Bulk import reduced data set details
- A number of new sections including several DEFRA policy areas, levels of checks in July 2021, and further detail on high risk plants

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

EU EORI

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

[Europa : National Customs Websites](#)



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

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



HM Revenue
& Customs

David Vallely

External stakeholder team

Her Majesty's Revenue and
Customs (HMRC)

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-lodged 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.
- 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 (EXS)
- 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)

GVMS is a new IT system which will allow us to:

- Enable declaration references to be linked together so that the person moving the goods (e.g. a driver) only has to present one single reference (Goods Movement Reference or 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 / departure (where applicable) of goods in HMRC systems so that goods boarding on the EU side can be processed en route.
- Automate the Office of Transit function, marking the entry of goods into the UK customs territory.
- Allow 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 by the time they physically arrive in the UK so they know where they need to proceed.

Goods Vehicle Movement Service (GVMS)

To support locations with limited space or infrastructure to facilitate movement at the border.

HMRC are:

- Engaging with industry as plans develop, in particular with regard to GVMS.
- Engaging with hauliers, carriers and operators on the requirements of GVMS, so they are able to accommodate the technical build and testing activity by December.
- Providing a new virtualized test service that will allow carriers and operators to test their software against the HMRC specification to ensure alignment and compliance.

The service guides will allow Hauliers / Carriers to access the specifications and understand the technical requirements ahead of the physical testing process. Technical discussions with carriers and operators to supplement this testing have started and will continue through to 31 December.

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

Case Studies

Non-short straits (plants)

Short Straits (standard goods)

Roel Van T Veld

Senior Brexit advisor to the Director-
General, Customs,
the Netherlands

Heather Jones

Deputy Director, EU MS Engagement,
BPDG

Keep business moving

Subsequently in GB, business will need to comply with customs formalities, this will be entry and import declarations from **1 July 2021** with a phased approach to import declarations and a waiver for entry declarations from **1 January 2021 until 30 June 2021**

SPS are also phased in between January until the end of June 2021

So apart from the simple 2 formalities of an invoice and a transport document, you have at least **9 additional procedures** to take into account



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, these case study slides 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

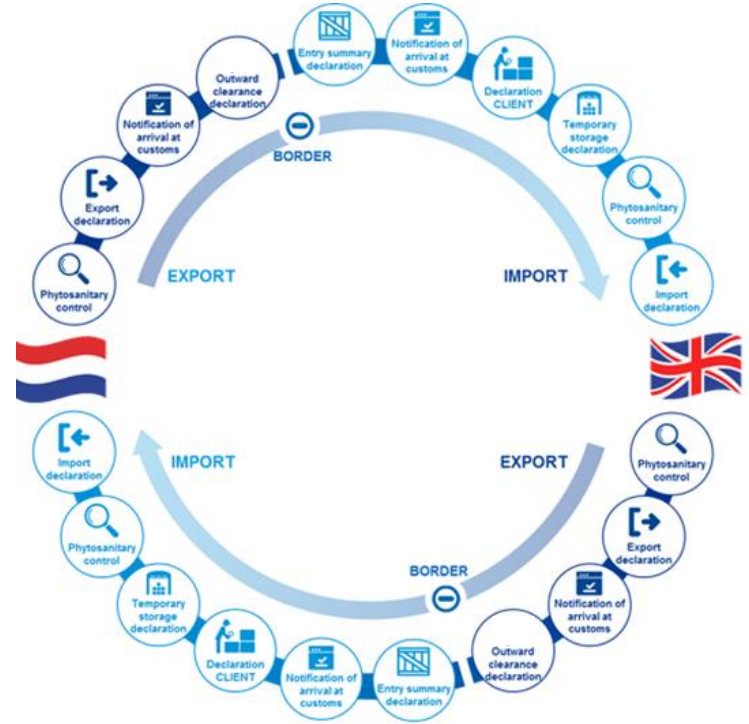
After that initial pre-lodged declaration, the use of a dedicated digital platform is obligatory in most Member States and in GB

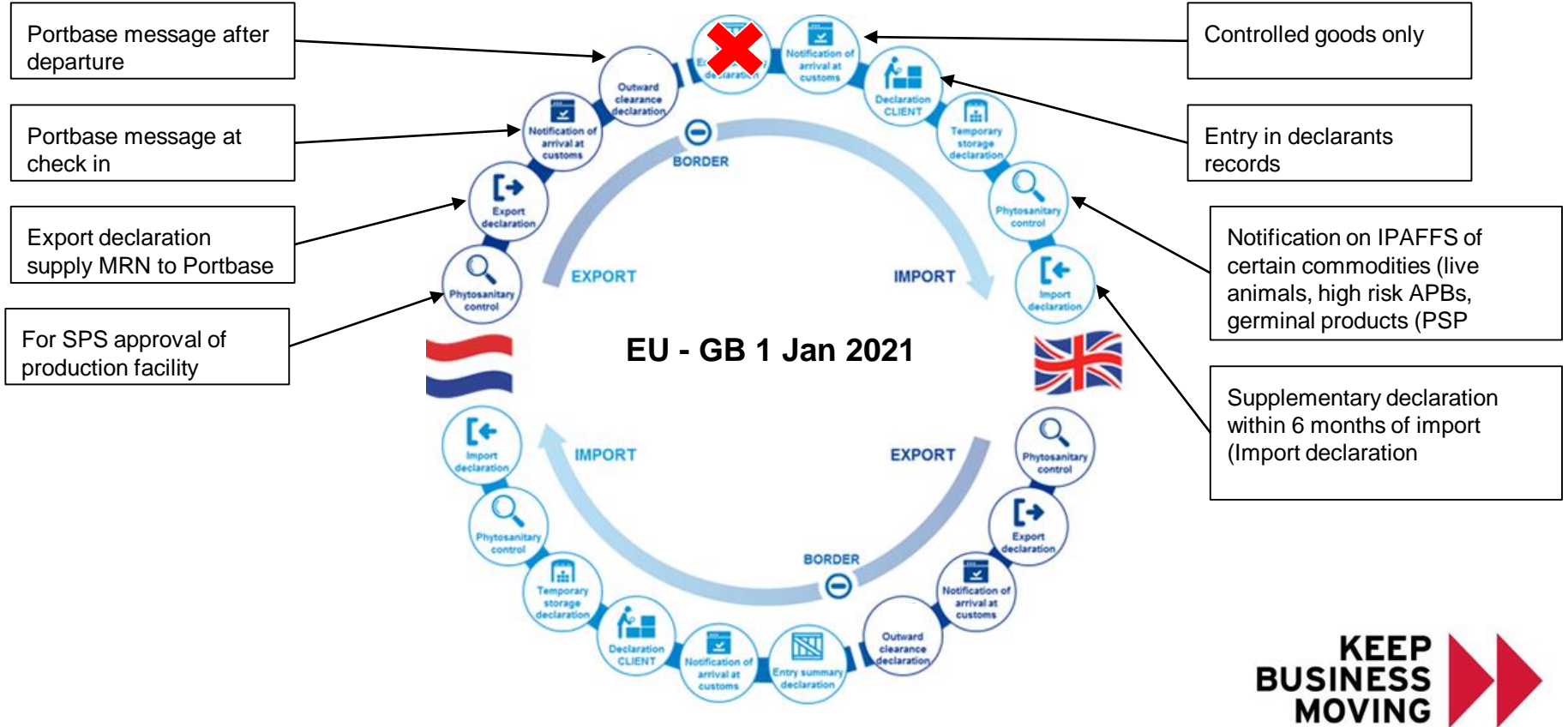
.....to be used by the ferry terminals / operators

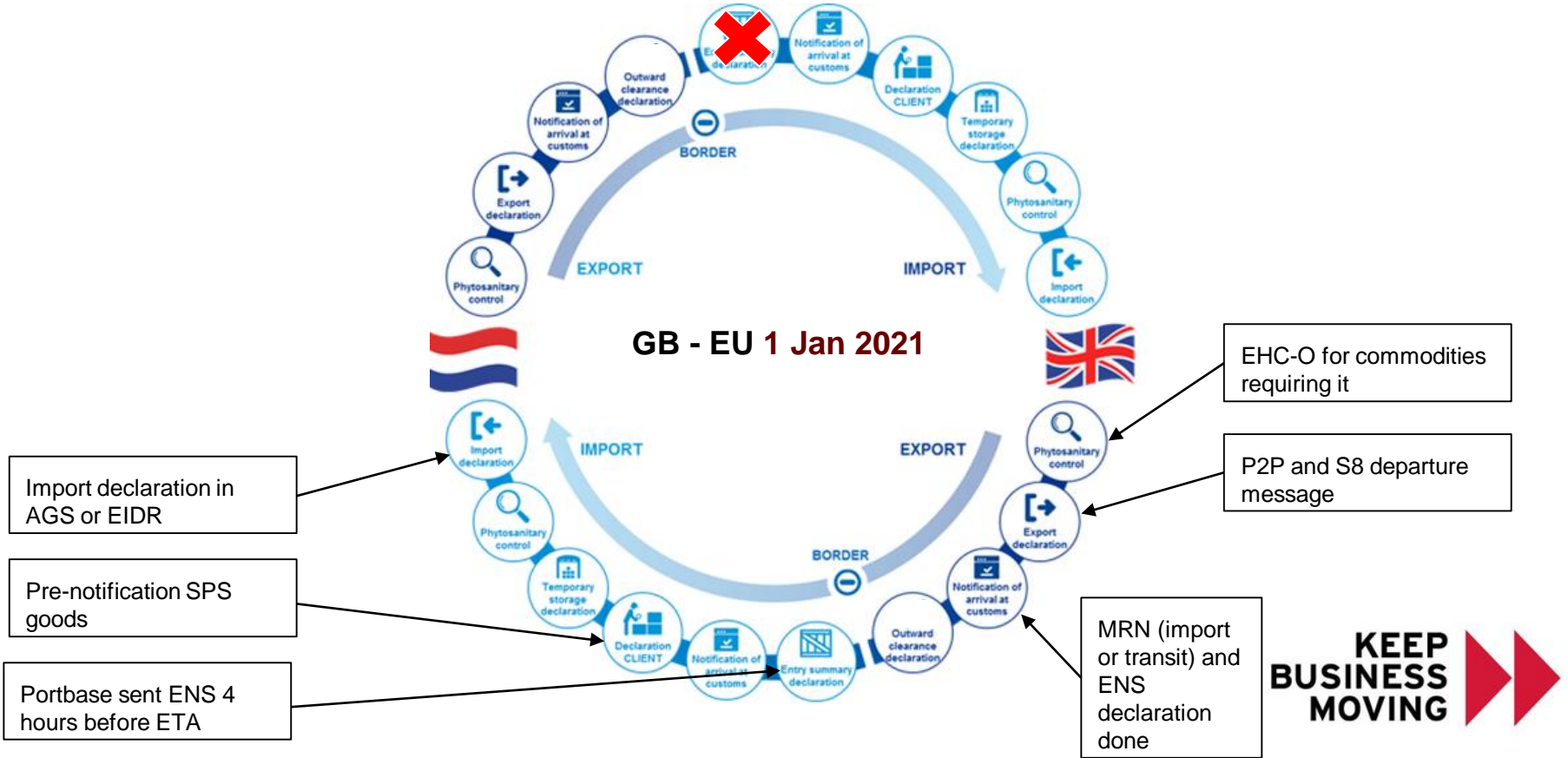
Example Case Study

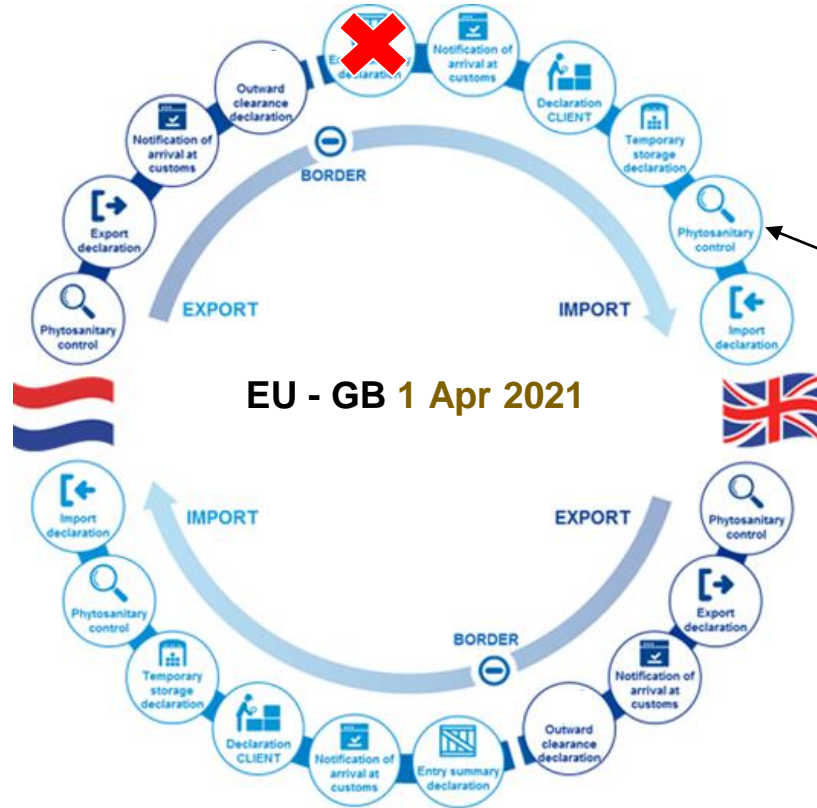
Movement of goods from:

- 1 January 2021
- 1 April 2021
- 1 July 2021









Pre notification, using IPAFFs & certificates required for POAO, HRF (and feed) NAO & all regulated plants and plant products

1st July 2021



This block contains several screenshots of HMRC software interfaces, including the 'HMRC RT2018 Feedback system - Detail summary enquiry (SA)' and 'HMRC RT2018 Feedback system - Detail summary enquiry (SA)'. The screenshots show various data entry fields, tables, and navigation options. A prominent 'KEEP BUSINESS MOVING' logo with two red arrows is located in the bottom right corner.

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2c. Heather's has received the PC from Roel and uploaded it to the relevant GB plant health IT system **at least 4 hours before** arrival in the UK (as Harwich is a RoRo port - if a non RoRo movement it is done the day before the plants are due to arrive) and she pre-logged a import declaration into CHIEF.

4b Heather has sent Marks' haulage firm a copy of her GB EORI number and she has also provided a digital copy of the PC with the pre-notified import declaration

10a. Heather is VAT registered and so can use postponed VAT accounting to account for import VAT. This is paid quarterly.

10b. Heather is already authorised for simplified declarations (CFSP) for imports. She now needs to submit her supplementary declaration

11. Heather also has a duty deferment account, which is debited after she has submitted the supplementary declaration.

12. Within 3 days of a consignment reaching the UK, the original phytosanitary certificate must be provided to the plant health authority - do they need to ask APHA / PHSI to come out to inspect and collect the PC?

Mark delivers the plants to the DIY store.

8. HMRC risk assesses the customs data. 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.

7. Portbase sends a message to the NL customs after the ferry has departed, this action discharging the exports on board.

6. No GB ENS data input is required by the carrier because it is pre 1 July 2021. To confirm the FO has met the requirements of all freight on board, the manifest is sent to Portbase prior to the ferry departing.

9. The PHSI checks the information sent, and decides that the documentation submitted in advance is sufficient to release the goods without a physical control - they inform Heather. HMRC amend the entry in CHIEF is updated to release the consignment prior to it arriving in Harwich.

Scenario: Exporting roses (for planting) from Hook of Holland to Harwich - accompanied freight (which are controlled goods with additional border requirements - 23 January 2021

1. Roel runs a plant production business near Rotterdam - he receives an order from Heather, a buyer for a large GB DIY chain - assume high priority

2a. Roel has already taken the necessary steps to trade under the EU requirements (e.g. registering for an EU EORI number, has registered with Portbase. He needs to check the products ordered against lists and make an appointments with the authorities, who check the product, certify it and declare it "EU compliant" *in the absence of the UK requirements*

2b. Roel has applied for and received a phyto-sanitary certificate (PC) from the relevant competent authority.

2c. Roel has already sent the digital copy of the PC to Heather for pre-notification purposes.

3a. Roel supplies the original PC to Mark and the MRN to Portbase to discharge the EAD, and he checks Portbase before telling Mark to set off for the terminal.
3b. He has received a message to enable Mark to leave for the port and access the terminal

5. Mark arrives at the terminal, the MRN is already entered in Portbase - his truck VRN is scanned by the ANPR reader, he checks in and he drives onto the ferry

4a. When loading the goods, Mark ensures he receives the relevant MRN(s). As Heather is authorised for CFSP she is using the deferred procedure for her import to GB, she has given Mark a copy of her EORI number in advance.

Roel - NL plant grower – Exporter

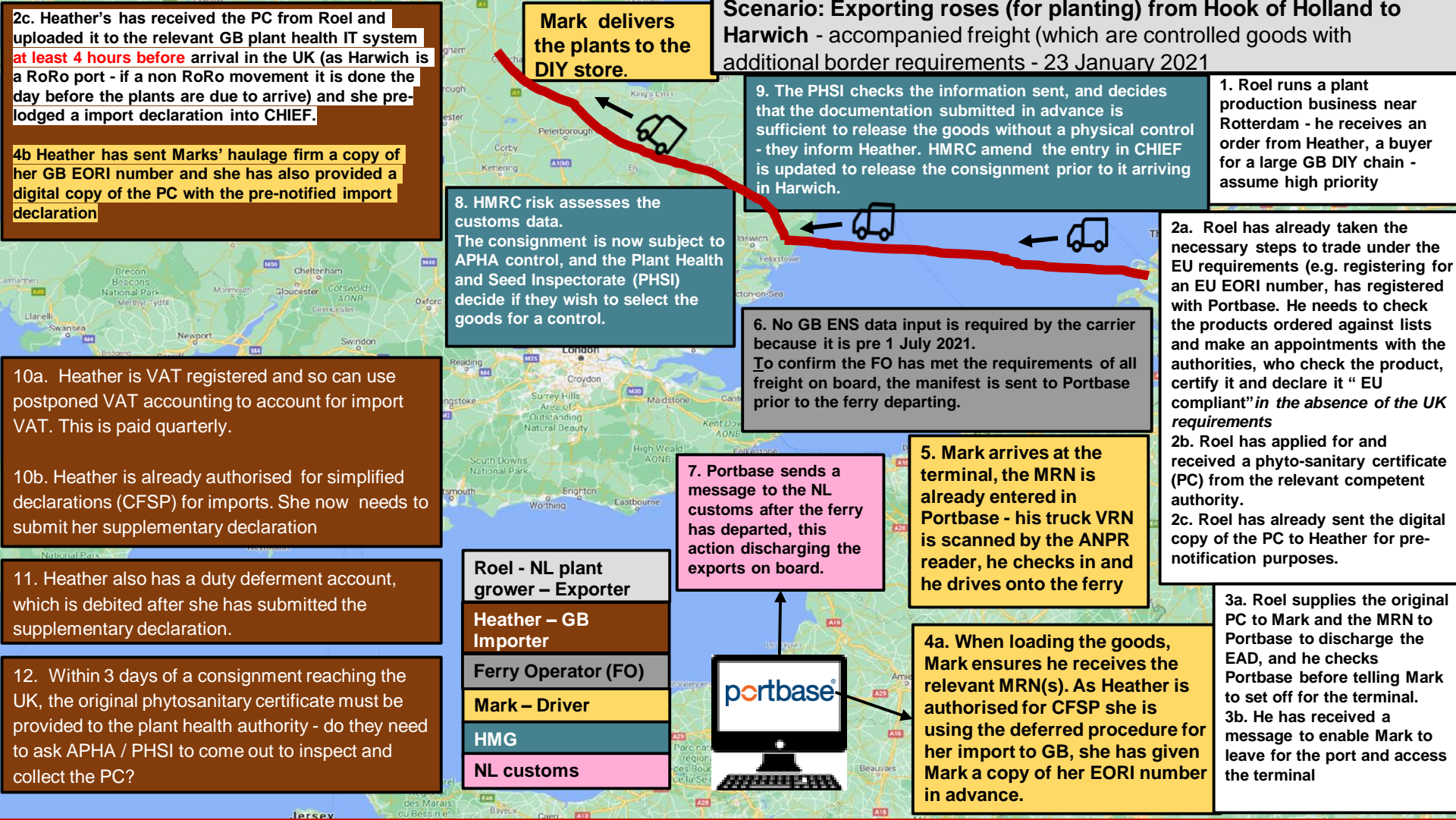
Heather – GB Importer

Ferry Operator (FO)

Mark – Driver

HMG

NL customs



Fiona Gaffney

Deputy Director

Short straits and Kent

Heather Jones

Deputy Director, EU MS
Engagement

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?

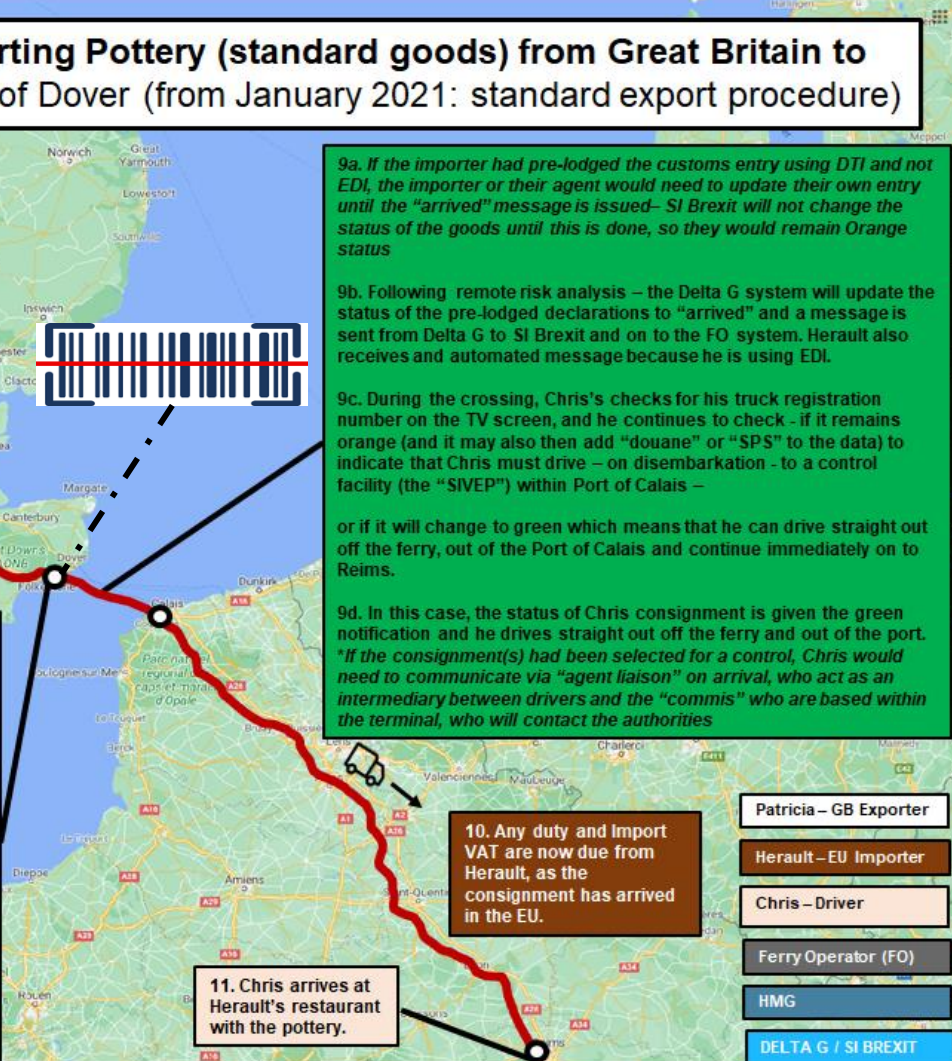
8a. The FO does not check the submission of ENS data at check-in (or at the Eurotunnel pitstop) This is confirmed by Chris's company signing terms and conditions of carriage

**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 off 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.

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.



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.

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

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

Felix - EU Exporter

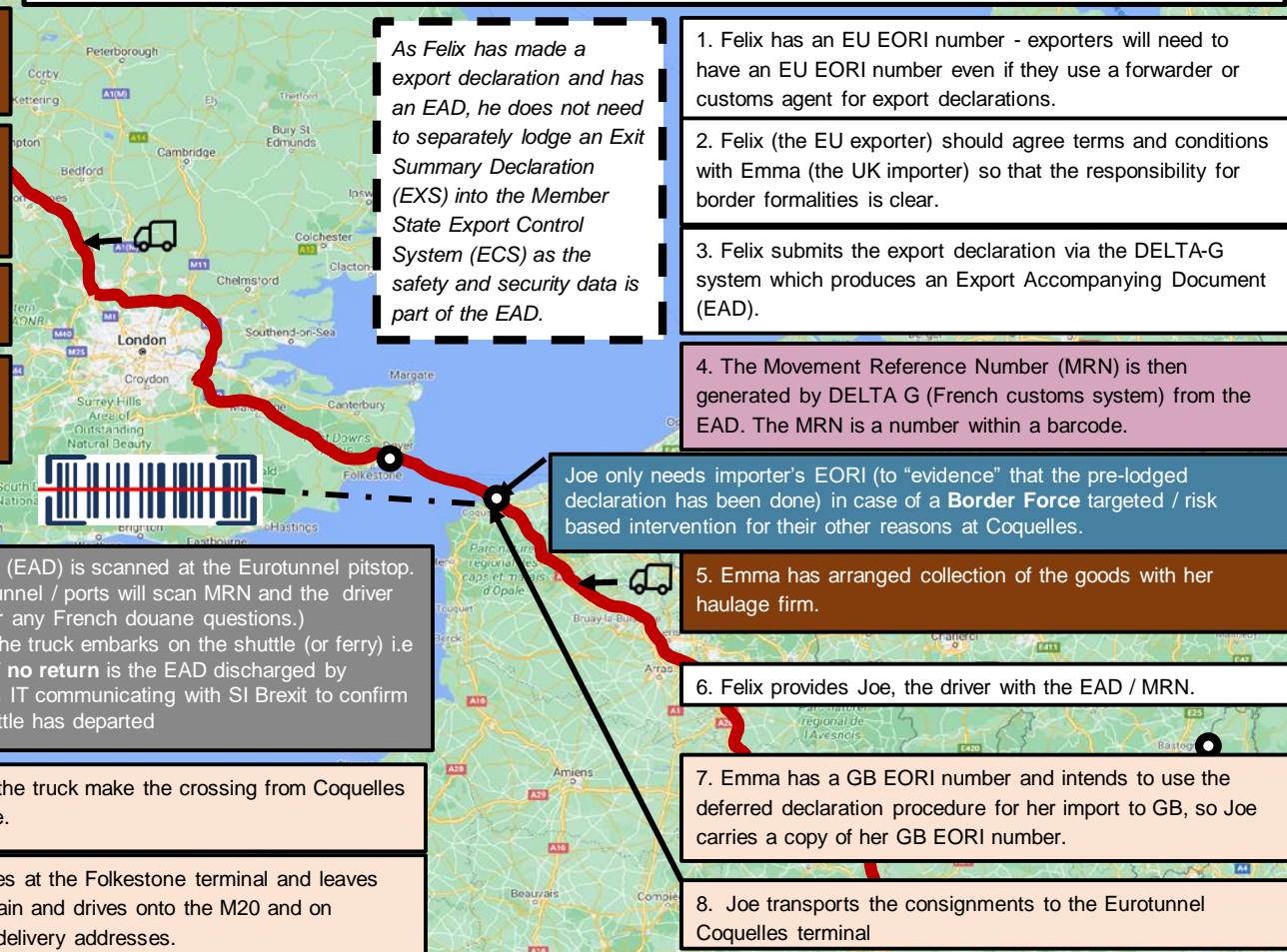
FR administration

Emma - UK Importer

Joe – Driver

HMG administration

Eurotunnel (carrier)





Mike Head

Department for Transport



Fiona Gaffney

Deputy Director

Short straits and Kent

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



Commercial Road Transport Negotiations

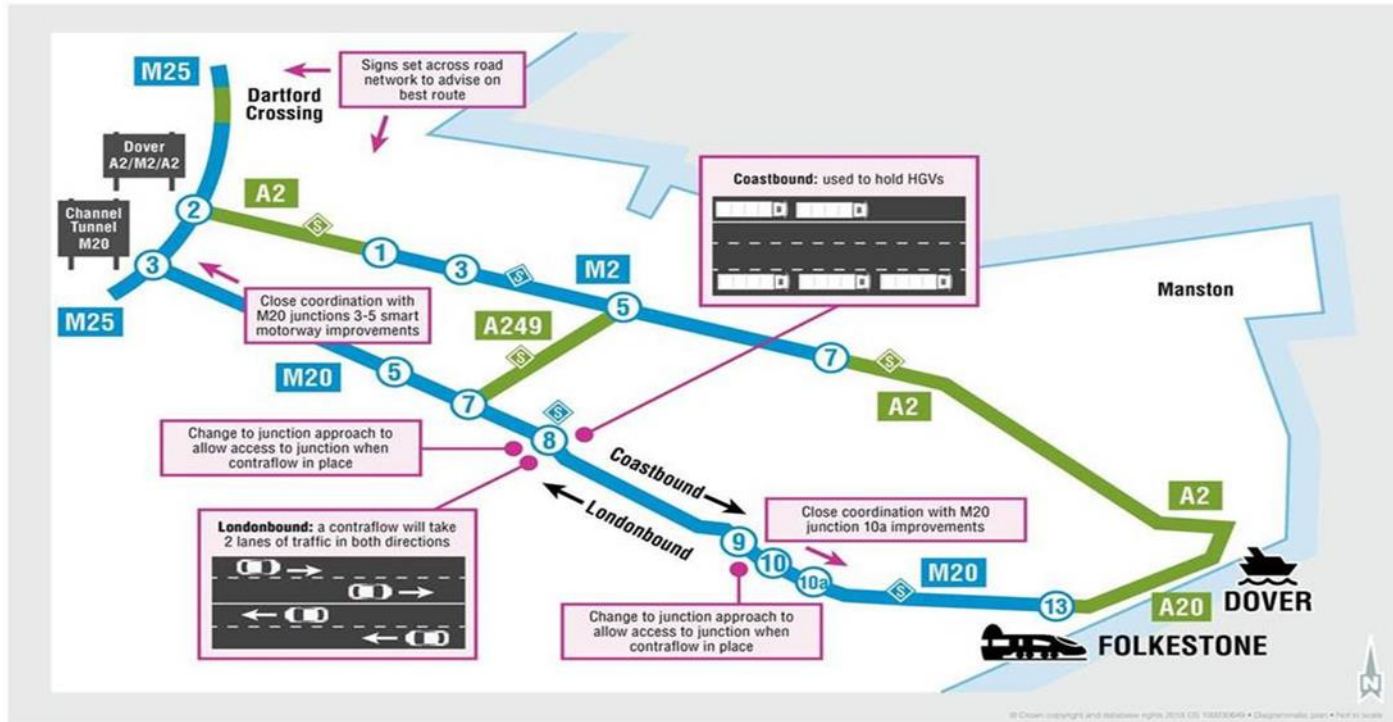
- In addition to point to point (or bilateral transport) and transit, we are open to a discussion of additional rights that would offer economic and environmental benefits. This could include cabotage and cross trade, which offer a commercial and economic benefit to UK hauliers, but also significantly 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



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.

M20 Contraflow Junctions 8-9



Quick moveable barrier M20



UK traffic management - Operation Brock

In 2019 the Government with the help of Kent Resilience Forum developed & 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.

Additional actions for hauliers/freight forwarders

- 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)

Check an HGV is ready to cross the border

- 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

Keep business moving

Plenary & Q&A session
With Departments &
Border Protocol and
Delivery Group

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.

- a. Yes
- b. No



Poll results from earlier events

Poll 1 - Aware of Impact

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



● Aware of impact of change (Actual) ● Not aware of impact of change (Actual)

Poll 2- Readiness

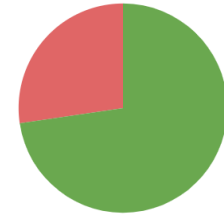
Which of the following statements best applies to you/your business?



● Don't understand action needed ● I know but not done it
● Have taken or planned action ● I'm ready

Poll 3 - Better understanding

Increased readiness?



● Better understanding of what I need to do
● I still have gaps in my knowledge of what I need to do

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 tp 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

Keep business moving

Useful links:

- [gov.uk/transition](https://www.gov.uk/transition)

BOM, step by step guides and comms information

- [gov.uk/government/publications/the-border-operating-model](https://www.gov.uk/government/publications/the-border-operating-model)

Step by step guides to importing and exporting:

- [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/910155/How to import goods from the EU into GB from January 2021.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/910155/How_to_import_goods_from_the_EU_into_GB_from_January_2021.pdf)
- [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/910156/How to export goods from GB into the EU from January 2021.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/910156/How_to_export_goods_from_GB_into_the_EU_from_January_2021.pdf)

Answering your questions

We have collected questions

The following slides list those questions you submitted with our answers where we have them and / or can answer them

Border (Kent / short straits) crossing related questions

Q1: Can we get an insight of the working of the “Checking your HGV is ready” service - a kind of customer journey of how it works (step by step)?

- Demonstration available and provided.

Q2: Border readiness: the Kent area requires a Kent access permit: can you explain in a few words how it works, how and where to obtain such a permit

- The Kent Access Permit will be issued when a HGV driver has completed the questions on the check a HGV is ready for the border service and confirmed that they have the necessary documents to meet EU border requirements (such as the MRN for an import or transit movement, any necessary certificates for the goods and completed a Entry Summary Declarations (safety and security declarations). Covered in demonstration.

Border (Kent / short straits) crossing related questions

Q3: Are there any costs involved for obtaining a permit?

- No, this is a free online platform.

Q4: Is it a single entry permit to be obtained for every single trip or is a permit with a longer duration (2 months i.e) or more trips (kind of 10 trips carnet) available?

- This is a single entry permit.

Q5: Driving without such an access permit will be fined with £300. Will there be a grace period in the beginning?

- The system is still under consultation.

Border (Kent / short straits) crossing related questions

Q6: Suppose a transport starts in Manchester with destination Dover – Calais. The permit has been applied for, but since it's a long drive the driver has already started his transport in Manchester, before the permit has been issued. What happens during a road side check?

- The permit is issued when the driver confirms that they have the necessary documents to meet EU border requirements, it will be valid for a limited period of time.

Q7: What comprises the Kent area geographically: what crossings to EU are involved, only Dover?

- The Kent Access Permit will be for outbound vehicles GB-EU only and will encompass crossings via Dover or the Channel Tunnel. Use of specified roads in Kent will be linked to holding a Kent Access Permit. The DfT consultation which ran during August was specifically regarding whether it should be mandatory for a Kent Access Permit to be obtained from the web service for Heavy Commercial Vehicles (7.5 tonnes or above), and Heavy Goods Vehicles (12.5 tonnes or above) when travelling to Port of Dover or Eurotunnel for international travel.
A Kent Access Permit will not be needed if the vehicle is under 7.5 tonnes, travelling domestically, or going to a different port in Kent.

Border (Kent / short straits) crossing related questions

**Q8: Where and how does enforcement on transport and customs documents in UK take place?
Inland UK or at the port itself?**

- Inland infrastructure is being built (e.g. Ashford sites) for the short straits.

Transport related questions

Q1a: What do you expect on mutual recognition of transport licenses? Does the UK accept the community license and does the UK accept the UK operators licence? Can DfT outline the arrangements?

- The Government will communicate arrangements informing operators on how to prepare for the end of the transition period in good time. This will cover any changes to documentation requirements.

Transport related questions

Q1b: If not, we will have to fall back on ECMT licenses? Do UK hauliers have enough ECMT licenses for 2021?

- It is in both the UK and EU's interests to secure liberalised rights for UK and EU hauliers to carry goods between our respective territories without the need for additional documentation, such as ECMT permits. The UK Government will communicate arrangements informing EU hauliers on how to prepare for the end of the transition period in good time. This will cover any changes to documentation requirements.
- The UK Government does not control how many ECMT permits are available for UK hauliers. Allocation for different member countries are the result of careful negotiations over many years, taking into account a number of factors including levels of trade. The UK quota of ECMT permits would not be sufficient to support current levels of market access. In the event that an agreement is not reached with the EU, we would seek to supplement the ECMT regime with bilateral agreements.

Transport related questions

Q2: How does the UK see the transport of single trailers, brought in by ferry and picked up at UK ports by EU registered tractor units: as cabotage or part of combined transport?

- These journeys would count as combined transport if the EU haulier is only transporting the trailer to a single place within 150km of the port, the load is not re-handled and the driver has documentation from the port to indicate that the activity is being undertaken under combined transport rules.
- Any additional domestic work undertaken in the UK afterwards (including onward movement of the original trailer) would be considered cabotage.

Transport related questions

Q3: If it is considered as cabotage and if UK and EU cannot agree on cabotage and thus cabotage will be forbidden as from 1-01-2021 does this mean that all these trailers can only be transported in UK by UK registered tractor units?

- Both the UK and the 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 on additional rights that would offer economic and environmental benefits, such as cabotage.
- The UK Government will communicate arrangements informing EU operators on how to prepare for the end of the transition period in good time, including the types of journeys that can be carried out in the UK.

Transport related questions - driver related questions

Q5: On what conditions will Dutch truck drivers be allowed to drive in UK after 31/12/2020: are there any extra obligations after Brexit or are the obligations the same as now?

- The UK 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.

Q6: Will the EU code 95 of drivers (drivers CPC) be recognized after the transition period?

- The position on the continued recognition of EU-issued CPCs after the end of the transition period is subject to the outcome of negotiations.

Transport related questions - driver related questions

Q7: If not recognized, does this mean that EU drivers need to apply for a CPC certificate in the UK? And if yes, how soon can they get a CPC and what are the obligations to get one?

- The position on the continued recognition of EU-issued CPCs after the end of the transition period is subject to the outcome of negotiations.

Q8: Do British truck drivers need an international driving permit? And EU drivers when entering the UK?

- Existing arrangements will continue unchanged for the duration of the transition period – until 31 December 2020. This means that visitors will be able to use their licences, provided they are valid, without an additional document, such as an International Driving Permit. Arrangements for January 2021 onwards will be published in due course.

As yet unanswered driver related questions

Q9: Do drivers have to dispose of a passport or is an identity card sufficient?

- This is subject to ongoing negotiations - DfT to confirm

Q10: Do British truck drivers need to have a working permit if they are or want to be employed by a EU company?

- This is subject to ongoing negotiations - DfT to confirm

ENS and goods questions

Q1: After 1 July 2021 an Entry Summary Declaration (ENS) is an obligation for goods entering GB - who is responsible and liable for submitting the ENS when goods arrive in the UK

- Carriers have the legal responsibility to ensure that the UK customs authority is provided with S&S pre-arrival information, by way of entry summary declarations, for goods being imported to GB. The carrier can agree to pass the requirement onto a 3rd party with their knowledge and consent, however, the carrier will still have the legal responsibility.

Q2: Is there a difference when goods arrive accompanied or unaccompanied in the UK?

- The carrier is defined as the owner of the “active means of transport” which means:
 - a ferry operator for unaccompanied goods
 - the haulier for accompanied goods.
- **(Note:** In The Netherlands the ENS will be submitted by the ferry companies in case of unaccompanied transports In case of accompanied transports it is the transport company itself who is responsible for submitting ENS).

Entrepreneurs related questions

Q1: Will the EU certificate of professional competence from entrepreneurs (EU regulation 1071/2009 article 3, d) be accepted after transition period?

Q2: Does the outcome of the negotiations on a trade deal have an effect on this recognition, meaning that in case of a deal the present transport managers CPC will be mutually recognized, in the case of a no deal CPC will not be recognized?

Q3: If entrepreneurs want to start a business presence in the UK after Brexit, do the 4 criteria remain the same as now in the EU: proof of professional competence, creditworthiness, reliability and real business presence (no letterbox companies)?

Customs Related Questions

Q1: As a road haulier, are you required to carry a physical customs document in the UK, or is a digital document sufficient?

- **GB - EU** - the CHIEF system will issue a permission to progress to the port of exit (or terminal). If the consignment is selected for a check outbound, the exporter will be informed to direct the truck to a location before they reach the border.
- **EU - GB** - The haulier should carry an electronic or physical copy of the import MRN or the traders EORI number if the trader is using the facilitation that allows them to delay submitting their declaration. Digital documentation will be sufficient. Or a TAD MRN (paper copy TAD is also required to accompany the truck) if using transit/ CTC. From July 2021 the driver should have the GMR number from GVMS if passing through a port using the pre-lodgement service.

Customs Related Questions

Q2: If a shipment is sent under a T1 or TIR document. What is the procedure on import in the UK? Should the document be digitally inserted in a customs systems before the transport takes place?

- Those using transit to move into or through the UK, including from the EU, will need to pass through an Office of Transit. Each time the goods arrive at a UK port, the TAD must be presented at an office of transit. After the transition period HMG intends to allow this to be completed digitally, using the Goods Vehicle Movement Service (GVMS). Some ports may still choose to operate a paper-based office of transit. In either circumstance, hauliers will either need to provide the TAD or information from their TAD at some point in the journey and will receive information on whether they are cleared to go, or further inspection is required.

Customs Related Questions

Q3. Does the truck driver need to bring any original documents, like a commercial invoice?

- Some original documents such as certificates and licenses (e.g. EHCs) will be required but prior notification by digital means is also recommended.

Customs Related Questions

Q4. What is the procedure in the UK regarding empty packaging material, like pallets. Do you need to declare this at the customs?

- HMRC's intention is to create legislation to minimise any requirement for declarations on re-usable packaging post transition. Please note this is subject to parliamentary procedures and legislative timetable.
- For imports: the legislation will allow for re-usable packaging to be declared by conduct or orally removing the need for separate customs declarations for packaging. This will accommodate packaging of varying values and types.
- Without the legislation the packaging would usually need to be declared under Temporary Admission (or expensive packaging might increase overall customs value of an import). There will be an import Safety and Security declaration requirement where packing is imported empty once the staged customs period allowing a waiver of Safety and Security declarations ends.
- For exports: the legislation will allow if the packing is eligible for Returned Goods Relief this will mean no customs declaration, instead declaration by conduct, regardless of whether they are filled or empty.

Customs Related Questions

Q5: In phase one there will be no ENS required on the import in the UK. How does a customs broker need to declare its customs documents? Will they require a manifest number?

- For ports using PCSs, yes the MRN will need to be captured and submitted to the manifest with the S&S declaration (accompanied freight = the haulier / unaccompanied = the ferry operator). For locations without PCS e.g. RoRo, the terms and conditions of carriage is the confirmation that the ENS has been made and the MRN must be presented at check-in (pitstop at Eurotunnel) for scanning into the MS customs import system or TAD if using transit / CTC into the NCTS system.

Q6: Will the UK Customs promote authorized consignee/ consignor licenses?

- HMRC has and is encouraging businesses who regularly export or import goods to and from the EU to consider becoming an authorised consignor/consignee. There has been a 55% uplift in authorised consignors' locations in the past 12 months and 15% increase in authorised consignees' numbers.

Transport of meat, perishables and livestock related questions

Q1: Can I enter and exit UK via any port with meat , livestock and vegetables/fruit?

- From January 2021, there will be a requirement to pre-notify for certain movements, but they will not be required to enter GB via a Border Control Post (BCP). From July 2021, commodities subject to sanitary and phytosanitary (SPS) controls will have to be presented to be BCPs.

Q2: where are controls/enforcement taking place: at the border or inland UK or at premises company?

- From January 2021, there will also be physical checks at the point of destination or other approved premises on all high-risk live animals and plants, and a requirement to pre-notify for certain movements, but they will not be required to enter GB via a Border Control Post (BCP). Any physical checks will continue to be conducted at the point of destination until July 2021.
- From July 2021, commodities subject to sanitary and phytosanitary (SPS) controls will have to be presented to be BCPs and there will be an increase in physical checks and the taking of samples. SPS checks for animals, plants and their products will take place at GB Border Control Posts and not at destination.

Transport of meat, perishables and livestock related questions

Q3. Can or must phytosanitary documents guiding the transport be transferred digitally or must they accompany the shipment?

FOR UK EXPORTS TO EU: From the end of the transition period to export products of animal origin from GB to EU the importer will be required to make a pre notification. This is done online via TRACES, an EU system.

- Exports will also require an Export Health Certificate which can now be applied for digitally.. EHC Online is a new digital online application service for EHCs that has been developed by Defra and APHA. It allows exporters to apply for, supply information for the consignment and submit their EHC application. The EHC can be checked, completed and printed by a Certifying Officer using EHC Online before signing, stamping and issuing to the exporter.
- By Winter 2020 EHC Online will have replaced the current manual PDF process for applying for all non-EU EHCs. For exports to the EU from the end of the transition period certificates will be produced on EHC online. If in any case the certificate has not been built in EHCO, then a manual process would be in place for that particular EHC.
- For certificates that may be issued on white paper these will be sent electronically for the Certifying Officer to print, removing the delay caused by using the postal system. Other goods with certificates requiring Crown gold paper will be sent a physical copy.

Transport of meat, perishables and livestock related questions:

Q4: Where are the border inspection points located entering and leaving the UK

- There is a list of continuously updated Border Control Posts at gov.uk/government/publications/uk-border-control-posts-animal-and-animal-product-imports/live-animals-animal-products-and-food-and-feed-of-non-animal-origin-border-control-posts-bcp-in-the-uk

Q5: Is there a map of ports and BIP's available?

- There is a continuously updated list of Border Control Posts at gov.uk/government/publications/uk-border-control-posts-animal-and-animal-product-imports/live-animals-animal-products-and-food-and-feed-of-non-animal-origin-border-control-posts-bcp-in-the-uk

Q6: Can veterinary documents be transferred digitally

- Covered in presentation?