

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

Industry Day- 5 November 2020

POLAND



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HMG at the border

30+ Departments and agencies including:



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

**KEEP
BUSINESS
MOVING** 

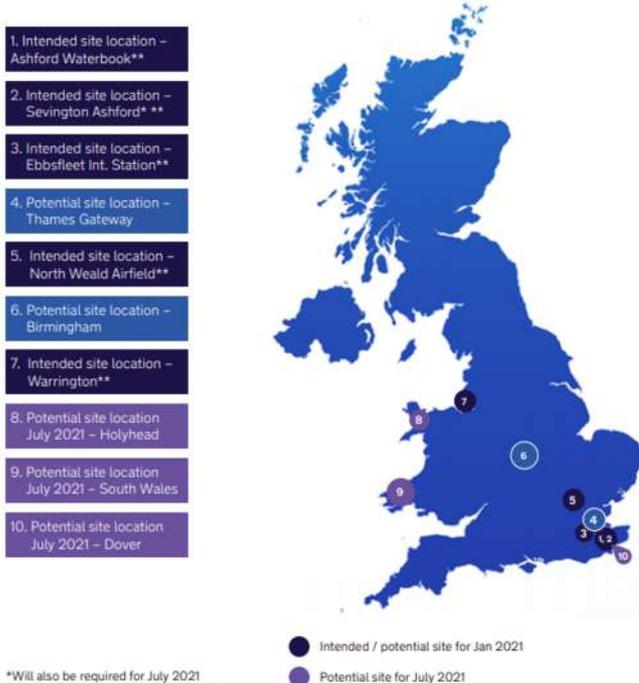
Implications For Businesses That Trade With GB

Significant challenges for businesses that move goods between EU and GB:

- Particular challenge for SMEs, especially in light of dealing with the impact of COVID
- All businesses who trade between the EU and GB need to prepare for the new processes and controls that will apply from 1 Jan 2021 **regardless of the outcome of the negotiations**
- Preparation needed by EU and UK businesses - there are only 7 weeks left.
- Take action **as soon as possible**

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

- Infrastructure is required to handle transit (CTC) movements in and out of the UK from 1 January 2021. Additionally, Border Control Posts will be required for handling SPS checks from the EU from 1 July 2021.
- Where UK ports have the capacity to build on site, they were able to apply for financial support to the Port Infrastructure Fund, which closed for applications on 30 October. Where ports do not have the space, UK Government are making provision inland by building sites to handle transit movements and in some case inland Border Control posts..
- Some inland sites are already under construction and the final list will be published shortly.

Readiness polls are running

Please answer our short questions

Go to **slido** 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



Trader readiness among EU businesses

This is an example from recent EU engagement on border readiness events.
NB: data sources e.g. response rate and event size vary.

Red: Unaware of actions required

Orange: Aware but not started

Green: Some action taken

Blue: I am ready

Trader readiness among EU businesses

Event	Attendees	Av. No. Responses	Aware of Impact	Readiness of Respondees	Increased understanding
NL BOM event (19/08)	TBC	8	90%		100%
UK Logistics deep dive (03/09)	TBC	TBC	100%		100%
BE BOM event (09/09)	195	73	95%		62%
BE BOM event (10/09)	74	19	95%		83%
ES Readiness event (15/09)	170	28	77%		64%
NL Readiness event (16/09)	89	30	82%		73%
PL Readiness event (17/09)	180	50	71%		78%
Nordic / Baltic Readiness event (24/09)	480	84	79%		81%
IE Readiness event (02/10)	117	15	72%		80%
NL Readiness event (13/10)	500	24	97%		100%
LU Readiness event (14/10)	65	12	100%		100%
ES Readiness event (19/10)	133	26	100%		78%
DE Readiness event (19/10)	430	81	95%		58%
DE Readiness event (20/10)	334	68	100%		70%
ES Industry Day (28/10)	530	84	93%		79%
IE Industry Day (02/11)	530	27	100%		94%
Total	3827	628	87%		84%

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.



Margaret Whitby

EU Member States Engagement

Border & Protocol Delivery Group
(BPDG)

Today is for you

More information

More questions with answers

More clarity

Keep business moving

At this point it is still uncertain what exactly the trade relationship will be with the United Kingdom after end of the Transition Period.

We do know that customs procedures will apply to the trade between the UK and the EU.

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

From 1.1.21 **at least 9 additional procedures are added**, e.g the certification of the goods, export declaration, the exit of the goods and the requirements needed to then enter the EU, and of course requirements to import goods into GB.

How much time companies will have to spend on customs formalities depends on the individual situation.

BUT.....it all starts with an export declaration



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)

UK Border Operating Model

- The second iteration of the Border Operating Model was published on the 8th October
- Includes further detail on a number of key policy areas including Goods Vehicle Movement Service (GVMS) and “Check an HGV is Ready to Cross the Border”
- New and improved annexes on passengers, rail and EU border procedures
- There are also 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 Incoterms and conditions

- Ensure responsibility for **duties, clearance and dispute resolution** is clear
- Understand your logistics and supply chain including points of entry and exit
- 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 (they currently start 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 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

Agenda for the session

**Presentations by UK Government on the processes to move goods between the EU and UK from 1 January 2021.
Opportunity for Q&A following each presentation.**

- Customs, transit regimes - requirements and processes
- Food, animals, plants and other controlled goods
- Additional actions for hauliers and freight forwarders
- Product conformity and standards
- Data adequacy

Break

Presentations by Poland Government on the processes to move goods between the EU and UK from 1 January 2021.

Short straits - carriers presentations

Joint presentation of a technical case study

Plenary Q&A - please post chat running throughout the event

Presentations by UK Government departments

HM Revenue and Customs

Lynsay Neil

External Stakeholder Team

Customs, VAT and Excise

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

EIDR

For traders making a record in their own commercial records and later providing a supplementary declaration, the records must contain the following details:

- 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
- 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



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 / VAT

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.



Empty trucks / returnable packaging

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. We will keep stakeholders updated.

For imports (EU-GB)

- 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

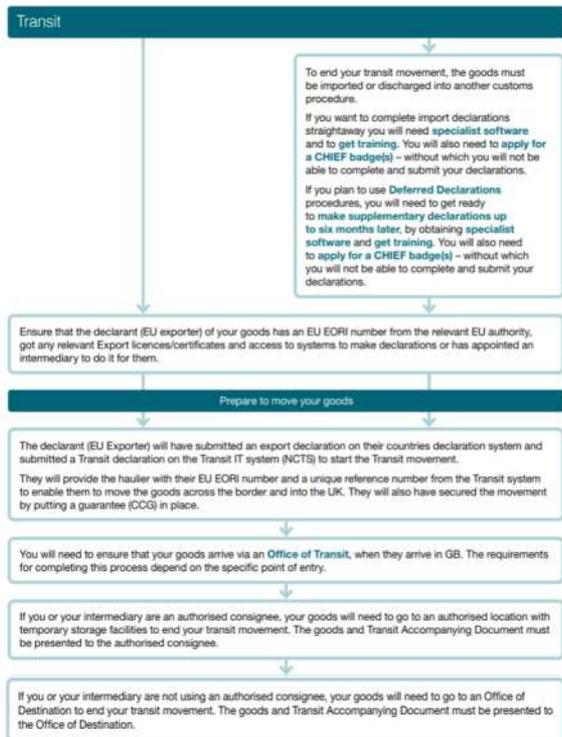
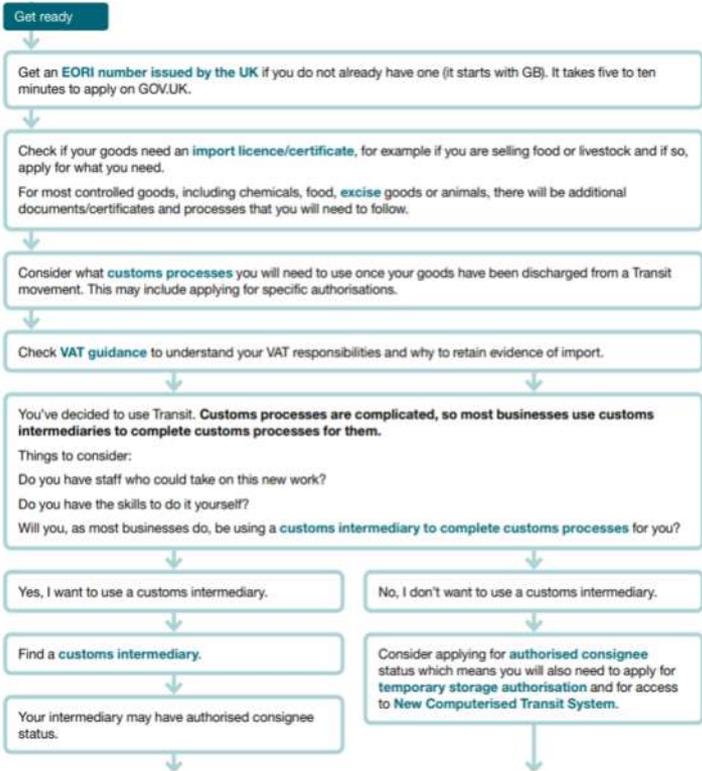
Empty trucks / returnable packaging

For exports (GB-EU)

- 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.
- There will be an export Safety and Security declaration requirement if packing arrived empty and is returned filled
- If the packaging has been imported under an oral (or the ability to give an oral) declaration for temporary admission they would be to export by oral declaration.

How to import goods from the EU into GB from January 2021 (continued)

TRANSIT



How to import goods from the EU into GB from January 2021 (continued)

TRANSIT

Transit

In order for a transit movement to be ended, the goods must be imported or discharged into another customs procedure. From 1 January 2021 to 30 June 2021, in line with the staged approach to customs declarations, there are different options for submitting customs declarations for importing goods:

- For standard (non controlled) goods coming from the EU you can take advantage of **Deferred Declarations** so that you can defer the declaration to HMRC for up to six months from the point of import. You or your intermediary will need to provide your EORI number so that it can be presented at the office of destination.
- For most Controlled goods you can use **Simplified Declaration** procedure. Once you have completed the simplified declaration, you or your intermediary will need to provide the Movement Reference Number (MRN) from CHIEF so that it can be presented at the office of destination.
- Place the goods into another **Customs procedure** (if you want to delay or pay duty at a reduced rate). You or your intermediary will need to provide the MRN from CHIEF if you are not ending the movement on NCTS yourself.
- Complete a full import declaration **Standard import** for your goods to be released into free circulation (if you want to pay the duty straightaway). You or your intermediary will need to provide the MRN from CHIEF if you are not ending the movement on NCTS yourself.

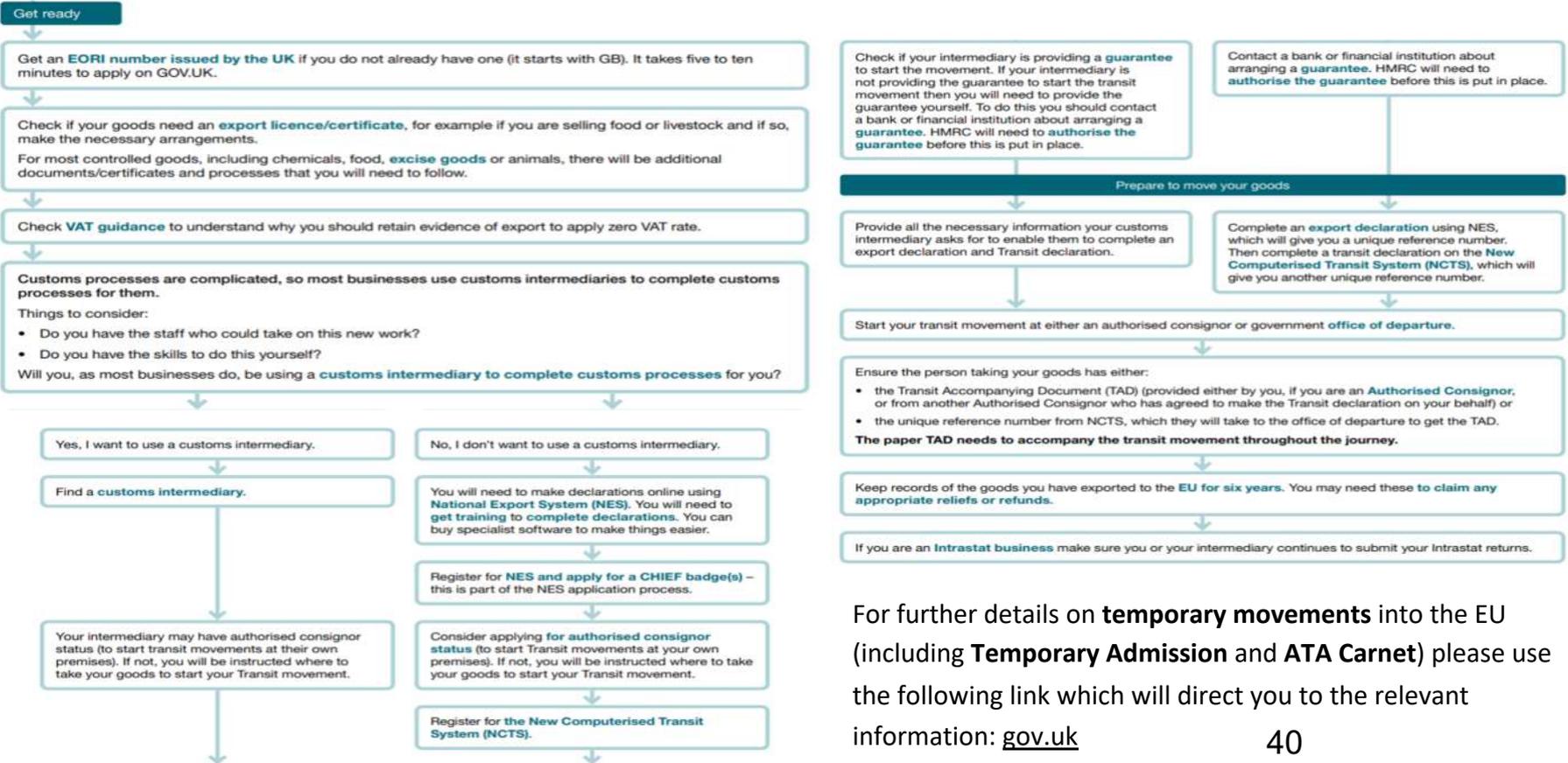
If these processes are not completed by the time the goods arrive at either the authorised consignee or the Office of Destination, the goods must be placed into temporary storage.

If you are an **Intrastat business** make sure you or your intermediary continues to submit your Intrastat returns.

For further details on importing goods through **Deferred Declarations** or using **Simplified Declaration procedure** please use the following link which will direct you to the relevant information: [gov.uk](https://www.gov.uk)

How to export goods from GB into the EU from January 2021

TRANSIT



Basic (customs) questions

- UK Duty Deferment Account - enables customs charges including customs duty, excise duty and import VAT to be paid once a month instead of being paid on individual consignments - you have to be UK established (* HMRC are looking into this)
- Using Postponed Accounting - A UK VAT number is required
- Goods Vehicle Movement Service (GVMS) - is for accompanied RoRo freight only from 1 January 2021
 - Short Straits - France has the “SI Brexit” system, UK has GVMS.
 - Both systems will group multiple MRNs into one single MRN - a good movement reference (GMR) in the UK and a “logistics envelope” in France.
 - The systems are not linked.

Q&A

Q&A facilitated by BPDG

Department for Environment, Food and Rural Affairs

Sanitary & phytosanitary requirements (SPS) and controlled goods update

- James Sharples
- Jack Tilbury
- Vicky Clarke



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. The new SPS regime EU to GB

- Plants and plant products
- Live animals and products of animal origin
- Live seafood and fishery products
- IPAFFS

2. The new SPS regime GB to EU

- Live animals and products of animal origin
- Live seafood and fishery products
- Plants and plant products
- Certification

3. Food Labelling

4. Geographical Indications

5. Wood Packaging Materials

6. Timber

7. Chemicals

Introduction to phased approach - EU to GB

- New sanitary and phytosanitary (SPS) controls will apply to goods imported to GB from the EU from **1 January 2021**
- These controls will be introduced in stages up to **1 July 2021**, with different controls introduced at each stage for different commodities
- 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 Border Control Post (BCP) with relevant checking facilities from **1 July 2021**

Imports - Plants and Plant Products (SPS)

- Requirement for pre-notification and phytosanitary certificates for 'high priority' plants and plant products from **1 January 2021**
- Sanitary and phytosanitary (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 here on GOV.UK](#).
- The requirement for pre-notification and phytosanitary certificates is extended to all regulated plants and plant products, from **1 April 2021**
- For a list of plants and plant products that do not require SPS certificates, please refer to the GOV.UK website, [available here](#)
- From **1 July 2021**, there will be an increased number of physical and identity checks
- All checks will take place at Border Control Posts (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 must apply for a phytosanitary certificate from the relevant competent authority of the EU country of origin
- GB Importers must 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 and 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: FAQs

What do physical checks actually look like for these goods? Will every good be checked, or a sample from a consignment of goods?

- Most physical checks on high priority plants and plant products from the EU will take place 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

Will importers incur any additional charges because of these new checks?

- Fees will be applied for checks on EU imports, as is the case for imports from non-EU countries now

Will this also mean any 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 - EU to GB

(This includes live aquatic animals and fishery products)

Health certificates

- Requirements for health certificates will be introduced in phases from January to July 2021
- Health certificates will be substantially the same as existing EU certificates for imports from the rest of the world. You should use existing EU Export Health Certificates (EHCs) for guidance on what will be required

1 January 2021:

- Pre-notification and health certificates will be required for live animals. Physical checks for live animals will continue to be carried out at destination
- Products of Animal Origin (POAO) subject to safeguard measures will need pre-notification and the relevant health certificate
- GB Importer will supply a unique notification number (UNN) that must be added to the health certificate
- Animal by-products (ABPs) will continue with the current requirement to be accompanied by official commercial documentation. High-risk ABPs will require pre-authorisation, and high-risk ABP as well as Category 3 Processed Animal Protein will require pre-notification in advance

Live Animals and Animal Products - EU to GB

1 April 2021:

- All **products of animal origin (POAO)** – for example meat and fish, honey, milk or egg products – will now require the relevant Export Health Certificates (EHCs) and pre-notification by the GB importer using Import of Products Animals Food and Feed System (IPAFFS)
- EU exporters will be required to obtain the relevant health documentation and ensure that it travels with the consignment
- Import requirements for **live animals, high-risk animal by-products (ABPs) and POAO under safeguard measures** introduced on 1 January 2021 will continue to apply
- New import requirements for low-risk ABPs will not apply until 1 July 2021

Live Animals and Animal Products - EU to GB

1 July 2021:

- All **live animals and products of animal origin (POAO)** will require pre-notification using IPAFFS and must be accompanied by an export health certificate (EHC). They will need to enter via a Point of Entry with an appropriate **Border Control Post (BCP)** with relevant checking facilities.
- **Animal by-products (ABP)** must be accompanied by an EHC or other official documentation, depending on the ABP commodity being imported. Certain ABP will need to arrive at an established point of entry with an appropriate BCP. For certain ABP, pre-notification will be required
- **ID & physical checks** for animal products will be introduced, which will be carried out at Border Control Posts, either at existing points of entry or at new inland sites
- POAO, germinal products and ABP imported from the EU will be subject to **a minimum level of 1% physical checks**. High-risk live animals will continue to be checked at 100%. Some commodities, such as shellfish and certain ABPs, will be subject to higher minimum check levels.
- During 2021, controls will be reviewed in light of **existing and new trade agreements and any changes in risk status**. Any changes following this review will be introduced after January 2022.

POAO – Fishery Products – EU to GB

Imports of most fishery products and live shellfish ready for human consumption will require:

From **January 2021**:

- Catch certificates and other IUU documents will be required and subject to risk-based documentary checks. The GB importer will need to send these to the importing competent authority e.g Port Health Authorities prior to arrival. Exempt species are detailed in Annex I of the IUU Regulation

From **April 2021**: As above, but

- Goods to be accompanied by an export health certificate (EHC), which will be subject to documentary checks
- Import pre-notifications submitted by the GB importer in advance of arrival using IPAFFS.

From **July 2021**: As above, but

- Entry via an established point of entry with an appropriate border control post

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

New sanitary and phytosanitary (SPS) controls will apply to goods exported to GB from the EU from 1 January 2021

- IPAFFS will be used by GB importers to pre-notify some SPS imports
- The system is already live and currently being used for the notification of live animals, germinal products and animal by-products (ABP) travelling on Intra Trade Animal Health Certificates (ITAHCs) and commercial documents (DOCOMs) alongside TRACES
- From 2021, IPAFFS will be used to pre-notify UK officials before goods subject to SPS controls enter the country from the EU in a phased approach starting with live animals, germinal products and ABP

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

- The IPAFFS system will replace TRACES (Trade and Control Expert System) in GB
- To support trader readiness and adoption of IPAFFS ahead of the end of transition, a phased migration is planned.

COMMODITY	IPAFFS 'GO LIVE'
	EU / EEA countries
Live Animals	Already live
Animal By Products	Already live
Germinal Products	Already live
Products of Animal Origin	1 st April 2021
High Risk Food / Feed not of Animal Origin	1 st April 2021
Plant / Plant Products	From 1 st Feb 2021 (specific date tbc)

Live Animals and Animal Products – GB to EU

- All goods will need to be accompanied by an **Export Health Certificate (EHC)**
- This will need to be obtained by the GB exporter via EHC Online (EHCO) and completed by an Official Veterinarian/Food Competent Certifying Officer verifying that the animals or products meet the health conditions as outlined in EU regulations and listed on the certificate
- For England, Wales and Scotland, exporters can apply for most of 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 the Animal and Plant Health Agency
- Consignments will need to enter the EU via a suitably authorised Border Control Post (BCP). EU importers will need to pre-notify the BCP.
- Certificates for live aquatic animals are not on EHCO [Find an export health certificate](#)

Live Aquatic Animals - GB 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 **border control post (BCP)** and for the importer to **pre-notify the EU via 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

POAO - Fishery Products – GB to EU

Fishery products exports and live shellfish ready for human consumption

- **Plan with logistics providers** to enter the EU through an appropriate **Border Control Post (BCP)** and for the importer to **pre-notify the EU via TRACES NT**
- The GB exporter must ensure the consignment is accompanied by an **Export Health Certificate (EHC)**. This needs to be completed by a local authority Food Competent Certifying Officer, verifying the products meet the health conditions as outlined in EU regulation and stipulated on the certificate
- The GB exporter sends the UK-validated Catch Certificate and a copy of the EHC to the EU importer. (Catch Certificate exemptions for farmed/freshwater fish/shellfish and some molluscs)
- Direct landings of fresh fish by UK flagged vessels do not need EHCs but will have to complete Catch Certificates and other notifications prior to landing, where required.
- Direct landings of processed fish must be in a port with an appropriate border control post (BCP) for fish and presented to the BCP with a Captain's certificate

Export Certification Requirements – GB to EU

- From 1st January 2021 EU will require GB exporters to have **export health certificates** (EHCs) and **phytosanitary certificates**.
- The Export Health Certificate Online (EHC Online) service will be used to control the safe export of live animals and products of animal origin (POAO) and apply for EHCs. The system is already live
- Applications for certificates for live aquatic animals are via the Centre for Environment Marine Aquaculture and Science and Marine Scotland.
- An online service will be introduced for the application, processing and issuing of phytosanitary certificates for plants and plant products. The system to apply for **export plant health phytosanitary certificates** for exporting controlled plants and plant products from GB will move to EHC Online.
- Exporters moving sanitary and phytosanitary goods from GB to the EU will need to work with their EU importers to pre-notify the EU authorities using the **TRACES NT system**.

CITES

- The UK will continue to comply with the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES)
- Species and controls covered are listed under one of four annexes to the Wildlife Trade Regulations
- Most CITES listed specimens will need to be accompanied by valid CITES documents, from the [UK Management Authority](#), the Animal and Plant Health Agency (APHA)
- Details on applying for a permit and general guidance are available online [here](#)
- You will need to import CITES specimens through a CITES designated Point of Entry/Exit (PoEs)
- The list of designated PoEs can be found [here](#)
- Species listed under CITES may also be subject to SPS controls
- Exporting a controlled species from GB without a permit is a criminal offence - contravening this could result in a 7-year prison sentence and unlimited fine

Food Labelling

Placing food on the GB and NI markets

- Guidance on **food and drink labelling changes from 1 January 2021** is [available here](#).
- You'll need to make any required labelling changes for goods sold in GB by **30 September 2022**
- Goods sold in NI will continue to follow EU rules for labelling, but you may need to make some labelling changes
- Your label can contain other information if you need to comply with labelling requirements for another market

Placing food from GB on the EU Market

- The European Commission issued advice in its notice to stakeholders, Withdrawal of the UK and EU food law, on the changes required to food labels for the EU market
- Based on this notice, UK businesses will need to make the required changes to food labels in order to place food on the EU market as soon as the Transition Period has ended
- GB exporters are advised to seek advice from EU importing contacts on the EU's labelling requirements available [here](#)

Food Labelling

Food business operator (FBO) addresses for goods marketed in GB:

The rules have changed: from January 2021 for prepacked food and caseins you will need either:

A UK address: this would be the address of the FBO established in the UK, or if the FBO is not established in the UK it would be the address of the importer of the food.

or

An EU address: this would be the address of the FBO established in the EU, or if the FBO is not established in the EU it would be the address of the importer of the food

From 1 October 2022 you will need a UK address. Where both a UK and an EU address are used, the label will be acceptable at all times.

We are continuing to consider arrangements for the Northern Ireland Market, and will update industry with detailed guidance as soon as we are able to do so.



Food Labelling

Origin labelling in general for goods marketed in GB

Food from and sold in GB can be labelled as 'origin EU' until 30 September 2022.

From 1 October 2022, food from GB must not be labelled as 'origin EU'.

Origin labelling in general for goods marketed in NI

Food from GB must not be labelled as origin 'EU' from 1 January 2021.

Food from and sold in NI can continue to use 'origin EU' from 1 January 2021.

Origin labelling of specific foods

Some foods will continue to require either the country or countries of origin or the origin to be described using specific other terms, known as origin indicators

Food Labelling

For UK food placed on the EU market, at the end of the Transition Period, the following changes will take effect immediately:

- **Country of origin labelling:** it will be inaccurate to label GB food as origin 'EU'.
- **The EU organic logo:** belongs to the EU Commission and cannot be used from 1 January 2021 unless your control body is authorised by the EU to certify UK goods for export to the EU, or the UK and the EU agree to recognise each other's standard
- **The EU emblem:** must not be placed on UK produced goods except where the ongoing use of the emblem after exit day has been authorised by the EU
- **GB products of animal origin:** exported to the EU27 must carry the 'GB' or full country name 'United Kingdom' on the health and identification marks. For guidance see the Food Standards Agency [food.gov.uk](https://www.food.gov.uk)
- **Food Business Operator addresses:** on the label of prepacked food or caseins placed on the EU market, a GB address for the FBO or importer will not meet EU rules



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

- The UK Government will establish **new UK GI schemes** on 1 January 2021.
- Existing UK GI products, including Scotch Whisky, Welsh Lamb, Cornish Pasties and Lough Neagh Eels, will continue to receive protection in the UK after the transition period.
- The new UK GI logos are available to download on GOV.UK and can be used from 1 January 2021.
- Producers of GIs registered before the end of the transition period, that are required to use the UK GI logos, will have until 1 January 2024. The logos will remain optional for producers outside of GB.
- All UK GIs registered under the EU GI schemes at the end of the transition period to continue to receive protection in the EU.



Geographical Indications (GIs) – Q&A

Q: Will EU products be protected in the UK?

A: We of course intend to honour our legal obligations under the Withdrawal Agreement.

Q: Can I use both the UK and the EU logo on my product?

A: GI products that are protected under both the UK and EU schemes will be able to use both the UK and EU logos when the product is on sale in the UK. They will also be able to use both logos when the product is on sale in the EU, provided that this is not prohibited by EU regulations.

Why is there a 3-year adoption period for the logos?

A: This is based on research that a three year period reasonably allows businesses to incorporate labelling changes within their normal labelling cycles, to the point that the **cost burden reduces by around 95%** (compared with an immediate change requirement). As such a three year adoption period is assessed to have a negligible net business impact.

This proposition was supported by the majority of GI stakeholders in our autumn 2018 public consultation.

Wood Packaging Material

- From 1 January 2021 all wood packaging material moving between GB and the EU must meet **ISPM15 international standards** by undergoing heat treatment and marking
- This includes pallets, crates, boxes, cable drums, spools and dunnage
- Wood packaging material may be subject to official checks either upon or after entry to the EU
- As there will be no immediate change to the biosecurity threat of wood packaging material originating from the EU at the end of the Transition Period, the UK will maintain its current risk-based checking regime for EU wood packaging material
- More information can be found on the [gov.uk website here](#)

Timber

- The UK is committed to tackling illegal timber through the UK Timber Regulations and Forest Law Enforcement, Governance and Trade (FLEGT)
- Operators 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

Chemicals

- GB will replace EU regulations with an independent regulatory framework, **UK REACH** which will come into force on **1 January 2021**
- Both GB and the EU will operate REACH frameworks, but the two systems will not be linked in any way. As such, businesses will need to take steps to ensure regulatory requirements are fulfilled on both sides of the channel in order to maintain continuity of supply chains
- **For Exports to GB:** For many chemical shipments, there will be minimal impact at points of entry because regulatory control takes place away from the border
- **For Imports to the EU:** There are additional requirements for exporters, namely appointing an EU-based Only Representative to maintain access to the EU market, but these do not take place at the border

Chemicals

Actions for EU businesses - access to the GB market:

Option 1:

Your GB customer will register the substance under UK REACH. A 'notification' provision is available for your GB downstream users to ensure continuity of supply at the end of the Transition Period

Option 2:

The EEA exporter can register the substance under UK REACH using a UK-based entity. Either a GB based Only Representative or an affiliate GB importer

Katharine Malone and Andrea Cranfield

Food Standards Agency

Food update

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 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

Q&A

Q&A facilitated by BPDG



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 - 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.



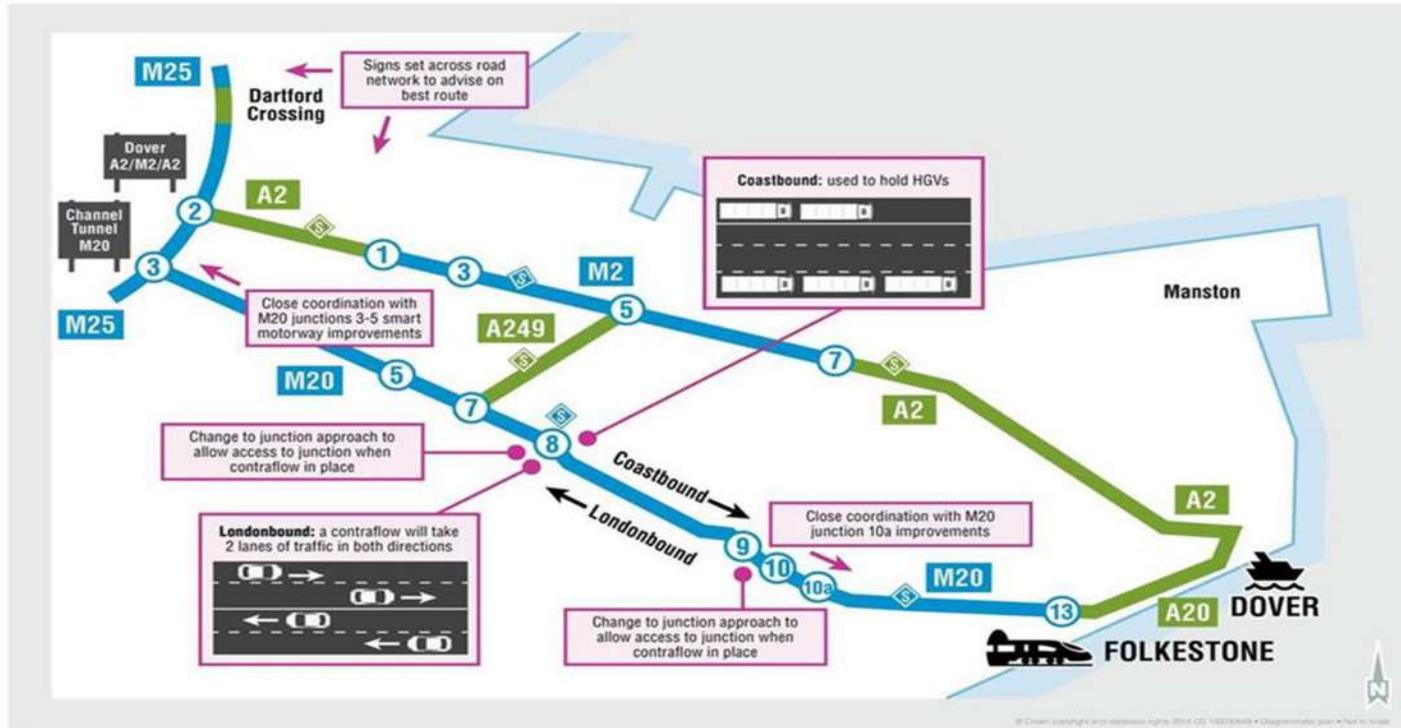
Fiona Gaffney

Deputy Director

Border and Protocol
Delivery Group

Short Straits and Kent

M20 Contraflow Junctions 8-9



Quick moveable barrier M20



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



EBBSFLEET
Operational from: 1 January 2021.
Capacity: 256 HGVs
Intended use: This site will be used by HMRC for CTC checks and customs clearance.

SEVINGTON
Operational from: 1 January 2021.
Capacity: Up to 2,000 HGVs
Intended use: This will be a multi-functional site used for traffic management from Jan and full border checks from July.

WATERBROOK
Operational from: 1 January 2021.
Capacity: 476 HGVs (175 HMRC and 301 DfT)
Intended use: For contingency use only (should Sevington IBF not be operational) for inbound & outbound HMRC CTC checks and customs clearance.

STOP 24
Operational from: 1 January 2021.
Capacity: 100-170 HGVs
Intended use: This potential site would be used by HMRC for CTC checks.

DOVER WESTERN DOCKS
Operational from: 1 January 2021.
Capacity: 100-170 HGVs
Intended use: This potential site would be used by HMRC for CTC checks and customs clearance.

KEEP BUSINESS MOVING 

Q&A

Q&A facilitated by BPDG

BEIS

Department for Business, Energy and Industrial Strategy

Julia Held and Kosi Okolo

Placing goods on the UK market



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

Q&A

Q&A facilitated by BPDG

Department for Culture, Media and Sport (DCMS)

Nigel Hickson

Data adequacy



Introduction

Data Adequacy - overview

- The European Commission uses data adequacy decisions to determine whether a third country offers a level of data protection that is essentially equivalent to the EU's
- A positive decision will allow data to flow freely from the EU to the UK without further safeguards after the end of the year

Importance of data flows

- Continuing the free flow of personal data is an important objective for both the EU and UK. Data is recognised as a priority in the Initial Provisions of the Political Declaration
- It underpins nearly every aspect of our modern life - governments, organisations, and citizens across the EU and the UK rely on the free flow of personal data for their livelihoods and safety

Data Adequacy - process

Data Adequacy - process

- The adequacy process involves the European Commission assessing the UK's data protection frameworks to assure that we are at least “essentially equivalent” to EU standards

Progress in talks

- We are currently in talks with the Commission to secure adequacy decisions by the end of 2020, and the process is moving forward at pace
- Formal talks between the UK and the EU on data adequacy assessments began on 11 March and the next round is tentatively scheduled for 15th October
- We fully expect to conclude the process by the end of the transition period

‘No Adequacy’ preparedness

- The UK will take sensible steps to prepare for a situation where decisions are not in place by the end of the transition period
- In such a scenario businesses and other organisations would be able to use alternative legal mechanisms to continue to transfer personal data

Q&A

Q&A facilitated by BPDG

Break

Presentations by Polish officials

Maria Szymańska

Deputy Director, Department
for European Affairs, Ministry
of Economic Development,
Labour and Technology



„Brexit activities’ of the Ministry of Economic Development, Labour and Technology

- Mailbox: brexit@mr.gov.pl
- Website: www.brexit.gov.pl
-



Ministry of Economic Development,
Labour and Technology

Website www.brexit.gov.pl

- publication of sector information for entrepreneurs
- automatic translation PL/EN



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Sectoral consequences

We encourage you to learn about the effects of the end of the transition period in individual areas.

Within the indicated areas, the most important information, notes of the European Commission, as well as guides, brochures and other materials related to the selected issue were made available.

- [Public procurement](#)
- [Fishing](#)
- [Transport](#)

 www.gov.pl/development





Ministry of Economic Development,
Labour and Technology

brexit@mr.gov.pl

- each question regarding EU regulations is consulted with appropriate experts in ministries relevant to the subject
- questions concerning British regulations are directed to the British Embassy in Poland



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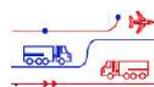




Guide for the entrepreneurs - November 2020

- the most important information
- preparing for end of transition period
- useful tips
- useful links to the websites of Polish and British administration
- in Polish
- publication at www.brexit.gov.pl

Towary



Formalności celne związane z importem/eksportem towarów

W okresie przejściowym (tj. do 31 grudnia 2020 roku) Wielka Brytania uwzględniła wiodący rynek i unii celnej UE. W związku z tym nie istnieją obecnie formalności celne w odniesieniu do towarów przemieszczanych między Wielką Brytanią a Unią.

1 stycznia 2021 r. Wielka Brytania przestanie uczestniczyć w unii celnej UE (za wyjątkiem szczególnych rozwiązań dotyczących Irlandii Północnej, w której i w stosunku do której nadal będą obowiązywały unijne przepisy celne, m.in. aby uniknąć kontroli granicznych z Republiką Irlandii). W związku z tym formalności celne wymagane na mocy prawa Unii będą miały zastosowanie do wszystkich towarów wprowadzanych na obszar celny UE z Wielkiej Brytanii lub wywrotzonych z tego obszaru celnego do Wielkiej Brytanii.

Taka sytuacja będzie miała miejsce niezależnie od zawarcia przyszłej umowy między Wielką Brytanią a UE, tj. nawet jeśli zostanie ustanowiona streta wolnego handlu z Wielką Brytanią, w której ustanowione będą szczególne warunki

Po stronie UE graniczne organy celne będą prowadziły kontrole na podstawie unijnego kodeksu celnego zgodnie ze wspólnym systemem opartym na analizie ryzyka, stosowanym do wszystkich terytoriów granic zewnętrznych UE w przypadku przemieszczania towarów z państw trzecich i do tych państw. Kontrole te będą prowadzić do większego obciążenia administracyjnego przedsiębiorców oraz wydłużonego czasu dostawy w logistyce i łańcuchach dostaw.

Od 1 stycznia 2021 r., aby dopełnić formalności celnych, przedsiębiorcy UE zamierzający przewozić z Wielkiej Brytanii lub wywozić do Wielkiej Brytanii będą musieli posiadać numer rejestracyjny i identyfikacyjny przedsiębiorcy EORI. Ponadto numery EORI wystane przez Wielką Brytanię nie będą już ważne w UE. Przedsiębiorcy mający swoją siedzibę w Wielkiej Brytanii i zamierzający prowadzić przewóz do UE będą musieli uzyskać unijny numer EORI lub w stosownych przypadkach wyznaczyć unijnego przedstawiciela celnego. Ponadto od 1 stycznia 2021 r. w Unii nie będą już ważne pozwolenia dla upoważnionych przedsiębiorców ani inne pozwolenia wydane przez Wielką Brytanię jako państwo



W więcej informacji na temat formalności celnych znajdziesz na:

- Stronach Ministerstwa Finansów (w tym w zakresie etapuowego wdrożenia kontroli granicznych przez Wielką Brytanię) oraz na stronie brexit.gov.pl - w szczególności polecamy prezentację ekspertów brytyjskich, w zakresie wymogów po ich stronie.
- Stronach Wielkiej Brytanii w zakresie The Border Operating Model oraz w zakresie etapowego wdrożenia kontroli przez Wielką Brytanię.



Ministry of Economic Development,
Labour and Technology



Anna Galica
General Veterinary Inspectorate

BREXIT

trade in products of animal origin



ANNA GALICA

EU and Foreign Cooperation Office

General Veterinary Inspectorate

5 November 2020



Plan of the presentation

- Legal status
- Northern Ireland
- Import of animals and POAO to the EU
- Export of animals and POAO from the EU to the UK
- Challenges

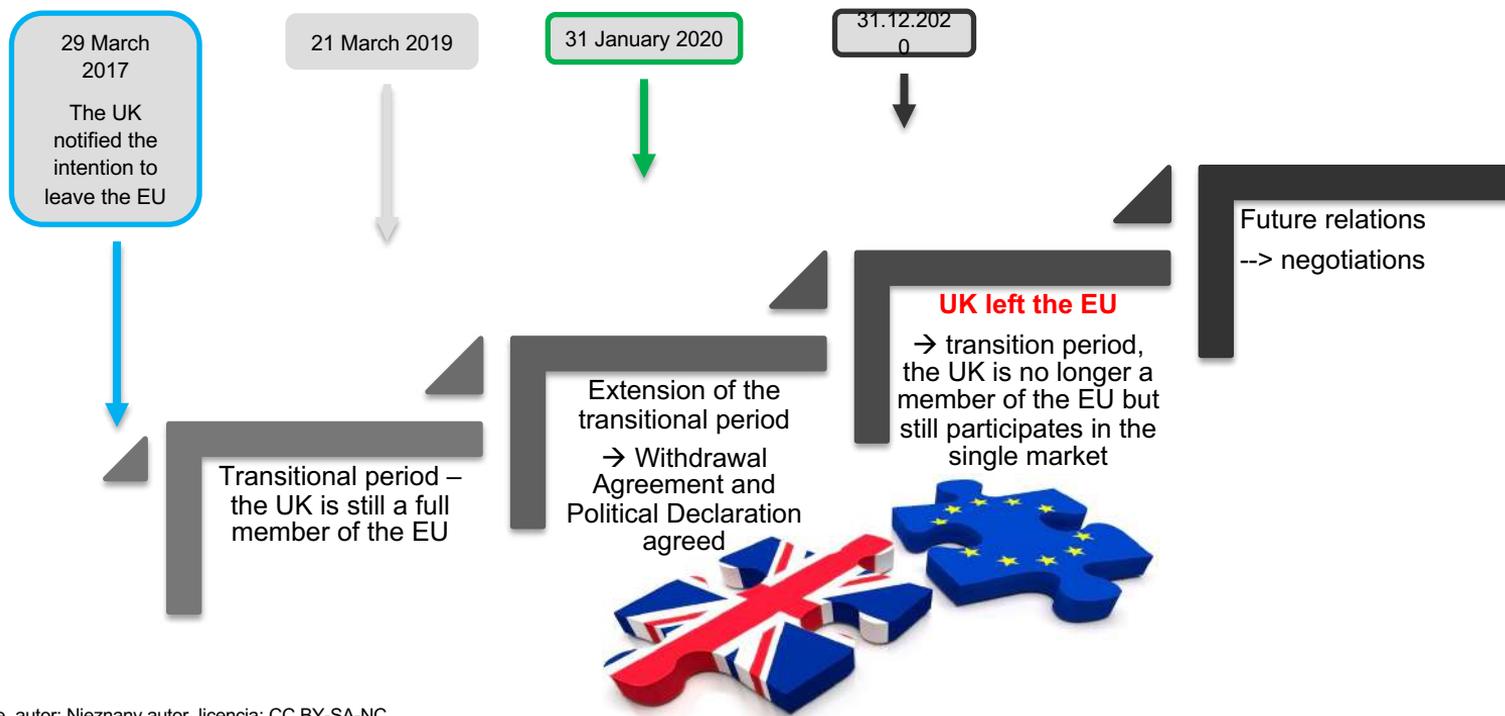




LEGAL STATUS



Brexit STEPS





- The United Kingdom's choice to cease to participate in the EU's Single Market and Customs Union and put an end to the free movement of persons, goods and services with the EU as of 31 December 2020 means that the EU-UK relationship will change significantly for businesses on both sides from that date onwards.
- These changes are inevitable, **regardless of the outcome of the ongoing EU-UK negotiations**



EU-GB trade after 01.01.2021

- Great Britain becomes the non-EU country (third country)



Traders become importers/exporters



EU-GB trade after 01.01.2021

- **UK import requirements**
 - BOM v.2 (step-by-step approach)
 - Prenotification of import of animals and POAO in IPAFFS
 - Health certificates
 - Inspections in designated BIPs/BCP
 - CITES
- **EU import requirements**
 - EU regulations (as of 01.01.2021)
 - Prenotification of import in TRACES
 - EU health certificates
 - EU approved establishments
 - Inspections in designated BIPs/BCP
 - CITES



Northern Ireland

- The Withdrawal Agreement  **Protocol on Ireland and Northern Ireland**
- It provides a legally operative solution that avoids a hard border on the island of Ireland.
- Northern Ireland will remain aligned to a limited set of Union rules, notably related to goods, and the Union Customs Code, VAT and excise rules will apply to all goods entering or leaving Northern Ireland. **This avoids any customs checks and controls on the island of Ireland.**
- Checks and controls will take place on goods entering Northern Ireland from the rest of the United Kingdom, for example on food products and live animals to ensure adherence to sanitary and phytosanitary ('SPS') requirements. All goods entering or leaving Northern Ireland must fully comply with relevant Union rules and standards.
- These regulations will apply as of the end of the transition period, alongside any agreement on a future partnership – subject to the consent, **four years after the end of the transition period**, by the Northern Ireland Legislative Assembly to the continued application of the Protocol



IMPORT OF ANIMALS AND POAO TO THE EU



TRADE IN GOODS



Importer/ exporter obligation s

- Importer/exporter obligations Under EU law, businesses have different responsibilities depending on where they are situated in the supply chain (e.g. manufacturer, importer, wholesale distributor, etc.).
- As of **1 January 2021**, EU businesses that currently buy goods from the UK and place them on the EU market will become importers while those that currently distribute products to the United Kingdom will become exporters. This means that they will need to comply with a new set of obligations according to the applicable Union rules.



TRADE IN GOODS



Customs formalities, checks and controls on goods

- As of **1 January 2021**, customs rules required under EU law will apply to all goods entering the customs territory of the EU from the United Kingdom or leaving the EU for the United Kingdom.
- Even if an ambitious free trade area is established with between the EU and the UK, providing for zero tariffs and zero quotas on goods, and with customs and regulatory cooperation, all products traded between the EU and the United Kingdom will be subject to any applicable regulatory compliance checks and controls on imports for safety, health and other public policy purposes.



TRADE IN GOODS



Customs formalities, checks and controls on goods

- As of **1 January 2021**, SPS rules required under EU law will apply to all goods entering the customs territory of the EU from the United Kingdom or leaving the EU for the United Kingdom.
- Prenotification of import in TRACES
- Import through designated BIPs/BCPs
- Veterinary certificates
- Approved non-EU establishments



TRADE IN GOODS



Certificates, authorisation markings or labelling

- As of **1 January 2021**, marketing authorisations issued by UK authorities will no longer be valid for placing products on the Union market.
- Similarly, markings or labelling of goods placed on the Union market, which refer to bodies or persons established in the United Kingdom, will no longer comply with Union labelling requirements.
- *EG. The health mark or the identification mark is no longer to include the "EC" abbreviation, but is to include the name of the country (in full or with the ISO two-letter code) where the establishment is located and the approval number of this establishment*



TRADE IN GOODS



Professional qualifications

- As of 1 January 2021, the UK will no longer be covered by EU rules on the recognition of professional qualifications. UK nationals, irrespective of where they acquired their qualifications, and EU citizens with qualifications acquired in the United Kingdom will need to have them formally recognised in the relevant Member State, based on that country's rules for recognition of third-country qualifications.
- *EG. animal welfare at slaughter qualifications*



Import of animals and POAO to the EU

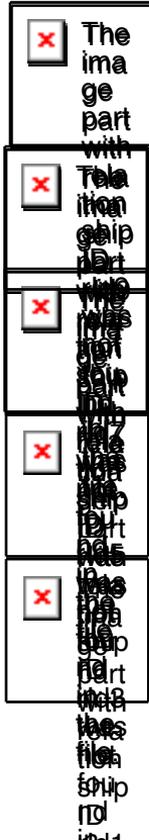
- Additional guidance can be found
- in the Commission Communication ‘Getting ready for changes’, as well as
- in sectoral stakeholder ‘readiness notices’ (for all goods, services and other aspects) published by the Commission services and available here:
- https://ec.europa.eu/info/european-union-and-united-kingdom-forging-new-partnership/future-partnership/getting-ready-end-transition-period_en#readiness-notices
- Additionally, Polish Veterinary Service publishes information specifically for import of animals and POAO on our website (in Polish):
- <https://www.wetgiw.gov.pl/handel-eksport-import/import-zwierzat-zywnosci-i-produktow-pochodzenia-zwierzecego-z-wielkiej-brytanii-do-ue>



EXPORT OF ANIMALS AND POAO FROM THE EU TO THE UK



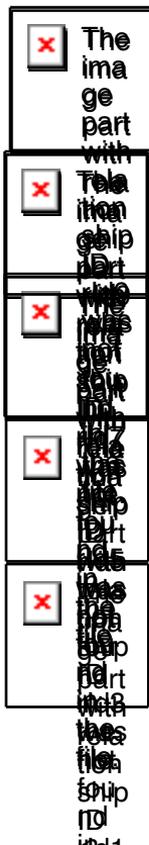
Export of animals



- From **1 January 2021** live animals, including equines and germinal products imported from the EU, will be subject to new import controls (by APHA) at the place of destination (until end June 2021).
- Goods must be:
 - accompanied by a health certificate instead of the intra-trade animal health certificate
 - pre-notified by the importer using IPAFFS at least one working day before the expected time of arrival at the point of entry



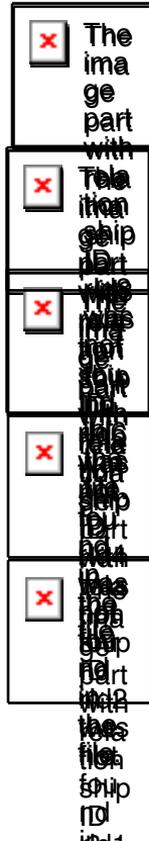
Export of animals



- From **1 July 2021** live animals, including equines and germinal products imported from the EU, will be subject to new import requirements.
- Goods must:
 - be accompanied by an EHC so they can have documentary checks
 - be pre-notified by the importer using IPAFFS
 - enter at an established point of entry with an appropriate BCP so they're available for documentary, identity and physical checks



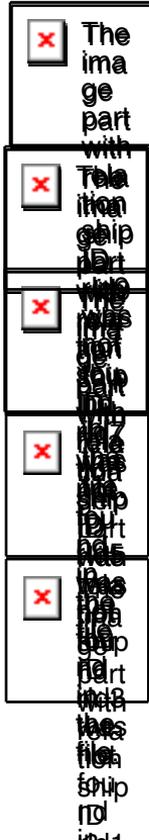
Export of animals



- British exporter's obligations
 - pre-notify the consignment in IPAFFS (from 01.01.2021)
 - give the EU exporter or official veterinarian the unique notification number (UNN) produced by IPAFFS (from 01.01.2021)
 - import the consignment through designed UK BIPs (from 01.07.2021)
- Polish importer's obligations
 - notify the official veterinarian of the UNN to add it to the health certificate (from 01.01.2021)
 - export through designed EU BIPs for animal welfare checks (from 01.01.2021)



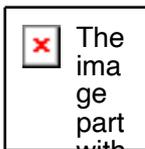
Export of animals



- **Documents to transport live animals**
- To transport live animals from the EU to GB, or to NI via GB, EU-issued versions of the documents will not be accepted. Transporters will need to apply for GB-issued:
 - Transporter Authorisation
 - Certificate of Competence
 - Vehicle Approval Certificate
- You'll need to apply for 2 journey logs for live animal movements from the EU to, or through, GB:
 - one approved by APHA
 - one approved by the EU member state of origin
- For more information email APHA: CITCarlisle@apha.gov.uk.



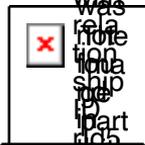
Export of FOOD



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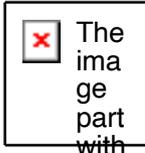


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- From **1 April 2021** POAO (including food) imported from the EU, will be subject to new import controls (by APHA) at the place of destination (until end June 2021).
- Goods must be:
 - accompanied by a health certificate so they can have remote documentary checks
 - pre-notified by the importer using IPAFFS



Export of FOOD



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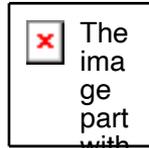


relation image ship part with

- From **1 July 2021** POAO (including food) imported from the EU, will be subject to new import requirements.
- Goods must:
 - be accompanied by an EHC so they can have documentary checks
 - be pre-notified by the importer using IPAFFS
 - enter at an established point of entry with an appropriate BCP so they're available for documentary, identity and physical checks



Export of FOOD



- **British exporter's obligations**
- pre-notify the consignment in IPAFFS (from 01.04.2021)
- give the EU exporter or official veterinarian the unique notification number (UNN) produced by IPAFFS (from 01.04.2021)
- import the consignment through designed UK BIPs (from 01.07.2021)
- **Polish importer's obligations**
- request DVO for export health certificate (EHC) (from 01.04.2021)
- notify the official veterinarian of the UNN to add it to the health certificate (from 01.04.2021)



Export of POAO under safeguard measures

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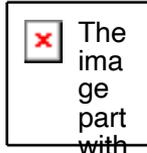
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- From **1 January 2021** POAO (including food) which are subject to safeguard measures (eg due to animal disease occurrence) imported from the EU, will be subject to new import requirements.
- Goods must be:
 - accompanied by a health certificate
 - pre-notified by the importer using IPAFFS



Export of POAO under safeguard measures



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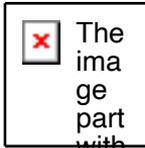


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- From **1 January 2021** POAO (including food) which are subject to safeguard measures (eg due to animal disease occurrence) will be subject to additional import requirements.
- Goods must:
 - be accompanied by an EHC so they can have documentary checks
 - be pre-notified by the importer using IPAFFS
 - enter at an established point of entry with an appropriate BCP so they're available for documentary, identity and physical checks



Export of POAO under safeguard measures



- **British exporter's obligations**

- pre-notify the consignment in IPAFFS (from 01.01.2021)
- give the EU exporter or official veterinarian the unique notification number (UNN) produced by IPAFFS (from 01.01.2021)
- import the consignment through designed UK BIPs (from 01.07.2021)

- **Polish importer's obligations**

- request DVO for export health certificate (EHC) (from 01.01.2021)
- notify the official veterinarian of the UNN to add it to the health certificate (from 01.01.2021)



Export of ABP

- **From 1 January 2021**
- GB importer must get pre-authorisation from Defra for high-risk ABPs (SRM) under Category 1 and Category 2 before any imports take place.
- GB importer must use IPAFFS to pre-notify the arrival of high-risk ABPs and category 3 processed animal protein (PAP). The Euexporter shall notify the official veterinarian of the UNN to add it to the commercial documents.
- ABPs will continue to be accompanied by commercial documentation when importing them from the EU.
- **From 1 July 2021**
- Notification and certification requirements will apply to certain low-risk ABP
- High-risk ABP and certain low-risk ABP will enter GB at an established point of entry with an appropriate BCP



Eksport z UE do Wielkiej Brytanii

- Niezależnie od procedur weterynaryjnych BREXIT spowoduje konieczność dopełniania przez przedsiębiorców **standardowych formalności celnych**: składania zgłoszeń i deklaracji celnych oraz płacenia należności celnych i podatkowych (VAT i akcyza).
- Podmioty, które aktualnie nie dokonują obrotu towarowego z krajami spoza UE, będą zobowiązane do **zarejestrowania się w usłudze e-Klient** na Platformie Usług Elektronicznych Skarbowo-Celnych (PUESC).
- Informacje: <https://www.podatki.gov.pl/clo/brexit/>



CHALLENGES



Present uncertainties

- *What are the contact points for questions concerning UK requirements and EU-UK trade after Brexit?*
- *Will all UK food establishments be approved for the EU import? What will be the procedure for future listing?*
- *How to organise re-export of products originating in the EU but refused by the British imported due to commercial reasons in the period of 01.01-01.04.2021?*
- *Where and when will the required EHC be available?*
- *Since import checks are to be performed on-line until 01.07.2020, will the export certificates (when required) have to be issued in electronic form also?*
- *Will it be required to approve food establishments for exports to UK or all EU-approved establishments will be allowed to export to UK? What about new food establishments? Will there be any establishments export approval procedure?*
- *Will UK recognise and maintain the EU regionalisation rules and trade requirements presently binding in the EU? In particular will the pork trade rules due to ASF (COM Decision 2014/709) be changed and ALL pork from Poland will be subject to veterinary certification since 01.01.2021?*
- *Where will the export restrictions due to animal diseases be published (safeguard measures)? How it will be communicated to trading partners in the EU? How will they be lifted, eg. in case of HPAI outbreaks in the EU in 2021? Where and when can the competent authorities of EU Member States learn about trade restrictions? Will it be communicated directly to MS or to the Commission?*
- *Will food of animal origin packed in packages intended directly for the final consumer, shipped to the UK market by retailers (wholesalers, distribution centers, etc.), will be required to receive health certificates?*
- *If the answer is affirmative, whether the above-mentioned certificates will have to be issued by official veterinarians, or will it be enough if they are signed by official inspectors?*



Brexit influence in longer perspective

- Possible consequences for entrepreneurs
 - Border controls: customs, phytosanitary, veterinary, product safety checks, etc.
 - Difficulties in exporting animals and animal commodities if the UK does not recognize regionalization and animals develop diseases such as African swine fever or avian influenza.
 - The need to follow different technical standards, sanitary and phytosanitary standards. This can result in significant costs, often higher than the customs rates themselves.

Thank you for your attention!



Główny Inspektorat Weterynarii ul. Wspólna 30, 00-930 Warszawa
tel.: (22) 623-20-88, fax.: (22) 623-14-08, e-mail: wet@wetgiw.gov.pl, www.wetgiw.gov.pl

Dariusz Wencel
National Revenue Administration,
Ministry of Finance

Polska/UE – Wlk. Brytania

- tematy celne po zakończeniu okresu przejściowego (1.01.2021)



Poland Industry Day
HM Government Webinar
5.11.2020

Ministerstwo Finansów. Departament Organizacji i
Współpracy Międzynarodowej
tel. +48 22 694 31 54
Dariusz.Wencel@mf.gov.pl
www.mf.gov.pl / www.kas.gov.pl

kluczowe daty

- 1 lutego 2020 – 31 grudnia 2020 WB - „nieformalny członek UE” - stosuje regulacje celne UE
- 1 stycznia 2021 – WB to „kraj trzeci” stosujący swoje regulacje celne
- 1 stycznia 2021 – 31 czerwca 2021 – WB stosuje swoje przejściowe przepisy celne
- 1 stycznia 2021 – co najmniej 31 grudnia 2024 – unijny kodeks celny stosuje się do towarów wprowadzanych do Irlandii

kluczowe informacje

- Pozwolenia celne
- WIT, WIP
- EORI
- AEO
- Wspólna Procedura Tranzytowa; TIR
- Reguły pochodzenia
- Deklaracja skrócona

kluczowe źródła informacji

- <https://www.podatki.gov.pl/clo/brexit/>
- <https://www.kis.gov.pl/kontakt/dane-teleadresowe>
- <https://puesc.gov.pl/eori>
- <https://ec.europa.eu/info/publications/customs-incl-preferential-origin-rules>
- <https://ec.europa.eu/info/european-union-and-united-kingdom-forging-new-partnership/>
- https://ec.europa.eu/taxation_customs/uk-withdrawal-pl_en

kluczowe kontakty

- KIS tel. (pn-pt, 7-18) 223300330, 801055055
- KISchat <https://www.podatki.gov.pl/zadaj-pytanie/czat-z-konsultantem/>
- KIS email <https://www.podatki.gov.pl/zadaj-pytanie/pytanie-e-mail/>
- EORI centralna.rejestracja@mf.gov.pl
- AEO, pozwolenia celne 2020/2021 anna.dubielak@mf.gov.pl
- Inne dariusz.wencel@mf.gov.pl
- 18 koordynatorów ds. brexit w IAS
- 18 koordynatorów ds. tranzytu w IAS

Polska/UE – Wlk. Brytania

- tematy celne po zakończeniu okresu przejściowego (1.01.2021)



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Poland Industry Day
HM Government Webinar
5.11.2020

dziękuję za uwagę, pytania

Presentations on the Short Straits

Dominik Sochacki
Eurotunnel

France > UK

> Overview

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



Francuski Pit Stop

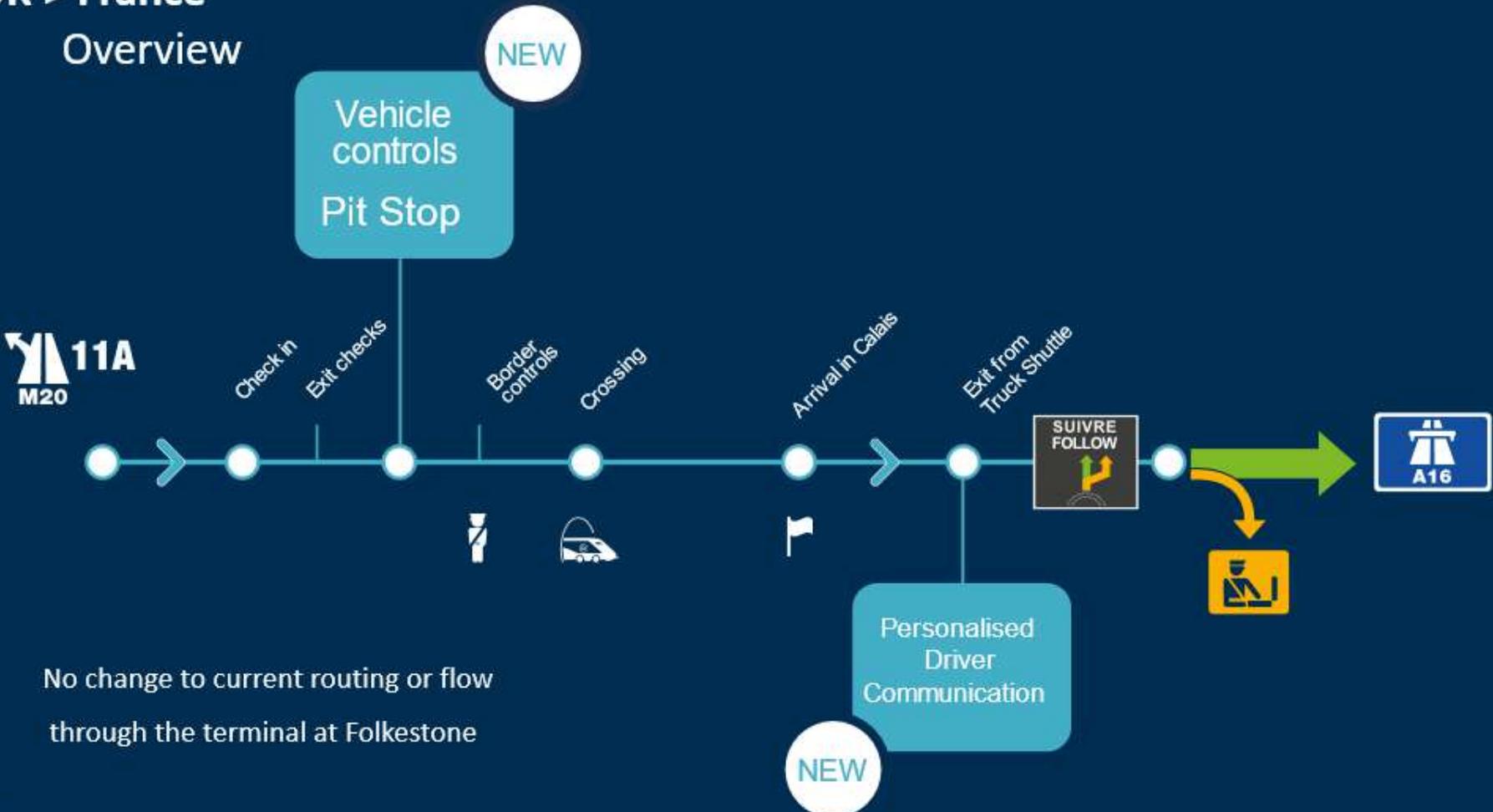
- 10 pasów ruchu
- 100% sprawdzonych pojazdów
- wszystkie kontrole przeprowadzone w jednym miejscu
- Nie ma potrzeby wysiadać z ciężarówki
- Wykazane i zeskanowane dokumenty celne - dane
- udostępniane organom UK/FR
Biurowi asysty granicznej
- Dedykowany zespół do pomocy kierowcom (Eurotunnel Border Service)
- Pomoc w wypełnianiu formalności celnych (UK i FR) i kontaktowanie się z pośrednikami celnymi (RDE)
- Druk dokumentów
- Bezpośredni dostęp z A16





- **Kontrole w UK**
- Nie ma potrzeby zatrzymywania się po natychmiastowym przybyciu do UK
- Sevington Inland Border Facility 9 mil od Eurotunelu w pobliżu A20
- Do kontroli celnych i sanitarnych
- W przypadku kontroli tranzytu od stycznia 2021, wszystkie pozostałe kontrole od lipca 2021

UK > France Overview



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

UK Pit Stop

- 8 pasów ruchu
- 100% sprawdzonych ciężarówek
 - wszystkie kontrole wykonane w jednym miejscu
- Nie ma potrzeby wysiadać z ciężarówki
- Wykazane i zeskanowane dokumenty celne - dane udostępniane organom UK/FR

- **Przeprawa z UK do FR**

- Dane są udostępniane władzom francuskim po ich zeskanowaniu.
- Kontrolowane podczas 35-minutowego przejazdu
- Numer rej. Pokazany na zielono lub pomarańczowo
- Green oznacza – wjedź na A16
- Orange oznacza – wybrano Cię do kontroli w Centre Douane-SIVEP



- **Centre Douane-SIVEP**

- 100 miejsc
- 9 zatoczek inspekcyjnych
- Dedykowany zespół służby granicznej Eurotunelu (EBS) na miejscu
- EBS w celu ułatwienia kontroli celnych/sanitarnych



Eurotunnel Border Pass

- Opracowaliśmy Eurotunnel Border Pass dla kierowców, którzy mogą przejeżdżać przez nasze Pit-Stopy bez konieczności okazywania dokumentów.
- Referencje UK i FR/EU są wysyłane do naszego systemu
- Po zatwierdzeniu Eurotunnel Border Pass jest wydawana i może być przekazana kierowcy.
- Wystarczy pojawić się na naszych terminalach i przejść przez Pit Stops bez pokazywania dokumentacji.

EURO TUNNEL le shuttle freight

Confirmation of your customs pre-notification

Thank you for confirming your customs pre-notification with Eurotunnel. We remind you that your driver must validate the booking number and the associated customs pre-notification at check in. Your driver may be subject to controls and must have all customs documentation.

Kind regards,
Freight Commercial Team

Customs pre-notification: OF10230747

Booking number	Travel date	Direction
10236747	30/10/2020	Folliesone to Calais

Do you have a trailer? Yes

Front plate	Rear plate
WDRK2	REMOR1

Information for French authorities

Do you have a customs document with a barcode? (transit declaration, import, envelope code...) Yes

1. ABI2245	2. 654654
3. 6454RORO	

It is imperative that your driver be in possession of a TAD when crossing with Eurotunnel

Are you carrying goods subject to sanitary or phytosanitary control? Yes

1. SANH	2. SANI2
---------	----------

Are you carrying exclusively fish and/or seafood products? No

It is imperative that your driver be in possession of a sanitary certificate when crossing with Eurotunnel.

Information for British authorities

GMR : TER1234

It is imperative that your driver be in possession of a TAD when crossing with Eurotunnel

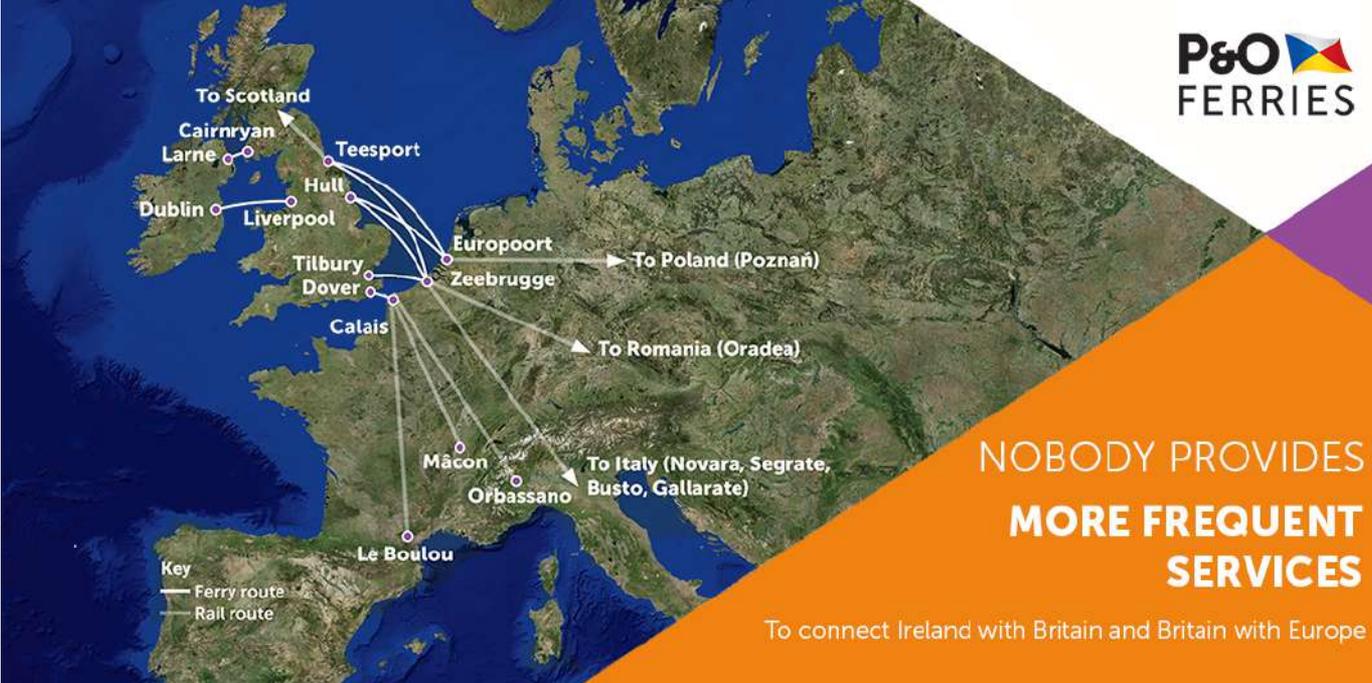
On arrival at check-in, your vehicle number plate will automatically be detected and linked to this unique booking number.
This customs pre-notification may be amended or deleted up to 30 minutes before arriving at check in.

Henryk Kaluzny

P&O Ferries

P&O FERRIES BREXIT PREPARATIONS

NOVEMBER 2020



P&O 
FERRIES

**NOBODY PROVIDES
MORE FREQUENT
SERVICES**

To connect Ireland with Britain and Britain with Europe

Key
— Ferry route
— Rail route

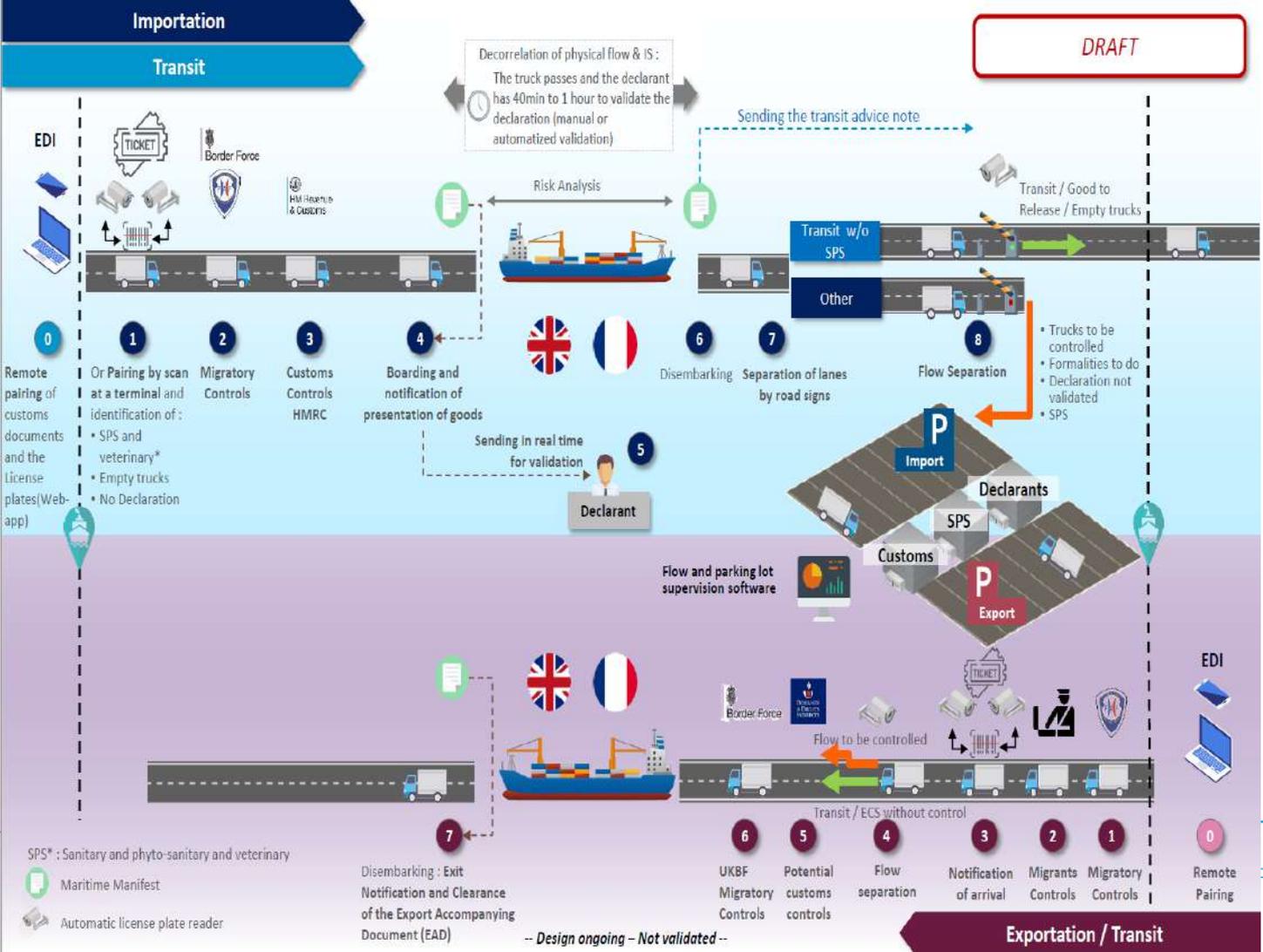
Destinations:
To Scotland (Cairnryan, Larne)
Hull
Liverpool
Teesport
Dublin
Tilbury
Dover
Calais
Zeebrugge
Europoort
To Poland (Poznań)
To Romania (Oradea)
Mâcon
Orbassano
Le Boulou
To Italy (Novara, Segrate, Busto, Gallarate)

- 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-Carinryan
- 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



SHORT STRAITS





French Customs		Exit Information	
Vehicle	Exit Direction	Vehicle	Exit Direction
CEAK671	VERT	B69KXP	ORANGE-DOUANE
CEAK672	VERT	GB7535413	ORANGE-DOUANE
CEAU950	ORANGE-SIVEP	GB7535414	ORANGE-SIVEP
CEAZ281	ORANGE-DOUANE	GB7535415	ORANGE-SIVEP
KKHM603	ORANGE-SIVEP	GB7535416	ORANGE-DOUANE
KKMN807	ORANGE-DOUANE	GB7535417	VERT
KRVV358	ORANGE-SIVEP	GB7535418	VERT
KKSE816	ORANGE-DOUANE	GB7535419	VERT
LJ20ANF	VERT	GB7535420	ORANGE-DOUANE
LJ28MU	ORANGE-SIVEP	GB7541599	VERT
BORCA12	VERT	LZY902	VERT
BORCA23	ORANGE-DOUANE	LZY904	VERT
BORCA24	VERT	LZY905	ORANGE-DOUANE
BORCA25	ORANGE-DOUANE	LZY906	VERT
BORCA27	VERT	LZY907	VERT
BORCA32	VERT	LZY908	VERT
LOTK2508	ORANGE-DOUANE	LZY909	ORANGE-SIVEP
LOTK2509	VERT	LZY912	ORANGE-SIVEP
LOTK2511	VERT	LZY911	VERT
LOTK2512	VERT	LZY914	VERT
6LJ328MU	ORANGE-DOUANE	R0904BCR	ORANGE-DOUANE
14AAC314	ORANGE-SIVEP	R0905BCR	VERT
14AAC520	ORANGE-DOUANE	R1039BCM	VERT
14AAC521	ORANGE-SIVEP	R1156BCP	VERT
14AAC523	VERT	R1157BCP	VERT
14GA105	ORANGE-DOUANE	R1160BCP	VERT
14GC765	VERT	R1161BCP	VERT
14GG327	ORANGE-DOUANE	R1162BCP	ORANGE-SIVEP
14GG328	ORANGE-SIVEP	R1163BCP	VERT
14GG329	ORANGE-DOUANE	R1217BCR	VERT
14GG330	ORANGE-SIVEP	00BFX6	VERT

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



NORTH SEA



Ready for Brexit in the Dutch ports in 5 steps



GET READY FOR BREXIT

Swiftly through the Dutch ports



IMPORTER EXPORTER CUSTOMS

Step 1. Register with Customs
No relationship with Customs yet? Create an EORI number at Customs as soon as possible.

IMPORTER EXPORTER FORWARDER CUSTOMS AGENT CUSTOMS

Step 2. Decide who takes care of the import and export declarations
Will you submit your own declarations to Customs or will you use a forwarder or customs agent for this?

IMPORTER EXPORTER FORWARDER CUSTOMS AGENT TRANSPORTER PORTBASE

Step 3. Determine who is responsible for the pre-notification of customs documents
After Brexit, pre-notification via Portbase is mandatory at shortsea and ferry terminals. Make clear agreements about who is responsible for this.

IMPORTER EXPORTER FORWARDER CUSTOMS AGENT TRANSPORTER PORTBASE

Step 4. Subscribe to the Portbase services
You can digitally pre-notify and track your cargo in real time via Portbase.

TRANSPORTER PORTBASE

Step 5. Check beforehand whether the terminal has the customs documents
Only cargo that has been digitally pre-notified via Portbase can enter and leave the terminal. No transport without document.



www.rxseaport.eu



The screenshot displays the P&O Ferries website interface. At the top left is the P&O FERRIES logo. The top right navigation bar includes links for 'Passenger ferries', 'Welcome! Hemanth', 'Contact us', and 'English'. Below this is a secondary navigation bar with 'BOOKINGS', 'ABOUT P&O', 'FAQS', 'BREXIT', and 'RTO'. The main content area features a 'FIND MY BOOKING' heading and a search form with the text 'Enter Waybill : HU03456789' and a 'RETRIEVE BOOKING' button. The footer contains 'About P&O', 'Partners P&O Ferries', 'Contact Us' with phone and email details, and a 'More contact details' link. The P&O FERRIES logo is also present in the footer. At the bottom, there are links for 'Terms and Conditions', 'Accessibility', 'Site Map', and 'Privacy policy', along with the text 'P&O Ferries 2019'.



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 between UK and France, customers must use the 'envelope logistique' to consolidate declarations
6. Check what you need to do for the type of goods you are transporting



The map displays ferry routes from the United Kingdom and Ireland to several European destinations. Ferry routes are indicated by solid lines, and rail routes are indicated by dashed lines. The destinations and their corresponding routes are:

- To Scotland:** Cairnryan, Larne, Teesport
- To Ireland:** Dublin, Liverpool, Hull
- To Poland (Poznań):** Europoort, Zeebrugge
- To Romania (Oradea):** Zeebrugge
- To Italy (Novara, Segrate, Busto, Gallarate):** Zeebrugge, Mâcon, Orbassano
- Other UK/European ports:** Tilbury, Dover, Calais, Le Boulou

Key
— Ferry route
- - - Rail route

P&O FERRIES

**NOBODY PROVIDES
MORE FREQUENT
SERVICES**

To connect Ireland with Britain and Britain with Europe

Short Straits Case studies

Case studies

Non-short straits

Short Straits

Prepare, prepare, prepare

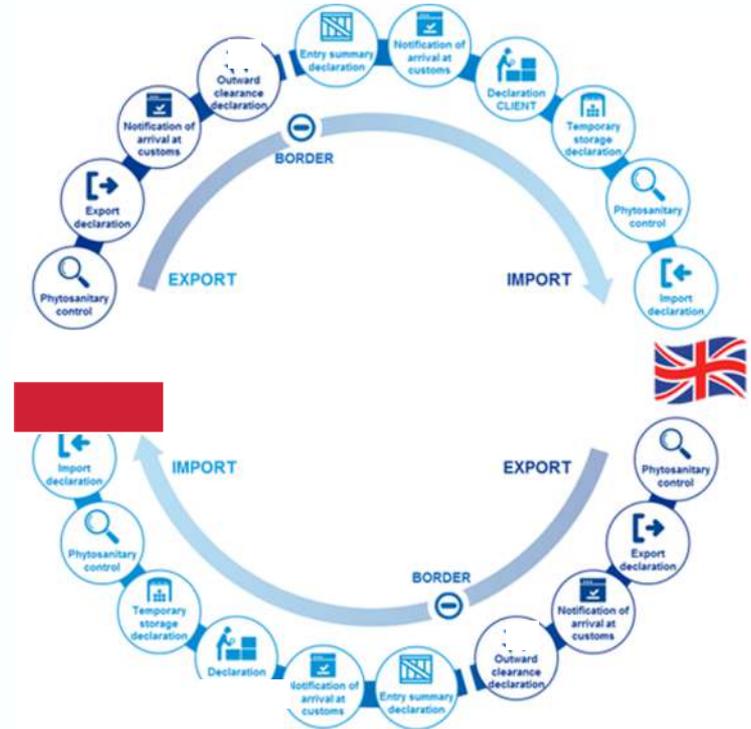
No documents no transport!

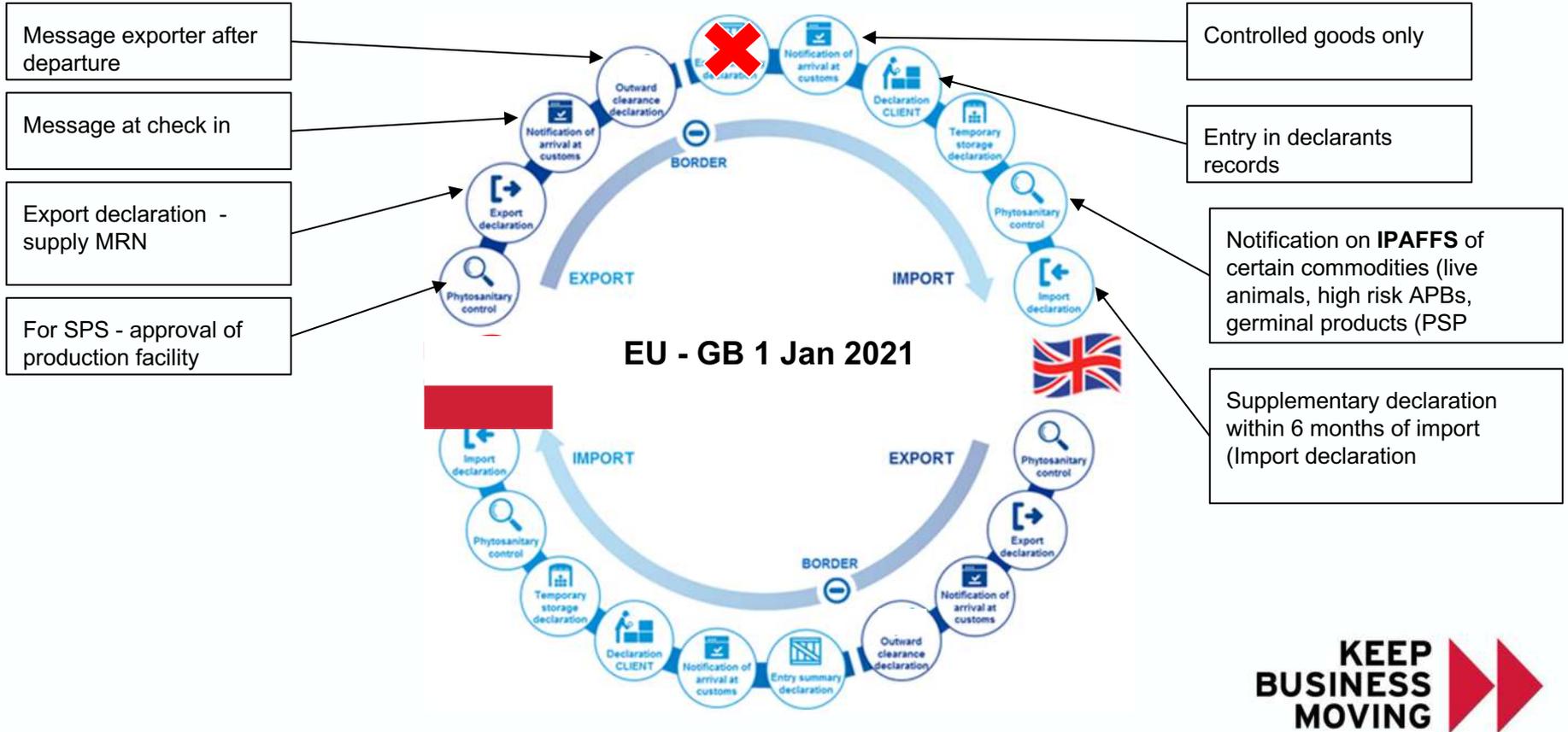
For goods to leave the UK or to arrive in the EU

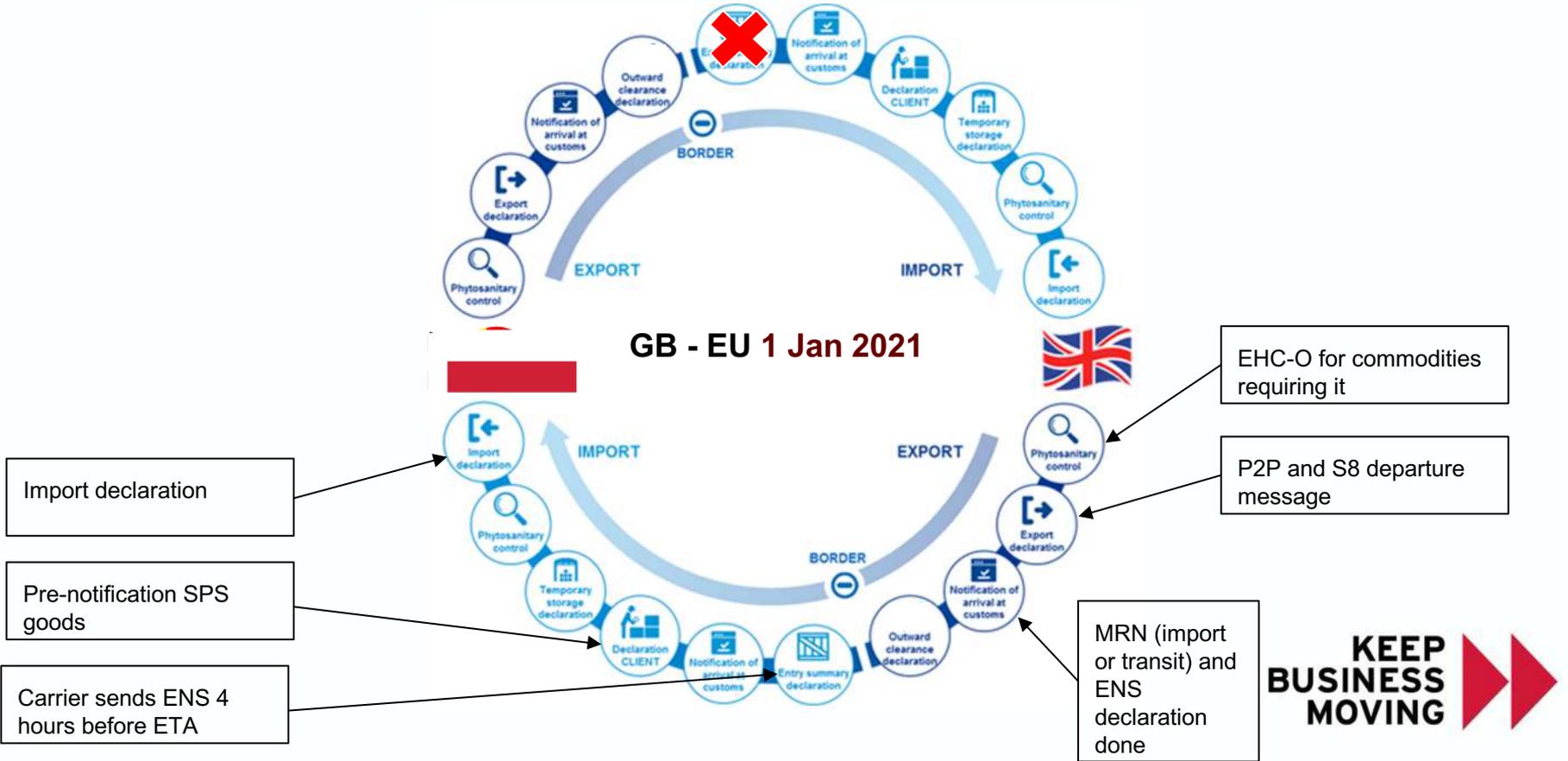
Example Case Study

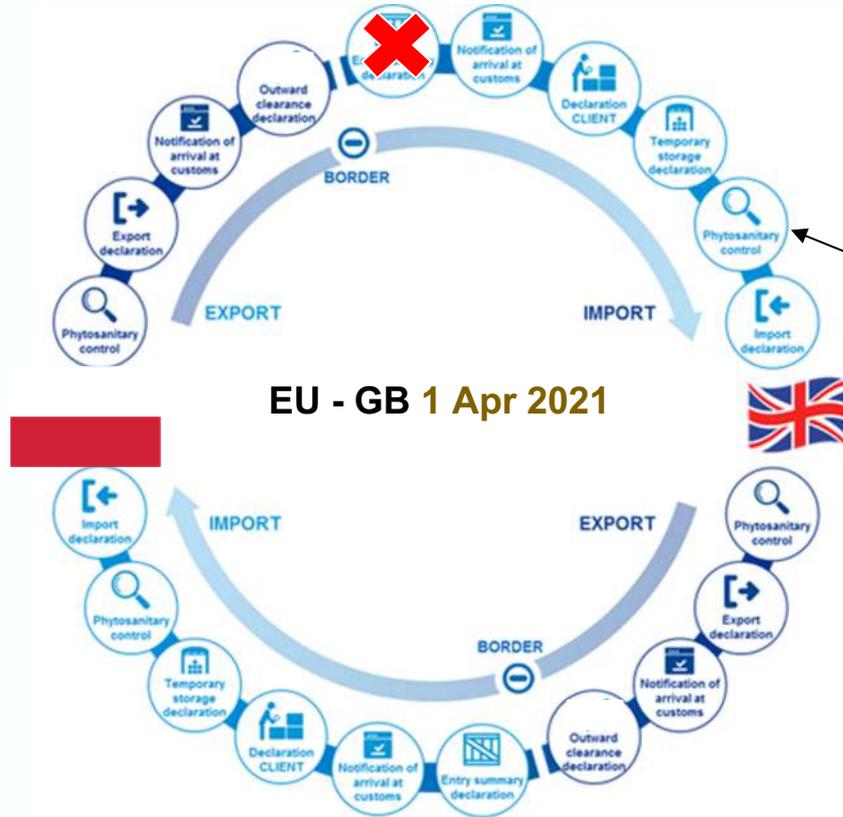
Movement of goods from:

- 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

Short Straits case studies GB- EU / EU-GB

Fiona Gaffney - Deputy Director

**Border & Protocol
Delivery Group**

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

Case Study: EU Export / GB Import Exporting auto parts (i.e. standard goods) via Eurotunnel 23 Jan 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)



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.

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 / ferry operators will scan MRN)
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 makes the 35 minute 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.

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 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

Product of Animal Origin Case Studies EU-GB

Margaret Whitby

Border & Protocol
Delivery Group

13. 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.

14. 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.

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

16. Claire submits the supplementary declaration before 23 July 2021 (6 months after the date of import).

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

EU Export / GB Import (non transit) example: Damian is based in Poland and he exports chicken (meat) to GB via the short straits. The goods are exported on 23 January 2021

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

As Damian has made an 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. Damian 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. Damian (the EU exporter) should agree terms and conditions with Claire (the UK importer) so that the responsibility for border formalities is clear.

3. Damian does not need an Export Health Certificate (EHC) as the movement is to GB before 1 April 2021.

4. Damian submits the export declaration to Polish customs system. Poland is the country of export and France will be the country of exit.

5. Polish system produces an Export Accompanying Document and the export control system allocates an MRN.

6. Joe needs Claire's (importer's) EORI (to "evidence" that the pre-logged declaration has been done) in case of a **Border Force** targeted / risk based intervention.

7. The haulage company provides Joe, the driver with the MRN and Joe proceeds to the port / tunnel in France.

8. 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. If Joe carries several shipments he should group them using the French logistic envelope.

9. The MRN (EAD) is scanned by the carrier. Both Eurotunnel and ports will scan MRN or logistic envelope. 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 export discharged by the carriers IT communicating with SI Brexit to confirm that the shuttle has departed.

10. Joe and the truck make the crossing from France to GB.

11. The office of exit (FR) notifies the office of Export (PL) that the goods have left the EU.

12. Joe drives to Claire's warehouse.

Damian - EU Exporter

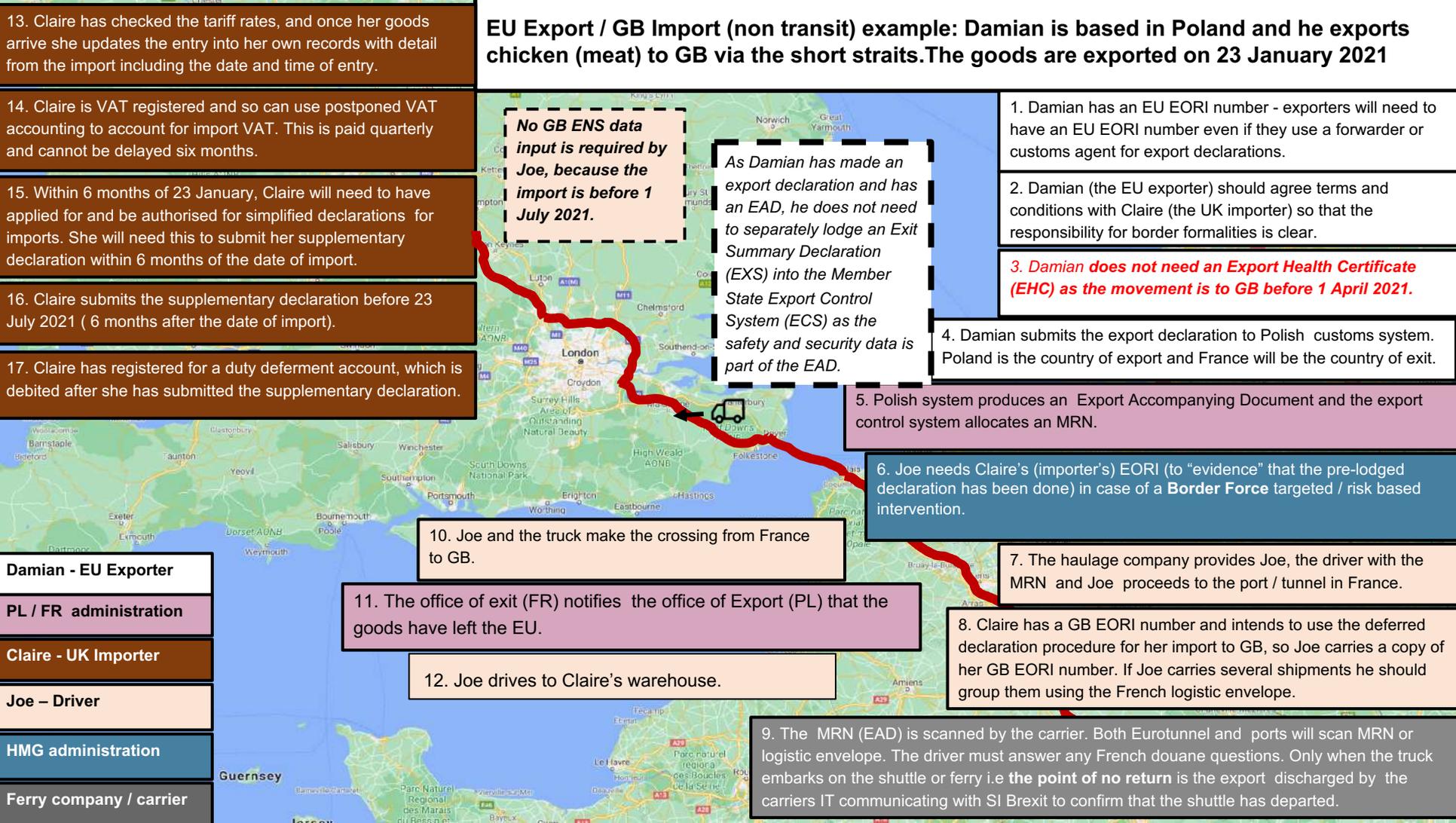
PL / FR administration

Claire - UK Importer

Joe - Driver

HMG administration

Ferry company / carrier



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.

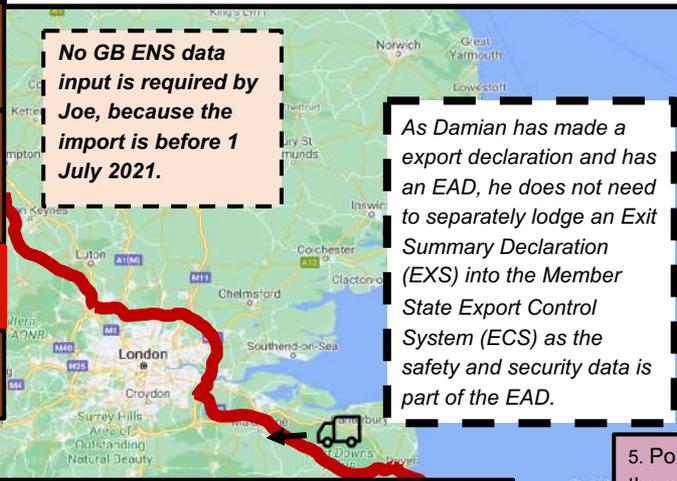
16. Claire is VAT registered and so can use postponed VAT accounting to account for import VAT. This is paid quarterly and cannot be delayed six months.

17. Within 6 months of import, Claire will need to have applied for and be authorised for simplified declarations 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 23 October 2021 (6 months after the date of import).

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

EU Export / GB Import (non transit) example: Damian is based in Poland and he exports chicken (meat) to GB via the short straits. The goods are exported on 23 April 2021



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

As Damian 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. Damian 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. Damian (the EU exporter) should agree terms and conditions with Claire (the UK importer) so that the responsibility for border formalities is clear.

3. Damian applies for an Export Health Certificate (EHC). Polish official vet inspects goods and issues an EHC. Damian sends an electronic copy of the EHC to Claire.

4. Damian submits the export declaration to Polish customs system. Poland is the country of export and France will be the country of exit.

10. The MRN (EAD) is scanned by the carrier. Both Eurotunnel and ports will scan MRN or logistic envelope. 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 export discharged by the carriers IT communicating with SI Brexit to confirm that the shuttle has departed.

11. Joe and the truck make the crossing from France to GB.

12. The office of exit (FR) notifies the office of Export (PL) that the goods have left the EU.

13. The documents are checked remotely and the consignment is not stopped for checks.

14. Joe drives to Claire's warehouse.

5. Polish system produces an Export Accompanying Document and the export control system allocates an MRN.

6. Joe needs Claire's (importer's) EORI (to "evidence" that the pre-lodged declaration has been done) in case of a Border Force targeted / risk based intervention in GB. He also needs the original EHC.

7. Claire has registered on the UK IPAFFS system, submitted the pre-notification of the import and uploaded the electronic copy of the EHC.

8. Damian provides Joe, the driver with the original EHC. The haulage company provides Joe, the driver with the MRN and Joe proceeds to the port / tunnel in France.

9. 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. If Joe carries several shipments he should group them using the French logistic envelope.

Damian - EU Exporter

PL / FR administration

Claire - UK Importer

Joe - Driver

HMG administration

Ferry company / carrier

Guernsey

EU Export / GB Import (non transit) example: Damian is based in Poland and he exports chicken (meat) to GB via the short straits. The goods are exported on 23 July 2021

13. GMR and EHCs checked remotely. If the goods are selected by customs or the Port Health Authority Joe would have to stop at the BCP. In this example the consignment is not selected for a control.

14. Joe drives to Claire's warehouse.

54. Clare has checked the tariff rates

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. Claire notes she will need to submit her supplementary declaration by the fourth working day of the month after the date of Import.

18. Claire submits the supplementary declaration before 5 August 2021.

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

9. Joe's firm submits an entry summary declaration (ENS) into S & S GB system. Joe's firm enters the vehicle details, ERN references and ENS reference to GVMS which generates a GMR, they can add any updates up to departure.

10. The MRN (EAD) is scanned by the carrier. Both Eurotunnel and ports will scan MRN or logistic envelope. 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 export discharged by the carriers IT communicating with SI Brexit to confirm that the shuttle has departed.

11. Joe makes the crossing from France to GB ensuring that the point of entry has a BCP that deals with poultry (CN code 0207).

12. The office of exit (FR) notifies the office of Export (PL) that the goods have left the EU.

1. Damian 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. Damian (the EU exporter) should agree terms and conditions with Claire (the UK importer) so that the responsibility for border formalities is clear.

3. Damian applies for an Export Health Certificate (EHC). Irish official vet inspects goods and issues an EHC. Damian sends an electronic copy of the EHC to Claire.

4. Damian submits the export declaration to Polish customs system. Poland is the country of export and France will be the country of exit.

5. Polish system produces an Export Accompanying Document and the export control system allocates an MRN.

6. Claire has registered on the UK IPAFFS system, submitted the pre-notification of the import and uploaded the electronic copy of the EHC.

7. Damian provides Joe, the driver with the original EHC. The haulage company provides Joe, the driver with the MRN and Joe proceeds to the port / tunnel in France.

8. Claire has a GB EORI number and has been approved for simplified procedures (CFSP) she submits a simplified declaration on the CHIEF system which issues an Entry Reference Number (ERN). Claire provides the ERN to Joe's firm.

Damian - EU Exporter

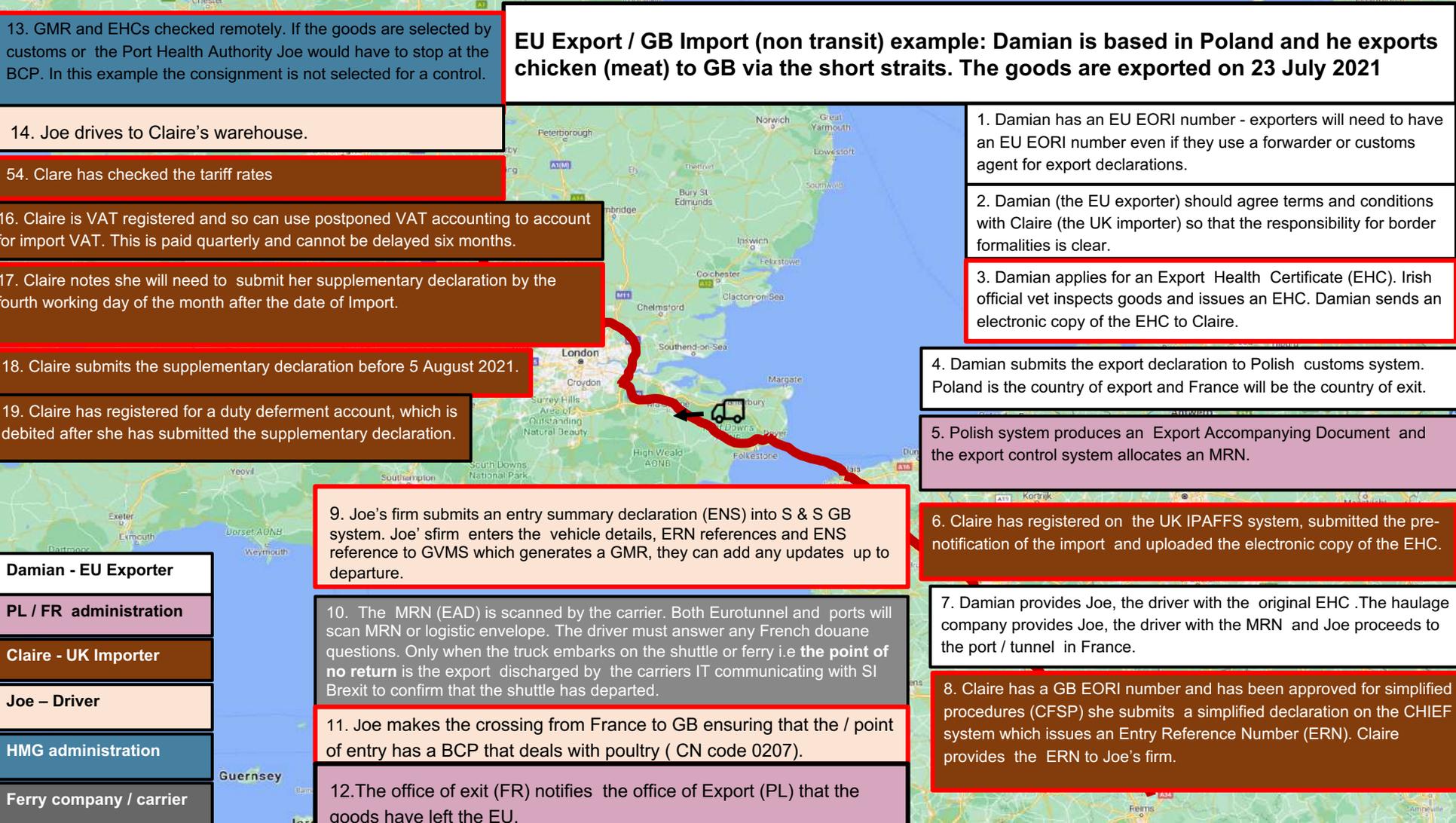
PL / FR administration

Claire - UK Importer

Joe - Driver

HMG administration

Ferry company / carrier



Keep business moving

Plenary session

Margaret Whitby

Border and Protocol
Delivery Group

KEEP
BUSINESS
MOVING 

Answering your questions

Plenary session

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

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
- Pre-apply 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

Keep business moving

Useful links:

- [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.
- <https://www.gov.uk/eubusiness>
- <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/910156/How_to_export_goods_from_GB_into_the_EU_from_January_2021.pdf

Further Questions: BPDG.enquiries@cabinetoffice.gov.uk

