

Technical Presentation

Moving goods between Great Britain and France

12 Feb 2021



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Today's Hosts



Heather Jones

Deputy Director,
EU Member States
Engagement,
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Delivery Group



Jean-Michel Thillier

Directeur
interrégional des
douanes et droits
indirects des
Hauts-de-France



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Agenda and running order / Q&A

1. Exchange of views on logistics and customs -
 - Customs agents
 - FLG (UK)
 - GEFCO (FR)
 - State of play
 - Douane
 - Border Force / HMRC
 - Q&A

2. Exchange of views on SPS - 1 min scene setter
 - DEFRA
 - DGAL
 - Luke Hindlaugh Food Drink Federation
 - Q&A

3. Exchange of views for the future and on planning for 1 April and 1 July and to understand views from industry on what is most urgent to cover in future engagement

4. Wrap up and closing remarks

Customs

Facilitated by Caroline de Saussure

- State of Play presentation by a UK and a French customs agent / intermediary
- Presentation by douane
- Border Force South East presentation and HMRC
- Q&A

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Customs agents views

Richard Catt
Rhenus Group / PSL
Freight

Transit

Export Accompanying Documents process

Authorised consignor / consignee

Rules of Origin

Guarantees and reference amounts

Driver education and attendance at IBFs - FR
logistics envelope

EU imports

ATA and TIR carnets

GVMS



THEPSLGROUP
Member of Rhenus Logistics

Olivier Thouard

GEFCO



French Douanes update

Caroline de Saussure
Project BREXIT lead

The smart border in France

GOALS

1. **Maintain fluidity** by avoiding long stops on site that could lead to infrastructures congestion
1. Enable all stakeholders to **meet their legal obligations** while respecting the regulatory framework
1. **Facilitate the exchange of information** between stakeholders: hauliers, maritime companies, infrastructure, customs...

PRINCIPLES

ANTICIPATION

of customs formalities before loading the means of transport

1

AUTOMATION

of flow management and separation

2

3

IDENTIFICATION

of the means of transport upon arrival at the departure infrastructure

IMPLEMENTATION



At each Brexit impacted crossing point, the maritime companies, ports and the tunnel worked together to **adapt the infrastructures and mobilise local actors to prepare for the implementation of the smart border.**



French customs have developed a dedicated information system: the SI Brexit. It works as an interface between the maritime companies' and the tunnel IT systems and the customs clearance systems (Delta G and French NCTS).

Smart border crossing tips

MRN 1



MRN 2



MRN 3



SCAN THE RIGHT CUSTOMS FORMALITIES



- Scan the **barcode of the TAD** or of the **pre-lodged import declaration (EU-D)** or of the **logistics envelope**



- Do not scan the barcode of the **UK EAD** or of the **ENS**

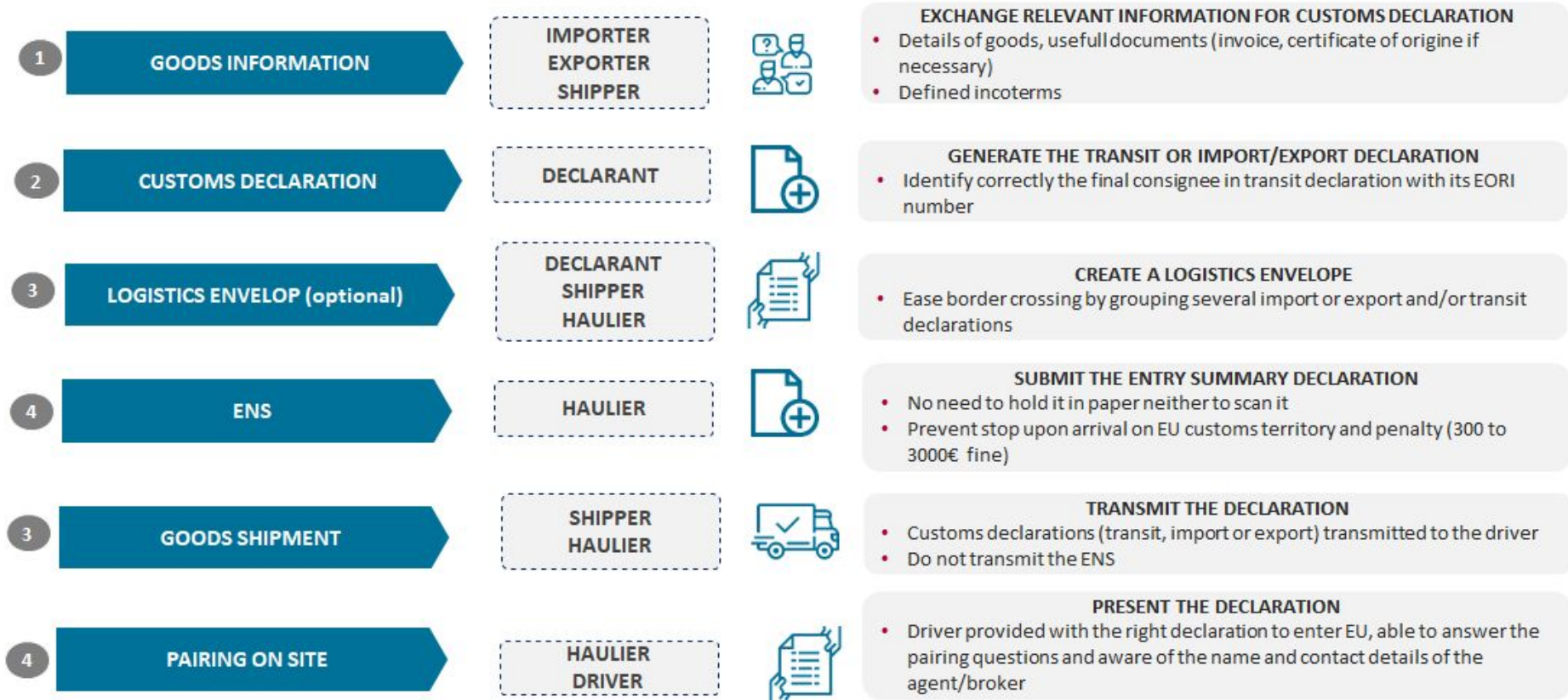
TRANSIT: COMPLETE THE DECLARATION CORRECTLY

- For **Common transit** - entry flow: the transit office is located in FR (not in GB)
- For **Union Transit** - entry direction: country of shipment = GB (not FR)

IMPORT : VALIDATE THE DECLARATION AT THE RIGHT TIME

- Validate the pre-lodged import declaration in the French customs system Delta G **after** receiving the boarding notification (and not before the crossing, in accordance with the Union Customs Code)

Smart border: step by step



The right documents

BREXIT

What TO SCAN and what NOT TO SCAN to enter France

TO SCAN



Form titled 'Import Declaration' with a green checkmark in the top right corner. It contains fields for 'N° d'importation unique' and 'Code AEO'.

IMPORT
DECLARATION



Form titled 'Transit - Accompanying Document' with a green checkmark in the top right corner. It contains fields for 'A' and 'B'.

COMMON
TRANSIT
ACCOMPANYING
DOCUMENT



Form titled 'L'Union européenne' with a green checkmark in the top right corner. It contains fields for 'N° d'importation unique' and 'Code AEO'.

EU TRANSIT
ACCOMPANYING
DOCUMENT



Form titled 'CONSULTER UNE ENVELOPPE' with a green checkmark in the top right corner. It contains a barcode and the text 'Références : EURLN'.

LOGISTICS
ENVELOPE

NOT TO SCAN



Form titled 'EUROPEAN COMMUNITY' with a red X in the top right corner. It contains fields for 'EUROPEAN COMMUNITY' and 'UK EXPORT DECLARATION'.

UK EXPORT
DECLARATION



Form titled 'Safety and Security Document (SSD)' with a red X in the top right corner. It contains fields for 'SAFETY AND SECURITY DOCUMENT' and 'SAFETY AND SECURITY DOCUMENT'.

SAFETY
AND SECURITY
DOCUMENT

Questions?



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UK Inland Border Facilities (IBFs)

Dave Smith,
Director,
Border Force South
East



IBFs - Introduction

IBF = Inland border facility. Used for both inbound and outbound freight movements.

At present most traffic is outbound goods. The need for inbound facilities will accelerate as we approach the end of the phased controls period in June 2021

What they are:

- Offices of **Departure** and **Destination** for CTC movements
- Processing centres for Carnets movements (ATA and TIR)
- Endorsement of CITES licences
- Time limited to two hours

What they are not:

- Truck stops/rest points for drivers
- Places to arrange customs checks (go elsewhere for those services - no customs agents are on site)
- Mandatory for every export - if you have all your paperwork for both sides and P2P from CHIEF then you don't need to attend an IBF

Export Accompanying Document (EAD)

IBFs - for the person instructing the driver...

The loader, exporter or agent must make sure the driver...

Knows what they are going there for, including:

- They know what documents they are going to present
- They know what documents they are going to get back

Has the correct documents depending on the movement:

- LRN (transit, outbound only)
- TAD document (Transit, **inbound only**)
- ***There is no need to attend an IBF with an outbound TAD***
- TIR or ATA Carnets documents (If applicable)
- Customs import references (CHIEF declaration, CDS declaration)
- Any applicable licenses e.g. CITES

“Attend an inland border facility” app allows you to

Notify HMRC in advance of your arrival to reduce the time you’ll need to spend at the IBF

Identify busy locations in advance

HMRC site complaint box

This is for complaints about IBFs to be sent to HMRC

The email addresses will be pasted into today’s chat box and included in the follow up communications

IBFs - What can go wrong

Worst case scenario based on real movements:

Import EU-GB using Transit

- Driver attended IBF
- Had transit documents but could not show customs declarations
- Transit couldn't be discharged
- Agent couldn't be contacted because it was a Saturday afternoon
- Driver had to wait to Monday morning to locate correct references
- Driver missed delivery slot and will receive penalty

Export GB-EU using Transit

- Driver attended IBF
- Presented one handwritten LRN
- HMRC could not identify LRN
- Agent was contacted and provided one LRN
- TAD was issued to driver
- Driver did not present LRNs for other movements on his vehicle
- At Office of Destination only one movement could be discharged
- Remaining goods had to be returned to office of Departure

IBFs - Best practice

Do

- ✓ Use the **Check an HGV service** and obtain a **Kent Access Permit**
- ✓ Use the **Attend an IBF service** to book into a site in advance and provide LRNs direct to HMRC
- ✓ Complete your **border preparations** as early as possible in your journey
- ✓ Provide your driver with a **clear list of typed LRNs**
- ✓ Include **contact details for the agent** in any paperwork so they can be contacted directly in case of any issues
- ✓ Ensure your driver is advised of a **GVMS “Held Goods” message** and that they must attend an IBF and advise they have a “held message” as “The goods are not cleared for customs control” [**currently inbound until July**]
- ✓ Bring a LRN/non activated TAD **or** a customs import document including barcode issued by French Customs showing the goods have been pre-lodged for importation into France
- ✓ For **issue resolution**, there are NCTS, DEFRA and BPDG mailboxes as well as the usual gov.uk sources

Don't

- ✗ Use the IBF if you don't need to
- ✗ Allow the driver to leave until all relevant paperwork has been prepared including any licences obtained and permissions granted
- ✗ Enter Kent without a **Kent Access Permit**
- ✗ Enter Kent without a **COVID test**
- ✗ Present a UK EAD - an EAD is no longer required

Customs update

Claire Wilson

HMRC

Questions?



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SPS update

Hosted by

Helena Busby
DEFRA

Key points:

- Pre notify the SIVEPs
- Commis contracted to act for economic operators whose goods are selected for SPS checks
- Specific commodities e.g. live animals / horses in particular
- Fish and seafood and the Boulogne-sur-Mer SIVEP arrangements and transit

Verification and release mechanisms

Legal interpretation - UK CVO, FR officials and the Commission

GB Import controls for SPS goods

1st April 2021

- Health certificates required for Products of Animal Origin, High Risk Food and Feed Not of Animal Origin.
- Importers will need to register and submit pre-notification for imports on IPAFFS with the accompanying certificates.
- Upcoming programme of webinars Feb-March for EU exporters.

July 2021

- All imports from the EU will be subject to the same controls as RoW imports.
- SPS goods will be subject to checks and processes – documentary, and/or identity and/or physical checks which are undertaken on animals, products of animal origin, plants, plant products and some foods.
- We will be holding a further programme of events.

SPS update

Pierre Primot
Arnaud Chatry

DGAL

SPS update

Luke Hindlaugh

Food Drink
Federation

Logistics

Sarah Laouadi

Logistics UK

Questions?



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Planning for the 1
April and 1 July

Future industry
facilitation

Heather Jones and
Hervé Mathevet

Questions?



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