

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

Belgium Industry Day
4 November 2020



His Excellency Martin Shearman
UK Ambassador to Belgium



Emma Churchill

Director-General

Border & Protocol Delivery Group
(BPDG)



**Kamer van
Koophandel**
West-Vlaanderen



Marc Adriansens

President of 'APZI – Voka West-Vlaanderen'

Why RX/SEAPORT?

Brexit-proof

RX/SeaPort is making the Port of Zeebrugge **BREXIT-proof** by bringing together all necessary actors in one platform. In this way, all data required for the BREXIT administrative context will be digitally processed. The final goal is that the physical traffic flow does not get interrupted because of the BREXIT-related document flow.

Meet our services:

- [Track & trace via RX Dashboard](#)
- [Pre-registration of customs data via the e-Desk](#)

import from the UK

Prepare for the Brexit

IMPORT WIZARD

STEP 1
Summary Declaration

STEP 2
Temporary storage declaration

STEP 3
Discharge notice

STEP 4
Follow-up declaration

Start the import wizard here

to step 1 →

In the RX/SeaPort import-wizard, we focus on the impact of Brexit on the logistics process, namely the transport of goods that are transported from the UK to a Belgian port (import). We will discuss the steps in this process and the associated customs formalities for the various involved logistics players. In addition, we also propose our services that can support you in the various steps in the process.

All advice in the wizard is based on the premise that the United Kingdom will leave the EU without the deal negotiated with the European Union and that there will be no transition period.



Tom Hautekiet

CEO Port of Zeebrugge

Port of Zeebrugge, A GATEWAY FOR THE EUROPEAN MARKET

A PORT WITH A GREAT LOCATION

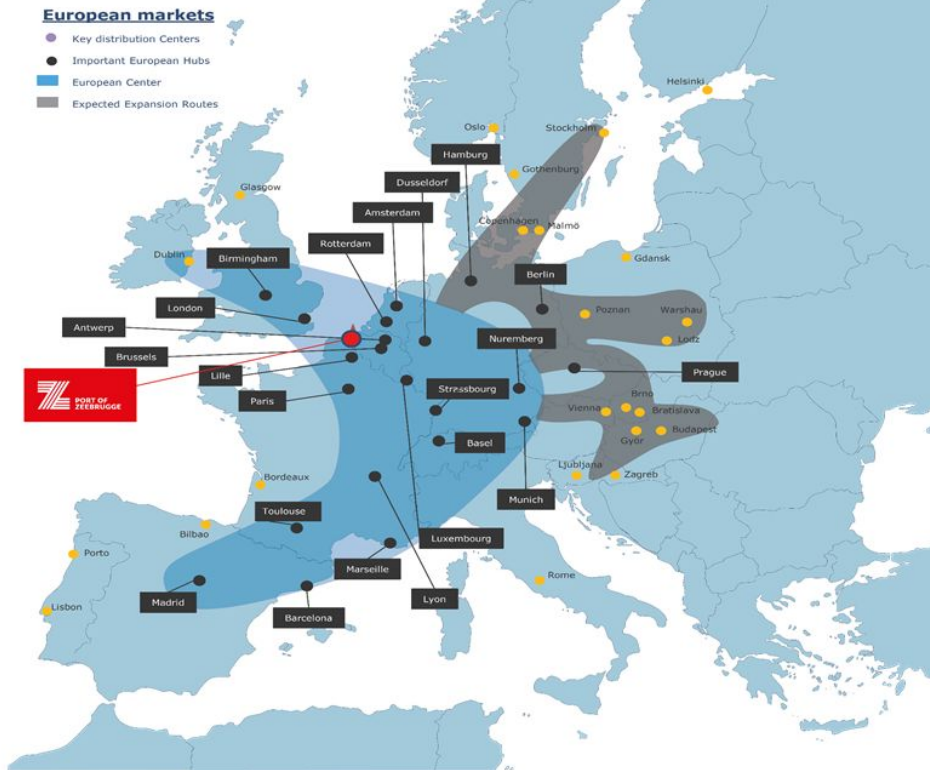
Range Le Havre - Hamburg

Easy access coastal port

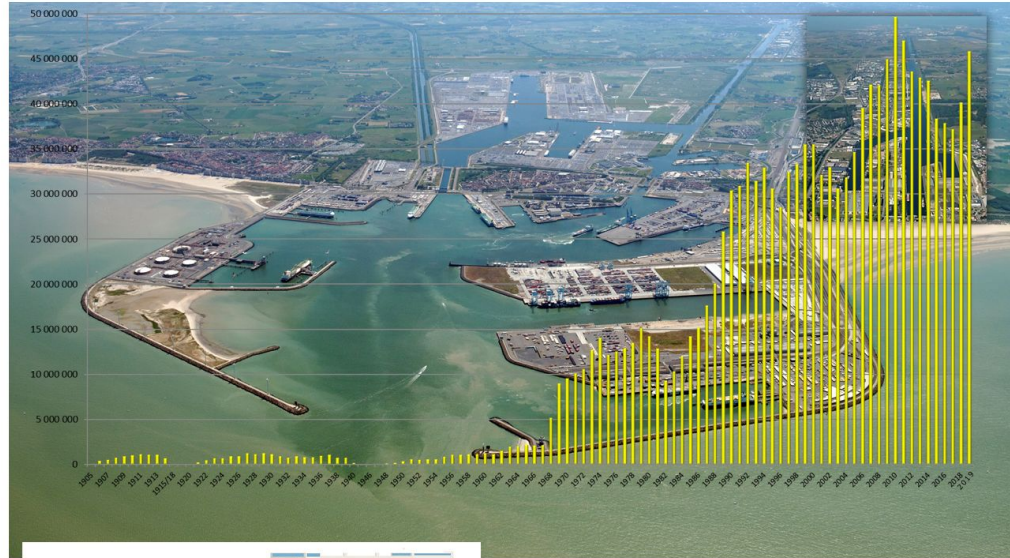
Unique position vs. UK

In the middle of the EU markets

Dense road and rail network



Evolution total traffic (in tons) 45.8 MILLION TONS/2019



40% RORO



38% CONTAINERS



17% LIQUID BULK



2% SOLID BULK



3% BREAKBULK

Key figures 2019

8.151 vessels handled



+/- 4,000 trucks/day



>20,000 jobs in the port



1.7 million TEU handled



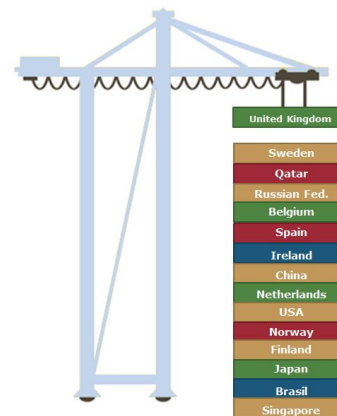
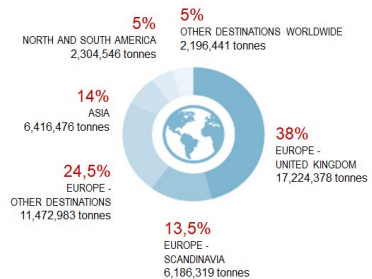
45.8 million tons handled



**nr 1 automotive port –
2.9 mio new cars**



Geographical spread 2019 – Trade partners



68,4 % VIA ROAD



13,3 % VIA RAIL



8,3 % VIA TRANSHIPMENT FEEDER



5,2 % VIA ESTUARY BARGE



4,5 % VIA PIPELINE



0,3 % VIA INLAND NAVIGATION

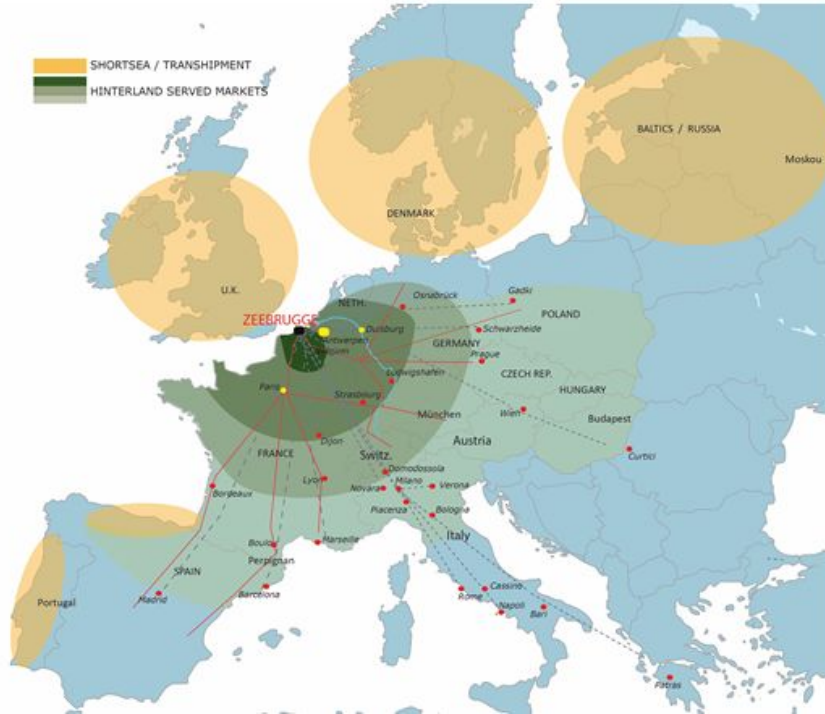




A Brexit proof port

Historic link UK – (Zee)Brugge

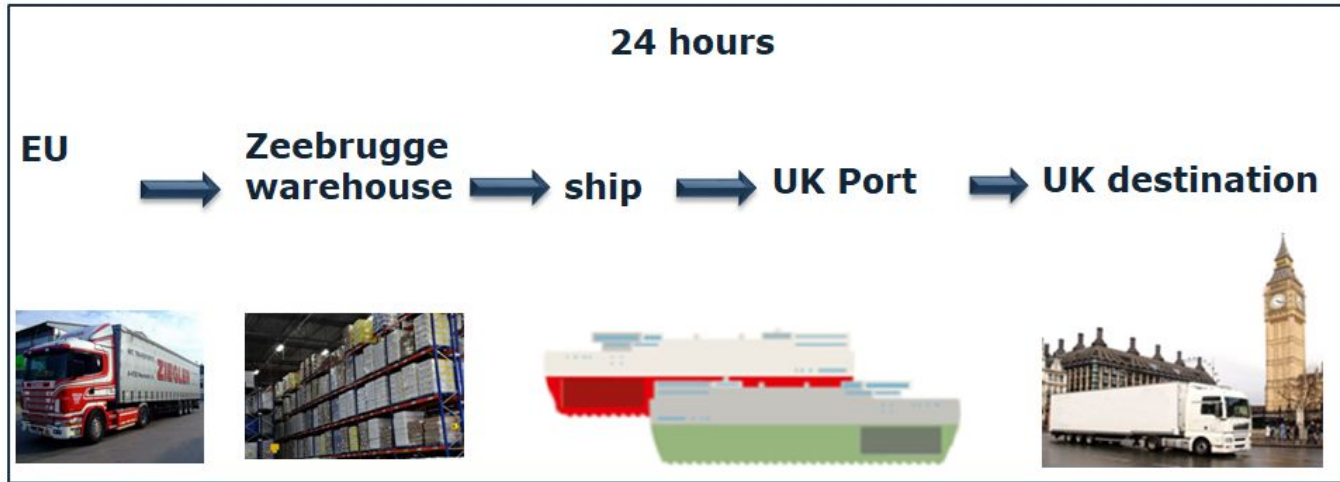
Now: intermodal hub and gateway for the EU market



12 – 14th Century:
Hanseatic League



Zeebrugge bridgehead for the U.K. distribution



Day A :

14.00 hrs: 'order picking'
in Zeebrugge

Day B :

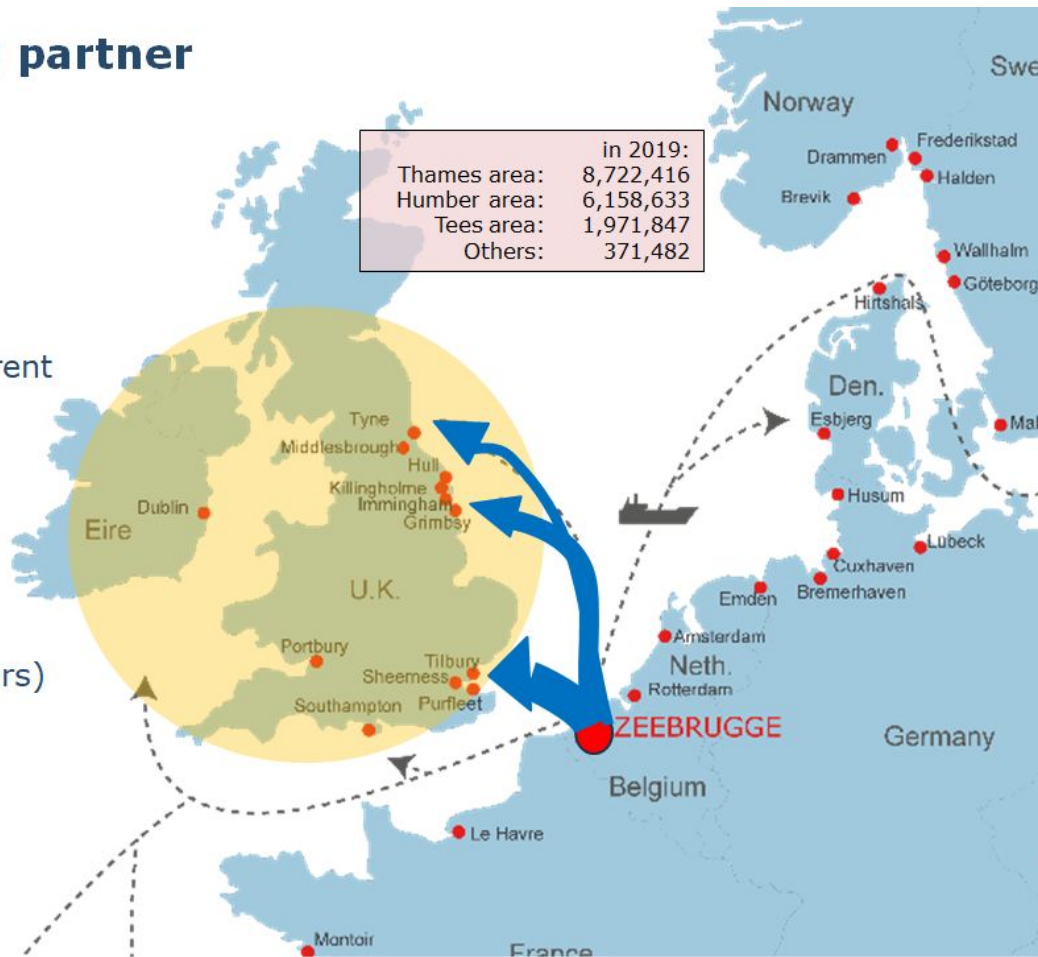
Delivery in the UK

- 06.00 hrs in London
- 10.00 hrs in Birmingham
- 12.00 hrs in Manchester
- 15.00 hrs in Glasgow



The UK is our main trading partner

- 38% or 17.2 million tons in 2019
- 67% export, 33% import
- 70 liner services a week – to different regions in the UK and Ireland
- Hub for new cars: 850.000 from/to UK (= 30% of total number of new cars)
- 27 % import from UK
- 73% export to UK



Our strenghts

Focus on unaccompanied freight

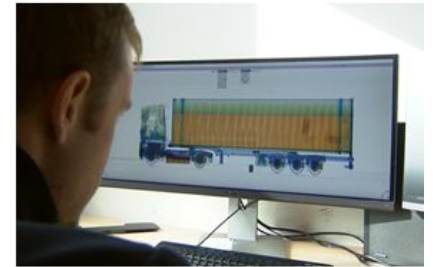
- Drivers do not accompany the cargo
- No delays at immigration check points
- Ensuring a smooth & stable supply chain



Direct connections to Ireland
"Brexit busters"
Delphine and Céline

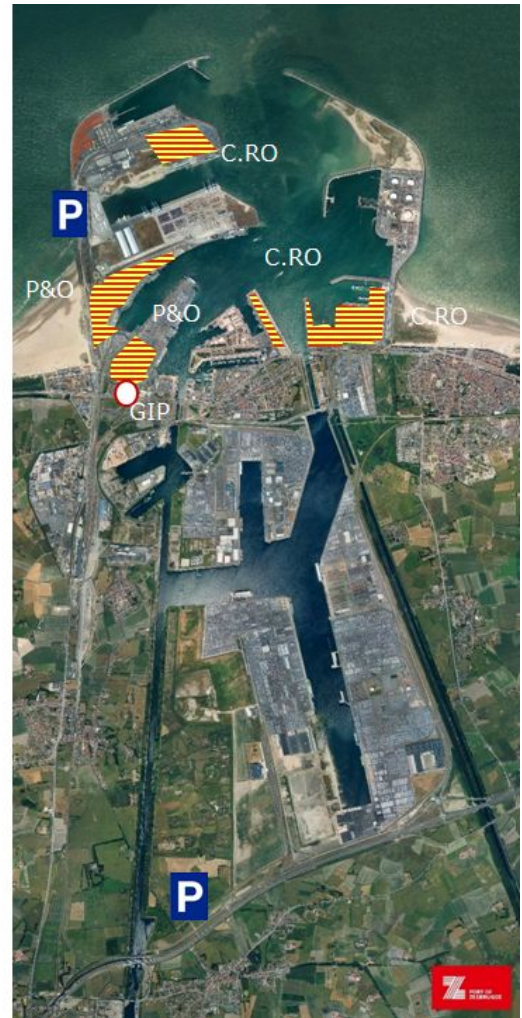
Border Control Post (BCP)

- Ample capacity
- Customs and Food Safety personnel and equipment
- Temperature controlled spaces
- Located close to terminals and warehouses



Ready for Brexit

- Contingency plan to guarantee port accessibility at all times
- Collaboration between Port Authority, Customs, Food Safety Agency, Police (local and federal) and other public authorities
- Traffic plan for the port area
- Circulation plan for the broader region
- Temporary overflow parkings in the port area
- A system of sign posts will guide the traffic.
- "green lanes" (RX/Seaport)



RX/Seaport is a community-based cooperative. :

- **aim is to make cargo flows as efficient as possible after Brexit, by facilitating data exchange**



Vision/Mission

VISION

Being the Center of Excellence
on digitization for the
Port (community) of Zeebrugge.

MISSION

Make Zeebrugge a real
"Smart Port".

OUR CORE PRINCIPLES



We operate as an
**independent and reliable
partner**



We focus on offering
maximum added value for
our community



We always keep the
accessibility of our services
in mind



We believe in a
network of networks, and
strive for maximum
interoperability

Concrete advantages

Goals:

- Zeebrugge identity: work on the needs for a port with mixed shortsea and deepsea RoRo, Ferry and container traffic.
- It is specifically aimed at transport via Zeebrugge: how to help solve traffic problems, reduce administrative work, etc
- Traffic EU <-> UK through Zeebrugge after implementation of new UK border controls as smooth as possible.

Advantage through:

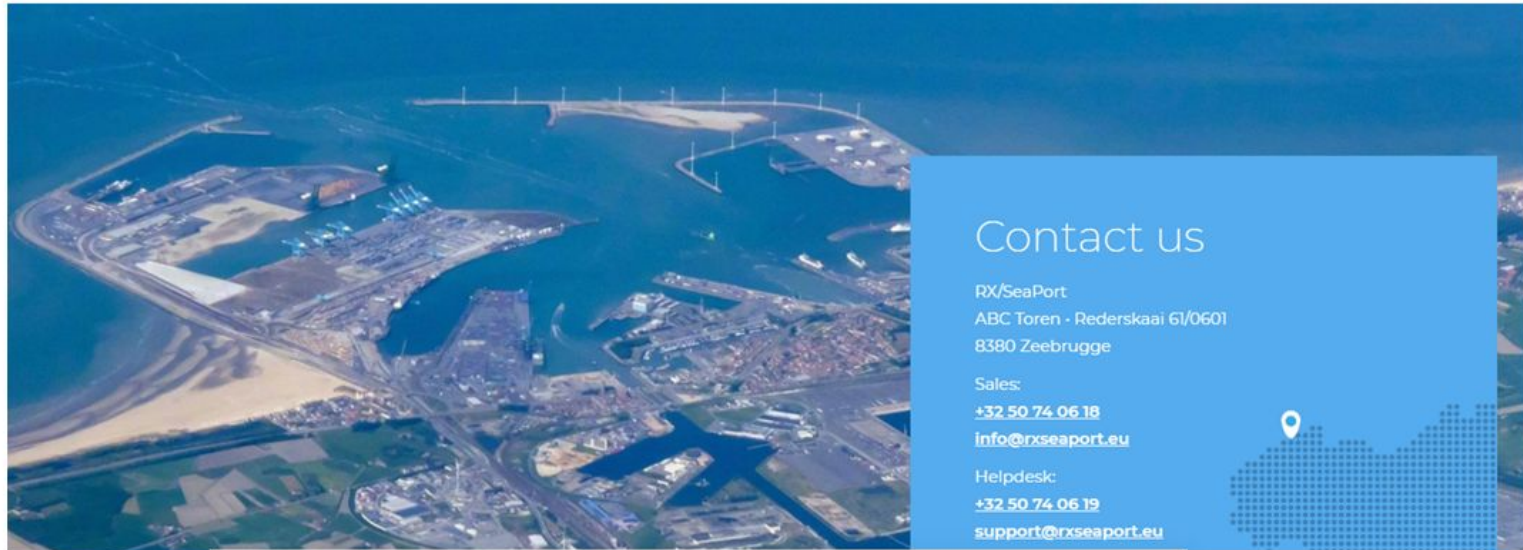
- Avoid traffic jams (through accurate real-time info)
- Reduce administrative work, follow-up (through dashboard, integration with Production Systems)
- Avoid fines, extra costs (through information from customs, FASFC)

- <https://rxseaport.eu/en/contact/>



NL EN Follow us on  

[import wizard](#) [export wizard](#) [About RX/SeaPort](#) [Services](#) [Partners](#) [Contact](#)

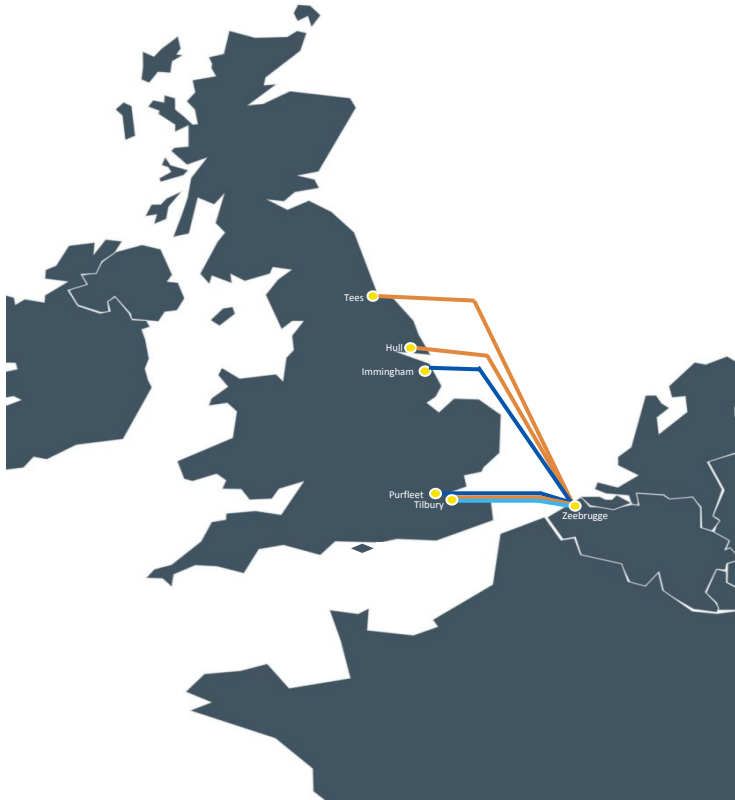


Contact us

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Stella Jarvis

Director Planning and Assurance
Border & Protocol Delivery Group
(BPDG)

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** 

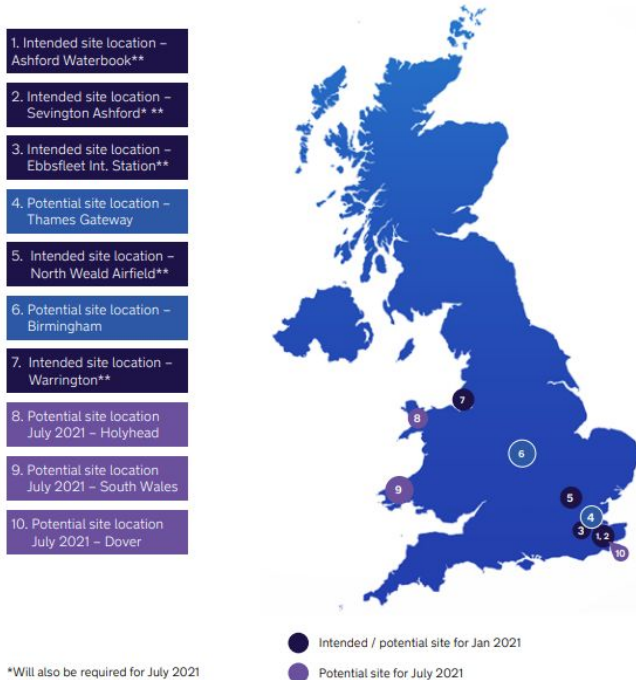
Implications for Businesses who Trade with GB

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

- Significant challenge for SMEs
- The overall challenge is to ensure businesses prepare **asap** for new arrangements and controls - ***regardless of the outcome of the negotiations***, because border management **will change on 1 Jan 2021**
- Joint responsibility to prepare
- Cooperation is vital
- Preparation needed both in EU and the UK

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 from 1 January 2021 and for SPS checks on goods arriving in Ireland from GB. Additionally, Border Control Posts will be required in GB for handling SPS checks from the EU from 1 July 2021
- Where GB ports have the capacity to build on site, they were able to apply for financial support to the Port Infrastructure Fund, this closed for applications on 30 October. Where ports do not have the space, HMG are making inland provisions.
- Some inland sites are already under construction and the final list will be published shortly.

Today is for you

More information

More questions with answers

More clarity



Heather Jones

Deputy Director, EU Member
States Engagement

Border & Protocol Delivery Group
(BPDG)

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.

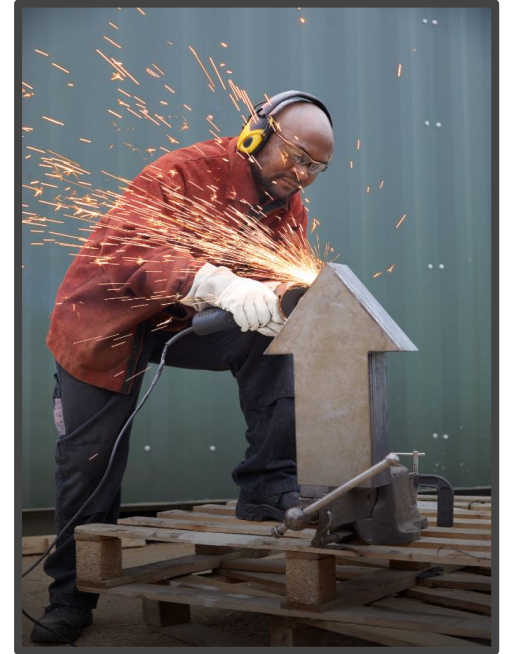
We do know that customs procedures will apply to the trade between the UK and the EU.

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



Readiness polls are running

So, in terms of the assessment of readiness,
please answer our short questions

Go to **sli.do** on your browser or phone

Use the code **#BPDG**



Poll 1

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

- a. Yes
- b. No



Poll 2

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

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



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

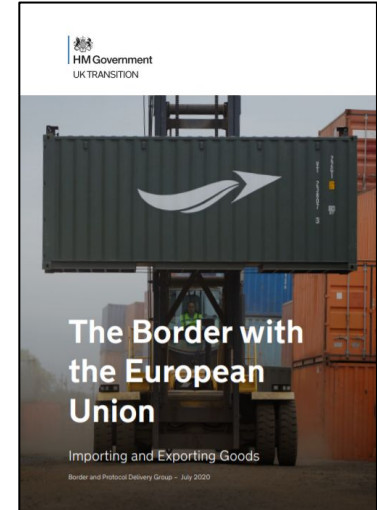
Blue: I am ready

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%

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 pre-lodgement and temporary storage arrangements, and the new Goods Vehicle Movement Service (GVMS) and the new “Check an HGV is Ready to Cross the Border” and Kent Access Permit
- 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 Import Control System (ICS) for 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 - it is a very quick process

GB traders and hauliers may also wish to plan ahead and 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 they will officially allocate the EORI numbers on the day following the end of the transition period (or later)

UK EORI

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

EU EORI

[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

NB: You will need a UK VAT number to be able to take advantage of VAT postponed accounting in the UK

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)

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 applications, requirements and processes,
- Food, animals, plants and other controlled goods
- Additional actions for hauliers and freight forwarders
- Product conformity and standards

Joint presentation of a technical case study of freight (excise goods) moving from Belgium to GB

Presentation by RX Seaport

Joint presentation of a technical case study of standard goods moving via the short straits

Review of questions raised at Belgian events to date and plenary event.

HM Revenue and Customs

David Vallely

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) the name 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
- Postponed accounting allows businesses to account for VAT on the goods they import through their periodic VAT return rather than pay that VAT at (or soon after crossing) the UK border

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 reusable 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

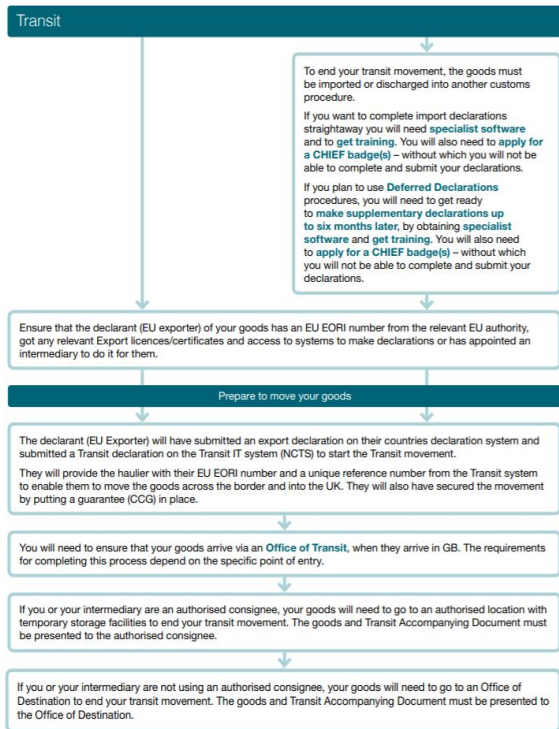
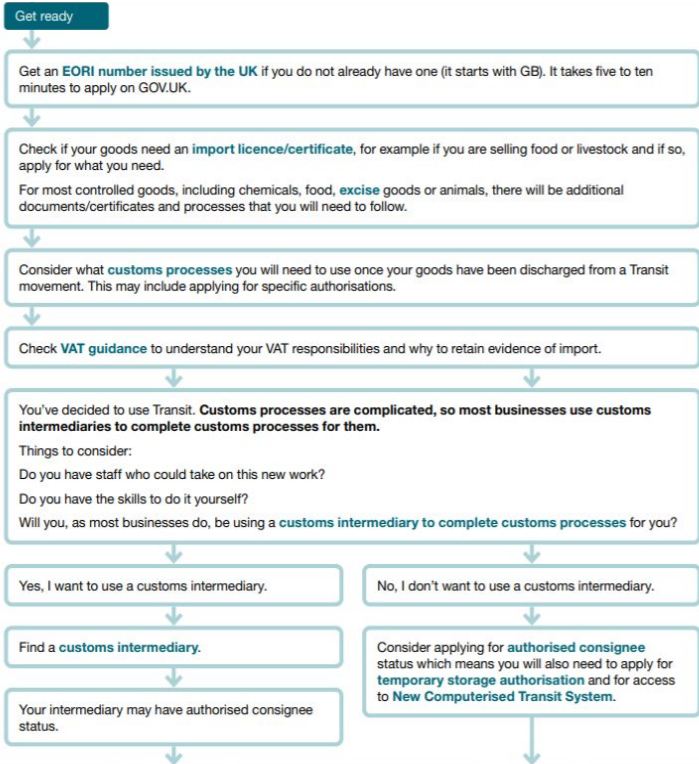
Empty trucks / returnable packaging

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.

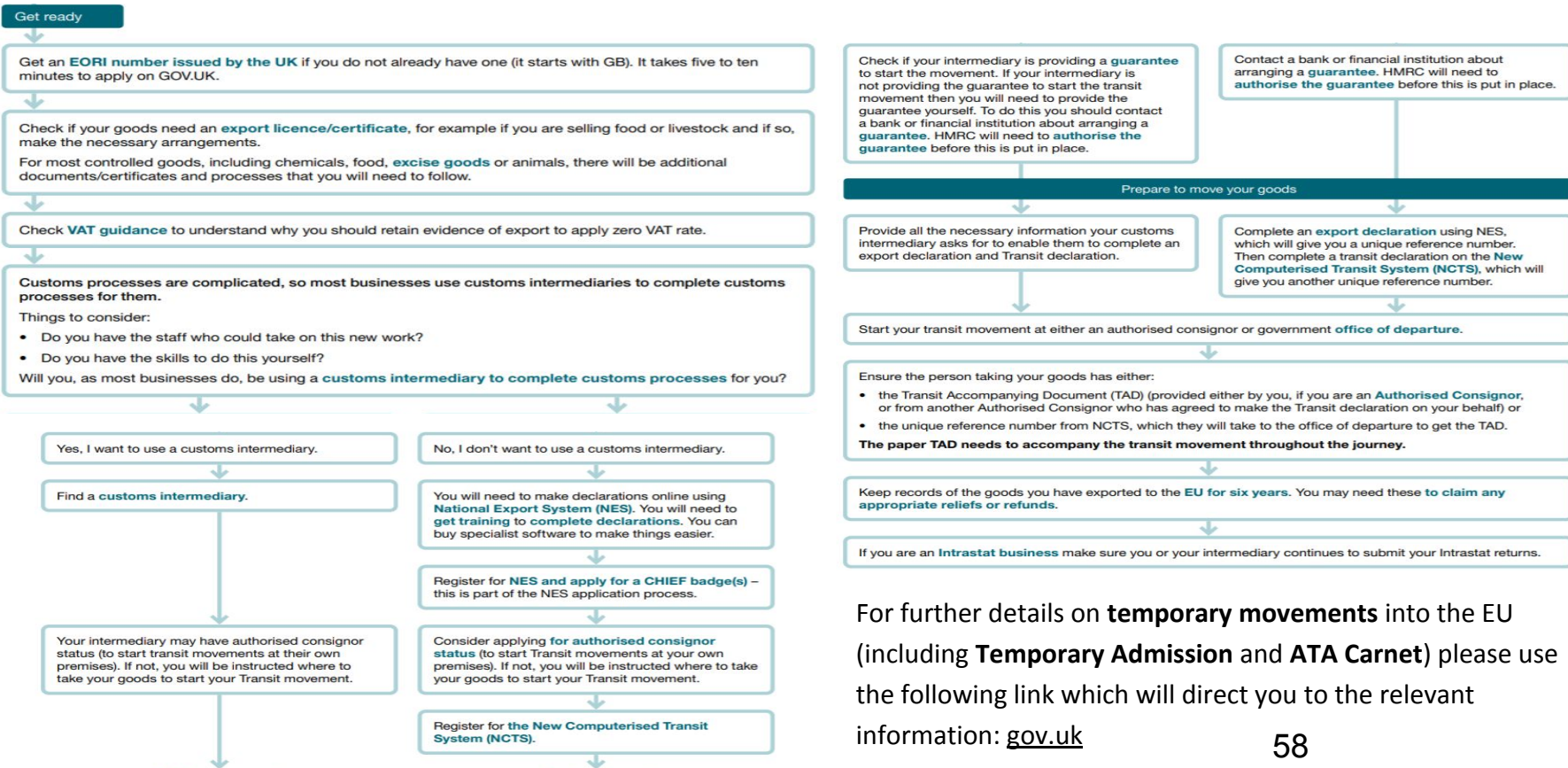
If these processes are not completed by the time the goods arrive at either the authorised consignee or the Office of Destination, the goods must be placed into temporary storage.

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



For further details on **temporary movements** into the EU (including **Temporary Admission** and **ATA Carnet**) please use the following link which will direct you to the relevant information: [gov.uk](https://www.gov.uk)

Q&A

Facilitated by Margaret Whitby (BPDC)
Answers by David Vallely (HMRC)

Department for Environment, Food and Rural Affairs

Sanitary & phytosanitary requirements (SPS) and controlled goods update

- Lee Gunton
- Vicky Clarke
- Jack Tilbury



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. CITES
4. Food Labelling
5. Geographical Indications
6. Wood Packaging Materials
7. Timber
8. 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

Pet travel - GB pets travelling to EU

- **To ensure your pet is able to travel from GB to the EU after the Transition Period in any scenario, contact your vet at least 4 months before travelling for the latest advice**
- GB nationals taking pets to the EU will face changes depending on how GB is classified:
 - Part 1 listed: Same ID/health rules, Part 1 listed Pet Passports replace EU ones
 - Part 2 listed: Same ID/health rules, certificates replace pet passports
 - Unlisted: Same ID, blood test for rabies, certificates replace pet passports
- In a Part 2 or Unlisted outcome pets travelling from GB would need to enter the EU via a Travellers Point of Entry
- The UK government has applied to the European Commission to be listed
- Guidance is available on [gov.uk](https://www.gov.uk)

Food Standards Agency

Food update

- Daramola Oyeniran

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

Facilitated by Margaret Whitby (BPDG)
Answers by Lee Gunton, Vicky Clarke,
Jack Tilbury (DEFRA) and Daramola
Oyeniran (FSA)

Department for Transport

UK traffic management update



Commercial Road Transport Negotiations

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

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

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

UK traffic management - Operation Brock

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

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

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

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

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

Q&A

Facilitated by Margaret Whitby (BPDG)

BEIS

Department for Business, Energy and Industrial Strategy

Julia Held

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

Facilitated by Margaret Whitby (BPDG)
Answers by Julia Held (BEIS)

DCMS

Department for Culture, Media and Sport

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 positive adequacy decisions under both the General Data Protection Regulation (GDPR) and the Law Enforcement Directive (LED), before the end of the transition period.
- We are working constructively with the Commission to secure data adequacy by the end of the transition period and are making steady progress.
- Formal talks began in March and we see no reason why the process cannot be completed by the end of 2020.
- However, the process is controlled by the Commission, and we are realistic about the increasingly challenging timelines for completion.

‘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

Facilitated by Margaret Whitby (BPDG)
Answers by Nigel Hickson (DCMS)

Break

Case studies

Belgium to Great Britain

Great Britain to Belgium

Prepare, prepare, prepare

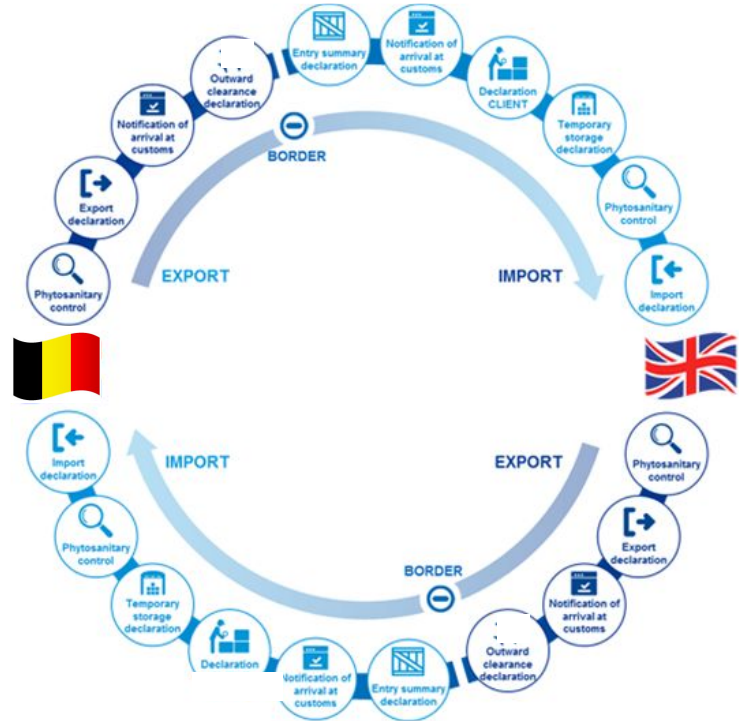
No documents no transport!

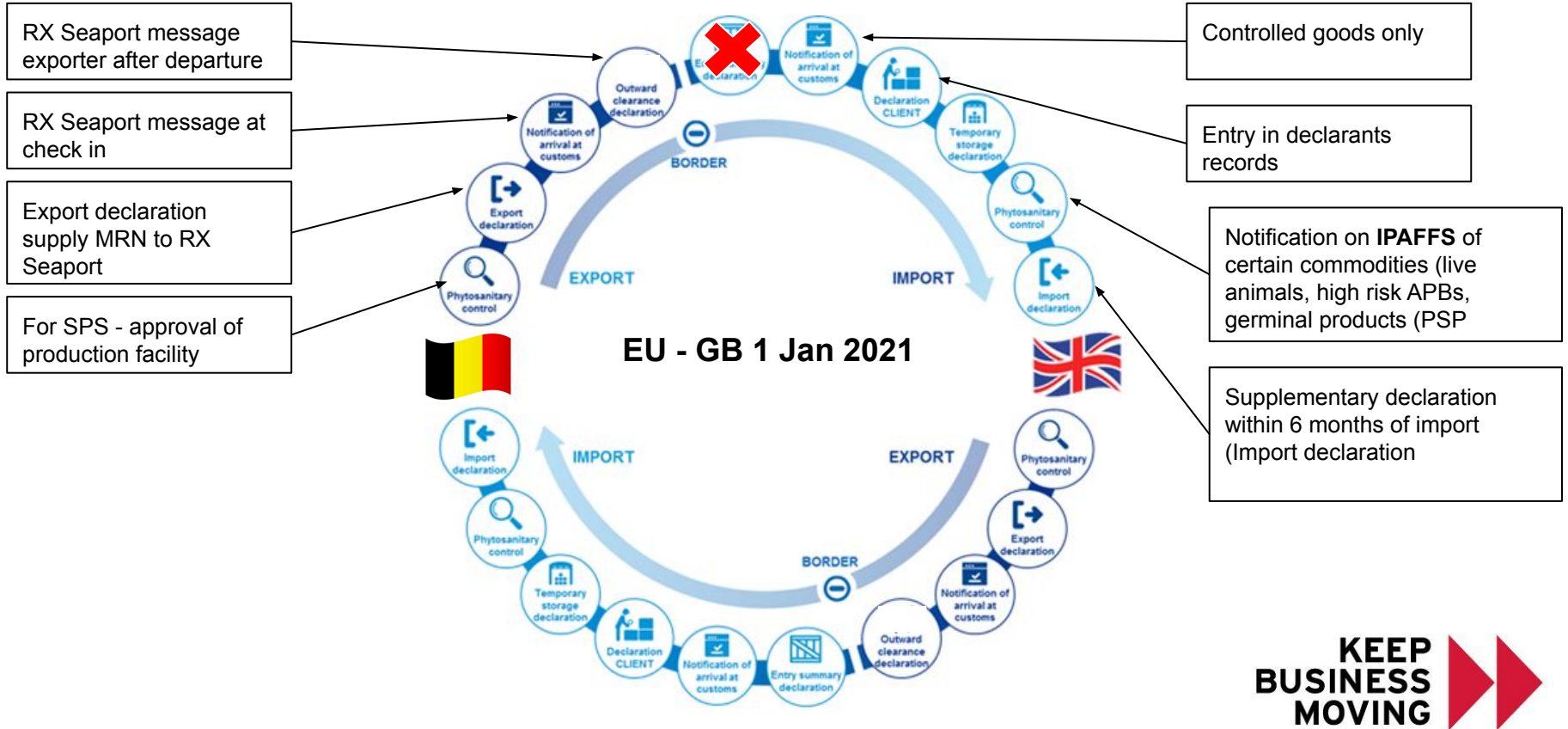
For goods to leave the UK or to arrive in the EU

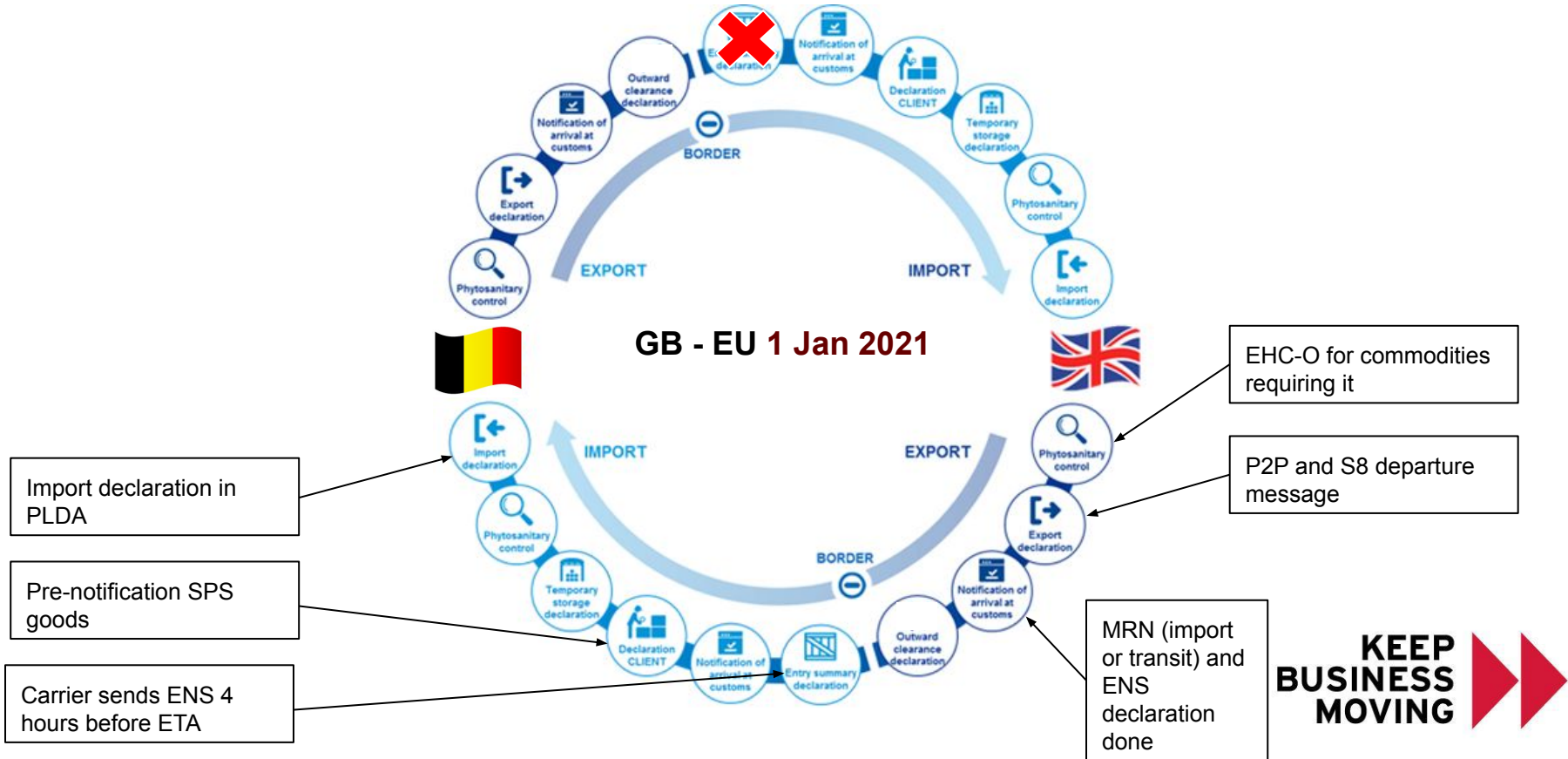
Example Case Study

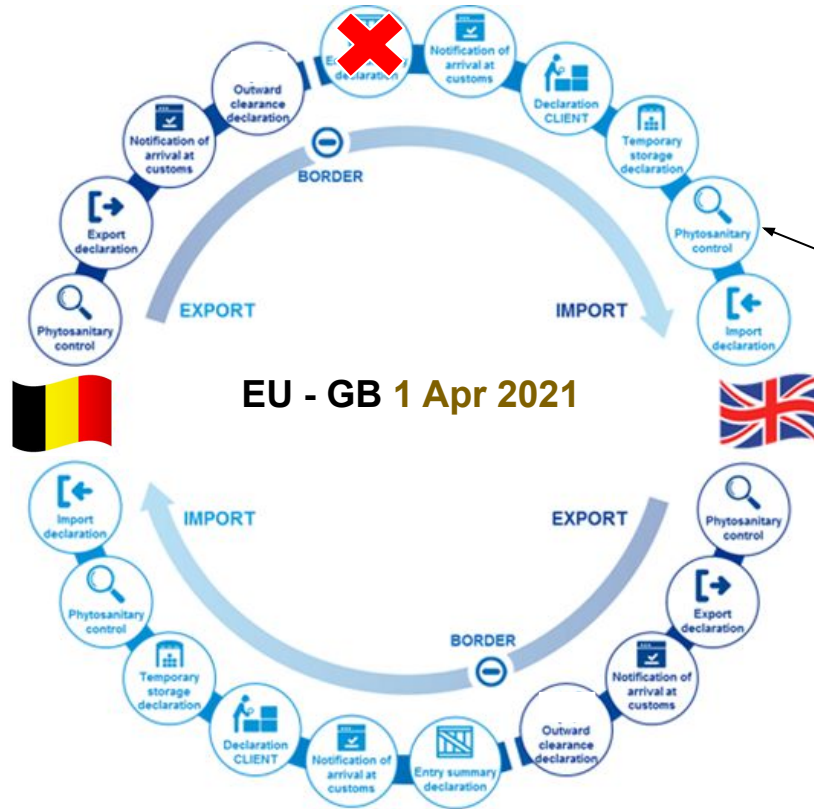
Movement of goods from:

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



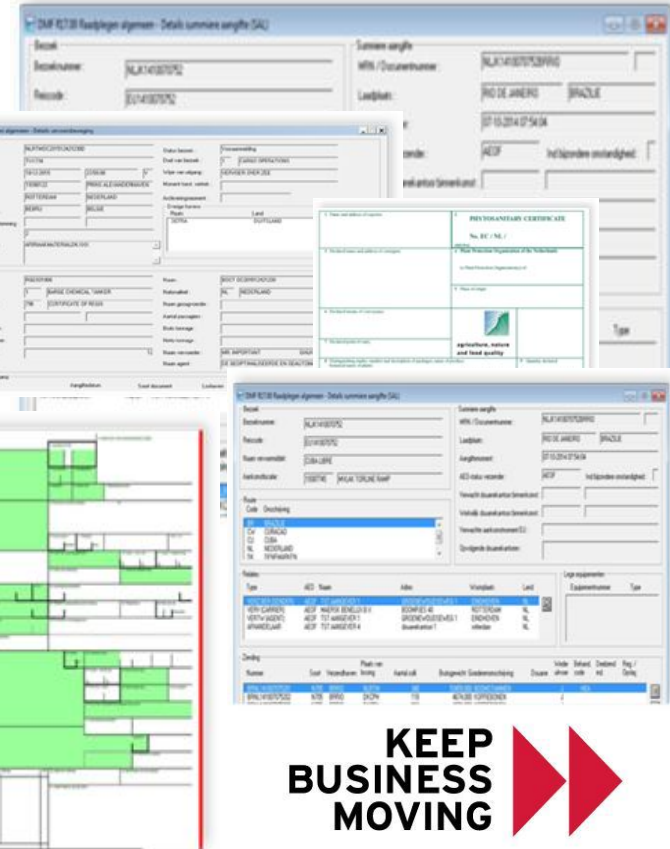






Pre notification, using IPAFFs & certificates required for POAO, HRF (and feed) NAO & all regulated plants and plant products

1st July 2021



Multiple screenshots of HMRC software interfaces, including forms for 'Details summary single SAU' and 'Details summary single SAU'. The forms contain various fields for trade details, including 'Description', 'Quantity', 'Value', and 'Origin'. A table at the bottom right shows a list of goods with columns for 'Code', 'Description', 'Quantity', 'Value', and 'Origin'.

Code	Description	Quantity	Value	Origin
01000000	AGRICULTURAL MACHINERY	1	10000	UK
02000000	VEGETABLES	1000	10000	UK
03000000	FRUIT	1000	10000	UK
04000000	WINE	1000	10000	UK
05000000	BEER	1000	10000	UK
06000000	SPRITS	1000	10000	UK
07000000	TOBACCO	1000	10000	UK
08000000	TEXTILES	1000	10000	UK
09000000	LEATHER	1000	10000	UK
10000000	WOOD	1000	10000	UK
11000000	IRON	1000	10000	UK
12000000	STEEL	1000	10000	UK
13000000	NON-FERROUS METALS	1000	10000	UK
14000000	NON-FERROUS METAL PRODUCTS	1000	10000	UK
15000000	FERROUS METALS	1000	10000	UK
16000000	FERROUS METAL PRODUCTS	1000	10000	UK
17000000	MACHINERY	1000	10000	UK
18000000	VEHICLES	1000	10000	UK
19000000	TRAILERS	1000	10000	UK
20000000	OTHER	1000	10000	UK

KEEP BUSINESS MOVING 

Belgium case study - Port of Zeebrugge

Werner Rens

Adviseur - generaal / Conseiller - Général

FOD Financiën | Douane & Accijnzen | Marketing

SPF Finances | Douanes et Accises | Marketing

Heather Jones

Deputy Director, EU MS Engagement, BPDG, Cabinet
Office

1b Heather's agent, Richard, has pre-logged the customs import entry into CHIEF. She has an excise movement guarantee and is registered on UK - EMCS.

11. Heather has requested that the goods are placed in duty suspension in a tax warehouse in London. Once the goods clear customs, they immediately enter excise duty suspension. An excise Registered Consignor is required (in this case Richard but it could be the receiving warehouse-keeper) to lodge the UK EMCS movement and generate the eAD. Heathers movement guarantee is used to cover the movement from port to warehouse.

12. Once at the warehouse, the UK EMCS movement is discharged, Heather pays the relevant duties and VAT on account as she wants to remove the beer for onward delivery – and the haulage company Heather has contracted has arrived to collect the beer and deliver it across the network of GB supermarkets.

Case Study : BE export - GB import procedure (controlled goods) Exporting Belgium beer (unaccompanied freight) from Mechelen via the Port of Zeebrugge to Tilbury Jan 2021 :

9. A pre entry declaration is completed by Heather's agent prior to arrival. In all cases-CHIEF automates the entry number (ENO) when the pre-declaration is created. Heather, who has purchased the goods can now either:
a. Pay customs duty and excise duty at the Border
OR
b. Suspend both the customs and the excise duty and move the goods into a customs warehouse authorised to store excise goods.
OR
c. Pay customs duty and suspend excise duty and move the goods into Excise tax warehouse*
In this example, the goods are to be entered using c. and have been imported into Tilbury.

1a. Luc runs a brewery / beer distribution company in Mechelen - he receives an order from Heather, a buyer for several large GB supermarkets for 20 separate consignments of specialist Belgium beer

2. Luc has already taken the necessary steps for authorisation (e.g. registering for an EU EORI number, and is registered with RX Seaport and the brewery had approval of the production facility- they also have a movement guarantee and a registered status on SEED and EU EMCS

3. Luc has contracted Frank's Logistics company to move the goods and complete the export formalities – they also have a movement guarantee, both are registered on SEED

10. Port inventory system automates the 'arrival' message to CHIEF, HMRC system (as this is an inventory linked location)

6. Frank's driver delivers the trailer to the port and communicates his booking number

7a. Notice of arrival is sent to PLDA by the terminal operator via mentioning of the trailer ID and the MRN (or MRN's if more than one shipment on the trailer) => pairing of Export Dec to trailer in PLDA
7b. The loading report is lodged by the cargo handler
7c. The export manifest is lodged by the shipping company into PLDA.
7d. The Notification of Departure is sent by the port authority to PLDA

4. Frank has placed an order with the shipping company and is using the RX Seaport Port Community Service - he receives a booking

5a. Luc makes an entry into EU EMCS and get's the e-AD export to move the goods to the Customs Office of Export (= Mechelen).
5b. Frank submits the Export Declaration to Customs (PLDA) indicating Mechelen as Office of Export and referring in this Export Declaration to the e-AD (so e-AD is paired to the Export Dec). He receives the unique MRN number of the Export Dec. He communicates this MRN to the shipping company together with his booking number.

In this example, Luc is exporting beer from the EU. These are excise goods would need additional controls on arrival including an entry into UK EMCS.

8. Exit confirmation is sent to Frank by PLDA. This message also closes EU EMCS.

Luc – beer distributor in Mechelen

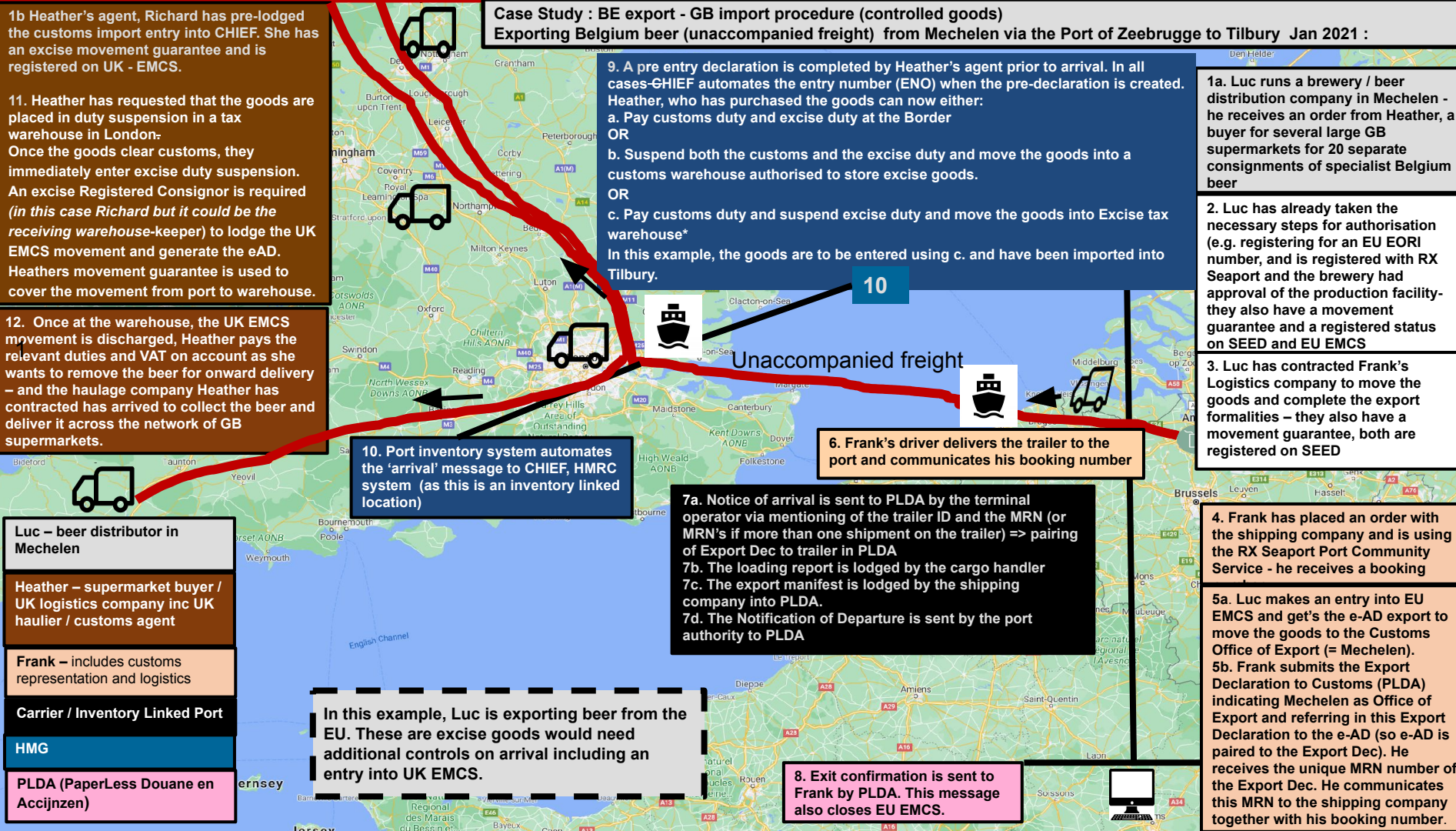
Heather – supermarket buyer / UK logistics company inc UK haulier / customs agent

Frank – includes customs representation and logistics

Carrier / Inventory Linked Port

HMG

PLDA (PaperLess Douane en Accijnzen)



Why RX/SEAPORT?

Brexit-proof

RX/SeaPort is making the Port of Zeebrugge **BREXIT-proof** by bringing together all necessary actors in one platform. In this way, all data required for the BREXIT administrative context will be digitally processed. The final goal is that the physical traffic flow does not get interrupted because of the BREXIT-related document flow.

Meet our services:

- [Track & trace via RX Dashboard](#)
- [Pre-registration of customs data via the e-Desk](#)

import from the UK

Prepare for the Brexit

IMPORT WIZARD

STEP 1
Summary Declaration

STEP 2
Temporary storage declaration

STEP 3
Discharge notice

STEP 4
Follow-up declaration

Start the import wizard here

to step 1 →

In the RX/SeaPort import-wizard, we focus on the impact of Brexit on the logistics process, namely the transport of goods that are transported from the UK to a Belgian port (import). We will discuss the steps in this process and the associated customs formalities for the various involved logistics players. In addition, we also propose our services that can support you in the various steps in the process.

All advice in the wizard is based on the premise that the United Kingdom will leave the EU without the deal negotiated with the European Union and that there will be no transition period.

Short Straits case studies

GB-EU / EU-GB

Heather Jones - 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 Euretunnel pitstop) This is confirmed by Chris's company signing terms and conditions of carriage
**If it has not been done, the truck will be held in the terminal in France and a penalty may be issued.*

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

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

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

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

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

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

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

9d. In this case, the status of Chris consignment is given the green notification and he drives straight out off the ferry and out of the port. **If the consignment(s) had been selected for a control, Chris would need to communicate via "agent liaison" on arrival, who act as an intermediary between drivers and the "commis" who are based within the terminal, who will contact the authorities*

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

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

Patricia - GB Exporter

Herault - EU Importer

Chris - Driver

Ferry Operator (FO)

HMG

DELTA G / SI BREXIT

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.

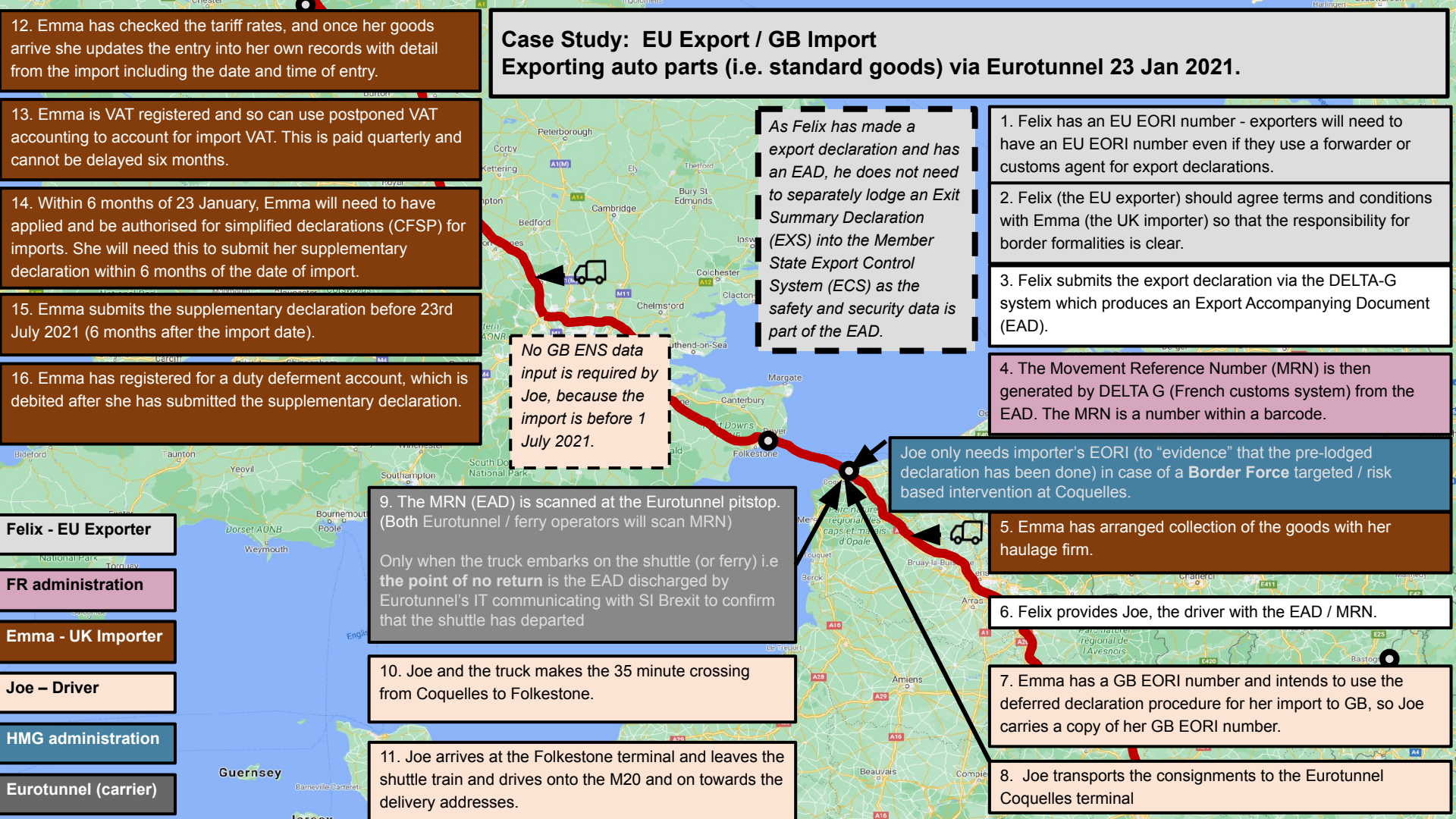
Joe only needs importer's EORI (to "evidence" that the pre-logged declaration has been done) in case of a Border Force targeted / risk based intervention at Coquelles.

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



Keep business moving

Plenary session

Heather Jones and Stella Jarvis

Border & Protocol
Delivery Group

Answers to your questions

We have collected questions from recent events organised by the British Embassy, VOKA and FEB on

- 23 July
- 9 September
- 28 October

Themes:

- Access for non UK established businesses to UK VAT numbers and postponed accounting
- Access for non UK established business to customs simplifications in UK
- AEO status and mutual recognition
- How the UK will discharge exports from January to July 2021
- Readiness of UK IT systems
- Empty lorries and packaging
- Moving goods over midnight on 31 December 2020
- Transit movements and splitting loads

Answers to your questions

Themes cont'd:

- Requirements for wooden pallets and packaging
- Access to REACH by EU businesses
- Location and goods covered at BCPs in GB
- Definition of plant products
- EHC requirements

Has the updated Border Operating Model and or the session today answered questions?

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:

1. Register for an EORI number with the UK
2. Pre-apply now for an EU EORI number if you need one
3. If exporting, the export declaration and S&S declaration is merged
4. 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.
5. 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 the import dec & have done a separate safety & security entry into the ICS of that MS
6. Agree responsibilities with your customs agent and/or logistics provider

Useful links:

- [Gov.uk/transition](https://www.gov.uk/transition) landing page is a single location 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