

# GB - Belgium Ports and Industry Day

2nd September 2021

# Readiness polls are running



**Please answer our short questions**

**Go to [www.sli.do](http://www.sli.do) on your browser or phone**

**Use the code #BPDG**

# Ground rules

- You can ask questions throughout the webinar - please ask in the Q&A bar.
- Following the presentation, we will publish:
  - A recording of the webinar
  - The slides used
  - A document setting out the answers to frequently asked questions



09:00	Welcome	<b>H.E Martin Sherman</b> British Ambassador to Belgium
09:05	Introduction	<b>Tom Hautekiet</b> CEO of the Port of Zeebrugge
09:10	Introduction	<b>Marc Adriansens</b> President of the Association (VOKA) Port of Zeebrugge Interests
09:15	Overview of 2021	<b>Margaret Whitby</b> UK Border Protocol and Delivery Group <b>Werner Rens</b> Belgian Federal Customs <b>Dr. Jan Van Seghbroech</b> Belgian Federal Agency for the Safety of the Food Chain
09:45	Border requirements in GB <ul style="list-style-type: none"><li>• Customs procedures,</li><li>• Food, animals, plants and other controlled goods</li><li>• Immigration controls / business travel</li><li>• Product conformity and standards</li></ul>	<b>UK officials from</b> <ul style="list-style-type: none"><li>• Her Majesty's Revenue and Customs (HMRC)</li><li>• Department for Environment, Food and Rural Affairs (DEFRA)</li><li>• Home Office / Border Force (BF)</li><li>• Department for Business, Energy and Industrial Strategy (BEIS)</li></ul>
10:30	Q & A Close	



**H.E Martin Shearman**

British Ambassador to  
Belgium



# Belgian Ports and Industry Day V

Tom Hautekiet  
CEO

2 September 2021

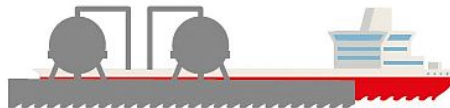
# Zeebrugge : Evolution total traffic



**38%**  
**CONTAINERS**



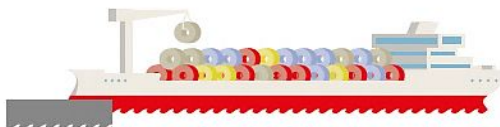
**30%** RORO



**27%**  
**LIQUID BULK**



**4%**  
**SOLID BULK**



**1%**  
**BREAKBULK**



**47 MILLION TONS/2020**

1.8 million TEU

2.2 million new cars



# Zeebrugge = UK expert

- 40% of cargo = related to the UK market

17 million tonnes

850,000 new cars in/out UK

70 sailings to the UK and Ireland/week

## RORO - SHORTSEA SERVICES

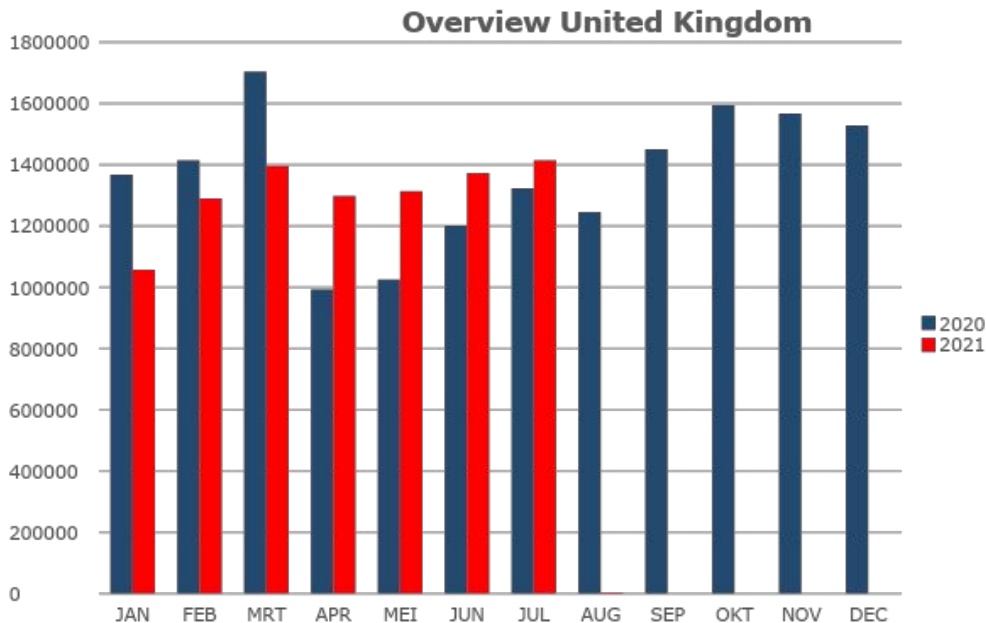
CONNECTIONS	FREQUENCY	SHIPPING COMPANY	WEBSITE
<b>Great Britain and Ireland</b>			
Dublin	1 / week	KESS	<a href="http://www.kess.kline.de">www.kess.kline.de</a>
Dublin	3 / week	CLdN	<a href="http://www.cldn.com">www.cldn.com</a>
Cork	2 / week	CLdN	<a href="http://www.cldn.com">www.cldn.com</a>
Killingholme	7 / week	CLdN	<a href="http://www.cldn.com">www.cldn.com</a>
Purfleet	12 / week	CLdN	<a href="http://www.cldn.com">www.cldn.com</a>
Tyne	every 5 days	EML	<a href="http://www.euro-marine.eu">www.euro-marine.eu</a>
Southampton	every 4 days	EML	<a href="http://www.euro-marine.eu">www.euro-marine.eu</a>
Middlesbrough (Teesport)	4 / week	P&O Ferries	<a href="http://www.poferries.be">www.poferries.be</a>
Tilbury	12 / week	P&O Ferries	<a href="http://www.poferries.be">www.poferries.be</a>
Cork	2 / week	Grimaldi	<a href="http://www.grimaldi-lines.com">www.grimaldi-lines.com</a>
Tilbury	1 / week	Finnlines	<a href="http://www.finnlines.com/freight">www.finnlines.com/freight</a>
Grimbsy	4 / week	Toyofuji Shipping Co.	<a href="http://www.toyofuji.co.jp/english">www.toyofuji.co.jp/english</a>
Sheerness	1 / week	Toyofuji shipping Co.	<a href="http://www.toyofuji.co.jp/english">www.toyofuji.co.jp/english</a>
Southampton	2 / week	UECC	<a href="http://www.uecc.com">www.uecc.com</a>
Sheerness	1 / week	UECC	<a href="http://www.uecc.com">www.uecc.com</a>
Portbury	1 / week	UECC	<a href="http://www.uecc.com">www.uecc.com</a>
Portbury, Rosslare, Southampton	every 4 days	Neptune Lines	<a href="http://www.neptunelines.com">www.neptunelines.com</a>

CONTAINER - SHORTSEA SERVICES		
SHIPPING COMPANY	FREQUENCY	CONNECTIONS
Containerships	1 / week	Lübeck, Riga, Helsinki, St. Petersburg
P&O Ferries	3 / week	Hull
PortConnect	5 / week	Antwerpen, Gent, Terneuzen, Willebroek, Vlissingen, Duisburg, Neuss, Köln
X-Press Feeders BGX	1 / week	Bilbao, Gijon
Diamond Line	1 / week	Dublin
Unifeeder	1 / week	Southampton
Diamond Line	1 / week	St. Petersburg, Gdansk

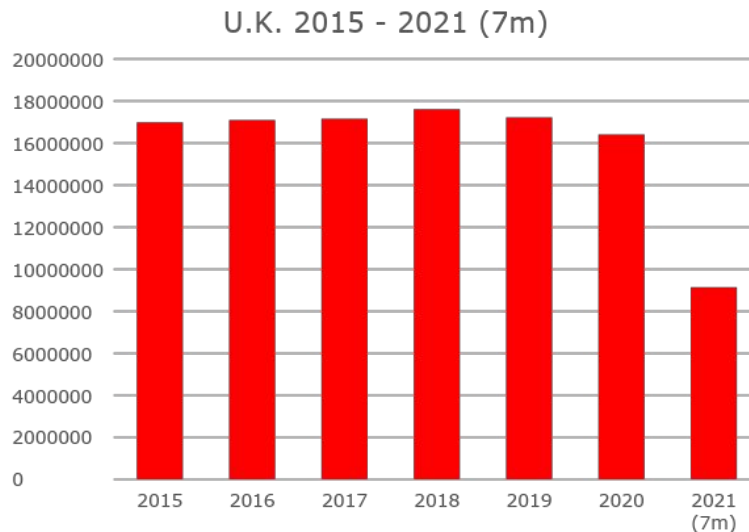




# Overview roro trade United Kingdom



➔ After 7 months (Jan-July 2021) decrease of trade with the UK



# Actions since 1/1/2021 for the UK(3rd country)

- **Border Control Post**




## Federal Agency for the Safety of the Food Chain

## Customs & Excise

 2019 – 2273 files  
2020 – 3130 files  
2021(Jan/July) – 4738 files



 2021(Jan/July) – doubling of monthly activities



# Actions since 1/1/2021 for the UK(3rd country)

## Port community system



10.7m messages,  
700 registered users



380k export units handled  
340K units effectively left  
(the rest was canceled, is still on quay,  
...)



100k import units treated  
94k effectively unloaded

- Specialist in unaccompanied trade
- Further examination:
  - is there a market for accompanied freight between the UK & Zeebrugge?
  - feasibility of a new passenger line?



- Close monitoring of the market in Mid-UK.
- Modal shift of cargo :
  - Impact of Freeports Initiative
  - Global trucker shortage
- Roadshow in the UK from Port of Antwerp and Port of Zeebrugge
  - November 21st -November 26th
  - Edinburgh-Liverpool-Humber region-London.

Representation in the United Kingdom:  
to maintain and further increase the market share of Zeebrugge & West Flanders in the UK



Patrick  
Van Cauwenberghe  
UK Trade Development Director

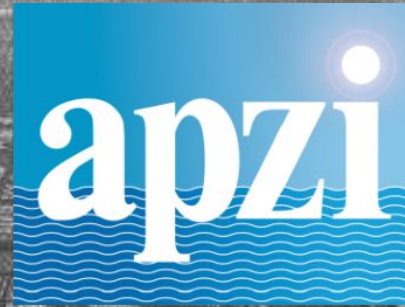


Kristien Vandamme  
Program Manager  
Direct Investment





**Kamer van  
Koophandel  
West-Vlaanderen**



**Marc Adriansens**

**President of 'APZI – Voka West-Vlaanderen'**

RX / SeaPort



Flows

Trade

Shipping

Logistics



## 10.000.000 brexitberichten via digitaal platform RX/SeaPort Zeebrugge

12 augustus om 11:05

Share Tweet in Share

Kort na middernacht passeerde via het Zeebrugge digitaal platform RX/SeaPort het tien miljoenste bericht sinds de brexit. Daarmee bewijst de coöperatieve vennootschap van havenspelers haar nut voor het uitwisselen van data voor import als export.



RX/SeaPort @SeaportRx · Aug 12

Another milestone @RX/SeaPort ! Early this morning message no 10.000.000 was processed through our platform. An excellent performance after only 8 months of full operation. A big thank you to all our partners, shareholders and customers.

@SeaportRx

@Port\_Zeebrugge

10,000,000





# Timeline: Where do we stand now?



Margaret Whitby

Border and Protocol  
Delivery Group

# Question One

**Have you moved goods between the EU and GB and vice versa since 1 January 2021?**

- a. Yes, I have successfully moved goods during that time
- b. Yes, but my goods were stopped at the border due to incomplete documentation
- c. No, I have not moved goods since 1 January because I am unclear on the processes
- d. No, I had no plans to move goods at this stage





Federal  
Public Service  
**FINANCE**



# EIGHT MONTHS AFTER BREXIT EVALUATION AND FIGURES

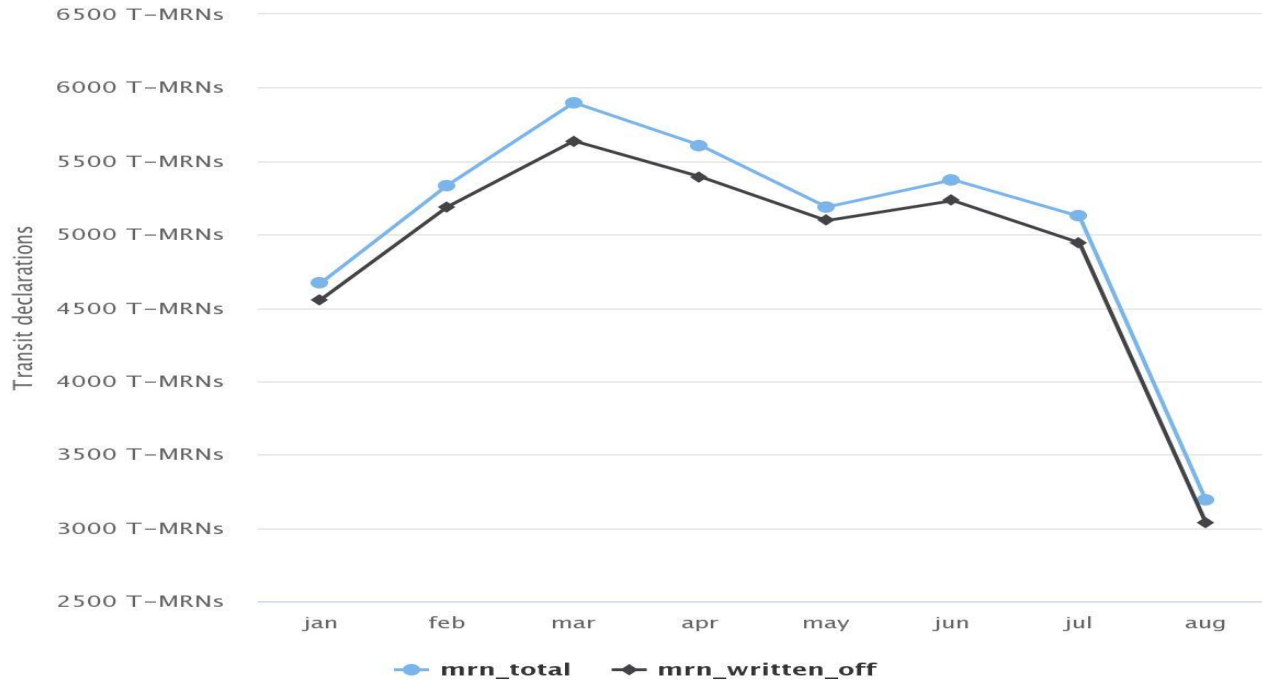




# FIGURES



# TRANSIT DEPARTURE WRITE-OFF



Highcharts.com

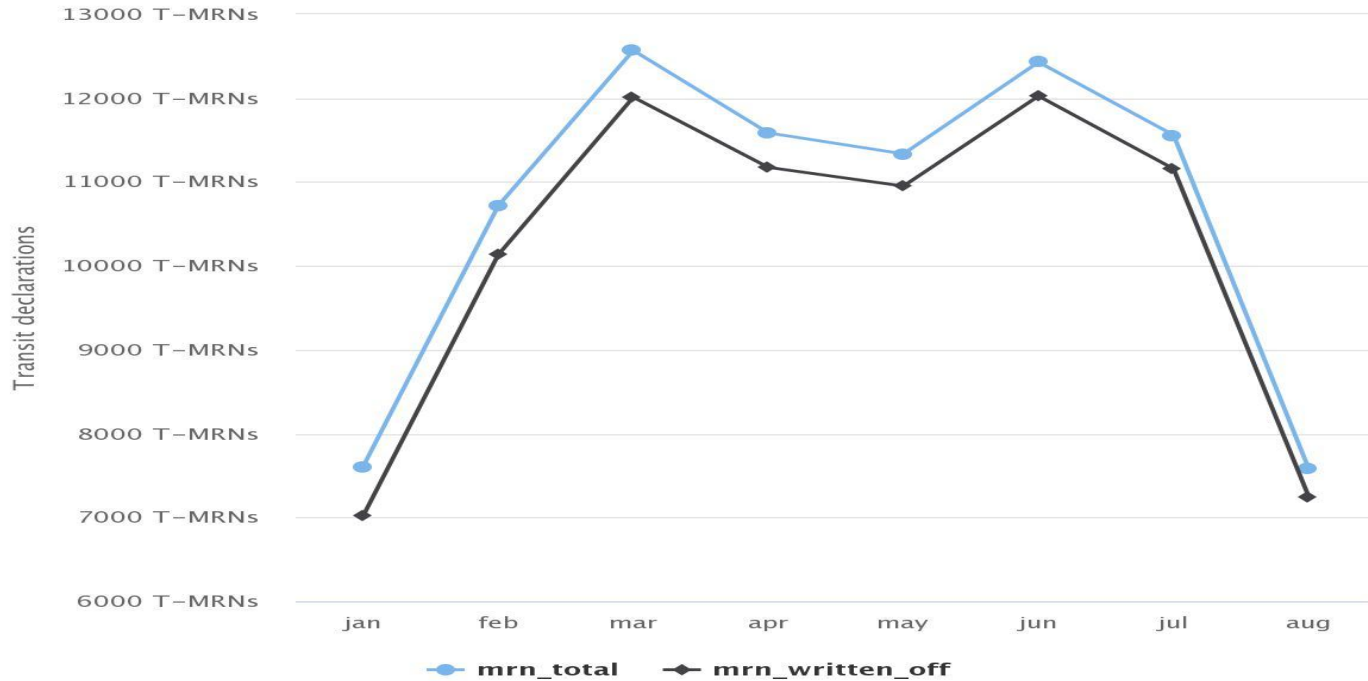


## TRANSIT DEPARTURE WRITE-OFF

Month	Open 1/9	Open 1/6	Open 1/5	Open 1/3
jan	2,4	3,5	5,3	9
feb	2,9	4	5,5	7
mar	4,4	6	8	
apr	3,8	6	13	
may	1,8	5		
jun	2,7			
jul	3,5			



# TRANSIT ARRIVAL WRITE-OFF



Highcharts.com



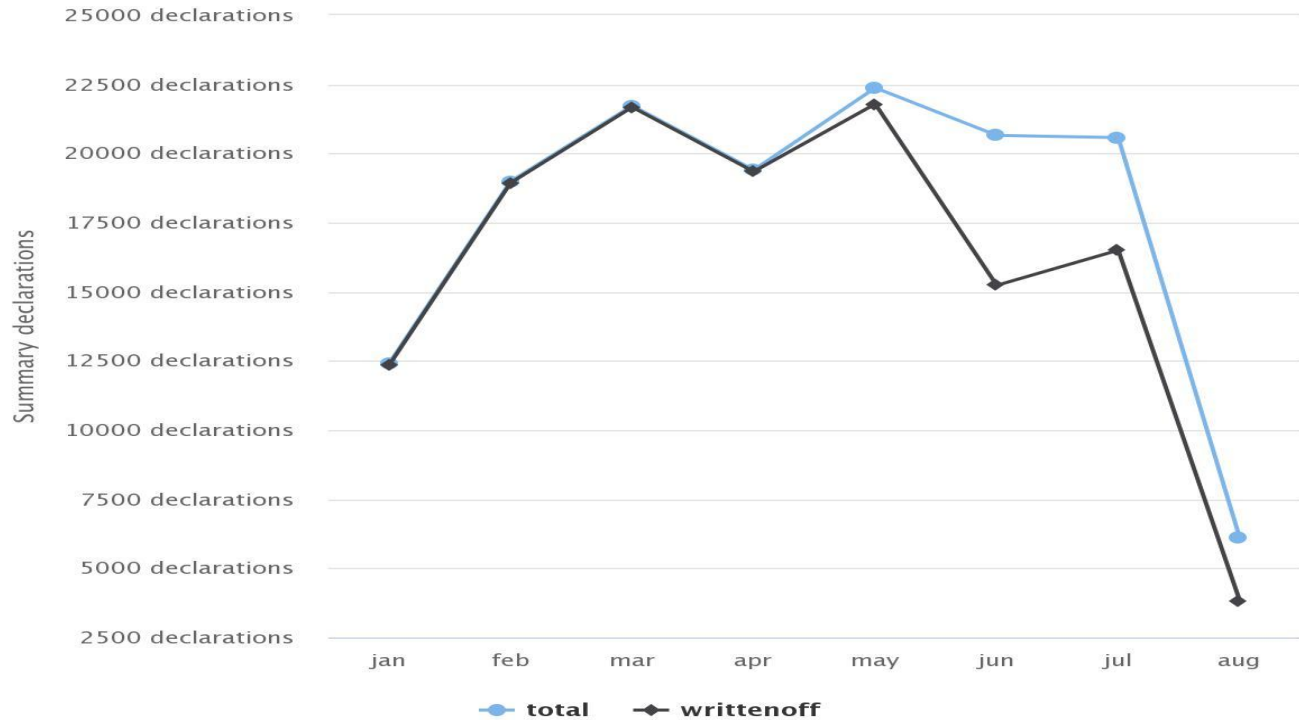


## TRANSIT ARRIVAL WRITE-OFF

Month	Open 1/9
jan	7,8
feb	5,5
mar	4,4
apr	3,5
may	3,4
jun	3,3
jul	3,5



## CUSCAR MARITIME WRITE-OFF



Highcharts.com

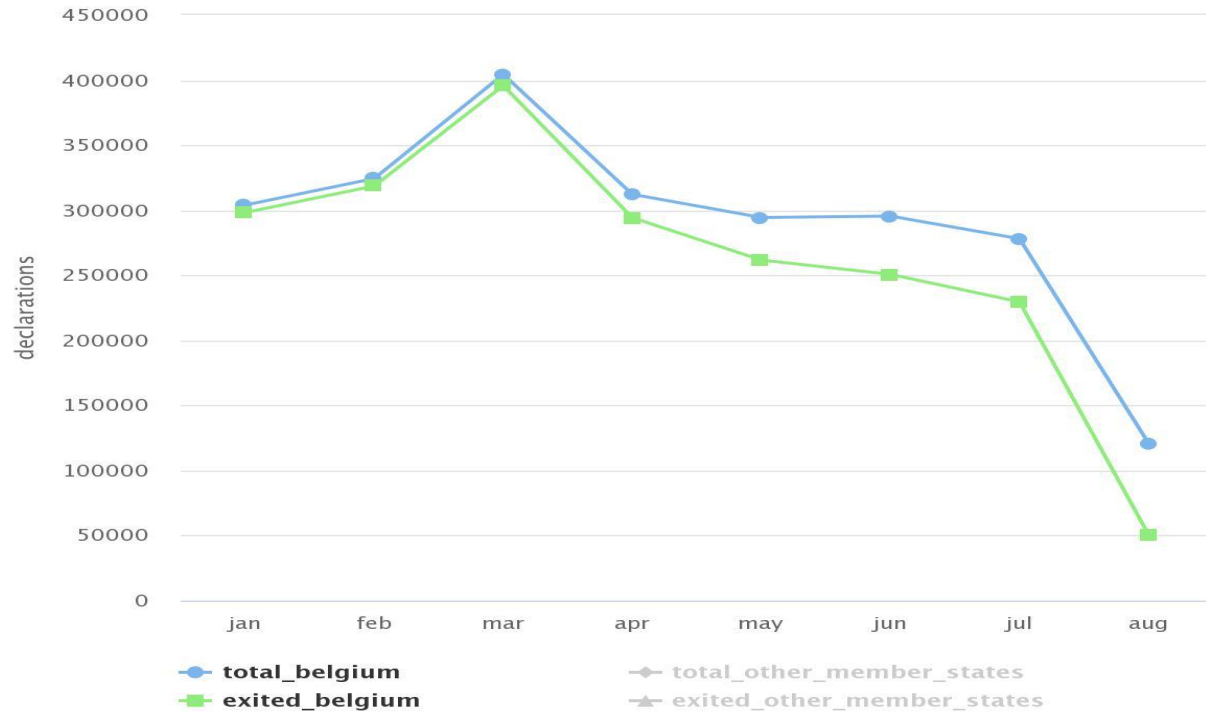


## CUSCAR MARITIME WRITE-OFF

Month	Open 1/9	Open 1/6	Open 1/5
jan	0,5	0,4	5,5
feb	0,3	1,5	16,5
mar	0,2	9	21,5
apr	0,3	26	24,5
may	2,6	31	
jun	26,2		
jul	19,8		
aug	37,2		



# PLDA BE EXIT CONFIRMATION



Highcharts.com



# PLDA BE EXIT CONFIRMATION

Month	Open BE 1/9	Open BE 1/6
jan	1,9	2,4
feb	1,8	5,4
mar	2,2	12,7
apr	5,7	17,2
may	11,1	27,1
jun	15,2	
jul	17,5	
aug	58,1	



Federale  
Overheidsdienst  
**FINANCIEN**



# FORMALITIES – MAJOR PROBLEMS

[WWW.FIN.BELGIUM.BE](http://WWW.FIN.BELGIUM.BE)

DOUANE EN ACCIJNZEN • FEDERALE OVERHEIDSDIENST FINANCIEN



## MAJOR PROBLEMS

- Improper handling / discharging of T1s
- Transit movements in the cases of the use of deferred declarations in the UK (EIDR) is causing huge difficulties
- Exit confirmation for groupage: arrival notification at exit for all MRN's is needed!! If not than no exit confirmation.
- Wrong customs office of exit creates delays or no exit confirmation.
- Quality of data is key! Bad quality or missing data creates problems (delays, files, penalties, ...)



## FORMALITIES: LEARNING PROCESS

- Agreements between different parties must be more clear: who takes responsibility for a certain document or process
  - transporters, exporters, importers, shipping, ...
- Customs Brokers have an important role
- Same Customs Code, but specific procedures in each port!
  - Ports on short straights are organised differently than Belgian ports
- **Communication is crucial**
- Generally positive feedback from operators about processes in BE





# FEDERAL AGENCY FOR THE SAFETY OF THE FOOD CHAIN

**Jan Van Seghbroeck**

Import from GB to the EU

02/09/2021



# Import from UK

- **Same import rules as for other ‘third countries’**
  - Health certificate, phytosanitary certificate
  - Notification of consignment in TRACES by the importer
  - Import checks (documentary, identity, physical) in designated BCP
  - CHED

**Not familiar with import? Please consult**  
<http://www.favv.be/brexit/nl/invoer/>



## o **Animal products**

- 3045 notified consignments
- 94% through BCP Zeebrugge
- Mostly ABP (animal fat for technical use)
- 5% non compliant (mostly documents)

## o **Plants and plant products**

- 236 notified consignments
- 90% seeds
- Mostly through BCP Zaventem
- 30% non compliant (mostly documents)

## ○ Animals

- 14 notified consignments
- Mostly horses through BCP Liège
- 1 non compliant (documents)

## ○ HRFNOA

- 7 notified consignments
- 2 non compliant (documents)



## o Documentary errors:

- Often pages are only paraphrased and not provided with a full signature. The full signature is then only on the last page.
- The deletions on the certificates are not executed consistently: for example rendered fat for HC: here the certificate does not indicate that it should be deleted, but they invariably carry out deletions.
- The page numbering is not consecutive. The French and English parts (or other languages involved) are numbered separately
- Box 1.13 (place of loading) and 1.15 (means of transport) are often not completed correctly
- If there is an annex to the certificates to extend the list of lot numbers and the like, the annexes are not always provided with a unique certificate reference number
- The approval numbers are not written down completely on the health certificate.
- Apparently it is quite difficult for the certifiers of phytosanitary certificates to state an identification of the shipment on the phyto (e.g. lot number or code, container number or trailer number or plate number). In principle, the FCs received could be used for any truck with potatoes of approximately the same weight.



## o Positive:

- Strong improvement of the official certificates
- the more imports of a specific product (ABP), the fewer documentary errors
- better instructions for the certifiers

## o Guidance:

- UK questions to the EU for clarification (UK-CVO)
- DG Sante website: for example: FAQ on import of composite products

## The issues:

- Problems with **discharging transits in the UK**. The primary issue identified was the use of the Entry in Declarants Records procedure (EIDR) by GB importers meant that some were neglecting to discharge transit movements (“T forms”) as they believed they had completed all necessary formalities in the EIDR process
- Initial lack of understanding of procedures (business and officials) now improving e.g. accurate **discharge of entry summary (ENS) declarations** from GB to Belgium has improved - now need to ensure businesses and hauliers are ready and used to UK ENS requirements starting on 1 Jan 2022
- Cost and procedures for **Groupage** loads
- Lack of certainty over **which Export Health Certificate (EHC)** to use for commodities esp. composite products

## The ask from business and border industry

- Clear guidance on operating models and systems at GB Ports and berths
- Level playing field for all routes and modes (accompanied and unaccompanied)
- Integrated border systems
- Digitisation of EHCs





# Technical Cooperation

- UK Government has engaged with EU officials, trade associations and business representatives through the **Border Industry Facilitation Committees**. These fora are used to facilitate discussion on the main technical issues facing traders at the border so that feedback can be incorporated into policy decisions.
- BPDG have facilitated 2 Border Industry Facilitation Committees for Belgium so far, with a further meeting scheduled for later this month. Feedback from these sessions include:
  - The UK Border Operating Model includes information for both accompanied and unaccompanied traders - reflecting the fact that many border users are both. Additionally, the updated Haulier Handbook was published mid August.
  - HMRC and BPDG have worked to set up a GVMS testing session with Belgian industry representatives.

# EU to GB imports - new key dates

## 1 October 2021

- EXS waiver ends
- Health certificates and pre-notification of all:
  - Products of animal origin (POAO) and certain animal by-products (ABPs)
  - High-risk food & feed not of animal origin

## 1 January 2022

- ENS Safety and security declarations requirements required
- Import declarations, or use of simplified procedures (CFSP) if authorised to do so and the payment of relevant tariffs at import
- Goods required to enter via BCPs in order to undergo documentary, identity and physical checks as required
- Phytosanitary certificates for regulated plants and plant products
- High-priority plants and plant products - physical and identity checks move from Places of Destination to BCPs. Remote documentary checks.

## 1 March 2022

- BCPs come online for live animals and all regulated plant products

# Customs procedures

Naheed Williamson

HM Revenue and  
Customs



# Customs overview

- Importers and exporters must complete UK and EU customs declarations
- Throughout 2021 importers of non-controlled goods from the EU can make a simplified declaration in their own electronic records and follow this up with a supplementary declaration up to 175 days after import (“**delayed declarations**”)
- In order to complete the supplementary declaration, the trader will need to be authorised to use a simplified import process (or appoint an agent who is authorised)
- From **1 January 2022** importers or their agent will need to be approved to use simplified procedures such as Entry in Declarants Records (EIDR)
- From **1 January 2022** entry summary (ENS) declarations will be required on all imports
- The UK has acceded the Common Transit Convention (CTC) in its own right. The UK is now a separate customs territory and CTC requirements apply

# Safety and Security - ENS

- Currently there is a waiver in place from the requirement for an ENS for goods being imported from the EU to GB
- From 1 January 2022, a full ENS declaration will be required to be submitted for EU to GB imports
- An Entry Summary Declaration (ENS) is required at consignment level
- Carriers ( the active means of transport) have the legal responsibility to ensure that the ENS is submitted. A third party may lodge a declaration as long as this is done with the carrier's knowledge and consent
- An ENS must be submitted before goods arrive in Great Britain (GB). The amount of time pre-arrival the ENS must be submitted is dependant on the route chosen and mode of transport
- The legal requirement is that the ENS is complete and accurate
- Declarations can be amended up to the time of arrival if necessary

- To make S&S declarations a GB EORI number is required
- The data required for an ENS declaration includes; consignor, consignee, a description of the goods, routing (country by country), conveyance (e.g. flight reference) and time of arrival
- For movements into GB the submission of the ENS declaration must be made in the **S&S GB service**. You will need to register to use the S&S GB service on GOV.UK. You will need to have a Government Gateway user ID
- Once registered, you can submit Entry Summary Declarations by either purchasing compatible software or employing the services of a Community System Provider.
- Third parties can submit S&S declarations
- Further information on using S&S GB can be found [here](#)

# Safety and Security - EXS

- From 1 October 2021 there will be a requirement to submit Exit Summary (EXS) declarations for all movements (there is currently a waiver on movements of empty pallets, containers and modes of transport being moved under a transport contract, and on all roll-on-roll-off (RoRo) movements of goods)
- •In many cases, safety and security requirements for exports are met using the customs export declaration. In cases where a customs export declaration is not used, an exit summary (EXS) declaration may be needed  
<https://www.gov.uk/guidance/find-out-when-to-make-an-exit-summary-declaration>
- Carriers have the legal responsibility to ensure that the EXS is submitted. A third party may lodge a declaration as long as this is done with the carrier's knowledge and consent
- For movements out of GB, EXSs should be submitted into Customs Handling of Import and Export Freight (CHIEF). To lodge a standalone EXS on CHIEF a CHIEF badge will be required
- Traders can also submit declarations through community service provider systems or third party software providers

# UK Government **Models for customs control**

Border locations receiving goods that are moving into GB from the EU will need to choose between two models for customs control **from 1 January 2022**

The model that is currently used to control goods moving between the UK and the rest of the world, known as the **temporary storage model**, or the new **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
- Updates on models adopted by border locations can be found at

<https://www.gov.uk/guidance/list-of-ports-using-the-goods-vehicle-movement-service/moving-supporting-pre-lodged-customs-controls>





# GB Ports linked to Belgium - Transit

	<b>Transit model</b>
<b>Teesport</b>	GVMS - Teesport (P&O movements only)
<b>Hull</b>	<ul style="list-style-type: none"><li>• Hull Ferry Terminal, King George Dock - Berths HF1; HF2; HF3 (P&amp;O Customers only)</li><li>• Immingham (DFDS movements only)</li></ul>
<b>Killingholme</b>	Digital - GVMS for Transit (Jan 2021)
<b>Tilbury</b>	Digital - GVMS on P & O movements



# Pre-lodgement and GVMS

The new pre-lodgement model was developed as an alternative for ports that may not have the space and infrastructure to hold all goods on arrival and a new IT system (the Goods Vehicle Movement Service - GVMS) has been introduced to support this model

The pre-lodgement model can be used for accompanied and unaccompanied movements

Goods Vehicle Movement Service (GVMS) will, by January 2022:

- 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-lodged 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 has been available since 1 January 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



# Temporary storage

- Goods imported from the EU can be stored temporarily under customs control before they are released to free circulation, exported or placed under the outward processing procedure, or placed under a special procedure (inward processing, customs warehousing, authorised use, or temporary admission)
- From January 2022, an inventory system is required for all temporary storage facilities (including those currently storing non-EU goods). More details are available [here](#)
- Border locations using the temporary storage customs control model can use GVMS to
  - facilitate the control of pre-lodged declarations for driver accompanied RoRo goods
  - Complete the Office of Transit function

### **Between EU>GB (imports)**

- Transit MRN is all we require to be entered into a GMR from January 2021

Note: only Common Transit Convention movements can be submitted using the pre-lodgement/GVMS model from January 21. Other types of import declarations will be introduced via: staged controls in January 22

### **Between GB>EU (exports)**

- Although Export declarations will be required from Jan 21 – these cannot be pre-lodged via: GVMS until January 2022
- For further information concerning exports and staged controls, please refer to part 4 the Border Operating Model on GOV.UK



In order to use GVMS, Hauliers who will register for GVMS and create a Goods Movement Reference Number will need the following in place:

- A Government Gateway Account (this can be a new account or an existing account, however this must be the account used to create the GB EORI)
- A GB EORI
- Access to GVMS (you can register for this service now)

If moving goods between EU>GB:

- Trader – Requires access (via CSP/3<sup>rd</sup> Party Software) to CHIEF, NCTS, GB S&S
- Haulier – Requires access to GVMS, GB S&S
- Carrier – Required to develop GVMS specific ‘Carrier API’ – also requires access to GB S&S

# GVMS imports (EU>GB)



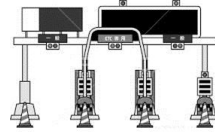
## Before Moving Goods

- Apply for and receive a GB EORI number.
- Haulier registers for GVMS
- Trader submits a full or simplified Customs/Transit declaration or completes an entry in own records if authorised to move goods under EIDR. Completes S+S declaration using existing software or customs agent.
- Trader receives MRN or ERN(s)
- Trader provides MRN/ERNs or EORI (if moving goods under EIDR) to haulier



## Before Arriving at EU place of Exit

- Haulier requests goods movement reference (GMR) from GVMS for all movement types.
- Goods loaded to vehicle/trailer and all customs references and EORI (EIDR only) added to GMR.
- GVMS will validate that Traders EORI is linked to valid authorisation to allow them to move goods under EIDR process
- MRN/ERN can NOT be linked to multiple GMRs
- VRN/TRN/CRN input into GMR along with departure and destination port



## Upon Arrival at EU place of Exit

- Carrier captures GMR at check in and sends to GVMS to validate
- Valid GMRs are approved to board
- Any Invalid GMRs and those with incorrect details must be turned away from the Port
- Carrier records GMRs for vehicles that have boarded



## Leaves EU and makes crossing

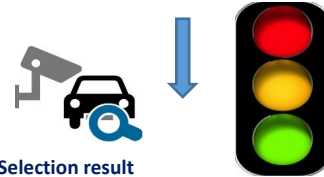
- Carrier sends GMRs to GVMS upon embarkation
- GVMS receives GMRs and disaggregates ERN/MRN to HMRC systems to initiate arrival and OoT
- HMRC systems risks ERN/MRNs and sends updates back to GVMS



## Trailer Disembarks

Person in control of the movement of the goods acts on selection result;

1. Goods have been matched to entries that requires no further checks, the entries has been cleared and vehicle/trailer is free to proceed.
2. An entry(s) attached to this vehicle has not been Customs Cleared and the vehicle/trailer must proceed to the designated HMG facility



## Selection result

1. GVMS identifies GMRs where no failures have occurred or checks have been identified.
2. GVMS identifies GMRs where route 1/2 checks or OoT checks are needed and communicates a hold message



Goods Cleared



HMG facility

- Risking will be completed and HMRC system updated by Gov official



**KEEP BUSINESS MOVING** 

# Transit - Avoiding common errors

Common errors occurring for goods arriving in the UK under transit:

**1. Hauliers not ending movements at Office of Destination (OoD)/authorised consignee locations.**

Some hauliers are not delivering the goods and TAD to the OoD/consignee location to close the transit movement. Instead they are delivering the goods directly to the final customer without closing the movement. If the movement is not ended correctly at an OoD/consignee location, then the guarantee is not released, and the movement will enter the enquiry process.

**2. Hauliers not completing an Office of Transit (OoT) on entry into GB.**

A large number of hauliers are not completing their OoT on GVMS when entering into the UK, and instead are presenting a GB EORI. This is not a legally compliant option for goods moving under Transit.

### 3. **Transit movements being closed before goods leave the EU.**

Some UK consignees are closing movements on NCTS before they receive the goods. This is not legally compliant and is causing movements to close before the goods enter the UK. Some movements are also being closed at EU ports before being shipped to GB. This may be due to incorrect presentation of paperwork to the carrier, which identifies the movement as being for closure at the port, rather than continuation under transit. In both cases, as the goods are no longer moving under a valid transit movement when they enter the UK, they may be stopped at the border and penalties could apply.

### 4. **Inconsistencies between goods, transit declarations and import documents.**

EU Offices of Destination are seeing high numbers of discrepancies and errors on paperwork submitted by UK consignors. If the paperwork is not correct, then the movement cannot be discharged on arrival, the guarantee is not released, and the movement will enter the enquiry process. Most common errors are gross weight, number of packages, and insufficiently detailed description of goods.



## 5. Declaring the wrong Office of Departure.

Some non-simplified traders (not authorised consignors) are declaring an Office of Departure on their transit declaration which is different to the office where the transit movement is being started (such as the port of exit, or nearest OoD to their premises). A transit movement can ONLY be started at the Office of Departure declared on the declaration. It cannot be diverted. The Office of Destination does not have to be the port of departure, a movement can be started anywhere in the country. But it must be the location where the haulier presents the goods and paperwork to UK Border Force to start the transit movement.

## 6. Declaring the wrong Office of Transit (OoT) for entry into the EU or other CTC territory.

Some traders are not entering the correct OoT on their transit declarations for entry into the EU, or for subsequent entry into other CTC territories such as Norway, Switzerland or Turkey. The OoT is the port of ENTRY into the next customs area, not the port of exit from the one being left. If the wrong OoT is entered on the declaration this can cause significant delays at the border for the driver.



- Postponed VAT accounting (PVA) is available to VAT registered businesses for imports of goods from all countries, including from the EU. It allows businesses to account for import VAT on their VAT return rather than at point of import or declaration
- UK VAT registered traders using delayed declarations **must use** postponed VAT accounting
- UK VAT registered traders who **do not** use delayed declarations will be able to use postponed VAT accounting when importing controlled or non-controlled goods, but are not compelled to
- Non-VAT registered traders will be able to pay VAT at the point of declaration (including supplementary declaration)
- Non-established taxable persons (NETP) are entitled to use PVA. In order to import goods into the UK, a NETP will need to hold a UK EORI, and instruct an agent to make the customs declaration on its behalf



- From the 1 January 2021, the Rest of World rules have applied to imports and exports of excise goods moving between GB and the EU. Businesses 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 or 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

# Empty and returnable packaging

From 1 January 2021 reusable packaging requires an import or export declaration, but if you are claiming Returned Goods Relief or temporary admission you can make this declaration by conduct or orally.

- **Imports** - On import, the packaging can be declared for free circulation [by conduct](#) or orally to a Border Force officer. The goods can also be declared for temporary admission. These goods are intended to be re-exported.
- **Exports** - If you are declaring exports of reusable packaging by conduct you will not need to make them available for examination. This is unless Border Force stop you and want to make an inspection. (*Note waiver exemption for safety and security declarations (EXS) on reusable packaging until 1 October 2010*)

The importer and exporter do not need to own the packaging or the goods contained in them but to claim [Returned Goods Relief](#) the importer and exporter should be the same person.

Further detail is available at



# Rules of Origin

Traders need to

- Classify their goods
- Look up the origin rule(s) in the UK-EU Trade Co-operation Agreement (TCA)
- Check their goods meet the rules
- Sort out supply chain documentation (i.e. declarations from suppliers/exporters)

A claim can be made if the importer has one of the following proofs of origin:

- a [statement on origin](#) that the product is originating made out by the **exporter**
- the [importer's knowledge](#) that the product is originating

In the EU the Exporter's Reference Number will be the exporter's Registered Exporter (REX) number. These are needed if the exporter's consignments have a total value of more than 6,000 euros

In the UK the Exporter's reference Number will be the Economic Operator Registration and Identification (EORI) number



UK Government

# Prepare for 1 January 2022 - Customs

- Agree Incoterms and be clear about who is responsible for what
- Share detail within the supply chain

From 1 January 2021

- Submit import declarations or be approved for use of simplified procedures
- Submit Entry Summary Declarations
- Register for and use GVMS

**KEEP  
BUSINESS  
MOVING** 

# Exporting Food and Drink from the EU to GB

**Anastasia Bernhardt**

Department for Environment  
Food and Rural Affairs

- Controls since 1<sup>st</sup> January
- Phasing overview
- Products of Animal Origin
- Export Health Certificates
- Importer Pre-Notifications Process (IPAFFS)
- Pre-Notification Times
- Composite Products
- Transits
- Live Animals and Germinal Products
- Plants and Plant Products
- Phytosanitary Certificates
- Marketing Standards
- Food Labelling



Some changes have already come into force. These apply to:

- **Products of Animal Origin under safeguard measures.** You can find more information [here](#).
- **Live Animals.** You can find out more information [here](#).
- **High priority plants and plant products.** You can find a list of those affected here. A list of high-priority plants and plant products can be found [here](#).

## 1 October 2021

- **Products of Animal Origin (POAO), Animal by-products (ABP) and High Risk Food and Feed not of Animal Origin (HRFNAO):** Requirement for Export Health Certificates, documentary checks and pre-notifications using IPAFFS (The Import of Products, Animals, Food and Feed System)
- You must provide an electronic copy of the Export Health Certificate to the GB importer, to upload onto the notification in IPAFFS to enable remote documentary and identity checks to be carried out

## 1 January 2022

- **POAO, ABP and HRFNAO:** Goods required to enter via a point of entry with an authorised Border Control Post (BCP) in order to undergo documentary, identity and physical checks on a risk basis
- **Regulated plants and plant products:** Pre-notification required, requirement for phytosanitary certificates and documentary checks introduced

## 1 March 2022

- **Live animals:** Live animal BCPs will be operational
- **All regulated plants and plant products:** ID and physical checks at BCPs

## What are the import controls phases for POAO?

### October 2021:

- Products of animal origin (POAO), certain animal-by products (ABP) and high-risk food and feed not of animal origin (HRFNAO) must be accompanied by an **Export Health Certificate** and pre-notified using **IPAFFS** before arrival at the border
- **The EU exporter must:**
  - Ensure that the Export Health Certificate accompanies the consignment
  - Provide a copy of the Export Health Certificate to the GB importer to upload a copy onto IPAFFS

### January 2022:

- POAO, certain ABP and HRFNAO will require pre-notification using IPAFFS and must be accompanied by an Export Health Certificate.
- These products must also arrive at an established point of entry with an appropriate Border Control Post
- There may be additional marketing standards, food labelling or marking requirements that your product must also comply with. Find out more [here](#).

[Further guidance available here.](#)

## How do I obtain an Export Health Certificate (EHC)?

1. The **EU exporter is responsible for obtaining the Export Health Certificate**. They must contact the competent authority in their country to arrange for a certifying officer to be allocated to inspect the goods
2. The certifying officer(s) reviews the consignment and, if it meets the requirements, issues the EHC
3. The **EU exporter** must send an electronic copy of the health certificate to their importer in Great Britain
4. The GB importer must upload the electronic copy of the certificate to IPAFFS as part of the pre-notification process
5. The **EU exporter** must ensure that a physical copy of the original certified health certificate travels with the consignment.

# Export Health Certificates

- Export Health Certificates will be issued to the EU exporter by the competent authority of the member state you are exporting from.
- Model Export Health Certificates are available [here](#) for a wide range of commodities. These are examples.
- **If there is no Export Health Certificate available for your commodity, visit [here](#) for an import licence .**
- If there is no import licence, you should complete an [IV58 form](#) on gov.uk and email a completed version to [imports@apha.gov.uk](mailto:imports@apha.gov.uk)



## Links to further information:

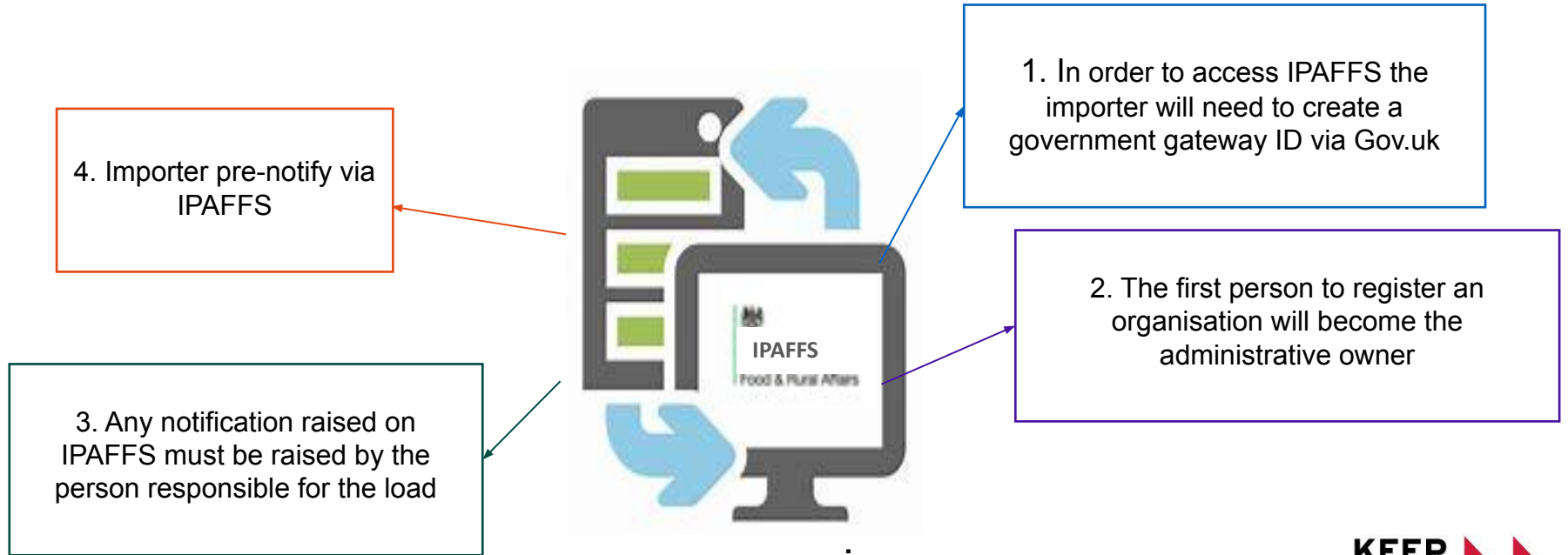
[How to complete a health certificate to export to Great Britain.](#)



UK Government

# Importer Pre-Notification Process - IPAFFS

IPAFFS is Great Britain's system for GB importers to pre-notify the arrival of SPS goods



## What information does the GB importer need to submit an IPAFFS pre-notification?

- The product that is being imported
- The date that it will be imported into Great Britain
- Which country the imported product is coming from
- The place of destination of the consignment

### To note:

- Between October and December 2021, importers will be required to submit a simplified notification in IPAFFS. From January 2022 additional details will be required.
- Importers should no longer use the EU's TRACES (Trade Control and Expert System) to certify imports from the EU or from outside the EEA countries. The replacement system, the Import of Products, Animals, Food and Feed System (IPAFFS) should be used instead.

## Links to webinar demonstrations:

- [How to register for IPAFFS](#)
- [How to manage team access to IPAFFS](#)
- [How to raise an import notification for POAO](#)

## Links to further information:

- [IPAFFS live environment](#)
- [IPAFFS training environment](#) (please note: separate registration is required)





# Pre-Notification Times

- **Products of Animal Origin, Animal-by Products and High Risk Food and Feed not of Animal Origin:** From 1st October to 31st December 2021 importers can notify no less than 4 hours in advance of arrival at the point of entry, without the need to contact the relevant competent authority. This is a temporary arrangement. From 1 January 2022, importers will be required to contact the competent authority at the point of entry to determine if, and by what degree, a derogation from 24 hours can be applied.
- **Live Animals:** Importers need to submit import pre-notifications via the domestic notification system (IPAFFS) at least one working day in advance of the goods' arrival at the point of entry
- **Plant and Plant products:** Importers need to submit import notifications at least four working hours prior to arrival for Roll-On Roll-Off and air movements, or at least one working day prior to arrival by all other modes of transport – along with the phytosanitary certificate
- Pre-authorisation by Defra/APHA of ABP prior to any imports taking place may also be required

# Composite Products

**Overview:** Composite products are food containing both **processed** Products of Animal Origin (POAO) and products of plant origin e.g. a ready-meal lasagne

Composite products must follow the phased requirements for Products of Animal Origin unless otherwise exempt. **Please see this video on importing composite products from the EU into GB.**

## Some goods are exempt if they:

- contain less than 50% processed animal product;
- contain no meat product; and
- meet the requirements in Article 6 of Decision 2007/275.

Please find [further information here](#).

# EU Origin Transits

## Requirements for Transits EU-GB-EU movements from 1<sup>st</sup> October:

- From 1<sup>st</sup> October Products of Animal Origin (POAO), certain Animal By-Products (ABP) and High Risk Food and Feed not of Animal Origin (HRFNAO) transiting EU-GB-EU will require notification on **IPAFFS** and an **Export Health Certificate**
- Goods can enter and exit Great Britain through any port with no physical or ID checks required on entry or exit
- Confirmation that the consignment has left the territory of Great Britain territory will be required

## Requirements for Transits EU-GB-Rest of World movements:

- POAO, ABP and HRFNAO transiting EU-GB-ROW require pre-notification on **IPAFFS** and an **Export Health Certificate**
- Goods can enter and exit Great Britain through any port with no physical or ID checks required on entry or exit

[Further guidance is available here](#)

'Groupage' is the commercial grouping of multiple consignments within a single sealed trailer or container. For example:

- **Mixed consignment:** multiple product lines of the same commodity type (e.g. composite products) are grouped under a single export health certificate and imported as a single consignment
- **Multiple quantities of the same commodity:** (e.g. fish products) potentially from several sources are grouped into the same container. It may be possible to import these as a single consignment covered by a single health certificate or as a mixed load (containing several consignments)
- **Mixed load:** multiple different commodity types (e.g. dairy products and meat products) grouped in a single container
- There are four models that have been developed for importing groupage loads from the European Union into Great Britain. [A video and further guidance on these models can be found here.](#)
  - A. Consolidation Hub
  - B. Sequential / Single
  - C. Linear / Multiple Pallet
  - D. Hybrid Approach

What are the phases for import controls on live animals and germinal products?

## October 2021:

- The requirements already in place for live animals and germinal products continue to apply. [Further information here.](#)

## January 2022:

- Germinal products must continue to be accompanied by an Export Health Certificate and pre-notified on IPAFFS before arrival at the border.
- There are new requirements for germinal products to enter via an established point of entry with an appropriate Border Control Post.

## March 2022:

- Live animals must enter GB via an established point of entry with an appropriate BCP for documentary, identity and physical checks.
- High-risk live animals imported from the EU to GB will continue to be checked at 100%.

## What are the import controls for plants and plant products?

### From 1 January 2022:

- Physical and identity checks of high-priority plants and plant products will move from Places of Destination to Border Control Posts.
- The requirement for pre-notification and phytosanitary certificates will be extended to all regulated plants and plant products (i.e. not just those which are 'high-priority').

### From March 2022:

- The UK's Border Operating Model will be fully operationalised with physical and identity checks on all regulated plants and plant products being carried out at Border Control Posts.

**To Note:** Plant import notifications will join the Import of products, animals, food and feed system (IPAFFS) during Autumn 2021. Until then, GB Importers should continue to use the current service, PEACH, until they are advised to move onto IPAFFS.

[Further guidance on plants can be found on the Plant Health Portal.](#)

# Phytosanitary Certificates

## What is a Phytosanitary Certificate?

To export regulated plants and plant products from the EU to Great Britain, you must obtain a phytosanitary certificate for each consignment from the plant health authority in the country where your supplier is based

A phytosanitary certificate is a statement from the plant health authority that the consignment:

- has been officially inspected
- complies with legal requirements for entry into Great Britain
- is free from quarantine pests and diseases

The inspection referred to in the phytosanitary certificate must take place no more than 14 days before the consignment is dispatched from the country where your supplier is.

You'll need to upload a copy of the phytosanitary certificate on the import IT system PEACH if you need to pre-notify your consignment.

More information on Phytosanitary Certificates can be found [here](#)

## The UK has not made any substantive changes to current EU marketing standards

As we became a third country in EU terms there are changes to certification processes or other documentation requirements for import and export of fruits & vegetables, hops, wine, beef & veal, eggs, hatching eggs & chicks and poultry meat.

The marketing standards requirements will be different for each product so check the specific guidance for the product you're importing.

Please find further guidance for these products [available here](#).

**To note:**

There will also be no changes to marketing standards requirements for goods moving from NI to the EU, and from the EU to NI.



## Food Business Operator or importer addresses for goods marketed in the UK:

### **Food Business Operator and Importer Addresses**

- From 1 October 2022, pre-packaged food or caseins sold in GB must include a UK address for the Food Business Operator. If the Food Business Operator is not based in the UK, include the address of your importer, based in the UK.

### **Country of Origin Labelling**

- Find out when you must label your meat, fish or seafood product with its country of origin [here](#).

## Changes to organics for imports into Great Britain

The UK and the EU have recognised each other as equivalent for the purpose of trade in organic products until 31 December 2023 as part of the UK-EU Trade and Cooperation Agreement (TCA).

### 1 January 2022:

- From **1 January 2022**, Organic products imported into GB from EU, Norway, Liechtenstein and Switzerland will require a Certificate of Inspection (COI).

**The GB organic import system is currently paper-based. Exporters will need to contact the GB port directly to inform them of the consignment so that the COI can be endorsed speedily.**

## Certificates of Inspection

- Since 1 January 2021, we are using a paper-based import system 'GB COI' for all imports.
- Control Bodies in third countries must continue to endorse the COIs before the consignment leaves the third country. This can be completed electronically, and the document saved as a PDF.
- The COI will need to be endorsed when the organic goods arrive either at an appropriate GB border control post (BCP) or by local trading standards. This can be completed electronically, and the document saved as a PDF.
- If the consignment needs a physical check or testing, the consignment will need to go to a port that is able to carry out these checks. Further information can be accessed via the Defra step by step guidance
- Importers must ensure that all organic imports from third countries meet the requirements laid out in retained Commission Regulation (EC) No 1235/2008.

# Geographical Indications

The UK Government established **new UK GI schemes** which means that all existing UK products registered under the EU's GI schemes before 1 January 2021 are now protected

Producers of GIs that are required to use the UK GI logos, will have until 1 January 2024 to adopt the new UK GI logos. The logos will remain optional for producers outside of GB. The new UK GI logos are available to download on GOV.UK

## **Q: Are EU GI products protected in the UK?**

A: All product names protected in the EU on 31 December 2020 following successful applications to the EU GI schemes are protected under the UK and EU GI schemes. Newly registered GIs from the EU (and NI) need to register separately on the UK scheme for protection in GB.

## **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 can use both the UK and EU logos when the product is on sale in the UK. They are also able to use both logos when the product is on sale in the EU, if this is not prohibited by EU regulations.

## **Q: 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.



## Importer and bottler details for wine imported from EU and non-EU countries in GB

Until 30 September 2022, wine marketed in GB must be labelled with:

- the name and address of an importer that's based in the EU, GB or NI; or,
- for bulk wine imports, the name and address of a bottler\* that's based in the EU or GB.

From 1 October 2022, wine marketed in GB must be labelled with the name and address of an importer or bottler located within the UK.

## Marketing Standards for importing wine to GB

- Imports of non-EU wine to GB should use the UK VI-1 form. We will continue to accept the EU VI1 forms for the interim
- To ensure there is no disruption to EU wine trade we have introduced an easement of all VI1 arrangements until 31 December 2021 whereby imports can continue to arrive on commercial documentation.

## From October 1st, 2021:

### For POAO and ABP:

- For those not for human consumption, make sure you provide the importer with an electronic copy of the **health certificate** and that the **health certificate travels with** the consignment.

### Composite Products:

- Must follow the phased requirements of POAO and be pre-notified and accompanied by a health certificate.

### Transits EU-GB-EU movements

- Require pre-notification on IPAFFS and a GB health certificate

## From January 1st, 2022:

### Plant and Plant Products:

- Make sure you have the **phytosanitary certificate** and where possible, it travels with the consignment.
- Make sure the importer submits a pre-notification

### POAO and ABP:

- Goods required to enter via a point of entry with an authorised Border Control Post (BCP) for documentary, identity and physical checks on a risk basis

### Organics:

- From **1 January 2022**, Organic products imported into GB from EU will require a Certificate of Inspection (COI).

## Where to find additional resources

There are step-by-step [import](#) and [export](#) guides available on gov.uk

### **Products of Animal Origin, Animal By-Products and High Risk Food and Feed Not of Animal Origin**

- Use your email address to access the [latest guidance and technical information here](#). Please note that it can take up to 48 hours to process access requests.
- Further guidance on commodity-specific requirements for ABP can be found in the Import Information Notes ([INNs](#))

### **Plants and Plant Products**

- The latest guidance is available on the Plant Health Portal [here](#).

## Webinar recordings & slide packs

- Products of Animal Origin (POAO) – [video](#), [presentation](#) and [case study](#)
- Animal By-Products (ABP) – [video](#) and [presentation](#)
- Composite Products – [video](#) and [presentation](#)
- Export Health Certificates - [FAQs](#)

You can find all our useful resources on our [microsite](#). We will be adding guidance and information documents to this site regularly, therefore, please do save the link.

## IPAFFS

- [How to register for IPAFFS video](#)
- [How to register for IPAFFS guidance document](#)
- [How to invite team members and grant them access to your organisations IPAFFS account video](#)
- [How to submit a pre-notification on IPAFFS for POAO video](#)
- [How to submit a pre-notification on IPAFFS for POAO guidance document](#)
- [How to submit a pre-notification on IPAFFS for HRFNAO guidance document](#)



# Identity cards

Elizabeth Wilkinson  
Darren Worboys

Border Force

## What's changing

From **1 October 2021** it will not be possible to enter the UK using an EU, EEA or Swiss ID card, except where the holder has **applied to the EU Settlement Scheme** or otherwise has **protected rights under the Citizens' Rights Agreements**.

This means most EU, EEA or Swiss nationals **will need to use a passport**, rather than an ID card, to enter the UK from 1 October. People who arrive at the UK border with incorrect documents may be refused entry.

EU, EEA and Swiss citizens may use their national ID card to enter the UK until at least 31 December 2025 if they have:

- settled or pre-settled status under the [EU Settlement Scheme](#)
- applied to the EU settlement scheme but have not yet received a decision
- an [EU Settlement Scheme family permit](#)
- a [frontier worker permit](#)
- a visa as a [S2 Healthcare Visitor](#)
- Swiss nationals may also travel using an ID card if they have a visa as a [Service Provider from Switzerland](#).

Gibraltar identity cards held by British citizens and Irish passport cards may continue used for travel to the UK

## **If I do not have a passport, will I still be able to enter the UK?**

EU, EEA and Swiss citizens who are not entitled to enter the UK on a national ID card from 1 October are liable to be refused entry. You should make sure that you are properly documented for your trip.

## **Will hauliers or their managers be fined for arriving at the UK border without a passport?**

You will not be fined if you or your employee tries to enter the UK with the wrong travel document, how[1]ever they are liable to be refused entry To avoid delay and disruption at the border, you should encourage your drivers to make sure that they are properly documented for their trip.

## **A driver has applied for a passport but it will not be ready before 1 October, can they provide alternative documentation?**

We have provided nearly a year's notice of these changes to enable those affected to make arrangements to obtain a passport where necessary

## **A Frontier worker permit is linked to a driver's ID card, does that mean they will need to carry both their passport and ID card from 1 Oct?**

Those whose rights are protected under the Citizens' Rights Agreements (such as Frontier Workers) will be able to use their ID cards to enter the UK until 31 December 2025 at least.

**Business Travel**

**Daniel Petriello**

**Home Office**

To be eligible for a [Skilled Worker visa](#), you must demonstrate:

- you have a job offer from a **Home Office-licensed sponsor** at the required **skill level**
- you will be paid the relevant **minimum salary threshold** by your sponsor (normally £25,600 or the going rate for their particular job, whichever is higher)
- you can speak English at the intermediate level at B1 (on the Common European Framework of Reference for languages).

## **General business activities that are permitted under visitor immigration rules (without a visa)**

The full list of permitted activities is available at [GOV.UK](#). You should always check if you need a visa to carry out your intended activities, before you travel to the UK. A visitor may:

- attend meetings, conferences, seminars and interviews.
- negotiate and sign deals and contracts
- attend trade fairs, for promotional work only
- carry out site visits and inspections

## **Intra-corporate activities**

An employee of an organisation based outside of the UK may: advise and consult; trouble-shoot; provide training; and share skills and knowledge on a specific internal project with UK employees of the same corporate group, provided no work is carried out directly with clients.

## **Manufacture and supply of goods to the UK**

Where an overseas company has a contract of purchase, supply or lease with a UK company or organisation which specifies after sales services, an employee of the overseas company may install, dismantle, repair, service or advise on the equipment, computer software or hardware it was contracted to provide

# UKCA Marking

Christopher Smart  
Erin Fair

Department of Business,  
Energy and Industrial Strategy

# UKCA marking

**YOU NOW HAVE UNTIL 1 JANUARY 2023 TO ADOPT THE UKCA MARKING**

The extension brings the standstill end dates for the majority of product types which require the UKCA marking into line, with the exception of medical devices

## Now (2021)

UKCA marking has been introduced. If self-certifying, or if goods have been assessed by a UK Approved Body, then they may use the UKCA mark.

## 1 January 2023

The UKCA marking is mandatory for almost all products.

**UK  
CA**

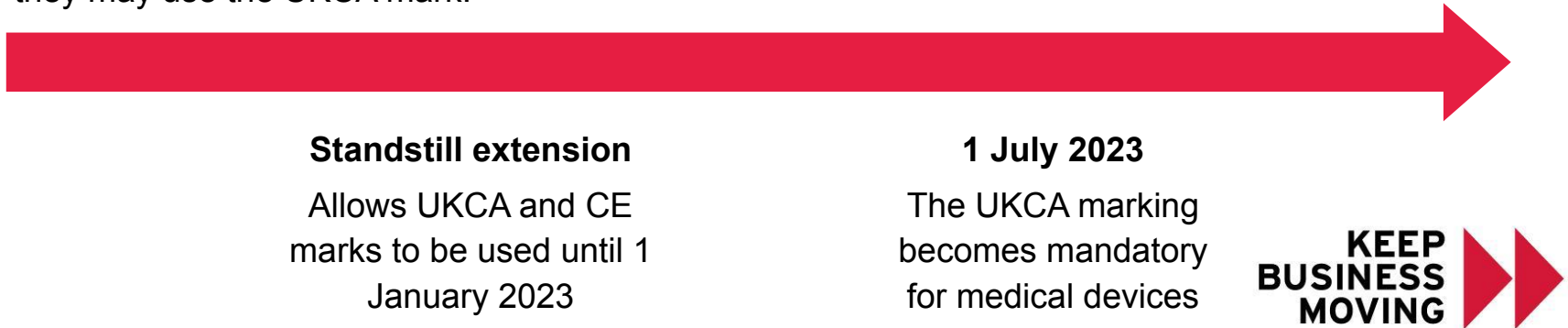
## Standstill extension

Allows UKCA and CE marks to be used until 1 January 2023

## 1 July 2023

The UKCA marking becomes mandatory for medical devices

**KEEP  
BUSINESS  
MOVING**



## All other UKCA requirements are the same

- Products that previously required CE marking, and also aerosol products, will still need to use UKCA to be sold in GB.
- Businesses will still need to use a UK approved body if their product requires third party testing.
- The responsibility of the importer to apply their address to the product by 1 January 2023 is still required.
- The requirements for placing products on the NI market are unchanged using either the CE marking or a combination of UKNI and CE.



**CHECK.  
PREPARE.  
KEEP MOVING.**

10a Natasha'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. Natasha 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. Natashas movement guarantee is used to cover the movement from port to warehouse.

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

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

### Case Study 1 : Exporting Belgium beer to GB (unaccompanied freight) from Mechelen via the Port of Zeebrugge to GB after 1 Jan 2022

9. A pre entry declaration is completed by Natasha's agent prior to arrival. In all cases-CHIEF automates the entry number (ENO) when the pre-declaration is created. Natasha, 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 GB.

Unaccompanied freight

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  
7e. The Entry Summary Declaration is submitted to GB S & S service

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

1a. Luc runs a brewery / beer distribution company in Mechelen - he receives an order from Natasha, 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, and both are registered on SEED

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

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.

Luc – beer distributor in Mechelen

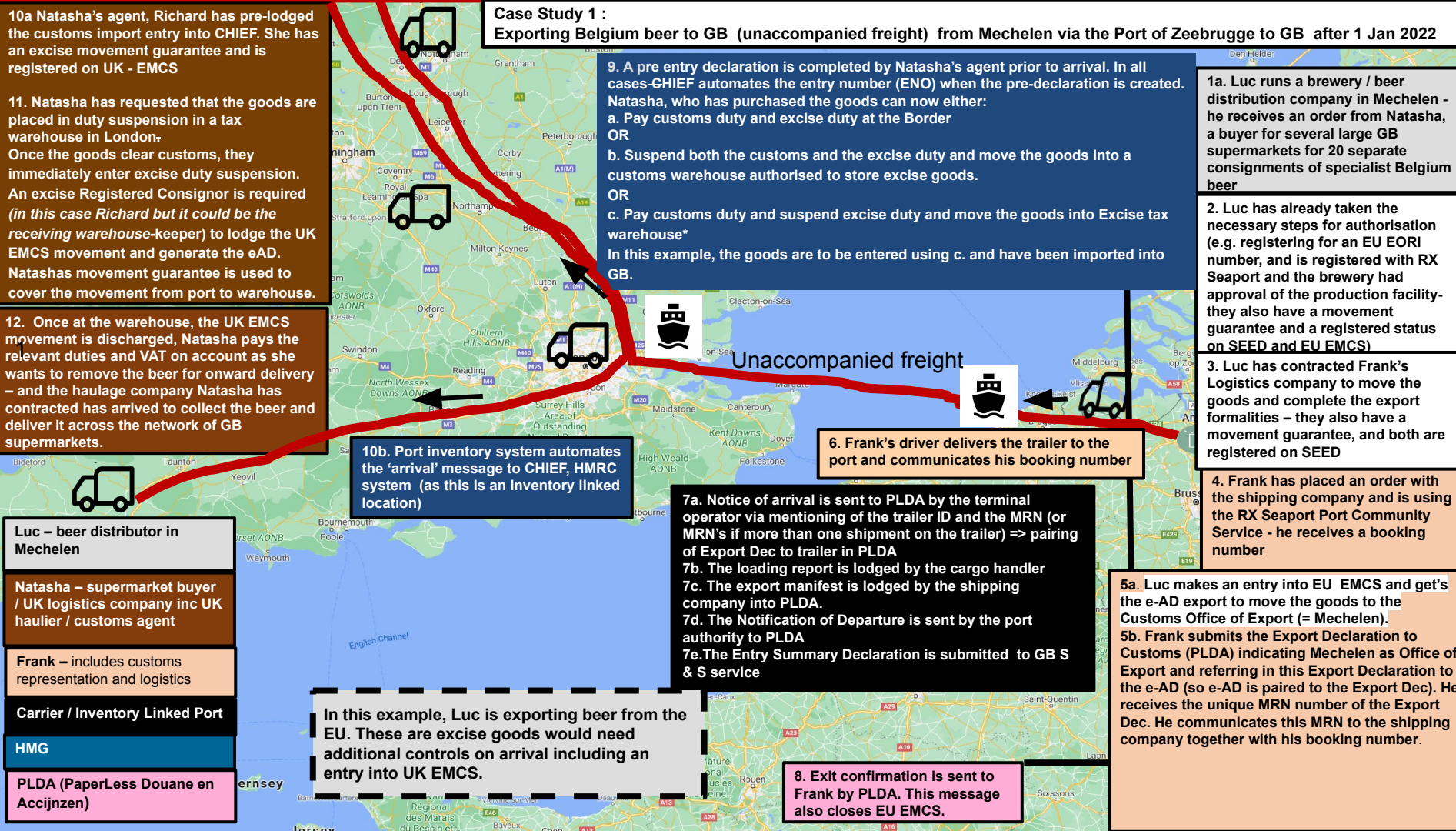
Natasha – supermarket buyer / UK logistics company inc UK haulier / customs agent

Frank – includes customs representation and logistics

Carrier / Inventory Linked Port

HMG

PLDA (PaperLess Douane en Accijnzen)



# Case study 2: Exporting auto-parts from Belgium via the Port of Zeebrugge to GB - temporary storage model - ILP after 1 Jan 2022

6a. **Natasha** has also supplied the data set for temporary storage via the Inventory Linked system - recording the port of arrival. **Natasha** ensures that the booking accurately reflects the pre-logged entry, (e.g. packages, weights) and sends the information to **Mark**

6b. **Natasha** creates the **Inventory Consignment Reference (ICR)** and sends to **Frank**

6c. Manifest transmitted on departure to inventory system

6d. **Ferry operator** has automatic EDI links to Inventory system (CSP).

6e. **Unique Consignment Number (UCN)** is automatically created and all units have a status of "on hold".

*\*\* unless goods moving under simplified procedures - these will not be on hold*

6f. On receipt of the UCN, goods are now on the manifest arrival message.

10a. Vessel arrives in UK and message is the discharge of unit : CSP auto notified via unit unloaded message.

10b. "Goods arrived" message sent via CSP to CHIEF.

10c. Entry route advised automatically from CHIEF to the CSP

1. Luc runs a distribution depot for auto-parts in Belgium - he receives an order from **Natasha**, a buyer for several large DIY chains.

2. Luc has already taken the necessary steps for authorisation (e.g. registering for an EU EORI number, and is registered with RX Seaport).

3. Luc has contracted **Frank's** Logistics company to move the goods and complete the export formalities.

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

5a. Frank submits the **Export Declaration to Customs (PLDA)** indicating Brussels as Office of Export

5b. He receives the unique MRN number of the EAD.

5c. He communicates this MRN to the shipping company together with his booking number.

7a. Frank delivers the trailer to the port and communicates his booking number

7b. Frank has received the **Inventory Consignment Reference (ICR) number** from **Natasha** and supplies the ICR with the trailer

11a. **Natasha** claims UCN and links the import declaration in CHIEF with claimed UCN.

11b. **Natasha** ensures that goods have been declared prior to collection from the arrival terminal

*\*\*Unless customer has advised FO that they are using simplified procedure.*

11c. **Natasha** or her agent has CSP connection and a CHIEF badge code the three-digit code which is used to assign UCN to.

12a. **Mark** applies for "cleared unit"

12b. **Natasha** has submitted the "presentation and TS declaration"

12c. **Natasha** has received permission from HMRC to remove the goods via the CSP generated "release note"

*\*\*Border Force / National Clearance Hub (NCH) may request further detail.*

13. **Natasha** pays the VAT and duties through the normal procedures.

9. Exit confirmation is sent to Frank by PLDA.

8a. Notice of arrival is sent to PLDA by the terminal operator via mentioning of the trailer ID and the MRN (or MRNs if more than one shipment on the trailer) => pairing of Export Dec to trailer in PLDA.

8b. Trailer loaded to vessel and vessel departs.

8b. The loading report is lodged by the cargo handler

8c. The export manifest is lodged by the shipping company into PLDA.

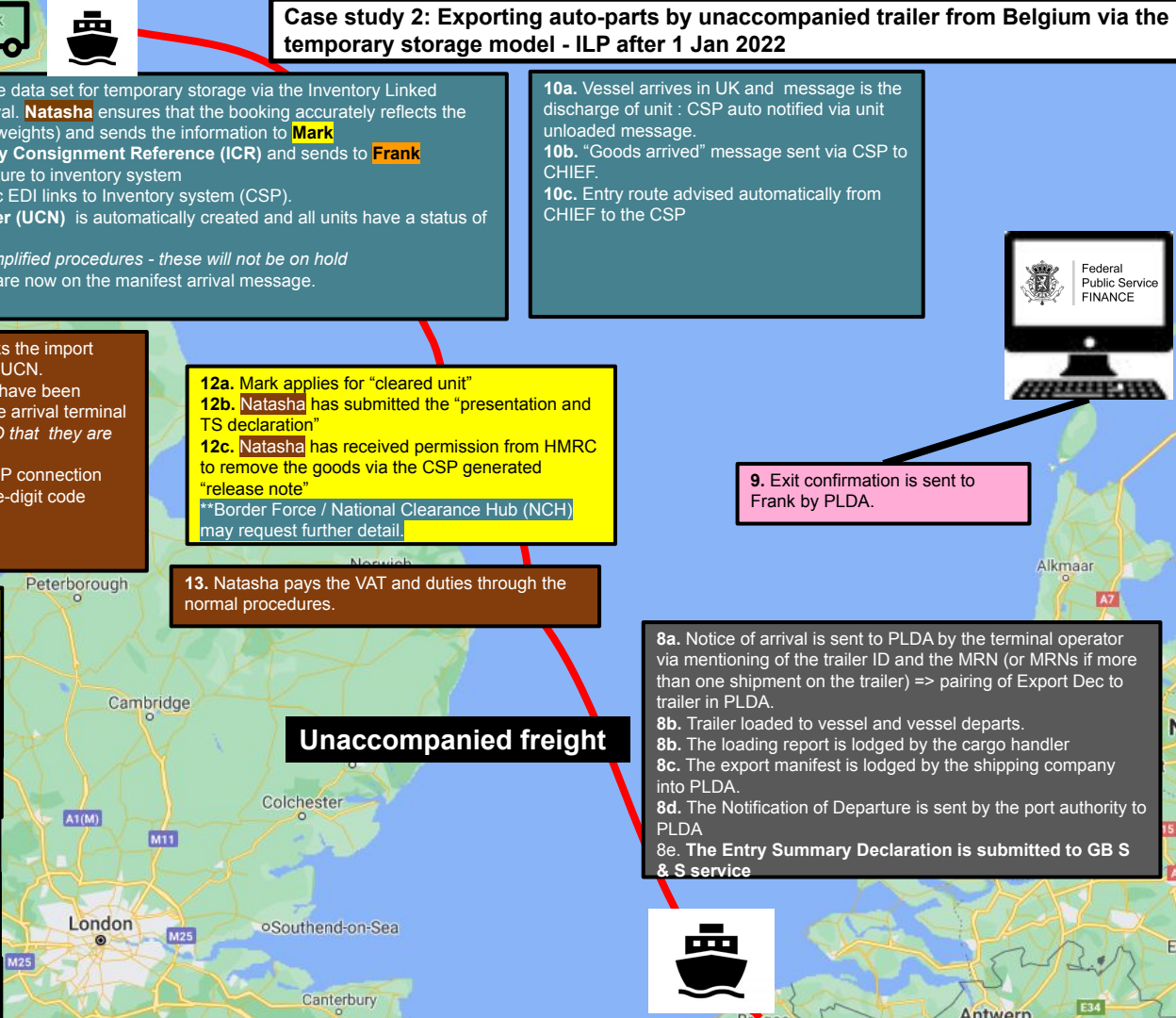
8d. The Notification of Departure is sent by the port authority to PLDA

8e. The **Entry Summary Declaration** is submitted to GB S & S service



- Mark - UK trailer operator
- Luc – auto-parts distributor
- Natasha – distributor / declarant - she is also inventory linked
- Frank – authorised consignor / trailer operator
- Ferry Operator (FO)
- Temp Storage / ILP and Community Service Provider (CSP) connection to CHIEF
- PLDA (PaperLess Douane en Accijnzen)

## Unaccompanied freight



## Question Two

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

- a. I know what procedures are required to move goods between the EU and GB
- b. I know some, but not all of the procedures required to move goods between the EU and GB
- c. I do not know what procedures are required to move goods between the EU and GB



# Q&A session



# Further guidance

- Border Operating Model now updated

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

- Haulier handbook updated

<https://www.gov.uk/guidance/transporting-goods-between-great-britain-and-the-eu-by-ro-ro-freight-guidance-for-hauliers>

- EU engagement will continue with more events focusing on other routes to GB, sign up at

<https://www.gov.uk/guidance/webinars-for-importers-of-food-and-drink-products-from-the-eu-to-great-britain>

- Contact BPDG at [bpdg.enquiries@cabinetoffice.gov.uk](mailto:bpdg.enquiries@cabinetoffice.gov.uk)

## Question Three

**Following the webinar, I understand what I need to do to move goods between the EU and GB**

- a. Yes
- b. No



**CHECK.  
PREPARE.  
KEEP MOVING.**