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BREXIT 31 OCTOBER 

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# Industry Day – Wallonia

Heather Jones Border Delivery Group

2nd Oct 2019

Prepare for Brexit at [gov.uk/brexit](https://www.gov.uk/brexit)



## Brexit position as at 2 October 2019

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- The UK will be leaving the EU on 31 October 2019.
- Leaving the EU with a deal remains the Government's top priority.
- A responsible government must plan for every eventuality, including a no deal scenario
- No deal remains on the table until both the EU, including the European Parliament, and the UK have ratified any deal
- Our aim is to avoid as far as possible the adverse consequences arising from no deal.
  
- The UK have and will make the necessary preparations needed.
- **UK border priorities – ensuring new controls and processes do not interrupt the flow of goods.**

# UK border priorities

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## UK Government objectives and priorities for the border



**Maintaining security**



**Facilitating the flow** of goods (including animals, food and plants) and people



Protection of **revenue and compliance** with standards

**UK will maintain security and prioritise flow, ensuring new controls or processes do not interrupt flow of goods.**

# Mitigations

## 3 Main Mitigations



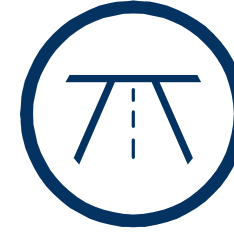
### Implement Border Readiness checks

- Outbound (pre-border) checks will help to minimise how many unready trucks may cross the Channel.



### Improve “trader” readiness

- Improving traders’ awareness of need for registration, authorisation and financial obligation and time this takes.
- Public Information Campaign to “Get ready”



### Implement traffic management systems

- This aims to reduce and disperse traffic build up/queues at key outbound RoRo locations.

## Wallonia Industry Day - Update

- **Unchanged** - Freight arriving at UK RoRo ports from Belgium (or EU27) will leave the port and terminals as they do today without the need to stop other than for an exceptional Border Force check which will be conducted off line, away of the flow of traffic.
- **Better knowledge** - We know that ports / terminals in Belgium, France and the Netherlands are ready and have the infrastructure, resource and IT systems in place.
- **Operational / technical engagement** (wherever possible) - BDG are working with officials and operators / ports in key Member States to iron out practical issues for the border – including bringing together RX Seaport and UK officials and operators
- **Pre-lodged customs declarations and prior notification** for food and feed commodities which require those formalities – for freight leaving the UK - these must be done before the truck arrives at the border



# Wallonia Industry Day – Key Message

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- **Trader readiness** is our number 1 concern
- **Risk of disruption for the flow of goods** into and out of the UK because we estimate that up to half of traders will not be ready
- **Unready trucks** – if they manage to travel from the UK and are stopped at the Belgian / EU border, they will have to be held there (at their own cost) until they are cleared.
- **Disruption / congestion** - This may cause blockages and queues (or the goods be re-exported back to the UK or destroyed).

# Summary of Industry Days

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- Belgium x 3
- Bulgaria
- Czech Republic
- Spain x 2
- France x 2
- Netherlands
- Poland
- Romania
- Slovakia

**Dates planned** : Austria, Germany, Italy, + repeats in Czech Republic, France, Netherlands, Poland



# Industry Days - Key Points Raised

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Below is a high level summary of the key points raised at previous Industry Days:

- EU and UK treatment of goods moving at midnight on 31 October
- Customs – financial securities; groupage consignments; general levels of knowledge of customs procedures; DDP; Incoterms; VAT and excise procedures/ duty free; registration & status in UK & EU27; operationalising the transitional arrangements; operationalising transit – offices of transit, departure and destination
- Tariffs quotas, rules of origin and legislation to underpin
- SPS – evidence of export from the UK
- Product labelling / dual labelling
- Rejected UK exports – destruction / returns to the UK etc
- Traffic management – delays - fresh produce, live animal welfare, driver hours, cabotage, permits, licences
- Pets travel – listed status of UK on D1

## HMG will cover 2 distinct elements to the event today:

1. Belgian border locations, ports, operators – border and trader readiness
- 2. Users & operators of the short straits – border and trader readiness**

## Short Straits Readiness:

- Short Straits are different – shorter crossings, flexibility of turn up and go.
- The short straits operations are not currently fully inventory linked
- In a D1 ND scenario, each truck will need a customs document(s) to travel.
- It is something new on the short straits border.
- The French government and the ports / Eurotunnel have invested a lot in order to be able to process the volumes of freight under such a flexible operating model as efficiently as they do today.
- The key word for Brexit in all scenarios is ANTICIPATION before travel**

# Plan for the day

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1

## Border readiness / comms latest – “Get ready” for EU EXIT

Updates on the four key processes from HMG Departments, focussing on Roll on Roll off (RoRo) freight:

- Customs applications & requirements
- Procedures for food/feed, animals, plants and other controlled goods
- Transport requirements
- Product conformity and standards

2

Q & A



Contact details for cross government border related questions:  
[queriesattheborder.EUEXIT@hmrc.gov.uk](mailto:queriesattheborder.EUEXIT@hmrc.gov.uk)



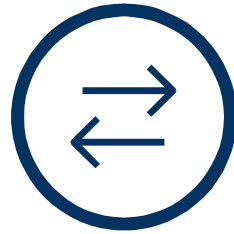


# End to end customs processes for Roll-on Roll-off (RoRo) freight at the border

Margaret Whitby, HMRC

# Overview

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## Currently...

...businesses can move goods freely between the UK and the EU.



## In the event of a No Deal...

...business importing and exporting goods within the EU will have to comply with new rules.

**HMRC is committed to helping businesses understand these changes and actions they need to take to ensure that they remain compliant and can continue trading in the event of a No Deal EU Exit.**



# Approach to No Deal

## Day one easements

- Transitional Simplified Procedures
- Intermediaries' liability
- Guarantee relaxations
- Entry Summary Declarations for imports

## Day one Ro-Ro locations

- Declarations to be pre-lodged electronically in advance
- Routine fiscal and other controls and checks undertaken away from the flow of traffic

## Long term

UK Government is working on:

- Automated solutions
- Use of technology for smarter borders and sharing more data



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# Imports into the UK

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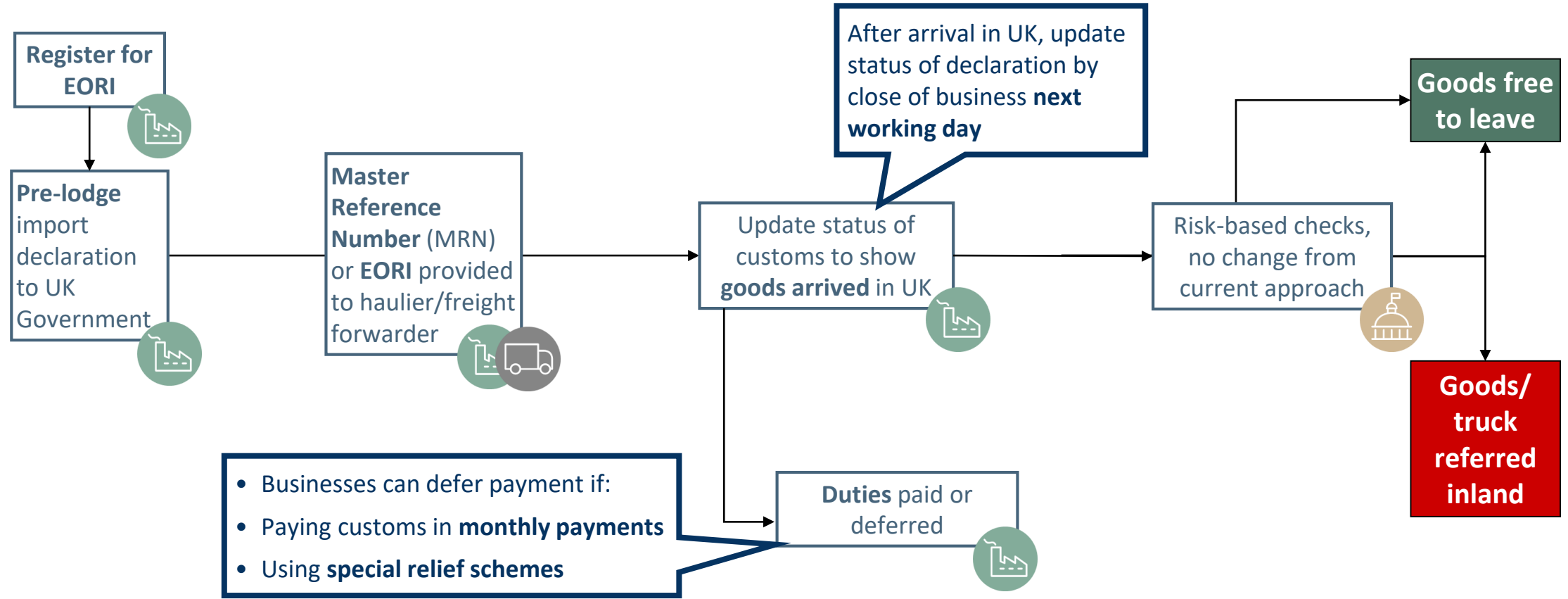
# Importing to the UK through RoRo borders on Day 1

## CUSTOMS

### Pre-border

### En route

### At UK border



# Transitional Simplified Procedures (TSP)

- Transitional Simplified Procedures will make importing goods easier for the initial period after the UK leaves the EU.
- **Traders registered for TSP will not need to make full customs declarations at the border and will be able to defer paying their customs duties.**

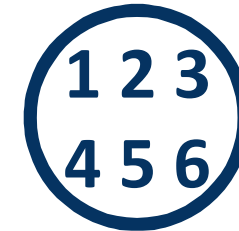
To be eligible, traders must:



Be established in the UK



Have the intention to import goods into the UK from the EU



Have a UK Economic Operator Registration Identification (EORI) number

# TSP declaration process



## Controlled goods

- The trader submits a simplified frontier declaration and ensures all necessary certificates and licences are available.
- The reference number for this declaration is given to the haulier as proof that required customs formalities have been done.
- On arrival in the UK, the trader updates the declaration to “arrived” before the end of the working day following the crossing.
- This is followed by a supplementary declaration **by the fourth working day of the month** following the arrival of the goods in the UK.
- If the trader is already using this process, they can choose to use it for standard goods as well.



# TSP declaration process

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## Standard goods

- The trader makes a declaration directly in their commercial records.
- The trader will provide the haulier with their EORI number as proof the goods are subject to a TSP process.
- This is followed by a supplementary declaration by the fourth working day of the month following the arrival of the goods in the UK.
- For the first six months supplementary declarations will not be due until the fourth working day in May 2020

# Entry summary declarations for imports (Safety & Security)



- The UK will phase in the requirement for entry summary declarations (ENS) on all goods arriving from the EU over 12 months.
- We are taking this approach to give carriers and hauliers more time to prepare for their obligations.
- The legal requirement to submit an ENS for goods arriving from the EU will come into force from 31<sup>st</sup> October 2020.
- HMRC will work with businesses to get them ready.

# Duty deferment

## Current rules

- Traders must have a duty deferment account to use TSP or an agent's Customs Freight Simplified Procedure (CFSP) authorisation:



In practice, this is a direct debit mandate



It allows HMRC to take a monthly payment of duties 15 days after supplementary declaration is made



Guarantees are required to defer duty to make monthly payments

## Day 1 easements

- Traders will not be required to meet the Customs Comprehensive Guarantee (CCG) criteria when obtaining guarantees.
- Traders can still choose to apply for a CCG, as those with Authorised Economic Operator C status can seek a reduction in the level of guarantee required to defer duty.

# Special procedures – Day 1

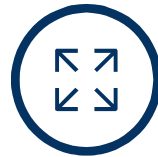
Current rules: EU rules require a customs comprehensive guarantee (CCG) to obtain a full authorisation for a special procedure.

## Day 1 easements

Traders will not be required to meet the CCG criteria nor provide a financial guarantee for:



Inward processing



Outward processing



Temporary admission



Authorised use (a.k.a. end use)



Customs warehousing

Traders still need to meet criteria for the special procedure.

This policy will be monitored, and traders will be given 12 months' notice of changes.



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# Exports from the UK

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# Exporting from the UK through RoRo borders on Day 1

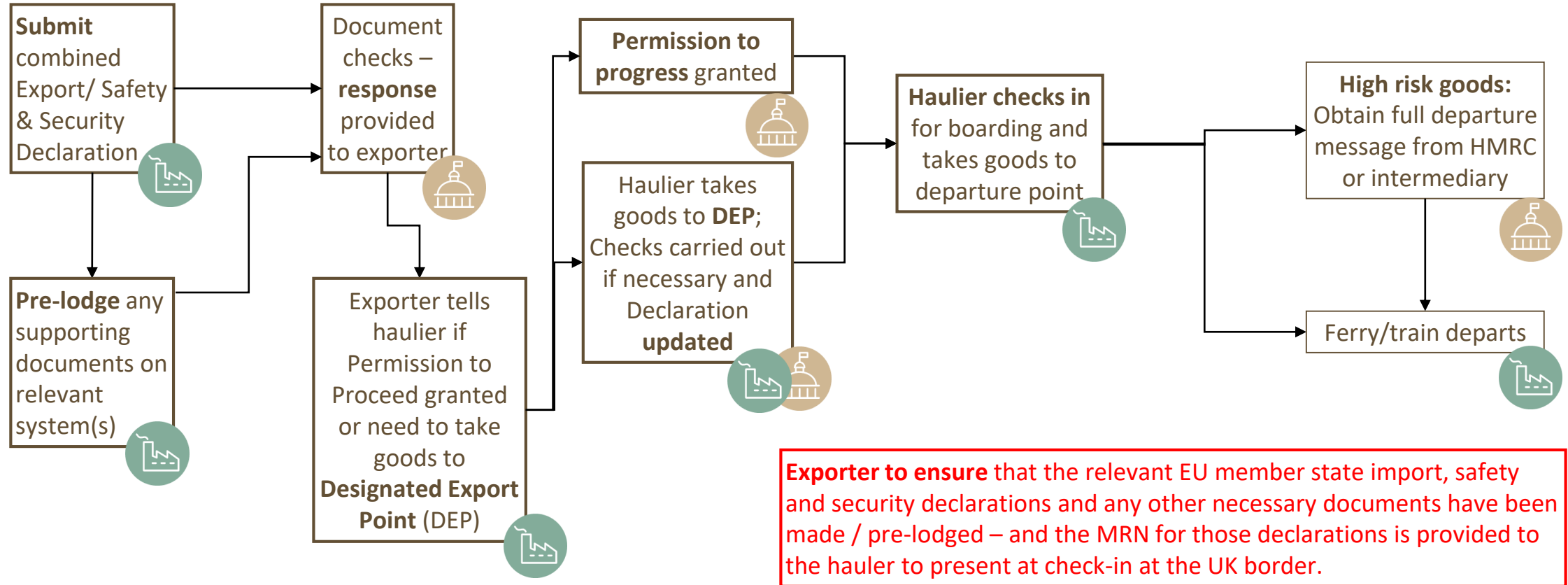
CUSTOMS AND SAFETY/SECURITY EXPORTS

Pre-departure

Authorised premises/DEP

At UK border

Post border



**Exporter to ensure** that the relevant EU member state import, safety and security declarations and any other necessary documents have been made / pre-lodged – and the MRN for those declarations is provided to the haulier to present at check-in at the UK border.



# Entry summary declarations for exports (Safety & Security)

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Safety & security / ENS information required on export from the UK will continue to be provided as part of the export customs declaration.

We expect that the EU will require a safety & security declaration for imports to the EU, reflecting current rest of the world process.



# Empty trucks

## Entering/leaving the UK

- For UK customs purposes there will be no requirement to make a customs declaration for empty trucks.

## Packaging

- Where an otherwise empty truck contains some packaging no customs declaration will be required and the truck will be treated as empty.
- This applies to:



Empty containers and pallets



Equipment for controlling the temperature inside the container



Internal partition, shelves and similar for stowing goods

- Further details at:
  - <https://www.gov.uk/government/publications/notice-3001-special-procedures-for-the-union-customs-code/annex-c>

# Formalities for **Non-Transit** UK Exports

*In addition to UK export requirements - these documents must be presented (\*if required) by the driver at check-in at the ferry at the UK port or terminal*

Document	Is it required?	Who is responsible?	How do they get it?	When is it needed?	Anything else I should know?
<i>Import Movement Reference Number (MRN)</i>	Yes, an import <b>MRN</b> originating from the country of your first point of entry into the EU are mandatory for all non-transit movements.	EU Importer	The <b>MRN</b> is generated as the import declaration is pre-logged in the MS customs system. The importer must then transmit the MRN to the UK exporter and / or haulier.	The <b>MRN</b> must be given to the the driver of the truck prior to checking in to their ferry or Le shuttle train. Entry to the EU will not be permitted if it is made <b>not</b> available to be scanned.	For short straits movements - all UK exporters / hauliers are encouraged to take advantage of the enveloping system, which wraps multiple MRNs under a single barcode, significantly accelerating border crossings.
<i>Entry Summary Declaration (ENS)</i>	Yes, <b>ENS</b> originating from the country of your first point of entry into the EU are mandatory for all non-transit movements.	Carrier ( <b>this may be delegated to others</b> , but the carrier remains responsible)	An electronic <b>ENS</b> must be lodged on ICS detailing all goods related data necessary for the cargo risk assessment.	The <b>ENS</b> must be pre-logged prior to the goods departure and its documentation with the driver prior to checking in for their ferry or shuttle. Entry to the EU will <b>not</b> be permitted if it is not available for inspection.	Separate <b>ENS</b> are required for UK export procedures and for EU import procedures. Completing one does not fulfil the requirement for the other.
<i>Export Health Certificate (EHC) * (if required)</i>	Yes, an <b>EHC</b> is a mandatory requirement for all exports of live animals, or animal products such as food and germplasm.	UK Exporter	<b>EHCs</b> must be signed off by a local veterinarian, or local authority inspector.	The <b>EHC</b> must be with the driver of the truck prior to checking in to their ferry or terminal. Entry to the EU will <b>not</b> be permitted if it is not available for inspection.	At present, the original wet signed <b>EHC</b> is required, to be completed by the authoriser. Need to explore if digital versions will be accepted?



Contact details for HMRC Stakeholder team:  
[externalstakeholders.customs@hmrc.gov.uk](mailto:externalstakeholders.customs@hmrc.gov.uk)





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# Common Transit Convention (CTC)

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# How does the Common Transit Convention (CTC) work?



The **CTC allows movement of goods - under duty suspense** - between the 28 EU Member States and the European Free Trade Association countries (Iceland, Norway, Switzerland and Liechtenstein) plus Turkey, Republic of North Macedonia and Serbia.

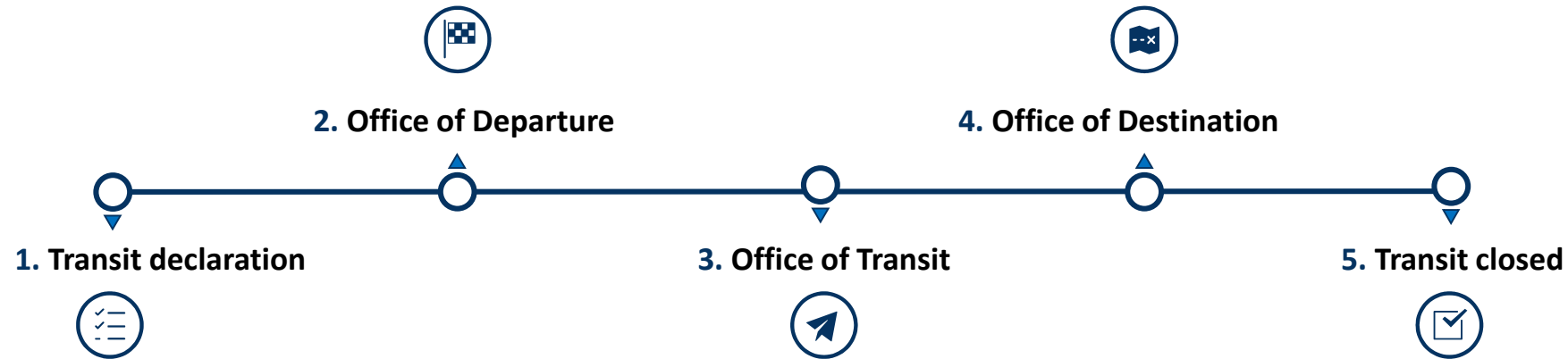


**UK has been invited to accede to CTC** as a separate contracting party when EU laws cease to apply to the UK (letter of invitation was December 2018).



The requirements to use CTC will remain unchanged. However, as the UK will be outside the EU Customs territory, **traders will need to have a Transit Accompanying Document (TAD) scanned** at the point of entry into the UK or other new customs territory.

# Transit and the Common Transit Convention (CTC)



1. The transit declaration is completed (including guarantee) using NCTS (the New Customs Transit System)
2. The goods are presented at the Office of Departure (or Authorised Consignor) and the Transit Accompanying Document (TAD) is printed off presented to the haulier and then the goods are released into transit.
3. At every border crossing into a new customs territory, the TAD and goods are presented at the Office of Transit (OoT functions can only be performed by Customs Officials).
4. At the final destination the goods and TAD are presented at the Office of Destination (or Authorised Consignee).
5. The transit movement is closed, the goods must be declared to another customs regime eg free circulation, temporary storage and the guarantee is released.

**The goods are tracked and messages are sent from the various offices using NCTS during the journey.**



# Transit guarantees

- To make transit movements a trader needs to provide a guarantee for the customs duties suspended during the movement. This can be an individual guarantee for a single movement or a Customs Comprehensive Guarantee (CCG) for multiple movements.
- To hold a CCG, a business needs to:



Satisfy HMRC's  
customs/compliance checks



Obtain a guarantee from an  
approved financial institution

- An individual guarantee can include a guarantor undertaking from a bank or financial institution and a cash deposit.
- Guarantees can take several weeks to set up, so traders should contact their bank or insurer about this as soon as possible.
- The guarantee requirements are set by the Common Transit Convention.

# Simplified transit procedures

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Under the CTC, traders can apply for authorisation to use simplified transit procedures. The main types of authorisation are:



**Authorised Consignor Status** allows traders to declare goods to transit at their premises rather than an Office of Departure. Traders applying for this need to have a CCG.



**Authorised Consignee Status** allows traders to end transit movements at their premises rather than an Office of Destination. Traders applying for this generally need a temporary storage facility.

**HMRC is working to enable traders to be authorised as quickly as possible.**



# Duty Free

## In the event the UK leaves without a deal:

- As people travel from the UK to rest of the world (non-EU) destinations:
  - There would be no change.
  
- As people travel from the UK to EU destinations:
  - Duty free shopping will be available.
  - VATRES will not be made available to EU citizens.



# Duty Free

## In the event the UK leaves without a deal:

- As people travel to the UK from the rest of the world (non-EU):
  - There would be no change.
- As people travel to the UK from the EU:
  - If you only buy tax and duty-paid goods in a Member State, they can continue to bring in an unlimited amount of goods back to the UK. Mirroring current treatment
  - Alternatively, if people take advantage of duty-free shopping as they leave the EU, the current rest of the world limits will apply
  - If people take advantage of VATRES as they leave the EU then they will have to pay VAT on all goods as they come back into the UK and current of the world limits will apply



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  - If people take advantage of VATRES as they leave the EU then they will have to pay VAT on all goods as they come back into the UK and current of the world limits will apply



# Key actions for businesses

Businesses who trade with the UK need to act now to ensure that they are prepared in the event of a No Deal EU exit.



- Apply for an **EORI number (UK & EU)**
- Consider registering for **TSP if you are established in the UK.**



- Confirm you can complete each **data field** in the declaration.



- Agree responsibilities with your **customs agent and logistics provider** for each part of the process and update your contracts to reflect this.



- Identify **software** for submitting documents, if you do not use a customs agent.



- Consider any exposure to **financial security** needed



Contact details for HMRC Stakeholder team:  
[externalstakeholders.customs@hmrc.gov.uk](mailto:externalstakeholders.customs@hmrc.gov.uk)





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# UK Border Force Update

Heather Jones

Prepare for Brexit at [gov.uk/brexit](https://www.gov.uk/brexit)



# Resourcing

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- We have received funding for up to an additional 1,000 staff to cover Border Security and Operations. (Approximately 500 officers are being recruited to enable Border Force to process and carry out checks on goods moving under transit procedures (the 'Common Transit Convention'), and further officers will be recruited to perform a wide range of frontline and support roles).
- This follows the recruitment of around 900 officers in 2018/19 to prepare for Brexit and provide wider operational resilience. This includes a brand new Readiness Task Force (RTF) of c.300 officers. This multi-disciplinary team is available to deploy across the UK at short notice to deal with emerging issues and peaks in demand.
- In the event that the UK leaves the EU without a deal, this additional resource will be predominantly used to respond to the uplift in customs compliance and transit activity as EU goods will become subject to additional customs controls.
- As part of Border Force's preparations, more than 5,500 officers have already received bespoke training to ensure they are able to respond to a no deal Brexit.
- To prepare all BF Officers for Day 1, a comprehensive set of training and operational guidance about process changes has been rolled out through face-to-face training to all frontline officers across the 5 regions and support teams.



# UK Border Force operational changes

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## 'No Deal' at RoRo Ports

- Border Force is committed to managing control processes in a way which will minimise delays or issues for the flow of trucks through RoRo ports.
- **Safety & Security:** Any vehicle and consignment may be subject to checks at the border, as they currently are for security purposes, under an intelligence-led, risk-based approach. Such checks will continue.
- Border Force will not be systematically stopping vehicles as they disembark to ensure they have completed the correct customs declaration.
- No need to stop unless pulled out of the flow by Border Force at its selection points. As far as is possible regulatory and fiscal checks will be conducted at locations away from the port.



# UK Border Force: Passport Controls

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- Ensuring a frictionless border from day one will be a priority.
- EU nationals will continue to be able to enter the UK as now, using e-Passport gates when travelling on a biometric passport. EU nationals will also be able to enter the UK for short-term visits without a visa.
- The UK will be phasing out the use of EEA national identity cards for travel to the UK. This will happen during 2020. More details will be provided in due course. We recognise that some people will need to apply for a passport and that sufficient notice will be required to enable them to do so.
- EU nationals currently resident in the UK should register now for EU Settled Status to confirm their right of residence beyond 31<sup>st</sup> October. Those with 5 or more years residence will be granted permanent status immediately. Those with less than 5 years will be granted pre-settled status which can be converted to settled status once 5 years residence is completed.





# UK Border Force improvements in port security

However the UK leaves the EU, Border Force will continue to work closely with French law enforcement partners to ensure security on the short straits crossings. This work has included:

- Increased searching for clandestines at Calais, Dunkerque and Coquelles.
- Improved perimeter security with CCTV and the creation of safe zones for queueing freight at Calais, Dunkerque and Coquelles.
- Improved lighting on the A16 and A26 approaches to the ports.
- Opening of a joint control centre bringing together French and UK border officials working together to improve the exchange of operational information.
- Border Force is also closely engaged with the Belgian and Dutch port operators to improve their security, supplying detection technology, CCTV and fencing to some ports.
- The strongest deterrent to clandestines is a properly secured vehicle. Hauliers are strongly recommended to refer to the UK's Civil Penalty code of practice at

<https://www.gov.uk/government/publications/civil-penalty-code-of-practice-prevention-of-clandestine-entrants>







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# Sanitary & Phytosanitary Requirements (SPS)

Food Standards Agency – Margaret Whitby

Prepare for Brexit at [gov.uk/brexit](https://www.gov.uk/brexit)

# EU origin high risk food/feed exported from the EU to UK



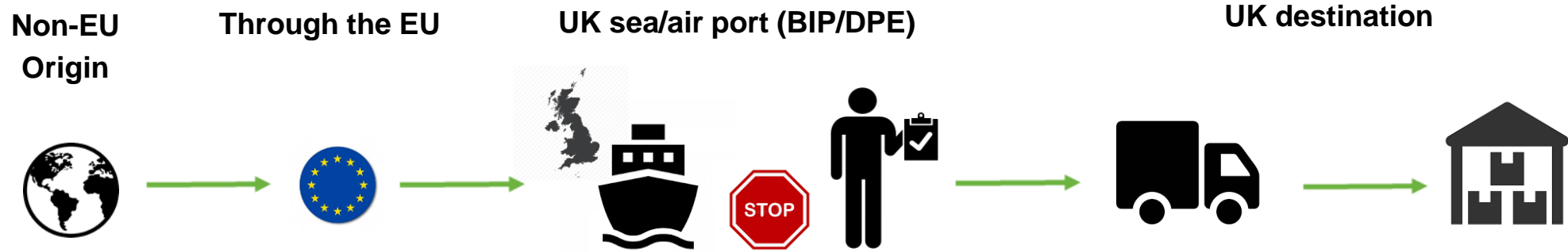
- Product enters into UK freely and is placed on the UK market



From Day 1, there will be no change to the current requirements, with any future controls being risk based and proportionate. From 31<sup>st</sup> January 2020, FSA will require that the trader pre-notifies high risk food and feed for surveillance purposes.

# Non-EU High-Risk Food and Feed moving through the EU to the UK

Non-EU to UK via the EU



- For Non-EU high-risk food and feed consignments, the trader will be required to enter those products into the UK via a UK BIP/DPE for checks to be carried out (as 3<sup>rd</sup> country process).

- List of UK DPEs at:

– <https://www.food.gov.uk/business-guidance/port-designations>

**Note:** If the goods are imported directly into the EU where the relevant import controls are undertaken, there will be no requirement to enter the UK via a UK BIP/DPE. This means the consignments will be able to enter the UK via **any** entry point.



# Pre-notification of EU High-Risk Food and Feed

## What

- EU originated high-risk food or feed
- Non-EU high-risk food/feed imported directly into the EU but destined for UK

## Why

- Due to loss of access to EU systems
- Ensure the continued protection to UK consumers from imported food

## When

- Requirement will come into effect during a No Deal scenario

For surveillance purposes only and there will be no controls on such products

### More information:

Food and feed products not of animal origin that are considered as high-risk:

[www.food.gov.uk/business-guidance/imports-exports](http://www.food.gov.uk/business-guidance/imports-exports)



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# Department for Environment, Food and Rural Affairs

Anna Wardell, EU Exit, Department for Environment, Food and Rural Affairs

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# Introduction

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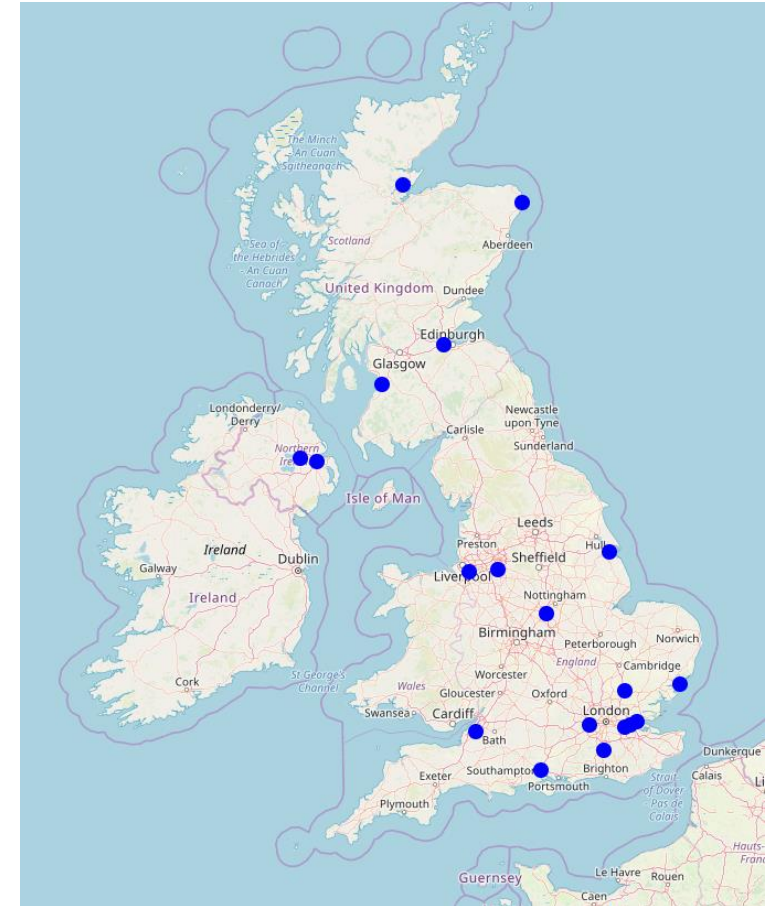
- These slides are intended to aid EU businesses in preparing for the UK's exit from the EU.
- The slides contain information on how requirements and processes will change for exporting and importing key Defra commodities to and from the UK.
- **The information is up-to-date as of the day of this presentation, but is subject to change.**
- **For the latest information go to [www.gov.uk](http://www.gov.uk)**



# Importing to the UK post Brexit

## UK Border Inspection Posts (BIPs) and Designated Point of Entry (DPE)

- The UK importer must notify APHA or DAERA in Northern Ireland, at least 24 hours in advance when you export live animals and germplasm from the EU.
- Products of animal origin (POAO) from the EU can enter the UK via any port as the UK is not introducing new controls on EU POAO on day 1.
- For both POAO and high-risk food and feed not of animal origin (FNAO), consignments that are transiting the EU to the UK from a third country will be controlled at the UK border so need to enter via a Border Inspection Post (BIP) or Designated Point of Entry (DPE), respectively. For transits of POAO and high-risk FNAO, you will need to consider alternative routes if the current Point of Entry does not have a BIP or DPE.





# Importing to the UK post Brexit

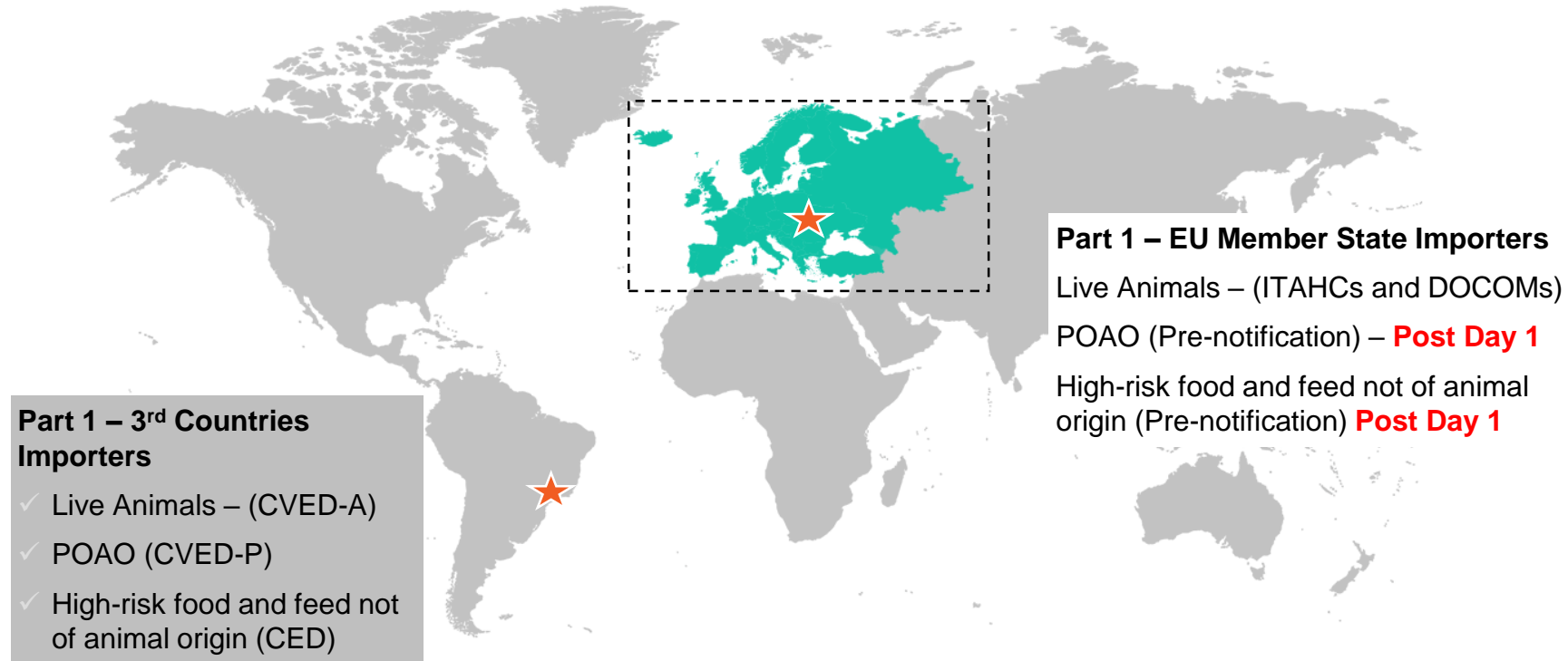
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- If the UK leaves the EU without a deal, the UK will no longer have access to the EU import notification system, TRACES.
- The UK is developing a digital platform notification system to replace TRACES that will be used initially for imports from Third Countries only.
- The UK and EU are negotiating the possibility of continued access to TRACES, however this would not be confirmed until just before Brexit
- New procedures for notification will be introduced to maintain the UK's biosecurity, minimise delays at borders and support the UK's future import controls.
- The UK is not initiating any changes to the current categories of goods that require notification or imposing any additional inspections for goods from the EU.
- New controls will be introduced at the UK border on high-risk food and feed transiting the EU to the UK.

# UK replacement for TRACES = IPAFFS (for imports into the UK only)

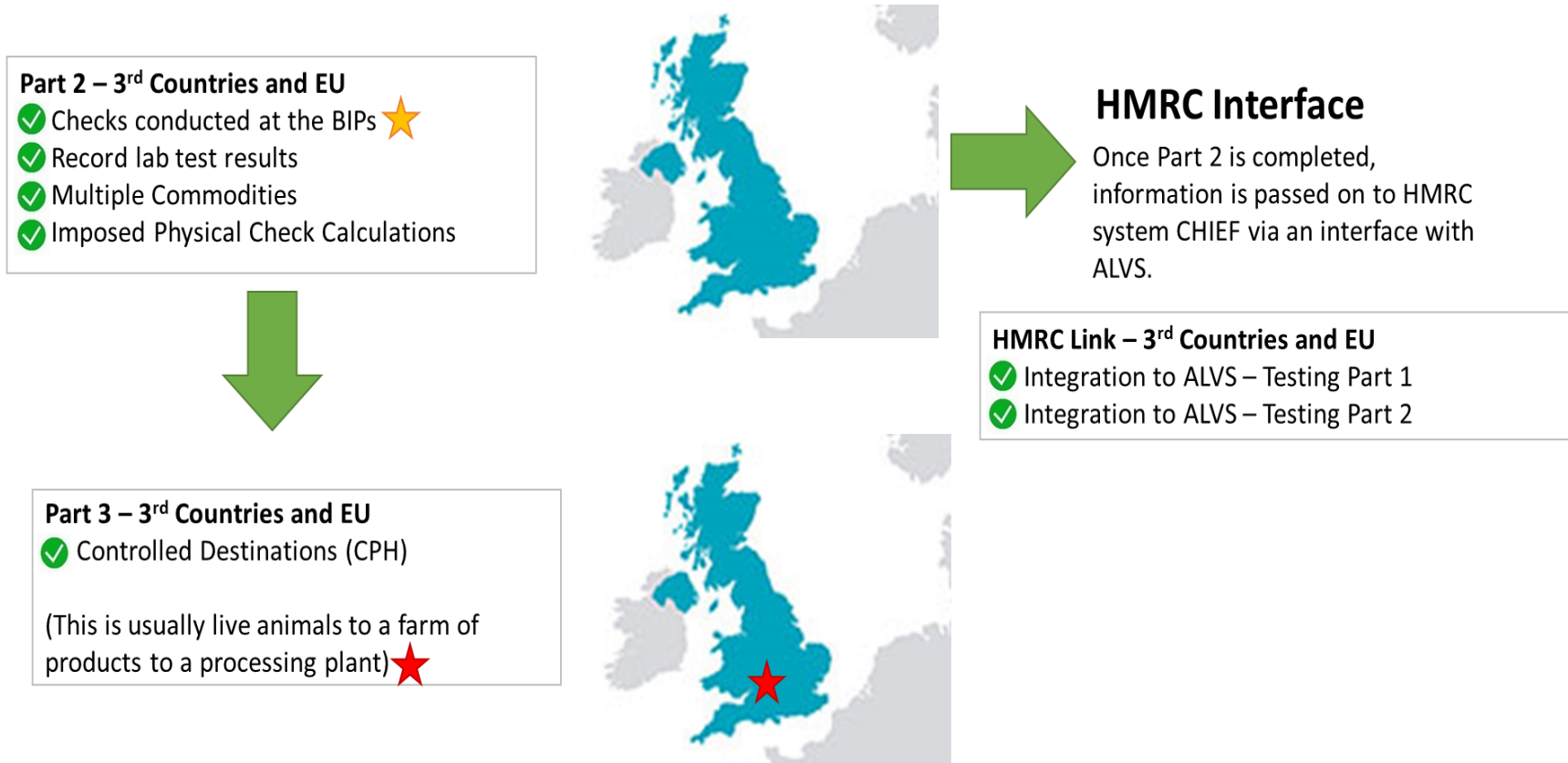
## Part 1: importer raises a notification

The importer raises a notification in the new Imports Notification System. The system captures the required information for each commodity type based on the existing certificate types.



# IPAFFS

Part 2: Border checks are conducted at the UK Border Inspection Posts or Designated Points of Entry and the outcomes of these checks are recorded in the IPAFFS system





## What you need to do



- Check what **documents** are required for the goods you import across the EU-UK border and how to apply for them (e.g. Export Health Certificate). **Obtain CITES permit** before shipment of CITES compliant specimens or products and enter UK via designated Point of Entry.



- **Ensure you or your UK importer pre-notifies the UK authorities** about the goods you import across the EU-UK border at least 24 hours prior to arrival.



- **Plan with logistics provider** for travel to a UK Point of Entry that has the facilities for live animals.



- Check the **systems** (e.g. UK import system, IPAFFS or online forms) you need to use and prepare your business to do so.



# Imports from the UK: Live animals, animal products and fish

## What you need to do



- **Pre-notify on TRACES** when exporting animals and animal products from the UK – and upload a copy of the UK Export Health Certificate.



- Ensure the UK exporter sends the original **Export Health Certificate (EHC)**, signed by an authorised signatory with the consignment and for live fish or fisheries products, a UK-validated **Catch Certificate** (not incl. farmed/freshwater fish/shellfish and some molluscs) and any supporting documents e.g. processing statement or storage document.



- **Plan with logistics providers** to enter the EU through a BIP or **NEAFC-designated port** if the fishing vessel will be landing directly into the EU.



- **Obtain any necessary CITES permits** before shipment of CITES specimens, exit the UK through a designated point of entry, and enter the EU via a designated point of entry, where applicable.

# EU Exports to the UK: Plant and plant products

## What you need to do



- Check whether the goods you export across the UK-EU border are currently managed under the EU plant passport regime or CITES. If they are, you will need to provide a phytosanitary certificate (PC) and CITES permit to move them to the UK on Day 1. Plants/plant products not currently managed under EU plant passport scheme (i.e. fruit, veg, cut flowers) will continue to enter the UK without plant health controls as currently.



- The UK importer may need to be registered on UK systems or with the UK authorities in order to import into the UK. They should check the systems they need to use (e.g. PEACH) and register before they import. Speak to them to ensure they are prepared.



- The UK importer must pre-notify the UK authorities about the goods being imported across the UK-EU border using the PEACH system (for goods entering in England and Wales). They will need to provide scanned copies of the PC and import documents.



- Plan with logistics provider for travel via a UK authorised Point of Entry for plants and plant products/timber. If your goods have come from a 3rd country via the EU, and the EU have not performed plant health checks and you wish to enter the UK via a RoRo port, arrange inland checks at authorised trade premises, called Place of First Arrival (PoFA). If you do not have access to a PoFA you will need to enter the UK via a non-RoRo port where plant health checks will be performed at the border as currently.

# Imports from the UK: Plant and plant products

## What you need to do



- When the UK leaves the EU, the EU will apply third country controls on imports from the UK. Read your local NPPO's guidance on importing plants and plant products from 3rd countries.
- Regulated plants/products will need to travel with phytosanitary certificate (PC) issued by the UK NPPO. The UK NPPO will ensure that UK exports of regulated plants and plant products comply with EU third country requirements when issuing phytosanitary certificates. The PC will replace plant passports as the UK will no longer be part of the EU Plant Passport scheme.
- The UK's interpretation and application of the EU's current third country controls is that phytosanitary certificates should not be required for plant products such as fruit and vegetables that have been processed and packaged. Composite products containing processed fruit or vegetables generally do not fall within plant health import controls or require a phytosanitary certificate.



- Plant health checks may take place at the EU border



# EU Exports to the UK: Organic products

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## EU Exports to the UK

- The UK will accept organic food and feed from the EU without a Certificate of Inspection (COI) until 1 January 2021.
- Products from the EU will still need to meet the organic requirements.
- They will also need to meet the importing requirements for the type of commodity e.g. plants.
- The UK will lose access to the EU system TRACES NT for importing goods.
- Third country imports will still require a Certificate of Inspection. This will be a paper-based UK Certificate of Inspection which mirrors the system in place in the EU 24 months ago. These must be signed and stamped by the third country control body and by the PHA/ Local Trading Standards when the goods enter the UK.



# Imports from the UK: Organic products

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## Imports from the UK

- The UK cannot export organic products to the EU.
- Exports will re-commence once the UK control bodies have been recognised by the EU for the purpose of exports to the EU.
- As a third country, we will probably be required to complete a Certificate of Inspection (COI) on TRACES NT for exports of organic food and feed.
- Other rules will apply depending on the commodity type.
- Exports to other third countries will be dependent on equivalency arrangements and third countries importing rules. Some countries may require additional documentation such as import certificates.
- Labelling will need to meet the country of destinations' labelling requirements.



# Temporary tariffs regime

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- On 13 March the Government announced the temporary tariff policy that would apply in the event that the UK leaves the EU without a deal. This would be a temporary policy that would apply for up to 12 months to countries the UK does not have a trade agreement with (for a list of the countries with which the UK has trade agreement visit [gov.uk](https://www.gov.uk)).
- To mitigate for the price increases that consumers would face from tariffs, 87% of total current imports by value would be eligible for tariff free access.
- Tariffs and quotas have been maintained in a few sectors to address areas likely to be particularly exposed to adjustment costs if they were to be liberalised immediately. This includes:
  - Some agricultural goods that have been historically protected by high EU tariffs such as beef, sheep meat, poultry, pig meat, butter and some cheeses..
  - A set of goods where preferential access to the UK market is important for developing countries, such as cocoa, bananas and raw cane sugar.
- During this temporary period the Government would provide a mechanism to hear business and consumer feedback and would consider exceptional changes to the policy where clear evidence is provided by stakeholders against the criteria set out in the Taxation (Cross-border Trade) Act 2018.

# Food Labelling - Exporting EU goods to the UK

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## Food business operator (FBO) address

A UK address must be included for the FBO on all pre-packaged food or caseins sold in the UK. If the FBO is not in the UK, include the UK address of the importer bringing the food into the UK.

The UK Government will allow a 21 month transition period for labelling changes in relation to goods produced and placed on the UK market after exit day.

Wherever changes to legislation – which would put a transition period of 21 months into law - are not possible, the UK Government will encourage a pragmatic approach to enforcement during this period.

# Food Labelling - Importing goods from the UK into the EU

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The European Commission issued advice in its updated notice, **Withdrawal of the United Kingdom and EU food law and EU rules on quality schemes\***, 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 export to the EU from day one.

UK exporters are being advised to seek advice from EU importing contacts on the EU's labelling requirements.

\*[https://ec.europa.eu/info/sites/info/files/eu\\_food\\_law\\_en.pdf](https://ec.europa.eu/info/sites/info/files/eu_food_law_en.pdf)





In a no-deal Brexit, the following changes will take effect immediately:

- **Country of Origin Labelling** It will be inaccurate to label UK food as origin 'EU'.
- **The EU organic logo** belongs to the EU Commission and cannot be used on UK organic produce. UK organic control body logos can still be used. UK Organic food cannot be imported into the EU until the UK has received recognition of equivalence from the EU.
- **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. We are not aware that any such authorisations have been granted.
- **UK Products of animal origin** exported to the EU27 must carry the 'GB' or full country name 'United Kingdom' on the health and identification marks.
- **Food Business Operator addresses** To export pre-packaged food and caseins from the UK to the EU, you must include an EU27 address for the FBO or EU importer on your packaging or food label. Caseins sold in the EU from one business to another will need an EU address of the responsible FBO.



# The new UK Geographical Indicators (GI) schemes

## Summary

The UK GI schemes will be open to applications from around the world from exit day. We will be publishing guidance on the UK schemes on exit day .

## UK GI logos

Logos, designed to distinguish the UK schemes will be established at the point of exit. Following a three year adoption period, it will be **Mandatory** for UK agri-food products registered under the UK scheme to use the new logos for products on sale in the UK. It will be optional for **all non-UK agri-food products**.

## Use of EU GI logos in the UK

Producers whose products also continue to receive protection under the EU's PFN scheme will be able to use the EU logo on the labels of products on sale in the UK, though it will have no legal significance in the UK.

## Trade Agreement Continuity

To date, the UK has signed or agreed in principle agreements with countries that account for 64% of trade for which we are seeking continuity in a no deal. For those deals with GI provisions this will ensure continuity of protection, for instance Scotch Whisky in the US.

# Wood packaging material

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## Exports to the UK



- Check your suppliers are using **ISPM15 certified** wood packaging material for export to the UK from October 31.



- The UK will continue to take a **risk-based approach** to checking wood packaging material.

# Timber

- The UK government will maintain its commitment to tackling the trade in illegal timber by moving the existing EU Timber Regulations (EUTR) into UK law.
- EU traders will need to consider if timber and timber products exported from the UK are:
  1. in scope of the EU Timber Regulations
  2. being placed on the EU market for the first time
- If both the above points are true, the EU importer will transition to operator status and will need to carry out due diligence requirements of EUTR. To do this, you will require documentation about the source and legality of the timber from the UK exporter.
- More UK businesses will be required to comply with the operator requirement to carry out due diligence after Brexit (as an operator under the new domestic UK Timber Regulations) when importing timber and timber products from the EU/EAA. To do this, UK operators will require documentation about the source and legality of the timber they are trading; due diligence systems will vary from business to business.

# Chemicals



- The UK will replace EU regulations with a UK regulatory framework.



- In a no-deal Brexit, the EU, REACH legislation would no longer apply in the UK and the UK would lose access to the ECHA database.



- **EU exports to the UK:** For the majority of chemical shipments, there will be minimal impact at points of entry because regulatory control takes place away from the border



- **UK exports to the EU:** There are additional requirements for UK exporters, namely appointing an EU-based representative to maintain access to the EU market, but these do not take place at the border



# Pet travel

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## EU pets travelling to the UK

- Entry requirements for pets travelling **from the EU to the UK** will not change. Pets will require a microchip, up-to-date rabies vaccinations and dogs will need a tapeworm treatment if travelling from a tapeworm-free country. The UK will continue to accept EU-issued pet passports as well as animal health certificates.
- All pets leaving the UK entering the EU if the UK remains an unlisted country, will also need a rabies blood test, and to enter the EU via a Travellers Point of Entry.



# Pet travel

## UK Pets travelling to the EU

- **To ensure your pet is able to travel from the UK to the EU after Brexit in any scenario, contact your vet at least 4 months before travelling for the latest advice.**
  
- UK nationals taking pets to the EU will face changes depending on how the UK 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 the UK would need to enter the EU via a Travellers Point of Entry.



# Heather's Brexit-ready dog



Greendale Veterinary Diagnostics  
 Greendale, Lansbury Estate, Knapp Hill, Woking, GU21 2LW  
 Tel: 01483 797707, Fax: 01483 797552, Email: lab@greendale.co.uk


**Greendale**  
 Veterinary Diagnostics

**Rabies Serology Certificate**

Use one submission form per animal. Send a minimum of 1ml serum (preferably) or 2ml clotted blood. Clearly label sample with owner's name, animal's name and microchip number. Please ensure all details on this form are completed.

For the purposes of the UK Pet Travel Scheme a test titre result of 0.5 IU/ml or above indicates that the Dog or Cat has an acceptable rabies antibody level. Samples will be tested by Biobest (approved Rabies testing lab).

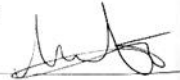
LABORATORY REF. ONLY: 70365  
 LAB USE ONLY: 03 JAN 2019  
 2 x SPUN GEL  
 RC

MAID01002726 

**Submitting Veterinary Surgeon's Details:**  
 MAID  
 Maison Dieu Veterinary Centre  
 76-77 Maison Dieu Road, Dover  
 Kent  
 CT16 1RE  
 01304 201617

**Owner's Details:**


**Animal's Details:**  
 Animal Name: Biff  
 Practice Animal I.D. Number: 1-53874  
 Microchip No.: 953 010 000 961 363 ✓  
 Age: 03y 03m  
 Sex: Male - Neutered  
 Species: Dog (Canine - Domestic)  
 Breed: Collie - Border  
 Date of Sampling and Microchip Reading: 02-01-2019  
 Date of Last Rabies Vaccination: 14-12-2018  
 Vaccine Make: 14/12/18  
 Batch Number: A314A01

Signature of submitting veterinary surgeon:   
 Date: 02/01/19

**Name in BLOCK CAPITALS:**  
 CARMEN ARIAS-GONZALEZ

For Biobest Use Only

Biobest Ref.: 2533678 Test Date: 09-Jan-2019  
 Microchip No.: 953 010 000 961 363  
 Rabies antibody titre greater than or equal to 0.5 IU/ml by FAVN test. Titre 3.23 IU/ml (PASS).

  
 Kate Cheeseman BVM&S, MRCVS

Date Received: 04 JAN 2019 QC  F  I  Biobest Ref: 2533678







HM Government

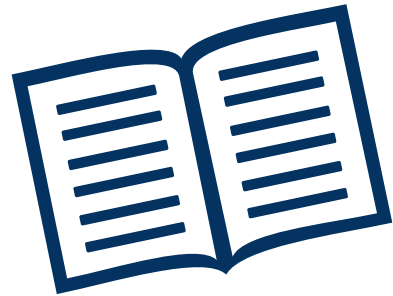
BREXIT 31 OCTOBER 

# Department for Transport

Prepare for Brexit at [gov.uk/brexit](https://www.gov.uk/brexit)

# Prepare your business now to ensure you, your customers and suppliers are ready for EU Exit

BREXIT 31 OCTOBER



*“The UK wants to explore options for **reciprocal** access for road hauliers and passenger road transport operators, and arrangements for private motoring” - UK White Paper, July 2018*

*“The Parties should ensure **comparable market access** for freight and passenger road transport operators [...] Parties should consider complementary arrangements to address travel by private motorists”*

**- Political Declaration, November 2018**



# Prepare your business now to ensure you, your customers and suppliers are ready for EU Exit

BREXIT 31 OCTOBER

- **Transport documentation** for EU hauliers will remain the same, with no new documents or processes.
- The UK Government has confirmed it will:
  - Recognise driver and transport manager Certificate of Professional Competence (CPC)
  - Recognise EU issued driving licences
  - Recognise EU Community licence – you will not need an ECMT permit to access the UK
- In the event of a no deal, you will require either a Green Card or other proof of Insurance, as set out in UK legislation. If you have different policies for your trailer and vehicle – please bring proof of insurance for each.
- The UK put in place laws to reciprocate the EU Regulation on basic road connectivity (2019/501):
  - We will maintain the current rights for EU hauliers and bus operators after exit day, including on cabotage and cross-trade



# Prepare your business now to ensure you, your customers and suppliers are ready for EU Exit

## Drivers Hours

- Department for Transport is able to respond rapidly to urgent situations by temporarily relaxing the drivers' hours rules where it is in the public interest to do so.
- The details, including the scope of the relaxation, are determined on a case-by-case basis following close engagement with affected industry sectors.
- In the past this facility has been made use of during roads disruption caused by events such as adverse weather conditions and disruption to cross-Channel traffic.

## Driver CPC

- The EU has indicated that UK-issued CPC will not be recognised for employment in the EU.
- Holders of a UK Driver CPC who are currently working for an EU company may want to exchange their UK CPC for an EU CPC before Exit Day.
- Exchanging CPC in this way will have no effect on a driver's ability to work in the UK because the UK will continue to recognise EU-issued CPC.





## Pop ups

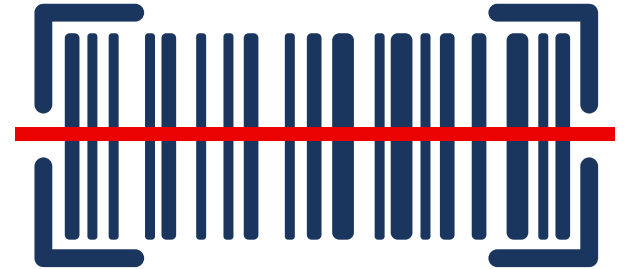
- About 100 in Great Britain
- Another 50 in the UK
- Handing out copies of the haulier pocket guide
- Multilingual service

# Helping hauliers understand if they are ready to cross the border in to the EU



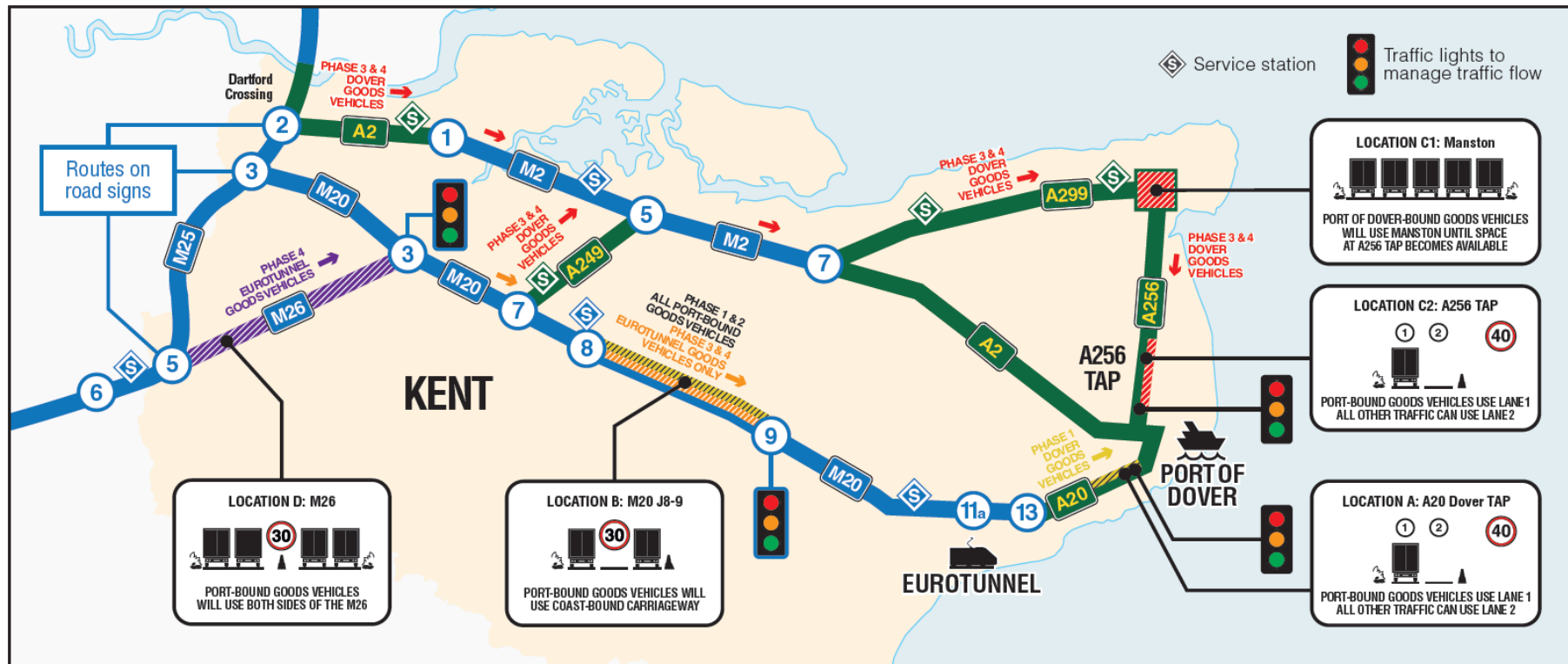
## Border Readiness Checks

- Travel Documents
- Customs mechanisms (nothing needed for empty HGVs or those carrying mail)
- Specialist documents for goods being carried



# Managing HGV traffic in Kent

PHASE	ALL EUROPE-BOUND GOODS VEHICLES (7.5 TONNES AND OVER) GOING TO PORT OF DOVER	ALL EUROPE-BOUND GOODS VEHICLES (7.5 TONNES AND OVER) GOING TO EUROTUNNEL
1	Drivers must use A20 Dover Traffic Access Protocol (TAP) (Location A)	Drivers can use any available route
2	Drivers must use M20 junction 8-9 coast-bound carriageway (Location B)	Drivers must use M20 junction 8-9 coast-bound carriageway (Location B)
3	Drivers must use Manston and A256 TAP (Locations C1 and C2)	Drivers must use M20 junction 8-9 coast-bound carriageway (Location B)
4	Drivers must use Manston and A256 TAP (Locations C1 and C2)	Drivers must use M26 (Location D) and only move to M20 junction 8-9 when directed (Location B)









HM Government

# Border Delivery Group

Heather Jones



Prepare for Brexit at [gov.uk/brexit](https://www.gov.uk/brexit)

# Your next steps on GOV.UK/BREXIT

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- 1 Visit the Get ready for Brexit check at [gov.uk/get-ready-brexit-check](https://gov.uk/get-ready-brexit-check) and review the information tailored to your business.
- 2 Sign up to email alerts about EU exit on GOV.UK: [Brexit email alerts](#).



# Additional information

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## Available products

- A public information campaign and associated communication products have been made available to include a range of materials that can be used to raise awareness with your own stakeholders and customers. These include:
  - **Videos:** covering the key changes and additional requirements, including short clips designed for social media and deep dive videos into key topics such as importing and exporting
  - **Sector specific webinars**
  - **Border Delivery Group (BDG)** have set up a dedicated email address (below) for questions about the border, and have also developed a FAQ product which will be shared with you following today's event.

[queriesattheborder.euexit@hmrc.gov.uk](mailto:queriesattheborder.euexit@hmrc.gov.uk)

## Additional information: Webinars

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Presentations will include information on border preparedness, customs procedures at the border and relevant sector-specific content. Participants are invited to attend the webinar most relevant to their sector, from:

- Agriculture and Foods (Agri-foods)
- Chemicals
- Automotive
- Hauliers/logistics
- Life sciences
- Non-specific/general traders

### How to register for the webinars:

Visit [borderdeliverygroup.eventbrite.com](https://borderdeliverygroup.eventbrite.com) and choose the webinar you find most appropriate and register to confirm your attendance. Dates for further weeks are continuously being added. Access to relevant material and the arrangements for submission of questions in advance of the webinar itself will be provided to registered participants.

# Summary of key actions for goods leaving the UK



- **Register for an EORI number** with the UK.
- **If exporting**, the Export Declaration and S&S Declaration are merged. **If using transit** it is also merged.



- Review the **information needed for entry into the EU** – if you are not using transit, your haulier will also be required to carry evidence (the MRN) of an **EU Member States pre-logged import and separate Safety & Security Declarations**.



- **Agree responsibilities** with your customs agent and/or logistics provider for each part of the process and update your contracts to reflect this or identify software to utilise.



- Apply in advance for **ID documents and/or certificates for goods**.
- Ensure the UK exporter sends required documentation for the goods imported with consignment, such as Export Health Certificates (EHC).



- **Pre-notify systems where required**, such as TRACES when importing animals and animal products from the UK and uploading a copy of the UK Export Health Certificate.

# Summary of key actions for goods entering the UK



- **Register for an EORI number** with home country's customs office; UK importer must have a UK EORI number.
- Apply for a **deferment account** if you are eligible.



- Review the **information needed** for the Declaration forms, and review easements allowed for Transitional Simplified Procedures (TSP).
- **Check the systems** (e.g. UK Import System, IPAFFS) you need to use and prepare to do so.



- **Agree responsibilities** with your customs agent and/or logistics provider for each part of the process and update your contracts to reflect this, or identify software to utilise.



- Apply in advance for **ID documents and/or certificates for goods**.
- Ensure the UK exporter sends required documentation for the goods imported with consignment, such as Export Health Certificates (EHC).



- Plan logistics for **travel via inland locations**, including goods which are required to enter the UK via Border Inspection Posts (BIP) & Designated Points of Entry (DPE).



Contact details for cross government border related questions:  
[queriesattheborder.EUEXIT@hmrc.gov.uk](mailto:queriesattheborder.EUEXIT@hmrc.gov.uk)

