

# INDUSTRY DAY - WARSAW

26<sup>TH</sup> MARCH 2019

HEATHER JONES

BORDER DELIVERY GROUP



HM Government

*These slides were created for Polish Industry Day held on 26/03/19. For the most up to date information after this date please refer to [gov.uk](http://gov.uk)*

## Position:

It was agreed at the European Council last Thursday (21 March) that, subject to the withdrawal agreement being passed next week, the date of the UK departure from the EU will now be extended to 22 May.

If Parliament does not approve the deal next week, Article 50 would be extended to 12 April (11pm). At this point, we would either leave with no deal or the UK must submit an alternative plan.

## Summary of 4 choices

- Approving the current withdrawal agreement
- Asking for another extension – which would result in UK taking part in elections for the European Parliament
- Revoking article 50 – effectively cancelling Brexit; or
- Leaving without a deal

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# What Changes Under No Deal?

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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

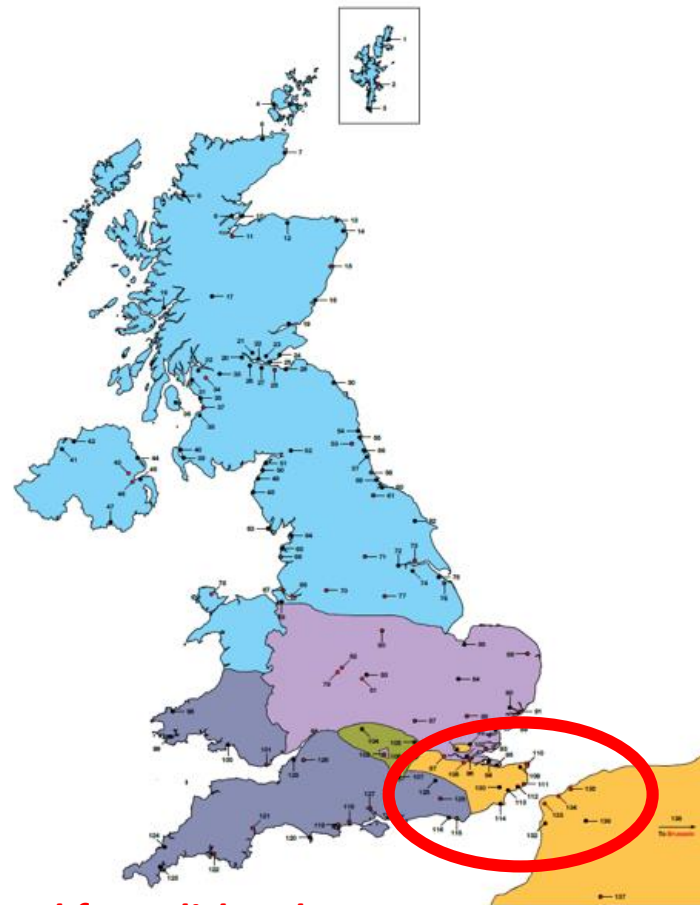
**UK will maintain security and prioritise flow, ensuring new controls or processes do not interrupt flow of goods**

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# Border impacts:

- Implications for all ~135 UK ports and airports
- Biggest impacts - **Roll-on Roll-off (RORO) ports,**
- Impacts on
  - just-in-time and just-in-sequence supply chains integrated between EU and UK
  - Product flows using UK as land bridge to Ireland
  - Medicines and foods
- It's why we must **protect flow**



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# Latest announcements on GOV.UK

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Northern Ireland - Avoiding a hard border in Northern Ireland in a no deal scenario

- [press release](#)
- <https://www.gov.uk/government/news/avoiding-a-hard-border-in-northern-ireland-in-a-no-deal-scenario>
- [gov.uk page](#)
- <https://www.gov.uk/guidance/eu-exit-avoiding-a-hard-border-in-northern-ireland-in-a-no-deal-scenario>

DIT - Temporary tariff regime for no deal

- [gov.uk page](#)
- <https://www.gov.uk/guidance/eu-exit-avoiding-a-hard-border-in-northern-ireland-in-a-no-deal-scenario>

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The NI and DIT written ministerial statement (WMS) will be live on [parliament.uk](#) once available.

and

## The European Commission

Guidance note on Withdrawal of The United Kingdom and Customs Related Matters in case of No deal at <https://ec.europa.eu/info/sites/info/files/guidance-customs-procedures.pdf>

# UK are preparing to manage flow

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There are a range of day 1 easements to provide time for businesses to get ready :

- Transitional simplified **customs** procedures (TSP) –
- Until October 2019 – the phasing in of the requirement for **Safety and security** declarations (ENS)
- **Transit** arrangements – with TAD scanning at border
- No changes to **passport and ID** cards
- Risk based **agrifood controls**: no new controls on EU origin goods, limited changes or changes to processes needed for goods originating outside the EU transiting into the UK
- Continuation of **existing road haulage permits, licenses, cabotage**



# INTRODUCTION OF END TO END PROCESSES FOR FREIGHT AT THE BORDER (ROLL ON ROLL OFF FOCUS)

CATHERINE HARTNETT  
(BORDER DELIVERY GROUP)



HM Government

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## Introduction and objectives

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- 1 Walk through of **RoRo process to import and export and transit goods** to the UK in a 'no deal' scenario
- 2 Details on **four key processes**:
  - Customs applications & requirements
  - Safety & Security / Entry summary declaration
  - Common Transit Convention requirements
  - Food, animals, plants and other controlled goods
- 3 **List of actions** to help you prepare
- 4 **Sources** for further information

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# END TO END PROCESSES FOR FREIGHT AT THE BORDER (ROLL ON ROLL OFF FOCUS)

ELLY CROCKFORD  
(HMRC)



HM Government

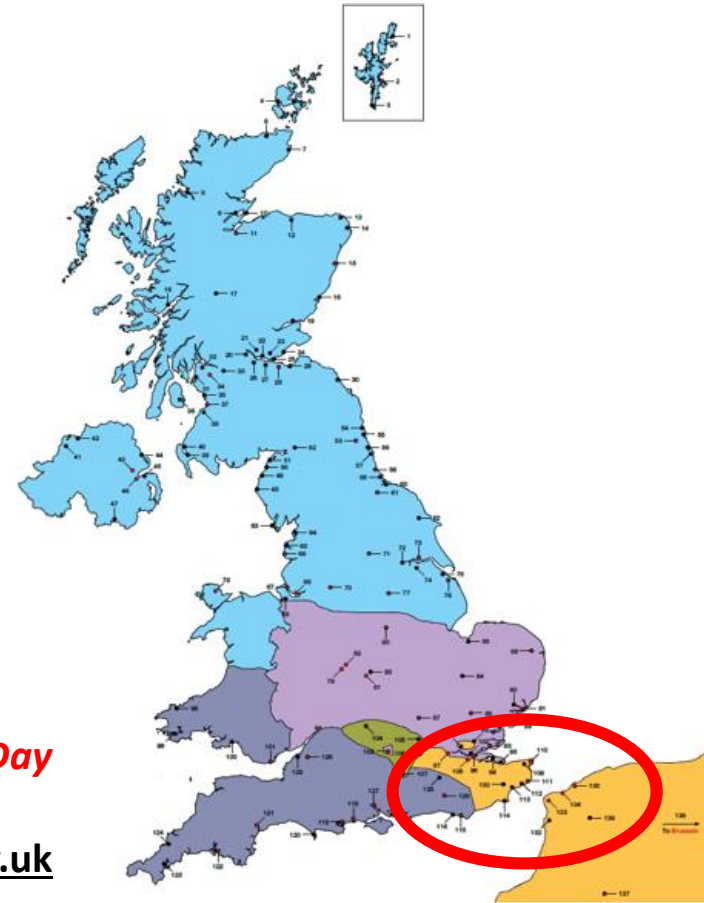
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# 1: UK Government – UK exports

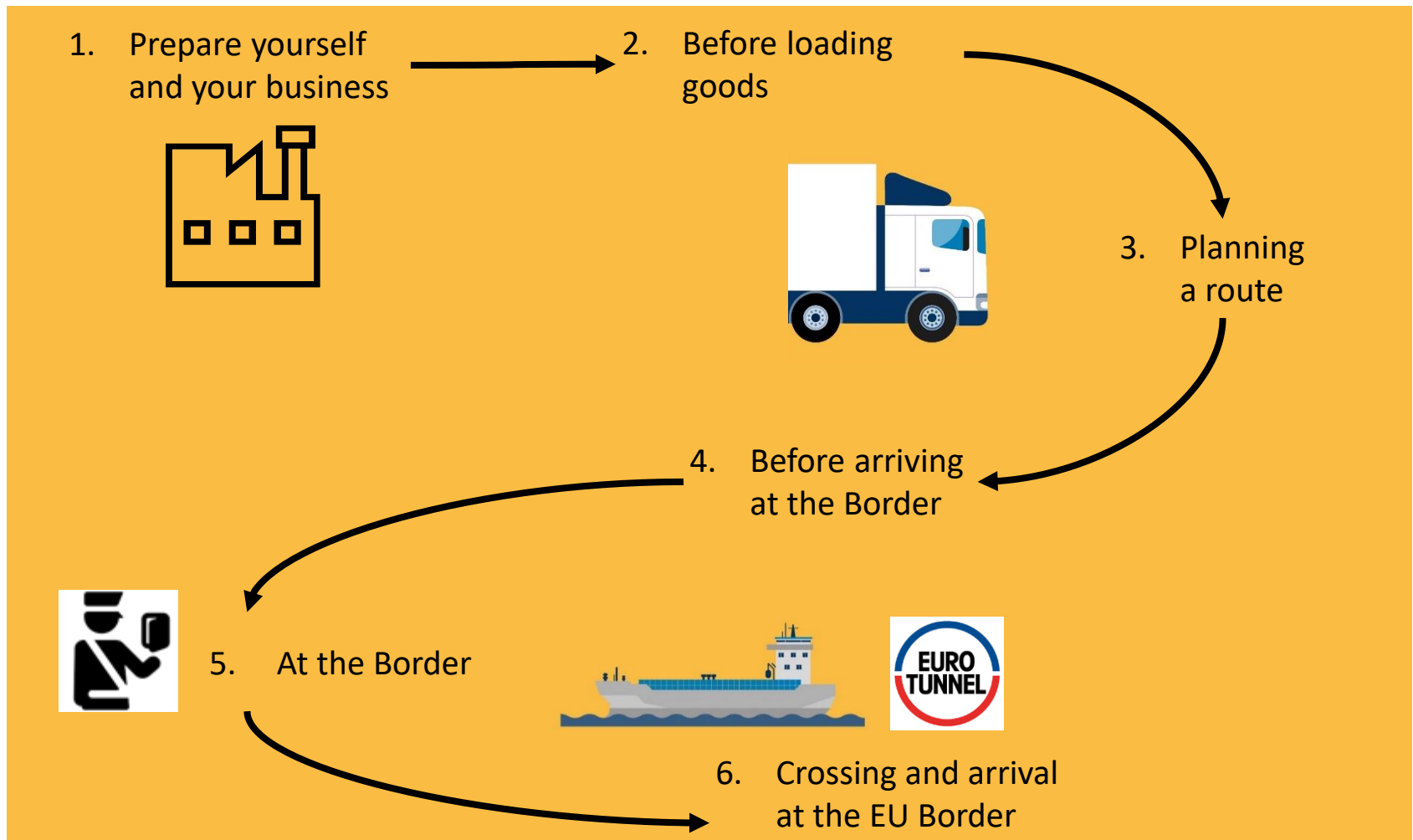
## Outline of processes for freight via Dover or the Tunnel: **UK exports**

- to France in a lorry
- to France in your own van
- in transit
- on a temporary basis (including ATA carnets)

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# UK exports



# Before loading goods

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Customs & other procedures will change in the event of a no deal. Responsibility for ensuring the new processes are met, **are with your exporter and / or their customs agent.**

However, to avoid delay you should ensure the correct steps have been followed and **you are able to provide appropriate evidence at the border.**

## **Additional questions to ask exporters/agents before loading goods:**

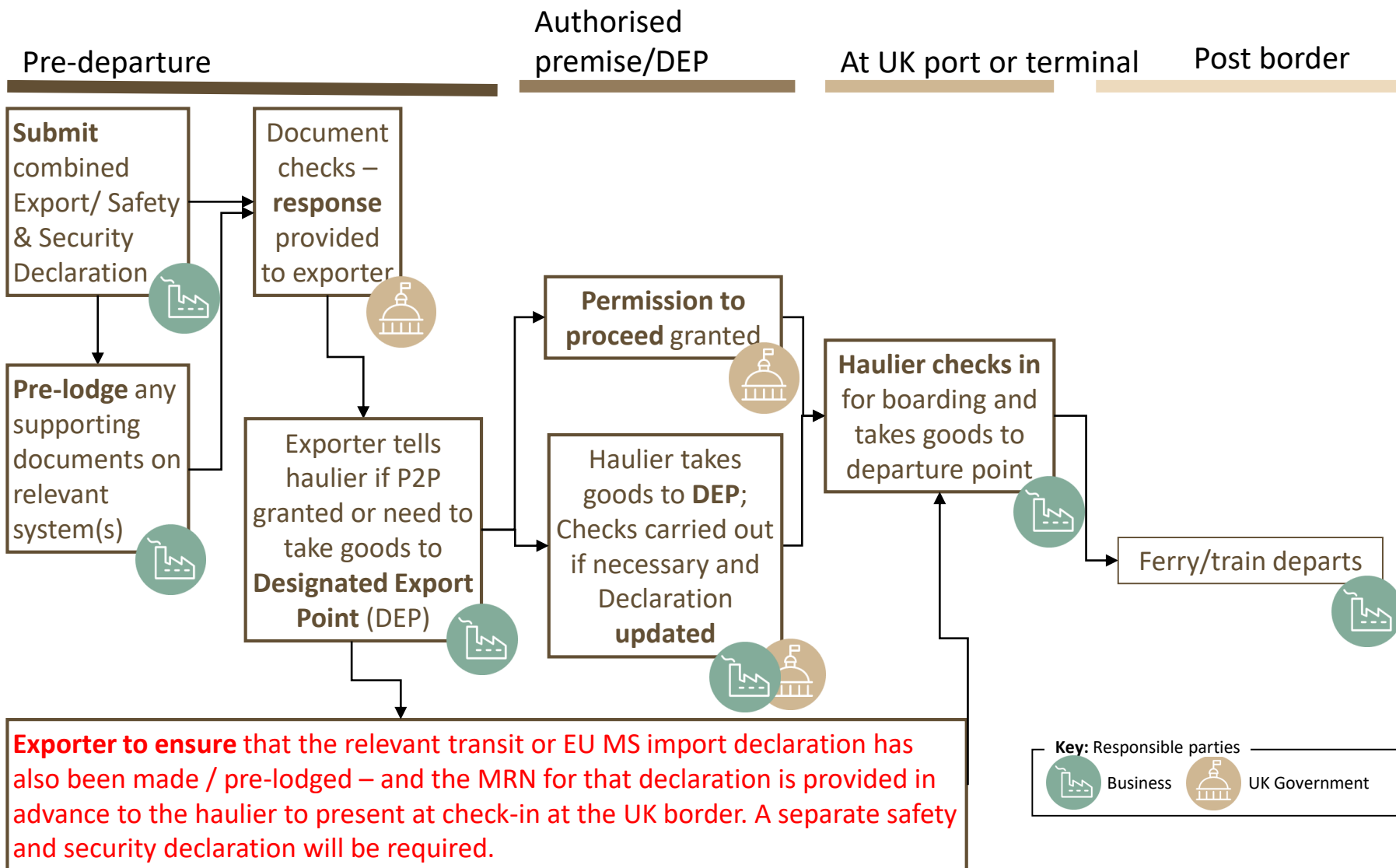
1. Exporter: Have they submitted a UK export declaration and received permission to progress?
2. Or has a transit movement already been started in the UK? **If so, do you have the TAD?**
3. If goods are being exported from the UK, but imported into another Member State – has the agent / importer pre-logged an import (& S&S) declaration? **If so, do you have the MRN?**
4. Have they checked whether licences are required? **If a licence is needed, ensure you have it, to be carried with the goods.**
5. If the goods are being moved either from the start under transit, or from the border, make sure you have one of the following;
  - Transit Accompanying Document (TAD) – a paper copy of or a digital TAD – you must have the bar code with the MRN. In some transiy countries, only the paper TAD will suffice.
6. Temporary Exports - ATA Carnet documentation or TIR documentation plus an 'Approval Certificate of a Road Vehicle for the Transport of Goods under Customs Seal'

# UK exports

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CUSTOMS AND SAFETY/SECURITY

EXPORTS



# Merchandise in Baggage (MiB) - Definition

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**MiB rules have been designed to assist businesses moving goods in their own car/van**

- Refers to goods which are commercial goods for trade or business use carried by a qualifying traveller, who is not a commercial transport operator, who carries these goods in vans or other small motor vehicles.
- A qualified traveller is someone who is:
  - not resident in the UK or the Isle of Man and is arriving in the UK for a temporary stay;
  - or is resident in the UK or the Isle of Man and is returning after a temporary stay outside the UK or the Isle of Man.
- The commercial goods carried are:
  - not recorded on the **commercial freight manifest** of a ship, train or airplane
  - not for the **personal use** of the qualifying traveller or their family, or intended as gifts
  - Highly likely to be travelling on tourist tickets through the short straits

# MiB (exports) – vans using tourist tickets

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## a) For travellers carrying MIB worth less than the £900 and 1000 kilograms oral declaration limit:

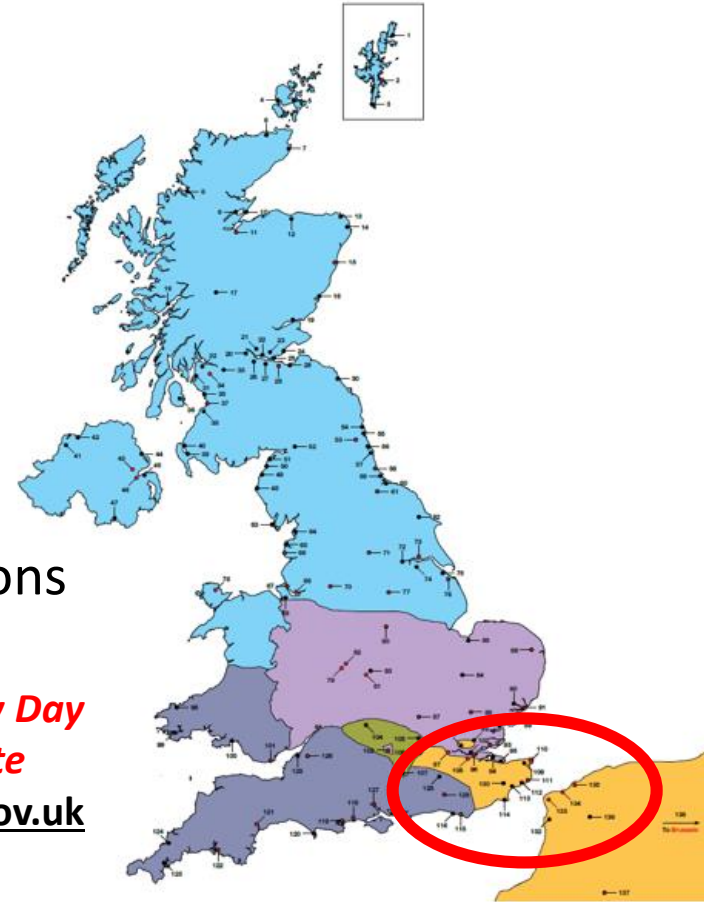
- Travellers with commercial goods in an accompanied baggage or a small motor vehicle below £900 and 1000 kilograms and the goods are not classified as controlled goods and not subject to a licence can make a declaration using our simplified online declaration up to 5 working days before they depart the UK irrespective of which port they leave from the UK.
- Travellers with commercial goods in an accompanied baggage or a small motor vehicle if the goods are above £900 or weigh more than 1000kgs or are classified as controlled goods or subject to a licence will follow the standard customs export declaration process irrespective of which port they leave from the UK.

# UK Government – UK imports

## Outline of processes for freight via Dover or the Tunnel: **UK imports**

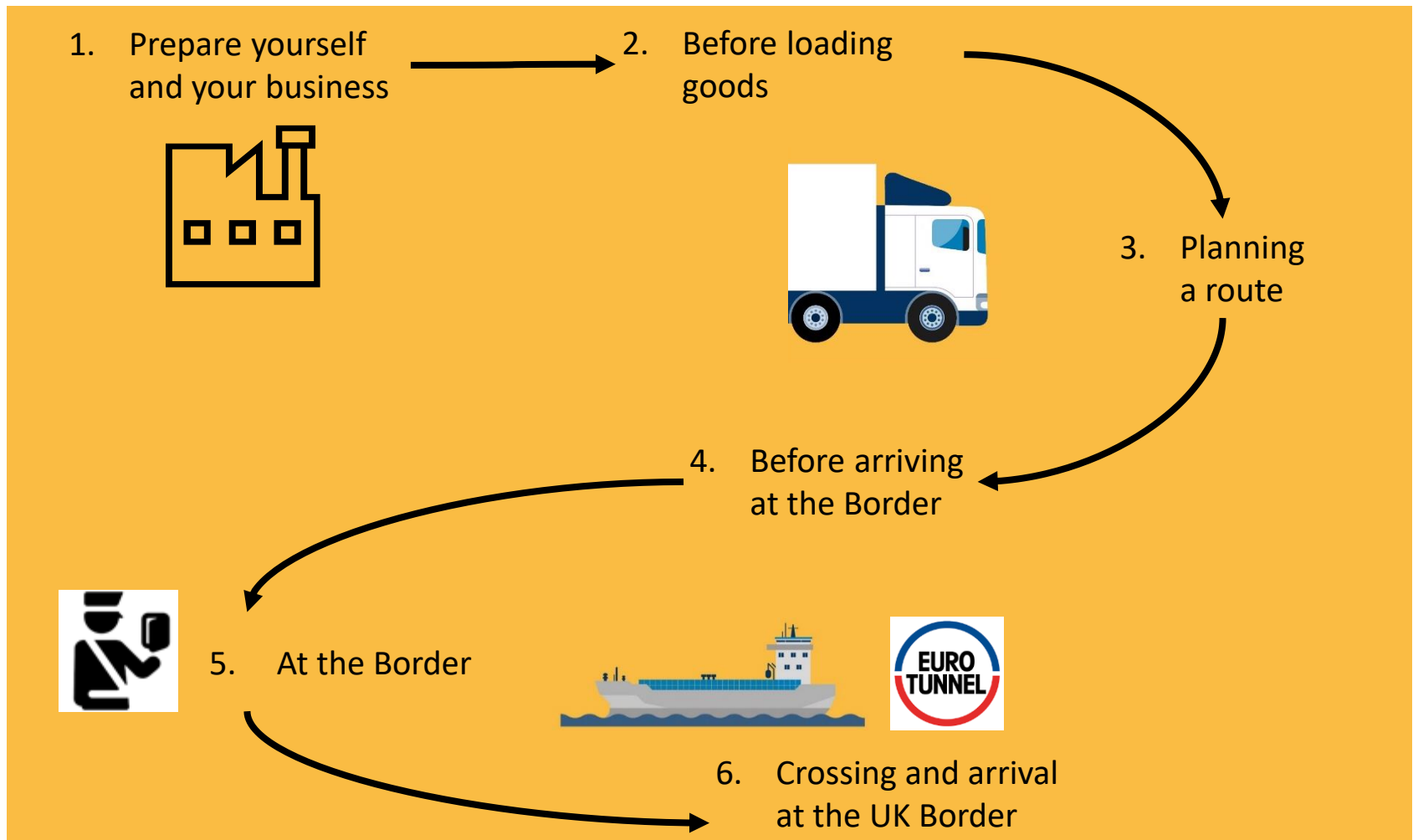
- from France in a lorry
- from France in your own van
- in transit
- on a temporary basis (including ATA carnets)
- and drivers' passports and personal possessions

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# UK imports



# Prepare to bring imported goods to the UK

Customs & other procedures will change in the event of a no deal. Responsibility for ensuring the new processes are followed are with the trader or their customs agent.

However, to avoid delay you should ensure the correct steps have been followed and you are able to provide additional evidence at the border.

## Additional Questions to ask before loading goods:

1. The haulier will need to carry evidence that shows a customs import or transit declaration has been made, and may be asked to produce this at the border, if stopped inbound for checks by UK Border Force.

**This is either an MRN or an EORI number – the haulier should request this in advance**

2. You should know what customs or other processes the goods you are carrying, are travelling under or are destined for, and can provide evidence of this, if asked, to the appropriate authorities.
3. If the exporter/importer are **not using transit**, you will be required to present an export accompanying document (EAD) to discharge the movement at the border on leaving the EU.

# UK imports

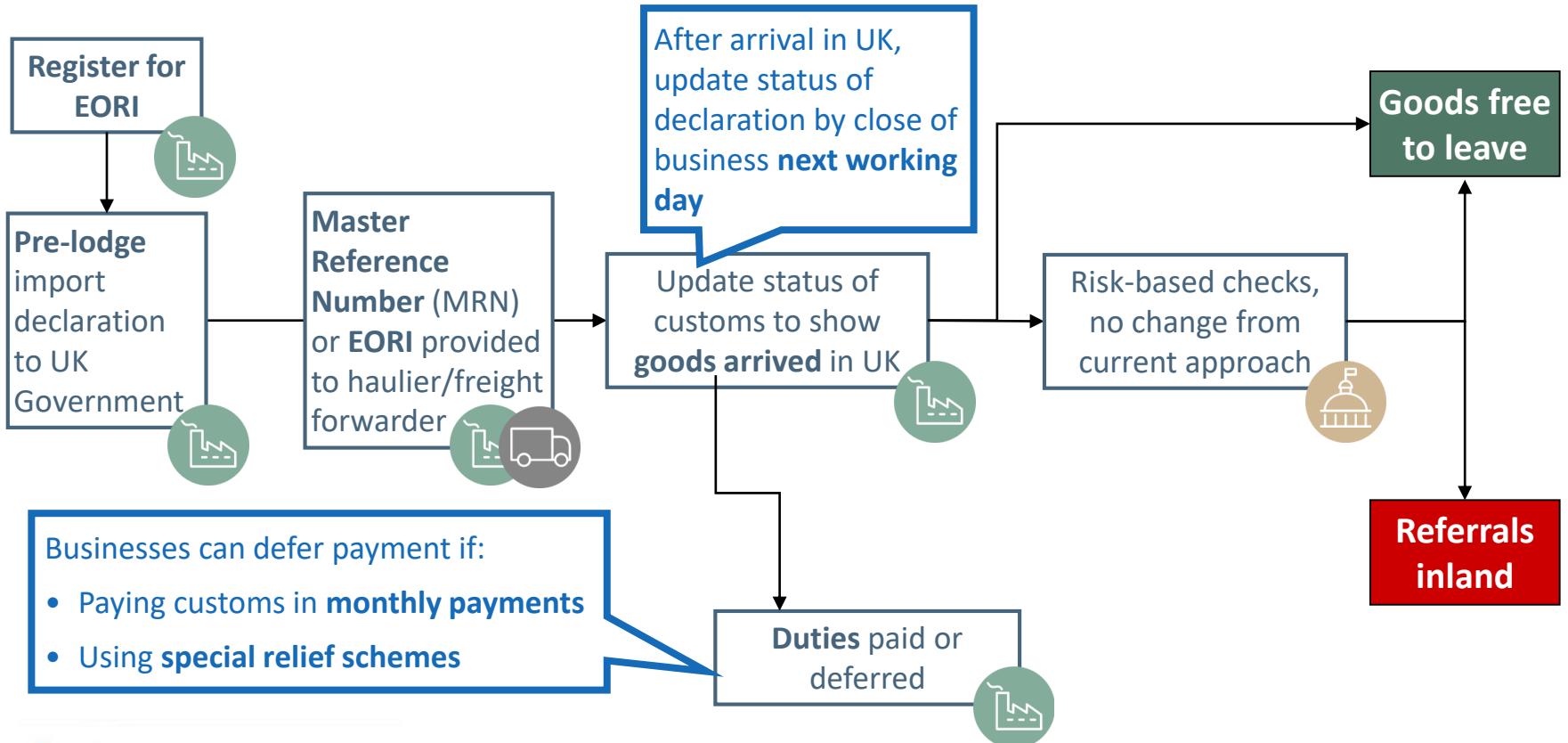
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## CUSTOMS

### Pre-border

### En route

### At UK border



# MiB (imports)

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## a) For travellers carrying MiB worth less than the £900 and 1000 kilograms oral declaration limit:

- if they are entering the UK through a port **without** a **Red Channel** or **Red Phone** they will use an electronic form available on GOV.UK, up to 5 days before coming into the UK
- pre-lodge a simple declaration alongside paying the duty and tax
- The limits apply per vehicle
- ports without a Red Channel or Red Phone are legally defined as: RoRo Listed locations and Eurostar terminals

## b) For travellers carrying MIB worth more than the £900 oral limit:

- pre-lodge a full customs declaration with HMRC directly through existing channels or through a customs agent up to 5 days before arriving into the UK. This will be a requirement at all ports
- The traveller will be given a receipt so that in the event they are stopped by Border Force as part of their non-fiscal targeted checks, they have evidence of customs declaration and tax payment
- For travellers carrying goods subject to excise duty or goods classified as controlled need to pre-lodge a full customs declaration irrespective of whether the goods are above or below £900



# Empty Trucks

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## Entering/leaving the UK

- For UK customs purposes there will be no requirement to make a customs declaration for empty lorries
- If the driver is stopped by Border Force they should confirm that the lorry is empty

## Packaging

- Where an otherwise empty lorry contains some packaging no declaration will be required and the lorry 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 <https://www.gov.uk/government/publications/notice-3001-special-procedures-for-the-union-customs-code/annex-c>



# Common Transit Convention (CTC)

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## What is it

- CTC facilitates the movement of goods across borders of member countries (EU Member States, Turkey, Iceland, Norway, Switzerland, Liechtenstein, North Macedonia and Serbia) by only requiring customs declarations and payment of duties when goods arrive at their final destination
- The UK is a member of the CTC now, and will continue to be a member once we have left the EU

## Why use it

- facilitates the flow of goods
- minimises the cost of administration
- reduces delays at borders

# Common Transit Convention (CTC)

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## What is different

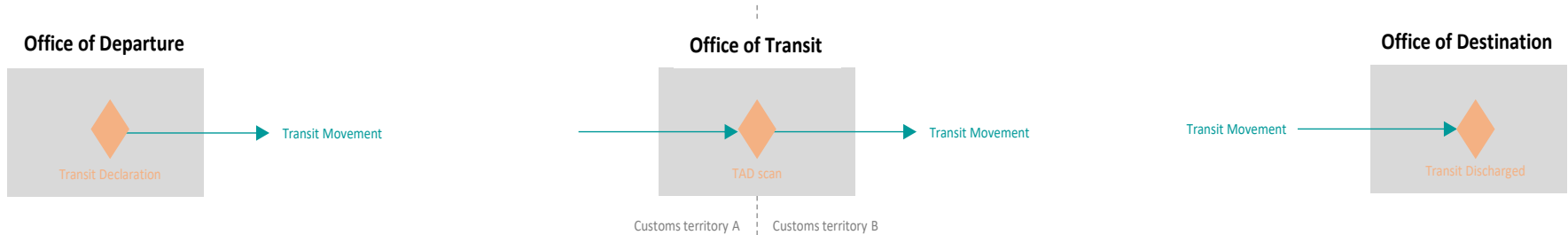
- The requirements for traders will bring an additional requirement of scanning a Transit Accompanying Document at the point of entry into the UK (or into the EU when exporting)
- Volumes will be significantly different to what they are now

## What do I need to do if you wish to use NCTS, and / or become an authorised consignor / consignee

Consider:

- registering to use NCTS, which is the system used for moving goods under transit
- registering as an Authorised Consignor/Consignee to allow you to start and end transit movements from your own premises
- expanding existing or adding new Authorised Consignor/Consignee facilities

# Transit and the Common Transit Convention (CTC)



- Transit movements are initiated at the office of departure (under the normal procedure<sup>1</sup>).
- This is done by making a transit declaration on the New Computerised Transit System (NCTS).

- When a CTC transit movement enters a new customs territory, it must pass through an office of transit.

- Transit movements are terminated at the office of destination (under the normal procedure<sup>1</sup>).
- A message of notification is sent to the office of departure via the NCTS.

<sup>1</sup> Transit movements can be started and ended at authorised consignor and consignee premises, respectively, under the simplified procedure.



## Transitional Simplified Procedures (TSP)

- To be eligible, traders must:
  - Be established in the UK
  - Have the intention to import goods into the UK from the EU
  - Have an Economic Operator Registration Identification (EORI) number
  
- Traders will not be eligible if:
  - They are an intermediary or acting on behalf of someone else
  - They have a history of non-compliance
  - Goods are imported from outside the EU
  - Goods are subject to a Customs Special Procedure

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## TSP declaration process

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### CUSTOMS

**The trader submits a simplified frontier declaration before arrival at the border, and ensure all necessary certificates and licences are available:**

- The reference number for this declaration is given to the haulier as proof customs formalities have been entered into.
- 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 4<sup>th</sup> working day of the month following the arrival of the goods in the UK.
- If the trader is already using this process for some goods, they can choose to use it for standard goods as well.

**TSP Standard Goods process (EIDR):**

- The trader makes a declaration directly to their commercial records when the goods cross the border.
- 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 4<sup>th</sup> working day of the month following the arrival of the goods in the UK.

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## Entry Summary Declarations (Safety and Security)

- In a no deal scenario, the UK will phase in the requirement for entry summary declarations (ENS) on all goods arriving from the EU over 6 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 in Autumn 2019. In the transitional period, HMRC will work with businesses to get them ready.
- S&S information required on export will continue to be provided as part of the export customs declaration.
- We expect that the EU will require an ENS for UK to EU imports

# Duty Deferment

## Current rules

- If a trader will have duties or import VAT to pay, they must have a duty deferment account to use TSP or an agent's CFSP:
  - in practice, this is a direct debit mandate
  - it allows HMRC to take a monthly payment of duties
  - the direct debit is taken 15 days after the supplementary declaration is made
- EU rules require a customs comprehensive guarantee (CCG) to defer duty:
  - this covers multiple debts under one financial guarantee
  - traders must meet competence and compliance criteria to give a CCG
  - can take up to 120 days

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## Duty Deferment – Day 1

- Day 1 easements:
  - traders will not be required to meet the CCG criteria
  - traders will have until 30 June 2019 to submit a financial guarantee to HMRC to back their deferment account
  - traders can still choose to apply for a CCG, as those with AEO C status can seek a reduction in the level of guarantee required to defer duty

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## Special procedures – Day 1

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- **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
- still need to meet criteria for the special procedure
- this policy will be monitored, and traders will be given 12 months' notice of changes

# Key Actions for Businesses

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



- Apply for an **EORI number**



- 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

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# Any questions



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# SANITARY & PHYTOSANITARY REQUIREMENTS (SPS)

JOHN FURZER (FSA) &  
SARAH SAMUEL (DEFRA)



HM Government

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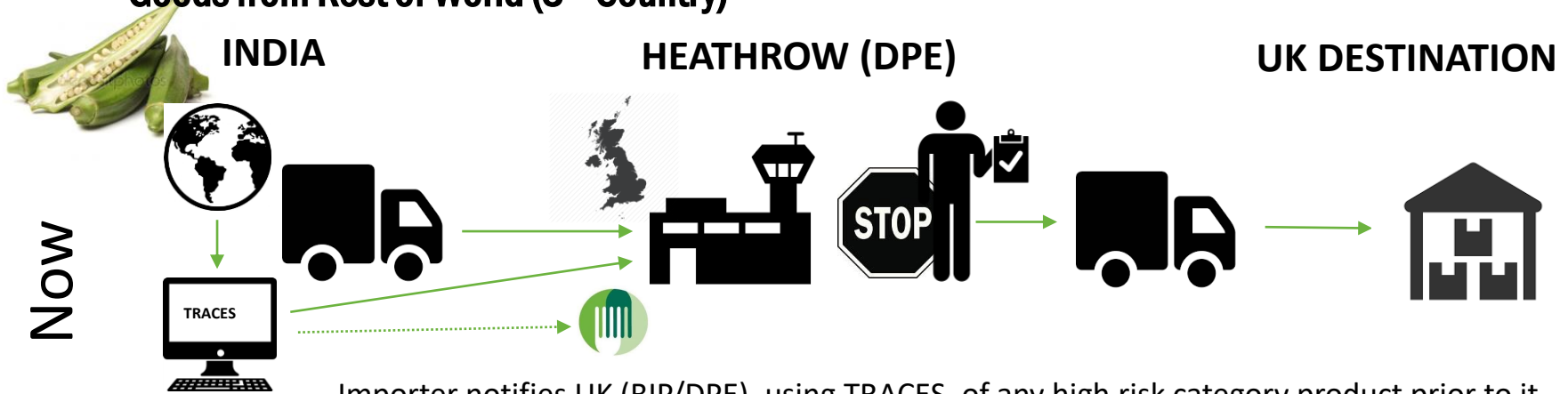
Food  
Standards  
Agency  
food.gov.uk



# EU Exit – High-risk food and feed imports

## Goods from Rest of World (3<sup>rd</sup> Country)

Now



Importer notifies UK (BIP/DPE), using TRACES, of any high risk category product prior to it arriving at the UK. Specified checks are carried out before it can proceed and be placed on the UK market.

Post Brexit



As before Exit but Importer will be required to use the TRACES replacement system, IPAFFS, in the event of a non negotiated exit.

## Goods from EU to UK



(e.g. Poland)

FELIXSTOWE

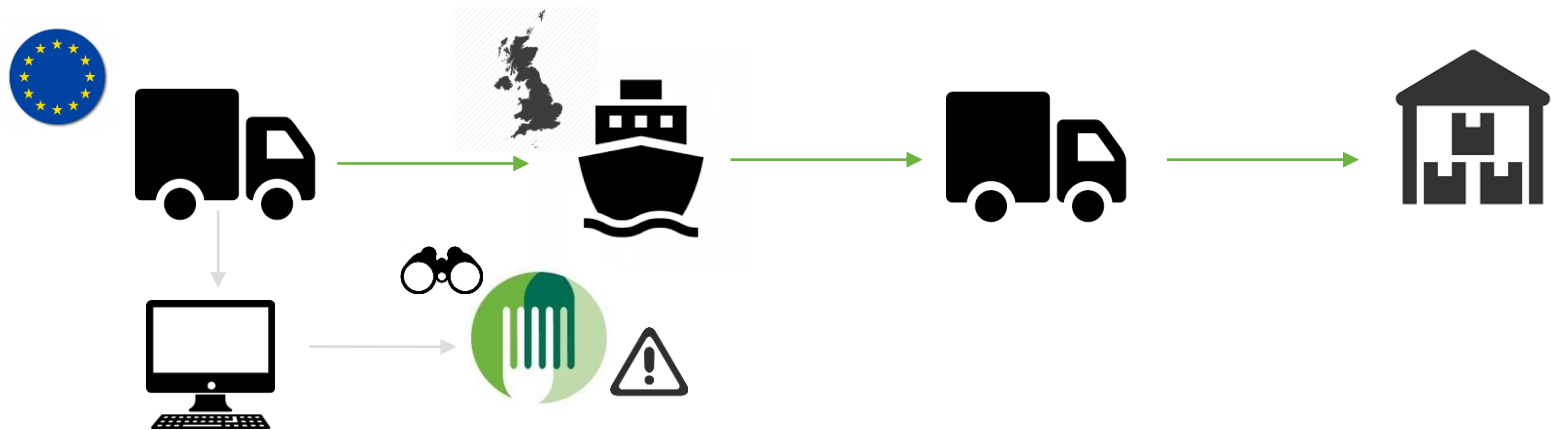
UK DESTINATION

Now



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

Post Brexit



Importer notifies UK (FSA) in advance (from June 2019), of intention to import High-Risk food and feed. Product enters into UK freely and is place on the UK market.

## Rest of World high-risk food and feed moving through the EU to the UK



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

**\*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.

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# Pre-notification of EU high-risk food and feed

*These slides were created for Polish Industry Day held on 26/03/19. For the most up to date information after this date please refer to*

[gov.uk](http://gov.uk)

## What

- EU originated high-risk food or feed
- RoW 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 from June 2019 using a new UK system

- 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)



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)



**Pre-notify 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

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Check whether the goods you export across the UK-EU border are currently managed under the EU plant passport regime. If they are, you will need to provide a phytosanitary certificate (PC) to move them to the UK on Day 1.



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.



**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 3<sup>rd</sup> country via the EU and are entering via a RoRo port, arrange inland checks at authorised trade premises.



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The UK will replace EU regulations with a UK regulatory framework and build domestic capacity to deliver the functions currently performed by the European Chemicals Agency (ECHA)



The UK will lose access to the EU's REACH IT-system



Imports: For the majority of chemical shipments, there will be minimal impact at points of entry because regulatory control takes place away from the border



Exports: There are additional requirements for exporters, namely appointing an EU-based Only Representative to maintain access to the EU market, but these do not take place at the border

# DEPARTMENT FOR TRANSPORT

MARGARITA VIGRANDE-ASHE



HM Government

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

## Additional actions for hauliers/freight forwarders

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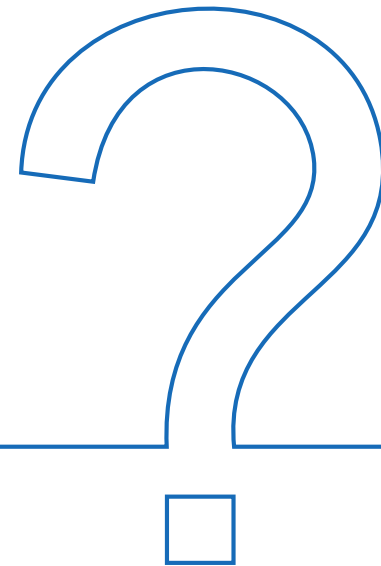
- Review **data** for Entry Summary Declarations, including:
  - How to receive data from clients
  - When to submit
  - How to provide drivers with correct & timely information
- **Transport documentation** for EU hauliers will remain the same, with no new documents or processes. The UK Government has confirmed it will:
  - Continue with existing driver hour arrangements
  - Recognise driver CPC, driving licences and other transport documentation, such as EU Community licence
  - Maintain the current rights for EU Hauliers after exit day, including on cabotage and cross-trade.

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# Any questions



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# DEPARTMENT FOR BUSINESS & ENERGY & INDUSTRIAL STRATEGY

ANTONIA JEANS



HM Government

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## New Approach: How things work today

- High-level requirements in legislation and use of harmonised standards to achieve compliance



- Conformity with requirements of ‘New Approach’ legislation shown by use of the CE marking

- In most cases manufacturers take sole legal responsibility for compliance and can self-declare



- In other cases manufacturers need to use a third party assessment body (a ‘notified body’)

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## New Approach: Selling into the UK



New approach goods meeting EU regulations can still be sold in the UK with a CE marking

– UK will directly recognise conformity assessment carried out by EU notified bodies



- Products assessed against UK rules by a UK ‘approved body’ will need the UKCA marking



– We will consult with businesses before making any changes to these arrangements

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## New Approach: Other issues to consider

– UK-based ‘authorised representatives’ will not be recognised in the EU



- An EU-based distributor of UK goods may become an ‘importer’ - and vice-versa



- Compared to a distributor, importers have a stronger duty to ensure products are compliant



- The importer’s address also often has to be put on the product or its packaging

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## Non-Harmonised products: How things work today



– Some goods are subject to national regulations rather than EU-wide rules



– In principle can circulate in EU under mutual recognition principle once sold in one part of EU



– This includes where different Member States have different national rules



– **However** – this is subject to numerous exceptions and is not a guaranteed right



## Non Harmonised Goods: What will change



– UK no longer within scope of mutual recognition for non-harmonised goods



– If you import those goods to UK – check they meet UK national requirements



– If you export goods to EU – check they meet national requirements of first EU country exported to

- Once your goods have been sold in one EU country you **may** then be able to make use of the mutual recognition principle

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## Automotive manufacturers: How things work today



– Safety and environmental standards for vehicle and component manufacturer type-approvals are set in framework regulations on ECWVTA



- UK Vehicle Certification Agency (VCA) issues EU-recognised type-approvals, and acts as a technical service for compliance testing



- The UK is an individual contracting member to the UN-ECE, and continues to recognise UN-ECE approvals for vehicle systems and components

- 1. European Community Whole Vehicle Type Approval

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## Automotive: Checklist of actions for selling into the UK

- Motor vehicles to be placed on the UK market will need to convert their existing EC type-approvals to UK type-approval by applying to VCA for a provisional UK type-approval
- New vehicle approvals will require VCA-issued UK type-approval after exit day (subject to new legislation which will come into force in Autumn 2019)
- For manufacturers with valid EC type-approval post exit: duplicate testing is not required, but manufacturers will need to supply documentary evidence to prove compliance
- Read the detailed guidance on [gov.uk](https://www.gov.uk)

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## Chemicals: How things work today



– Production and use of chemicals is regulated by the Registration, Evaluation, Authorisation and Restriction of Chemicals (REACH) Regulation as implemented by European Chemicals Agency (ECHA)



- Packaging and labelling of chemicals in the EU is regulated by the Classification, Labelling and Packaging (CLP) regulation in line with the UN Globally Harmonised System (GHS)



- Suppliers need to register chemicals with ECHA and comply with CLP guidelines before placing them on the EU and UK markets; manufacturers and importers need to notify ECHA with details of their chemical products



- Prior Informed Consent (PIC) Regulation requires exporters to pre-notify and receive consent from ECHA for listed chemicals



- 3<sup>rd</sup> country exporters into the EU must trade with compliant EEA-based importers or use an 'Only Representative' (OR)<sup>1</sup>

- 1. Acting agent based in the EEA, who carries out the tasks and responsibilities of importers to comply with REACH; option to simplify EEA market access for **their** products from outside the EEA, secure the supply and reduce responsibilities for importers



## Chemicals: Checklist of actions for selling into the UK

– UK suppliers with 'grandfathered' REACH registrations need to validate with HSE and open an IT account within 120 days of Exit

– UK suppliers with 'grandfathered' registrations will need to provide full data packages within two years of Exit

– If your EU/EEA supplier does not have a UK OR, downstream users will need to register as an importer within 180 days of exit and provide the full data package within two years.

– New chemicals will need separate ECHA and HSE registrations before being placed on both the EEA and UK markets

– Exporters will need to provide prior notifications to HSE for hazardous chemicals, and receive explicit consent from HSE

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# Any questions



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# HELPING TO PREPARE YOUR BUSINESS

CATHERINE HARTNETT

(BORDER DELIVERY GROUP)

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## Use the information available today and online to help you understand and prepare for the changes at UK borders

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Go online to gov.uk for the most up to date information, including:

- **Gov.uk/euexit** landing page: a single location with a streamlined user journey where anyone can find guidance and the most up-to-date information to prepare for EU Exit. Through this, you can access:
  - > **Step-by-step guides:** detailing the actions you need to take to continue to import and export in a no deal scenario
  - > **Technical notices:** policy detail covering a wide range of changes in a no deal scenario.
- **Partnership Pack and communications products:** a pack designed to help you support businesses preparing for day one if we leave the EU without a deal.
  - > This page is currently being updated to include a range of products created by BDG that you can use to raise awareness with your own stakeholders and customers. These include:
    - > **Leaflets:** covering the key changes in a no deal scenario, for a range of industries
    - > **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
- **Weekly bulletin:** email updates covering new information related to EU Exit. To subscribe to the bulletin, email [secretariatmailbox.borderplanninggroup@hmrc.gov.uk](mailto:secretariatmailbox.borderplanninggroup@hmrc.gov.uk)

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

- 6 immediate actions to prepare **for goods leaving the UK**

- |  |   |
|--|---|
| <ul style="list-style-type: none"><li>• Customs and Safety &amp; Security Declarations</li><li>• Using transit</li></ul> | <ul style="list-style-type: none"><li>• Register for an <b>EORI number</b> with the UK</li><li>• <b>If exporting</b>, the export declaration and S&amp;S declaration is merged</li><li>• <b>If using transit</b> – this is also a merged document</li><li>• Review the <b>information needed for entry into the EU</b> – if you are not using transit, your haulier will also be required to carry evidence (the MRN) of a <b>EU Member States importation &amp; separate safety &amp; security declaration</b> pre-lodgement</li></ul> |
| <ul style="list-style-type: none"><li>• Controlled products</li></ul>  | <ul style="list-style-type: none"><li>• <b>Agree responsibilities</b> with your customs agent and/or logistics provider</li><li>• Apply in advance of export for <b>ID documents and/or certificates for goods</b></li></ul>  |



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

- 6 immediate actions to prepare **for goods entering the UK**

- **Customs Declarations**

- Register for an **EORI number** with your home country's customs office and UK importer to have a UK EORI number

- **Using Transit**

- Review the **information needed** for the Declaration forms, and review easements allowed for Transitional Simplified Procedures (TSP)
- Apply for a **deferment account**, if you are eligible
- **Agree responsibilities** with your customs agent and/or logistics provider

- **Controlled products**

- Apply for **ID documents and/or certificates for goods**
- 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)

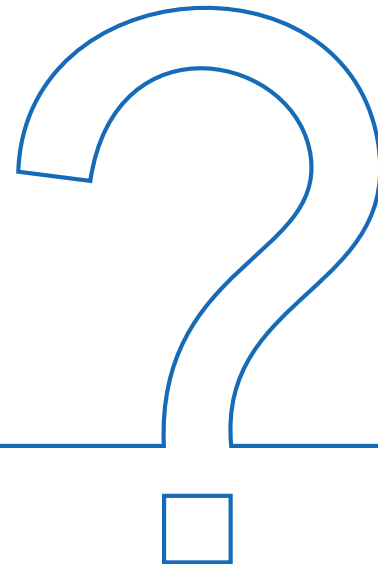


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# Market Stalls & Informal Q&A

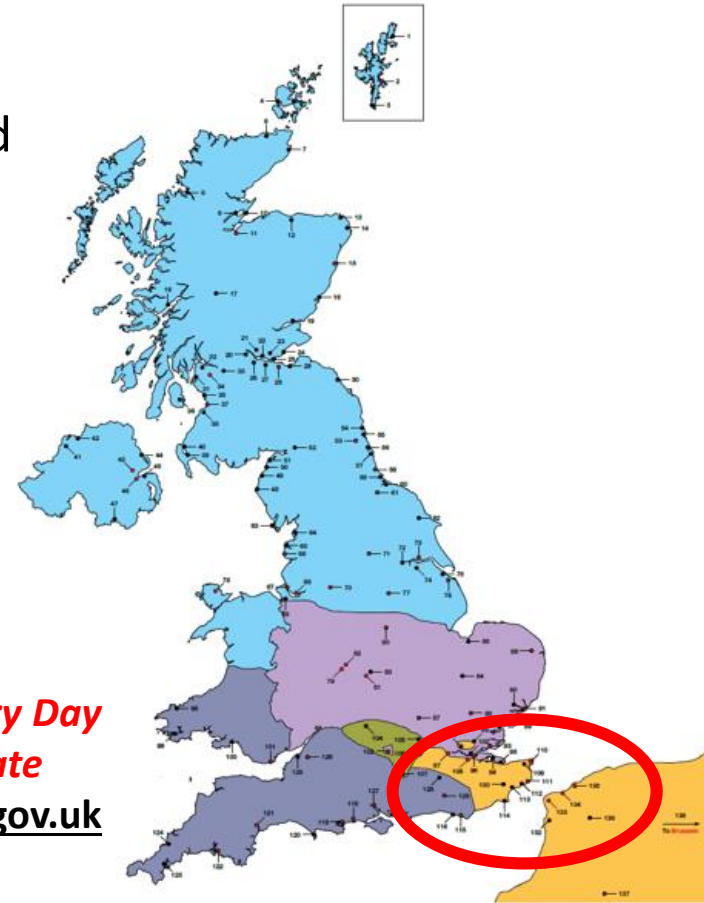
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# Readiness of short straits for a day 1 no deal

- Walkthrough of the infrastructure and planning for D1
- They are ready and their plans have been ratified by French officials
  - Port of Calais
  - P&O
  - Eurotunnel

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# Port of Calais



Port  
Boulogne  
Calais

Port of Calais: control areas, customs areas and veterinary/phytosanitary inspection areas.



## FREIGHT

> EXPORT

- 1 Customs declaration area
- 2 Customs clerks office

> IMPORT

- 1 Veterinary and phytosanitary inspection service (VPIS) area
- 2 Customs documentary requirements' regularisation waiting area


## TOURISM

- 3 VPIS area: living animals controls
- 4 VPIS area: refrigerated trucks consignment
- 5 Customs clerks office

- 1 Customs declaration and VAT recovery area

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## P&O - What will be displayed from circa 30 mins post sailing closure

|  <b>French Customs</b> |                | <b>Exit Information</b> |                |
|---|----------------|-------------------------|----------------|
| Vehicle   | Exit Direction | Vehicle                 | Exit Direction |
| CEAK671   | VERT           | B69XXP                  | ORANGE-DOUANE  |
| CEAK672   | VERT           | GB7535413               | ORANGE-DOUANE  |
| CEAU950   | ORANGE-SIVEP   | GB7535414               | ORANGE-SIVEP   |
| CEAZ281   | ORANGE-DOUANE  | GB7535415               | ORANGE-SIVEP   |
| KKHM603   | ORANGE-SIVEP   | GB7535416               | ORANGE-DOUANE  |
| KKMN807   | ORANGE-DOUANE  | GB7535417               | VERT           |
| KKRV358   | ORANGE-SIVEP   | GB7535418               | VERT           |
| KKSE616   | ORANGE-DOUANE  | GB7535419               | VERT           |
| LJ20ANF   | VERT           | GB7535420               | ORANGE-DOUANE  |
| LJ328MU   | ORANGE-SIVEP   | GB7541599               | VERT           |
| BORCA12   | VERT           | LZY902                  | VERT           |
| BORCA23   | ORANGE-DOUANE  | LZY904                  | VERT           |
| BORCA24   | VERT           | LZY905                  | ORANGE-DOUANE  |
| BORCA25   | ORANGE-DOUANE  | LZY906                  | VERT           |
| BORCA27   | VERT           | LZY907                  | VERT           |
| BORCA32   | VERT           | LZY908                  | VERT           |
| LOTK2508  | ORANGE-DOUANE  | LZY909                  | ORANGE-SIVEP   |
| LOTK2509  | VERT           | LZY912                  | ORANGE-SIVEP   |
| LOTK2511  | VERT           | LZY913                  | VERT           |
| LOTK2512  | VERT           | LZY914                  | VERT           |
| 6LJ328MU  | ORANGE-DOUANE  | R0904BCR                | ORANGE-DOUANE  |
| 14AAC514  | ORANGE-SIVEP   | R0905BCR                | VERT           |
| 14AAC520  | ORANGE-DOUANE  | R1039BCM                | VERT           |
| 14AAC521  | ORANGE-SIVEP   | R1156BCP                | VERT           |
| 14AAC523  | VERT           | R1157BCP                | VERT           |
| 14GA105   | ORANGE-DOUANE  | R1160BCP                | VERT           |
| 14GC765   | VERT           | R1161BCP                | VERT           |
| 14GG327   | ORANGE-DOUANE  | R1162BCP                | ORANGE-SIVEP   |
| 14GG328   | ORANGE-SIVEP   | R1163BCP                | VERT           |
| 14GG329   | ORANGE-DOUANE  | R1217BCR                | VERT           |
| 14GG330   | ORANGE-SIVEP   | 00BFX6                  | VERT           |

## P&O - Final message displayed during the crossing



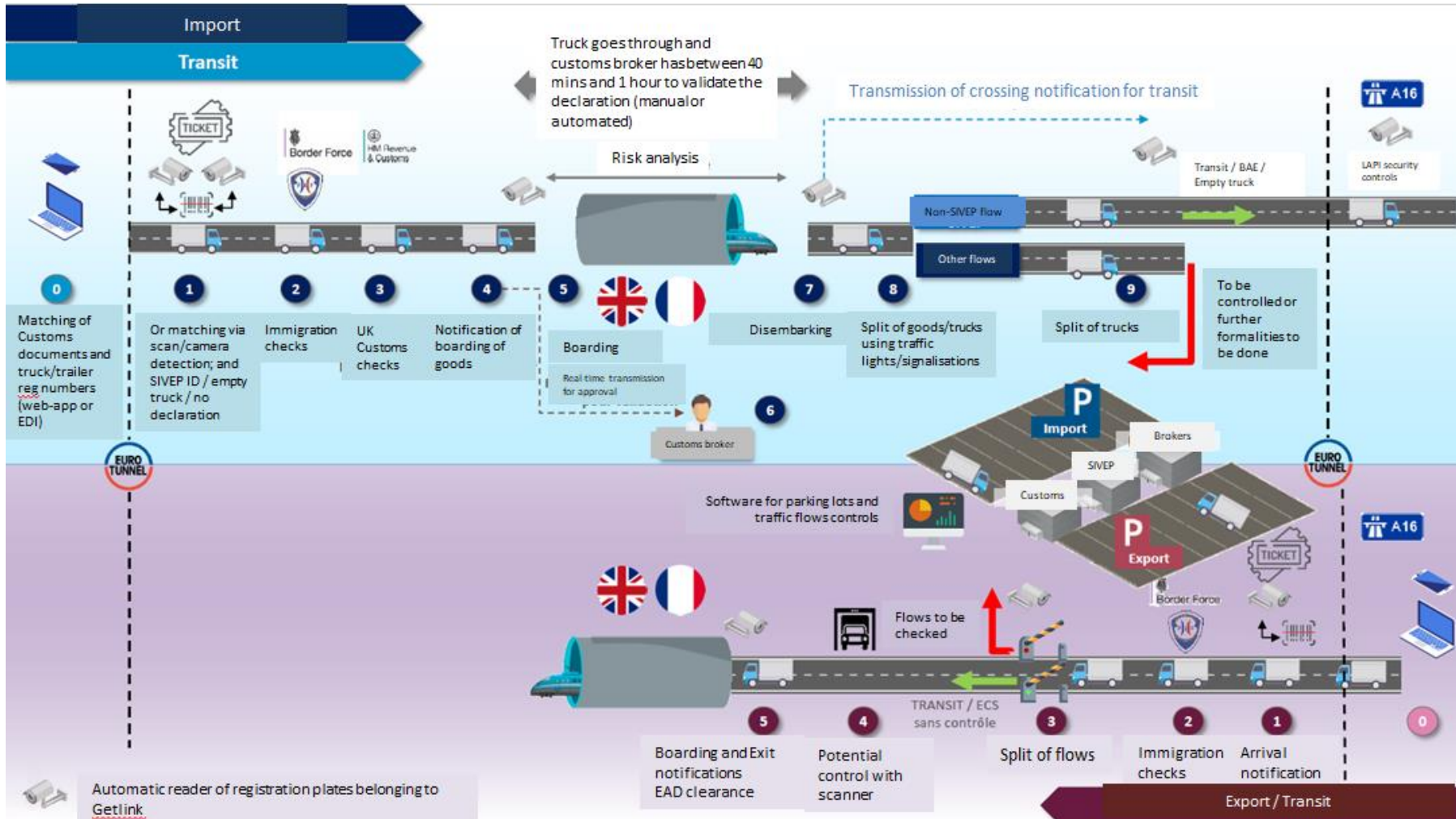
French Customs

Exit Information

| Vehicle  | Exit Direction |
|----------|----------------|
| 6U83685  | ORANGE-SIVEP   |
| 6U83687  | ORANGE-DOUANE  |
| 6U83689  | VERT           |
| 6U84286  | VERT           |
| 6U84287  | VERT           |
| 6U84288  | ORANGE-DOUANE  |
| 6U84289  | VERT           |
| 6U84290  | ORANGE-DOUANE  |
| 7380KPV  | VERT           |
| 1AB7702  | VERT           |
| 1AR6537  | VERT           |
| 1BC2242  | VERT           |
| 1BK0534  | ORANGE-DOUANE  |
| 1BP8389  | VERT           |
| 1BT2318  | ORANGE-SIVEP   |
| 1BV5541  | VERT           |
| 1SA6669  | VERT           |
| 1SB1257  | ORANGE-DOUANE  |
| 1SB1814  | VERT           |
| 4H61830  | ORANGE-DOUANE  |
| 4H61840  | ORANGE-SIVEP   |
| 4H61850  | VERT           |
| 4H89240  | VERT           |
| 4H89241  | ORANGE-DOUANE  |
| 4H97340  | ORANGE-SIVEP   |
| 4H97350  | VERT           |
| 5E01501  | VERT           |
| 5E18700  | ORANGE-DOUANE  |
| CA2526XK | ORANGE-SIVEP   |
| CB1498MM | VERT           |
| DN1411E  | VERT           |

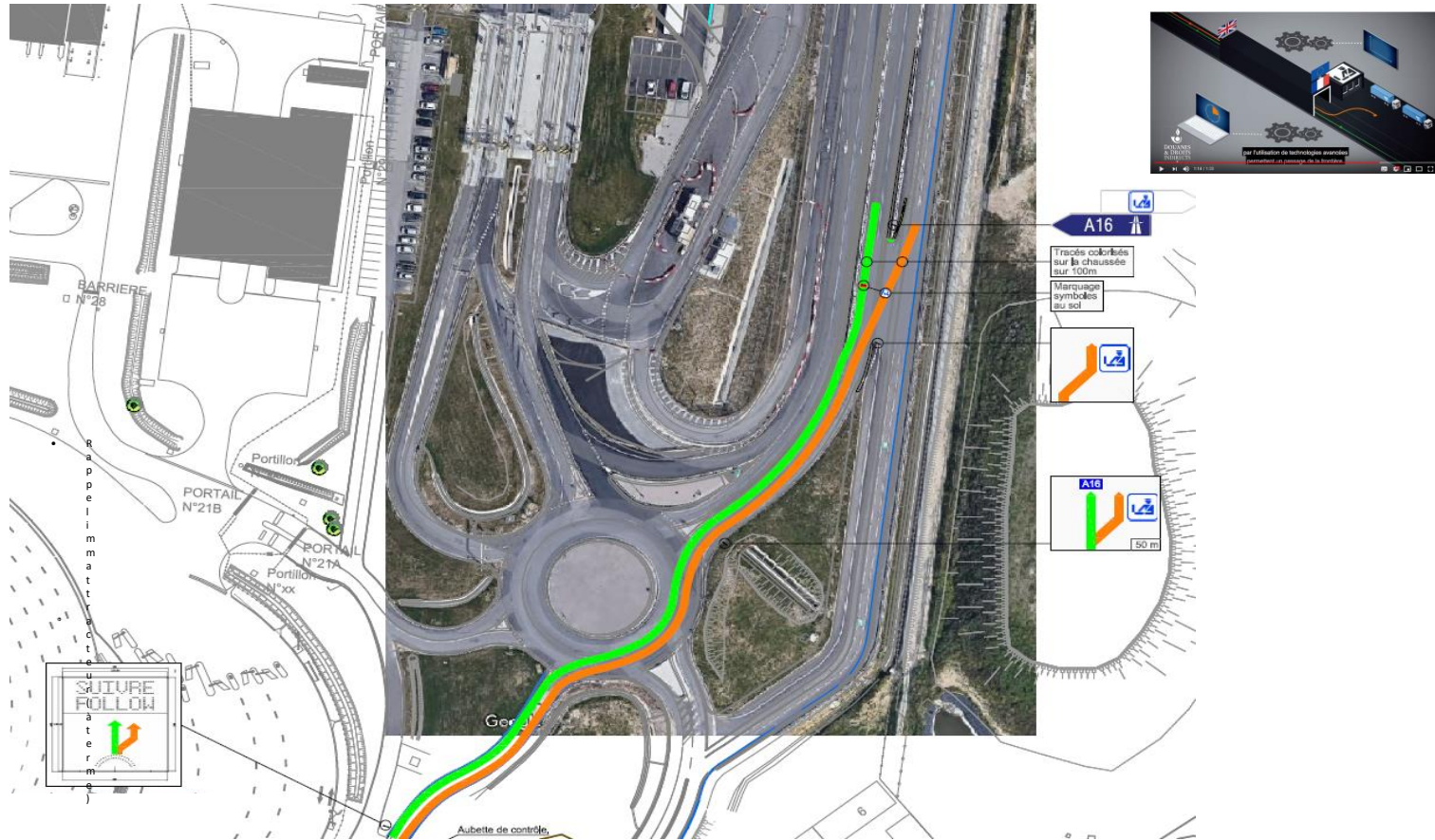
| Vehicle | Exit Direction |
|---------|----------------|
| EL208XV | ORANGE-DOUANE  |
| EL390XV | ORANGE-DOUANE  |
| EL391XV | VERT           |
| EL392XV | VERT           |
| EL509FS | ORANGE-SIVEP   |
| EL702FS | VERT           |
| ER026DJ | ORANGE-DOUANE  |
| 1BA0362 | ORANGE-SIVEP   |
| 1BI4321 | ORANGE-DOUANE  |
| 1BS8305 | VERT           |
| 1BS8308 | ORANGE-DOUANE  |
| 1BS8309 | VERT           |
| 1BS8310 | ORANGE-SIVEP   |
| 1BS8312 | ORANGE-DOUANE  |
| 1BT1551 | ORANGE-SIVEP   |
| 1BX8711 | ORANGE-DOUANE  |
| AB55EXC | VERT           |
| AB69HHI | ORANGE-SIVEP   |
| AB69HHJ | VERT           |
| AB70NFH | ORANGE-DOUANE  |
| AB70NFO | ORANGE-DOUANE  |
| AB70NFP | VERT           |
| AB87EXC | ORANGE-SIVEP   |
| AB89EXC | ORANGE-SIVEP   |
| B116PTI | ORANGE-DOUANE  |
| B117PTI | ORANGE-SIVEP   |
| B118PTI | ORANGE-DOUANE  |
| B119PTI | VERT           |
| B11CCL  | ORANGE-SIVEP   |
| B11SEO  | ORANGE-SIVEP   |
| B120PTI | ORANGE-DOUANE  |





# Freight : smart border

green or orange



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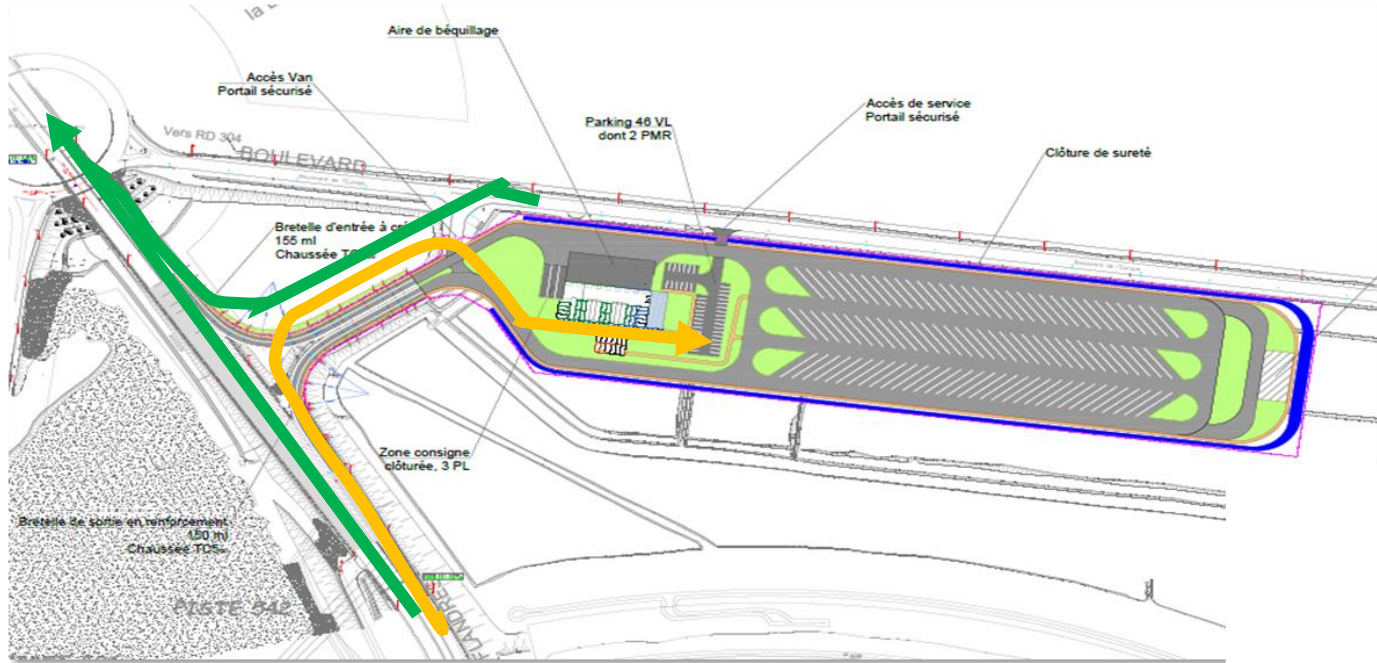
## The Douane SIVEP Controls



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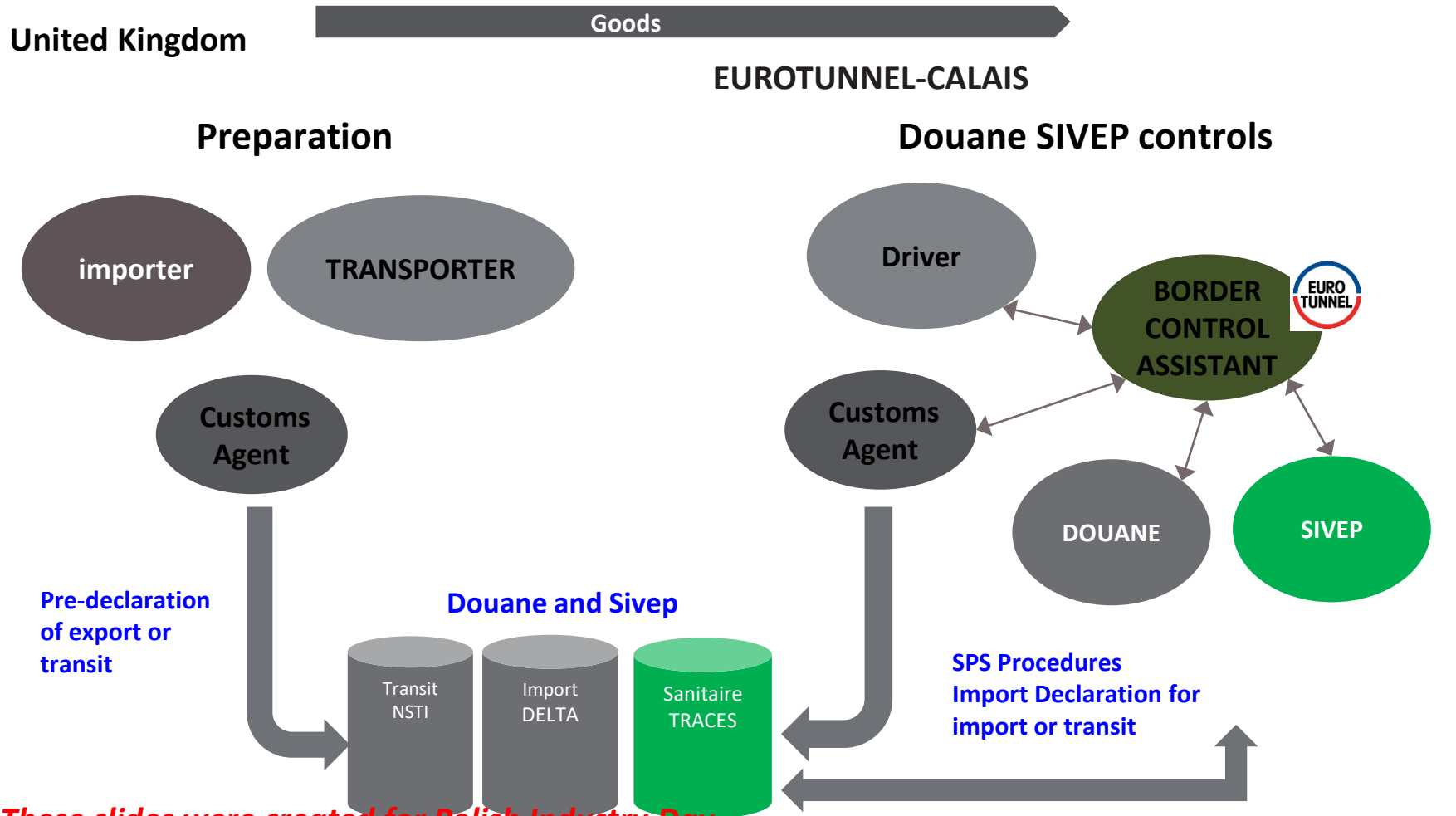


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# A role for everyone

## The relationship between logistics and controls



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