

WEBINAR

# Brexit „Readiness“

Vorbereitung auf das Ende der Übergangszeit

# Brexit Readiness – Vorbereitung auf das Ende der Übergangszeit

24.11.2020, 1000-1300 CET

## Agenda

- 1000 Begrüßung – Britische Botschafterin, Jill Gallard
- 1010 Abläufe an der Grenze – Emma Churchill, Stella Jarvis, Margaret Whitby (BPDG)
- 1035 Zollformalitäten – Lynsay Neil (HMRC)
- 1050 Einfuhr von sanitären, phytosanitären und kontrollierten Waren – Lee Gunton (DEFRA)
- 1105 Verkehr- und Logistik – Mike Head (DfT)
- 1115 Regulatorische und nicht-tarifäre Handelshemmnisse – Julia Held (BEIS)
- 1130 Dienstleistungen und Personenverkehr – Helena Thompson and Catriona Reilly (BEIS)
- 1145 Pause
- 1200 Praxisbeispiele – Margaret Whitby (BDPG)
- 1215 Fragerunde – Margaret Whitby (BDPG)
- 1255 Abschlussrunde
- 1300 Ende der Veranstaltung

# Readiness polls are running



**Please answer our short questions**

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

**Use the code #BPDG**



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

Industry Day - Germany  
24 November 2020



# Richard Todd

Germany Trade and Invest



# Jill Gallard CMG

British Ambassador to Germany

## **Germany Industry Day 24 November**

1. Vielen Dank an das Team von GTAI für die Organisation des heutigen Industrietags, und vielen Dank für die Gelegenheit, hier zu sprechen.
2. Man hat mich gebeten, heute kurz über die Beziehungen zwischen Großbritannien und Europa zu sprechen. Die Verhandlungen mit der EU befinden sich in der intensiven Phase. Die Intensivierung der Verhandlungen war wichtig, wir konnten in den letzten Wochen Fortschritte erzielen. Endlich diskutieren wir auch unsere jeweiligen Rechtsvorschläge, wie wir seit langem gefordert haben. Wir haben nun gemeinsame Entwürfe von Vertragstexten, an denen wir diese Woche weiterarbeiten.
3. Zentrale Elemente sind allerdings noch nicht geklärt. Die Differenzen betreffen immer noch die Wettbewerbsbedingungen und Fischereirechte. Wir arbeiten intensiv daran, diese zu überbrücken. Es ist immer noch unser Ziel, uns zu einigen.
4. Lassen Sie mich zunächst etwas sagen, dass wir seit dem Referendum vor vier Jahren immer wieder betont haben: Ja, Großbritannien hat die EU verlassen, aber nicht Europa.
5. Es stimmt, dass Großbritannien ein unabhängiges Land sein wird, das seine eigene Handelspolitik verfolgen, neue Abkommen schließen und seine Beziehungen mit Europa neu justieren wird.
6. Gleichzeitig bleiben wir fest in Europa verankert. Und uns verbindet weitaus mehr als geografische Nähe: eine lange gemeinsame Geschichte, unsere kulturellen Bindungen, unser Bekenntnis zu Demokratie, zu Freihandel und Umwelt. Wir sind stolze Briten und stolze Europäer.
7. Wir wollen eine Beziehung mit der EU, die auf einer freundschaftlichen Zusammenarbeit auf Augenhöhe basiert, und in deren Zentrum der Freihandel steht. Die künftige Beziehung zu unseren europäischen Freunden wird von unserer gemeinsamen Geschichte und unseren geteilten Werten getragen werden. Ende dieses Jahres wird die Übergangsphase hin zu einer Neuausrichtung unserer Beziehungen abgeschlossen sein.
8. Wie jedes andere Abkommen auch wird eine Einigung zwischen Großbritannien und der EU beide Seiten zufriedenstellen müssen. Es liegt im strategischen Interesse beider Seiten, ein Abkommen zu schließen, das jegliche Zölle und Quoten eliminiert.

9. Und dabei wollen wir kein besonderes, maßgeschneidertes Abkommen, keine Extrawurst – sondern ein Abkommen, wie es die EU bereits mit anderen befreundeten Staaten abgeschlossen hat, zum Beispiel Kanada.
10. Doch ganz, egal wie die Verhandlungen ausgehen – erlauben Sie mir, Ihnen nochmal zwei Punkte nahezulegen:
11. Erstens: Bitte bereiten Sie sich angemessen vor! Mit Ablauf der Übergangsphase wird Großbritannien sowohl den Binnenmarkt als auch die Zollunion verlassen. Dies wird ab dem 1. Januar zu vielen Veränderungen führen. Es versteht sich von selbst, dass wir alles dafür tun werden, Sie bei den notwendigen Vorkehrungen und Anpassungen zu unterstützen – hierfür stehen wir in London bereit, und selbstverständlich auch in der britischen Botschaft in Berlin sowie in unseren Konsulaten in Düsseldorf und München. Auch mit den jeweiligen Wirtschaftsverbänden und IHKs stehen wir in engem Austausch.
12. In unserem detaillierten „Border Operating Model“, das Sie online einsehen können, beschreiben wir, wie die Grenze funktionieren wird und welche Vorbereitungen Händler und Transportunternehmen treffen müssen.
13. Wir wissen natürlich, dass die Pandemie die Planungen der Unternehmen erschwert hat. Wir werden deshalb pragmatisch und flexibel sein, und der Industrie die notwendige Zeit geben, sich anzupassen.
14. Aber ich will nochmals betonen: die Zeit drängt, und Bürger und Unternehmen müssen sich jetzt vorbereiten – ganz egal wie die Verhandlungen ausgehen.
15. Zweitens, und dies ist mir eine Herzensangelegenheit: Es liegt nicht ansatzweise in unserem Interesse, die EU zu schwächen! Die Gründe hierfür liegen auf der Hand:
16. Zunächst einmal wissen wir natürlich, dass unser wirtschaftlicher Erfolg von Europa und von einem florierenden Handel mit Deutschland abhängt. Deutschland ist einer unserer wichtigsten Partner – unser zweitgrößter Handelspartner weltweit und größter Handelspartner in Europa. Unser bilaterales Handelsvolumen beträgt 177 Milliarden Euro. Für die EU insgesamt waren es im 2019 mehr als 650 Milliarden Euro.
17. Ich sage es daher nochmal: Wir teilen die gleichen Werte und Interessen: Frieden, Sicherheit, Wohlstand, offene Märkte und eine regelbasierte internationale Ordnung. Gemeinsam mit Ihnen möchten wir Freiheit, Menschenrechte und das Klima schützen, ebenso wie Handelsschranken abbauen, um Unternehmen zu fördern. In



all diesen Dingen sind und bleiben wir ein zuverlässiger Partner. Und je einiger und stärker die EU ist, desto erfolgreicher werden wir darin sein, unsere gemeinsamen Werte in der Welt durchzusetzen.

18. Prinz Charles, der am Sonntag bei der Zeremonie zum Volkstrauertag im Bundestag sprach, hat uns daher völlig zurecht als „unverzichtbare Partner in fast allen denkbaren Bereichen“ bezeichnet. In seiner Rede gab er seiner Hoffnung Ausdruck, dass unsere Zukunft, dass unsere „nationalen Interessen – auch wenn sie unterschiedlich sein mögen – immer miteinander verflochten sein werden“. Wie könnte ich ihm widersprechen?

19. In diesem Sinne wünsche ich Ihnen einen Tag voller anregender Gespräche. Vielen Dank.



# Emma Churchill

Director-General

Border and Protocol Delivery Group  
(BPDG)



# Stella Jarvis

Director Planning and Assurance

Border and Protocol Delivery Group  
(BPDG)

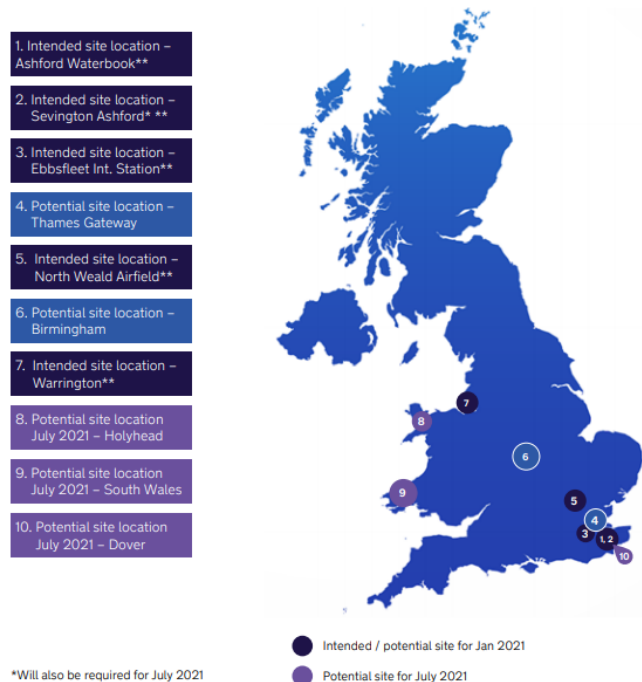
# Implications for businesses who trade with GB

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

- Particular challenge for SMEs, especially in light of dealing with the impact of COVID
- All businesses who trade between the EU and GB need to prepare **as soon as possible** for the new processes and controls that ***regardless of the outcome of the negotiations*** will apply from 1 Jan 2021

# UK Border Infrastructure

Map of intended and potential inland sites  
January 2021 and July 2021



\*Will also be required for July 2021

\*\* Subject to securing planning permission

- Additional infrastructure is needed to handle transit (CTC) movements from 1 January 2021. Additionally, Border Control Posts will be required in Great Britain for handling SPS checks on goods from the EU from 1 July 2021.
- Where GB ports have the capacity to build on site, they were able to apply for financial support to a Port Infrastructure Fund. Where ports do not have the space, HMG are building inland sites.
- Some inland sites are already completed and others are under construction. The final list will be published shortly.



# UK Border Infrastructure

**From January 2021, infrastructure will be available to handle:**

- Transit / CTC processing – Offices of Departure and Destination to start and end transit / CTC movements, including the issue of Transit Accompanying Documents (TADs), and facilities for Office of Transit compliance checks.
- ATA Carnet processing – offices to wet stamp ATA Carnets for temporary imports and exports.
- CITES processing – to wet stamp CITES permits accompanying relevant goods.



# Margaret Whitby

EU Member States Engagement Team

Border and Protocol Delivery Group  
(BPDG)

# Readiness polls are running

Please answer our short questions

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

Use the code **#BPDG**



# Poll 1

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

- a. Yes
- b. No



# Trader readiness among EU businesses

This is a summary from recent EU engagement on border readiness events.  
Data sources (response rates, numbers and size of businesses and event) vary.

**Red:** Unaware of actions required























**Orange:** Aware but not started

**Green:** Some action taken

**Blue:** I am ready



# Trader readiness among EU businesses

Event	Attendees	Av. No. Responses	Aware of Impact	Readiness of Respondees	Increased understanding
BE BOM event (09/09)	195	73	95%		62%
BE BOM event (10/09)	74	19	95%		83%
ES Readiness event (15/09)	170	28	77%		64%
NL Readiness event (16/09)	89	30	82%		73%
PL Readiness event (17/09)	180	50	71%		78%
Nordic / Baltic Readiness event (24/09)	480	84	79%		81%
IE Readiness event (02/10)	117	15	72%		80%
NL Readiness event (13/10)	500	24	97%		100%
LU Readiness event (14/10)	65	12	100%		100%
ES Readiness event (19/02)	133	26	100%		78%
DE Readiness event (19/10)	430	81	95%		58%
DE Readiness event (20/10)	334	68	100%		70%
ES Industry Day (28/10)	510	84	93%		79%
IE Industry Day (02/11)	275	27	100%		94%
BE Industry Day (04/11)	260	78	100%		91%
PL Industry Day (05/11)	630	126	91%		94%
ES Readiness event (06/11)	250	51	96%		85%
FR Industry Day (12/11)	500	58	100%		74%
Central Europe Industry Day (16/11)	590	76	93%		95%
EU Alcohol sector Readiness event (17/11)	100	25	100%		96%
Italy Industry Day (19/11)	400	55	95%		95%
<b>Total</b>	<b>3552</b>	<b>707</b>	<b>87%</b>		<b>84%</b>

## Poll 2

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

- a. I do not understand what actions I need to take for the end of the transition period.
- b. I know what actions I need to take; but I have not yet taken any actions.
- c. I have started to take actions; or plan what I need to do.
- d. I have taken the actions I need to be ready.



# Basics

- The second iteration of the Border Operating Model was published on the **8th October**.
- There are also step by step [import](#) and [export](#) guides available on **gov.uk**
- The haulier handbook is now available at [Guidance for hauliers](#)

## Checklist

- Establish and agree Incoterms and conditions
- GB Importers and exporters must have an EORI number issued by the UK
- EU importers and exporters must have an EORI number issued by an EU Member State (EORI numbers issued by UK will not be valid in the EU following the end of the transition period)
- GB haulier will also need an EU EORI if they are, for example, the responsible entity for entering ENS data into a MS Import Control System (ICS) for accompanied freight
- Pre-applications can be done now and the numbers activated on 1 Jan or later



# EU to GB imports

## 1 January 2021

- Declaration and control for excise and controlled goods (full declaration or CFSP)
- For standard goods, keeping records (EIDR or CFSP) - with a 6 month postponement on the full declaration, based on a self assessment
- 6 month deferred payment
- No safety and security declaration
- Physical checks at destination for high risk veterinary and phytosanitary goods

## 1 April 2021

- Pre-registration for all:
  - Products of animal origin (POAO)
  - High risk food not of animal origin
  - Regulated plants and plant products

## 1 July 2021

- Safety and security declarations
- Full customs declarations, or use of simplified procedures if authorised to do so and the payment of relevant tariffs at import
- Control of veterinary and sanitary and phytosanitary (SPS) goods at GB Border Control Posts (BCPs)

# Customs, VAT and Excise update

Lynsay Neil

HMRC



HM Revenue  
& Customs

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# Customs

- The UK will be introducing border controls at the end of transition period in stages - starting with some controls from **1 January 2021** and moving to full controls for all goods from **1 July 2021**
- The requirement for Safety and Security declarations on import - Entry Summary Declarations (ENS) will be waived for 6 months
- Traders importing controlled goods (such as excise goods) will be expected to follow full customs requirements from **January 2021**
- The UK will join the Common Transit Convention (CTC) in its own right from **1 January 2021** and will be subject to the requirements of the Convention. Moving to these requirements in stages will therefore not be applicable

# Import declarations - 1 January 2021 to 1 July 2021

Goods must be pre-lodged in advance of crossing if moving through a listed RoRo port or a location without existing systems or use transit CTC)

- To facilitate readiness, traders moving **non-controlled** goods to GB will be allowed to declare their goods by making an entry into their own records. Information on what is required as part of that record can be found in the Border Operating Model - 1.1.3
- Businesses will be required to keep records of their imports and submit this information, via a supplementary declaration within 6 months of import and pay the required duty via an approved duty deferment account
- Traders moving **controlled goods** (e.g. excise goods) will need to make a frontier declaration. This declaration can be full, simplified, or a transit declaration depending on the trader's authorisation

# Export Declarations from 1 January 2021

- Traders exporting goods from GB into the EU will need to submit export declarations for all goods
- Traders will be required to submit Safety and Security information either via a combined export declaration, or a standalone Exit Summary Declaration
- **For excise goods or goods moving under duty suspense only**, if moving the goods through a location that **does not** have systems to automatically communicate to HMRC that the goods have left the country, the trader must provide proof to HMRC **after the goods have left** that the goods have exited GB

# Full Customs Controls from 1 July 2021

- Traders will have to make full customs declarations...
- ...Or use simplified procedures if they are authorised to do so

**At the point of importation on all goods and pay relevant tariffs**

- Safety and Security declarations will be required



# Temporary storage and Pre-lodgement

Border locations can either use the **temporary storage model**, or the newly developed **pre-lodgement model** (developed as an alternative for where border locations may not have the space and infrastructure to operate temporary storage regimes)

- The **temporary storage model** allows goods to be stored for up to 90 days at an HMRC approved temporary storage facility, before a declaration is made and Government officials can carry out any checks before goods are released from the facility
- The **pre-lodgement model** ensures that all declarations are pre-lodged before they board on the EU side - this will maintain flow, especially at high volume RoRo locations



# Goods Vehicle Movement Service (GVMS)

Goods Vehicle Movement Service (GVMS) will, by July 2021:

- Enable declaration references to be linked together so that the person moving the goods (e.g. a haulier) only has to present one single reference (Goods Movement Reference or GMR) at the frontier to prove that their goods have pre-logged all the necessary declarations
- Allow the linking of the movement of the goods to declarations, enabling the automatic arrival in HMRC systems as soon as goods board so that declarations can be processed en route
- **Automate the Office of Transit function, marking the entry of goods into GB customs territory (this will be available for 1 Jan 2021)**
- Notification of the risk outcome of declarations (i.e. cleared or uncleared) in HMRC systems to be sent to the person in control of the goods)

# GVMS - Imports overview from 1 July 2021



Generate a Goods Movement Reference (GMR) for each vehicle from within the Goods Vehicle Movement Service and populate this with unique reference details for all customs declarations:

- Import
- Safety and Security
- CTC Transit

Validate GMR

Trigger automatic arrival / complete Office of Transit function (if applicable) by sending the GMR to HMG

Independently capture or verify the vehicle registration number / trailer or container registration number

Risking carried out by HMG on declarations

Status update notification sent to person in control of the goods before they arrive

# GVMS - Exports overview from 1 July 2021



Generate a Goods Movement Reference (GMR) for each vehicle from within the Goods Vehicle Movement Service and populate this with unique reference details for all customs declarations:

- Export (containing S&S information)
- CTC Transit

For RoRo, await Permission to Progress to proceed to the port of departure.

Validate GMR

Trigger arrival process and automated departure

Independently capture or verify the vehicle registration number/trailer or container registration number

Receive notification that goods have departed

# Excise / VAT

## Excise

- From the 1 January 2021, the Rest of World rules will apply to imports and exports of excise goods moving between GB and the EU. Businesses will need to complete customs import and export declarations using the relevant codes for duty paid or suspended goods
- If businesses move duty suspended excise goods to and from a tax warehouse to the place they enter and exit GB they must use the UK version of Excise Movement and Control System (UK EMCS). UK EMCS must also be used to move duty suspended excise goods from UK warehouse to UK warehouse

## VAT

- The Government announced at Budget that from 1 January 2021, postponed VAT accounting will be available to VAT registered businesses for imports of goods from all countries, including from the EU
- Traders will not be compelled to do so unless they import non-controlled goods and either delay their supplementary customs declarations; or use the Simplified Customs Declarations process, and make an Entry in Declarants Records.



# Empty trucks / returnable packaging

HMRC's intention is to create legislation to minimise any requirement for declarations on re-usable packaging post transition. Please note this is subject to parliamentary procedures and legislative timetable. We will keep stakeholders updated.

## For imports (EU-GB)

- The legislation will allow for re-usable packaging to be declared by conduct or orally removing the need for separate customs declarations for packaging. This will accommodate packaging of varying values and types.
- Without the legislation the packaging would usually need to be declared under Temporary Admission (or expensive packaging might increase overall customs value of an import).
- There will be an import Safety and Security declaration requirement where packing is imported empty once the staged customs period allowing a waiver of Safety and Security declarations ends

# Empty trucks / returnable packaging

## For exports (GB-EU)

- The legislation will allow if the packing is eligible for Returned Goods Relief this will mean no customs declaration, instead declaration by conduct, regardless of whether they are filled or empty.
- There will be an export Safety and Security declaration requirement if packing arrived empty and is returned filled
- If the packaging has been imported under an oral (or the ability to give an oral) declaration for temporary admission they would be to export by oral declaration.

# Q&A facilitated by BPDG



# SPS and controlled goods update

Lee Gunton

Department for Environment Food  
and Rural Affairs



Department  
for Environment  
Food & Rural Affairs

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# Introduction to phased approach - EU to GB

- New sanitary and phytosanitary (SPS) controls will apply to goods imported to GB from the EU from 1 January 2021
- These controls will be introduced in stages up to **1 July 2021**, with different controls introduced at each stage for different commodities
- Some processes and procedures will be introduced in stages up to **1 July 2021** for the import of live animals, animal products, fish and shellfish and their products, plants and plant products and high-risk food and feed not of animal origin

## **Controls will be introduced in stages, and include the requirements for:**

- Import pre-notifications (GB importer action)
- Health certification (such as an Export Health Certificate or Phytosanitary Certificate)
- Documentary, identity and physical checks at the border or inland
- Entry via a point of entry with an appropriate Border Control Post (BCP) with relevant checking facilities from **1 July 2021**

# Imports - Plants and Plant Products (SPS)

- Requirement for pre-notification and phytosanitary certificates for 'high priority' plants and plant products from **1 January 2021**
- Sanitary and phytosanitary (SPS) checks will take place away from the border at places of destination or other approved premises
- An exhaustive list of 'high priority' plants and plant products is [available here on GOV.UK](#).
- The requirement for phytosanitary certificates is extended to all regulated plants and plant products, from **1 April 2021**
- For a list of plants and plant products that do not require SPS certificates, please refer to the GOV.UK website, [available here](#)
- From **1 July 2021**, there will be an increased number of physical and identity checks
- All checks will take place at Border Control Posts (BCPs)

# Imports - Plants and Plant Products (SPS)

## 1 January 2021:

- Pre-notification and phytosanitary certificates will be required for 'high-priority' plants/products
- Documentary checks will be carried out remotely
- Physical checks will be carried out on 'high-priority' will take place at destination or other authorised premises
- EU Exporters must apply for a phytosanitary certificate from the relevant competent authority of the EU country of origin
- GB Importers must submit import notifications prior to arrival, along with the phytosanitary certificate
- Checks will be carried out by Plant Health and Seed Inspectors (PHSI) from the Animal and Plant Health Agency (APHA) and the Forestry Commission (FC) in England and Wales, and the Scottish Government in Scotland

# Imports - Plants and Plant Products (SPS)

## 1 April 2021:

- All regulated plants and plant products will be required to be accompanied by a phytosanitary certificate (i.e. not only those categorised as 'high-priority')

## 1 July 2021:

- Physical checks for plants/products increase
- Commodities subject to sanitary and phytosanitary (SPS) controls will need to enter via a Point of Entry with an appropriate Border Control Post (BCP)
- All ID and physical checks for plants and their products will move to Border Control Posts, either at existing points of entry or at new inland sites

# Live Animals and Animal Products - EU to GB

**(This includes live aquatic animals and fishery products)**

## **Health certificates**

- Requirements for export health certificates (EHCs) will be introduced in phases from January to July 2021
- Health certificates will be substantially the same as existing EU certificates for imports from the rest of the world. You should use existing EU EHCs for guidance on what will be required

### **1 January 2021:**

- Pre-notification and health certificates will be required for live animals. Physical checks for live animals will continue to be carried out at destination
- Products of Animal Origin (POAO) subject to safeguard measures will need pre-notification by the GB importer and the relevant EHC
- GB Importer will supply a unique notification number (UNN) that must be added to the EHC
- Animal by-products (ABPs) will continue with the current requirement to be accompanied by official commercial documentation. High-risk ABPs will require pre-authorisation, and high-risk ABP as well as Category 3 Processed Animal Protein will require pre-notification in advance



# Live Animals and Animal Products - EU to GB

## 1 April 2021:

- All **products of animal origin (POAO)** – for example meat and fish, honey, milk or egg products – will now require the relevant Export Health Certificates (EHCs) and pre-notification by the GB importer using Import of Products Animals Food and Feed System (IPAFFS)
- EU exporters will be required to obtain the relevant EHC and ensure that it travels with the consignment
- GB Import requirements for **live animals, high-risk animal by-products (ABPs) and POAO under safeguard measures** introduced on 1 January 2021 will continue to apply
- New import requirements for low-risk ABPs will not apply until 1 July 2021

# Live Animals and Animal Products - EU to GB

**1 July 2021:**

- All **live animals and products of animal origin (POAO)** will require pre-notification by the GB importer using IPAFFS and must be accompanied by an Export health certificate (EHC). They will need to enter via a Point of Entry with an appropriate **Border Control Post (BCP)** with relevant checking facilities.
- **Animal by-products (ABP)** must be accompanied by an EHC or other official documentation, depending on the ABP commodity being imported. Certain ABP will need to arrive at an established point of entry with an appropriate BCP. For certain ABP, pre-notification by the GB importer will be required
- **ID & physical checks** for animal products will be introduced, which will be carried out at Border Control Posts, either at existing points of entry or at new inland sites
- POAO, germinal products and ABP imported from the EU will be subject to **a minimum level of 1% physical checks**. High-risk live animals will continue to be checked at 100%. Some commodities, such as shellfish and certain ABPs, will be subject to higher minimum check levels.
- During 2021, controls will be reviewed in light of **existing and new trade agreements and any changes in risk status**. Any changes following this review will be introduced after January 2022.

# Import of Products Animals Food and Feed System (IPAFFS) - SPS EU to GB

**New sanitary and phytosanitary (SPS) controls will apply to goods exported to GB from the EU from 1 January 2021**

- IPAFFS will be used by GB importers to pre-notify some SPS imports
- The system is already live and currently being used for the notification of live animals, germinal products and animal by-products (ABP) travelling on Intra Trade Animal Health Certificates (ITAHCs) and commercial documents (DOCOMs) alongside TRACES & TRACES NT
- From 2021, IPAFFS will be used to pre-notify GB officials before goods subject to SPS controls enter the country from the EU in a phased approach starting with live animals, germinal products and ABP



# Import of Products Animals Food and Feed System (IPAFFS) - SPS EU to GB

- The IPAFFS system will replace TRACES/TRACES NT (Trade and Control Expert System) in GB
- To support trader readiness and adoption of IPAFFS ahead of the end of transition, a phased migration is planned.

COMMODITY	IPAFFS 'Go Live'
	EU / EEA countries
Live Animals	Already live
Animal By Products	Already live
Germinal Products	Already live
Products of Animal Origin	1 <sup>st</sup> April 2021
High Risk Food / Feed not of Animal Origin	1 <sup>st</sup> April 2021
Plant / Plant Products	From 1 <sup>st</sup> Feb 2021 (specific date tbc)

# Export Certification Requirements – GB to EU

- From 1<sup>st</sup> January 2021 EU will require GB exporters to have **export health certificates** (EHCs) and **phytosanitary certificates**.
- The Export Health Certificate Online (EHC Online) service will be used to control the safe export of live animals and products of animal origin (POAO) and apply for EHCs. The system is already live
- Applications for certificates for live aquatic animals are via the Centre for Environment Marine Aquaculture and Science and Marine Scotland.
- An online service will be introduced for the application, processing and issuing of phytosanitary certificates for plants and plant products. The system to apply for **export plant health phytosanitary certificates** for exporting controlled plants and plant products from GB will move to EHC Online.
- Exporters moving sanitary and phytosanitary goods from GB to the EU will need to work with their EU importers to pre-notify the EU authorities using the **TRACES NT system**.

# Wood Packaging Material

- From 1 January 2021 all wood packaging material moving between GB and the EU must meet **ISPM15 international standards** by undergoing heat treatment and marking
- This includes pallets, crates, boxes, cable drums, spools and dunnage
- Wood packaging material may be subject to official checks either upon or after entry to the EU
- As there will be no immediate change to the biosecurity threat of wood packaging material originating from the EU at the end of the Transition Period, the UK will maintain its current risk-based checking regime for EU wood packaging material
- More information can be found on the [gov.uk website here](#)

# Chemicals

- GB will replace EU regulations with an independent regulatory framework, **UK REACH** which will come into force on **1 January 2021**
- Both GB and the EU will operate REACH frameworks, but the two systems will not be linked in any way. As such, businesses will need to take steps to ensure regulatory requirements are fulfilled on both sides of the channel in order to maintain continuity of supply chains
- **For Exports to GB:** For many chemical shipments, there will be minimal impact at points of entry because regulatory control takes place away from the border
- **For Imports to the EU:** There are additional requirements for exporters, namely appointing an EU-based Only Representative to maintain access to the EU market, but these do not take place at the border
- Under the Northern Ireland Protocol, the existing EU chemicals regime EU REACH will continue to apply in Northern Ireland. This will mean that there will be no change for NI-based businesses and they can continue trading with the EU/EEA as they already do.



# Chemicals

## Actions for EU businesses - access to the GB market:

### Option 1:

Your GB customer will register the substance under UK REACH. A 'notification' provision is available for your GB downstream users to ensure continuity of supply at the end of the Transition Period

### Option 2:

The EEA exporter can register the substance under UK REACH using a UK-based entity. Either a GB based Only Representative or an affiliate GB importer

# UK traffic management update

Mike Head

Department for Transport



Department  
for Transport

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# Commercial Road Transport Negotiations

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

# Check an HGV is ready to cross the border

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





# Operation Brock

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

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

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

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

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



# Q&A facilitated by BPDG

# Placing goods on the UK market

Julia Held

Department for Business, Energy  
and Industrial Strategy



Department for  
Business, Energy  
& Industrial Strategy

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# Placing goods on GB market from January 2021



## **New Approach**

Goods with a CE-marking may be placed on UK market until 1 January 2022 (longer in some cases).  
E.G. Toys, PPE, Machinery



## **Old Approach**

Changes to existing standalone regulation models depend on specific goods.  
E.G. Chemicals, Vehicles, Aerospace.



## **Non-Harmonised Goods**

Mutual recognition will no longer apply to non-harmonised goods in GB.  
E.G. Foodstuffs, Furniture



## **Other Goods**

There are special rules for some goods including medical devices, construction products, civil explosives and products requiring eco-design and energy labelling.

# Placing new approach goods on the market

If you have already placed CE marked goods on the EU or UK market before 1 January 2021, you do not need to take any action for those goods.

## **Placing CE marked goods on the GB market**

- Businesses should take steps to prepare for the upcoming changes to the domestic regime at the earliest opportunity
- CE marked goods that meet EU requirements can continue to be placed on the GB market in most cases until 1 January 2022
- For most new approach goods you will be able to affix the UKCA marking on a label affixed to the product or on accompanying documentation until 1 January 2023

# Labelling of new approach goods



- If you self-certify or use an EU Notified Body you can still use the CE marking until 1 January 2022 for goods placed on the GB market (more in some cases)
- You will need to continue to use the CE marking for products placed on the EU market.
- You can place the UKCA and CE marking on the same product if it is destined for both the GB and EU so long as the product meets the rules for both markets



- From the 1 January 2021 new approach products assessed against GB rules by a GB 'Approved Body' will need the UKCA marking
- If you currently self-certify for the CE mark you can also do so for the UKCA mark
- From the 1 January 2021 the essential requirements and standards that can be used to demonstrate compliance to the UKCA marking will be the same as they are now for the CE marking



# Conformity assessment of new approach goods

- All UK-based 'notified bodies' will automatically become UK approved bodies from 1 January 2021. You can find details of UK notified bodies on the EU NANDO database or the UKAS website
- UKCA marking will become mandatory for most goods currently requiring the CE mark from 1 January 2022
- If your product requires third-party conformity assessment this will need to be done by a UK-recognised body from 1 January 2022 (in most cases)

## Placing new approach goods on the EU market

- From 1 January 2021 mandatory conformity assessments by UK bodies will no longer be recognised in the EU (unless agreed otherwise in negotiations). Businesses should speak to their existing certification bodies to discuss options

# Take action to ensure products are market compliant

**If you plan to put goods on both the UK and EU market, you should start preparing now:**

- Contact your notified bodies as soon as possible to understand your options for conformity assessments for the UK and EU markets
- Arrange for separate certificates for the UK and EU markets to be ready well in advance of 1 January 2022. There may be a requirement for a level of re-assessment before the second certificate is issued so you should start planning as soon as possible



# Check your responsibilities for new approach goods

The responsibilities relating to certain categories of economic operators who deal with CE or UKCA marked goods will change from 1 January 2021. Economic operators include manufacturers, importers, distributors and authorised representatives.

- A UK-based distributor of EU goods may become an 'importer' – and vice-versa. Compared to distributors, importers have a stronger duty to ensure products are compliant and often must ensure their address is on a product. Review guidance on the responsibilities of importers by searching for 'placing goods on the GB market' on gov.uk
- Authorised Representatives for the GB market must be based in GB or NI from 1 January 2021

# Placing old approach goods on the GB market

Equivalent UK regulatory frameworks will be in place for most goods covered under the current 'old approach'. Some goods with EU product approvals will be subject to light-touch additional requirements. Your business may also need to appoint new UK representatives.



**Chemicals:** The UK will have its own REACH regime post exit. For EU companies exporting to UK, you will need a 'UK Only Representative' to register chemicals under UK REACH, or your downstream customer in the UK will need to register.



**Aerospace:** The UK's Civil Aviation Authority currently oversees most aspects of civil aviation safety in the UK and will take on some additional functions from EASA after the transition period. The CAA will continue to recognise EASA approvals in effect on 31 December 2020 for a period of two years unless they expire sooner.



**Automotive:** EC type approvals will no longer be automatically accepted for motor vehicles on the GB market. The UK Vehicle Certification Agency (VCA) will issue provisional GB type approvals.



**Medicines:** Medicines with a "centralised" European Medicines Agency authorisation will be given a UK authorisation unless companies opt out.

# Regulation of Manufactured Goods

From the 1 January 2021 the essential requirements and standards that can be used to demonstrate compliance will be the same as they are now. However, there may be other changes you need to make. Separate guidance for specific sectors can be found on GOV.UK.

Check:

- Which regulations apply to your product
- If you need a new product approval and begin the process as soon as possible
- If you need to appoint a new authorised representative to act on your behalf
- Your supply chains / distributors and understand new legal duties
- What marking / labelling changes apply to your product

# Q&A facilitated by BPDG

# Mobility: People (Temporary Entry and Stay)

Helena Thompson and Catriona Reilly

Department for Business, Energy and Industrial Strategy




Department for  
Business, Energy  
& Industrial Strategy

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# Cross-Border Mobility: Business Travel and Temporary Work

<b>Short term business visitors</b> Short-term and short notice visits, usually for less than 90 days in a 180 day period	<b>Intra-corporate transfers</b> Transfers to a subsidiary/branch of the same company in a different country	
<b>Contractual service suppliers</b> People carrying out contracts to supply a service to a client in another country, where one company is contracted to do work for another	<b>Independent professionals</b> Self-employed people hired for services in another country	
	<b>Investors</b> People who move temporarily to invest on behalf of a company	<b>KEEP BUSINESS MOVING</b> 

# Business travel to the UK

## What do I need to do when travelling to the UK?

- Business travellers from the EU, EEA and Switzerland may need to apply for a visa before travelling to the UK from 1 January 2021.
- While any provisions under a UK-EU FTA agreement are still subject to further negotiations, EU nationals under UK domestic rules will be able to travel to the UK for short-stays of up to 6 months without a visa, when undertaking specific activities.
- A specific list of visa-free permitted activities for short-stay EU nationals can be found on GOV.UK (<https://www.gov.uk/guidance/immigration-rules/immigration-rules-appendix-v-visitor-rules>, in particular Visitor Appendix 3).
- This includes business meetings, attending conferences, but also some after-sales, cultural, legal and entertainment services.
- For stays longer than 6 months, or when undertaking other activities not included in the visitor rules, a visa may be required. EU, EEA and Swiss nationals can apply for through the UK's Points-Based System.

**Check before you travel: search for 'Visitor Immigration Rules' on GOV.UK**



# Business travel to the EU, EEA and Switzerland

## What do I need to do when travelling to the EU?

- Business travellers from the UK may need to apply for a visa, work permit or other documentation before travelling to the EU, EEA or Switzerland from 1 January 2021.
- UK nationals will be able to travel visa-free to the Schengen Area for short-term visits (up to 90 days in 180) for a limited number of business activities. These are likely to include business meetings and attending conferences.
- Some Member States allow additional permitted activities as part of their domestic immigration systems for short-term visits. You will need to check the guidance of the Member State you are visiting to find out which activities require a visa or work permit, and which do not.
- If you plan to stay longer than 90 in 180 days or are carrying out activities not included in a Member State's visa-waiver list, you may need a visa, work permit or other documentation.
- We advise you to check the rules of the relevant Member State to find out if you need to apply.

**Check before you travel: search for 'Visit Europe from 1 January' on GOV.UK**





# Check business travel requirements

You should take these steps as soon as possible ahead of business travel to the UK from January 2021:



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Check if you need a visa or other documentation to travel for business purposes

**Check before you travel: search for 'Visit Europe from 1 January' on GOV.UK**



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If you need to apply for a visa – do so ahead of time, before you travel



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Check your passport is valid for at least 6 months before you travel

# Q&A facilitated by BPDG

# Break



# Short Straits Case studies

Margaret Whitby BPDG

1. Patricia has received an order from **Herauld**, a restaurant owner in Reims.

2. Patricia has an UK EORI number, and she has ensured her products meet the necessary EU labelling and marketing rules.

3. Patricia pre-submits a merged S&S export declaration (EAD) into CHIEF, and waits for the system to grant her Permission to Progress (P2P).

4. HMG assesses the declarations, and either grants P2P or asks for the goods to be presented at a designated location for checks before proceeding to port.

In this case, P2P is granted.

5. Herauld who has an EU EORI number, has also agreed to do the ENS entry to ICS on behalf of Chris. Herauld has also pre-logged the import declaration. The MRN is then communicated to Chris (and / or Chris's firm) by email

**Patricia – GB Exporter**

**Herauld – EU Importer**

**Chris – Haulage Comp**

**Ferry Operator (FO)**

**HMG**

**DELTA G / SI**

## Case study 1 - exporting pottery (standard goods) from Great Britain to the EU via ferry / short straits (from January 2021) non-transit

6a. Chris picks up the goods from Patricia's warehouse.

6b. When loading the goods, Chris must ensure he receives the relevant Movement Reference Numbers (MRNs).

6c. Chris completes the entry on "Checking the HGV is ready to cross the border" service on gov.uk and receives a **Kent Access Permit** and sets off for Kent

6d. Within 2 hours of the ferry arriving, Herauld (who has an EU EORI number and has received the ENS data needed from Chris about his crossing) has entered the ENS entry into the French Import Control System via EDI.

7. Chris is asked 5 questions at check-in:

- 1 - Do you have customs documents with a barcode?
- 2 - Are you transporting postal goods or are you empty?
- 3 - Are you using ATA / TIR carnets?
- 4 - Are you transporting SPS goods?
- 5 - Are you transporting fish or seafood?

8a. The FO does not check the submission of ENS data at check-in (or at the Eurotunnel pitstop) This is confirmed by Chris's company signing terms and conditions of carriage.  
*\*If it has not been done, the truck will be held in the terminal in France and a penalty may be issued.*

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

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

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

\*The FO receives a status update during the crossing - and refreshes the status for the drivers to see - 30 minutes after departure up to time of berthing

9a. Since the importer has pre-logged the custom declaration (either with EDI or DTI), he must wait until the "on board" message is issued. The declaration will then be tagged with **orange-douane** status during the remote risk analysis. The "on board" message appears in the Delta G system for each declaration.

9b. Following the remote risk analysis, a message is sent from Delta G to SI Brexit, and on to the FO system. If the analysis is OK, the status of the declaration goes to orange (customs) status, requiring the declarant to validate its declaration. This validation is done either by the importer if he is using DTI, or by an automated message issued from the importer electronic system if in EDI. Then another message is then sent from Delta G to SI Brexit to update the declaration's status..

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

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

9d. In this case, the status of Chris consignment is given the green notification and he leaves for his delivery destination.

\*If the consignment(s) had been selected for a control, **Chris** would need to communicate via "agent liaison" on arrival, who act as an intermediary between drivers and the "commis" (port runner) who are based within the terminal, and they will contact the authorities if the matter requires their intervention.

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

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

## Case study 2 - exporting auto-parts (standard goods) from the EU to Great Britain via Eurotunnel / short straits (from January 2021) non-transit

12. Emma has an EORI number and provided it to Joe - she has checked the tariff rates, and once her goods arrive she updates the entry into her own records (EIDR) with detail from the import including the date and time of entry.

13. Emma is VAT registered and so can use postponed VAT accounting to account for import VAT. This is paid quarterly and cannot be delayed six months.

14. Within 6 months of date of import, Emma needs to have applied for and be authorised to use Customs Freight Simplified Procedures (CFSP) to make her supplementary declaration

15. Emma submits the supplementary declaration before 23rd July 2021 (6 months after the import date).

16. Emma has registered for a duty deferment account, which is debited after she has submitted the supplementary declaration.

Felix - EU Exporter

FR administration

Emma - UK Importer

Joe - Driver

HMG administration

Eurotunnel (carrier)

8. Joe only needs importer's EORI (to "evidence" that the pre-logged import declaration has been done) if asked as part of a **Border Force** targeted / risk based intervention at Coquelles.

1. Felix has an EU EORI number and has agreed incoterms and conditions for the sale to Emma) so that the responsibility for border formalities is clear.

2. Felix pre-logs the export declaration via the DELTA-G system which produces an Export Accompanying Document (EAD) which is also a merged EXS safety and security declaration into the Export Control System (ECS) **\*if the movement starts in Germany, the EAD should be raised there, if not the German exporter or their agent will need TVA registration in France or they will have to use a fiscal representative.**

3. The Movement Reference Number (MRN) is then generated by DELTA G (French customs system) from the EAD.

4. Emma has arranged collection of the goods from Felix with her haulage firm.

5. Felix provides Joe with the EAD / MRN.  
**\*If Joe carries several consignments, Felix will combine them into a single MRN using the SI Brexit "logistics envelope".**

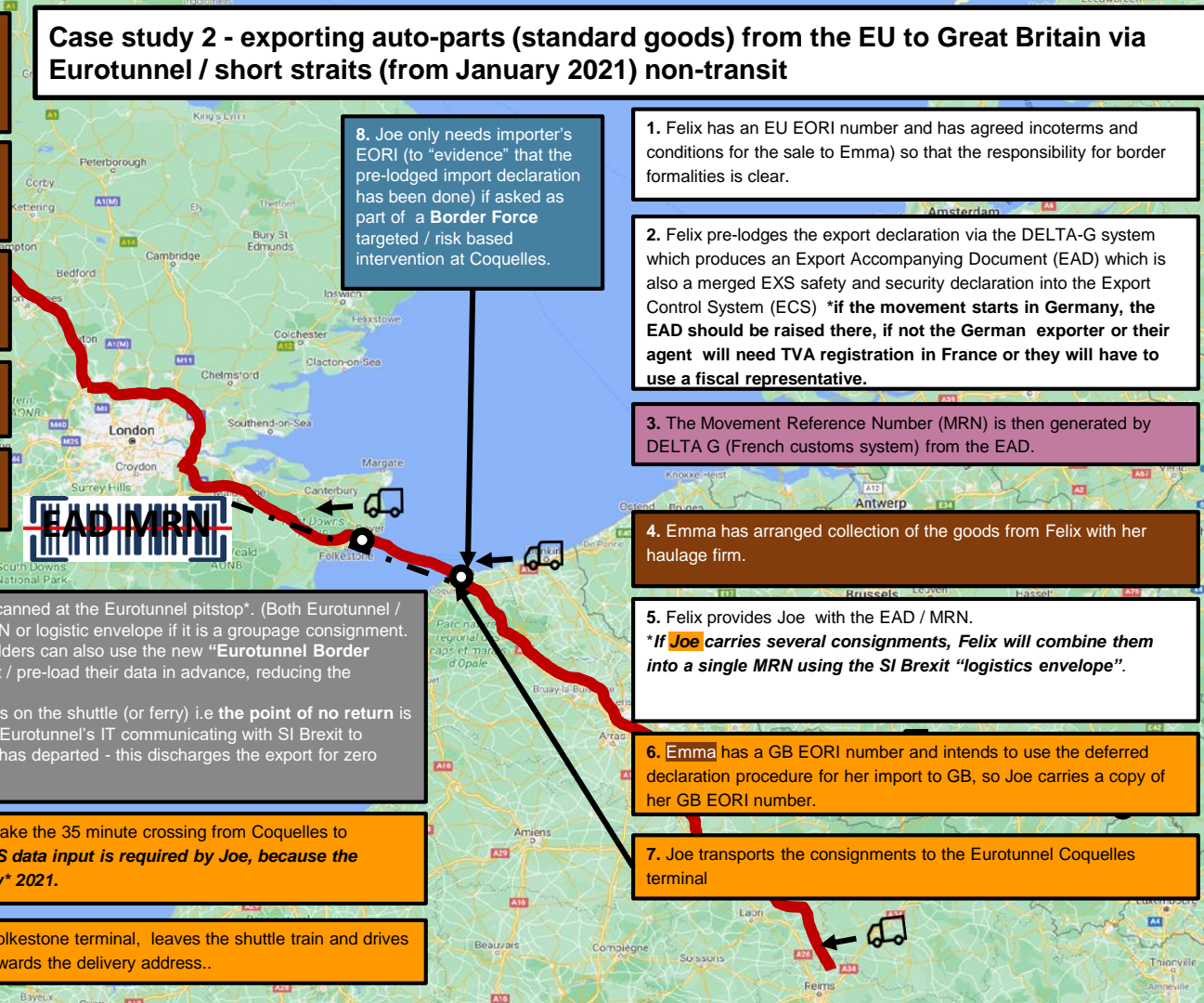
6. Emma has a GB EORI number and intends to use the deferred declaration procedure for her import to GB, so Joe carries a copy of her GB EORI number.

7. Joe transports the consignments to the Eurotunnel Coquelles terminal

9. The MRN (EAD) is scanned at the Eurotunnel pitstop\*. (Both Eurotunnel / ports will scan EAD MRN or logistic envelope if it is a groupage consignment. \*Eurotunnel account holders can also use the new "Eurotunnel Border Pass" service to submit / pre-load their data in advance, reducing the questions at the pitstop  
Only when the truck gets on the shuttle (or ferry) i.e the point of no return is the EAD discharged by Eurotunnel's IT communicating with SI Brexit to confirm that the shuttle has departed - this discharges the export for zero rating the supply.

10. Joe and the truck make the 35 minute crossing from Coquelles to Folkestone. **No GB ENS data input is required by Joe, because the import is before 1 July\* 2021.**

11. Joe arrives at the Folkestone terminal, leaves the shuttle train and drives onto the M20 and on towards the delivery address..





# Keep business moving

Plenary session

Margaret Whitby

Border and Protocol  
Delivery Group

## Poll 3

**Following the webinar, I have a better understanding of UK border procedures and the action that needs to be taken by the end of the transition period and I will share this detail with my customers or members of my business organisation.**

- Yes
- No





# Keep business moving

6 immediate actions to prepare for **goods exiting GB and entering the EU** at the end of the transition period:

- Register for an EORI number with the UK
- Pre-apply for an EU EORI number if you need one
- If exporting, the export declaration and S&S declaration is merged
- If using transit, make sure the TAD is activated before your goods get to the GB exit point and that the transporter is given the paper TAD to present at the border.
- Import / S&S data entry into the EU – if you are not using transit, your haulier will also be required to present the MRN of an EU Member States importation & separate Safety & Security declaration
- Agree responsibilities with your customs agent and/or logistics provider

## Useful links:

- [Gov.uk/transition](https://www.gov.uk/transition) landing page is a single location with a streamlined user journey where you can find guidance and the most up-to-date information to prepare for the end of the transition period.
- <https://www.gov.uk/eubusiness>
- <https://www.gov.uk/government/publications/the-border-operating-model>

## Guides to importing and exporting and for hauliers:

- [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/910155/How to import goods from the EU into GB from January 2021.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/910155/How_to_import_goods_from_the_EU_into_GB_from_January_2021.pdf)
- [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/910156/How to export goods from GB into the EU from January 2021.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/910156/How_to_export_goods_from_GB_into_the_EU_from_January_2021.pdf)
- <https://www.gov.uk/guidance/transporting-goods-between-great-britain-and-the-eu-from-1-january-2021-guidance-for-hauliers>