

# Readiness polls are running



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

BPDG Industry Day - Italy  
19 November 2020



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British Ambassador to Italy  
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Ambasciatore Britannico in Italia  
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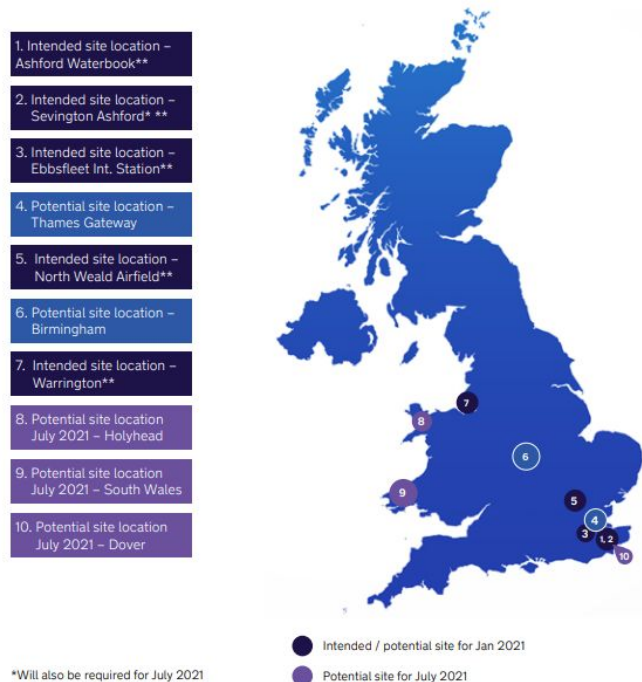
# Implications for businesses who trade with GB

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)

# 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.

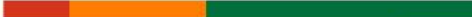






















**Red:** Unaware of actions required

**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 |
|---|-------------|-------------------|-----------------|--|-------------------------|
| NL BOM event (19/08)                    | TBC         | 8                 | 90%             |  | 100%                    |
| UK Logistics deep dive (03/09)          | TBC         | TBC               | 100%            |  | 100%                    |
| BE BOM event (09/09)                    | 195         | 73                | 95%             |  | 62%                     |
| BE BOM event (10/09)                    | 74          | 19                | 95%             |  | 83%                     |
| ES Readiness event (15/09)              | 170         | 28                | 77%             |  | 64%                     |
| NL Readiness event (16/09)              | 89          | 30                | 82%             |  | 73%                     |
| PL Readiness event (17/09)              | 180         | 50                | 71%             |  | 78%                     |
| Nordic / Baltic Readiness event (24/09) | 480         | 84                | 79%             |  | 81%                     |
| IE Readiness event (02/10)              | 117         | 15                | 72%             |  | 80%                     |
| NL Readiness event (13/10)              | 500         | 24                | 97%             |  | 100%                    |
| LU Readiness event (14/10)              | 65          | 12                | 100%            |  | 100%                    |
| ES Readiness event (19/02)              | 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 wide Readiness event (17/11)         | 100         | 25                | 100%            |  | 96%                     |
| <b>Total</b>                            | <b>3552</b> | <b>707</b>        | <b>87%</b>      |  | <b>84%</b>              |

# Readiness polls are running

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# 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





Please take the time  
to answer our Slido  
question

## 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**

## 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)

# Agenda

1. HM Revenue and Customs
2. Department for Transport
3. Department of Environment, Food and Rural Affairs
4. Department for Business, Energy and Industrial Strategy
5. Office for Life Sciences
6. Presentations by short straits carriers
7. Technical case studies - short straits
8. The Italy Trade Agency and Italy Customs Agency
9. Plenary Q&A

# Customs, VAT and Excise update

Flavia Munteanu

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

# UK traffic management update

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

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

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

# UK traffic management - Operation Brock

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

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

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

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

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



Q&A facilitated by 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

# Plants and Plant Products: FAQs

**What do physical checks actually look like for these goods? Will every good be checked, or a sample from a consignment of goods?**

- Most physical checks on high priority plants and plant products from the EU will take place away from the border initially, and will be based on an assessment of risks
- Plants and plant products will be physically checked by examining the contents of consignments to ensure there is no evidence of the presence of harmful plant pests and diseases

**Will importers incur any additional charges because of these new checks?**

- Fees will be applied for checks on EU imports, as is the case for imports from non-EU countries now

**Will this also mean any changes to imports from countries outside the EU?**

- For plants and plant products, a common import regime will ultimately apply to all third countries, so any changes will apply equally to EU and non-EU countries

# Live Animals and Animal Products - EU to GB

(This includes live aquatic animals and fishery products)

## Health certificates

- Requirements for 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.

# POAO – Fishery Products – EU to GB

**Imports of most fishery products and live shellfish ready for human consumption will require:**

From **January 2021:**

- Catch certificates and other IUU documents will be required and subject to risk-based documentary checks. The GB importer will need to send these to the importing competent authority e.g Port Health Authorities prior to arrival. Exempt species are detailed in Annex I of the IUU Regulation

From **April 2021:** As above, but

- Goods to be accompanied by an Export Health Certificate (EHC), which will be subject to documentary checks
- Import pre-notifications submitted by the GB importer in advance of arrival using IPAFFS.

From **July 2021:** As above, but

- Entry via an established point of entry with an appropriate border control post

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

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

- IPAFFS will be used by GB importers to pre-notify some SPS imports
- The system is already live and currently being used for the notification of live animals, germinal products and animal by-products (ABP) travelling on Intra Trade Animal Health Certificates (ITAHCs) and commercial documents (DOCOMs) alongside TRACES & 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'<br>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<br>(specific date tbc) |

# Live Animals and Animal Products – GB to EU

- All goods will need to be accompanied by an **Export Health Certificate (EHC)**
- This will need to be obtained by the GB exporter via EHC Online (EHCO) and completed by an Official Veterinarian/Food Competent Certifying Officer verifying that the animals or products meet the health conditions as outlined in EU regulations and listed on the certificate
- For England, Wales and Scotland, exporters can apply for most of their health certificates on **EHC Online (EHCO)** and further information on EHCs can be found [here](#)
- EHCO is a new digital online application service for EHCs that has been developed by DEFRA and the Animal and Plant Health Agency
- Consignments will need to enter the EU via a suitably authorised Border Control Post (BCP). EU importers will need to pre-notify the BCP.
- Certificates for live aquatic animals are not on EHCO [Find an export health certificate](#)

# 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**.

# Food Labelling

For an overview of the actions food and drink businesses may need to take, visit [here](#)  
For food labelling specific guidance, visit [here](#)

## Placing food on the GB and NI markets

- Guidance on **food and drink labelling changes from 1 January 2021** is [available here](#).
- You'll need to make any required labelling changes for goods sold in GB by **30 September 2022**
- Goods sold in NI will continue to follow EU rules for labelling, but you may need to make some labelling changes  
However, the UK Government recognises that businesses will need time to adapt to these new labelling rules
- Your label can contain other information if you need to comply with labelling requirements for another market

## Importing GB food to the EU Market

- The European Commission issued advice in its notice to stakeholders, [Withdrawal of the UK and EU food law](#), on the changes required to food labels for the EU market
- Based on this notice, UK businesses will need to make the required changes to food labels in order to place food on the EU market as soon as the TP has ended
- GB exporters are advised to seek advice from EU importing contacts

# Food Labelling

## **Food business operator (FBO) addresses for goods marketed in the UK:**

Until 30 September 2022, you can continue to use an EU, GB or NI address for the FBO on pre-packaged food or caseins sold in GB.

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

From 1 January 2021, pre-packaged food or caseins sold in NI must include a NI or EU FBO address. If the FBO is not in NI or EU, include the address of your importer, based in NI or the EU.

# Food Labelling

## Origin labelling in general for goods marketed in GB

- You may label food from NI and sold in GB as 'UK(NI)', 'United Kingdom (Northern Ireland)' or 'UK'.
- Until 30 September 2022, food from and sold in GB can be labelled as 'origin EU'.
- From 1 October 2022, food from GB must not be labelled as 'origin EU'.

## Origin labelling in general for goods marketed in NI

- Where EU law does not require an EU member state to be indicated, food from and sold in NI can continue to use 'origin EU' or 'origin UK'.
- From 1 January 2021, you should label food from and sold in NI as 'UK(NI)' or 'United Kingdom (Northern Ireland)' where EU law requires member state.

## Origin labelling of specific foods

Some foods will continue to require either the country or countries of origin or the origin to be described using specific other terms, known as origin indicators.

For details of origin labelling of these foods, see our guidance [here](#).

# Food Labelling

**For UK food placed on the EU market, at the end of the Transition Period, the following changes will take effect immediately:**

- **Country of origin labelling:** it will be inaccurate to label GB food as origin 'EU'. Food from NI can continue to use 'origin EU'. Food from NI should be labelled 'UK(NI)' or 'United Kingdom (Northern Ireland)' where EU law requires member state.
- **The EU organic logo:** belongs to the EU Commission and cannot be used from 1 January 2021 unless: your control body is authorised by the EU to certify UK goods for export to the EU, or the UK and the EU agree to recognise each other's standards
- **The EU emblem:** must not be placed on GB produced goods except where the ongoing use of the emblem after exit day has been authorised by the EU
- **GB products of animal origin:** exported to the EU27 must carry the 'GB' or full country name 'United Kingdom' on the health and identification marks. For guidance see the Food Standards Agency [food.gov.uk](https://www.food.gov.uk)
- **Food Business Operator addresses:** pre-packaged food and caseins must have an EU or NI address, or an address of the EU or NI importer on the packaging or food label

# Marketing Standards

- Marketing standards inspections will continue after the end of the transition period but will be managed to minimise delays at the border and disruption to trade flows.
- If you export these products to the EU from 1 January 2021, you will need to meet the marketing standards requirements for third countries set out in the EU marketing standards regulations, until more information is available.
- If you import these products to GB from the EU, the marketing standards requirements may change. They will be different for each product so check the specific guidance for the product you're importing.
- Goods being moved from GB to NI will have specific marketing standards certification and inspection requirements. Further information will be provided when available.
- There will be no change to the marketing standards requirements for moving goods to GB from NI.
- There will also be no changes to marketing standards requirements for goods moving from NI to the EU, and from the EU to NI.

# Marketing Standards – Wine

## Imports from the EU to GB

- VI-1 certificates will not be required for EU wine imported into GB from 1 January 2021 to 30 June 2021.

## Exports from GB to the EU

- The UK is no longer a member of the EU and will be classed as a third country from 1 January 2021.
- Consignments of wine exported from GB to the EU or those moved to NI will be subject to EU third country requirements for wine, which include having an EU VI-1.
- GB exporters will need to apply for a VI-1 certificate from the Department for Environment, Food and Rural Affairs (Defra). Guidance on how you can apply for an EU VI-1 will be published on GOV.UK.
- There are some situations where you do not need a VI-1 to export wine from GB to the EU, read more [here](#).

For further information on the import and export processes for wine, visit [here](#).

# Marketing Standards – Fruit and Vegetables

## Imports from the EU to GB

- If you import fruit and vegetables from the EU into GB, marketing standards processes at UK borders will change from 1 January 2021.
- A small sample of imports from the EU will be selected for checks to ensure they're complying with GB marketing standards.
- An EU issued Certificate of Conformity will not be required for release into free circulation in GB.
- The process for EU Member States to request GB Approved Inspection Services (AIS) status will be published before 1 January 2023.

## Exports from GB to the EU

- You should prepare for the third country import requirements in the EU marketing standards regulations if you export fruit and vegetables from GB to the EU from 1 January 2021.
- The UK has applied to the EU for Approved Inspection Service status.
- For further information on the import and export processes for fruit and vegetables, please refer to the guidance [here](#).

# Geographical Indications (GIs)

- The UK Government will establish **new UK GI schemes** on 1 January 2021.
- All existing UK products registered under the EU's GI schemes by the end of the transition period will remain protected under the UK GI schemes.
- The new UK GI logos are available to download on GOV.UK and can be used from 1 January 2021.
- Producers of GIs registered before the end of the transition period, that are required to use the UK GI logos, will have until 1 January 2024 to adopt the logos. The logos will remain optional for producers outside of GB.
- All UK GIs registered under the EU GI schemes at the end of the transition period to continue to receive protection in the EU.



# Geographical Indications (GIs) – Q&A

## **Q: Will EU products be protected in the UK?**

A: We of course intend to honour our legal obligations under the Withdrawal Agreement.

## **Q: Can I use both the UK and the EU logo on my product?**

A: GI products that are protected under both the UK and EU schemes will be able to use both the UK and EU logos when the product is on sale in the UK. They will also be able to use both logos when the product is on sale in the EU, provided that this is not prohibited by EU regulations.

## **Why is there a 3-year adoption period for the logos?**

**A:** This is based on research that a three year period reasonably allows businesses to incorporate labelling changes within their normal labelling cycles, to the point that the **cost burden reduces by around 95%** (compared with an immediate change requirement). As such a three year adoption period is assessed to have a negligible net business impact.

This proposition was supported by the majority of GI stakeholders in our autumn 2018 public consultation.

# Wood Packaging Material

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

# High-risk food and feed not of animal origin (HRFNAO)

David Bunn

Food Standards Agency



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# Import requirements for High-risk food and feed not of animal origin (HRFNAO)

There will be a phased introduction of import controls for EU high-risk food from the EU post the Transition Period.

## **January 2021**

- No new import requirements on RoW HRFNAO imported into the EU and then exported into GB
- RoW HRFNAO transiting through EU to GB must be pre-notified on IPAFFS, enter GB via BCP and be subject to import checks
- RoW HRFNAO direct imports into GB only change is pre-notification via IPAFFS

# Import requirements for High-risk food and feed not of animal origin (HRFNAO)

**April 2021**

- All HRFNAO on EU market exported to GB to be pre-notified on IPAFFS
- HRFNAO from EU continues to enter GB via any entry point
- HRFNAO from EU not subject to any import checks

# Import requirements for High-risk food and feed not of animal origin (HRFNAO)

July 2021

- All HRFNAO from the EU must enter GB via BCP with relevant approval having first been pre-notified to that BCP via IPAFFS
- HRFNAO Consignments from the EU will be subject to import checks at the frequencies specified in legislation

Details of all HRFNAO products can be found on the website of the UK's Food Standards Agency - [food.gov.uk/business-guidance/importing-products-of-non-animal-origin](https://www.food.gov.uk/business-guidance/importing-products-of-non-animal-origin)

Details of UK BCPs and what they are approved for are available at [gov.uk/government/publications/uk-border-control-posts-animal-and-animal-product-imports](https://www.gov.uk/government/publications/uk-border-control-posts-animal-and-animal-product-imports)

# Q&A facilitated by BPDG

# Placing goods on the UK market

Julia Held and Kosi Okolo

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](https://www.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

# Office for Life Sciences

Robert Reid



Office for Life Sciences

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# Context and objectives

## Businesses should prepare for the end of Transition Period

The Transition Period will end on 31 December 2020, and businesses need to take actions now to prepare for this.

The Transition Period will not be extended, and businesses should not plan on this basis.

Medicines and Medical Devices regulation is changing, and your business needs to adapt to these changes.



## Our aims for the session

Highlight new UK regulatory requirements

Focus on key areas and the actions you should consider taking

Signpost sources of advice and support

Answer any questions you may have



# Medical devices regulation at the end of the transition period



# Accessing the UK market

## What will remain the same

- We will continue to allow devices to be placed on the UK market that are in conformity with the applicable EU Directive until **30 June 2023**.
- Products **may continue to carry a CE mark** and devices which currently require conformity assessment by a Notified Body (NB) **must have a valid CE certificate**;
- We will **not require any changes to the labelling of affected products** and we will continue to accept labelling in the English language, which includes information from other jurisdictions (such as Ireland).

## What will change

- The UK will have a regulatory system in place on exit day with the **UKCA mark**, which will mirror all the key elements contained in the current EU regulations.
- MDR and IVDR will not be implemented in GB however MDR and IVDR compliant devices will be accepted in GB until **30 June 2023**.
- MDR and IVDR will apply in Northern Ireland from 26 May 2021, and 26 May 2022 respectively, in line with the EU's implementation timeline.





# The role of notified bodies (NBs)

## Status of certificates issued by UK NBs in the EU



### From 1 January:

- UK-based NBs will **not** be recognised in the EU unless a good is already placed on the market.
- The devices they have certified will **not have** valid certificates.
- These products will **not** be able to be sold in the EU.

## Status of certificates issued by UK NBs in the UK



### From 1 January:

- UK **will** give UK-based NBs ongoing legal status as UK Approved Bodies.
- UK Approved Bodies **will** be able to issue the UKCA marking and the CE UK(NI) marking for the purposes of Northern Ireland.
- UK **will** recognise the validity of certificates issued before Exit Day.
- Products covered by UK NBs **will** be able to be placed on UK market after Exit Day.



# Ensure medical devices are labelled correctly



- The UK will **continue to allow devices in conformity with the appropriate EU directive or regulation** onto the UK market
- This means they must be **CE marked and hold a valid CE certificate** from an EU/EEA Notified Body where appropriate.
- A CE mark will continue to be needed for **devices placed on the Northern Ireland market past 30 June 2023** and EU rules will need to be met.
- The UKCA marking reflects conformity with UK medical device regulation. **From 1 July 2023 the marking will be mandatory.**
- It can be **issued by UK approved bodies or any designated body in a third country with an MRA** with the UK.
- **Existing UK Notified Bodies with designations under the MDD, IVDD or AIMDD will have their designations rolled over automatically**, without having to undergo a new designation process.
- UK Approved Bodies will only be able to conduct conformity assessments, in relation to the UKCA mark, for medical devices, active implantable medical devices and in vitro diagnostic medical devices.



# Two key changes for manufacturers of devices

## Manufacturers and the UK responsible person

- Manufacturers placing products on the UK market must **first register with the MHRA**;
- If a manufacturer is not established in the UK it must **designate a UK responsible person to register and act on its behalf**. Manufacturers **must have a registered place of business in the UK**. This address will be publicly available on the MHRA's Public Access Registrations Database (PARAD).

## Registration of Devices

- After exit day, **all devices will need to be registered with the MHRA** before being placed on the UK market. As this is an extension of existing requirements **businesses will be given a grace period** for compliance. This period will differ depending on the class of device;
- Device manufacturers not based in the UK **will require a 'UK Responsible Person'** established in the UK, with a UK registered address to register the product who will take responsibility for the product in the UK. **No labelling changes will be required** to reflect the role of this 'UK Responsible Person'.





# Registering devices

- From 1 January, **devices must be registered with the MHRA** before being placed on the UK market;
- There will be a grace period for registering devices – this will only apply to new registrations and not Class 1 devices and general IVDs that are currently required to register with the MHRA;
- UK manufacturers must register, non-UK manufacturers must appoint a responsible person;
- Devices placed on the market in NI must be registered with the MHRA.

| Time Frame | Devices   | IVDs   |
|------------|---|--|
| 4 months   | <ul style="list-style-type: none"><li>• Class III medical devices</li><li>• Class IIb implantable medical devices</li></ul>     | <ul style="list-style-type: none"><li>• IVD List A</li></ul>   |
| 8 months   | <ul style="list-style-type: none"><li>• Class IIb non-implantable medical devices</li><li>• Class IIa medical devices</li></ul> | <ul style="list-style-type: none"><li>• IVD List B</li></ul>   |
| 12 months  | <ul style="list-style-type: none"><li>• Class I medical devices</li></ul>   | <ul style="list-style-type: none"><li>• General IVDs</li></ul> |

# Responsibilities of a UK Responsible Person

- **Ensure** that the declaration of conformity and technical documentation are compliant and that a conformity assessment has been carried out (if necessary).



- **Keep copies** of declaration of conformity, technical documentation and conformity assessment certificate available.



- **Provide** the Secretary of State with relevant documentation upon request.
- **Forward** to manufacturer any request by the Secretary of State.
- **Cooperate** with the Secretary of State on any preventative or corrective action taken to eliminate or mitigate the risks posed by devices.



- **Inform** the manufacturer about complaints and reports from healthcare professionals, patients and users about suspected incidents related to a device.



- **Terminate** the legal relationship with the manufacturer if the manufacturer acts contrary to its obligations under MDR 2019 regulations and inform the Secretary of State and, if applicable, the relevant notified body of that termination.



# UK Responsible Person

***... means a person established in the United Kingdom who acts on behalf of a manufacturer established outside the United Kingdom in relation to specified tasks with regard to the manufacturer's obligations under the regulations.***





# Medical regulation at the end of the transition period

# Licensing 1



- **Grandfathering CAP licences:** Companies with “centralised” EMA marketing authorisations (MAs) will be contacted by the MHRA and given a UK authorisation unless companies opt out:
  - Market Authorisation Holders (MAHs) will have a period of one year starting from January 2021 to submit essential baseline data in the form of an initiating electronic Common Technical Document (eCTD) sequence together with certain other related MA-specific information for each converted EU MA.
- All UK MAs granted through the **Mutual Recognition and Decentralised procedures** will revert to UK MAs on 1 January 2021.

# Licensing 2



- For **in-flight CAP applications**, there will be two options:
  - Apply to MHRA for an in-flight assessment of a GB MA in parallel with the EU MA application. MHRA will consider any assessment already reported on before 1 January 2021 with a view to completing the application no later than the issue of the EU Commission (EC) decision.
  - Wait for the CHMP positive opinion and apply for a GB MA using the new **Reliance Route**. The application will be determined when the EC decision has been confirmed.
- In both cases, applicants will need to **submit an application and supporting dossier** to the MHRA accompanied by all iterations of the CHMP assessment report.

# Licensing 3

The MHRA will introduce **four new routes to market** in the UK:



- **Innovative licensing pathway** – New products with significant patient benefit.
- **Rolling review** – A modular approach to submission and assessment for new active substances.
- **Accelerated assessment** – For all national applications (150 day timeframe).
- **Reliance route** – For centralised authorisations GB will recognise EC decisions subject to a risk-based review in the context of UK clinical practice and any GB specific consideration.

# Legal presence



- **UK Market Authorisation Holder** must be established in the UK.
- The **Qualified Person for Pharmacovigilance (QPPV)** must be based in the UK or the EU. For QPPVs based in the EU companies will have 12 months from the end of transition to establish a UK based contact person.



- A **Qualified Person (QP)** for products manufactured in the UK or directly imported into the UK from a country not on an approved country list (which will include all EU and EEA countries from Day 1) must reside and operate in the UK.
- From 1 January 2021, a wholesale dealer in Great Britain may import QP certified medicines from the European Economic Area if certain checks are made by the 'Responsible Person (import)'.

# Packaging and leaflets



- **After conversion of a CAP licence** to an MA for Great Britain, you must register a GB presence for your MA within 24 months of the end of the transition period. This will include submitting amended artwork for approval that includes:
  - Name and address of Marketing Authorisation Holder (MAH) or representative
  - Great Britain MA number
  - Name and address of product manufacturer for batch release
- You will have a further 12 months (36 months in total from 1 January 2021) to ensure all stock released to market is in compliant packaging.
- The MHRA will continue to allow **multi-country packs**, including packs with more than one language on the pack and/or in the PIL, provided that the entirety of the information is compliant with the UK requirements.



## Batch test and release in a non-negotiated outcome



- From 1 January 2021, the Human Medicines Regulations 2012 will refer to **lists of approved countries for batch testing and QP release of medicines**.



- From 1 January 2021, the UK will accept **certification by a QP** from countries specified in these lists. These lists will initially include EEA countries and other countries with whom regulatory equivalence has been confirmed. The lists will be reviewed at least every 3 years.



- The UK will also accept **batch testing** done in EEA countries for a period of 2 years after the end of the transition period, until 1 January 2023. This will provide time for industry to adapt supply chains to future UK regulatory requirements.

# Find out more about placing goods on the market

There is a range of MHRA and Government guidance available to businesses at the following links:

- <https://www.gov.uk/government/collections/mhra-post-transition-period-information>
- <https://www.gov.uk/guidance/regulating-medical-devices-from-1-january-2021>
- <https://www.gov.uk/guidance/using-the-ukca-mark-from-1-january-2021>
- <https://www.gov.uk/guidance/placing-manufactured-goods-on-the-market-in-great-britain-from-1-january-2021>

The MHRA are delivering a series of webinars setting explaining regulatory changes that started October 19.

More details and booking information can be found here:

<https://www.eventbrite.co.uk/e/eu-exit-and-post-transition-guidance-tickets-122553062509>



SCAN ME



# Break

# The Short Straits Eurotunnel

Carsten Pikkemaat



Office for Life Sciences

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# 3 tipi di requisiti

## Riferimenti doganali

Codici a barre MRN di transito,  
Riferimento movimento merci -  
GMR...



E6DCWJB

## Certificati sanitari obbligatori

per prodotti animali e vegetali



## Sicurezza e protezione riferimenti

ENS, ICS, ECS...



# la nostra soluzione

## Eurotunnel Border Pass

Inviare le vostre informazioni in anticipo a Eurotunnel attraverso il vostro conto di prenotazione online prima che il vostro autista si presenti al terminal

Il vostro veicolo viene riconosciuto automaticamente dal numero di targa e il conducente non ha nulla da mostrare

<sup>annunciare</sup>  
**Turn up**

Il vostro autista si presenta al terminal **con le sue referenze di confine** senza inviare informazioni in anticipo

I codici a barre devono essere  
presentato dal conducente e sarà sottoposto a  
scansione  
al Pit stop



# EUROTUNNEL BORDER PASS

## Dati inviati on-line

il titolare del conto può inviare in anticipo i riferimenti / codici a barre Export e Import per entrambe le direzioni

Deve essere associato ad una prenotazione

## Identificazione automatica

al Pit stop con i numeri di targa del veicolo associati alla prenotazione

## Riferimenti condivisi

e inviato automaticamente alle autorità della FR e del Regno Unito tramite i numeri di immatricolazione del veicolo

## Non è necessario mostrare i documenti

al Pit stop

Il vostro autista può semplicemente ritirare i carichi senza bisogno di avere copie dei loro documenti doganali

## Risparmiare tempo

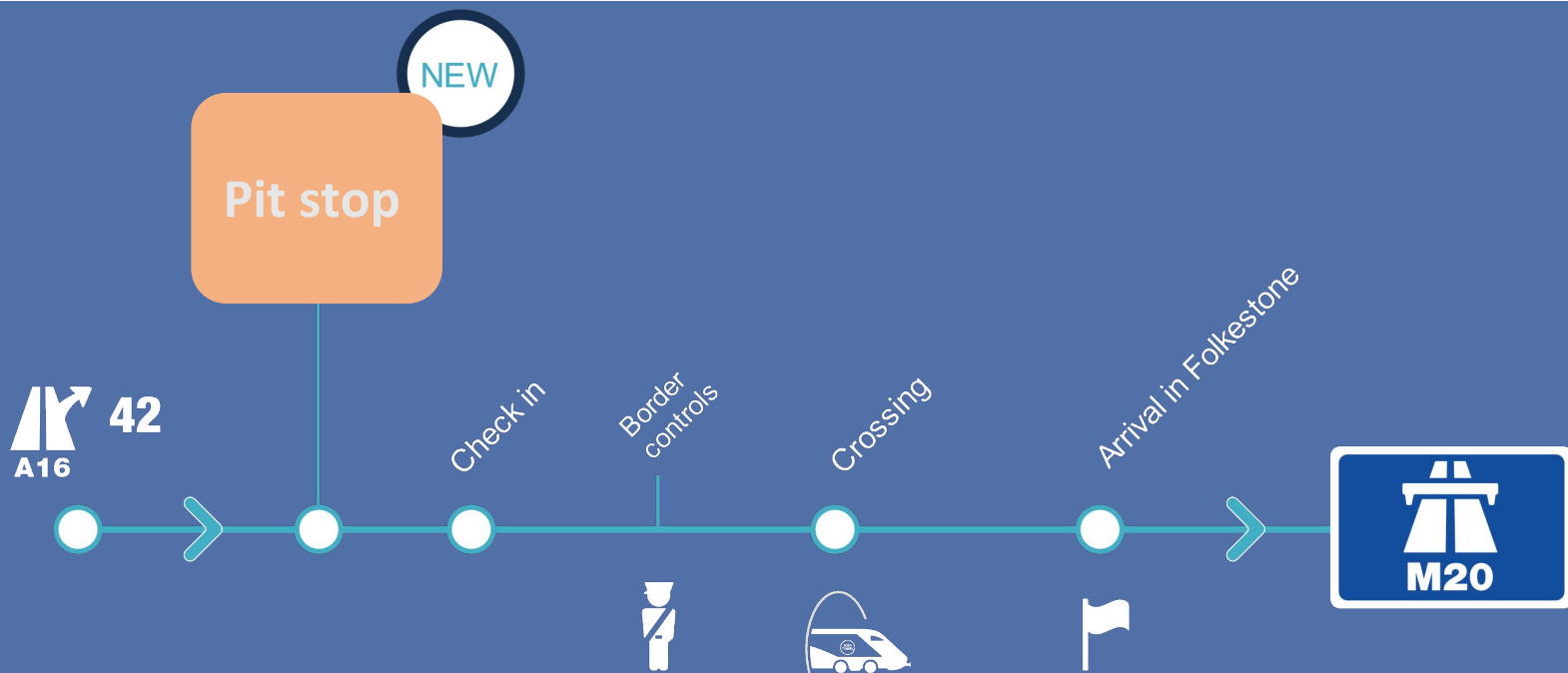
Non è necessario eseguire la scansione dei riferimenti al Pit stop

Aumenta la velocità di elaborazione

## Inviare o modificare i riferimenti fino a 30' prima del viaggio

The screenshot shows the Eurotunnel Border Pass website. At the top, there's a navigation bar with the Eurotunnel logo, language selection (English, French, German, Italian, Spanish), and a 'Logout' button. Below this is a menu with links: Home, Vehicle tracking, My crossings, Terminal info, Capacity allowance, Dangerous goods, Agile Border Pass, Useful information, My invoicing, and Admin. The main heading is 'Your Border Pass'. Below this, it displays booking details: Booking number: 10239333, Tractor number: WORK, Direction: Folkestone to Calais, and Travel date: 31/10/2020. The 'Information for French authorities' section contains two parts. The first part asks if the user has a customs document with a barcode, with a 'Yes' button selected. It provides a grid of 12 barcode input fields. The second part asks if the user is carrying goods subject to sanitary or phytosanitary control, with a 'No' button selected. It also provides a grid of 12 barcode input fields. At the bottom right, there are 'Back' and 'Continue' buttons.

# SOMMARIO



PAF

Dal autostrada A16  
Direzione UK

UKBF

Boarding area

PIT STOP



# Riconoscimento automatico di entrambi i numeri di trattore e rimorchio



# Accoppiamento al Pit Stop

2 options



**Eurotunnel Border Pass**

Riconoscimento automatico

oppure



**Codici a barre**  
devono essere mostrati e  
scannerizzati

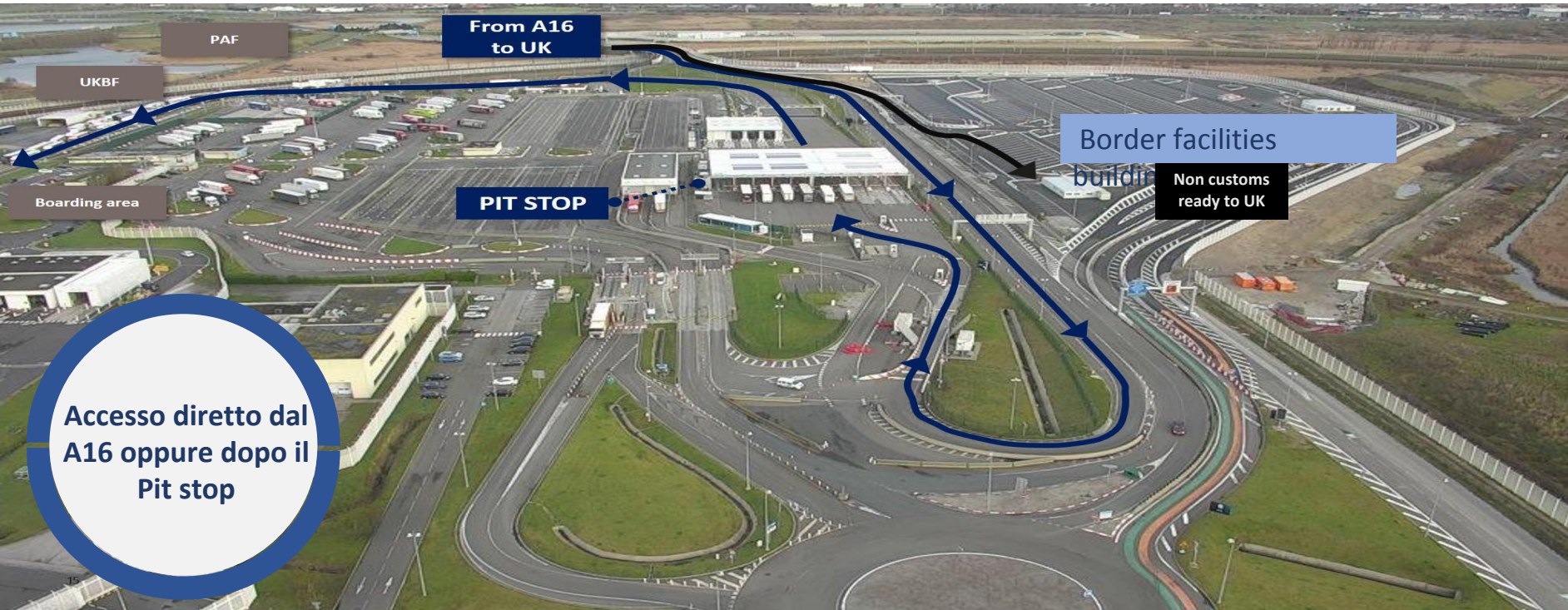
dati scambiati con le autorità  
britanniche/francesi

10 CORSIE

100% DI  
VEICOLI  
CONTROLLA  
TE

RIMA-NERE  
A BORDO

# Assistenza sul terminale francese per le formalità, se necessario



# EUROTUNNEL BORDER SERVICE PRESSO L'EXPORT PARKING

Un team Eurotunnel dedicato per assistere gli autisti 24 ore su 24, 7 giorni su 7



per finalizzare l'esportazione FR/UE  
e Regno Unito Formalità di importazione



per contattare i broker doganali  
(RDE) se necessario



da stampare  
documenti

EBS è  
il rappresentante  
ufficiale di RDE a  
contratto  
con Eurotunnel



# CONTROLLI DOGANALI E SANITARI A SEVINGTON



Sito remoto vicino ad Ashford, a 9 miles dall'Eurotunnel sulla strada per Londra, appena fuori dall'autostrada (J10a presso M20)

Controlli documentali e fisici delle dichiarazioni doganali/sanitarie del Regno Unito

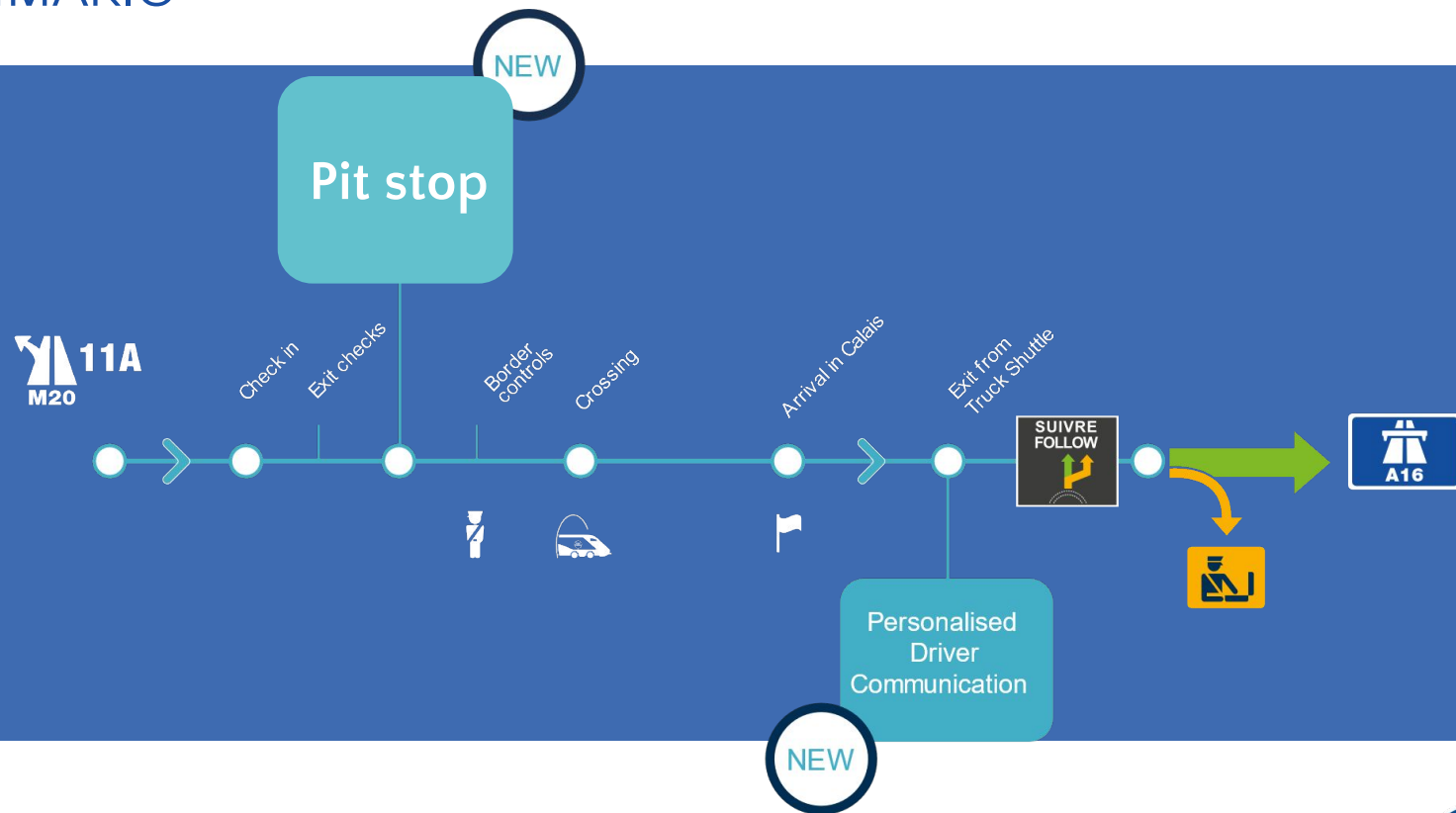
Il sito è gestito dalle **autorità britanniche** (HMRC, UKBF, DEFRA...)

La notifica dello stato doganale all'arrivo per il controllo sarà in vigore dal 01/07/2021



# INGHILTERRA A FRANCIA

# SOMMARIO



# ACCOPPIAMENTO AL PIT STOP

2 opzioni

Eurotunnel Border Pass  
Riconoscimento automatico

oppure

Codici a barre  
devono essere mostrati e scannerizzati

dati scambiati con le autorità britanniche/francesi

8 CORSIE

100% DEI  
VEICOLI  
CONTROLLATI  
ATE

RIMANERE  
A BORDO

# DOCUMENTAZIONE RICHIESTA PER L'ATTRAVERSAMENTO CON EUROTUNNEL

**Esportazione nel Regno Unito  
(per le autorità britanniche)**

**DAL 01/07/21**

**Riferimenti  
doganali**

**Riferimenti  
sanitari**

*richiesto per i prodotti di origine*

**Riferimenti di sicurezza  
e protezione**

**Documenti da  
avere a bordo**

*(diversi dai riferimenti di cui  
sopra)*

**Un unico GMR  
obbligatorio**

**Il GMR è ottenuto attraverso il  
sistema GVMS e comprende tutti i  
riferimenti doganali, sanitari e di  
sicurezza ottenuti attraverso i vari  
sistemi di formalità Transit, Chief,  
PAFFS, ...)**

NB: Anche i camion vuoti e le merci postali devono avere un GMR

**Importazione UE  
(per le autorità FR/UE)**

**DAL 01/01/21**

**Codici a barre MRN di transito *e/o*  
Pre-dichiarazione di importazione  
codici a barre *e/o*  
Codice Enveloppe (codice a barre)**

*o carnet TIR o ATA (merci che viaggiano in regime di ammissione temporanea)  
o documenti di emergenza (se il sistema doganale francese non è disponibile)*

***Riferimento DSCE (solo per la notifica  
preventiva tramite Eurotunnel Border Pass - non richiesto  
al Pit stop)***

***Dichiarazione ENS / ICS  
(non è necessario informare Eurotunnel)***

**- TAD (Documenti di accompagnamento in transito) per  
merci in transito  
- Certificati sanitari (se non prelocati digitalmente in  
TRACES NT dallo spedizioniere)**

NB: I camion vuoti e le merci postali devono essere dichiarati a Eurotunnel (in anticipo o al Pit stop)

# INFORMAZIONI PERSONALIZZATE SUL TERMINALE FRANCESE



**Verde**

Ok per uscire direttamente a A16



**Arancione**

I controlli richiesti al  
Ufficio doganale(Centre Douane SIVEP)



# EUROTUNNEL BORDER SERVICE AL UFFICIO DOGANALE SIVEP

Un team Eurotunnel dedicato per assistere gli autisti 24 ore su 24, 7 giorni su 7



Per facilitare la dogana  
e ispezioni sanitarie



Offrire una rappresentanza locale  
per i broker doganali  
sotto contratto con Eurotunnel



Per finalizzare o modificare  
FR/UE Formalità di importazione  
(doganali e igienico-sanitari)

EBS è  
il rappresentante  
ufficiale di RDE sotto  
contratto  
con Eurotunnel





Grazie

# The Short Straits

## P&O

# **P&O FERRIES BREXIT PREPARATIONS**

NOVEMBER 2020

# P&O Ferries' network



# **P&O have amended our systems to comply with the requirements of the five European countries which we ship between**

- Integrated with French Customs System and provided means to display Customers status on board
- Integrated with Dutch and Belgian Port Community Systems and developed a web portal to capture supplementary information
- Adopting MCP's Destin8 System at Teesport, Hull and Tilbury, providing the necessary import and export messages for UK authorities
- Implementing GVMS on Dover-Calais and our Irish Sea routes; Dublin-Liverpool and Larne-Carlinryan
- Customers will interface directly with Irish Customs Systems to lodge and track declarations with Pre-Boarding Notification check at check-in

***As long as there are goods and people travelling between the UK and Europe, P&O Ferries will continue to provide a comprehensive ferry and logistics service to and from the continent***

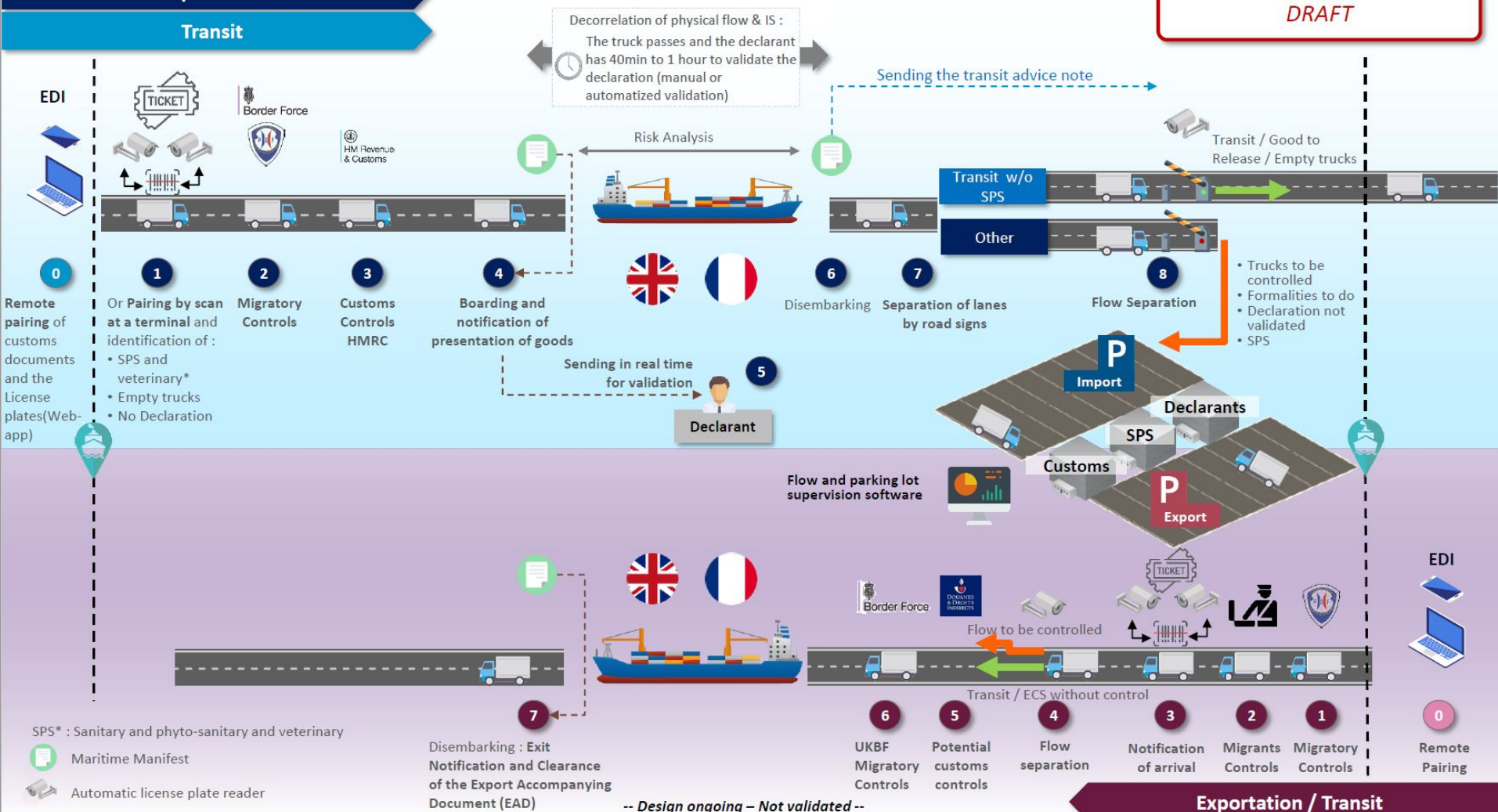


# SHORT STRAITS

# Importation

## Transit

DRAFT



# On board our Dover-Calais Vessels



| French Customs |                | Exit Information |                |
|----------------|----------------|------------------|----------------|
| 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           |

Check here for updates throughout the crossing. Page 1 of 3



# NORTH SEA

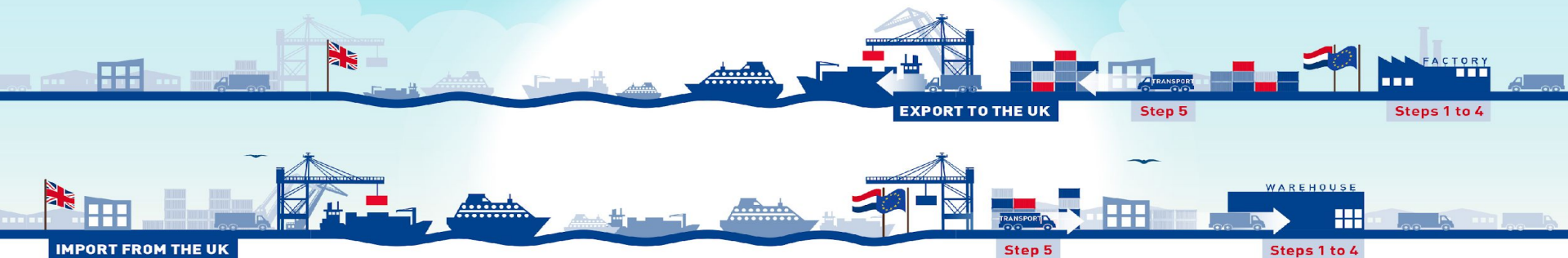


# Ready for Brexit in the Dutch ports in 5 steps



## GET READY FOR BREXIT

Swiftly through the Dutch ports



IMPORTER EXPORTER CUSTOMS



### Step 1. Register with Customs

No relationship with Customs yet? Create an EORI number at Customs as soon as possible.

IMPORTER EXPORTER FORWARDER CUSTOMS AGENT CUSTOMS



### Step 2. Decide who takes care of the import and export declarations

Will you submit your own declarations to Customs or will you use a forwarder or customs agent for this?

IMPORTER EXPORTER FORWARDER CUSTOMS AGENT TRANSPORTER PORTBASE



### Step 3. Determine who is responsible for the pre-notification of customs documents

After Brexit, pre-notification via Portbase is mandatory at shortsea and ferry terminals. Make clear agreements about who is responsible for this.

IMPORTER EXPORTER FORWARDER CUSTOMS AGENT TRANSPORTER PORTBASE



### Step 4. Subscribe to the Portbase services

You can digitally pre-notify and track your cargo in real time via Portbase.

TRANSPORTER PORTBASE

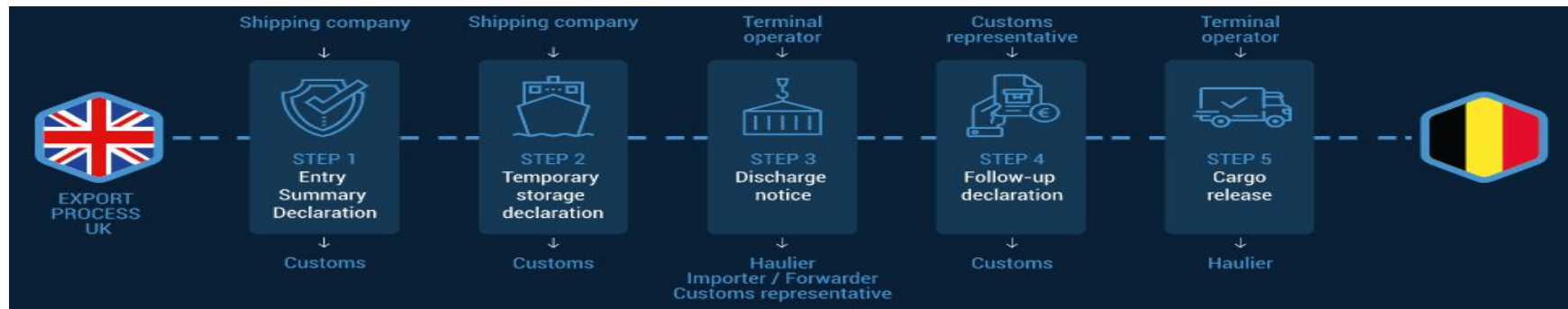


### Step 5. Check beforehand whether the terminal has the customs documents

Only cargo that has been digitally pre-notified via Portbase can enter and leave the terminal. No transport without document.

[www.getreadyforbrexit.eu](http://www.getreadyforbrexit.eu)


# Travelling via Belgian Ports



[www.rxseaport.eu](http://www.rxseaport.eu)




# P&O Supplementary Information Portal

[Passenger ferries](#) [Welcome! Hemanth ▾](#) [Contact us](#) [English](#)

[BOOKINGS ▾](#) [ABOUT P&O](#) [FAQS](#) [BREXIT](#) [RTO ▾](#)

## FIND MY BOOKING


Enter Waybill :

 RETRIEVE BOOKING

[About P&O](#)[Partners](#)[P&O Ferries](#)

[Contact Us](#)

T : +44(0) 1304 863875  
E : [freightsales.dover@poferries.com](mailto:freightsales.dover@poferries.com)  
[More contact details](#)



P&O Ferries 2019

[Terms and Conditions](#) [Accessibility](#) [Site Map](#) [Privacy policy](#)



## In Summary

1. Ensure your business has an EU/UK EORI number
2. Decide who will make the import/export customs declarations and familiarise yourselves with the appropriate systems and requirements during the UK transition period Jan-July 2021
3. Depending on the routes your travel with us; subscribe to Port Community System services; Portbase in the Netherlands, RX Seaport in Belgium and Destin8 in UK
4. Familiarise yourselves with GVMS and the route to finalizing a GMR
5. If you are shipping multiple consignments in a single load, travelling between UK and France, customers must use the 'envelope logistique' to consolidate declarations
6. Check what you need to do for the type of goods you are



# P&O Ferries' network



# Case Studies

# EU import requirements - ENS (safety & security declarations)

Electronic transmission of an entry summary declaration (ENS) for traffic from GB to France via the short straits

That transmission must be done in the French Import Control System (ICS) system before crossing the EU border, for all types of transport.

This IT system only operates in **Electronic Data Interchange (EDI)** mode.

So ENS must be sent by EDI **and not by DTI**.

In order to do that your company must use a certified software which can interact with French Customs IT systems.

If your company doesn't have such a software you must either buy/install a certified EDI solution or use "web portals" developed by some providers.

A list of certified "EDI solution (including web portals)" providers is available at:

<https://www.douane.gouv.fr/services-aide/edi>

Prepare, prepare, prepare

No documents no transport!

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

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

**Patricia – GB Exporter**

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

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

8d. Once Chris is on board the ferry, he can observe the status of his truck by ANPR reference on screens in the driver's lounge. At this point, the display default is **orange-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 Herault's restaurant with the pottery.

10. Any duty and Import VAT are now due from Herault, 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.

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-lodges 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 Italy, the EAD should be raised there, if not the Italian 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..

Felix - EU Exporter

FR administration

Emma - UK Importer

Joe - Driver

HMG administration

Eurotunnel (carrier)



Guernsey

# Italy Trade Agency

Ferdinando Pastore, Direttore, Ufficio di  
Londra, Italy Trade Agency

Gabriella Migliore, Direttore Brexit Desk,  
Italy Trade Agency

# Agenzia delle Dogane e dei Monopoli

Giovanni Piccirillo, Responsabile  
Sezione Progetti e Programmi  
Internazionali

19 novembre 2020



**AGENZIA  
DOGANE  
MONOPOLI**



La fine del periodo di transizione  
e i nuovi scenari doganali per le aziende italiane



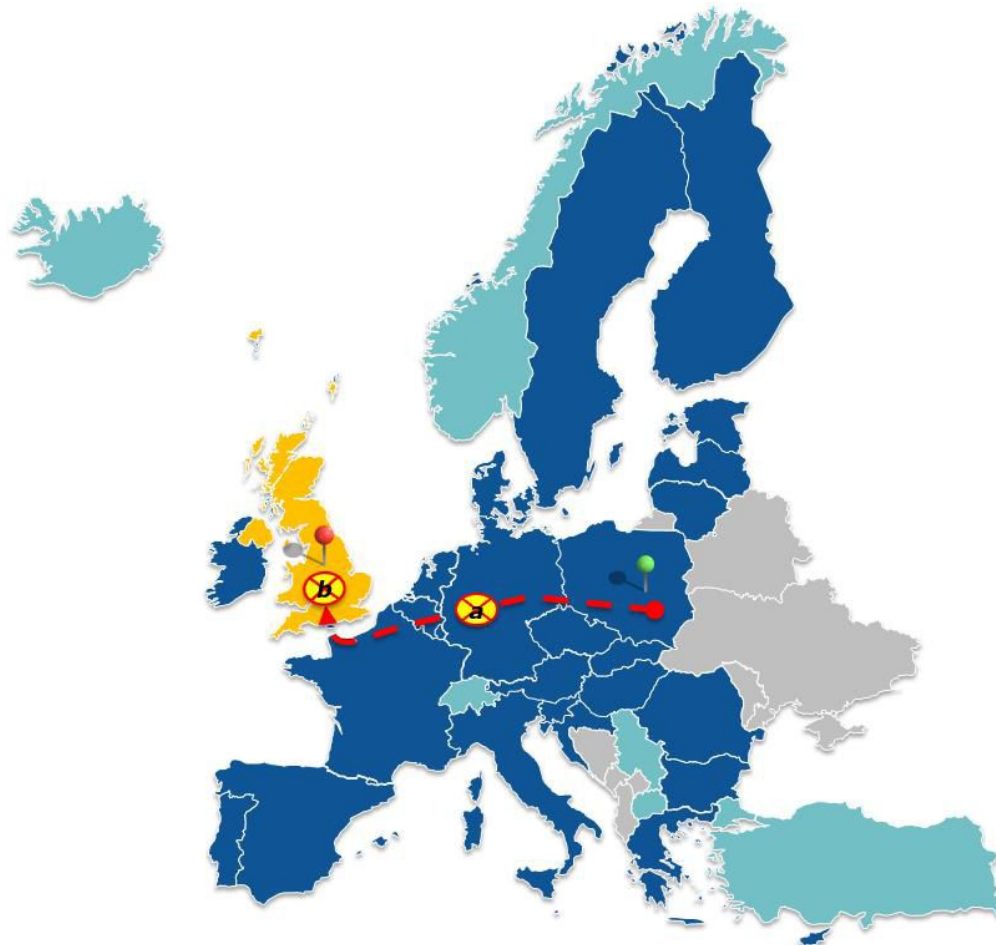
## La «svolta»: gli effetti per le aziende italiane

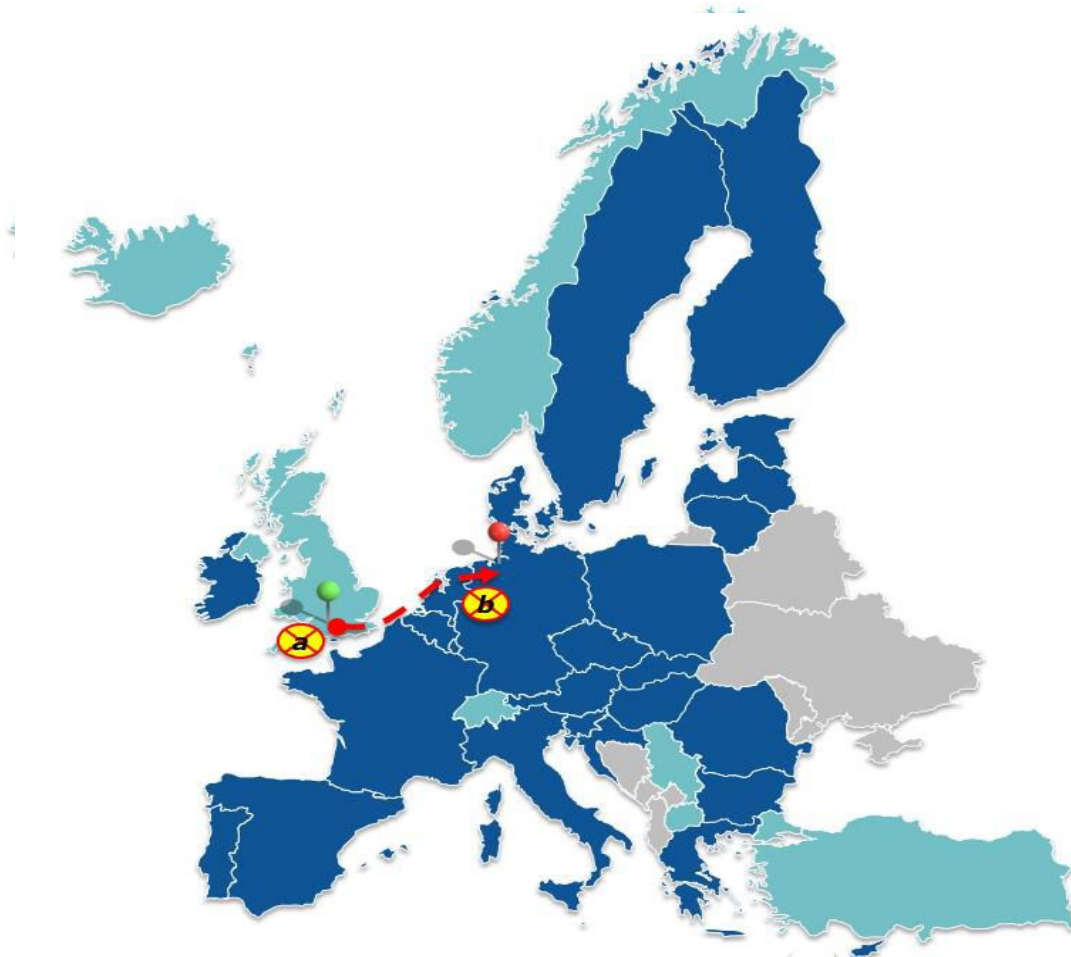
- la fine del periodo di transizione (31 dicembre 2020) e il cambiamento radicale nei rapporti tra Regno Unito e Unione Europea
- il nuovo scenario doganale che verrà a determinarsi dal 1° gennaio 2021, indipendentemente dall'esito dei negoziati ancora in corso
- le **concrete conseguenze** per le aziende italiane e i **principali strumenti** per muoversi efficacemente nel nuovo scenario

# BREXIT: le formalità e i controlli doganali

## Le formalità per le merci da/verso UK

- eccetto che per le «operazioni a cavallo», le merci spedite verso il Regno Unito non costituiranno più cessioni intraUE ma **esportazioni**
- analogamente, le merci provenienti dal Regno Unito non costituiranno più acquisti intraUE bensì **importazioni**
- in relazione agli scambi commerciali intrattenuti con soggetti UK, gli operatori economici non dovranno presentare i modelli INTRA e non saranno tenuti agli altri adempimenti previsti in materia di operazioni intraunionali





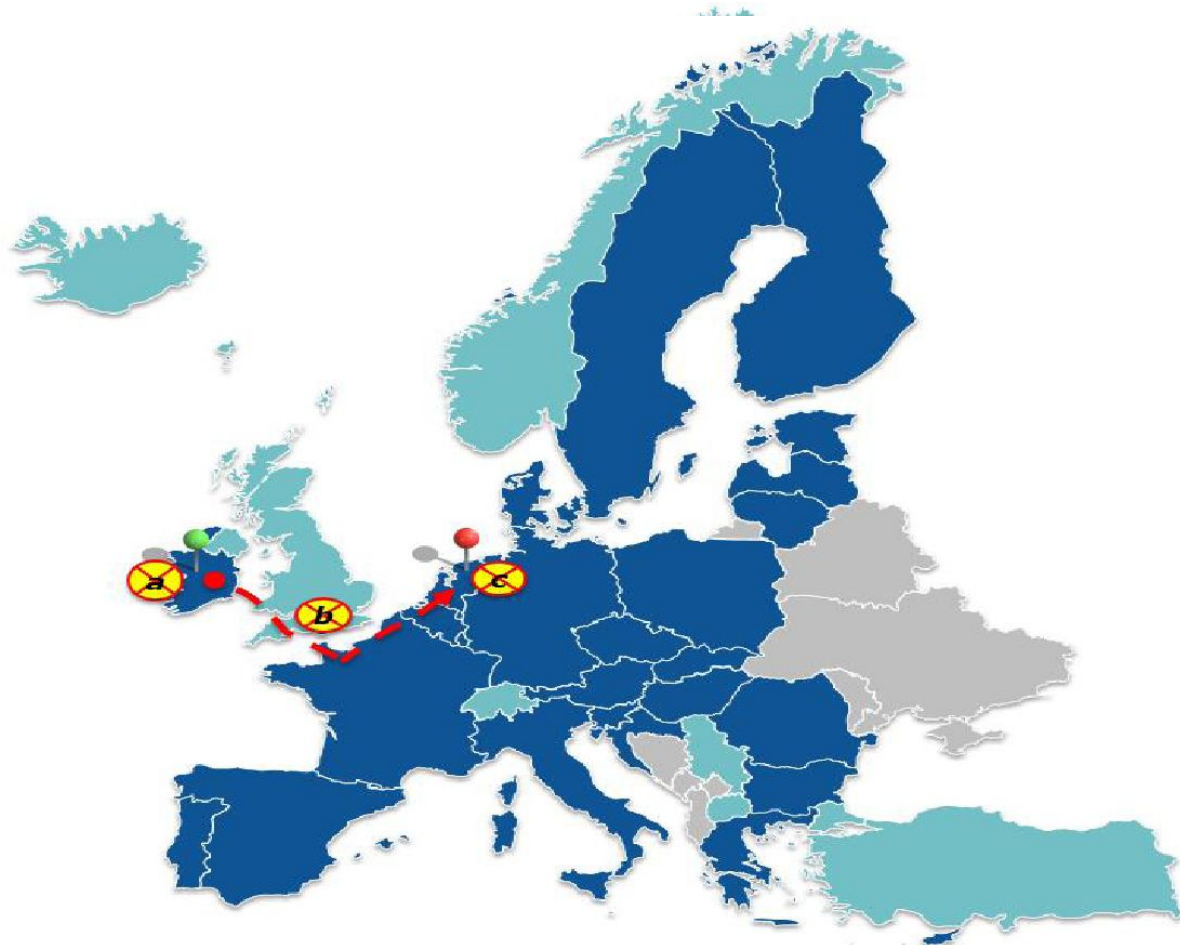
# BREXIT: la circolazione delle merci da/verso UK

## Il Transito Comune

- A decorrere dalla fine del periodo di transizione, il Regno Unito - avendo aderito alla Convenzione sul Transito Comune - potrà avvalersi di tale regime e continuare ad avere accesso al sistema di transito informatizzato (NCTS).

*(Decisioni n. 1/2018 e n. 2/2018 del Comitato Congiunto UE-PTC)*





## Registrazione e Identificazione

- le imprese italiane che, dal 1° gennaio 2021, intenderanno importare dal Regno Unito o esportare nel Regno Unito dovranno disporre del codice EORI
- è un numero di registrazione e identificazione necessario per poter espletare le formalità doganali
- la registrazione è un'operazione estremamente semplice e veloce ma necessaria

## Le autorizzazioni doganali

- la fine del periodo di transizione e le conseguenze
  - sulle autorizzazioni già rilasciate dalle autorità doganali del Regno Unito
  - sulle autorizzazioni già rilasciate e che rilascerà dopo la fine del periodo di transizione l'Autorità doganale della UE
- gli Uffici delle dogane stanno procedendo al necessario aggiornamento

## Le semplificazioni doganali

- **strumenti decisivi** per le aziende italiane per fronteggiare efficacemente la “svolta” della Brexit:
  - rendono più semplici e talvolta eliminano le formalità doganali
  - consentono una riduzione dei controlli
  - abbattano gli oneri economici
  - consentono notevoli risparmi di tempo

## Le semplificazioni sviluppate da ADM

- le semplificazioni introdotte da ADM alla luce delle istanze rappresentate dal mondo imprenditoriale e da tutti gli stakeholders:
  - nel settore dell'e-commerce (easy free back con un focus anche sulle piccole e medie imprese – smart platform for the supply chain)
  - nei processi volti a snellire e velocizzare il traffico merci specie nelle aree portuali (progetto smart terminal)

# BREXIT: l'origine delle merci e le semplificazioni

## L'origine delle merci

- è fondamentale che gli operatori procedano ad un'attenta pianificazione o ripianificazione doganale che tenga conto delle rilevanti conseguenze della fine del periodo di transizione
- le semplificazioni procedurali previste dal Legislatore unionale: il sistema dell'autodichiarazione resa dall'esportatore (c.d. dichiarazione su fattura)
- le semplificazioni introdotte da ADM: la procedura per la digitalizzazione del processo di richiesta dei certificati EUR1, EUR.MED e A.TR. che consente di acquisire i dati utili alla compilazione dei suddetti certificati direttamente dalla dichiarazione doganale di esportazione di riferimento e la stampa del certificato richiesto

- La **Commissione europea**

ha pubblicato e aggiornato **più di 100 avvisi e note di orientamento** per ogni singolo settore

*[https://ec.europa.eu/info/european-union-and-united-kingdom-forging-new-partnership/future-partnership/getting-ready-end-transition-period\\_it](https://ec.europa.eu/info/european-union-and-united-kingdom-forging-new-partnership/future-partnership/getting-ready-end-transition-period_it)*

ha predisposto una *Check-List per gli operatori commerciali*

ha pubblicato la *Guida per le imprese - Come prepararsi alla fine del periodo di transizione*

- **ADM**

ha dedicato un'apposita **sezione** nel proprio sito internet *<https://www.adm.gov.it/portale/infobrexite>*

ha pubblicato la *Guida doganale per le imprese – Informazioni sull'eportazione*

ha organizzato specifici **Open Hearing** per raccogliere il punto di vista degli stakeholders

ha pubblicato **FAQ**

assicura assistenza e supporto anche con modalità da remoto presso **tutti gli Uffici delle dogane**



Tutti gli aggiornamenti  
su  
[www.adm.gov.it](http://www.adm.gov.it)



[adm.infobrexit@adm.gov.it](mailto:adm.infobrexit@adm.gov.it)



[www.adm.gov.it](http://www.adm.gov.it)

Hope for the best and prepare for  
the worst



# Keep business moving

Plenary session

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 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 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 a EU Member States importation & separate Safety & Security
- Agree responsibilities with your customs agent and/or logistics provider



# Ben Greenwood

HM Consul-General Milan and Director Italy, Department  
for International Trade.

Console Generale Britannico incaricato e Direttore  
Department for International Trade Italy