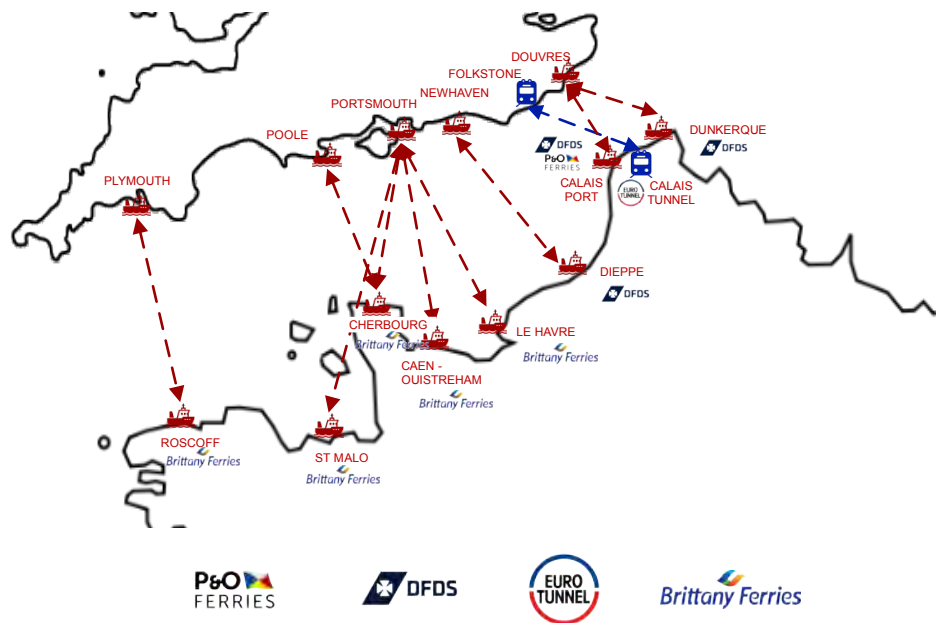


BREXIT

WEBINAR 3RD DECEMBER 2020– PRESENTATION OF THE SMART BORDER

Context and approach : The border between France and the UK is unique due to the short crossing times and the specificities of the flow

- Nearly 5 million trucks cross the Channel / North Sea each year to transport goods via the Channel Tunnel and 8 ports of entry covering 1,500 km of maritime border
- More than 80% of flows between continental Europe and the United Kingdom pass through a few border crossing points
- The economic model of the tunnel and the ferries is based on the speed and fluidity of the flows, with very short crossing times and the majority of the flows being "accompanied" by the drivers.
- Some infrastructures did not have control areas and structures (customs offices, sanitary and phytosanitary inspection centers...) and required a reorganisation of the space



To address these challenges, French customs designed an innovative solution based on new processes and interconnected information systems

Smart border : goals, principles and implementation

GOALS

1. Enable all stakeholders to **meet their legal obligations** while respecting the regulatory framework
2. **Maintain fluidity** by avoiding prolonged stops on site that could lead to infrastructures congestion
3. **Facilitate the exchange of information** between stakeholders: hauliers, maritime companies, infrastructure, customs ...

PRINCIPLES

ANTICIPATION

of customs formalities before loading the means of transport

AUTOMATION

of flow management and separation



IDENTIFICATION

of the means of transport upon arrival at the departure infrastructure

IMPLEMENTATION



At each Brexit impacted crossing point, the maritime companies, ports and the tunnel worked together to **adapt the infrastructures and mobilise local actors to prepare for the implementation of the smart border.**

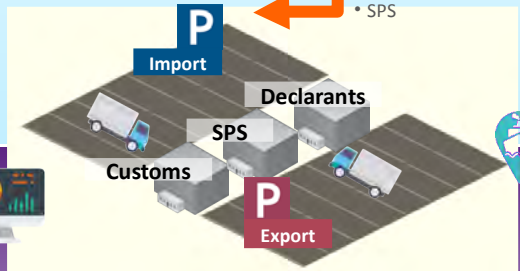
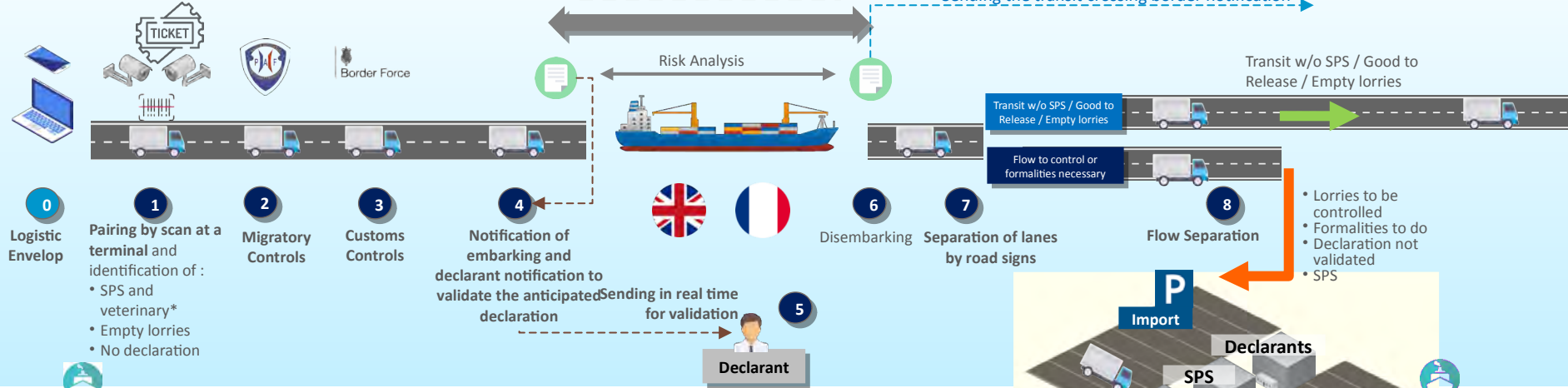


French customs have developed a dedicated information system: the SI Brexit. It works as an interface between the maritime companies' systems and the existing customs clearance systems (Delta G, Delta T and ICS) and the existing sanitary IT system (TRACES).

Importation

Transit

An ENS must be lodged in the French ICS before embarking



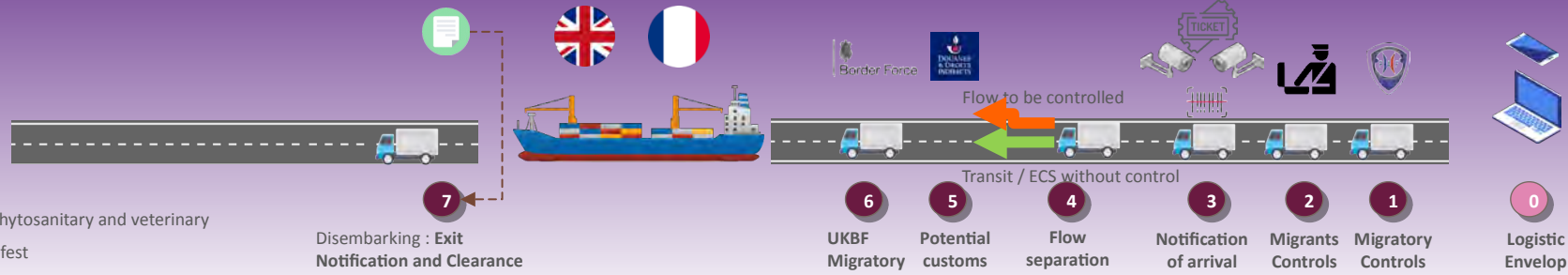
Flow and parking lot supervision software

SPS* : Sanitary and phytosanitary and veterinary

- Maritime Manifest
- Automatic license plate reader

7

Disembarking : Exit Notification and Clearance of the Export Accompanying Document (EAD)

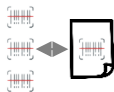


Exportation / Transit

Traders preparation : the logistic envelop is an easy and accessible tool that allows to group multiple declarations under a single barcode



A web interface accessible by phone or computer



A grouping of declarations by scanning the barcodes of the different declarations



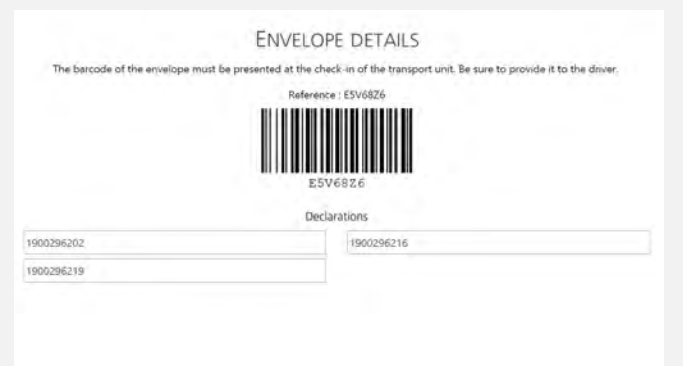
The logistic envelope can be modified to remove or add declarations until the time of pairing



It allows the security of data by anonymizing the declaration(s) it contains



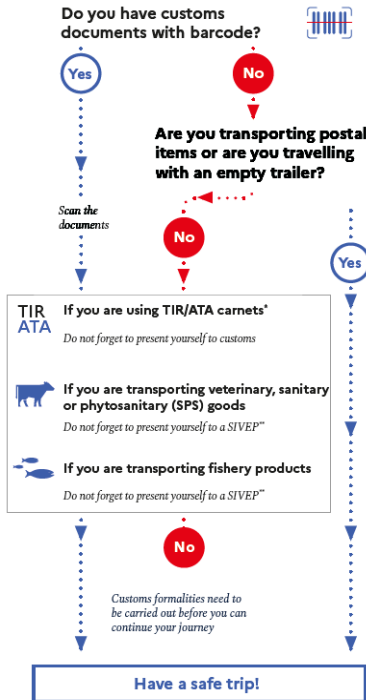
A unique barcode to speed the pairing process while ensuring data completeness



- Until 31st December 2020, please consult the logistics envelope test platform: <https://testpro.douane.gouv.fr/enveloppe/fr/enveloppe>
- From 1st January 2021, to access the logistics envelop app on the internet, please use the following link: <https://www.douane.gouv.fr/enveloppe/>

Pairing questions : Upon arrival at the infrastructure, the driver must have the appropriate customs documents and be able to answer the following questions

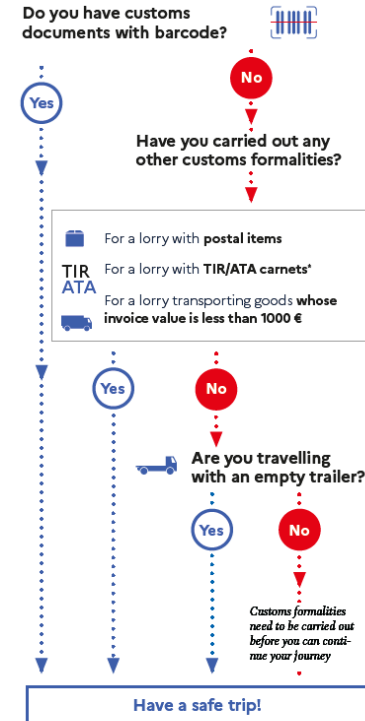
Import



Import pairing questions :

* TIR Carnet / Temporary admission
** Veterinary and phytosanitary inspection services

Export



Export pairing questions :

* TIR Carnet / Temporary admission

Traders preparation : the economic operator, the customs declarant, the shipper and the haulier must be synchronised before the shipment of the goods



I am an importer or exporter, from or to the UK, I have to complete my customs formalities before loading my goods

A

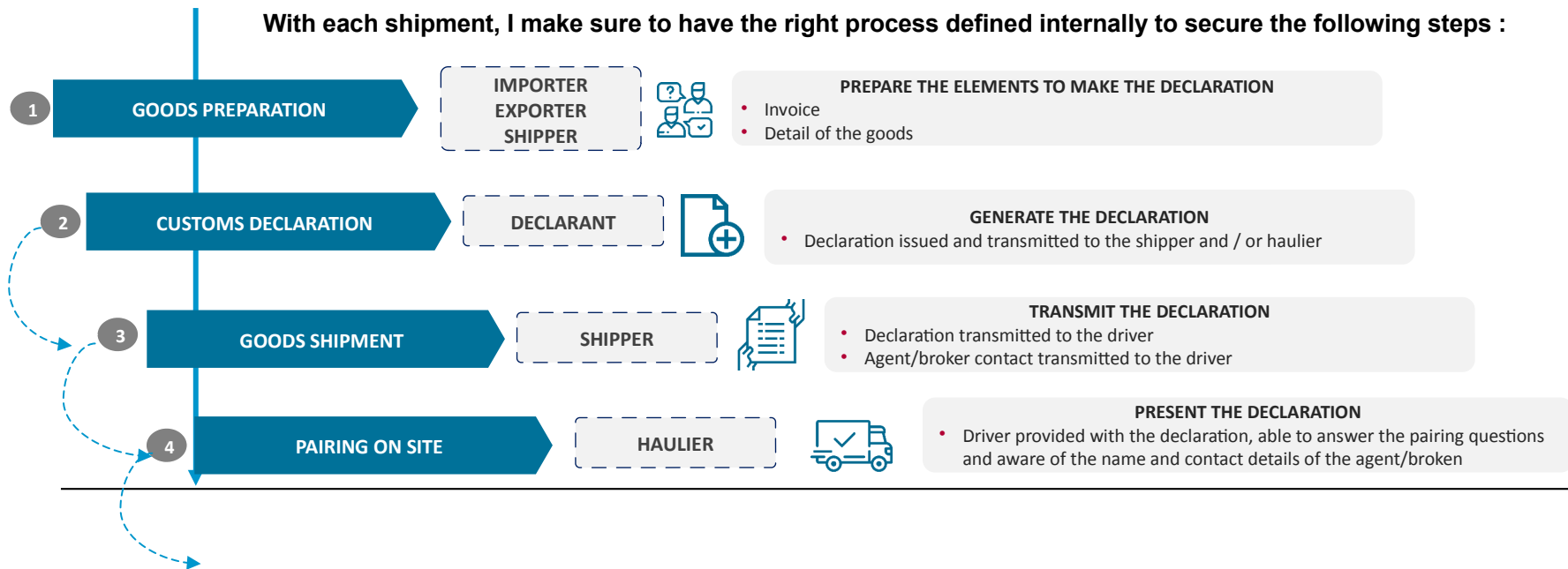
I carry out my customs formalities internally.
I am my own declarant

OR

B

I outsource the customs function. It is my Registered
Customs Representative (agent/broker) who is my
declarant

With each shipment, I make sure to have the right process defined internally to secure the following steps :



Access to IT systems

NCTS / DELTA T

If you use transit with France as your country of departure or destination, you have to prepare a Delta T convention with the French customs, to access to this application. You also must have a guarantee.

If you use transit through Europe, you must have a transit convention and a guarantee in order to use the European transit system, NCTS. In this case, you have to contact your local customs services.

ICS

To submit the ENS for goods entering the EU customs territory in France, you must use the French ICS.

ICS is not accessible in DTI. You have to use the solution of an EDI provider certified by the customs. You can find the list of EDI providers on the French customs website.

Delta G (export and import declarations)

For goods that will be cleared at the entry into France, you should check with your customers that they did all the necessary actions to access to Delta G (agreement, guarantee...).

If not, invite them to contact the local French customs services.

SI Brexit

All operators crossing the Channel border between UK and FR must use SI Brexit.

To access to Si Brexit, you just must have the barcodes for customs formalities and answers to pairing questions. There is no agreement or authorization.

Smart Border and ICS : submission of summary entry declaration (ENS)

Why?

Secure the flow of international trade when entering the territory of the EU by carrying out a risk assessment while ensuring the fluidity of trade at entry points, regardless of the nature of the means of transport

Who?

Hauliers (road, rail and sea) or their representatives

What?

Among the data set to be produced, the main information to communicate are:

- 1) the identity of the person liable for the ENS or its representative (EORI number)
- 2) the commercial description of the goods
- 3) the mode of transport and border crossing
- 4) the estimated date and time of arrival at the first point of entry into France

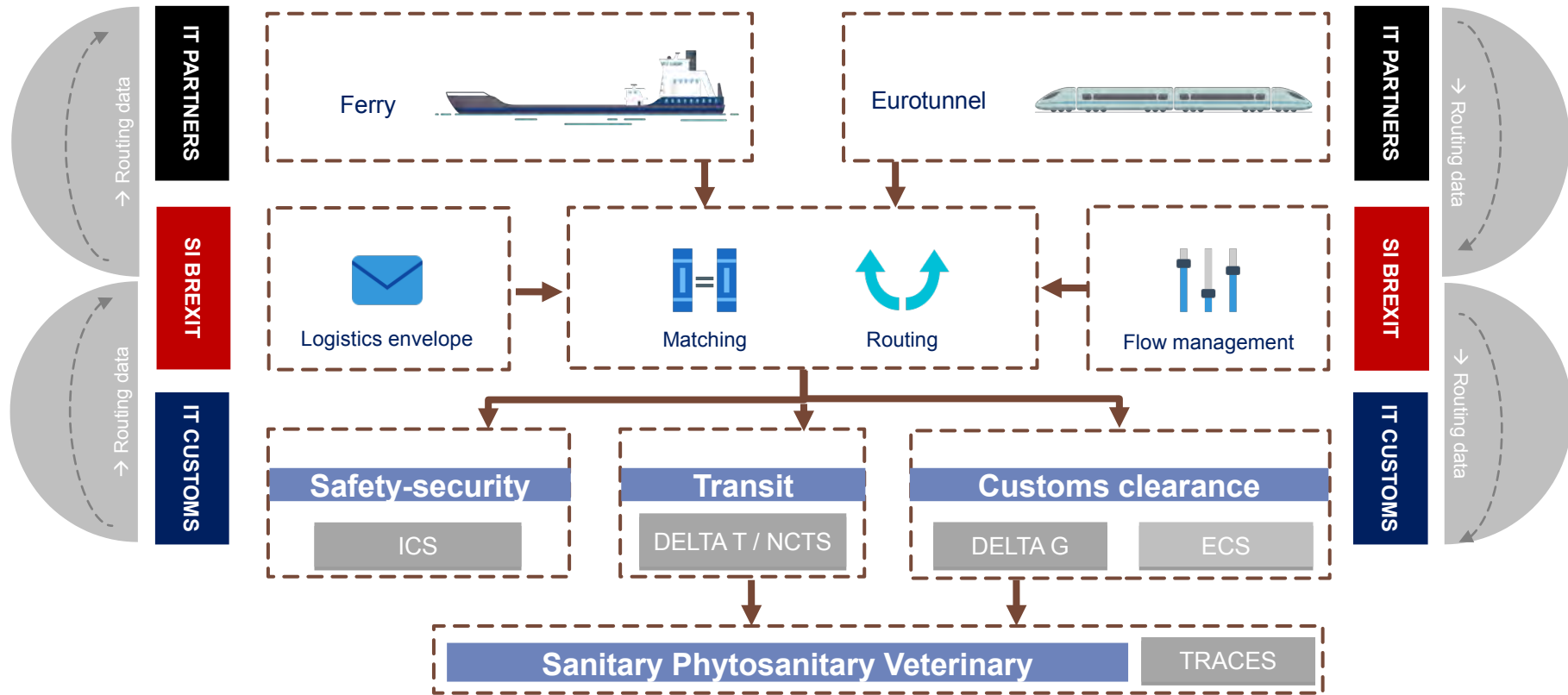
When?

- The operator must transmit an ENS covering all the goods transported to the French customs system Before the arrival of the means of transport at the first point in the EU
- It is strongly recommended to drop off the ENS **after** the goods have been taken over by the road carrier and **before** boarding the means of transport on the ferry or the shuttle

How?

- via the French ICS
- quick and easy
- available 24/24
- before boarding the means of transport on board of the ferry or the Eurotunnel shuttle
- the access to ICS requires the services of an EDI solution provider certified by the French Customs
https://www.douane.gouv.fr/services-aide/edi#Liste_des_solutions_certifi%C3%A9es_par_service_en_ligne

SI BREXIT : the IT architecture of the smart border is based on the integration between the IT systems of partners, Customs and SI Brexit



Links and useful contacts :

Links :

- French Customs website: www.douane.gouv.fr
- Brexit Folder : <https://www.douane.gouv.fr/fiche/businesses-get-prepared-brexit>

To answer your questions :

- Via the dedicated email addresses:
 - Of French customs : brexit@douane.finances.gouv.fr
 - Of the Directorate General for Enterprise (DGE) : brexit.entreprises@finances.gouv.fr
 - Of customs representatives at our call center "Customs Info Service": ids@douane.finances.gouv.fr / 0811 204 444 (Service 0,06 €/min. + price call)



LET'S CROSS BREXIT TOGETHER