

BREXIT

SMART BORDER Case studies : examples of goods movement from 1st January 2021

Webinar December 3rd 2020

The roles and responsibilities of the actors in these examples may vary depending on the terms of the commercial contracts, the logistical choices as well as customs procedures

Import into EU : transport of an aircraft engine from UK to an EU member state under common transit



1 Exporter

Pre-submit an export declaration into UK CHIEF system generating an EAD.

2 Haulier

- submits a transit declaration into the UK NCTS which validates and creates the TAD (with MRN) that must be carried physically with the consignment
- Drop the ENS off into the French Import Control System (ICS)
- complete the « checking HGV ready » and gets a Kent Access Permit.

3 Driver

- arrives at the port and gives the MRN of the TAD or the barcode to the ferry company agent who matches it with the truck plates numbers
- answers matching questions asked by the ferry company agent.

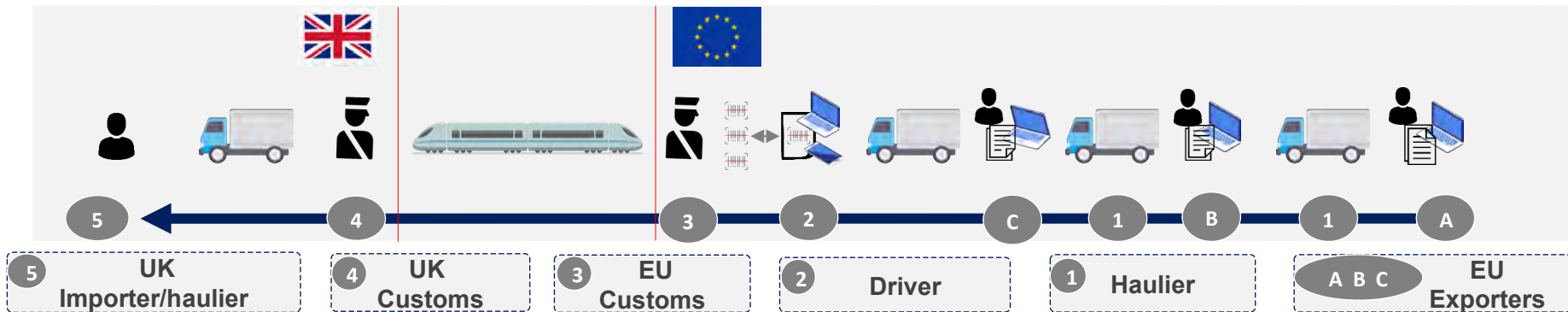
4 EU Customs

Automatic notification of the passage in the French NCTS (Delta T) based on the information provided by the Smart Border.

5 Importer and consignee

- ends the transit movement in its own member state NCTS
- discharges the transit form and releases the goods by issuing a (customs declaration) SAD into the member state's Customs system.

Export to UK : transport of spare parts for motor vehicles from various EU member states (groupage) to UK



- **From 01/01/21**, update the entry of the goods in its records with details of the import and up to 6 months to complete customs declaration
 - **From 01/07/21**, customs formalities managed via the new computer system « Goods Vehicle Movement Service » (GVMS).

From 01/01/21, no safety-security declaration and simplified customs formalities
From 01/07/21, full safety and security declaration and full customs formalities.

When SI Brexit received confirmation from Eurotunnel's IT that the shuttle has departed, the exit of goods from the EU territory is notified in ECS.

- arrives at the port and gives the MRN of the EAD or the barcode to the Eurotunnel agent who matches it with the truck plates numbers
 - answers questions asked by the Eurotunnel agent.

- collects goods in the different member States with the corresponding EAD
 - can combine all MRN's EAD into a single barcode using the SI Brexit « logistics envelope ».

Each exporter lodges an export declaration in their own member States Customs systems which produce Export Accompanying Document (EAD).



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