



HM Government

BREXIT 31 OCTOBER 

# Get **ready** for Brexit



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# Industry Day – Prague

17<sup>th</sup> October 2019

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# Welcome

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# Event overview and border priorities

Border Delivery Group

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](https://gov.uk/brexit)

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# Plan for the day

1

**Border priorities and high level statements – “Get ready” for EU EXIT**

2

**Details on the key processes from HMG Departments:**

- Trader and infrastructure readiness
- Customs applications, requirements and processes
- Entry Summary Declarations (Safety and Security)
- Transit arrangements
- Procedures for food/feed, animals, plants and other controlled goods
- Additional actions for hauliers and freight forwarders

3

**Carrier Presentations**

4

**Next Steps**

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# Brexit position as at 17<sup>th</sup> October 2019

- The UK will be leaving the EU on 31 October 2019.
- Leaving the EU with a deal remains the Government's top priority.
- A responsible government must plan for every eventuality, including a no deal scenario
- No deal remains on the table until both the EU, including the European Parliament, and the UK have ratified any deal
- Our aim is to avoid as far as possible the adverse consequences arising from no deal.
  
- The UK have and will make the necessary preparations needed.
- **UK border priorities – ensuring new controls and processes do not interrupt the flow of goods.**

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](https://www.gov.uk/brexit)

# UK border priorities

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**Maintaining security**



**Facilitating the flow** of goods (including animals, food and plants) and people



Protection of **revenue and compliance** with standards

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

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# 3 main mitigations



## Implement Border Readiness checks

- Outbound (away from the border) checks will help to minimise how many unready trucks arrive in the EU



## Improve “trader” readiness

- Improving traders’ awareness of need for registration, authorisation and financial obligation and time this takes.
- Public Information Campaign to “Get ready”



## Implement UK traffic management systems

- This aims to reduce and disperse traffic build up/queues at key outbound RoRo locations.

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# Border Update

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- We know that most **EU ports / terminals** are ready and have the infrastructure, resource and IT systems in place.
- **Operational / technical engagement** (wherever possible) - BDG are working with officials and operators / ports in key Member States to iron out practical issues for the border
- **Freight arriving at UK Roll-on-Roll-off ports from the EU** will leave the port and terminals as they do today without the need to stop other than for an exceptional Border Force check which will be conducted off line, away of the flow of traffic.
- **Freight leaving UK ports** will require pre-lodged declarations, and preparations for food and feed commodities which require formalities are done before the truck departs from the depots.

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](https://gov.uk/brexit)

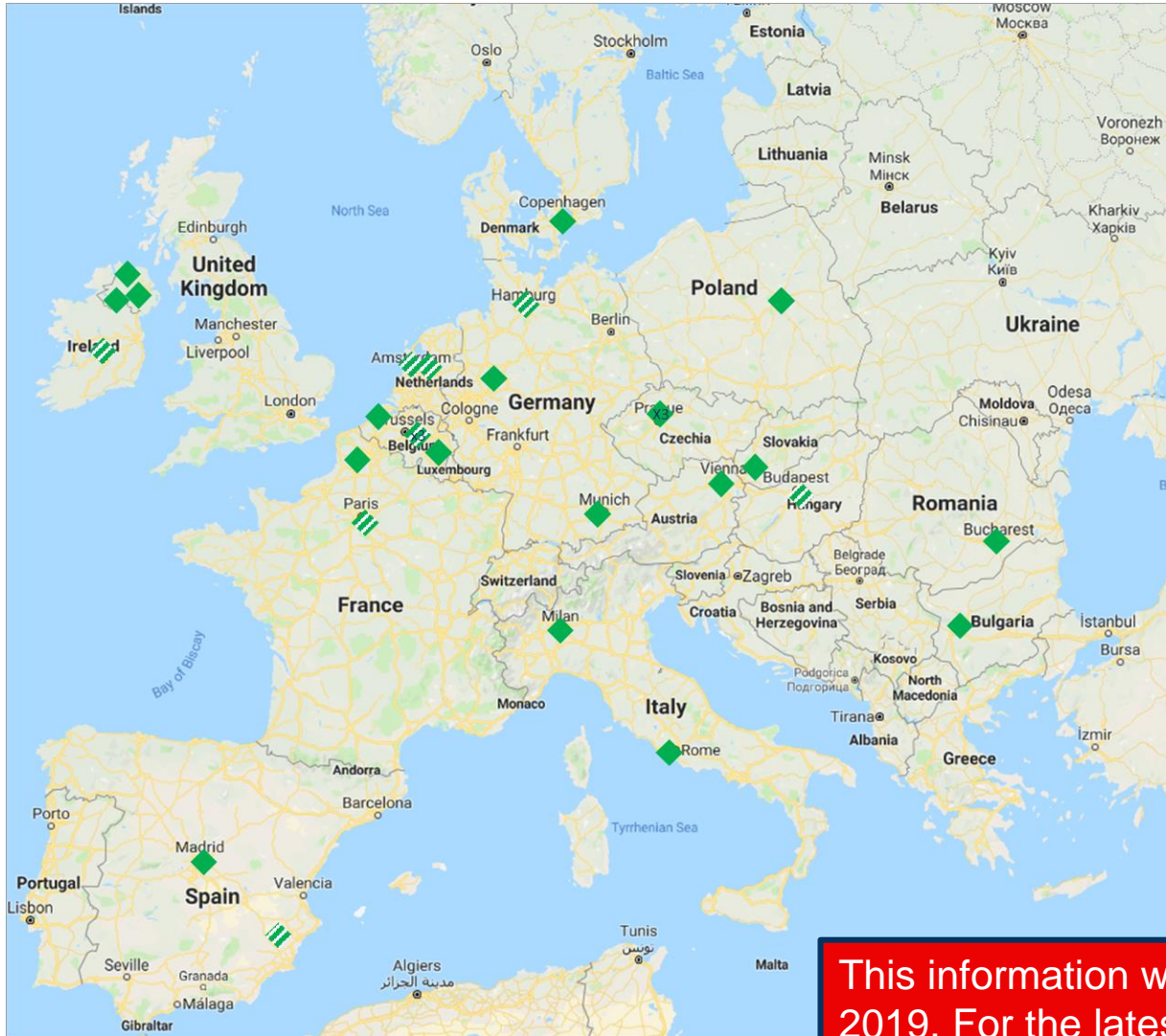
# Border Update

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- **Trader readiness** is our number 1 concern
- **Risk of disruption for the flow of goods** into and out of the UK because we estimate that up to half of traders will not be ready
- **Unready trucks** – if they manage to travel from the UK and are stopped at the EU border, they will have to be held there (at the traders' cost) until they are cleared
- **Disruption / congestion** - This may cause blockages and queues (or the goods be re-exported back to the UK or destroyed).

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# Summary of Industry Days



Industry Days and Events across Europe have, and will continue to, support traders and hauliers prepare for UK No Deal processes

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# Industry Days - Key Points Raised

Below is a high level summary of the key points raised at previous Industry Days:

- EU and UK treatment of goods moving at midnight on 31 October
- Customs – financial securities; groupage consignments; general levels of knowledge of customs procedures; DDP; Incoterms; VAT and excise procedures/ duty free; registration & status in UK & EU27; operationalising the transitional arrangements; operationalising transit – offices of transit, departure and destination
- Tariffs quotas, rules of origin and legislation to underpin
- SPS – evidence of export from the UK
- Product labelling / dual labelling
- Rejected UK exports – destruction / returns to the UK etc
- Traffic management – delays - fresh produce, live animal welfare, driver hours, cabotage, permits, licences
- Pets travel – listed status of UK on D1

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# Customs Update

HMRC

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# Overview

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## Currently...

...businesses can move goods freely between the UK and the EU.



## In the event of a No Deal...

...business importing and exporting goods within the EU will have to comply with new rules.

**HMRC is committed to helping businesses understand these changes and actions they need to take to ensure that they remain compliant and can continue trading in the event of a No Deal EU Exit.**

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# Approach to No Deal

## Day 1

- Declarations should be pre-lodged electronically in advance.
- Routine fiscal and other controls and checks undertaken away from the flow of traffic.

## Easements

- Transitional Simplified Procedures.
- Intermediaries' liability.
- Guarantee relaxations.
- Entry Summary Declarations for imports.

## Long term

UK Government is working on:

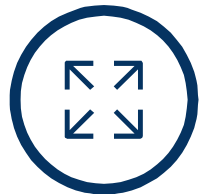
- Automated solutions
- Use of technology for smarter borders and sharing more data.

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# Economic Operator Registration Identification (EORI)



You'll need an EORI number that starts with GB to interact with the UK customs system if there's no Brexit deal



If you'll be dealing with EU customs then you'll need an EU EORI number



If you are UK VAT Registered:

- You will be auto-enrolled for an EORI starting GB
- The EORI will include your VAT registration number

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# Imports into the UK

HMRC

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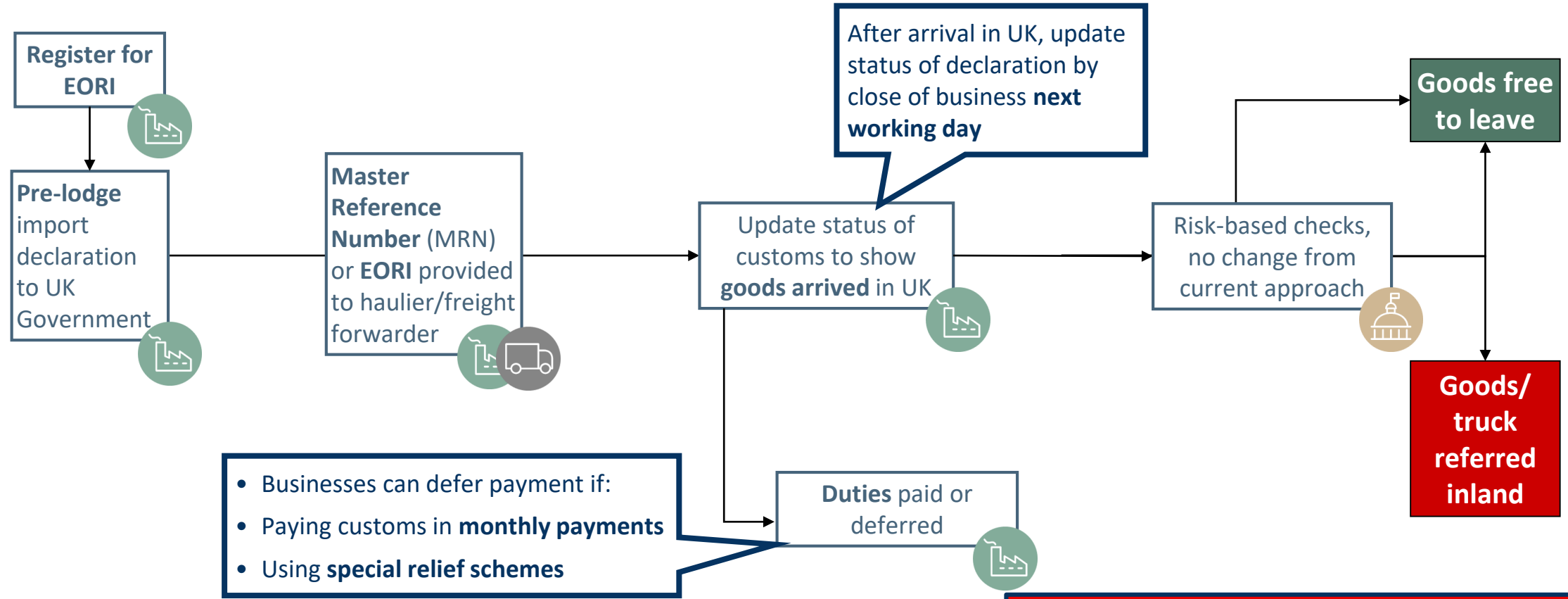
# Importing to the UK through RoRo borders on Day 1

## CUSTOMS

### Pre-border

### En route

### At UK border



# Transitional Simplified Procedures (TSPs)

- Transitional Simplified Procedures will make importing goods easier for the initial period after the UK leaves the EU.
- **Traders registered for TSP will not need to make full customs declarations at the border and will be able to defer paying their customs duties.**

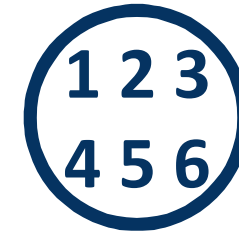
To be eligible, traders must:



Be established in the UK



Have the intention to import goods into the UK from the EU



Have a UK Economic Operator Registration Identification (EORI) number

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# TSP declaration process



## Controlled goods

- The trader submits a simplified frontier declaration and ensures all necessary certificates and licences are available.
- The reference number for this declaration is given to the haulier as proof that required customs formalities have been done.
- On arrival in the UK, the trader updates the declaration to “arrived” before the end of the working day following the crossing.
- This is followed by a supplementary declaration **by the fourth working day of the month** following the arrival of the goods in the UK.
- If the trader is already using this process, they can choose to use it for standard goods as well.

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# TSP declaration process

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## Standard goods

- The trader makes a declaration directly in their commercial records.
- The trader will provide the haulier with their EORI number as proof the goods are subject to a TSP process.
- This is followed by a supplementary declaration by the fourth working day of the month following the arrival of the goods in the UK.
- For the first six months supplementary declarations will not be due until the fourth working day in May 2020

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# Entry summary declarations for imports (Safety & Security)

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- The UK will phase in the requirement for entry summary declarations (ENS) on all goods arriving from the EU over 12 months.
- We are taking this approach to give carriers and hauliers more time to prepare for their obligations.
- The legal requirement to submit an ENS for goods arriving from the EU will come into force from 31<sup>st</sup> October 2020.
- HMRC will work with businesses to get them ready.

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# Duty deferment

## Current rules

- Traders must have a duty deferment account to use TSP or an agent's Customs Freight Simplified Procedure (CFSP) authorisation:



In practice, this is a direct debit mandate



It allows HMRC to take a monthly payment of duties 15 days after supplementary declaration is made



Guarantees are required in order to defer duty to make monthly payments

## Day 1 easements

- Traders will not be required to meet the Customs Comprehensive Guarantee (CCG) criteria when obtaining guarantees.
- Traders can still choose to apply for a CCG, as those with Authorised Economic Operator C status can seek a reduction in the level of guarantee required to defer duty.

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# Special procedures – Day 1

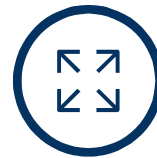
Current rules: EU rules require a customs comprehensive guarantee (CCG) to obtain a full authorisation for a special procedure.

## Day 1 easements

Traders will not be required to meet the CCG criteria nor provide a financial guarantee for:



Inward processing



Outward processing



Temporary admission



Authorised use (a.k.a. end use)



Customs warehousing

Traders still need to meet criteria for the special procedure.

This policy will be monitored, and traders will be given 12 months' notice of changes.

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# Exports from the UK

HMRC

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# Exporting from the UK through RoRo borders on Day 1

CUSTOMS AND SAFETY/SECURITY

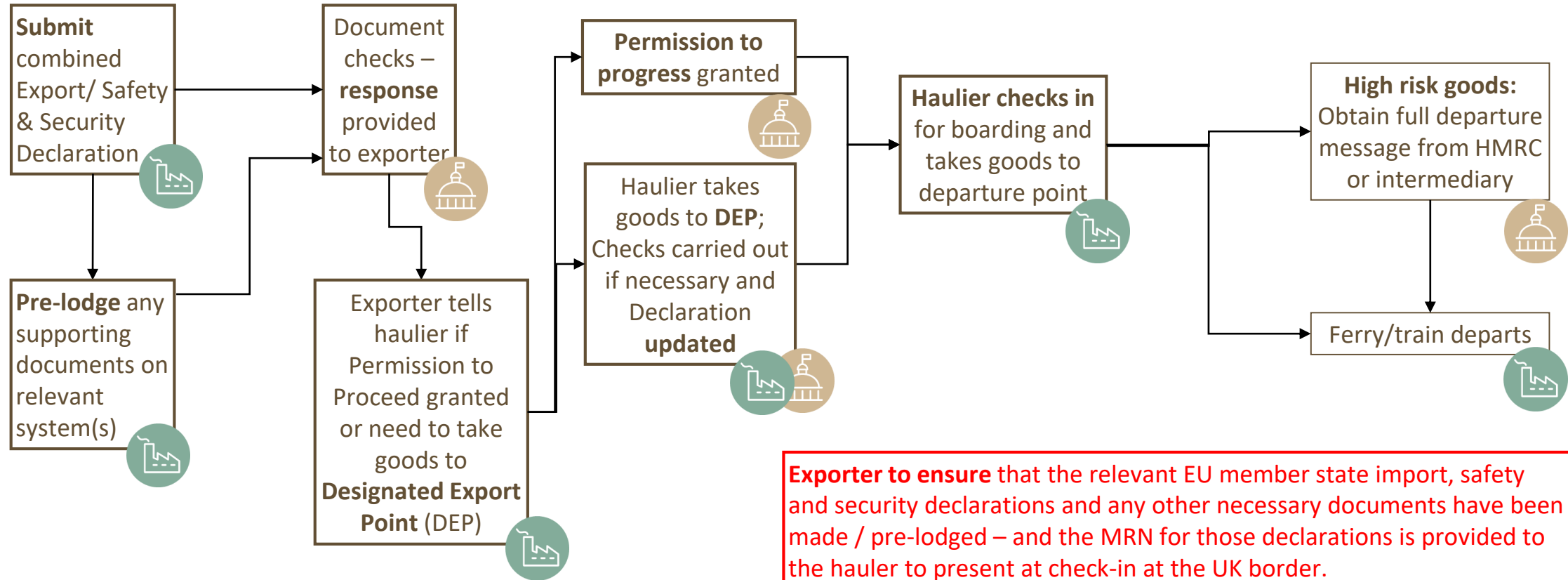
EXPORTS

Pre-departure

Authorised premises/DEP

At UK border

Post border



**Exporter to ensure** that the relevant EU member state import, safety and security declarations and any other necessary documents have been made / pre-lodged – and the MRN for those declarations is provided to the haulier to present at check-in at the UK border.

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# Entry summary declarations for exports (Safety & Security)



Safety & security / ENS information required on export from the UK will continue to be provided as part of the export customs declaration.

We expect that the EU will require a safety & security declaration for imports to the EU, reflecting current rest of the world process.



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# Empty trucks

## Entering/leaving the UK

- For UK customs purposes there will be no requirement to make a customs declaration for empty trucks.

## Packaging

- Where an otherwise empty truck contains some packaging no customs declaration will be required and the truck will be treated as empty.
- This applies to:



Empty containers and pallets



Equipment for controlling the temperature inside the container



Internal partition, shelves and similar for stowing goods

- Further details at:
  - <https://www.gov.uk/government/publications/notice-3001-special-procedures-for-the-union-customs-code/annex-c>

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# Air Freight



- Freight from around the world is regularly transported into and out of the UK using existing EU based customs processes.
- Infrastructure requirements for a Day One No Deal scenario will be minimal in most locations.
- Will utilise existing capacity along with temporary arrangements to meet likely increases in demand for Day One,

TSP can be used for goods imported by Air



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# Common Transit Convention (CTC)

HMRC

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# How does the Common Transit Convention (CTC) work?



The **CTC allows movement of goods - under duty suspense** - between the 28 EU Member States and the European Free Trade Association countries (Iceland, Norway, Switzerland and Liechtenstein) plus Turkey, Republic of North Macedonia and Serbia.



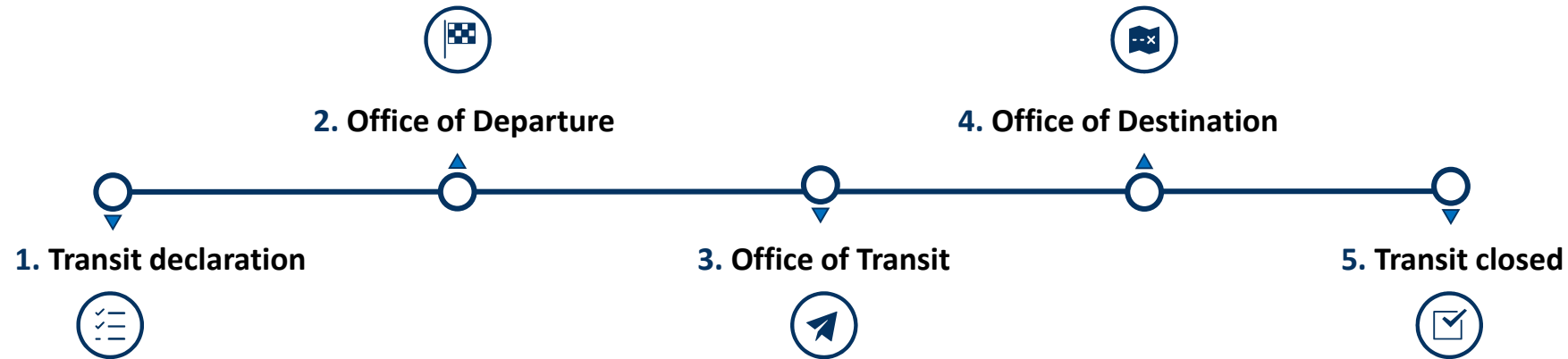
**UK has been invited to accede to CTC** as a separate contracting party when EU laws cease to apply to the UK (letter of invitation was December 2018).



The requirements to use CTC will remain unchanged. However, as the UK will be outside the EU Customs territory, **traders will need to have a Transit Accompanying Document (TAD) scanned** at the point of entry into the UK or other new customs territory.

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# Transit and the Common Transit Convention (CTC)



1. The transit declaration is completed (including guarantee) using NCTS (the New Customs Transit System)
2. The goods are presented at the Office of Departure (or Authorised Consignor) and the Transit Accompanying Document (TAD) is printed off presented to the haulier and then the goods are released into transit.
3. At every border crossing into a new customs territory, the TAD and goods are presented at the Office of Transit (OoT functions can only be performed by Customs Officials).
4. At the final destination the goods and TAD are presented at the Office of Destination (or Authorised Consignee).
5. The transit movement is closed, the goods must be declared to another customs regime eg free circulation, temporary storage and the guarantee is released.

**The goods are tracked and messages are sent from the various offices using NCTS during the journey.**

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# Transit guarantees

- To make transit movements a trader needs to provide a guarantee for the customs duties suspended during the movement. This can be an individual guarantee for a single movement or a Customs Comprehensive Guarantee (CCG) for multiple movements.
- To hold a CCG, a business needs to:



Satisfy HMRC's  
customs/compliance checks



Obtain a guarantee from an  
approved financial institution

- An individual guarantee can include a guarantor undertaking from a bank or financial institution and a cash deposit.
- Guarantees can take several weeks to set up, so traders should contact their bank or insurer about this as soon as possible.
- The guarantee requirements are set by the Common Transit Convention.

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# Simplified transit procedures

Under the CTC, traders can apply for authorisation to use simplified transit procedures. The main types of authorisation are:



**Authorised Consignor Status** allows traders to declare goods to transit at their premises rather than an Office of Departure. Traders applying for this need to have a CCG.



**Authorised Consignee Status** allows traders to end transit movements at their premises rather than an Office of Destination. Traders applying for this generally need a temporary storage facility.

**HMRC is working to enable traders to be authorised as quickly as possible.**

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# VAT

HMRC

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# VAT – What's changing

In a no deal scenario, postponed accounting will be introduced for imports from the EU and Rest of World

Low Value Consignment Relief will be abolished, and an online service will collect VAT from businesses for parcels up to £135

We expect EU member states will apply Rest of World rules to the UK for exports and other EU VAT processes



- For exports, businesses will no longer need to complete EC sales lists, but will need to review the rules in individual member states that apply for import VAT
- The UK would stop having access to certain EU VAT IT systems – but a new UK VAT registration number checker will be available

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# Key actions for businesses

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



- Apply for an **EORI number (UK & EU)**
- Consider registering for **TSP if you are established in the UK.**



- Confirm you can complete each **data field** in the declaration.



- Agree responsibilities with your **customs agent and logistics provider** for each part of the process and update your contracts to reflect this.



- Identify **software** for submitting documents, if you do not use a customs agent.



- Consider any exposure to **financial security** needed

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# UK Border Force Update

Border Force EU Exit Team

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# Resourcing

- We have received funding for up to an additional 1,000 staff to cover Border Security and Operations. (Approximately 500 officers are being recruited to enable Border Force to process and carry out checks on goods moving under transit procedures (the 'Common Transit Convention'), and further officers will be recruited to perform a wide range of frontline and support roles).
- This follows the recruitment of around 900 officers in 2018/19 to prepare for Brexit and provide wider operational resilience. This includes a brand new Readiness Task Force (RTF) of c.300 officers. This multi-disciplinary team is available to deploy across the UK at short notice to deal with emerging issues and peaks in demand.
- In the event that the UK leaves the EU without a deal, this additional resource will be predominantly used to respond to the uplift in customs compliance and transit activity as EU goods will become subject to additional customs controls.
- As part of Border Force's preparations, more than 5,500 officers have already received bespoke training to ensure they are able to respond to a no deal Brexit.
- To prepare all BF Officers for Day 1, a comprehensive set of training and operational guidance about process changes has been rolled out through face-to-face training to all frontline officers across the 5 regions and support teams.

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# UK Border Force operational changes

## 'No Deal' at RoRo Ports

- Border Force is committed to managing control processes in a way which will minimise delays or issues for the flow of trucks through RoRo ports.
- **Safety & Security:** Any vehicle and consignment may be subject to checks at the border, as they currently are for security purposes, under an intelligence-led, risk-based approach. Such checks will continue.
- Border Force will not be systematically stopping vehicles as they disembark to ensure they have completed the correct customs declaration.
- No need to stop unless pulled out of the flow by Border Force at its selection points. As far as is possible regulatory and fiscal checks will be conducted at locations away from the port.

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# UK Border Force: Passport Controls

- EU citizens will enter the UK as they do now, using their passport or national identity card. They will be able to use eGates if they are travelling on a biometric passport, and they will not face routine intentions testing.
- EU citizens will be subject to security checks, as now, but will face tougher UK rules on criminality and conduct committed after Brexit.
- The UK will also be phasing out the use of EEA national identity cards for travel to the UK. This will happen during 2020 and more details will be provided in due course. We recognise that some people will need to apply for a passport and that sufficient notice will be required to enable them to do so.
- EU nationals currently resident in the UK should register now for EU Settled Status to confirm their right of residence beyond 31<sup>st</sup> October. Those with 5 or more years residence will be granted permanent status immediately. Those with less than 5 years will be granted pre-settled status which can be converted to settled status once 5 years residence is completed.
- In the short-term EEA and Swiss citizens moving to the UK after a no deal Brexit on 31 October 2019 will still be able to start work and study as now. However, to remain in the UK after 2020, they will be able to apply for European Temporary Leave to Remain which will last three years.

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# UK Border Force improvements in port security

However the UK leaves the EU, Border Force will continue to work closely with French law enforcement partners to ensure security on the short straits crossings. This work has included:

- Increased searching for clandestines at Calais, Dunkerque and Coquelles.
- Improved perimeter security with CCTV and the creation of safe zones for queueing freight at Calais, Dunkerque and Coquelles.
- Improved lighting on the A16 and A26 approaches to the ports.
- Opening of a joint control centre bringing together French and UK border officials working together to improve the exchange of operational information.
- Border Force is also closely engaged with the Belgian and Dutch port operators to improve their security, supplying detection technology, CCTV and fencing to some ports.
- The strongest deterrent to clandestines is a properly secured vehicle. Hauliers are strongly recommended to refer to the UK's Civil Penalty code of practice at <https://www.gov.uk/government/publications/civil-penalty-code-of-practice-prevention-of-clandestine-entrants>

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# Department for Environment, Food and Rural Affairs

## Agri-Food Chain

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## Exports from the EU

- There will be **no additional controls or checks at the border for live animals and products of animal origin (POAO) and high risk food and feed NOAO.**
- In the event of a no deal Brexit, the UK will no longer have access to the EU's import system TRACES (Trade Control and Expert System). Initially, the UK's new Import of Products, Animals, Food and Feed System (IPAFFS) will not be used to notify of EU exports and you must instead use the **IV66 form** to notify UK authorities.

A step by step process for importing to the UK can be found on gov.uk by searching *Importing animals, animal products and high-risk food and feed not of animal origin if there's a no-deal Brexit.*

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## Exports from a non-EU country transiting through the EU to the UK

- For exports of POAO (Products of Animal Origin) and high-risk food and feed not of animal origin, you must use IPAFFS and get your consignment checked at a UK BIP (Border Inspection Post) or DPE (Designated Point of Entry).
- For exports of live animals, germplasm and animal by-products you may enter the UK through any UK port as long as full veterinary checks have been carried out at a recognised EU BIP and a valid CVED has been sent to APHA.

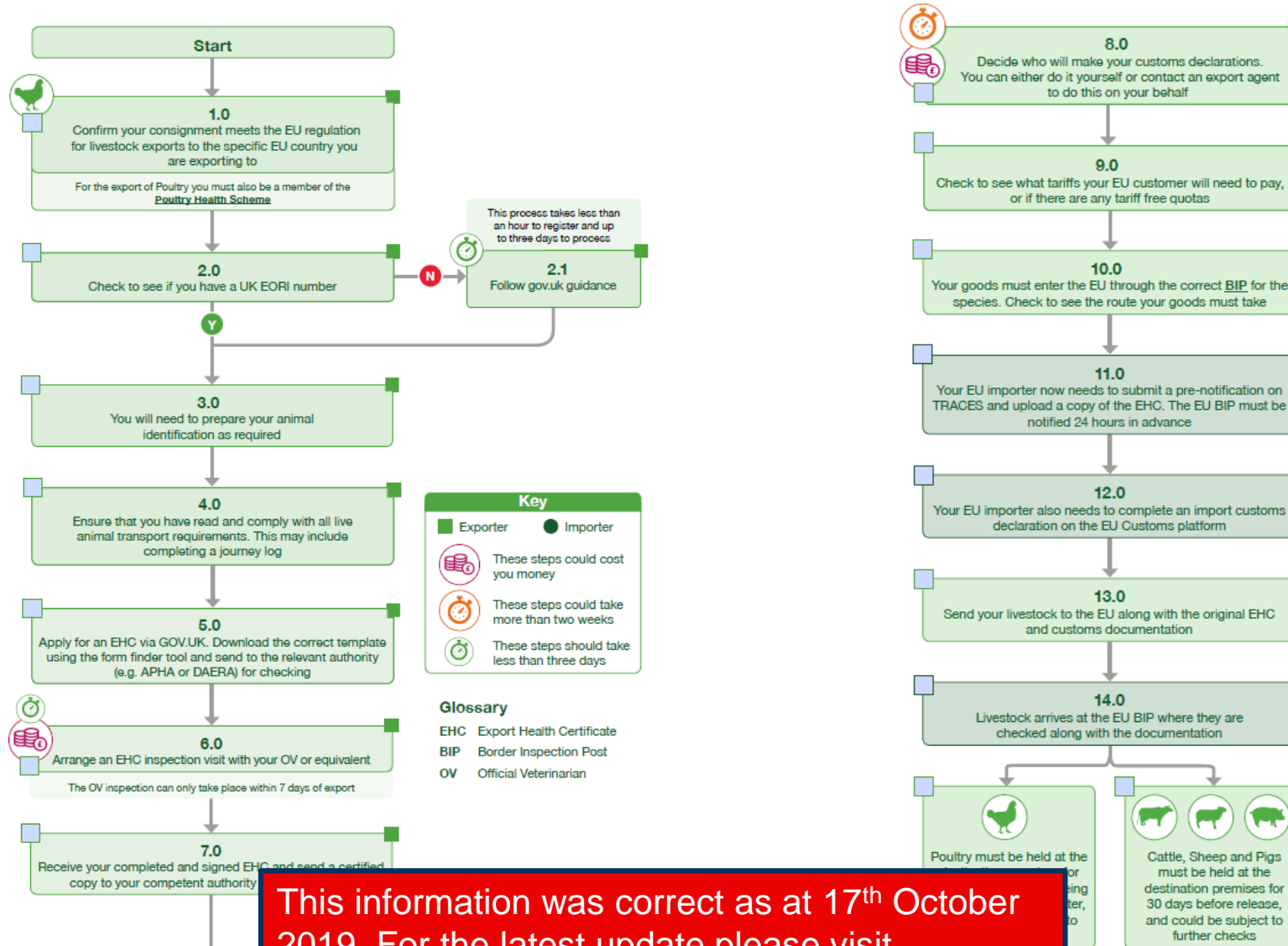
## Exports to the UK from a non-EU country

- You will need to use IPAFFS.
- You must continue to export high-risk food or feed of non-animal origin into the UK through a DPE.
- You must continue to export live animals, germplasm, POAOs and ABP into the UK through a UK BIP.
- You must use IPAFFS to notify the UK BIP at least one working day before your consignment is due to arrive.

A step by step process for importing to the UK can be found on gov.uk by searching [Importing animals, animal products and high-risk food and feed not of animal origin if there's a no-deal Brexit.](#)

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# Process Map - Farmers and Livestock Importers to the EU



This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](http://gov.uk/brexit)

# Exporting plants and plant products to the UK

## Exports from the EU

- If there's a no-deal Brexit the majority of plants and plant products (including fruit, vegetables and cut flowers) exported from the EU will **continue to enter the UK freely**.
- If the goods you export across the UK-EU border are currently managed under **the EU plant passport regime or CITES**, you will need to provide a phytosanitary certificate (PC) or CITES permit.
- The UK importer will need to be registered on the PEACH system if in England or Wales, or register with the relevant plant health authority if in Scotland or Northern Ireland. The UK importer must pre-notify the UK authorities about the goods being imported across the UK-EU border. For goods entering in England or Wales **use the PEACH system**. For goods entering in Scotland or Northern Ireland, notify via email.

## Exports from a non-EU country transiting through the EU to the UK

- Plants and plant products that come from third countries via the EU without plant health checks by an EU member state, will be treated as third-country imports.
- All third-country plant health regulated material arriving in the UK via RoRo terminals requiring checks will have to go to a plant health approved facility for inspection. If a plant health approved facility is not available then these goods cannot enter at RoRo terminals and will need to enter at non-RoRo terminals for full checks to take place
- Third-country regulated material arriving at non-RoRo ports will be checked at the border as currently.

More information on the export of plants or plant products, including the registration and notification processes, can be found on gov.uk by searching: [\*Importing and exporting plants and plant products if there's a no-deal Brexit\*](#).

## Wood Packaging Materials (WPM)

- Third country rules will apply on WPM exports to the EU as well as imports to the UK.
- Solid wood packaging must have treatment and marking of the wood packaging to
- Checks on WPM will continue to be carried out in the UK on a risk-targeted basis

# Food Labelling: selling food in the UK

In the event of a no-deal Brexit, the UK will have a **21-month transition period** for labelling changes. For some labelling changes, legislation will provide a 21 month transition period, for others a pragmatic approach to enforcement will apply for a maximum period of 21 months.

Labelling changes apply to:

- EU emblem
- Country of Origin Labelling
- Food Business Operator (FBO) address
- EU organics logo
- Health and identification marks for Products of Animal Origin
- EU GI logo
- Markings on eggs

More information on labelling changes can be found on gov.uk by searching: [Food and drink labelling changes if there's a no-deal Brexit](#).

*Selling food in the EU: The EU Commission issued advice in its updated notice, **Withdrawal of the United Kingdom and EU food law and EU rules on quality schemes\***, on the changes required to food labels for the EU market. Based on this notice, UK businesses will need to make the required changes*

\*[https://ec.europa.eu/info/sites/info/files/eu\\_food\\_label\\_en.pdf](https://ec.europa.eu/info/sites/info/files/eu_food_label_en.pdf)

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](http://gov.uk/brexit)



# EU Exports to the UK: Organic products

## EU Exports to the UK

- The UK will accept organic food and feed from the EU without a Certificate of Inspection (COI) **until 1 January 2021**.
- Products from the EU will still need to meet the organic requirements.
- They will also need to meet the importing requirements for the type of commodity e.g. plants.
- The UK will lose access to the EU system TRACES NT for importing goods.
- Third country imports will still require a Certificate of Inspection. This will be a paper-based UK Certificate of Inspection which mirrors the system in place in the EU 24 months ago. These must be signed and stamped by the third country control body and by the PHA/ Local Trading Standards when the goods enter the UK.

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](http://gov.uk/brexit)

# The new UK Geographical Indications (GI) schemes

## Summary

The UK GI schemes will be open to applications from around the world from exit day. We will be publishing guidance on the UK schemes on exit day .

## UK GI logos

Logos, designed to distinguish the UK schemes will be established at the point of exit. Following a three year adoption period, it will be **mandatory** for **UK agri-food** products registered under the UK scheme to use the new logos for products on sale in the UK. It will be **optional** for **all non-UK agri-food products**.

## Use of EU GI logos in the UK

Producers whose products also continue to receive protection under the EU's PFN scheme will be able to use the EU logo on the labels of products on sale in the UK, though it will have no legal significance in the UK.

## Trade Agreement Continuity

To date, the UK has signed or agreed in principle agreements with countries that account for 64% of trade for which we are seeking continuity in a no deal. For those deals with GI provisions this will ensure continuity of protection, for instance Scotch Whisky in the US.

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](https://gov.uk/brexit)

# The UK's temporary tariff regime

In October, the Government confirmed that **the policy announced in March will remain largely the same**, with exceptional changes affecting HGVs, bioethanol and clothing imports.

Tariffs and quotas have been maintained in a few sectors to address areas likely to be particularly exposed to adjustment costs if they were to be liberalised immediately.

- This includes some agricultural goods that have been historically protected by high EU tariffs such as Beef.
- This would be a temporary policy that would apply for up to 12 months, and only in the event that the UK leaves the EU without a deal.
- In the event of a no deal exit 88% of current imports by value would be eligible for tariff free access to the UK market.
- Tariffs would also be retained for a set of goods where preferential access to the UK market is important for developing countries. This includes products such as cocoa.

The temporary tariff schedule can be found on GOV.UK at: <https://www.gov.uk/government/news/temporary-tariff-regime-updated>.

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](https://www.gov.uk/brexit)

# No Deal Chemicals: UK REACH Transitional Measures

- To minimise cost to industry and disruption to supply chains the UK Government will ensure all existing REACH registrations either UK-held or for imported substances (from EEA/EU) would continue to be valid for UK trade at the point of exit.
- We will provide:
  - Existing UK-held EU REACH registrants **120 days** to provide UK authorities with some basic information.
  - All importers of substances from EU based registrants **180 days** to provide UK authorities with some basic information.
  - **2 years** after the point of exit for full registrations to be completed.
- More information is available through our guidance at:  
<https://www.hse.gov.uk/brexit/reach.htm> and REACH-IT@defra.gov.uk

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](https://www.gov.uk/brexit)



## Further topics

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- [Fish and fishery products](#)
- [Timber](#)
- [Pet travel](#)
- [Trade agreements](https://www.gov.uk/guidance/uk-trade-agreements-with-non-eu-countries-in-a-no-deal-brexit) – visit <https://www.gov.uk/guidance/uk-trade-agreements-with-non-eu-countries-in-a-no-deal-brexit>

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](https://www.gov.uk/brexit)

# Process Map: Seafood Exporters



This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](http://gov.uk/brexit)



HM Government

# Sanitary & Phytosanitary Requirements (SPS)

Food Standards Agency

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](http://gov.uk/brexit)

Prepare for Brexit at [gov.uk/brexit](http://gov.uk/brexit)

# EU origin high risk food/feed exported from the EU to UK



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



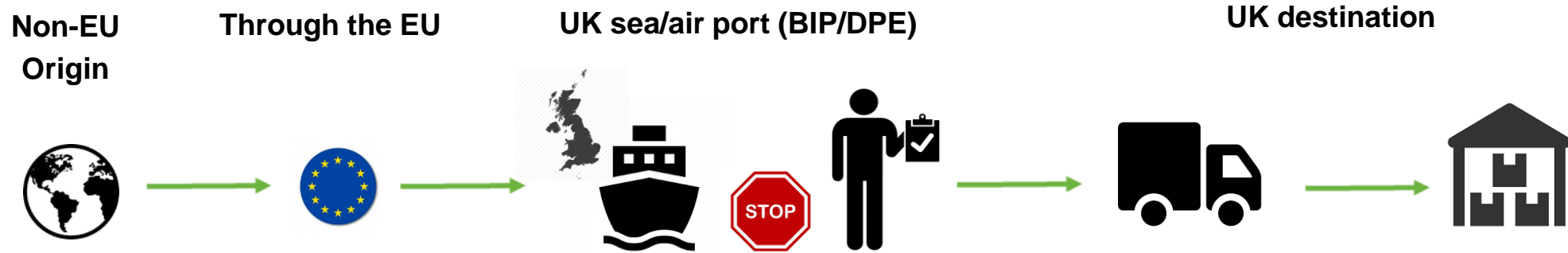
From Day 1, there will be no change to the current requirements, with any future controls being risk based and proportionate. From 31<sup>st</sup> January 2020, FSA will require that the trader pre-notifies high risk food and feed for surveillance purposes.

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](http://gov.uk/brexit)



# Non-EU High-Risk Food and Feed moving through the EU to the UK

Non-EU to UK via the EU



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

- List of UK DPEs at:

– <https://www.food.gov.uk/business-guidance/port-designations>

**Note:** If the goods are imported directly into the EU where the relevant import controls are undertaken, there will be no requirement to enter the UK via a UK BIP/DPE. This means the consignments will be able to enter the UK via **any** entry point.

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](https://gov.uk/brexit)

# Pre-notification of EU High-Risk Food and Feed

## What

- EU originated high-risk food or feed
- Non-EU high-risk food/feed imported directly into the EU but destined for UK

## Why

- Due to loss of access to EU systems
- Ensure the continued protection to UK consumers from imported food

## When

- Requirement will come into effect during a No Deal scenario

For surveillance purposes only and there will be no controls on such products

### More information:

Food and feed products not of animal origin that are considered as high-risk:

[www.food.gov.uk/business-guidance/imports-exports](http://www.food.gov.uk/business-guidance/imports-exports)

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](http://gov.uk/brexit)



HM Government

BREXIT 31 OCTOBER 

# Department for Transport

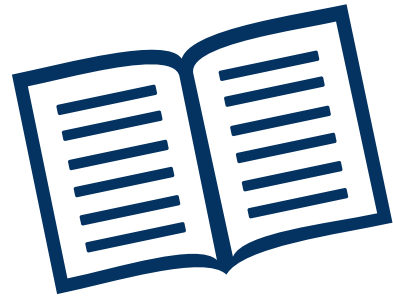
Department for Transport

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](https://www.gov.uk/brexit)

Prepare for Brexit at [gov.uk/brexit](https://www.gov.uk/brexit)

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

BREXIT 31 OCTOBER



*“The UK wants to explore options for **reciprocal** access for road hauliers and passenger road transport operators, and arrangements for private motoring” - UK White Paper, July 2018*

*“The Parties should ensure **comparable market access** for freight and passenger road transport operators [...] Parties should consider complementary arrangements to address travel by private motorists”*

**- Political Declaration, November 2018**



This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](https://www.gov.uk/brexit)

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

BREXIT 31 OCTOBER

- The UK put in place domestic laws to **reciprocate** the EU Regulation on basic road connectivity (2019/501):
  - current rights will be maintained for EU hauliers and bus operators
  - This includes cabotage and cross-trade
- **Transport documentation** for EU hauliers will remain the same with no new documents or processes.
- The UK Government has confirmed it will:
  - Recognise driver and transport manager Certificate of Professional Competence (CPC)
  - Recognise EU issued driving licences – you will not need an International Driving Permit (IDP)
  - Recognise EU Community licence – you will not need an ECMT permit to access the UK
- The UK meets all the requirements to remain part of the Green Card Free Circulation Area, however should the EU not make the decision to confirm this, you will require either a Green Card or other proof of Insurance. If you have different policies for your trailer and vehicle, please bring proof of insurance for each.



This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](https://www.gov.uk/brexit)

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

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## Drivers Hours

- Department for Transport is able to respond rapidly to urgent situations by temporarily relaxing the drivers' hours rules where it is in the public interest to do so.
- The details, including the scope of the relaxation, are determined on a case-by-case basis following close engagement with affected industry sectors.
- In the past this facility has been made use of during roads disruption caused by events such as adverse weather conditions and disruption to cross-Channel traffic.

## Driver CPC

- The EU has indicated that UK-issued CPC will not be recognised for employment in the EU.
- Holders of a UK Driver CPC who are currently working for an EU company may want to exchange their UK CPC for an EU CPC before Exit Day.
- Exchanging CPC in this way will have no effect on a driver's ability to work in the UK because the UK will continue to recognise EU-issued CPC.



This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](https://www.gov.uk/brexit)



## Pop ups

- About 100 in Great Britain
- Another 50 in the EU
- Handing out copies of the haulier pocket guide
- Multilingual service

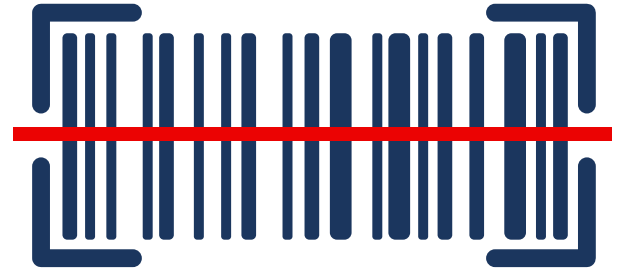
This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](http://gov.uk/brexit)

# Helping hauliers understand if they are ready to cross the border in to the EU



## Border Readiness Checks

- Travel Documents
- Customs mechanisms (nothing needed for empty HGVs or those carrying mail)
- Specialist documents for goods being carried



This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](http://gov.uk/brexit)



# Managing HGV traffic in Kent (Operation Brock)

**Operation Brock** is the suite of multi-agency contingency measures planned to allow non-port traffic to continue to use the M20 in both directions when HGVs are stored on the coast-bound carriageway, and other areas in Kent.

The queuing system only applies to lorries heading to mainland Europe from Kent. All other drivers should check conditions before setting out and, if they're crossing the channel, check with their service operator for updates.

Further information can be found on <https://highwaysengland.co.uk/OperationBrock/>

## Phase 1

In the event of excessive disruption to services across the English Channel, improved holding capacity in the Port of Dover and Eurotunnel, as well as on the A20 approach to the port (Dover TAP), would be used.

## Phase 2

If phase 1 capacity is reached, we will start queuing Europe bound lorries that are 7.5 tonnes and over on the coast bound section of the M20 between junction 8 and 9 with cars and other vehicles using a contraflow on the London-bound carriageway.

## Phase 3

If phase 2 becomes full, lorries heading for Port of Dover will be directed to Manston Airfield, while the M20 is used to hold traffic for Eurotunnel. Traffic lights on the A256 after Manston Airfield will help to manage traffic travelling to the

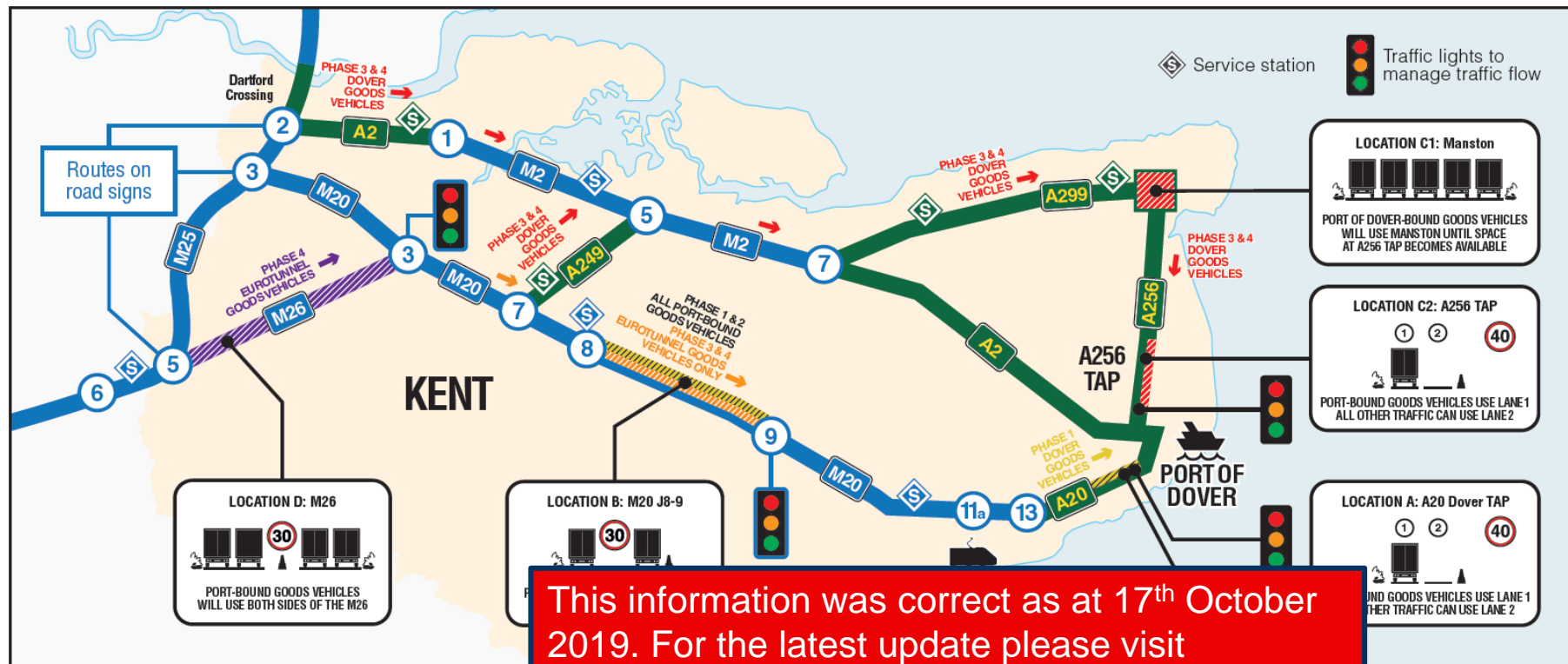
## Phase 4

If the M20 holding area and Manston becomes full, the M26 could be used to hold additional lorries heading for Eurotunnel.

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](https://gov.uk/brexit)

# Managing HGV traffic in Kent

PHASE	ALL EUROPE-BOUND GOODS VEHICLES (7.5 TONNES AND OVER) GOING TO PORT OF DOVER	ALL EUROPE-BOUND GOODS VEHICLES (7.5 TONNES AND OVER) GOING TO EUROTUNNEL
1	Drivers must use A20 Dover Traffic Access Protocol (TAP) (Location A)	Drivers can use any available route
2	Drivers must use M20 junction 8-9 coast-bound carriageway (Location B)	Drivers must use M20 junction 8-9 coast-bound carriageway (Location B)
3	Drivers must use Manston and A256 TAP (Locations C1 and C2)	Drivers must use M20 junction 8-9 coast-bound carriageway (Location B)
4	Drivers must use Manston and A256 TAP (Locations C1 and C2)	Drivers must use M26 (Location D) and only move to M20 junction 8-9 when directed (Location B)





HM Government

BREXIT 31 OCTOBER 

# Department for Business, Energy and Industrial Strategy

Prepare for Brexit at [gov.uk/brexit](https://www.gov.uk/brexit)

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](https://www.gov.uk/brexit)

# Existing regulation of 'New Approach' goods



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



Conformity with requirements of 'New Approach' legislation shown by use of the CE marking.



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



In other cases manufacturers need to use a third party assessment body (a 'notified body').

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](https://gov.uk/brexit)

# Selling goods into the UK



New approach goods meeting EU regulations and CE marked can still be sold in UK for time-limited period.



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



A new UK database will replace the EU's NANDO database.



Products assessed against UK rules by a UK 'approved body' will need the UKCA marking.



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

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](http://gov.uk/brexit)

# Other issues to consider

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EU-based authorised representatives who received their mandate pre-exit day recognised in UK.



An UK-based distributor of EU goods may become an 'importer' – and vice-versa.



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



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



Different arrangements apply to medical devices.

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](http://gov.uk/brexit)

# Arrangements for other goods



The UK will have its own REACH regime post exit for chemicals manufactured in or exported to the UK.



EC type-approvals no longer automatically accepted for motor vehicles on the UK market – the UK Vehicle Certification Agency (VCA) will issue provisional UK type approvals.



Medicines with a 'centralised' authorisation will be given a UK authorisation.



In various areas (cosmetics, chemicals, medicines) - companies may need to appoint new UK representatives.



Exact arrangements will depend on specific goods – lots of guidance available on GOV.UK.

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](https://www.gov.uk/brexit)

# Non-harmonised goods

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Products subject to national rather than EU-wide rules can sometimes be sold freely across the EU by virtue of the 'mutual recognition principle'.



UK will no longer be within scope of the mutual recognition principle after Exit.



April 2020: updated 'Mutual Recognition Regulation' will come into force in the EU but will not apply to UK.



If you export these goods to the UK you must check they meet UK national requirements.

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](https://gov.uk/brexit)



# Automotive: checklist of actions for selling into the UK

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

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](https://gov.uk/brexit)

# Chemicals: checklist of actions to maintain UK access

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## UK REACH:

- Those with 'grandfathered' UK held EU REACH registrations would need to open an account on the new UK REACH IT system and provide some basic information in the first 120 days after Exit.
  
- If their EU/EEA supplier does not appoint a UK Only Representative, UK downstream users will need to notify their continued use of substances covered by an EU held registration within 180 days.
  
- Both of these groups are then able within 2 years to provide the full technical information appropriate to their tonnage band to ensure continued use after that time.

**Note** – For continued EU market access, any EU REACH registrations held by a UK entity will need to be transferred to an EU entity.

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](http://gov.uk/brexit)



## Other issues – travel, data transfers and geo-blocking



EU/EEA/Swiss citizens will still be able to enter the UK for up to 3 months at a time, to work, visit or study, without requiring a visa.



EEA based businesses can transfer personal data to the UK in 'No Deal' if 'appropriate safeguards' under GDPR are used (such as standard contractual clauses).



As the geo-blocking regulation will no longer apply, traders from UK, EU and 3rd countries can offer different terms to UK customers compared to EU customers.

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](https://www.gov.uk/brexit)

## Available guidance

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Please visit **gov.uk/Brexit** for the latest information:

[Placing manufactured goods on the UK market after Brexit](#)

[www.gov.uk/guidance/placing-manufactured-goods-on-the-uk-market-if-theres-no-brexit-deal](https://www.gov.uk/guidance/placing-manufactured-goods-on-the-uk-market-if-theres-no-brexit-deal)

If you are unsure what guidance is relevant to you or if you have general queries relating to the regulation of manufactured goods, email: [goodsregulation@beis.gov.uk](mailto:goodsregulation@beis.gov.uk)

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](https://gov.uk/brexit)

# Other contacts

Sector	Contact(s)
New Approach goods	<a href="mailto:Goodsregulation@beis.gov.uk">Goodsregulation@beis.gov.uk</a>
Chemicals	General Brexit enquires: <a href="mailto:EU-exitchemicals@hse.gov.uk">EU-exitchemicals@hse.gov.uk</a> Biocides: <a href="mailto:biocidesenquiries@hse.gov.uk">biocidesenquiries@hse.gov.uk</a> CLP: <a href="mailto:ukreachca@hse.gov.uk">ukreachca@hse.gov.uk</a> PIC: <a href="mailto:ukdna@hse.gov.uk">ukdna@hse.gov.uk</a>
Automotive	VCA: <a href="mailto:UKTA@vca.gov.uk">UKTA@vca.gov.uk</a> DfT: <a href="mailto:IVS.ENQUIRIES@dft.gov.uk">IVS.ENQUIRIES@dft.gov.uk</a>
Medical devices	<a href="mailto:devices.regulatory@mhra.gov.uk">devices.regulatory@mhra.gov.uk</a>

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](http://gov.uk/brexit)



# Border Delivery Group

Prepare for Brexit at [gov.uk/brexit](https://www.gov.uk/brexit)

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](https://www.gov.uk/brexit)

# Your next steps on GOV.UK/BREXIT

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- 1 Visit the Get ready for Brexit check at [gov.uk/get-ready-brexit-check](https://gov.uk/get-ready-brexit-check) and review the information tailored to your business.
- 2 Sign up to email alerts about EU exit on GOV.UK: [Brexit email alerts](#).

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](https://gov.uk/brexit)

## Additional information

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### Available products

- A public information campaign and associated communication products have been made available to include a range of materials that can be used to raise awareness with your own stakeholders and customers. These include:
  - **Videos** covering the key changes and additional requirements, including short clips designed for social media and deep dive videos into key topics such as importing and exporting
  - **Sector specific webinars**
  - **Dedicated email address for queries** set up by **Border Delivery Group (BDG)** for questions about the border, [queriesattheborder.euexit@hmrc.gov.uk](mailto:queriesattheborder.euexit@hmrc.gov.uk)
  - **Frequently Asked Questions** product which will be shared with you following today's event.
  - **Brexit imports and exports helpline**

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](http://gov.uk/brexit)



## Additional information: Webinars

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Presentations will include information on border preparedness, customs procedures at the border and relevant sector-specific content. Participants are invited to attend the webinar most relevant to their sector, from:

- Agriculture and Foods (Agri-foods)
- Chemicals
- Automotive
- Hauliers/logistics
- Life sciences
- Non-specific/general traders

### How to register for the webinars:

Visit [borderdeliverygroup.eventbrite.com](https://borderdeliverygroup.eventbrite.com) and choose the webinar you find most appropriate and register to confirm your attendance. Dates for further weeks are continuously being added. Access to relevant material and the arrangements for submission of questions in advance of the webinar itself will be provided to registered participants.

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](https://gov.uk/brexit)

# Additional information: HMRC



## Economic Operator Registration and Identification (EORI) number mythbuster



[Download](#)



## How to import goods from the EU into the UK through roll on roll off (RoRo) locations after Brexit



[Download](#)



## Simple trader checklist to get ready for Brexit



[Download](#)



## How to export goods into the EU through roll on roll off (RoRo) locations after Brexit



[Download](#)

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](http://gov.uk/brexit)

# Additional information: DfT



## Transporting goods between the UK and EU in a no-deal Brexit: guidance for hauliers



[Download](#)



## How to move goods through RORO locations in a no deal Brexit: EU to UK and UK to EU



[Download](#)

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](http://gov.uk/brexit)

# Additional information: Sector specific



## Flowchart for exporting chemicals to the EU after Brexit



[Download](#)



## Flowchart for exporting meat and dairy to the EU after Brexit



[Download](#)



## Flowchart for exporting live animals to the EU after Brexit



[Download](#)

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](http://gov.uk/brexit)



# Summary of key actions for goods leaving the UK



- **Register for an EORI number** with the UK.
- **If exporting**, the Export Declaration and S&S Declaration are merged. **If using transit** it is also merged.



- Review the **information needed for entry into the EU** – if you are not using transit, your haulier will also be required to carry evidence (the MRN) of an **EU Member States pre-logged import and separate Safety & Security Declarations**.



- **Agree responsibilities** with your customs agent and/or logistics provider for each part of the process and update your contracts to reflect this or identify software to utilise.



- Apply in advance for **ID documents and/or certificates for goods**.
- Ensure the UK exporter sends required documentation for the goods imported with consignment, such as Export Health Certificates (EHC).



- **Pre-notify systems where required**, such as TRACES when importing animals and animal products from the UK and uploading a copy of the UK Export Health Certificate.

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](http://gov.uk/brexit)

# Summary of key actions for goods entering the UK



- **Register for an EORI number** with home country's customs office; UK importer must have a UK EORI number.
- Apply for a **deferment account** if you are eligible.



- Review the **information needed** for the Declaration forms, and review easements allowed for Transitional Simplified Procedures (TSP).
- **Check the systems** (e.g. UK Import System, IPAFFS) you need to use and prepare to do so.



- **Agree responsibilities** with your customs agent and/or logistics provider for each part of the process and update your contracts to reflect this, or identify software to utilise.



- Apply in advance for **ID documents and/or certificates for goods**.
- Ensure the UK exporter sends required documentation for the goods imported with consignment, such as Export Health Certificates (EHC).



- Plan logistics for **travel via inland locations**, including goods which are required to enter the UK via Border Inspection Posts (BIP) & Designated Points of Entry (DPE).

This information was correct as at 17<sup>th</sup> October 2019. For the latest update please visit [gov.uk/brexit](https://www.gov.uk/brexit)

# Brexit Imports and Exports Helpline

The EU Exit Import and Export Helpline is a cross government initiative to provide a single point of enquiry for queries relating to moving goods across the UK border following the UK's exit from the European Union.

**Telephone: 0300 3301 331**

**Monday to Friday, 8am to 6pm BST**

## What sort of queries are covered by the Helpline?

- Requirements of the trader (customs declarations, export health certificates, controlled goods licenses/permits)
- Requirements of the haulier (trailer registration, international driving permits)
- Other pre-requisites to trade (Economic Operator Registration and Identification (EORI) number)
- Import easements (Transitional Simplified Procedures)

## What sort of queries are not covered by the Helpline?

- Any queries relating to goods moving between Ireland and Northern Ireland as these are subject to different procedures. Guidance covering this can be found on Gov.uk

## Where can I learn more?

- <https://www.gov.uk/contact-brexit-import-export-helpline>

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