

**GB - EU**

# Exporting goods from GB to the EU via the short straits

January 2021



# Stella Jarvis

Director

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# Why are we here today?

Although it is early in the year there are already some common problems emerging with moving goods GB - EU.

This webinar today is:

- to highlight and discuss the problems we now know about since 1 Jan 2021
- to provide clarity on a range of technical process where goods are moving through the border
- to understand why goods are being held and / or re-exported back to UK and how to deal with this
- to know what to do to get goods verified and released if they are held



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# Top issues at the border for export GB - EU

Most problems resulting in delays and challenges are currently being seen are at export from GB and import into EU - all of which link back to a break or lack of understanding somewhere in the supply chain

- TRANSIT - Office of transit - user / data input errors are reducing on the UK side
- TRANSIT - Office of transit changes causing error messages that incorrectly **“orange route”** freight
- TRANSIT - LRNs being processed at check-in instead of scanning an MRN
- TRANSIT - incomplete transit processes and freight arriving in the EU being held
- Export declaration - EAD being scanned instead of transit or pre lodged French import declarations
- SPS - No pre-notification of SPS / customs formalities
- Entry Summary Declarations (safety and security) missing
- EORI - invalid / incorrect EORI numbers
- Customs agents - capability and capacity

# Preparation - UK Exporter / agent

- Correct / valid GB EORI (Economic Operators Registration and Identification) numbers
- EHC (Export Health Certificate) preparation and the French BCPs/SIVEPs
- Incoterms
- Systems knowledge
- EADs (Export Accompanying Document) preparation
- Haulier preparation
- Start the transit movement and know the intended office of transit

# Preparation - EU importer / agent

- Correct / valid EU EORI (Economic Operators Registration and Identification) numbers
- CHED (Common Health Entry Document) preparation / TRACES NT
- Incoterms
- Systems knowledge
- Prelodged import declaration or transit processes - Office of transit and Office of destination / ending the transit movement

# SPS and controlled goods update

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Department for Environment Food  
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Department  
for Environment  
Food & Rural Affairs

**KEEP  
BUSINESS  
MOVING** 



# GB - EU movement - Stages for POAO

01	Competent Authority	Getting premises authorised /approved	<b>GB exporter</b>
02	Common Health Entry Document (part 1) TRACES NT	Pre notify through TRACES NT with a Common Health Entry Certificate (CHED)	<b>GB exporter contacts EU importer to get them to pre-notify part 1 of the CHED</b>
03	Export Health Certificates	Applying online for a EHC and know what to do with it	<b>GB exporter / Certifying Officer</b>
04	Pre-notify the BCP/SIVEP and appoint a designated agent to act on your behalf	Pre-notify the BCP/SIVEP of the intended arrival within 24 hours of arrival	<b>The owner of the goods GB exporter EU importer</b>
05	Entry via a Border Control Post (BCP)	What to expect at the SIVEP and getting through smoothly	<b>Haulier / Designated agent</b>

01

## Competent Authority

Getting premises authorised / approved

- Food products being exported from GB to EU will need to be dispatched from an establishment approved under food hygiene regulations, that will be listed for export purposes by the EU
- To be added or removed from the EU Approved Establishment List, you will need to contact the Animal and Plant Health Agency (APHA), Food Standards Agency (FSA), Food Standards Scotland (FSS) or your local authority depending on the product.
- The process to be added to the EU list will take **up to 30 days** during which time you cannot export the goods to the EU.

**If any of the following steps are not completed the goods will be refused entry on arrival in the EU**

02

Pre-notification of the CHED via  
TRACES NT

GB exporter tells EU importer

- Exporters moving products of animal origin and SPS 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.
- The EU importer pre-notifies the arrival of the consignment by completing **Part I of the Common Health Entry Document (CHED)**
- On completion of CHED Part I, the declarant retrieves the CHED number which **MUST** be added to the pre-lodged import or transit declaration
- Economic Operators should **not** think that they have to obtain the complete and definitive CHED in order to be able to indicate it in the pre-lodged customs or transit declaration - they must do it sooner!
- At boarding, the truck driver has to inform the cross-channel company that the consignment is submitted for SPS control to ensure the **orange routing** of the truck and its presentation to the BCP/SIVEP

# 02

## Pre-notification of the CHED via TRACES NT

## Example Part 1 CHED form

EUROPEAN UNION

Common Health Entry Document for Animals

PART I – DESCRIPTION OF CONSIGNMENT

<b>QR CODE</b>	I.2 <b>CHED reference</b>	<b>I.1 Consignor/Exporter</b>
	I.3 <b>Local reference</b>	
	I.4 <b>Border Control Post</b>	
	I.5 <b>Border Control Post code</b>	
I.6 <b>Consignee/importer</b> Name Address Country ISO country code	I.7 <b>Place of destination</b> Name Address Country ISO country code	
I.8 <b>Operator responsible for the consignment</b> Name Address Country ISO country code	I.9 <b>Accompanying documents</b> Type Country Code Commercial document references	
I.10 <b>Prior notification</b> Date Time		
I.13 <b>Means of transport</b>  <input type="checkbox"/> Airplane <input type="checkbox"/> Vessel <input type="checkbox"/> Railway <input type="checkbox"/> Road vehicle  Identification	I.11 <b>Country of origin</b> ISO country code  I.12 <b>Region of origin</b> Code	

I.15 <b>Establishment of origin</b>	
Name	Registration/Approval No
Address	Country      ISO country code
I.17 <b>Container number/Seal Number</b>	
<u>Container No</u>	<u>Seal No</u> <u>Official Seal</u>
<input type="checkbox"/>	
I.18 <b>Certified as or for:</b>	
<input type="checkbox"/> Breeding/production	<input type="checkbox"/> Slaughterhouse
<input type="checkbox"/> Fattening	<input type="checkbox"/> Confined establishment
	<input type="checkbox"/> Quarantine
<input type="checkbox"/> Dog/Cat/Ferret	<input type="checkbox"/> Travelling circus/animal acts
<input type="checkbox"/> Registered equidae	<input type="checkbox"/> Ornamental aquatic animals
<input type="checkbox"/> Exhibition	<input type="checkbox"/> Restocking
	<input type="checkbox"/> Relaying
	<input type="checkbox"/> Other
I.20 <input type="checkbox"/> For onward travel to	
I.22 <input type="checkbox"/> For transit	
Details of controlled destinations for I.20 and I.22	
I.23 <input type="checkbox"/> For market	I.25 <input type="checkbox"/> For re-entry
I.26 <input type="checkbox"/> For admission	temporary
Exit date      Exit point	
I.27 <b>Means of transport after BCP/storage</b>	
<input type="checkbox"/> Airplane	<input type="checkbox"/> Railway
<input type="checkbox"/> Vessel	<input type="checkbox"/> Road vehicle
Identification	
I.28 <b>Transporter</b>	
Name	Registration/Approval Number
Address	Country
I.29 <b>Date of departure</b>	Date      Time
I.30 <b>Journey log</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No

02

Pre-notification of the part 1 of  
the CHED via TRACES NT

## Essential actions and consequences

- Part 1 of the CHED
- Pre-notifying the BCP / SIVEP within 24 hours of the arrival of the goods
- If the goods need to pre-booked into the BCP / SIVEP, this also needs to be done at this stage
- You cannot do the prior notification once the goods have arrived in the EU

**Goods will be refused entry to the EU unless the  
CHED prenotification has been done**

- GB exporters of **Products of Animal Origin** must provide **Export Health Certificates** (EHCs)
- A hard copy of the final EHC travels with your goods – therefore you need a fully certified EHC before they leave your premises. The EHC will be checked when your goods arrive in the EU
- There are over 125 EHCs for exports to the EU each setting out the specific EU health requirements. Each EHC has guidance notes that stipulate the requirements to be met.
- Search for the EHC you need for your product on **Defra's Form Finder** on [EHC Form Finder on GOV.UK](#)
- You can apply for an export health certificate here on [GOV.UK](#)

- Goods need to be certified by an approved **Certifying Officer** before you can export them to the EU
- There are two main types of certifying officer in Great Britain:
- **Official Veterinarians** (OVs) are qualified vets who hold additional qualifications to inspect and certify EHCs
- **Food Competent Certifying Officers** (FCCOs) who are generally environmental health officers or Food Safety Officers based in Local Authorities

03

Export Health Certificate (EHC)

Certifying Export Health Certificate

- You need to locate and secure the services of a Certifying Officer (CO) **before** you apply for an EHC. The CO will also need to be registered on EHC Online.
- A Certifying Officer will physically inspect your goods and will issue the EHC only if the export meets all requirements. The completed certified EHC then travels with your consignment
- You must ensure that your Certifying Officer is qualified to inspect your product type
- Certification can take place at a premises away from the premises of origin (e.g. Logistics Hub) with appropriate supporting attestations
- The certifying officer or certification services will charge for the inspection and issuing the EHC. The EHC itself is free



03

Export Health Certificate (EHC)

EHC Online Application

- The **GB exporter** selects the appropriate EHC and starts and completes the application before it goes to the certifying officer for review and certification of the goods
- The **Certifying Officer** will issue the GB exporter with a certified EHC. You will need to send it with your consignment
- EHCs can be printed off on standard office paper
- EHC will be automatically translated into the required languages
- Plan your route to get an inspection at an [EU BCP that can accept your type of goods.](#)

**An export without the correct EHC will be rejected at the border control post**

## What do I do with my completed EHC? (short straits)

- The **original EHC** must be given to the **haulier** as the original EHC must be physically presented at the BCP (SIVEP) in France
- A scanned copy of the EHC must be sent to the EU importer. The EU importer will then upload the scanned copy to **TRACES NT**
- A completed EHC is required for each type of animal product being exported from the UK to the EU
- If a consignment includes a **mix of products**, a separate EHC will be required for each type of product unless they fall under the same product type
- Further information on EHCs can be found [here](#).

**03**
**Export Health Certificate (EHC)**
**Example EHC form**
**CHAPTER 1  
Health certificate**

*For processed animal protein not intended for human consumption, including mixtures and products other than petfood containing such protein, for dispatch to or for transit through (²) the European Community*

COUNTRY		Veterinary certificate to EU			
Part I: Details of dispatched consignment	I.1. Consignor Name Address  Tel. No		I.2. Certificate reference number	I.2.a.	
			I.3. Central Competent Authority		
			I.4. Local Competent Authority		
	I.5. Consignee Name Address  Postal code Tel. No		I.6. Person responsible for the consignment in EU Name Address  Postal code Tel. No		
	I.7. Country of origin	ISO code	I.8. Region of origin	Code	
I.11. Place of origin  Name Address  Approval number		I.12. Place of destination Custom warehouse <input type="checkbox"/> Name Address  Approval number  Postal code			
I.13. Place of loading		I.14. Date of departure			
I.9. Country of destination	ISO code	I.10. Region of destination		Code	

I.15. Means of transport Aeroplane <input type="checkbox"/> Ship <input type="checkbox"/> Railway wagon <input type="checkbox"/> Road vehicle <input type="checkbox"/> Other <input type="checkbox"/>		I.16. Entry BIP in EU	
Identification: Documentary references:		I.17.	
I.18. Description of commodity		I.19. Commodity code (HS code)	
		I.20. Quantity	
I.21. Temperature of product Ambient <input type="checkbox"/> Chilled <input type="checkbox"/> Frozen <input type="checkbox"/>		I.22. Number of packages	
I.23. Identification of container/Seal number		I.24. Type of packaging	
I.25. Commodities certified for: Animal feedingstuff <input type="checkbox"/> Technical use <input type="checkbox"/> Other <input type="checkbox"/>			
I.26. For transit to third country vis-à-vis EU <input type="checkbox"/> 3rd country ISO code		I.27. For import or admission into EU <input type="checkbox"/>	
I.28. Identification of the commodities  Species (Scientific name) Nature of commodity Approval number of establishments Manufacturing plant Net weight Batch number			

Need to address issues with poor quality EHCs:

- the goods will be held while the authorities check the information provided
- repeated inaccuracies with codes, quantities etc

**No documents, no entry**

04

## Pre-notify the BCP/SIVEP

GB exporter / EU importer will need to **pre-notify the BCP/ SIVEP** for consignments that need to enter the EU through a BCP/SIVEP

The owner of the goods must **appoint a designated agent** to act on their behalf / to be physically present in the BCP / SIVEP when the goods arrive. Detail on how to appoint one is available from the carriers.

- If you are transporting live animals, a prenotification must be made **24 hours ahead** of the arrival of the goods at the BCP/SIVEP. Appointments must be booked for:
  - horses or batches of horses
  - day old chicks

You can book a slot for the Calais-port or tunnel SIVEP at [pas-de-calais.gouv.fr/booking/create/51518/0](https://pas-de-calais.gouv.fr/booking/create/51518/0) and the email address for Dunkirk SIVEP is [pif59.sivep@agriculture.gouv.fr](mailto:pif59.sivep@agriculture.gouv.fr)

# GB-EU movement - Stages for Plants and Plant Products

01	Competent Authority	Register for export services	<b>GB exporter</b>
02	Phytosanitary Certificate (PC)	Applying for a PC and what to do with it	<b>GB exporter</b>
03	Pre-notification of the CHED via TRACES NT	Pre-notify authorities of arrival in EU	<b>EU importer</b>
04	Pre-notify the Border Control Post (BCP)	Pre-notify your chosen BCP of your arrival	<b>EU importer</b>
05	Entry via a Border Control Post (BCP)	What to expect at the SIVEP and getting through smoothly	<b>GB exporter</b>

01

## Competent Authority

Register for export services

- Exporters should apply for a **Phytosanitary Certificate** (PC) from their Competent Authority (CA)
- In England and Wales you will need to register for export services through eDomero and in Scotland it is via the Scottish Government who can be contacted on 0131 244 8890
- Further information on registration can be found on GOV.UK
- If you're exporting wood and wood products you will need to register with the Forestry Commission.

- The EU requires **GB exporters** of regulated plants and plant products to have a Phytosanitary Certificate
- You will need to provide **7 days advanced notification** of the intent to export. This enables inspectors to visit, inspect and have the phytosanitary certificate issued. Animal and Plant Health Agency (APHA) will ensure a phytosanitary certificate will be issued by the date requested
- You will need to include information on your application such as: consignee and consignor addresses, commodities, including weight and number of packages and origin of the commodities
- Applications will be approved by APHA and most PCs will be issued on site by a plant health inspector after the physical inspection has taken place
- All wood packaging material, including pallets must also be ISPM 15 compliant.



# 02 Phytosanitary Certificate (PC)

## What do I do with my completed PC?

1 Name and address of exporter XXXXXXXXXXXXXXXXXXXX XXXXXXXXXXXXXXXXXXXX XXXXXXXXXXXXXXXXXXXX XXXXXXXXXXXXXXXXXXXX		4 PHYTOSANITARY CERTIFICATE No. EU/UK/E&W/2018/XXXXXX ORIGINAL	
3 Declared name and address of consignee XXXXXXXXXXXXXXXXXXXX XXXXXXXXXXXXXXXXXXXX XXXXXXXXXXXXXXXXXXXX XXXXXXXXXXXXXXXXXXXX		4 Plant Protection Organisation of UNITED KINGDOM To: Plant Protection Organisation(s) of XXXXXXXXXX	
5 Declared means of conveyance XXXXXXXXXXXXXXXXXXXX		5 Place of origin XXXXXXXXXXXXXXXXXXXX	
7 Declared point of entry XXXXXXXXXXXXXXXXXXXX		Department for Environment, Food and Rural Affairs Wales Government 	
8 'Originating mark' number and description name of produce botanical name of plant XX XX XX XX		9 'Quantity declared' XXXXXXXXXXXXXXXXXXXX	
10 This is to certify that the plants, plant products or other regulated articles described herein have been inspected and/or tested according to appropriate official procedures and are considered to be free from the quarantine pests specified by the importing contracting party and to conform with the current phytosanitary requirements of the importing contracting party, including those for regulated non-quarantine pests.			
11 Additional declaration XX XX XX XX			
12 Treatment XX XX XX		16 Date: XXXXXXXXXXXXXXXXXXXX	
13 Chemical (active ingredient):		14 Duration and temperature XXXXXXXXXXXXXXXXXXXX	
15 Concentration XX		16 Date: XXXXXXXXXXXXXXXXXXXX	
17 Additional information XX XX XX		Date and signature of authorised officer 	

- Due to current COVID easements a scanned image of the PC will be supplied to the GB exporter. This should then be provided to the EU importer who will upload it as part of their CHED-PP notification on TRACES-NT
- The original PC will be mailed to the exporter who must provide this certificate as soon as technically feasible to the EU importer.
- A completed PC can cover multiple goods of the same commodity groups. e.g. apples, pears and oranges can all be on one PC.
- Further information on PCs and exports can be found at Export plants and plant products from Great Britain and Northern Ireland - GOV.UK (www.gov.uk) and on the Plant Health Portal here.

In respect of liability with regard to this certificate shall attach to the Department for Environment, Food and Rural Affairs or the Welsh Government in or to any of their officers or representatives. PHE/DEFRA (Rev. 6.15)

03

## Pre-notification of the CHED- PP via TRACES NT

### Pre-notifying EU authorities via TRACES NT

- Exporters moving plants and plant products from GB to the EU will need to work with their EU importers to pre-notify the EU authorities using the TRACES NT system.
- The **EU importer** pre-notifies the arrival of the consignment by completing Part I of the Common Health Entry Document (CHED) - **NB: this is essential for pre-notifying the BCP of your arrival**
- Parts II and III of the CHED are completed at the BCP upon arrival into the EU
- The CHED number should be added to the import or transit declaration
- Further information on TRACES NT can be found on the [EU's website here](#).

04

## Pre-notify the Border Control Post (BCP)

Pre-notify the BCP of the consignment's arrival

- Consignments containing plants and plant products will need to enter the EU via an authorised Border Control Post (BCP). A list of plant health approved BCPs can be found on the [EU's website here](#).
- The EU importer pre-notifies the arrival of the consignment notifying the BCP in writing (fax or email) and completing Part I of the common health entry document (**CHED**)
- For plants and plant products pre-notification must be made 24 hours ahead of the arrival of the goods at the border control post. However, some BCPs may operate differently so check with the importing country
- Plants and plants products may be subject to checks upon entry into France

# Composite Goods

- Some composites are exempt from EU border control posts
- If product is exempt you will need a **commercial document** instead of an Export Health Certificate and can send your products through any EU point of entry
- You'll need an additional Export Health Certificate for composites containing honey, gelatin or snails
- If there is no exemption, follow the standard export steps
- [Further guidance is available here on GOV.UK](#)

# Prohibitions and Restrictions – GB Exports

Prohibitions and restrictions are **new trade requirements** that now apply to certain commodities. These trade requirements are based in EU law and prevent or restrict the export and import of certain goods from third countries where the EU believe there is a potential for them to present a level of risk to animal, plant or public health.

These new trade requirements apply to the UK now that we are a third country for trade with the EU. This means you will not be able to export the following goods to the EU:

- chilled minced meat (red meat)
- chilled meat preparations (for example, raw sausages)
- minced meat (poultry)
- poultry and ratite/game bird mechanically separated meat
- milk from TB herds
- ungraded eggs
- composite products containing dairy products made from unpasteurised milk (for example, a ready meal topped with unpasteurised cheese)

# French border procedures

Heather Jones

EU MS Engagement Team

BPDG

05

## Arrival at the BCP/SIVEP

- On arrival in the EU, follow the **orange SIVEP** signs to go to the facility
- Freight arriving in Calais-port and Calais-tunnel containing fishery products will be directed to the Boulogne-sur-Mer BCP/SIVEP, where checks will be carried out
- If transporting fish, the goods will be **green routed** to the Boulogne sur Mer BCP/SIVEP where the transit will be cleared, therefore **it is obligatory for the fish products to go there**
- The original EHC must be physically presented at the BCP/SIVEP by the **designated agent** acting on behalf of the owner of the goods
- The BCP/SIVEP will **retain the original EHC**



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## Special rules for entry to the EU - fish and seafood

- Fishery products entering the EU via Calais-port or Calais-tunnel **must travel on transit procedures only** to be able to move the goods directly to the BCP/SIVEP at Boulogne-sur-Mer
  - A T1 declaration starting in GB
  - T2 landbridge - goods coming from Ireland under **T2 are not exempt from BCP/SIVEP control** and formalities - they may need to be **physically** checked, but they will be held at BCP/SIVEP with the T1 goods.



05

## Procedures and costs at the BCP/SIVEP

- The owner of the goods must **appoint a designated agent** to act on their behalf / to be physically present in the BCP / SIVEP when the goods arrive. Detail on how to appoint one is available from the carriers.
  - Load and unload goods for inspection
  - Liaise with French officials

### **Neglecting to procure these services will result in re-export of the goods**

- Incorrect or incomplete documentation will cause more delays for your shipment and therefore incur greater cost especially if the goods are re-exported.

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## Following inspection at the BCP/SIVEP

- The authorities at the BCP/SIVEP update TRACES NT with the outcome of the inspection on **Part 2 of the CHED**
- **Part 3 of the CHED** is completed by the relevant competent authority in France, and this approval is required before the goods are released from the BCP/SIVEP
- If the goods do not pass inspection, they are either re-exported (not necessarily to GB) or destroyed. The BCP/SIVEP will then alert the relevant competent authority of that consequence.
- If the goods pass inspection they are released from the BCP/SIVEP
- If using a pre-lodged import declaration, they will be able to validate the declaration after the BCP/SIVEP process.

# Customs and Transit update

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HM Revenue  
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## CUSTOMS AND TRANSIT BORDER FORMALITIES

In reality - during some of the steps we have just covered, customs procedures will also have to have started

The next slides cover those processes and the consequences of getting things wrong

Principles remain the same as SPS

**No documents or incorrect documents -  
no exit from GB and no entry to the EU**

# GB-EU movement - customs

01	UK export declarations	Submit export declarations for all goods leaving GB through CHIEF .	GB exporter / agent
02	UK Safety and Security information (EXS)	Submit combined export declaration to CHIEF, or a standalone Exit Summary Declaration (EXS) into the UK Export Control System (ECS)	GB exporter
03	FR pre-lodged import declaration or start a transit movement	Pre-lodge the EU customs import declaration into DELTA G or start a transit movement in UK NCTS	EU importer / UK exporter or the “PRINCIPAL” who starts the transit
04	EU Safety and Security declaration (ENS)	The FR Import Control System (ICS) - this can only be done by EDI	Haulier (or carrier for unaccompanied) or a 3rd party with knowledge and consent

- Traders exporting goods from GB into the EU will need to submit export declarations for all goods into the HMRC CHIEF (Customs Handling of Import and Export Freight) system
- Once the export declaration is received, HMG assesses the declarations and either grants ***Permission to Progress*** or asks for the goods to be presented at a designated location for checks before proceeding to the port / terminal.
- CHIEF will notify the exporter / agent of Permission to Progress

02

## UK Safety and Security information (EXS)

- You will need to make an **exit summary declaration** if you've not fulfilled safety and security requirements with a combined export declaration (EAD)
- EXS are submitted on the CHIEF in the same way as an export declaration
- Further information - [gov.uk/guidance/find-out-when-to-make-an-exit-summary-declaration](https://www.gov.uk/guidance/find-out-when-to-make-an-exit-summary-declaration)

03

FR pre-lodged import declaration

Or start a transit movement

- The exporter / loader (or company) must provide the haulier transporting goods with the **Movement Reference Number (MRN)** from either the **pre lodged customs import declaration** or from the **Transit Accompanying Document (TAD) - make sure the driver gets the MRN!**
- The importer or their agent must submit the customs declaration into the DELTA G (FR import) or DELTA T (transit) movements, and produces either:
  - A pre-lodged import document with an MRN on it
  - A Transit Accompanying Document (TAD) with an MRN on it

For transit - **a non-activated transit movement** i.e. one with a Local Reference Number (LRN) only **is not a TAD** - ensure this procedure is done at either the consignor address or the haulier must visit the office of departure in the UK to activate the TAD before arriving at the port or terminal.



- To complete ENS declarations in the French Import Control System (ICS), you should have a valid EU EORI number or hauliers can use a third party with their knowledge and consent to complete the ENS data entry on their behalf, but the liability remains with the haulier (accompanied freight)
- Unaccompanied freight - the responsibility is for the carrier
- **ENS must be pre-logged** on the ICS system of the first entry point on the TDU, whatever the final destination. It must be done before arrival at the port or tunnel
- The ENS must be pre-logged into the Import Control System (ICS) by Electronic Data Interchange (EDI)
- **Failure to have a ENS entry will result in the truck being held in the port / terminal of arrival in the EU**

## Transit requirements

## Common problems being seen

1. Box 51 - intended office of transit needs to be completed and correct
2. Local reference numbers (LRN) are non-activated transit movements - they are not a TAD
3. **All LRNS** in one truck must be presented to the front office staff at the office of departure at the Inland Border Facility (IBF)
4. Movement Reference Numbers (MRN) from Export Accompanying Documents (EAD) are not the correct documents to be scanned on exit from GB
5. There is also an issue in the error messages in UK NCTS which is generating automatic **“orange lane”** routings - this is being addressed - this happens when there has been a change to the point of entry that is entered into box 51.

Starting your transit movement -  
Authorised Consignor

**OPTION 1**

- Transit guarantee in place
- Start the transit movement in NCTS creating a local reference number (LRN)
- Activates the transit themselves, produce the TAD and print the paper TAD document required to accompany each consignment(s).

**Give the paper TAD / MRN(s) to the driver!**

Starting your transit movement -  
Office of Departure

**OPTION 2**

- Transit guarantee in place
- Start the transit movement in NCTS creating a local reference number (LRN)
- The goods must be presented at the **office of departure** specified on the transit declaration, along with the LRN so that the TAD can be activated.
- The office of departure will then start the transit movement by activating the TAD (Transit Accompanying Document) with its MRN (Movement Reference Number).
- They print the paper TAD with the MRN on it, and give it to the haulier to be carried physically with the consignment(s)

Check point

HAULIER ACTIONS

### The haulier must:

- Understand that the LRN is a **non-activated TAD**
- Ensure that multiple LRNs must **ALL** be activated at the office of departure or by the authorised consignor
- The “**intended office of transit**” (**Box 51**) of the TAD must be a) completed and b) correct

**Do not leave the premises (consignor or office of departure)  
without the TAD(s)**

BOX 51  
TAD

Intended office of transit

If the GB exporter / agent uses transit/CTC, and they start a transit movement in GB, the **office of transit cannot be in GB.**

If they enter - in error - a GB office of transit on the TAD for a transit movement which starts in GB, your consignment will be automatically **orange routed** and held on arrival until it is rectified - it is an invalid transit movement.

The code for Calais (**there is one code for both tunnel and port**) is **FR620001** and for Dunkerque it is **FR590002**. Detail is on the TAXUD Europa website.

[https://ec.europa.eu/taxation\\_customs/dds2/col/col\\_details.jsp?Lang=en&DesLang=&RefNum=FR620001](https://ec.europa.eu/taxation_customs/dds2/col/col_details.jsp?Lang=en&DesLang=&RefNum=FR620001)

Present the paper TAD with the MRN on it, at ferry operator check-in or the pitstop at Eurotunnel (or by using the Eurotunnel Border Pass)

## Starting your transit movement - example TAD

TRANSIT — ACCOMPANYING DOCUMENT	2 Consignor/Exporter No		1 REGIME		MRN
			3 Forms	4 Loading lists	
		5 Items		6 Total packages	
8 Consignee No		Return copy has to be sent to the Office:			
		15 Country of dispatch/export			
		17 Country of destination			
18 Identity and nationality of means of transport at departure		56 Other incidents during carriage Details and measures taken		G CERTIFICATION BY COMPETENT AUTHORITIES	
A	31 Packages and description of goods		Marks and numbers — Container No(s) — Number and kind		
		32 Item No	33 Commodity Code		
				35 Gross mass (kg)	
				38 Net mass (kg)	
		40 Summary declaration/Previous document			
44 Additional information/ Documents produced/ Certificates and authorisations					

Ident. and nat. new means transp.:	Ident. and nat. new means transp.:
Ctr. <input type="checkbox"/> (1) Identity of new container:	Ctr. <input type="checkbox"/> (1) Identity of new container:
(1) Enter 1 if YES or 0 if NO.	(1) Enter 1 if YES or 0 if NO.
F CERTIFICATION BY COMPETENT AUTHORITIES	
New seals: Number: _____ identity: _____	New seals: Number: _____ identity: _____
Signature: _____ Stamp: _____	Signature: _____ Stamp: _____
<input type="checkbox"/> Data already recorded into the System	<input type="checkbox"/> Data already recorded into the System
50 Principal No	
G OFFICE OF DEPARTURE	
51 Intended offices of transit (and country)	
52 Guarantee not valid for	
Code	
53 Office of destination (and country)	
D CONTROL BY OFFICE OF DEPARTURE	I CONTROL BY OFFICE OF DESTINATION
Result:	Date of arrival:
Seals affixed: Number: _____	Examination of seals:
identity: _____	Remarks:
Time limit (date): _____	Return Copy sent on after registration under No Signature: _____ Stamp: _____

Changing box 51 or leaving it blank will cause issues - ensure this box is completed correctly. You must pass through the office of transit listed here.

## Ending a transit movement

### **Authorised consignee**

The haulier transports the goods to the authorised consignee's premises. The authorised consignee then discharges the transit movement and goods are released into free circulation.

### **Office of destination in EU**

The haulier transports the goods to the EU Office of Destination.

The transit movement is discharged and the goods are released into free circulation.

The haulier then drives the consignment onto the final destination

### **Goods are moving through EU country as part of the movement**

The haulier transports the goods to an Office of Transit each time they enter a new customs territory.

The goods remain under Transit until they reach Office of Destination or authorised consignee's premises.



# Kent and the short straits

Heather Jones

EU MS Engagement Team

BPDG

## Kent Access Permit (KAP)

HGV drivers must have a KAP to travel through Kent to the Port of Dover or the Eurotunnel

Each permit is valid for 24 hours. You need a new permit each time the HGV leaves Great Britain

**The driver could be stopped and fined up to £300 for entering Kent without having a Kent Access Permit, or for making false declarations when travelling to the Port of Dover or Eurotunnel**

To get your permit, you will have to:

- complete a self-assessment to confirm you are border ready, which includes meeting all EU import requirements

It takes around 5 minutes to complete - further information is available at [gov.uk/check-hgv-border](https://gov.uk/check-hgv-border)

### Permit issued

HGV front plate number **HGV123**

Be prepared to present this QR code



Based on your responses the HGV has been issued a Kent Access Permit and **the HGV driver may travel to the Port of Dover or Eurotunnel**. Please check [Kent traffic management on M20 motorway to Dover and Eurotunnel](#) for any updated information regarding the routes to port.

We have sent the permit to **name@example.com** with a link back to the confirmation screen and QR code. Please ensure the driver has a copy and that you keep a copy for your records.

HGV front plate registration numbers will be scanned via ANPR and handheld devices to identify whether an HGV has a Kent Access Permit. Details of the vehicle are also stored in the QR code provided, which should be made available to the driver where possible, and would be used to identify whether an HGV has a permit as a contingency.

## Inland Border Facilities

There will be a queries email address set up by Border Force to assist with **live queries** about the transit procedural matters

## Barcode scanning at check-in / pitstop

## What documents are to be presented at check-in / pitstop

BREXIT

### What TO SCAN and what NOT TO SCAN to enter France

#### TO SCAN



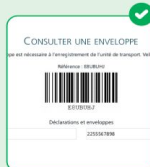
IMPORT  
DECLARATION



COMMON  
TRANSIT  
ACCOMPANYING  
DOCUMENT



EU TRANSIT  
ACCOMPANYING  
DOCUMENT



LOGISTICS  
ENVELOPE

#### NOT TO SCAN



UK EXPORT  
DECLARATION



SAFETY  
AND SECURITY  
DOCUMENT

During the crossing

Ferry Operators

- Here is an example of the information that freight drivers need to monitor during the crossing
- On the right is an example of the screens of information in the driver's lounge on board the ferry
- It shows the ANPR data of the truck in the 'Vehicle' column and the **orange** or **green** status in the 'Exit Direction' column
- This may change during the crossing to **orange-douane** or **orange-SIVEP** or **green**
- The final message / status change is made just before the ferry docks



French Customs		Exit Information	
Vehicle	Exit Direction	Vehicle	Exit Direction
13A8571	VERT	84883P	ORANGE-DOUANE
13A8572	VERT	68732413	ORANGE-DOUANE
13A1966	ORANGE-SIVEP	68732414	ORANGE-SIVEP
13A2281	ORANGE-DOUANE	68732415	ORANGE-SIVEP
13A9885	ORANGE-SIVEP	68732416	ORANGE-DOUANE
13A9887	ORANGE-DOUANE	68732417	VERT
13D9733	ORANGE-SIVEP	68732418	VERT
13D2476	ORANGE-DOUANE	68732419	VERT
13D3846	VERT	68732420	ORANGE-DOUANE
13D3849	ORANGE-SIVEP	68732426	VERT
60RCA12	VERT	L2790	VERT
60RCA13	ORANGE-DOUANE	L2794	VERT
60RCA14	VERT	L2795	ORANGE-DOUANE
60RCA15	ORANGE-DOUANE	L2796	VERT
60RCA17	VERT	L2797	VERT
60RCA18	VERT	L2798	VERT
13D9738	ORANGE-DOUANE	L2799	ORANGE-SIVEP
13D9739	VERT	L2792	ORANGE-SIVEP
13D9741	VERT	L2793	VERT
13D9742	VERT	L2794	VERT
13D3849	ORANGE-DOUANE	68732426	ORANGE-DOUANE
13A8314	ORANGE-SIVEP	68732428	VERT
14A8320	ORANGE-DOUANE	68732429	VERT
14A8321	ORANGE-SIVEP	68732430	VERT
14A8323	VERT	68732431	VERT
14A8381	ORANGE-DOUANE	68732432	VERT
14A8376	VERT	68732433	VERT
14A8327	ORANGE-DOUANE	68732434	ORANGE-SIVEP
14A8328	ORANGE-SIVEP	68732435	VERT
14A8329	ORANGE-DOUANE	68732436	VERT
14A8330	ORANGE-SIVEP	68732437	VERT

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

During the crossing

Eurotunnel

### Eurotunnel pitstop and Eurotunnel Border Pass (EBP)

- An account holder can use their online Eurotunnel web account to enter their border data information in advance for the **EBP**, creating a **unique reference** which is linked to the ANPR of the truck
- On entry to the terminal, the driver verifies **Y/N** to link the **EBP to that crossing** and also confirms the driver has complied with the conditions of carriage
- An EBP can be completed up to 30 mins before arrival at Eurotunnel

There is no requirement to send the information in advance using EBP - the driver can alternatively present the documents at the pitstop, the bacodes of which will need to be presented by the driver and scanned by the Eurotunnel operatives

On arrival in France - all sites

Compliance

**When the truck is “orange laned”, it is mandatory for the driver to go to the orange parking lot**

under penalty of violating European regulations.

# Case Study

Moving meat from Great Britain to EU (France)

Heather Jones, BPDG

Helena Busby, DEFRA





## Case study 1 - exporting meat - Great Britain to France via ferry from January 2021 - using transit

1a. Heather sells meat for export to the EU. She has a GB EORI number. Heather premises is listed as an authorised establishment by the UK and EU Competent Authorities. The meat has a GB health identification mark. Heather has contracted **Mark** to provide the transport / logistics - he contacts **Gael** to arrange with the **SIVEP** for the goods to arrive there at the Port of Calais

2. Heather has applied via the EHC Online system for an Export Health Certificate (EHC), having read the notes for guidance to ensure the meat will comply with the requirements set. The EHC application is auto-routed to Heather's nominated Certifying Officer's (CO) EHC Online account.

3a. CO receives a notification that there is an EHC waiting in their EHC Online dashboard to deal with.  
3b. CO prints EHC and supporting documents.  
3c. CO inspects the meat and if satisfied it confirms to the EHC requirements and all details in the application are correct, stamps and signs the EHC.  
3d. CO gives stamped and signed EHC to Heather.

4a. Heather receives original signed EHC from UK CA. She sends a scanned copy of it to **Gael** and gives the original signed EHC to **Mark**

5a. **Heather** appoints **Mark's** firm to move the goods using transit/CTC. **Mark** is an authorised consignor and has a transit guarantee in place which he will use for the movement guarantee as he is also providing the transport on both sides of the Channel.

5b. **Mark** pre-lodges a combined export and safety and security declaration (EXS) into CHIEF generating an EAD. **Mark** also submits a transit declaration into NCTS and generates the local reference number (LRN). He also includes his EHC and CHED prenotification number in box 44 of the TAD.

6a. **Mark** holds an EU EORI number and has also made the ENS entry into the French **Import Control System (ICS)** using an EDI / ICS service within two hours of the arrival of the ferry.

6b. He has now received P2P / departure message from CHIEF, and the export is discharged.

6c. **Mark** is an existing FO customer and has signed the terms and conditions of carriage.

6d. He has completed the "Check an HGV (C-HGV)" and a Kent Access Permit (KAP) has been issued and he is **green** routed to set off for Port of Dover

5c. NCTS validates and sets the TAD and the transit movement can start. The MRN is produced and the paper TAD with the MRN on it is given to **Mark**. **The paper TAD with the MRN on it must be given to Mark to be carried physically with the consignment**

1b. **Gael** has submitted the Common Health Entry Document (CHED) - the pre-notification - at least one working day in advance of the arrival of the meat - and putting part 1 into **TRACES NT**

4b. Having received the scanned EHC back from Heather, **Gael** uploads the scanned signed EHC to TRACES NT

9a. All goods undergo document inspection  
All goods undergo identity checks  
The rate of inspection is set by the EU rules  
BCP / SIVEP may hold goods whilst tests take place  
*The meat is not selected for further laboratory tests.*  
BCP / SIVEP updates TRACES NT with outcome of inspection and approval by CA is also required prior to release.

*\*If goods do not pass inspection, they are subject to special treatment, either re-exported (not necessarily to GB) or destroyed. EU BCP will alert relevant CA*

10. In the case of a transit declaration, once the checks have been carried out, **Gael** has to communicate through an electronic mail to the transit office, the following information:  
- the pdf of the CHED issued by the border control post (SIVEP);  
- the reference of the transit declaration, as well as the transit office concerned.  
Based on these elements, customs officers will notify the passage in Delta T

11. **Mark** leaves the BCP / SIVEP and continues to the delivery address

12a. **Gael** is an authorised consignee for transit movements. **Mark** arrives at **Gael's** premises. **Gael** checks NCTS and sees that the office of transit function has been completed.  
12b. **Gael** then uses NCTS to end the transit movement and discharges the T form by releasing the meat into free circulation using an import declaration and pays the relevant duties and import VAT

8. **Mark** follows the signs for the BCP / SIVEP and presents, the original EHC via the agents in the port. \*\* if there is a problem, the "commis" service is available to assist

7a. The TAD barcode is scanned at the ferry check-in at Dover and **Mark** is asked 5 questions about the consignments - he confirms that he is transporting meat and is informed that the status of the consignment will be default "orange - SIVEP" and he may need to take the consignment to the BCP / SIVEP in the Port of Calais for SPS control.

7b. The number plate (ANPR) of **Mark's** truck is captured and that data is paired with the MRN of his TAD.

7c. **Mark** boards the ferry, watches the screens in the drivers lounge and the ferry departs.

7d. FO sends the message to **SI Brexit** 10 mins after the ferry has departed. The **DELTA T** will check in **TRACES** if there is a valid EHC. **DELTA T** continually checks the status in TRACES until the arrival of the Ferry.

7e. The consignment is selected for SPS control and the status on the ferry lounge TV screens displays "orange - SIVEP"

Heather - UK Exporter

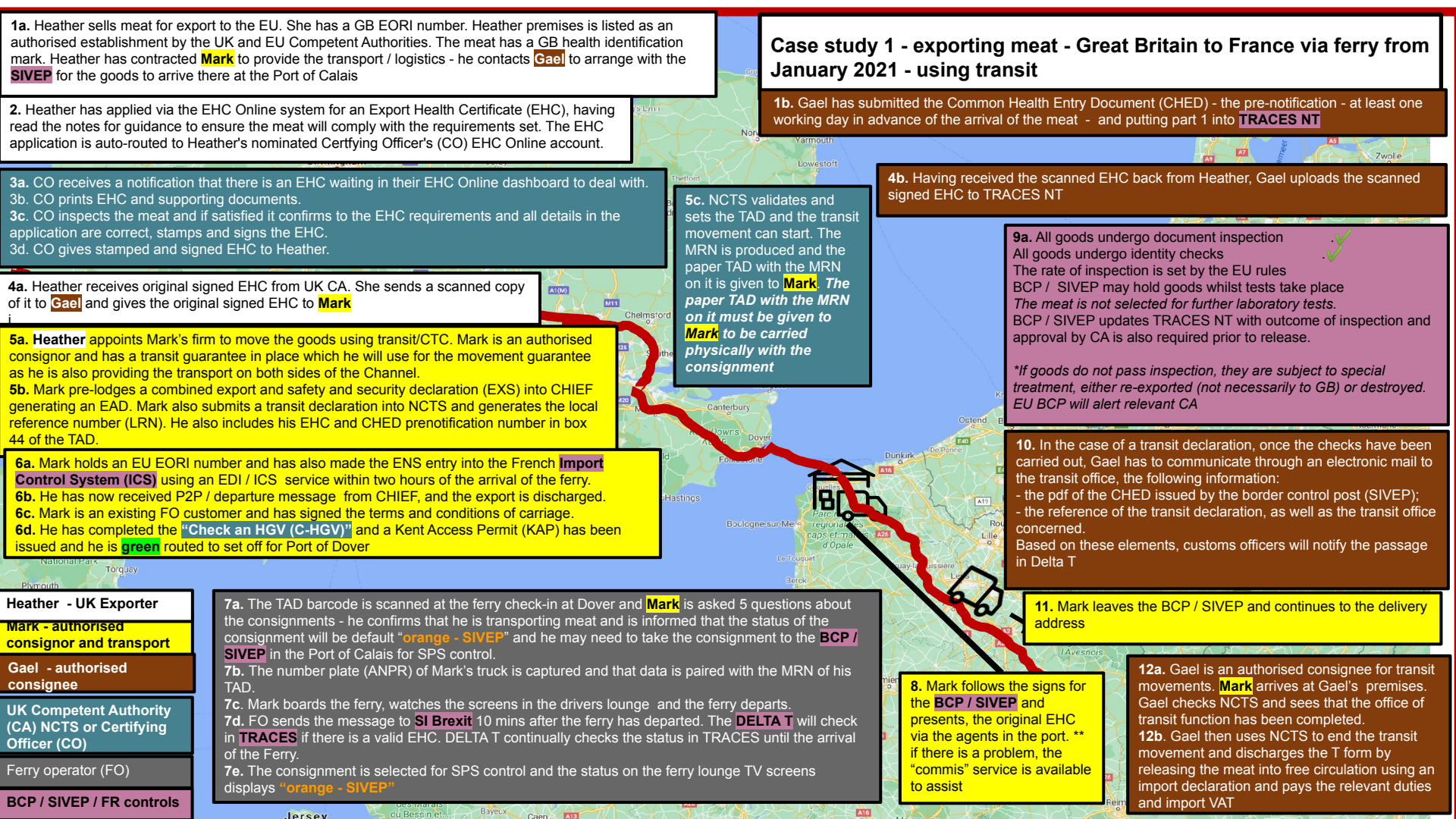
Mark - authorised consignor and transport

Gael - authorised consignee

UK Competent Authority (CA) NCTS or Certifying Officer (CO)

Ferry operator (FO)

BCP / SIVEP / FR controls



# Q&A

Facilitated by  
Margaret Whitby  
BPDG



## Questions you have asked us

The EU importer of my goods told me that I do not need a phytosanitary certificate for exporting seeds from GB to the EU but my goods have been held at the EU port, who is correct?

A phytosanitary certificate and pre notification of arrival is required for seeds being exported from GB to EU.

# Questions you have asked us

My trucks are stuck in Kent queuing to get into Ashford-Waterbrook to get a transit movement started, this is causing long delays, are there other sites I can use?

There are other sites in Kent (and elsewhere in the UK) where you can start a transit movement and get your TAD activated.

## Questions you have asked us

I have exported veal carcasses to the EU and the truck is being held at an EU port because I did not have a designated agent on site - is this required?

An agent representing the owner of the goods must be present at the BCP/SIVEP to be able to clear the consignments through the BCP/SIVEP. An agent being “available” to contact and clear remotely is not acceptable. **Article 15 of the Officials Control Regulation (OCR)** sets out the responsibilities of the operator responsible for the consignment.

# GB-EU movement - check list

Exporter	Importer	Haulier
✓	✓	✓
✓		
	✓	
✓		
		✓
✓		
	✓	
		✓

Get an EORI number - GB or EU or both

Export declarations or starting a transit movement

Pre-lodge a French import declaration / process and end the transit movement

Appointment has been made with BCP/SIVEP of your goods' arrival and appoint a designated agent to act on your behalf at the BCP/SIVEP

Safety and Security - Entry Summary Declarations (ENS)

Export Health Certificate (EHC) or a Phytosanitary Certificate (PC) or both

Common Health Entry Document (CHED) into TRACES NT - parts 1-3

Transporter has a valid Kent Access Permit

# Key messages: GB-EU movements

3 consequences of not preparing and presenting the correct documents in the correct format - digital and / or originals:

1. No documents at all - no exit or re-export to UK (at your cost)
2. Customs / transit formalites missing and / or incorrect - delays, costs of verification and release and possible re-export (at your cost)
3. SPS formalities missing and / or incorrect (e.g. no pre-notification) - re-export to UK (at your cost)

**Do not attempt to cross the GB - EU border without complete and correct border paperwork!**

# Poll 1

**Following the webinar, I have a better understanding of the procedures that are required to move goods between GB and the EU ?**

- a. Yes
- b. No





# Helpful contacts

## HMRC

NCTS helpline 08.00 - 20.00 weekdays / 08.00 - 16.00 weekends calls

Triage system, with NCTS calls directed to technical expertise as needed

Mailboxes available, contact details here :

<https://www.gov.uk/government/organisations/hm-revenue-customs/contact/customs-international-trade-and-excise-enquiries>

## BPDG

EU Member State engagement team: [eu-ms-engagement@cabinetoffice.gov.uk](mailto:eu-ms-engagement@cabinetoffice.gov.uk)

UK Stakeholder team [bpdg.enquiries@cabinetoffice.gov.uk](mailto:bpdg.enquiries@cabinetoffice.gov.uk)

## Department for Environment, Food and Rural Affairs (DEFRA) helplines

[defra.helpline@defra.gov.uk](mailto:defra.helpline@defra.gov.uk) - 03459 33 55 77

Fish export helpline		0300 1591 989
Plant Health Service - guidance on plant health regulations including imports and exports	<a href="mailto:planthealth.info@apha.gov.uk">planthealth.info@apha.gov.uk</a>	0300 1000 313
Exports of animal, animal products (where export health certificate needed) and imports of live animals	<a href="mailto:exports@apha.gov.uk">exports@apha.gov.uk</a>	0300 020 0301
Livestock export queries	<a href="mailto:LivestockExports@apha.gov.uk">LivestockExports@apha.gov.uk</a>	0300 020 0301
Moving horses and other equine animals between UK and EU member states	<a href="mailto:EquineExportsCarlisle@apha.gov.uk">EquineExportsCarlisle@apha.gov.uk</a>	0300 020 0301
Trading or moving endangered animals or plants listed under CITES	<a href="mailto:wildlife.licensing@apha.gov.uk">wildlife.licensing@apha.gov.uk</a>	0300 020 0301
Export live aquatic animals (fish, shellfish and crustaceans) for aquaculture and ornamental purposes (where export health certificate needed) and import of live aquatic animals	<a href="mailto:fhi@cefas.co.uk">fhi@cefas.co.uk</a>	01305 206700