

Le Havre after Brexit

The United Kingdom's departure from the European Union also entailed the following: the restoration of customs declarations and customs checks on goods (entering or leaving the EU and heading to the UK) by Customs and the obligation to apply veterinary, sanitary and phytosanitary controls to goods of plant or animal origin.

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As early as 2018, HAROPA PORT and the Normandy Ports began to take steps in conjunction with all port stakeholders to **ensure continuity of trade with the United Kingdom.**

A totally overhauled ferry terminal

This led to an **investment of € 3m** in work to adapt the infrastructure and organise flows through the ferry terminal:

- creation of control areas: 4 control booths (three for border police and one for customs),
- creation of areas for separation and identification of distinct traffic flows to split heavy goods vehicle traffic according to customs status and avoid site congestion,
- creation of terminal exit lanes and roadworks in the port area,
- creation of a 140-place parking area for trucks and trailers.

Staffing has also been strengthened

- at Brittany Ferries to answer truck drivers' questions and ensure a smooth passage through the terminal,
- for customs and veterinary and phytosanitary checks to meet the need for new controls with respect to the United Kingdom.

The expertise of numerous professionals has also been made available to exporters and importers: road hauliers, freight forwarders, customs agents and registered customs representatives (RDE), Customs officers, SIVEP, DGAL, and others.

Grande Bretagne terminal

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Orange statut road

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Green road or SIVEP

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Plan recto

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Charbourg plan

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Ouistreham plan

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