



# FACTSHEET

**On 1 January 2021, the United Kingdom leaves the European Union and becomes a third country.**

- All goods either entering the European Union from the UK or entering the UK from the EU must be declared to customs.
- The new procedures particularly apply to traffic using the ferry links.

**This fact sheet applies to traffic using the ferry links between the United Kingdom and France**

**I am an IMPORTER - what do I have to do?**



**Get prepared & anticipate as much as possible**

**Get prepared**

## Self-diagnosis

- o Review my existing and future logistics flows
- o Work out the extra volume to be declared and its impact on costs
- o Talk to my customers in the UK about future responsibilities for declarations
- o Self-diagnosis <https://www.votrediagnosticbrexit.fr/#/bienvenue>

## Find out

- o About the obligatory formalities to import goods after 01/01/2021
- o About Incoterms and my terms of sale
- o About the amount of the duties and taxes applicable to imported goods
- o Check that my goods are not "sensitive", prohibited or subject to restrictions.



## Get help from external partners

- o Get in touch with my PAE (customs service business department), which can tell me about the procedures and steps I need to take.  
Note: Complete the customs clearance formalities myself if I am qualified to do so, otherwise an RCE (Registered Customs Representative) will be able to complete the formalities for me.



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- o Check that my correspondent in the United Kingdom has a customs representative for the export formalities.

## Anticipate

### Customs declarations

- o Get ahead and validate my import customs declarations

Note: If I have several declarations for the same load, I can group several MRNs in a single bar code using a "logistics envelope"

- o Check that my correspondent in the United Kingdom has a customs representative for the export formalities



**WITHOUT A CUSTOMS MRN BARCODE  
THE FERRY COMPANY CAN REFUSE  
BOARDING**



## When importing health, phytosanitary or veterinary products

### Get ahead with the formalities

#### Sanitary certificates & prenotification



- o **Get ahead with my import formalities**
- o **Submit my prenotification**

Check that the point of entry is designated for the goods concerned (not all points of entry are designated for all categories of goods)

+ Airports with Designated Border Control Posts



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See fact sheet:  
"I import goods with sanitary certificates"

## Share information:



### Pass on bar codes

*(this document is scanned by the ferry company before boarding in the UK and sent to the French customs smart border BREXIT IS)*



### Inform partners

#### Inform the forwarding agent & the carrier

- Of the need to exchange documents and information in advance; to guarantee the border crossing
- Of the importance of briefing the lorry drivers
  - They now need to have new documents when boarding in addition to the CMR and their identity documents, etc.:
    - **Export documents** required in the UK
    - **MRN bar code(s)** (from the **French import** customs declaration),
    - Where applicable
      - ✓ Sanitary, phytosanitary or veterinary certificates
      - ✓ TIR or ATA carnet
  - If necessary, they must be able to reach their manager quickly, who will contact the shipper or the customs declarant.
  - They must be informed of the status of the goods carried, so that they can complete the ferry company boarding questionnaires:
    - ✓ Under the TIR or ATA system
    - ✓ Declare the lorry empty if it is not carrying any goods.





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- ✓ Know whether it will be necessary to stop at the sanitary, phytosanitary or veterinary inspection centre (SIVEP) on arrival in France (depending on the load)



Smooth traffic flow will depend on their being properly informed

Unaccompanied trailers are also concerned by these new procedures

## ICS/ENS Safety and Security Declarations

### Inform or remind the carrier

- Remind my carrier that the ICS Safety and Security formalities are their responsibility.

They must be completed **at the latest 2 hours before the lorry arrives in France.**



**IF NO ICS DECLARATION IS MADE  
THE GOODS' STATUS WILL BE ORANGE  
ON ARRIVING IN FRANCE**



## Disembarking

### Inform my carrier on the possible procedures on disembarking in France

- During the crossing the driver is informed of the status of the goods in real time using the lorry trailer registration number by:

- Display screen on the ferry
- SMS sent to the driver
- Ferry crew
- Unloading deckhand



- On leaving the ferry, the driver must follow the channel corresponding to the lorry's status. GREEN/SIVEP/ORANGE
- Special support crew are provided by the ferry companies to assist lorry drivers with disembarkation:



See fact sheet:

**"I am a driver and my lorry's STATUS is ORANGE"**



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## What this changes

### An EORI number is now necessary

From 1 January 2021, it will be essential to have a Community identification number known as the EORI (Economic Operator Registration and Identification) number to export goods to the United Kingdom (now a third country),

### REMINDER

#### Get ready, validate and forward = SMOOTH DEPARTURES AND ARRIVALS

- Import customs declarations  
Don't forget to hand over the import customs documents (MRN bar codes) to the carrier, who will give them to their driver for presentation to the ferry company before boarding.



- Remind the carrier to complete the ICS formalities



Remind the carrier to complete the ICS Safety and Security formalities (Import Control System)

See fact sheet:  
"The port passage and sea crossing"

