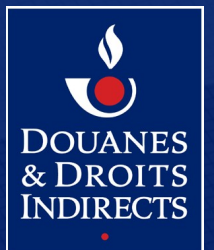


BREXIT

SMART BORDER

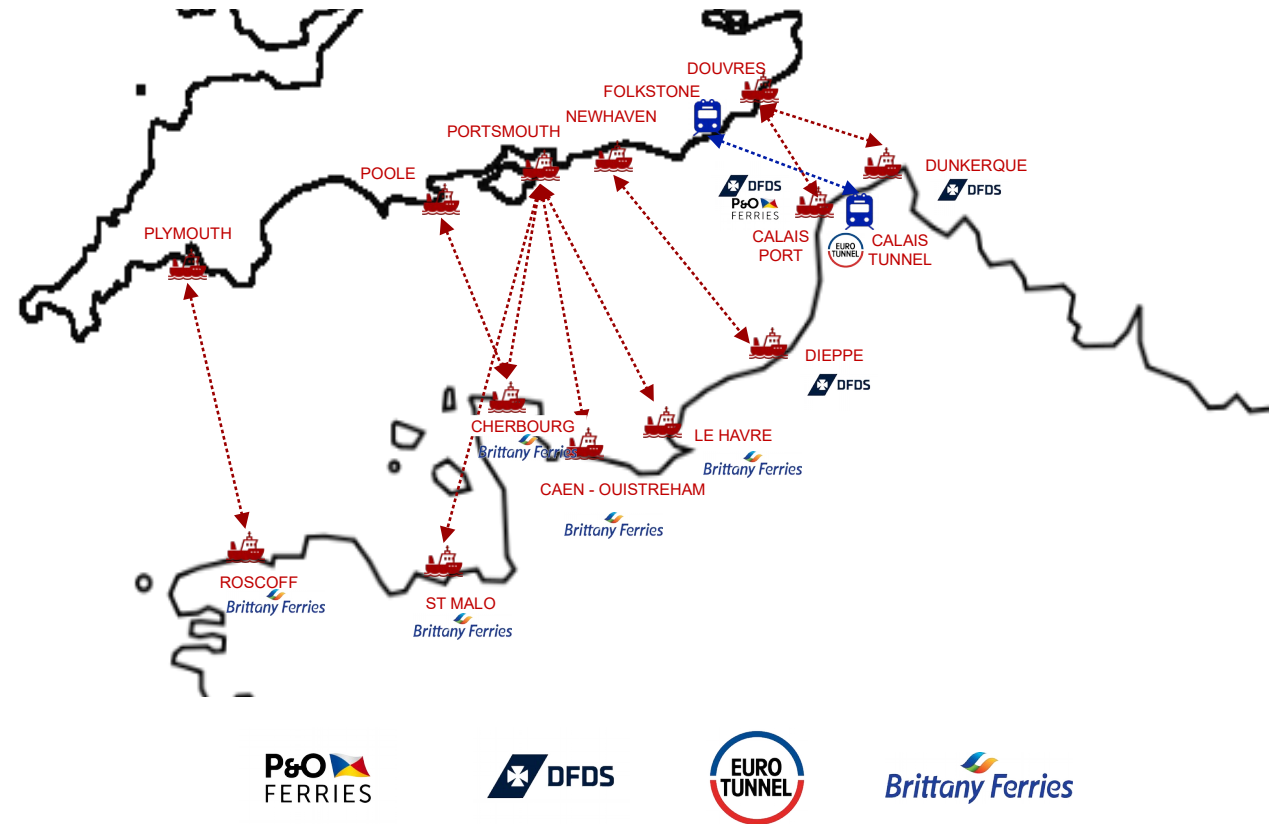
Information meeting

General Directorate of Customs and Excise



Context and approach : The border between France and the UK is unique due to the short crossing times and the specificities of the flow

- Nearly 5 million trucks cross the Channel / North Sea each year to transport goods via the Channel Tunnel and 8 ports of entry covering 1,500 km of maritime border
- More than 80% of flows between continental Europe and the United Kingdom pass through a few border crossing points
- The economic model of the tunnel and the ferries is based on the speed and fluidity of the flows, with very short crossing times and the majority of the flows being "accompanied" by the drivers.
- Some infrastructures did not have control areas and structures (customs offices, sanitary and phytosanitary inspection centers...) and required a reorganisation of the space



To address these challenges, French customs designed an innovative solution based on new processes and interconnected information systems

Smart border : goals, principles and implementation

GOALS

1. Enable all stakeholders to **meet their legal obligations** while respecting the regulatory framework
2. **Maintain fluidity** by avoiding prolonged stops on site that could lead to infrastructures congestion
3. **Facilitate the exchange of information** between stakeholders: hauliers, maritime companies, infrastructure, customs ...

PRINCIPLES

ANTICIPATION

of customs formalities before loading the means of transport

AUTOMATION

of flow management and separation



IDENTIFICATION

of the means of transport upon arrival at the departure infrastructure

IMPLEMENTATION



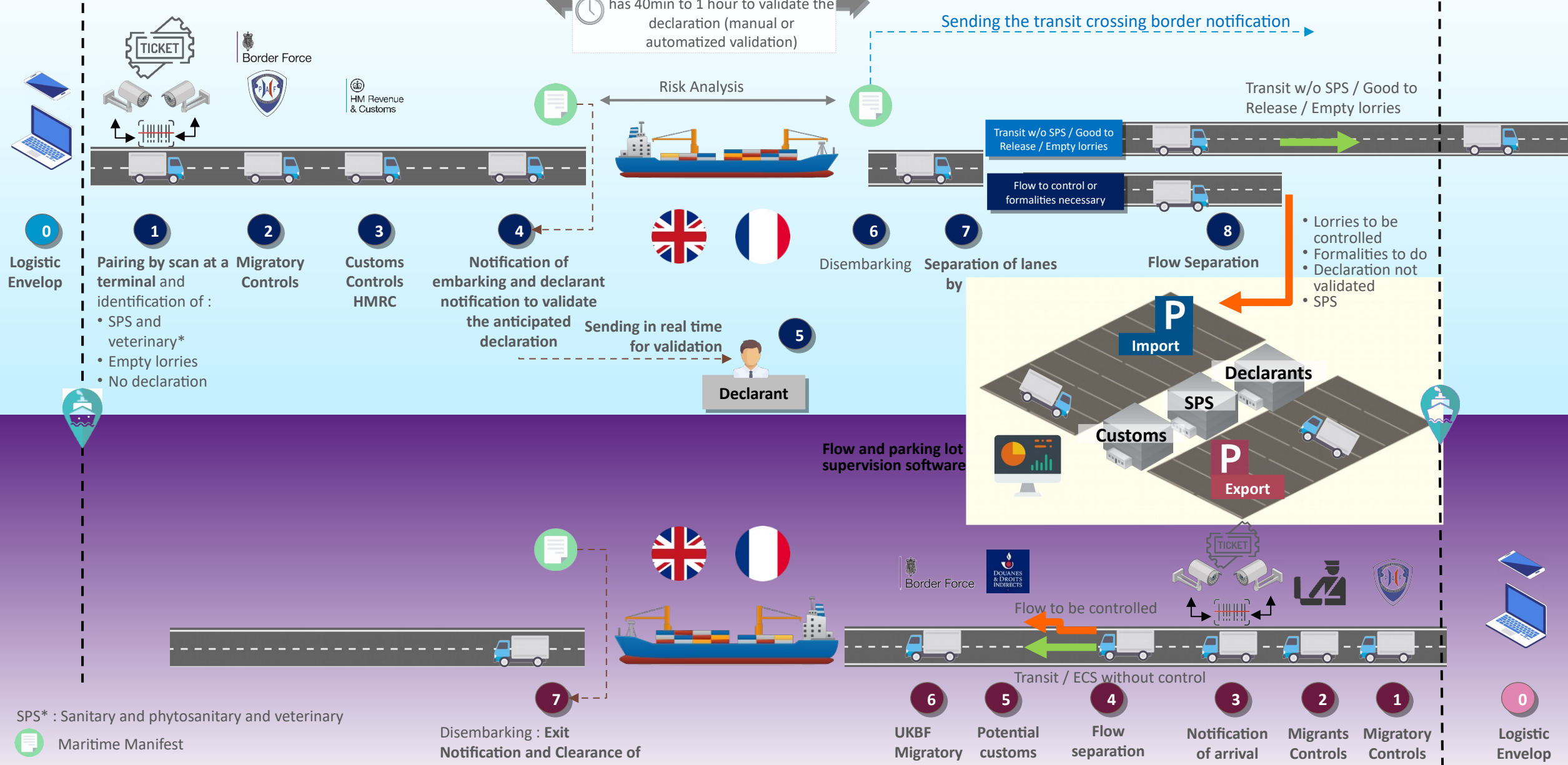
At each Brexit impacted crossing point, the maritime companies, ports and the tunnel worked together to **adapt the infrastructures and mobilise local actors to prepare for the implementation of the smart border.**



French customs have developed a dedicated information system: the SI Brexit. It works as an interface between the maritime companies' systems and the existing customs clearance systems (Delta G, Delta T and ICS) and the existing sanitary IT system (TRACES).

Importation

Transit



0
Logistic Envelop

1
Pairing by scan at a terminal and identification of :
• SPS and veterinary*
• Empty lorries
• No declaration

2
Migratory Controls

3
Customs Controls HMRC

4
Notification of embarking and declarant notification to validate the anticipated declaration

5
Declarant

6
Disembarking

7
Separation of lanes by

8
Flow Separation

SPS* : Sanitary and phytosanitary and veterinary

Maritime Manifest

Automatic license plate reader

Disembarking : Exit Notification and Clearance of the Export Accompanying Document (EAD)

6
UKBF Migratory Controls

5
Potential customs controls

4
Flow separation

3
Notification of arrival

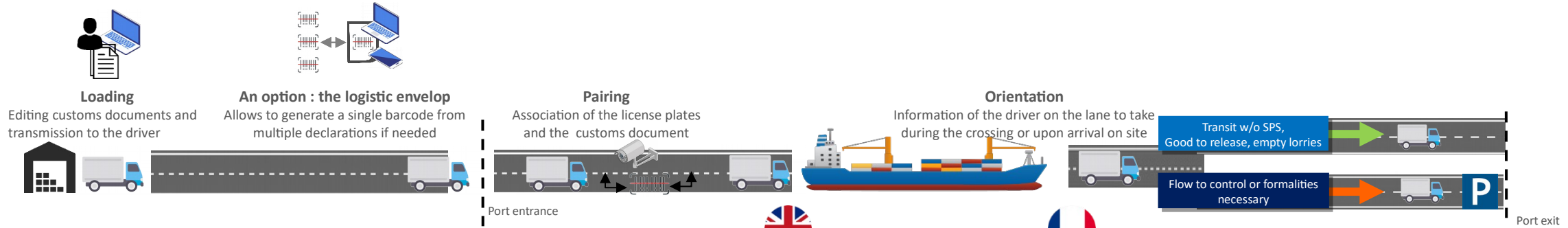
2
Migrants Controls

1
Migratory Controls

0
Logistic Envelop

Exportation / Transit

Traders preparation : The different actors must adapt their processes and coordinate with each other to allow the continuity of their exchanges



1

2

3

4

5

6



The **declarant(s)** initiate their customs formalities (transit or import declarations)



The **haulier** has the possibility of grouping the different declarations under a single barcode, and transmits the customs documents, as well as the contact details of the declarants, to the **driver**



The **haulier** has to submit the ENS (entry national summary) in ICS, before the pairing.



Upon arrival at the departure infrastructure, customs documents are requested from the **driver**, who also answers pairing questions



During the crossing, the **driver** is informed of his disembarking status



After disembarking, the **declarant** or his representative has to remain available to the authorities and the driver to solve any customs or sanitary / phytosanitary problems

Traders preparation : the economic operator, the customs declarant, the shipper and the haulier must be synchronised before the shipment of the goods



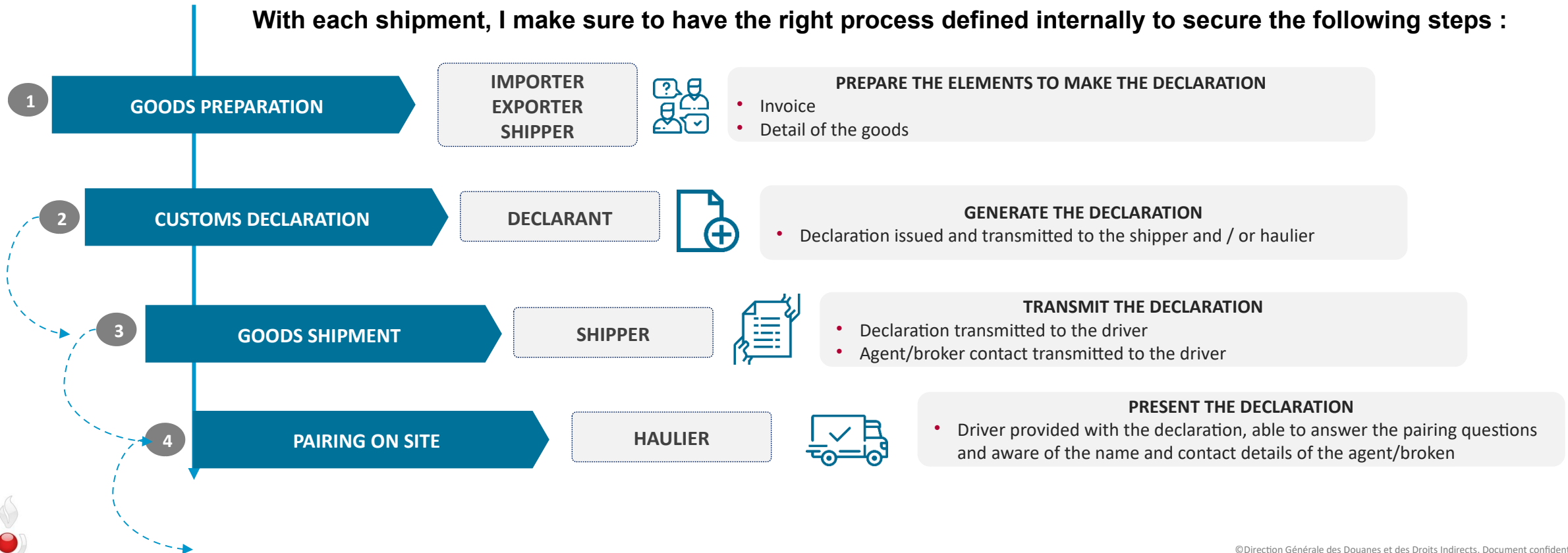
I am an importer or exporter, from or to the UK, I have to complete my customs formalities before loading my goods

A I carry out my customs formalities internally.
I am my own declarant

OR

B I outsource the customs function. It is my Registered
Customs Representative (agent/broker) who is my
declarant

With each shipment, I make sure to have the right process defined internally to secure the following steps :



Access to IT systems

SI Brexit

All operators crossing the Channel border between UK and FR must use SI Brexit.

To access to Si Brexit, you just must have the barcodes for customs formalities and answers to pairing questions. There is no agreement or authorization.

ICS

To submit the ENS for goods entering the EU customs territory in France, you must use the French ICS.

ICS is not accessible in DTI. You have to use the solution of an EDI provider certified by the customs. You can find the list of EDI providers on the French customs website.

Delta T / NCTS

If you use transit with France as your country of departure or destination, you have to prepare a Delta T convention with the French customs, to access to this application. You also must have a guarantee.

If you use transit through Europe, you must have a transit convention and a guarantee in order to use the European transit system, NCTS. In this case, you have to get closer to the EM customs.

Delta G (export and import declarations)

For goods that will be cleared at the entry into France, you should check with your customers that they did all the necessary actions to access to Delta G (agreement, guarantee...).

If not, invite them to contact the local French customs services.



Links and useful contacts :

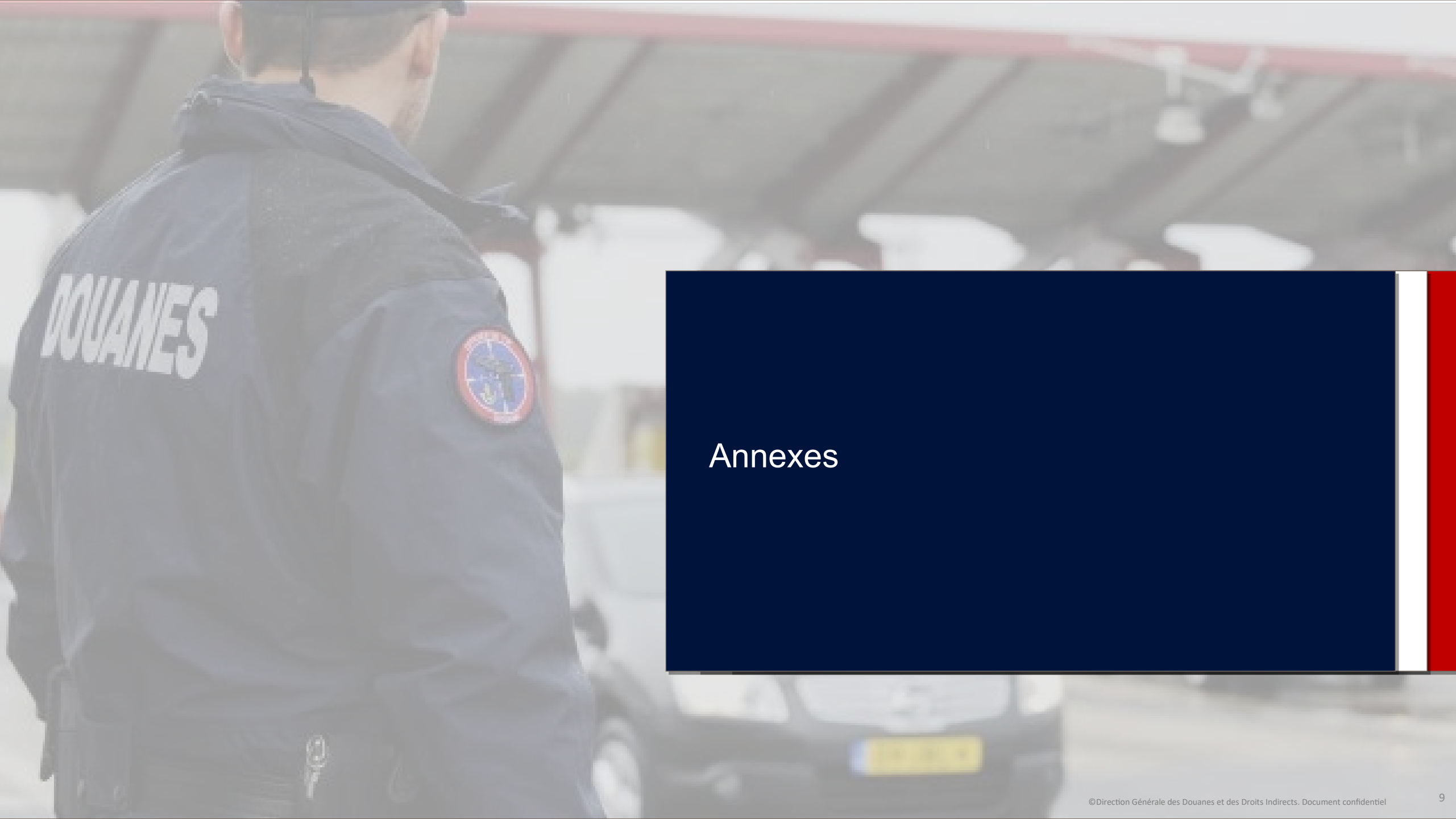
Links :

- French Customs website: www.douane.gouv.fr
- Brexit Folder : <http://www.douane.gouv.fr/articles/c957-entreprises-preparez-vous-au-brexit>

To answer your questions :

- Via the dedicated email addresses:
 - Of French customs : brexit@douane.finances.gouv.fr ;
 - Of the Directorate General for Enterprise (DGE) : brexit.entreprises@finances.gouv.fr ;
 - Of customs representatives at our call center “Customs Info Service”: ids@douane.finances.gouv.fr / 0811 204 444 (Service 0,06 €/min. + price call)



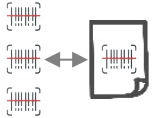


Annexes

Traders preparation : the logistic envelop is an easy and accessible tool that allows to group multiple declarations under a single barcode



A web interface accessible by phone or computer




A grouping of declarations by scanning the barcodes of the different declarations


CREATE ENVELOPE


Create an envelope of declarations that will be transported in the same transport unit (truck, trailer, etc.). At check-in of the transport unit, the driver will be able to present the barcode of this envelope and will not have to present all the declarations.

Declarations



+ Add declaration

 Add from barcode

 Save



The logistic envelope can be modified to remove or add declarations until the time of pairing



It allows the security of data by anonymizing the declaration(s) it contains




A unique barcode to speed the pairing process while ensuring data completeness

ENVELOPE DETAILS

The barcode of the envelope must be presented at the check-in of the transport unit. Be sure to provide it to the driver.

Reference : E5V68Z6



E5V68Z6

Declarations

1900296202

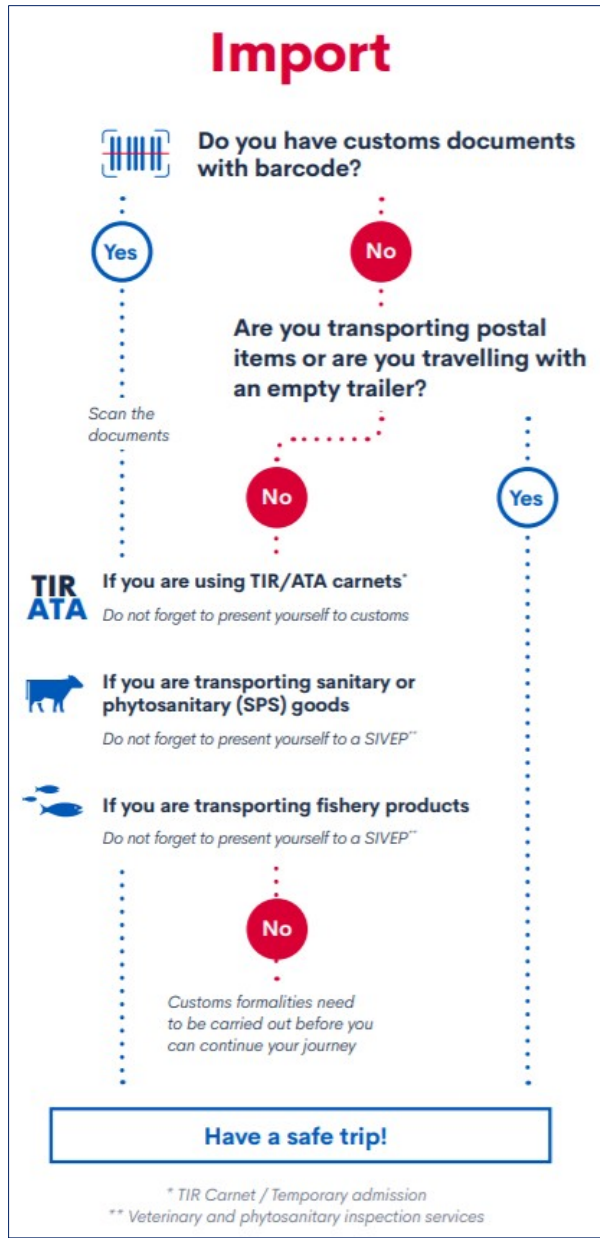
1900296216

1900296219

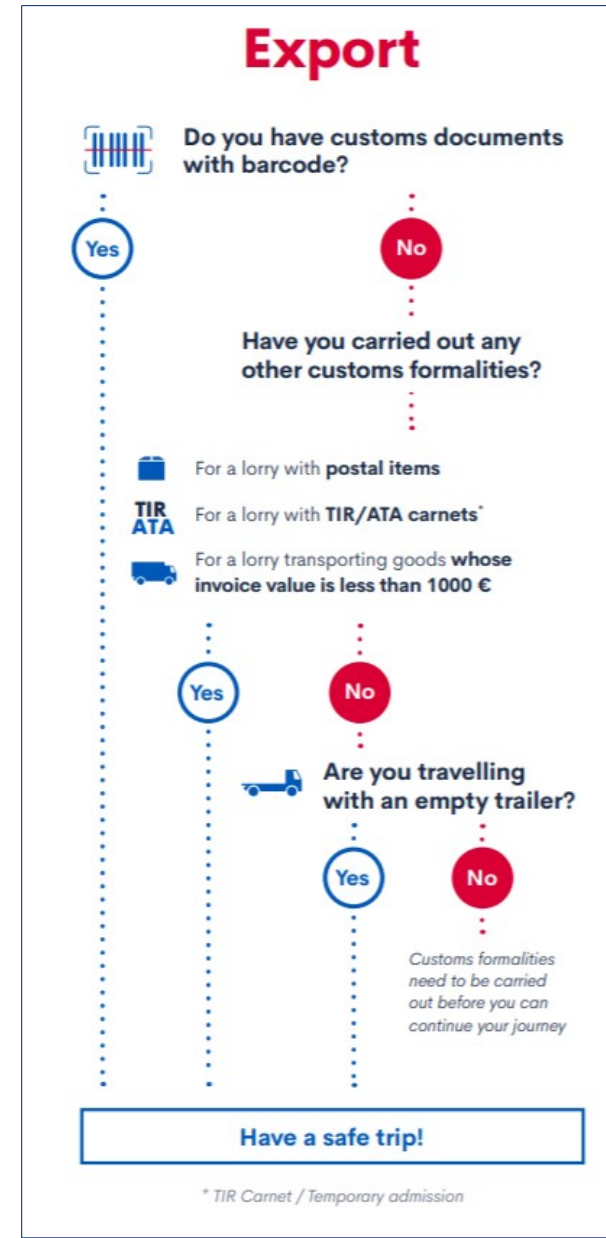
You can already create your own logistics envelopes via this test environment: <https://testpro.douane.gouv.fr/enveloppe/fr/enveloppe>

Pairing questions : Upon arrival at the infrastructure, the driver must have the appropriate customs documents and be able to answer the following questions

Import pairing questions :



Export pairing questions :



Let's cross Brexit together

General Directorate of Customs and Excise

