

End of Transition - GB <> EU Border Checklist from the RHA

09 September 2020

Version 1



The UK will come out of the agreed transition at 23:00hr 31 December 2020 (GMT).

It's vital that Importers, Exporters and transport businesses prepare in advance.

Failure to do so will result in lorries being prevented from crossing the border. ALL lorries must have complete documentation for ALL shipments BEFORE lorries will be permitted to board ferries or trains.

This will be the case with or without a "deal", customs controls will apply between GB and the EU from 1.1.21

Anyone importing or exporting goods between Great Britain & the EU needs to understand who is responsible for deciding how goods will be moved, who will move the goods and who will submit paperwork on behalf of importers and exporters. This checklist is designed to point towards the basic decisions that need to be taken before 1.1.21. The detailed processes for handling shipments under Pre-Declaration, Transit, ATA Carnet or TIR will be dealt in future checklists.

No lorry should attempt to cross the GB - EU border without complete border paperwork

More Information: www.rha.uk.net

Issue	When	Action	Notes
Traders (Importers & Exporters in the UK and EU) MUST know the INCO Terms for every shipment	<u>Now</u>	This is a vital first step for all transactions. Every exporter and importer must be clear about who will complete their customs processes, who decides how the goods will move, transit insurance and who is paying what freight charges BEFORE any shipment can be moved. These issues are defined by INCO terms.	More information can be found here:- https://en.wikipedia.org/wiki/Incoterms
All - Register for Government Updates	<u>Now</u>	Traders & hauliers can register to receive updates from the various dept eg DVSA, HMRC	https://www.gov.uk/help/update-email-notifications

Traders - UK Traders will need a UK EORI Number to be able to trade with the EU by road.	<u>Now</u>	Most VAT Registered businesses will have one already. Getting an EORI number for UK Traders that do not have one is easy & free.	To apply for EORI visit https://www.gov.uk/eori
Traders - Need to find the Commodity Codes for all goods they move.	<u>Now</u>	Traders need to know the commodity codes for the goods that will be moved. Commodity codes are needed for customs declaration. This needs to be communicated to whoever is doing customs declarations	A link to the UK Govt website where commodity codes can be obtained. https://www.gov.uk/trade-tariff
Traders - All traders need to know who will undertake customs formalities on their behalf.	<u>Now</u>	Traders must arrange for an agent or logistics company to meet customs requirements. This may be the haulage company, a logistics provider or a specialist agent. This may be difficult to secure, but essential if the trader wishes to continue to import or export with the EU.	Note, some traders may wish to do their own customs work in house, but this will be rare.
Traders - EU and UK exporters must put in place systems to produce <u>Commercial Invoices</u> that contain all the data needed to produce customs and border documentation.	<u>Now</u>	Not all Commercial Invoices produced by company accounting systems produce invoices that contain the right data to complete customs or other border processes. Traders need to act now to ensure goods are properly identified.	Traders should discuss requirements with their primary customs agent or logistics company to work towards compliance.
<u>All International Haulage Operators.</u> Get a <u>UK</u> EORI Number (Economic Operator Registration and Identification number)	<u>Now</u>	UK International operators MUST have a UK EORI number to trade across UK - EU border - this will be needed for border formalities. Most will have this already. Application for a VAT registered business is almost instant.	<u>This costs nothing to do</u> - ACT NOW. To apply for EORI visit https://www.gov.uk/eori
<u>UK International Haulage Operators.</u> Get an <u>EU</u> EORI Number (Economic Operator Registration and Identification number)	<u>Wait</u>	UK based international operators will ALSO need to obtain an <u>EU</u> EORI number from 1.1.21 to trade across UK - EU border - this will be needed for customs and EU Safety & Security Declarations.	The RHA will advise when and how to obtain an EU EORI number. (An arrangement was put in place for earlier Brexit deadlines, but that has yet to happen this time).

<u>EU International Haulage Operators.</u> UK and EU EORI Numbers (Economic Operator Registration and Identification number)	<u>No Action</u>	The UK, at least initially, is expected to allow the use of EU EORI Numbers by EU haulage companies.	We will advise if this changes.
<u>UK Operators</u> - Trailer Registration - Trailers used in EU (except Ireland)	<u>Now</u>	This is a reminder that all UK trailers used in international commercial road haulage (except Ireland) above 750kgs must be registered, this rule has been in place since March 2019.	Link:- https://www.gov.uk/register-trailer-to-take-abroad
<u>All Operators</u> - CMR Notes	<u>Now</u>	CMR/consignment notes will still be required as the delivery note. They will need to be completed to a much higher standard than is usual now, eg including full commodity description.	It's possible these will be more readily checked against customs declarations
<u>UK Drivers</u> - Driving Licences (Lorries) in the EU - International Drivers Permits	<u>Drivers CHECK NOW & Wait</u>		To obtain an IDP a driver will need to apply in person at selected post offices with photo ID eg passport/driving licence and a passport photo. Click on link in notes for post office info. https://www.postoffice.co.uk/international-driving-permit
<u>UK Operators</u> - Access to the EU market (International Operator Licences)	<u>Wait</u>	Arrangements for UK operator access to the EU after 1.1.21 is yet to be determined. Arrangements will be defined by any Brexit Trade Agreement between the UK & EU.	Fall back positions in event of no deal include quota limited ECMT Permits or other as yet undefined temporary arrangements.
<u>EU Operators</u> - Access to the UK market (International Operator Licences)	<u>Wait</u>	Arrangements for EU operator access to the UK after 1.1.21 is yet to be determined. Arrangements will be defined by any Brexit Trade Agreement between the UK & EU.	Fall back positions in event of no deal include quota limited ECMT Permits or other as yet undefined temporary arrangements.

<u>UK Operators</u> - Cabotage in the EU	NOW	There is no certainty that cabotage will be permitted from 1.1.21. Any cabotage arrangements will be defined by limits set in any Brexit Trade Agreement or contingency arrangement between the UK and EU.	Businesses that use cabotage should consider how they will operate if cabotage is no longer permitted or is limited by any agreement made for haulage operations after 1.1.21.
<u>EU Operators</u> - Cabotage in the UK	NOW	There is no certainty that cabotage will be permitted from 1.1.21. Cabotage arrangements, if any, will be defined by limits set in any Brexit Trade Agreement or contingency arrangement between the UK and EU.	Businesses that use cabotage should consider how they will operate if cabotage is no longer permitted or is limited by any agreement made for haulage operations after 1.1.21.
<u>UK Operators</u> - Cross Trade (Carriage of loads between 2 EU States)	Wait	Arrangements for UK operators moving goods between EU States after 1.1.21 is yet to be determined. Arrangements will be defined by any Brexit Trade Agreement between the UK & EU.	Regardless of outcome, some cross trade will be possible using the ECMT Permit system.
<u>UK Transport Manager CPC</u> - working in the EU	Now	For those working in the EU, routine recognition of UK held CPC qualifications will end from 1.1.21.	UK transport managers working in the EU need to contact authorities in the State they are working in to have the CPC qualification transferred to the EU State.
<u>UK Driver CPC</u> - UK drivers working for EU operators	Now	For those working in the EU, routine recognition of UK held CPC qualifications will end upon Brexit.	UK Drivers working in the EU for EU based operators need to contact authorities in the State they are working in to have the CPC qualification transferred to the EU State in which they are based.
<u>EU Transport Manager CPC</u> - in the UK	No Action	Current plan is that at least initially the UK will recognise EU qualifications	
<u>EU Driver CPC</u> - for EU drivers working for UK operators	No Action	Current plan is that at least initially the UK will recognise EU qualifications	
<u>UK Drivers</u> - UK Passports	Now	All drivers should check and make sure they always have at least 6 months validity on passports from January 2021	It will be prudent for drivers to renew passports early if possible.

<u>Van Operators & Drivers</u>	Now	All customs processes that apply for traders using Lorries to cross borders will apply to Van operations.	Van operators need to engage with traders and advise them of the need to comply with all paperwork requirements from 1.1.21.
<u>Border System</u> - Goods Vehicle Movement Service (GVMS)	Wait	Ro-Ro ports will operate a "pre-lodgement" model for customs. This will require use of a new system called GVMS. The GVMS system will be used for transit movements and GB>Northern Ireland movements from 1 Jan 21. A large proportion of GB <> EU Road Haulage will move using transit processes. From July 2021 GVMS will be available for goods being imported using pre-declaration, exported or in transit .	Further details will be provided when available. This system is in development so we will need to wait to see what will be live from 1 Jan 2021.
<u>Border System</u> - Smart Freight	Wait	A "Smart Freight" System (SFS) will control access to Kent from 1.1.21. All HGV's exiting the UK from Dover / Eurotunnel will only be permitted to enter Kent if the vehicle has been issued with a permit to enter Kent. To get a Kent Access Permit (KAP) data relating to every shipment in the lorry will need to be entered into the Smart Freight web portal, the data entered will need to prove the driver has all required customs, border and Safety & Security declarations as wells as any reference numbers and supporting documents required to be "Border Ready".	
<u>Border System</u> - Safety & Security Declaration to enter the EU. (also known as the Entry Summary Declaration)	Wait	All operators (EU and UK) will be responsible for making Safety and Security declarations when entering the EU from the UK.	Clear guidance for all routes is not yet in place. Seperate detailed advice will be provided to operators as soon as possible.

<u>Border System</u> - Safety & Security Declarations to enter the UK (also known as Entry Summary Declaration)	Wait	The GB inbound Safety & Security declaration requirement has been suspended until July 2021	The requirement has not 'Gone Away'. More information will be provided when known.
<u>Border System</u> - Customs processing sites on the Road Network	Wait	Customs processes WILL need to take place before export movements take place. Temporary Inland Border Facilities may be provided to complete essential paperwork.	Locations where scanning for Common Transit Convention movements and any other processes are yet to be finalised.
<u>Insurance</u> - Green Card for Tractors & Trailer	Wait	It is currently expected that Green Cards will be needed from 1.1.21.	
<u>Health Insurance</u>	Wait		There are no clear arrangements for 2021 or beyond.
Restricted Operator Licences in the EU	Wait		There are no clear arrangements for 2021 or beyond.
VE103 Certificates (Vehicles on hire or lease)	Wait		There are no clear arrangements for 2021 or beyond.
VAT - Fuel rebate claims	Wait	To be clarified	
Fuel - cross border limits	Wait	Current EU rules will end. Many States impose limits on fuel allowed in without being subject to duty. This can be as low as 200 litres, but does vary State to State	More information will be obtained and shared as known.
Further topics will added in updates			

If there are topics that should be added to this check list please email h.wallace@rha.uk.net

