



EUROCLEAR SERVICES LTD

Brexit.

Everything you need to know & how Euroclear can be
your one Custom's contact.

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From 1st January 2021, you will be required to make customs declarations for goods moving between the EU and the United Kingdom. You can either make the declarations yourself or appoint Euroclear to do this for you.



Customs processes can often be a minefield but with our expertise in simplified procedures, and our vast experience over all sectors including retail, food and drink, automotive industries, we stand ready to help.



As your appointed specialist, Euroclear Services Ltd will ensure you have the correct authorisations and registrations in place. We offer expert guidance and support on your customs documentation woes, and seamlessly remove the unnecessary burden that Brexit could bring to your supply chain.



HM Revenue & Customs

Brexit preparation

Do's and Don'ts —————

✓ Do's	✗ Don'ts
✓ Assess your Supply Chain	✗ Leave preparation until the last minute
✓ Check documentation requirements	✗ Count on any extensions to the transitional period
✓ Obtain a UK EORI registration	✗ Assume a deal means no customs formalities
✓ Confirm correct drivers permits	✗ Panic
✓ Consider all additional Costs	
✓ Ensure your suppliers are Brexit Ready	
✓ Keep up to date	
✓ Find a customs specialist	

EU Imports process flow



HM Government

How to **import** goods from the EU
into GB from January 2021

[CLICK ABOVE LINK](#)

Example: Exporting Pottery (standard goods) from Great Britain to France via Port of Dover (from January 2021: standard export procedure)

1. Patricia runs a Staffordshire-based pottery firm, who received an order from Herauld, a French restaurant owner in Reims.

2. Patricia has already taken the necessary steps to trade under new requirements (e.g. registering for an EORI number, ensuring compliance with EU labelling and marketing rules).

3. Patricia pre-submits a GB customs and merged S&S export declaration (EAD), and waits for HMG to grant her Permission to Progress (P2P).

4. HMG assesses the declarations, and either grants P2P or asks for the goods to be presented at a designated location for checks before proceeding to port.

In this case, P2P is granted.

5. Herauld, the French Importer, who has an EU EORI number, must make French S&S and Customs Import Declarations. This is then communicated to Chris (and / or Chris's firm) by email

6a. Chris is the driver, instructed by his company to pick up the goods from Patricia's warehouse.
6b. When loading the goods, Chris must ensure he receives the relevant Movement Reference Numbers (MRNs).
6c. Chris completes the entry on "Checking the HGV is ready to cross the border" service on gov.uk and receives a Kent Access Permit and sets off for Kent

7. Chris is asked 5 questions at check-in:
1 - Do you have customs documents with a barcode
2 - Are you transporting postal goods or are you empty.
3 - Are you using ATA / TIR carnets.
4 - Are you transporting SPS goods
5 - Are you transporting fish or seafood?

8a. The FO does not check the submission of ENS data at check-in (or at the Eurotunnel pitstop). This is confirmed by Chris's company signing terms and conditions of carriage.
**If it has not been done, the truck will be held in the terminal in France and a penalty may be issued.*

8b. Herauld has done a French import declaration (and sent it via EDI) to the Delta G system, & he has also sent the MRN to Chris and Patricia. The FO scans the FR import MRN at check in. Having also captured the number plate (ANPR) of Chris's truck at check in, that data is paired with the MRN.

8c. Once Chris is on board the ferry, he can observe the status of his truck by ANPR reference on screens in the driver's lounge. At this point, the display default is **Orange** unless the HGV is empty in which case it is **Green**.

8c. After the ferry has set sail, the FO sends a message via the SI Brexit system which links to the Delta G system (douane) – this action confirms that the vessel has exited the UK. (**The system is called Delta T if the supply chain is using transit*)

8. Delta G has a built-in risk analysis function and the French Douane can access the system to select any consignments / trucks which they want to select for a control.

10. Any duty and Import VAT are now due from Herauld, as the consignment has arrived in the EU.

9a. If the importer had pre-logged the customs entry using DTI and not EDI, the importer or their agent would need to update their own entry until the "arrived" message is issued– SI Brexit will not change the status of the goods until this is done, so they would remain Orange status

9b. Following remote risk analysis – the Delta G system will update the status of the pre-logged declarations to "arrived" and a message is sent from Delta G to SI Brexit and on to the FO system. Herauld also receives an automated message because he is using EDI.

9c. During the crossing, Chris checks for his truck registration number on the TV screen, and he continues to check - if it remains orange (and it may also then add "douane" or "SPS" to the data) to indicate that Chris must drive – on disembarkation - to a control facility (the "SIVEP") within Port of Calais –

or if it will change to green which means that he can drive straight out off the ferry, out of the Port of Calais and continue immediately on to Reims.

9d. In this case, the status of Chris's consignment is given the green notification and he drives straight out off the ferry and out of the port.
**If the consignment(s) had been selected for a control, Chris would need to communicate via "agent liaison" on arrival, who act as an intermediary between drivers and the French authorities. There are commis based within the terminal.*

11. Chris arrives at Herauld's restaurant with the pottery.

Patricia – GB Exporter

Herauld – EU Importer

Chris – Driver

Ferry Operator (FO)

HMG

DELTA G / SI BREXIT

