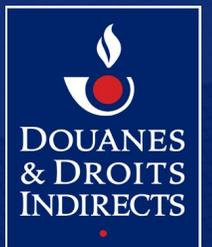


EU exports to UK exited via FR

Webinar - 30/06/2021

General Directorate of Customs and Excise



Agenda

Reminder of the smart border process

Analysis of the current situation at the exit

Good practices for exit via the smart border



Reminder of the smart border process

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 and to extend shipment times
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

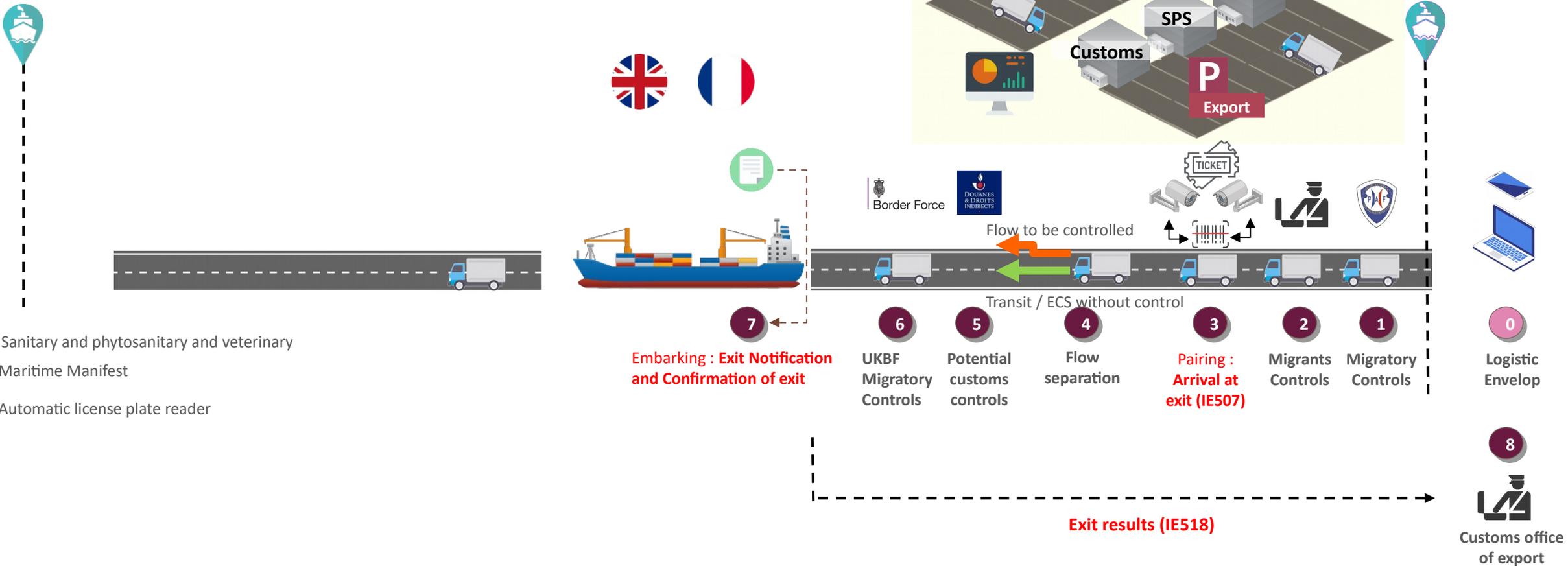


At each Brexit impacted crossing point, the maritime companies, ports and the tunnel worked together to **adapt the infrastructures and mobilise local actors to prepare for the implementation of the smart border.**



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).

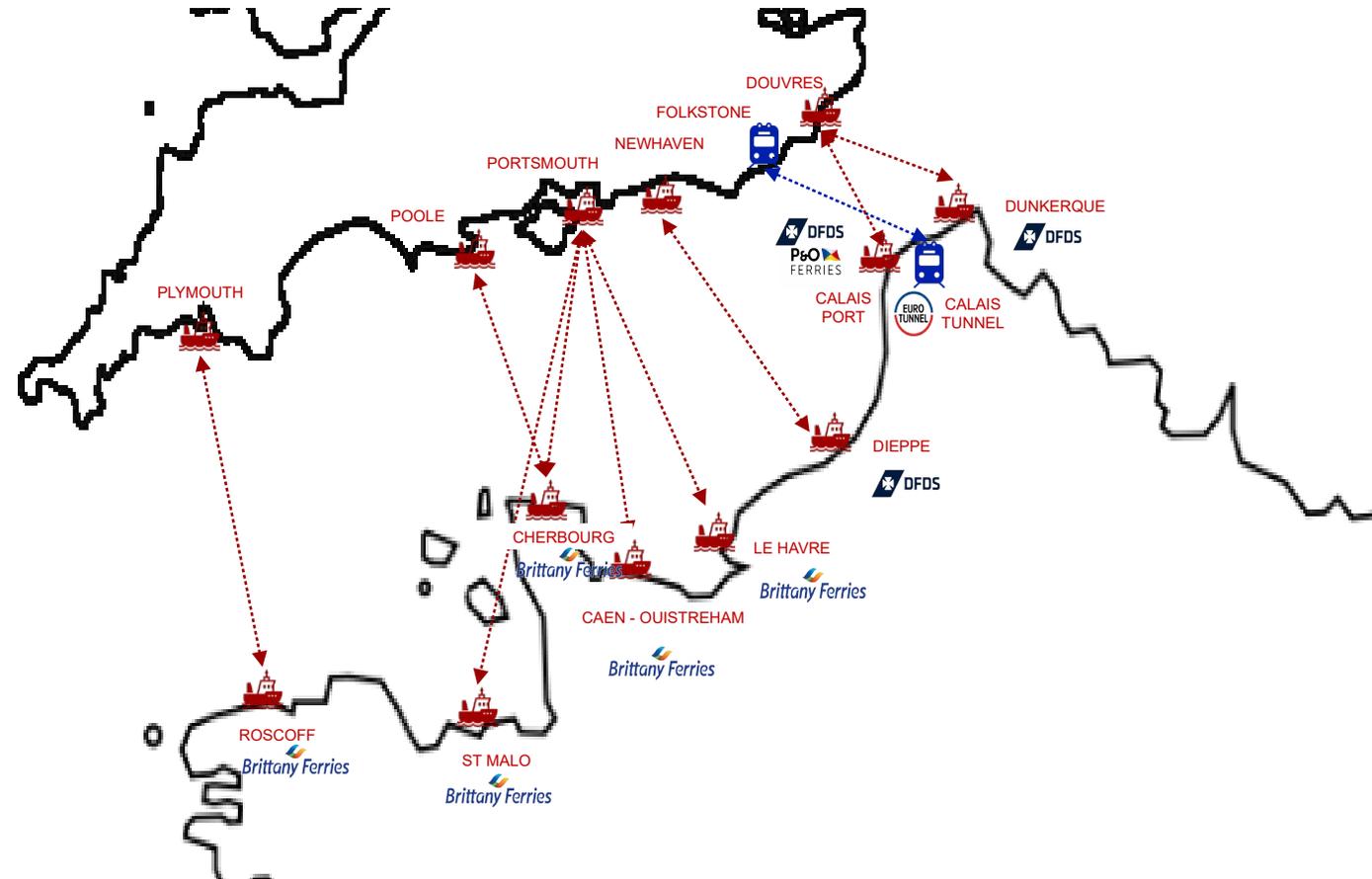
Overview : exit process of the smart border



Analysis of the current situation at the exit

Current situation at the exit by France in trade with the UK

- Since the 1st of January, France has experienced a **7.5-fold** increase in the number of customs export declarations with exit from France.
- At the end of June, more than **1 800 000** MRNs were presented at exit
- Finding of difficulties in closing export movements on exit by France via the smart border in trade with the UK



Main causes of non-discharge

CAUSES

- **MAIN CAUSE** : Non-presentation of EADs by the drivers at the pairing time, at the exit (concerns **85% of the cases of undischarged export MRN**)
- **OTHER CAUSES** :
 - For several weeks, traders used **an inappropriate link in order to create a logistic envelope** (conformance environment)
 - Incomplete **management of international diversion** cases by the smart border
 - Mainly in January, several declarants/representative used to fill **a UK customs office as the customs office of exit** (declared) in their export customs declaration
 - Some technical difficulties in the French ECS

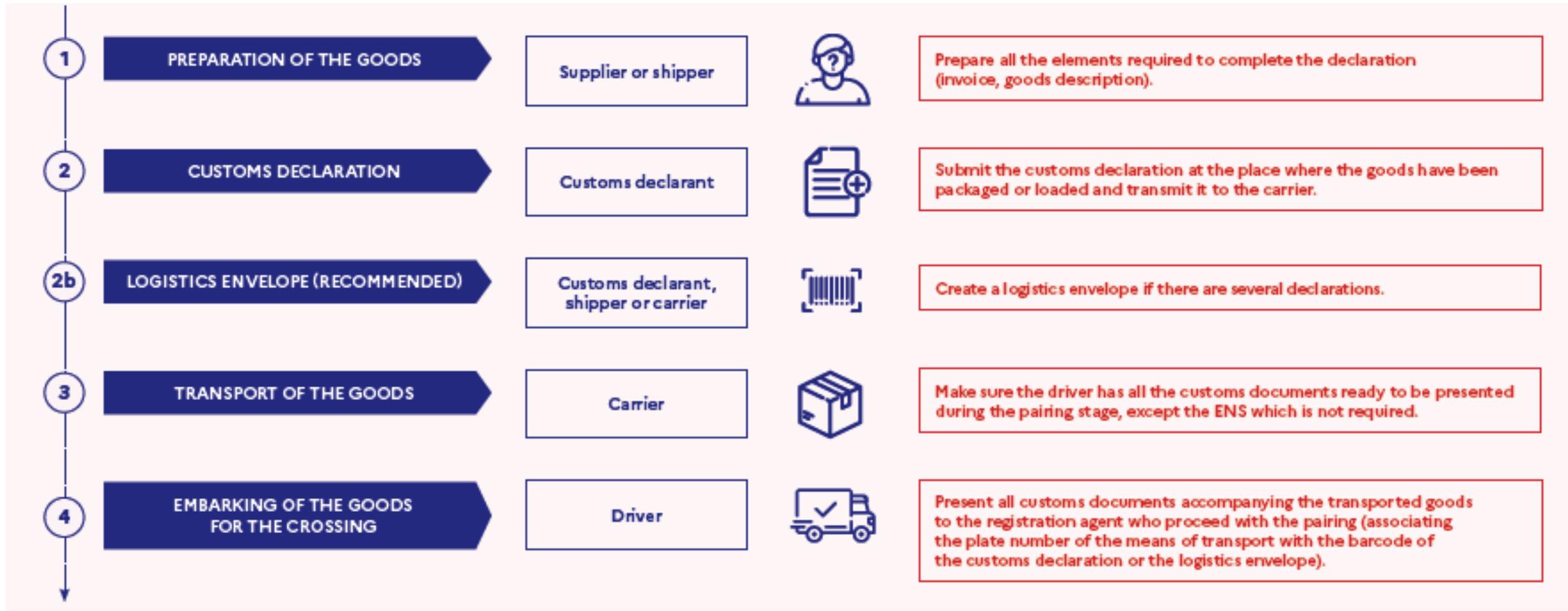
PROGRESS REPORT

- Matter resolved - Web link deleted
- Matter being resolved - Evolve SI Brexit to deal with international diversions (mid-july)
- Matter resolved
- Matter being resolved



To address the problem of unclosed EADs, the DGDDI has initiated an intensive communication plan: Good practices for exit via the smart border

Make sure you followed all the necessary steps to cross the border



Make sure all your customs formalities are well prepared



EXPORT DECLARATION AND EAD

- The export declaration must be submitted at the customs office where the exporter is registered, or where the goods have been packaged or loaded into a container or the means of transport.
- The Export Accompanying Document (EAD) must accompany the goods and should be presented by the driver during the pairing stage.



TRANSIT DECLARATION

- Two types of declaration: the common transit declaration and the Union transit declaration.
- The Transit Accompanying Document (TAD) must accompany the goods and should be presented by the driver during the pairing stage, before embarking.

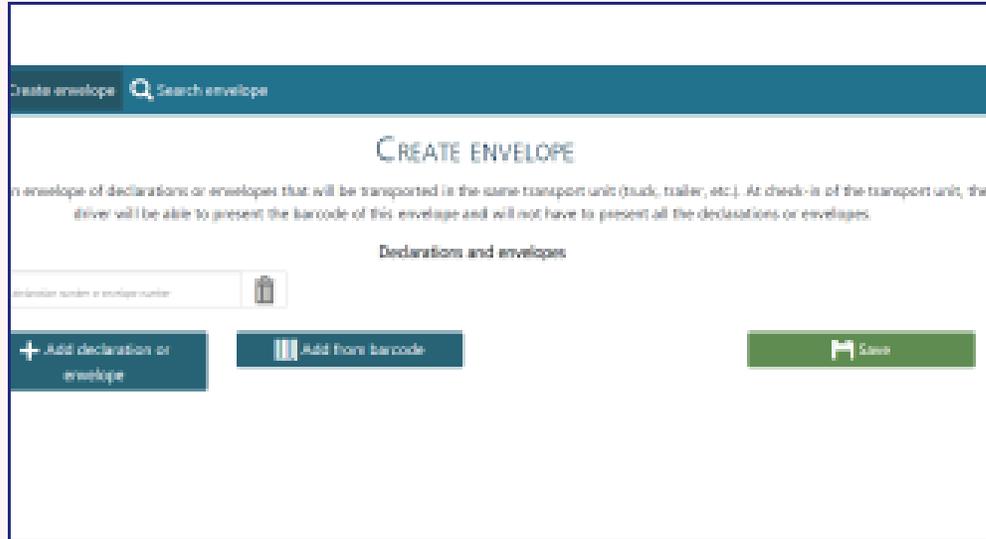


TIR OR ATA CARNET

- TIR and ATA carnets are documents in a paper format that replace customs formalities normally required for some operations (temporary import and export, transit).
- Those documents have to accompany the goods that are transported. During the pairing stage, the driver must indicate that the goods are covered by a TIR or ATA carnet.

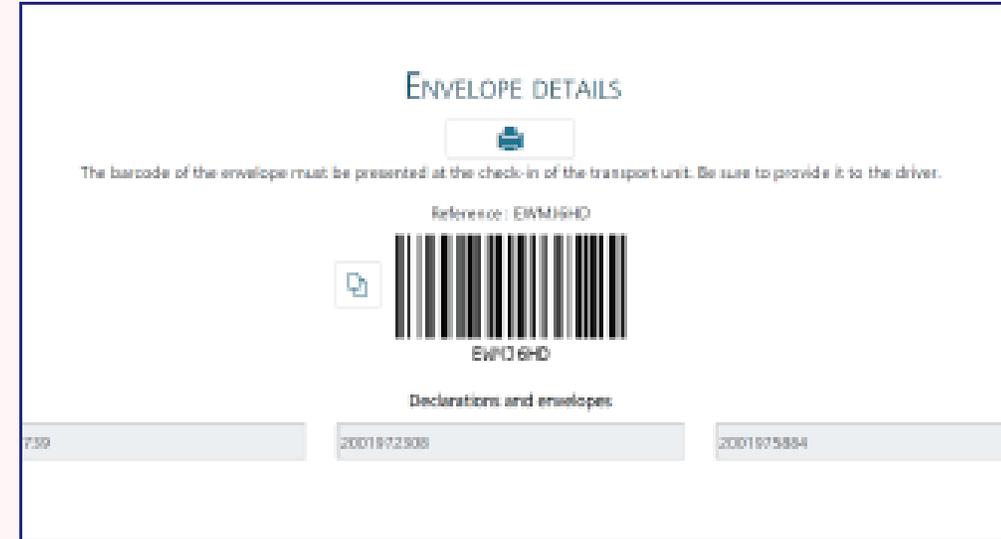
Don't hesitate to use the logistics envelope to group several export EAD under a single barcode

HOME PAGE FOR CREATING A LOGISTICS ENVELOPE



The screenshot shows the 'CREATE ENVELOPE' interface. At the top, there is a header with 'Create envelope' and a search bar. Below the header, the main heading is 'CREATE ENVELOPE'. A paragraph explains that an envelope is used for declarations transported in the same unit, and the driver will present a barcode. Below this, there is a section titled 'Declarations and envelopes' with a search bar and a trash icon. At the bottom, there are three buttons: '+ Add declaration or envelope', '+ Add from barcode', and 'Save'.

EXAMPLE OF A LOGISTICS ENVELOPE TO PRESENT DURING THE PAIRING STAGE



The screenshot shows the 'ENVELOPE DETAILS' page. It features a print icon at the top. A note states: 'The barcode of the envelope must be presented at the check-in of the transport unit. Be sure to provide it to the driver.' Below this is a large barcode with the reference 'EWM10HD' above it and 'EWD 6HD' below it. A section titled 'Declarations and envelopes' contains a table with three rows of data.

Reference	Reference	Reference
759	2001972908	2001975804

The logistics envelope can be accessed from any computer or mobile device on the French customs website douane.gouv.fr.



GOOD TO KNOW:

1. The logistics envelope is particularly suited for groupage.
2. A logistics envelope can hold several other envelopes.
3. Some documents cannot be added in the logistics envelope: entry summary declaration, export declarations mixed with import declarations, United Kingdom import and export customs documents.
4. The logistic envelope allows the security of the data by anonymizing the declaration(s) it contains in the form of a barcode.
5. The logistics envelope is free and very easy to access.



Mistakes to avoid for a successful export



Failing to present all the customs documents accompanying the goods during the pairing stage, especially in the case of groupage



Mistaking the export declaration with the Export Accompanying Document (EAD) which has to accompany the goods during transport and is required during the pairing stage



Forgetting to lodge the export declaration at the customs office where the exporter is registered, or where the goods have been packaged or loaded.



Forgetting to indicate a French BREXIT office, as the office of exit, in the export declaration



Indicating a UK customs office, as the office of exit (box 29), in the export declaration



Thank you for your attention

General Directorate of Customs and Excise

