



ΚΥΠΡΙΑΚΟ
ΕΜΠΟΡΙΚΟ ΚΑΙ
ΒΙΟΜΗΧΑΝΙΚΟ
ΕΠΙΜΕΛΗΤΗΡΙΟ

ΕΓΚΥΚΛΙΟΣ

Λευκωσία, 15 Οκτωβρίου 2021

ΠΡΟΣ: Όλους τους ενδιαφερόμενους

ΑΠΟ: Λεωνίδα Πασχαλίδη, Αναπληρωτή Γενικό Γραμματέα

ΘΕΜΑ: Το Συνοριακό Μοντέλο Λειτουργίας του Ηνωμένου Βασιλείου σε σχέση με το εμπόριο με την Ευρωπαϊκή Ένωση

Κύριοι,

Επισυνάπτουμε μια πολύ ενδιαφέρουσα παρουσίαση που έγινε πρόσφατα από το Τμήμα για το Περιβάλλον, τα Τρόφιμα και τα Αγροτικά Θέματα (DEFRA) του Ηνωμένου Βασιλείου αναφορικά με την εφαρμογή του Συνοριακού Μοντέλου Λειτουργίας του ΗΒ σε σχέση με το εμπόριο με την Ευρωπαϊκή Ένωση.

Ιδιαίτερη έμφαση δίνεται στο θέμα των τροφίμων και το τι θα τεθεί σε ισχύ μέχρι το 2022.

Η ενημέρωση γίνεται στα πλαίσια της συνεχούς πληροφόρησης που σας παρέχει το ΚΕΒΕ σε σχέση με εξελίξεις που εκπηγάζουν από την αποχώρηση του ΗΒ από την ΕΕ.

Με εκτίμηση,

Λεωνίδας Πασχαλίδης
Αναπληρωτής Γενικός Γραμματέας

/ΓΒ

BPDG EU Technical Team

**DEFRA EU Strategy and Relations
Team**

6 October 2021

Agenda

Time	Item	Agenda Item
12:15	1	Opening remarks: Heather Jones, BPDG EU Technical Team Dominic Rowland/Simon James, DEFRA EUDel
12:20	2	Summary of technical cooperation
12:30	3	Timeline of border changes
12:35	4	Infrastructure and border readiness
12:40	5	SPS detail
12:50 -13.15	6	Q&A and discussion

Who are we?

Heather Jones, Deputy Director - 31 years of working in indirect tax operational and policy roles in HMCE and HMRC (and a 6 year secondment in DG TAXUD)

Now part of BPDG Cabinet Office function

Small team of subject matter experts, including Sam Wright, Policy Adviser

We d/w technical and operational matters - the “how” and the “when” rather than the “what



EU Member States Technical & Operational Policy Team

Top priority to ensure the border works, fluidity is maintained and people who use the border understand the requirements - providing practical application and operationalising the process

Problem solving at the border - similar to the service provided from 1.1.21 but for EU - GB movements from 1.1.2022

Simplifying the verification and release mechanisms for goods delayed or held at the border inbound from the EU

Ensuring Border Operating Model and Haulier Handbook (the latter we now own the content of) are updated and improved

Contact us at:

eu-ms-engagement@cabinetoffice.gov.uk

1 October 2021

- **EXS** waiver ended
- **ID cards** no longer acceptable for entry to GB

1 January 2022

- **Import declarations**, or use of simplified procedures (CFSP) if authorised to do so and the payment of relevant tariffs at import
- **Pre-notification** of lower risk plants and plant products, Products of animal origin (POAO) and certain animal by-products (ABPs) and High Risk Food and Feed Not of Animal Origin (HRFNAO)

1 July 2022

- **ENS Safety and security** declarations required
- **Export Health certificates** required for all Products of animal origin (POAO) and certain animal by-products (ABPs)
- **Phytosanitary certificates** for regulated plants and plant products
- **Pre-notification of all Products** of animal origin (POAO), High Risk Food and Feed Not of Animal Origin (HRFNAO) and certain animal by-products (ABPs)
- Goods required to **enter via BCPs** in order to undergo documentary, identity and physical checks as required. Physical checks of live animals and high-priority plants and plant products will continue at Places of Destination until notified.

Challenges for EU - GB are different to GB - EU

- **RoRo** locations and crossings are our main challenge, both at pre-lodgment locations like the short straits and inventory linked ports with temporary storage / mixed modal (for accompanied and unaccompanied)
- There is more involvement for **the haulier** (or their representative / intermediary) in the operation of GVMS for the pre-lodgement model from EU - GB than there is for EU systems operating from GB - EU
- **Support for hauliers** who are held or delayed will be needed at some locations and will not be available in all circumstances and / or 24/7 - we also co-chair - with UK and EU industry - an **Intermediaries Task Force**.
- The technical knowledge of the haulier is probably the lowest of all the actors in the supply chain - see later
- **Passports** are required from 1 Oct 2021 - for high impact freight locations, there will be mitigations in place to ensure that fluidity is prioritised

Challenges for RoRo locations using pre-lodgment

The short straits is a main feature of today because of the unique challenges faced including:

- Turn up and go ticketless flexible operating model
- The infrastructure needed for the high volumes of freight crossing in each direction every day
- GVMS will be fully implemented for the short straits from 1 January 2022 - detail to be covered next
- The UKs Inland Border Facilities focussing on Sevington

Goods Vehicle Movement System (GVMS)

Your question: More detailed info would be required on the pre-lodged declaration that will be required at points of entry: who shall lodge the declaration? When? With which information from the exporter or transporter?

Simple explanation of GVMS / pre-lodgement model (EU - GB):

- ***Declarant*** = EORI, financial guarantee (if using transit), access to NCTS, (from 1.7.2022 access to GB S&S) - submits pre-lodged dec into CHIEF which creates the entry number (ERN) - to give to the haulier
- ***Haulier*** = EORI, access to GVMS, (from 1.7.2022 access to GB S&S) - creates the GMR from GVMS, puts the vehicle reg no.(VRN) on and the crossing detail
- ***GVMS*** = ***validates the data in CHIEF***
- ***Haulier*** = ***at check in - provides the GMR to the carrier***
- ***Carrier*** = EORI, route into GVMS, (from 1.7.2022 access to GB S&S) - captures GMR / VRN and sends paired data to GVMS

Goods Vehicle Movement System (GVMS)

No boarding if GMR is invalid

- **Carrier** = sends data set to CHIEF via API at the point of no return
- **GVMS** = sends to CHIEF
- **CHIEF** = risks the declarations and sends tentative routing back to GVMS
- **Declarant** = receives tentative routing from CHIEF
- **GVMS** = sends message to driver - if an **“inspection required”** or they are **“green routed”** - this can be checked via the GVMS app

HMRC are developing an Inspection Location Service (ILS) which will be implemented for 1.1.2022

- *If a customs control is required, the driver attends an IBF*

Goods Vehicle Movement System (GVMS)

Your question: Format of the expected supporting documents of the import declarations: original or copy?

The Goods Movement Reference (GMR) is required to be presented at the border EU - GB. If the goods are clearing on a pre-lodged import entry, this is a digital function - GVMS is linked to CHIEF / CDS. If the consignment is selected for an inspection (customs) the IBF officials will have access to the declaration for the consignments being controlled. SPS documentary / ID / physical controls is for DEFRA to cover later

Your question: Specific provisions on Ro-Ro traffic

Slide 12 should help, but not sure we have time to cover this today and it is covered in our BIFCOM engagement

Your question: Linking of GVMS with the customs declaration systems CDS and CHIEF.
(covered)

Goods Vehicle Movement System (GVMS)

Your question: GVMS roll-out and functioning : where, when and by whom used?

Answer: GVMS will be implemented from 1 Jan 2022 in full for all declarants using pre-lodgement, and it has been in use for transit since 1 Jan 2021.

MVP GVMS Imports (EU>GB)



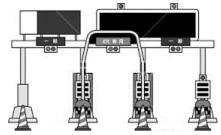
Before Moving Goods

- Apply for and receive a GB EORI number.
- Haulier registers for GVMS
- Trader submits a full or simplified Customs/Transit declaration or completes an entry in own records if authorised to move goods under EIDR. Completes S+S declaration using existing software or customs agent.
- Trader receives MRN or ERN(s)
- Trader provides MRN/ERNs or EORI (if moving goods under EIDR) to haulier



Before Arriving at EU place of Exit

- Haulier requests goods movement reference (GMR) from GVMS for all movement types.
- Goods loaded to vehicle/trailer and all customs references and/or EORI (EIDR only) added to GMR.
- **Validation of MRN will occur against head of duty**
- If MRN is not valid it will be rejected and return an error to the Haulier.
- MRN can NOT be linked to multiple GMRs
- VRN/TRN/CRN input into GMR along with departure and destination port



Upon Arrival at EU place of Exit

- Carrier captures GMR at check in and sends to GVMS to validate
- Valid GMRs are approved to board
- Any Invalid GMRs or those with incorrect details must be turned away from the Port
- Carrier records GMRs for vehicles that have boarded



Leaves EU and makes crossing

- Carrier sends GMRs to GVMS upon embarkation
- GVMS receives GMRs and disaggregates ERN/MRNs to HMRC systems to initiate customs arrival and/or Office of transit.
- HMRC systems risks ERN/MRNs and sends updates back to GVMS



Trailer Disembarks

Person in control of the movement of the goods acts on selection result;
 2. Goods have been matched to entries that requires no further checks, the entries has been cleared and vehicle/trailer is free to proceed.

1. An entry(s) attached to this vehicle are not Customs Cleared and the vehicle/trailer must proceed to the designated HMG facility



Selection result

1. GVMS identifies GMRs where route 1 or 2 checks and/or Office of transit checks are needed and communicates a hold message
2. GVMS identifies GMRs where no failures have occurred or checks have been identified.



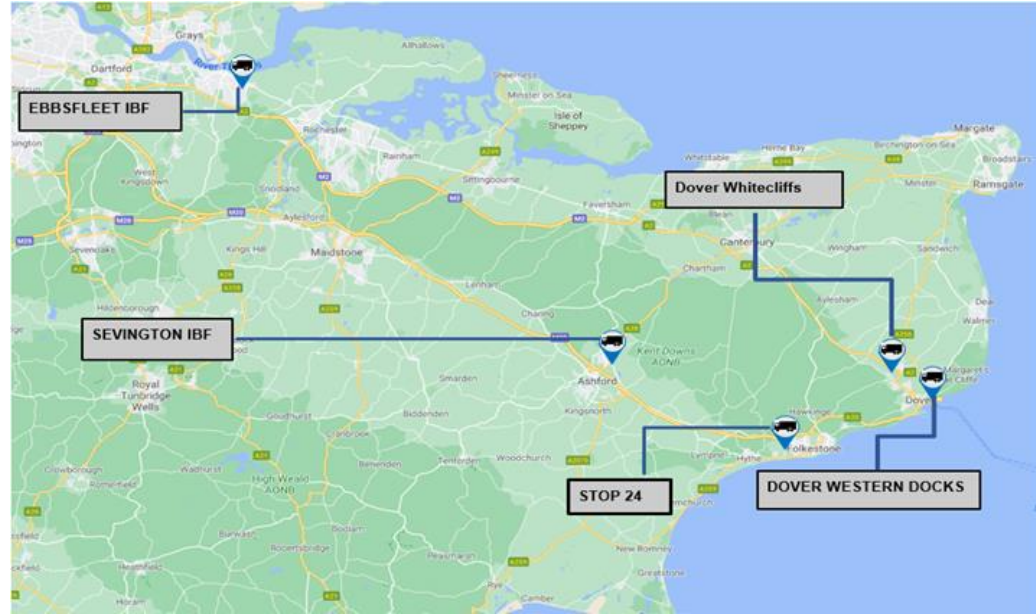
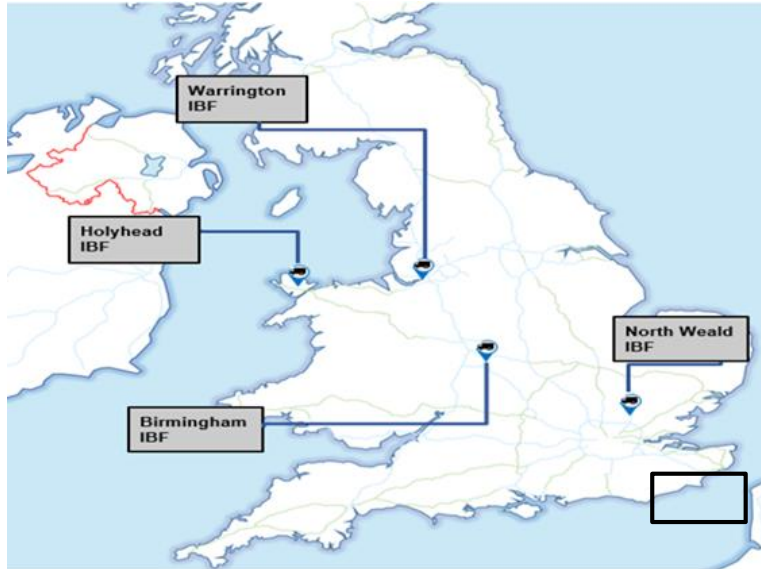
Goods Cleared



HMG facility

- checks will be completed and HMRC system and GVMS updated by Gov official

UK Inland Border Facilities (IBFs)



IBF = Inland border facility. Used for both inbound and outbound freight movements.

At present most traffic is outbound goods. The need for inbound facilities will accelerate as we approach the end of the phased controls period in January and July 2022

Do

- ✓☐ Use the **Attend an IBF service** to book into a site in advance and provide LRNs direct to HMRC - priority lane for outbound trucks using the app
- ✓☐ Provide your driver with a **clear list of typed LRNs**
- ✓☐ Include **contact details for the agent** in any paperwork so they can be contacted directly in case of any issues
- ✓☐ **GB - EU** Bring a **LRN/non activated TAD** if using the IBF as the office of departure **or a customs import document** (including the barcode issued) showing the goods have been pre-lodged for importation into France **EU - GB**
- ✓☐ **GB - EU** Present the **TAD MRN** if using the IBF to discharge it at an the office of destination - there must be something to discharge the transit against, either an import entry or entry into another customs regime
- ✓☐ **EU - GB** Ensure your driver checks the **Inspection Location Service (ILS)** during the crossing - this is delivered by an **“inspection required”** message and that they must attend an IBF

Don't

- ✗ Use the IBF if you don't need to
- ✗ Allow the driver to leave until all relevant paperwork has been prepared including any licences obtained and permissions granted
- ✗ Don't think that an IBF is the same as a rest area for drivers
- ✗ Present a UK EAD - an EAD is not required at an IBF or an outbound TAD

Sevington (August 2021)



Sevington

From **January 2022** all Short Straits traffic requiring checks will be directed to Sevington

After full inbound checks come into effect in **July 2022**, traffic will continue to go to Sevington and, as the Dover sites go live these will become available as well

Checks completed at Sevington include; CITES, ATA/TIR Carnets, Traffic Management, OoD & OoT compliance checks and Border Readiness checks

Stays at the site are limited to **2 hours**

The **IBF app** is available for drivers with smartphones to help you get processed on site as quickly as possible. You can use this service to tell HMRC in advance that you're attending an inland border facility because the goods you're moving:

- are going to an office of departure or office of destination (starting or ending a transit movement)
- are covered by an ATA Carnet
- need a CITES permit

Sevington

Departments

- Departments currently on site: HMRC & Border Force
- Departments & Agencies which will be on site: extend to DEFRA, DVSA

Capacity - 1095 total spaces

The capacity that has been quoted is what we are expecting from January 2022, however the site is evolving with changing requirements, therefore the actual number might not be realised.

- IBF 550 holding spaces
- 300 contingency freight management spaces
- 245 spaces in the swim lanes

Contingency

Should Sevington be closed drivers will be advised of the closure and to redirect to another available site. These sites include: North Weald IBF, Ebbsfleet IBF, Warrington IBF, Birmingham IBF

DfT Haulier Outreach Programme



- I&A
- COVID-19
- Both

- 1 Lockerbie Truck Stop - A74(M) J17/18
- 2 Carlisle Stobart Truck Stop - M6 J44
- 3 Truckhaven - M6 J35
- 4 Wetherby - A1(M) J46
- 5 Hartshead Moor - M62 J25/26
- 6 Ferrybridge - M62 J33
- 7 Charnock Richard Services Northbound - M6 J27
- 8 Heywood Distribution Truck Stop - M66 J3
- 9 Doncaster North - M18 J5

- 10 Burtonwood - M62 J8
- 11 Roadking Holyhead Trucik Stop - A55 J2
- 12 Sandbach Northbound - M6 J16/17
- 13 Sandbach Southbound - M6 J16/17
- 14 The Stockyard Truckstop Rotherham - M18 J1
- 15 Stafford Northbound - M6 J23A/24
- 16 Donington Park - M1 J23A/24
- 17 Rothwell Truck Stop - A14 J3
- 18 Peterborough - A1(M) J17
- 19 Tamworth - M42 J10
- 20 Leicester Forest East Southbound - M1 J21/21A
- 21 Leicester Forest East Northbound - M1 J21/21A
- 22 Cambridge - A14
- 23 Hopwood Park - M42 J2
- 24 Rugby Stobart Truck Stop - M1 J18
- 25 Birchanger Green - M11 J8
- 26 Orwell Crossing Truck stop - M1 J16/17
- 27 Michaelwood South - M5
- 28 South Mimms - A1 (M) J23
- 29 Cherwell Valley - M40 J10
- 30 Beaconsfield - M40 J2
- 31 Thurrock - M25 J30
- 32 Membury Eastbound - M4 J14/15
- 33 Reading Eastbound - M4 J11/12
- 34 Fleet Southbound - M3 J4A/5
- 35 Clacket Lane Eastbound - M25 J5/6
- 36 Cobham Services - Extra - M25 J9/10
- 37 Cornwall Services - A30

DfT Haulier Outreach Programme

- An immensely successful campaign so far, with over 345,000 interactions with hauliers and traders across 56 sites in the UK, by DfT's highly trained, multilingual staff on the ground.
- Between October 2021 and onwards into 2022, the Department for Transport (DfT) will be looking to establish a presence in European ports & key Motorway Service Stations, to help support Hauliers travelling into the UK, by giving information and advice for new inbound border requirements being phased in, beginning from 1 October 2021 and onwards.



Haulier Handbook

- BPDG now owns the content of the Haulier Handbook and works with the transport and logistics sector to ensure the content adds value for the sector.
- The online Haulier Handbook guidance is being updated to reflect the delays to import control phasing announced on the 14th of September.
- The English version and all 16 languages, including the downloadable pdfs, are being updated simultaneously
- The update will go live on GOV.UK once all languages and pdfs are ready, to avoid any confusion. We are working at pace to make this happen.
- For the printed versions, we have had stickers with the correct dates printed to be physically put in the volume. The staff will place the stickers in when it is distributed at the haulier information and advice sites. These will begin distribution 11th October

Upcoming Border Industry Facilitation Committees (BIFG)

Spain

21st October - Spain BIFG

Belgium

25th October - Belgium BIFCom

Netherlands

5th November - Netherlands Trade Facilitation Committee (TFC)

France (with participation from trade associations from UK and EU27)

8th November - EU27 “Short Straits Technical Conference”

Technical Conference on the Short Straits

- A detailed technical meeting to explain the end to end customer journey for goods being transported from the **EU to GB via the Short Straits from 1 January 2022** - this will cover the pre-notification for SPS goods but will focus more on customs regimes and controls and any other border formalities
- These journeys will be demonstrated through a flyer which is being developed in conjunction with DfT, Border Force, HMRC and will principally focus on the 'how' and 'where' rather than the 'what'
- The conference will also showcase the DfT Haulier Outreach initiative, the new Haulier Handbook and provide further detail on DfT's Inland Advice Service
- And walkthrough the process for attending an Inland Border Facility in the UK, focusing on Sevington IBF
- The conference will be co-led on the UK side by the BPDG EU Technical Team and DfT and should be co-led by French officials
- Planning the date for early November - official invitation is tbc

EU Member States Technical & Operational Policy Team

Contact us at:

eu-ms-engagement@cabinetoffice.gov.uk

Exporting Food and Drink from the EU to GB

Dominic Rowland

Department for Environment,
Food and Rural Affairs

Agenda

- Changes to the introduction of Import Controls for SPS goods
- What does the EU exporter need to do from 1st Jan?
- Importer Pre-Notification Process from 1st Jan
- What does the EU exporter need to from 1st July?
- Approved Border Control Posts and Inspection Centres
- Where commodities will be checked at the Short Straits
- Transits
- Marketing Standards
- Organics and Food Labelling

On 14 September 2021, the UK Government announced the following changes to import controls for Sanitary and Phytosanitary (SPS) goods:

1 JANUARY 2022



Pre-notification of Products of Animal Origin, Animal By- Products High Risk Food not of Animal Origin and



Pre-notification of lower risk plants and plant products



Notification made by importer or agent on the Imports of Products, Animals, Food and Feed System (IPAFFS).

1 JULY 2022



Physical checks on SPS goods at BCPs. Physical checks on Live animals continue at point of destination until otherwise notified



Phytosanitary certificates for lower risk plant produce



New requirements for GB Export Health certificates from EU exporters

From 1 January 2022

- Notification should be made by the importer or person responsible for the consignment in Great Britain using IPAFFS, which is the new IT system for notifying the authorities in Great Britain of the arrival of SPS goods.
- In order to raise a notification a UK based entity is required that can be detailed on the application and is responsible for the consignment. An agent must be employed if not.

What information does the GB importer need to submit on an IPAFFS pre-notification?

- Which country the imported product is arriving from
- The product that is being imported (for example: commodity code, species and weight)
- The date that it will be imported into Great Britain
- The reason for importing
- Any supporting documentation to be uploaded
- The place of origin and destination of the consignment
- The port of entry

From 1 July 2022 – the EU Exporter must;

1. Apply for the health certificate or phytosanitary certificate in their own country
2. Competent authorities should use [model health certificates](#) to create versions that exporters can apply for.
3. Give the GB importer an electronic copy to upload to IPAFFS
4. The original certificate (not a copy) must travel with the consignment
5. Ensure the consignment arrives at an appropriate Border Control Post



- Checks will take place at Border Control Posts & Inspection Centres
 - 36 Animal products & food and Feed non animal origin
 - 97 Plants
- A list of all designated BCPs will be published no later than 31 March 2022
- Short Straits will operate 24/7



Sevington in Kent:

- Customs checks
- Plants and plant produce
- Products of animal origin (POAO) entering via Eurotunnel



Dover in Kent:

- Customs checks
- This BCP is inland and different to the BCP at the Port of Dover
- Products of animal origin (POAO) entering at the Port of Dover
- Any mixed load (products of animal origin and plants/produce) entering at the Port of Dover, which has one of each commodity selected for checking

Consignments of EU origin and/or third country that have been cleared for free circulation in the EU can continue to transit through Great Britain (GB) as they do today

From 1 January 2022,



Animal products transiting through GB will need to be pre-notified via IPAFFS before they enter GB. When these goods leave GB, you will also need to notify authorities that the goods are leaving the country.



Plants and plant products under transit must be accompanied with a signed declaration stating that the goods are under phytosanitary transit. There are no pre-notification requirements for goods entering and leaving GB under phytosanitary transit.

From 1 July 2022,



EU origin consignments transiting through GB will require a certified EHC and must enter and exit through a point of entry with an appropriately designated Border Control Post.



[Transiting animals and animal products through Great Britain - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

Marketing Standards will differ according to product so please visit the links for further detail.

[From 1 July 2022, the following changes will be introduced:](#)

Hops

All imports from the EU will require a GB Attestation of Equivalence [issued by an authorised agency](#) from the country of origin.

Wine

UK VI-1 certificates will be required for EU wine imported into Great Britain (England, Scotland and Wales).

Poultry meat

EU poultry meat with optional indications for farming or chilling methods (or both) will need a third country listing or an EU competent authority certificate.

Organics:

- From 1 July 2022, organic products exported from the EU, Norway, Iceland, Liechtenstein and Switzerland to Great Britain will require a Certificate of Inspection (COI). You will need to use the interim manual GB organic import system.

Food Labelling:

- For any prepacked food placed onto the UK market after 31 September 2022, a UK-based Food Business Operator or UK importer address on the food will be required.
- Food information may be corrected following import, but before the food is placed on the market in the UK.
- Details of the GB rules can be found [here](#)

Q&A / Discussion