

Updated Border Operating Model 18/11/21

Customs

1 January 2022
Full customs declarations for imports will be required, the option for the **delayed declaration scheme comes to an end**

Rules of Origin - Suppliers' declarations will be also needed at the point of **claiming preference**

1 July 2022
Safety and Security Declarations will become due on goods being imported from the EU into GB

Final date to have completed the final declarations deferred from Jan 2022 using **Simplified Customs Declaration Procedure (SCDP)**

SPS

1 January 2022
Pre-notification requirements of Sanitary and Phytosanitary (SPS) goods, which were due to be introduced on 1 October 2021, will now be introduced on 1 January 2022.

1 July 2022
Certification and physical checks will be introduced for:

- All remaining regulated animal by-products.(ABP)
- All meat and meat products.
- All remaining high-risk food not of animal origin.
- High-priority plants and plant products checks will transfer from control at place of destination to designated BCPs

1 September 2022
Certification and physical checks will be introduced for all dairy products

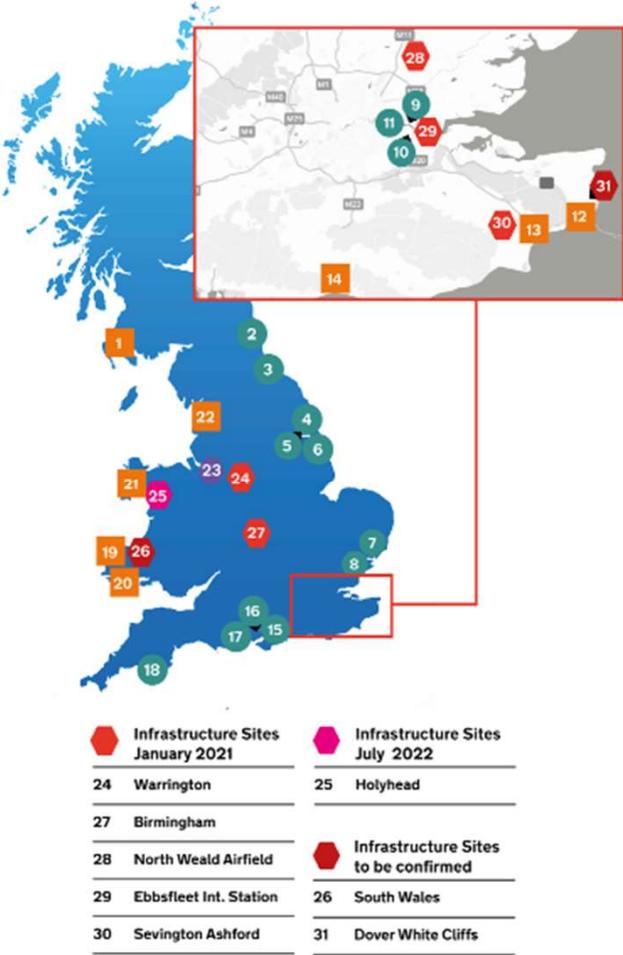
1 November 2022
Certification and physical checks will be introduced for all remaining regulated products of animal origin, including composite products and fish products.

UK port models

- Temporary storage locations
 - ✓ with/without GVMS
- Pre lodgement
- Mixed

Final confirmation of which ports will adopt which model for unaccompanied RoRo will be confirmed next week

● Temporary Storage Ports	Accompanied Freight GVMS	● Pre-lodgement (GVMS) Ports
2 Port of Tyne	✓	1 Calmryan
3 Teesport	✓	12 Dover
4 Hull	✓	13 Eurotunnel
5 Killingholme	✓	14 Newhaven
6 Immingham	✓	19 Pembroke
7 Felixstowe		20 Fishguard
8 Harwich	✓	21 Holyhead
9 Tilbury 1		22 Heysham
10 Tilbury 2	✓	
11 Purfleet	✓	● Mixed Model Ports
15 Portsmouth	✓	23 Liverpool
16 Southampton		
17 Poole	✓	
18 Plymouth	✓	



Challenges for 1 Jan EU

- Movements of goods from GB - EU are different to EU to GB - higher % for empties GB to EU
- **RoRo** locations and crossings remain our main challenge, both at pre-lodgment locations like the short straits and inventory linked ports with temporary storage / and pre-lodgment (for accompanied and unaccompanied RoRo)
- There is more active 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
- BPDG also co-chair - with UK and EU officials and intermediaries - an **Intermediaries Task Force**

The short straits

- One of the best ways to understand the way the short straits work is to see it
- Both Eurotunnel and the ferry operators at the Port of Dover provide:
 - 24/7/365 services (apart from Port of Dover closure on Christmas Day)
 - Flexible, ticketless, turn up and go operating models
 - Just in time, just in sequence supply chains
 - Juxtaposed controls (full at Eurotunnel, partial at Port of Dover)
 - No infrastructure inbound to the UK to do more border controls than they currently do

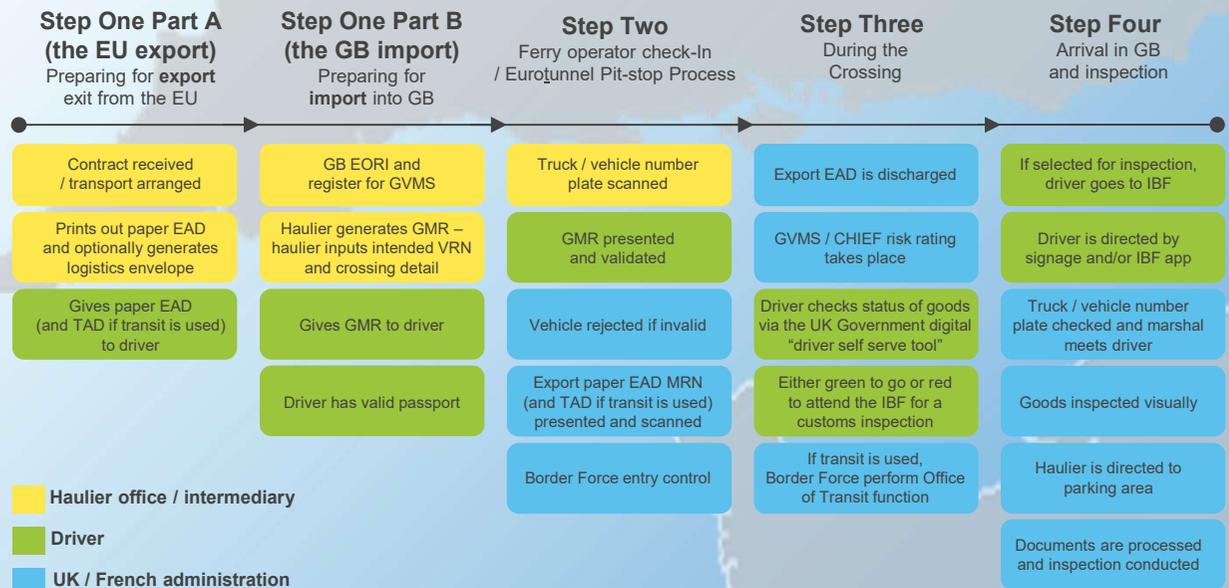


The short straits

The short straits are particularly challenging 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

Summary - the short straits



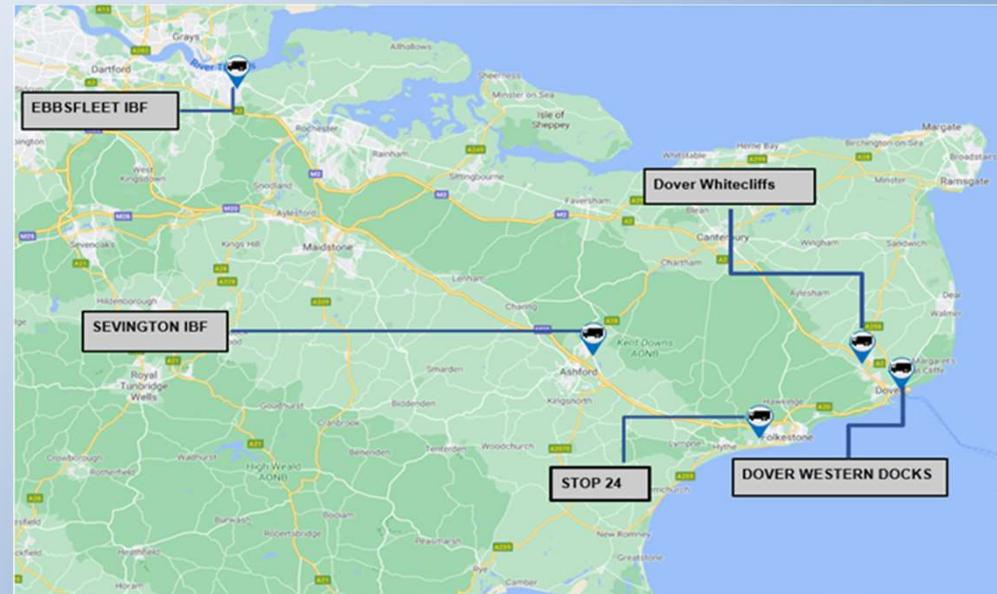
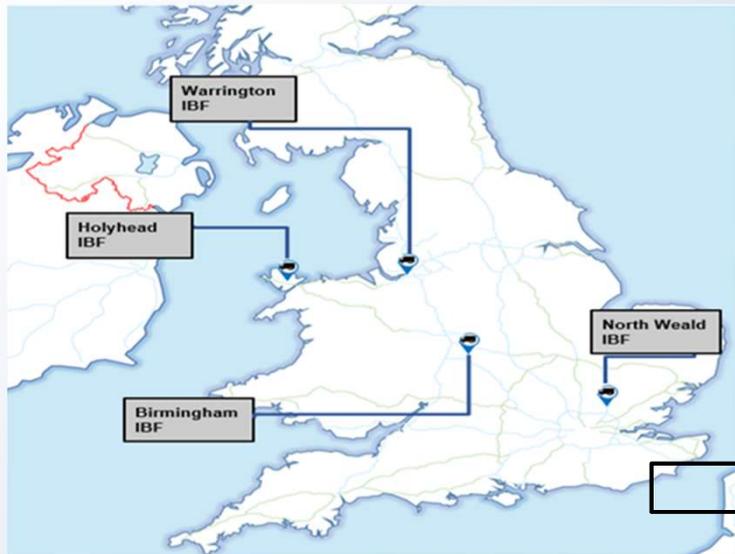
Non-short straits locations

South and East coast ports are listed as temporary storage ports but will allow GVMS for accompanied loads at most locations (see map)

Main challenges include:

- Understanding of and readiness for :
 - Pre-lodgment **and** temporary storage models at inventory linked locations for **import** and export
 - Moving goods through “Arrived” v “Standard” **export** locations
- Space constraints for parking trucks and trailers
- Verification and release mechanisms for non border ready trucks or trailers
- 24/7 availability of intermediaries to claim and clear consignments
- Clarification with CSPs and carriers around GVMS usage for unaccompanied movements

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

All IBF sites

	Dover Western Docks	Stop 24	Ebbsfleet	Sevington	Holyhead	Warrington	Birmingham	North Weald
ATA	X	X	X	X	X	X	X	X
TIR	X	X	X	X	X	X	X	X
Office of Departure	C	C	X	X	X	X	X	X
Office of Destination	C	C	X	X	X	X	X	
HGV Traffic Management				X				
Customs Compliance	X	X	X	X	X	X	X	X
CITES	X	X	X	X				X



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 TAD₇

DfT haulier advice sites



DfT haulier advice sites



Haulier Handbook

- BPDG and DfT own the content of the Haulier Handbook and work with the transport and logistics sector to ensure the content adds value for the sector.
- The online Haulier Handbook guidance has been updated to reflect the delays to import control phasing announced on the 14th of September and will be updated again as necessary
- The English version and all 16 languages, including the downloadable pdfs, have been updated.
- For the printed versions, we have had stickers with the correct dates printed to be physically put in the volume

EUTOP team

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