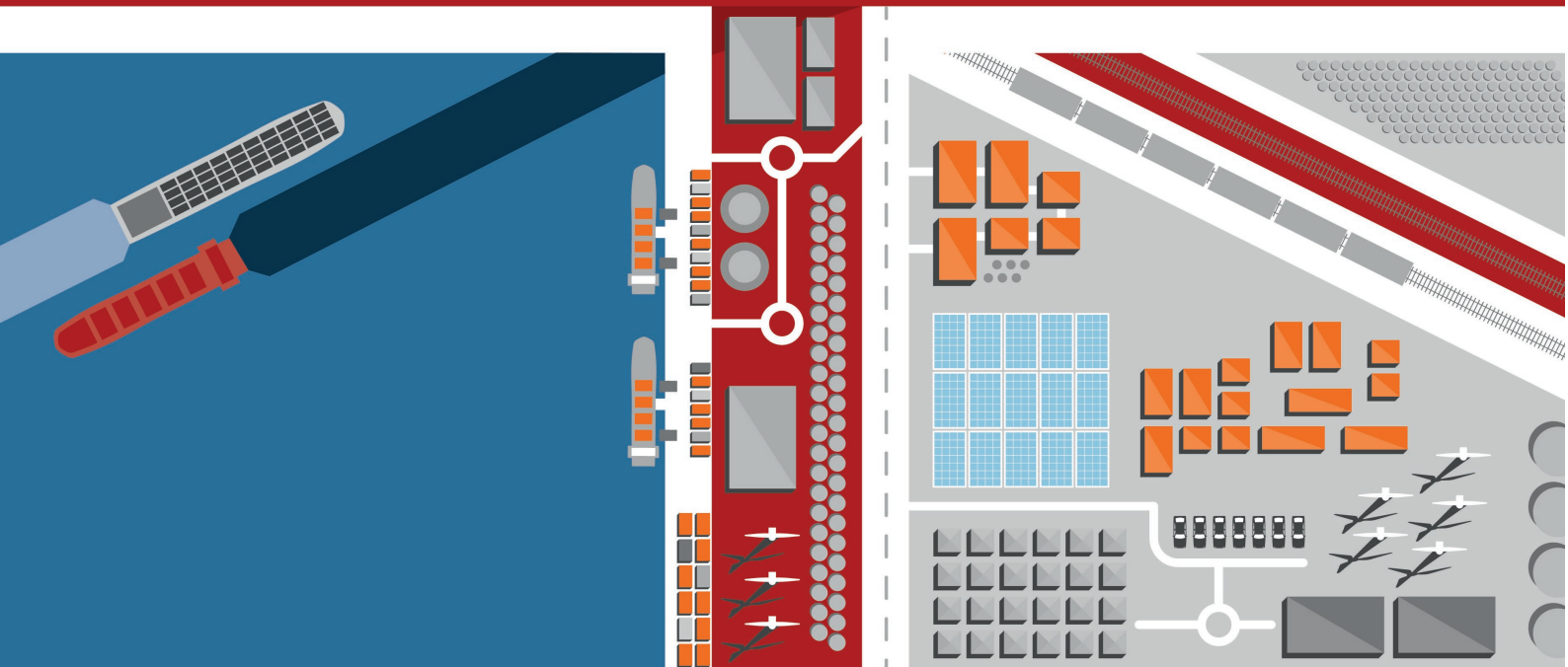


BREXIT PART II



BREXIT PART 2: ARE YOU READY?

SUMMARY OF CHANGES DUE ON JANUARY 1ST 2022 AND SGS E-CUSTOMS SERVICES





Brexit Part 2...or part 3 or 4 – it has been quite easy to get lost in all of the postponements and new requirements which have been introduced since Brexit became a reality on the 1st January 2021. Do not worry, **SGS e-Customs** have been following all the changes in the regulations and procedures and is your perfect customs partner to help you navigate and be prepared for the next set of changes.

When the UK left the EU, it decided to introduce new customs controls in stages, to lessen the impact on trade. On the 1st January 2022, a new round of measures will be introduced, which exporters, importers and logistics providers must comply with, to ensure smooth trade flows.

Delayed Import Declarations

Throughout 2021 it has been possible for traders to delay declarations of UK imports for up to 175 days, reducing the pressure on customs brokerage availability. As of 1st January 2022 this will no longer be available, meaning imports will need to be declared before the goods even arrive at the EU exit border. This will place the onus on importers to ensure a service is in place, with interested parties advised to ensure this agreed well in advance, as supply is expected to be strained.

Port Controls

By the 1st January 2022, all ports of entry into the UK must use either the Temporary Storage (TS) model or Goods Vehicle Movement Service (GVMS) to inform HM Revenue of Customs of arrivals at the UK border. Temporary storage is already in place at the majority of UK ports, and in use of many short sea operators. There will however be mandatory usage of the Temporary Storage system in some ports. Some ferry operators are expected to start using an inventory system, with all consignments requiring release from these systems from January 2022.

Ports choosing the GVMS system, including Dover and the EuroTunnel, will require logistics providers to complete an entry before arriving at the EU port of departure. In practice this means entering details of the consignments loaded, in the form of pre lodged import declaration

references, EORI numbers of UK traders registered for Customs Freight Simplified Procedures (CFSP) or transit declarations.

The effect on logistics

Companies involved in the transport of goods to the UK will be the most affected. Since January 2021 it has been possible for goods to enter the UK without any pre-lodged customs declarations. From January 2022, this will no longer be possible and trucks will not even be able to board the ferry or tunnel without having the appropriate customs declarations pre-lodged or registration in GVMS complete. This puts pressure on all parties involved in the supply chain to be more coordinated to ensure the drivers of the transport company have what they need to board the ferry/tunnel at EU exit. Depending on the transport conditions, this coordination between all parties may not be clear or easy which could result in potential delays at the EU exit border.

Transit – a possible solution?

Transit procedures can be used to ensure the smooth movement of goods from departure point through the EU exit and UK entry point to a final destination in the UK.

Read on to find out more about transit and the services which **SGS e-Customs** provide to help you manage the new requirements.



SGS e-Customs services

SGS e-Customs teams provides a comprehensive range of customs services designed to meet the complex requirements that the new range of Brexit implementations will bring. We have all the scenarios covered, from the possible use of transit to smooth the logistics flow between the EU and the UK to a full GVMS service where SGS e-Customs submits the necessary data to GVMS to generate the necessary Goods Movement Reference (GMR). These are just a few of the services we can provide.

T1
T2

Customs Transit & Guarantee

Transit can greatly smooth the journey of goods between EU and the UK. Using transit ensures that the goods can enter the UK without the need for a pre-logged import declaration. Via SGS' customs transit platform, TransitNet, transits can be opened from one of 24 NCTS countries where TransitNet operates en route to the UK. Transit must be terminated at an authorized consignee's premise at an inland or at border entry UK customs office.

GV
MS

GVMS

With or without transit, all goods entering and leaving the UK via a port which operates the GVMS model will need to be registered in GVMS and have a valid GMR to board the ferry/tunnel to the UK. SGS e-Customs offers a full GVMS service, offering GVMS as part of a transit declaration to/from the UK via TransitNet or a standalone via TransitNet or SGS' e-Customs brokerage software eGTA.

IMP
EX

Import & Export Declarations

As it will no longer be possible to defer import declarations, in the majority of cases import declarations will need to be pre-logged before the goods even arrive at the EU exit point. SGS provides a full customs brokerage service which includes import and export declarations in the UK as well as in EU countries including the Netherlands and Belgium.

IPAFFS

IPAFFS

From the 1st January 2022, pre-notification of goods which may require extra sanitary or phytosanitary control will be necessary. Via IPAFFS system (Import of products, animals, food and feed system), traders must register their goods to notify enforcement authorities about imports of live animals, animal products and high risk food and feed not of animal origin into Great Britain. SGS e-Customs can register their clients shipments in IPAFFS as part of our comprehensive customs services.

EXS

Exit Summary Declarations (EXS)

From the 1st October 2021, Exit Summary Declarations have been needed for empty trucks, containers, pallets and returnable packaging leaving the UK under a transport contract (CMR). EXS has also been needed for goods which travel under a TAD/TSAD transit which have no previous export declarations. SGS e-Customs offers a full EXS service including EXS as part of a transit and EXS as a standalone service.

CTS

Calais Truckstop

For those operators who prefer not to open their transit in the loading country, but prefer to open it close to the Channel, SGS in partnership with the Calais Truckstop offers approved clients the possibility to start transit under the simplified procedure from a perfect location in Calais. This removes the need to present the goods at border customs. For more information on SGS and the Calais Truckstop, please see [SGS partners with the Calais Truckstop - SGS E-Customs](#).

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WHEN YOU NEED TO BE SURE

SGS