



HM Government

BREXIT 31 OCTOBER 

Get **ready** for Brexit



Prepare for Brexit at [gov.uk/brexit](https://www.gov.uk/brexit)

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Industry Day – Madrid

23rd October 2019

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Introduction

Border Delivery Group

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Plan for the day

1

Border priorities and high level statements – “Get ready” for EU EXIT

2

The impact of Brexit on customs and the border:

- Customs requirements and tariffs
- Food, animals, plants and other controlled goods
- Transport requirements

Q&A

3

Coffee break

4

The impact of Brexit on customs and the border:

- Goods standards and regulations
- Cross-border services provision and mutual recognition of professional qualifications
- Data Protection and data flows

Q&A

5

Closing

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UK border priorities



Maintaining security



Facilitating the flow of goods (including animals, food and plants) and people



Protection of **revenue and compliance** with standards

UK will maintain security and prioritise flow, ensuring new controls or processes do not interrupt flow of goods.

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3 main mitigations



Implement Border Readiness checks

- Outbound (away from the border) checks will help to minimise how many unready trucks arrive in the EU



Improve “trader” readiness

- Improving traders’ awareness of need for registration, authorisation and financial obligation and time this takes.
- Public Information Campaign to “Get ready”



Implement UK traffic management systems

- This aims to reduce and disperse traffic build up/queues at key outbound RoRo locations.

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Border Update

- We know that most **EU ports / terminals** are ready and have the infrastructure, resource and IT systems in place.
- **Operational / technical engagement** (wherever possible) - BDG are working with officials and operators / ports in key Member States to iron out practical issues for the border
- **Freight arriving at UK Roll-on-Roll-off ports from the EU** will leave the port and terminals as they do today without the need to stop other than for an exceptional Border Force check which will be conducted off line, away of the flow of traffic.
- **Freight leaving UK ports** will require pre-lodged declarations, and preparations for food and feed commodities which require formalities are done before the truck departs from the depots.

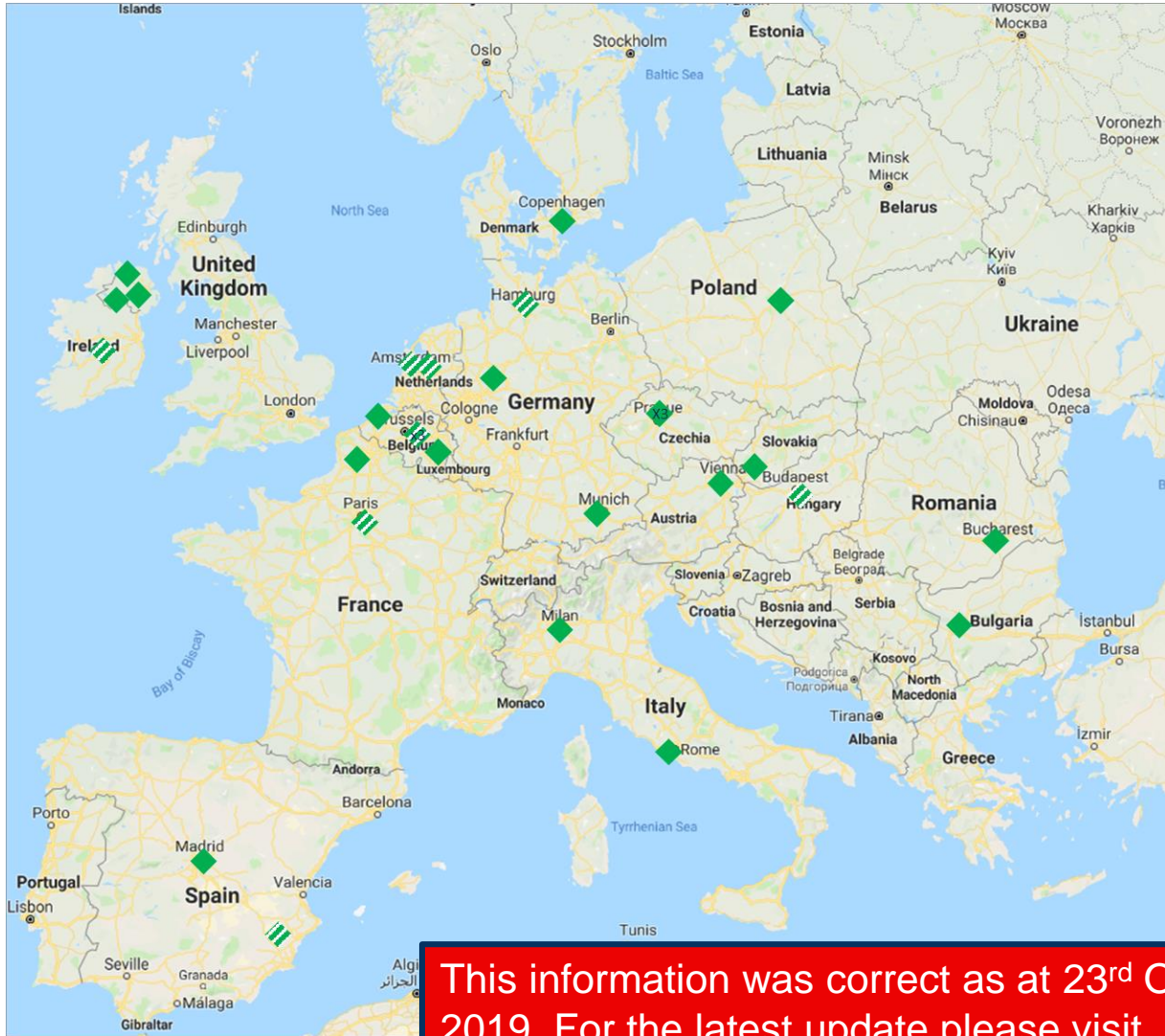
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Border Update

- **Trader readiness** is our number 1 concern
- **Risk of disruption for the flow of goods** into and out of the UK because we estimate that up to half of traders will not be ready
- **Unready trucks** – if they manage to travel from the UK and are stopped at the EU border, they will have to be held there (at the traders' cost) until they are cleared
- **Disruption / congestion** - This may cause blockages and queues (or the goods be re-exported back to the UK or destroyed).

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Summary of Industry Days



Industry Days and events to date

- Belgium x 2
- Bulgaria
- Slovakia
- Romania
- France x 3
- Spain x 3
- Netherlands
- Poland x 2
- Czech Republic x 3
- Italy x 2
- Denmark
- Austria

Future dates planned

- Netherlands
- Belgium
- Hungary

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Industry Days and Events across Europe have, and will continue to, support traders and hauliers prepare for UK No Deal processes

Industry Days - Key Points Raised

Below is a high level summary of the key points raised at previous Industry Days:

- EU and UK treatment of goods moving at midnight on 31 October
- Customs – financial securities; groupage consignments; general levels of knowledge of customs procedures; DDP; Incoterms; VAT and excise procedures/ duty free; registration & status in UK & EU27; operationalising the transitional arrangements; operationalising transit – offices of transit, departure and destination
- Tariffs quotas, rules of origin and legislation to underpin
- SPS – evidence of export from the UK
- Product labelling / dual labelling
- Rejected UK exports – destruction / returns to the UK etc
- Traffic management – delays - fresh produce, live animal welfare, driver hours, cabotage, permits, licences
- Pets travel – listed status of UK on D1

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Your next steps on GOV.UK/BREXIT

- 1 Visit the Get ready for Brexit check at gov.uk/get-ready-brexit-check and review the information tailored to your business.
- 2 Sign up to email alerts about EU exit on GOV.UK: [Brexit email alerts](#).
- 3 On Tuesday 29th October 2019 BDG are hosting a Webinar on Brexit Readiness specifically for Spanish businesses. Please register for this event at:

<https://www.eventbrite.co.uk/e/brexit-readiness-webinar-spanish-businesses-tickets-77986119583>

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Additional information

Available products

- A public information campaign and associated communication products have been made available to include a range of materials that can be used to raise awareness with your own stakeholders and customers. These include:
 - **Videos** covering the key changes and additional requirements, including short clips designed for social media and deep dive videos into key topics such as importing and exporting
 - **Sector specific webinars**
 - **Dedicated email address for queries** set up by **Border Delivery Group (BDG)** for questions about the border, queriesattheborder.euexit@hmrc.gov.uk
 - **Frequently Asked Questions** product which will be shared with you following today's event.
 - **Brexit imports and exports helpline**

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Additional information: Webinars

Presentations will include information on border preparedness, customs procedures at the border and relevant sector-specific content. Participants are invited to attend the webinar most relevant to their sector, from:

- Agriculture and Foods (Agri-foods)
- Chemicals
- Automotive
- Hauliers/logistics
- Life sciences
- Non-specific/general traders

How to register for the webinars:

Visit borderdeliverygroup.eventbrite.com and choose the webinar you find most appropriate and register to confirm your attendance. Dates for further weeks are continuously being added. Access to relevant material and the arrangements for submission of questions in advance of the webinar itself will be provided to registered participants.

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Additional information: HMRC



Economic Operator Registration and Identification (EORI) number mythbuster



[Download](#)



How to import goods from the EU into the UK through roll on roll off (RoRo) locations after Brexit



[Download](#)



Simple trader checklist to get ready for Brexit



[Download](#)



How to export goods into the EU through roll on roll off (RoRo) locations after Brexit



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Additional information: DfT



Transporting goods between the UK and EU in a no-deal Brexit: guidance for hauliers



[Download](#)



How to move goods through RORO locations in a no deal Brexit: EU to UK and UK to EU



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Additional information: Sector specific



Flowchart for exporting chemicals to the EU after Brexit



[Download](#)



Flowchart for exporting meat and dairy to the EU after Brexit



[Download](#)



Flowchart for exporting live animals to the EU after Brexit



[Download](#)

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Brexit Imports and Exports Helpline

The EU Exit Import and Export Helpline is a cross government initiative to provide a single point of enquiry for queries relating to moving goods across the UK border following the UK's exit from the European Union.

Telephone: 0300 3301 331

Monday to Friday, 8am to 6pm BST

What sort of queries are covered by the Helpline?

- Requirements of the trader (customs declarations, export health certificates, controlled goods licenses/permits)
- Requirements of the haulier (trailer registration, international driving permits)
- Other pre-requisites to trade (Economic Operator Registration and Identification (EORI) number)
- Import easements (Transitional Simplified Procedures)

What sort of queries are not covered by the Helpline?

- Any queries relating to goods moving between Ireland and Northern Ireland as these are subject to different procedures. Guidance covering this can be found on Gov.uk

Where can I learn more?

- <https://www.gov.uk/contact-brexit-import-export-helpline>

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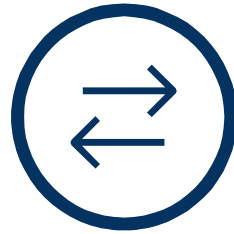
Customs Update

HMRC

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Overview



Currently...

...businesses can move goods freely between the UK and the EU.



In the event of a No Deal...

...business importing and exporting goods within the EU will have to comply with new rules.

HMRC is committed to helping businesses understand these changes and actions they need to take to ensure that they remain compliant and can continue trading in the event of a No Deal EU Exit.

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Approach to No Deal

Day 1

- Declarations should be pre-lodged electronically in advance.
- Routine fiscal and other controls and checks undertaken away from the flow of traffic.

Easements

- Transitional Simplified Procedures.
- Intermediaries' liability.
- Guarantee relaxations.
- Entry Summary Declarations for imports.

Long term

UK Government is working on:

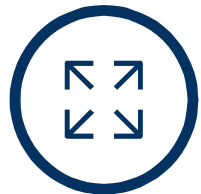
- Automated solutions
- Use of technology for smarter borders and sharing more data.

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Economic Operator Registration Identification (EORI)



You'll need an EORI number that starts with GB to interact with the UK customs system if there's no Brexit deal



If you'll be dealing with EU customs then you'll need an EU EORI number



If you are UK VAT Registered:

- You will be auto-enrolled for an EORI starting GB
- The EORI will include your VAT registration number

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Imports into the UK

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Transitional Simplified Procedures (TSPs)

- Transitional Simplified Procedures will make importing goods easier for the initial period after the UK leaves the EU.
- **Traders registered for TSP will not need to make full customs declarations at the border and will be able to defer paying their customs duties.**

To be eligible, traders must:



Be established in the UK



Have the intention to import goods into the UK from the EU



Have a UK Economic Operator Registration Identification (EORI) number

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TSP declaration process



Controlled goods

- The trader submits a simplified frontier declaration and ensures all necessary certificates and licences are available.
- The reference number for this declaration is given to the haulier as proof that required customs formalities have been done.
- On arrival in the UK, the trader updates the declaration to “arrived” before the end of the working day following the crossing.
- This is followed by a supplementary declaration **by the fourth working day of the month** following the arrival of the goods in the UK.
- If the trader is already using this process, they can choose to use it for standard goods as well.

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TSP declaration process



Standard goods

- The trader makes a declaration directly in their commercial records.
- The trader will provide the haulier with their EORI number as proof the goods are subject to a TSP process.
- This is followed by a supplementary declaration by the fourth working day of the month following the arrival of the goods in the UK.
- For the first six months supplementary declarations will not be due until the fourth working day in May 2020

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Entry summary declarations for imports (Safety & Security)

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- The UK will phase in the requirement for entry summary declarations (ENS) on all goods arriving from the EU over 12 months.
- We are taking this approach to give carriers and hauliers more time to prepare for their obligations.
- The legal requirement to submit an ENS for goods arriving from the EU will come into force from 31st October 2020.
- HMRC will work with businesses to get them ready.

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Duty deferment

Current rules

- Traders must have a duty deferment account to use TSP or an agent's Customs Freight Simplified Procedure (CFSP) authorisation:



In practice, this is a direct debit mandate



It allows HMRC to take a monthly payment of duties 15 days after supplementary declaration is made



Guarantees are required in order to defer duty to make monthly payments

Day 1 easements

- Traders will not be required to meet the Customs Comprehensive Guarantee (CCG) criteria when obtaining guarantees.
- Traders can still choose to apply for a CCG, as those with Authorised Economic Operator C status can seek a reduction in the level of guarantee required to defer duty.

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Special procedures – Day 1

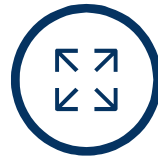
Current rules: EU rules require a customs comprehensive guarantee (CCG) to obtain a full authorisation for a special procedure.

Day 1 easements

Traders will not be required to meet the CCG criteria nor provide a financial guarantee for:



Inward processing



Outward processing



Temporary admission



Authorised use (a.k.a. end use)



Customs warehousing

Traders still need to meet criteria for the special procedure.

This policy will be monitored, and traders will be given 12 months' notice of changes.

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Exports from the UK

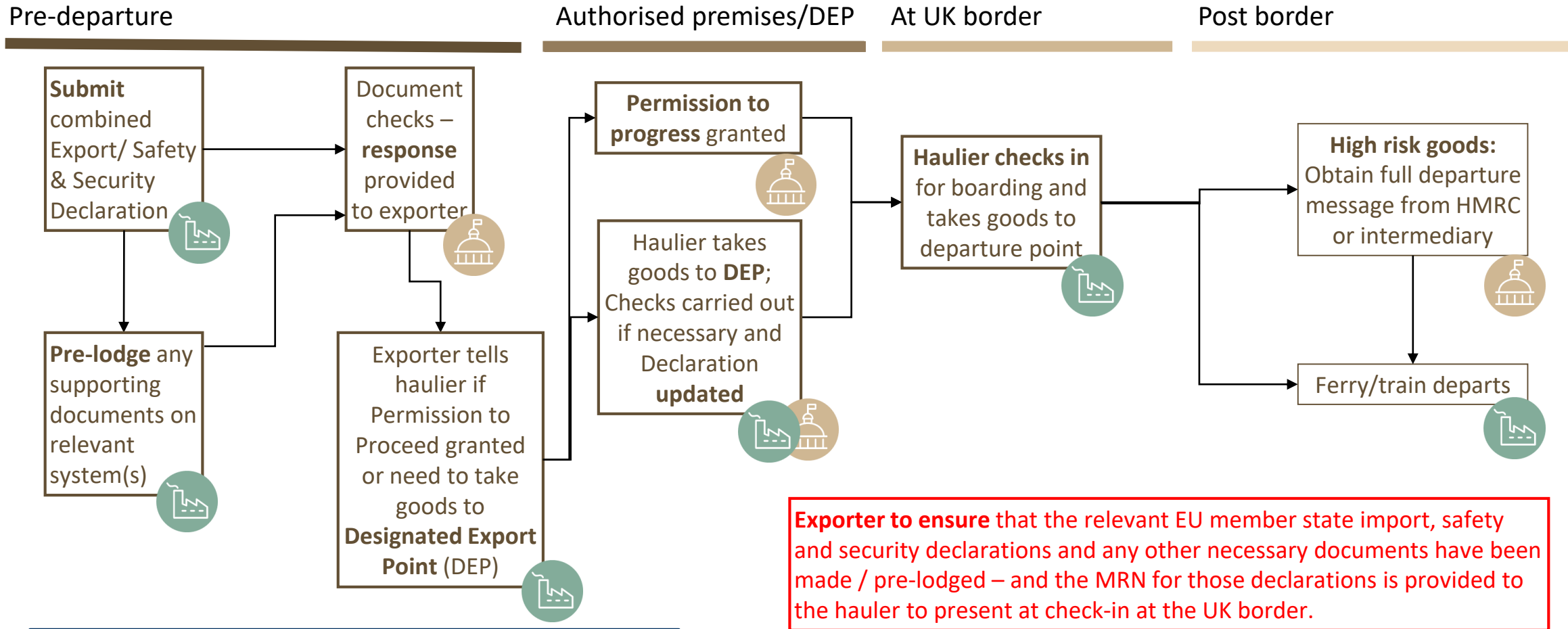
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Exporting from the UK through RoRo borders on Day 1

CUSTOMS AND SAFETY/SECURITY EXPORTS



Exporter to ensure that the relevant EU member state import, safety and security declarations and any other necessary documents have been made / pre-lodged – and the MRN for those declarations is provided to the haulier to present at check-in at the UK border.

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Key: Responsible parties

-  Business
-  UK Government

Entry summary declarations for exports (Safety & Security)



Safety & security / ENS information required on export from the UK will continue to be provided as part of the export customs declaration.

We expect that the EU will require a safety & security declaration for imports to the EU, reflecting current rest of the world process.



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Empty trucks

Entering/leaving the UK

- For UK customs purposes there will be no requirement to make a customs declaration for empty trucks.

Packaging

- Where an otherwise empty truck contains some packaging no customs declaration will be required and the truck will be treated as empty.
- This applies to:



Empty containers and pallets



Equipment for controlling the temperature inside the container



Internal partition, shelves and similar for stowing goods

- Further details at:
 - <https://www.gov.uk/government/publications/notice-3001-special-procedures-for-the-union-customs-code/annex-c>

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Air Freight



- Freight from around the world is regularly transported into and out of the UK using existing EU based customs processes.
- Infrastructure requirements for a Day One No Deal scenario will be minimal in most locations.
- Will utilise existing capacity along with temporary arrangements to meet likely increases in demand for Day One,

TSP can be used for goods imported by Air



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Common Transit Convention (CTC)

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How does the Common Transit Convention (CTC) work?



The **CTC allows movement of goods - under duty suspense** - between the 28 EU Member States and the European Free Trade Association countries (Iceland, Norway, Switzerland and Liechtenstein) plus Turkey, Republic of North Macedonia and Serbia.



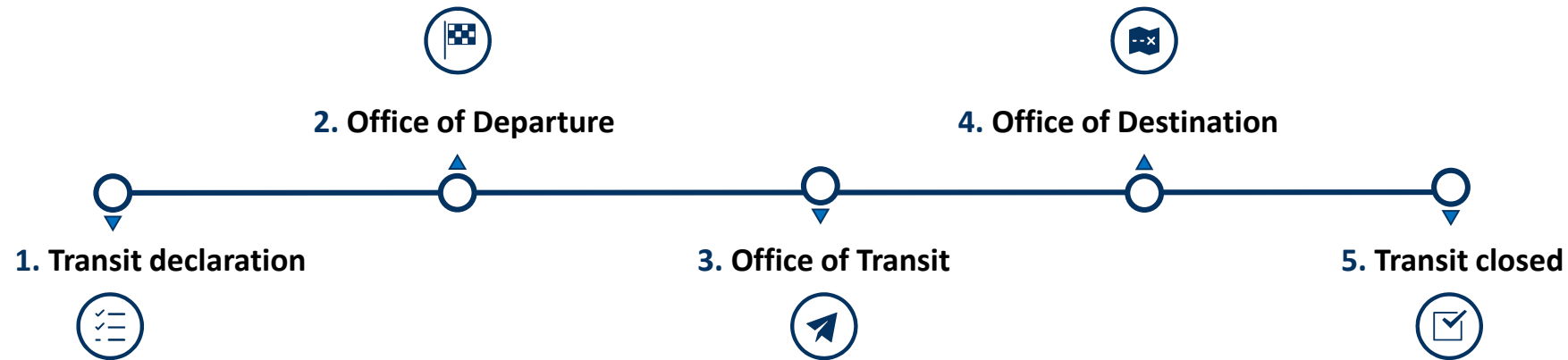
UK has been invited to accede to CTC as a separate contracting party when EU laws cease to apply to the UK (letter of invitation was December 2018).



The requirements to use CTC will remain unchanged. However, as the UK will be outside the EU Customs territory, **traders will need to have a Transit Accompanying Document (TAD) scanned** at the point of entry into the UK or other new customs territory.

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Transit and the Common Transit Convention (CTC)



1. The transit declaration is completed (including guarantee) using NCTS (the New Customs Transit System)
2. The goods are presented at the Office of Departure (or Authorised Consignor) and the Transit Accompanying Document (TAD) is printed off presented to the haulier and then the goods are released into transit.
3. At every border crossing into a new customs territory, the TAD and goods are presented at the Office of Transit (OoT functions can only be performed by Customs Officials).
4. At the final destination the goods and TAD are presented at the Office of Destination (or Authorised Consignee).
5. The transit movement is closed, the goods must be declared to another customs regime eg free circulation, temporary storage and the guarantee is released.

The goods are tracked and messages are sent from the various offices using NCTS during the journey.

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Transit guarantees

- To make transit movements a trader needs to provide a guarantee for the customs duties suspended during the movement. This can be an individual guarantee for a single movement or a Customs Comprehensive Guarantee (CCG) for multiple movements.
- To hold a CCG, a business needs to:



Satisfy HMRC's
customs/compliance checks



Obtain a guarantee from an
approved financial institution

- An individual guarantee can include a guarantor undertaking from a bank or financial institution and a cash deposit.
- Guarantees can take several weeks to set up, so traders should contact their bank or insurer about this as soon as possible.
- The guarantee requirements are set by the Common Transit Convention.

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Simplified transit procedures

Under the CTC, traders can apply for authorisation to use simplified transit procedures. The main types of authorisation are:



Authorised Consignor Status allows traders to declare goods to transit at their premises rather than an Office of Departure. Traders applying for this need to have a CCG.



Authorised Consignee Status allows traders to end transit movements at their premises rather than an Office of Destination. Traders applying for this generally need a temporary storage facility.

HMRC is working to enable traders to be authorised as quickly as possible.

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VAT

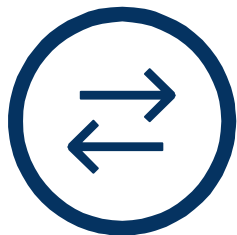
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Import VAT – What is changing?

In a No Deal Scenario, postponed VAT accounting will be introduced for imports from the EU and Rest of the World

- Business will not need to register to use postponed VAT accounting
- Provide VAT registration number on their customs declaration
- Online monthly statement will show the import VAT that's been postponed – this provides the evidence to declare/ recover import VAT on your VAT return
- Postponed accounting won't be available for postal goods of £135 or less
- Postponed accounting won't be available for non-VAT registered businesses



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VAT – What's changing

In a no deal scenario, postponed accounting will be introduced for imports from the EU and Rest of World

Low Value Consignment Relief will be abolished, and an online service will collect VAT from businesses for parcels up to £135

We expect EU member states will apply Rest of World rules to the UK for exports and other EU VAT processes



- For exports, businesses will no longer need to complete EC sales lists, but will need to review the rules in individual member states that apply for import VAT
- The UK would stop having access to certain EU VAT IT systems – but a new UK VAT registration number checker will be available

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Key actions for businesses

Businesses who trade with the UK need to act now to ensure that they are prepared in the event of a No Deal EU exit.



- Apply for an **EORI number (UK & EU)**
- Consider registering for **TSP if you are established in the UK.**



- Confirm you can complete each **data field** in the declaration.



- Agree responsibilities with your **customs agent and logistics provider** for each part of the process and update your contracts to reflect this.



- Identify **software** for submitting documents, if you do not use a customs agent.



- Consider any exposure to **financial security** needed

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Sanitary & Phytosanitary Requirements (SPS)

Food Standards Agency

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Exporting EU origin high-risk food/feed to the UK

High-risk food and feed products include:

- All products of animal origin, for example, meat, dairy and honey;
- Specific food and feed products not of animal origin from specific non-EU countries, where a specific hazard has been identified.

These products and the import requirements for them, are specified in legislation. Further information on the FSA's website: www.food.gov.uk.

From Day 1, there will be no change to the current requirements for importing food and feed from the EU, with any future controls being risk based and proportionate.

High-risk food and feed originating from the EU:

- **Will not** have any additional checks at the border;
- **Will not** have to enter the UK via a BIP or DPE

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Exporting EU origin high-risk food/feed to the UK



- Product enters into UK freely and is placed on the UK market



From Day 1, there will be no change to the current requirements, with any future controls being risk based and proportionate. From no earlier than 31st January 2020, FSA will require that the trader pre-notifies high risk food and feed for surveillance purposes.

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In a no-deal scenario, the UK will no longer be able to rely on the EU undertaking import controls on high-risk food and feed that are not imported into the EU but transit through it to the UK.

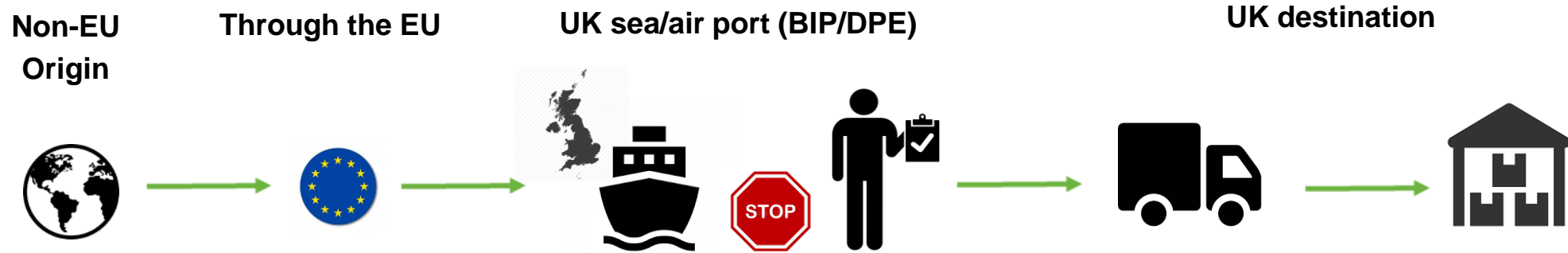
Consignments of products of animal origin and high-risk food and feed not of animal origin from non-EU countries travelling through the EU must:

- Be pre-notified on IPAFFS (UK replacement to TRACES);
- Enter the UK via a Border Inspection Post or Designated Point of Entry for the necessary import controls to be undertaken.

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Non-EU High-Risk Food and Feed moving through the EU to the UK

Non-EU to UK via the EU



- List of UK BIPs / DPEs at:
 - <https://www.gov.uk/government/publications/uk-border-inspection-posts-contact-details/live-animals-and-animal-products-border-inspection-posts-bip-in-the-uk>
 - <https://www.food.gov.uk/business-guidance/port-designations>

Note: If the goods are imported directly into the EU where the relevant import controls are undertaken, there will be no requirement to enter the UK via a UK BIP/DPE. This means the consignments will be able to enter the UK via **any** entry point.

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Pre-notification of EU High-Risk Food and Feed

What

- EU originated high-risk food or feed
- Non-EU high-risk food/feed imported directly into the EU but destined for UK

Why

- Due to loss of access to EU systems
- Ensure the continued protection to UK consumers from imported food

When

- Requirement will come into effect during a No Deal scenario

For surveillance purposes only and there will be no controls on such products

More information:

Food and feed products not of animal origin that are considered as high-risk:

www.food.gov.uk/business-guidance/imports-exports

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Department for Environment, Food and Rural Affairs

Agri-Food Chain, Department for Environment, Food and Rural Affairs

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Exporting to the UK from countries in the EU in the event of a no deal Brexit:

- There will be **no *additional* controls or checks at the border for live animals, germplasm and products of animal origin (POAO) and high risk food and feed not of animal origin (NOAO).**
- We are not requiring any new import notifications for commodities from the EU other than where a TRACES notification was already required.
- For EU exports of live animals and germplasm, the UK importer must use the **IV66 form to notify UK authorities** assuming we do not have access to TRACES.
- From Day 1 we are not requiring POAO or live animals from the EU to enter the UK via a BIP. High-risk food and feed not of animal origin from the EU will not be required to enter via a DPE (Designated Point of Entry).

A step by step process for importing to the UK can be found on gov.uk by searching [Importing animals, animal products and high-risk food and feed not of animal origin if there's a no-deal Brexit](#).

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Exports from a non-EU country transiting through the EU to the UK

- For exports of POAO (Products of Animal Origin) and high-risk food and feed not of animal origin, you must use IPAFFS and get your consignment checked at a UK BIP (Border Inspection Post) or DPE (Designated Point of Entry).
- For exports of live animals, germplasm and animal by-products you may enter the UK through any UK port as long as full veterinary checks have been carried out at a recognised EU BIP and a valid CVED has been sent to APHA.

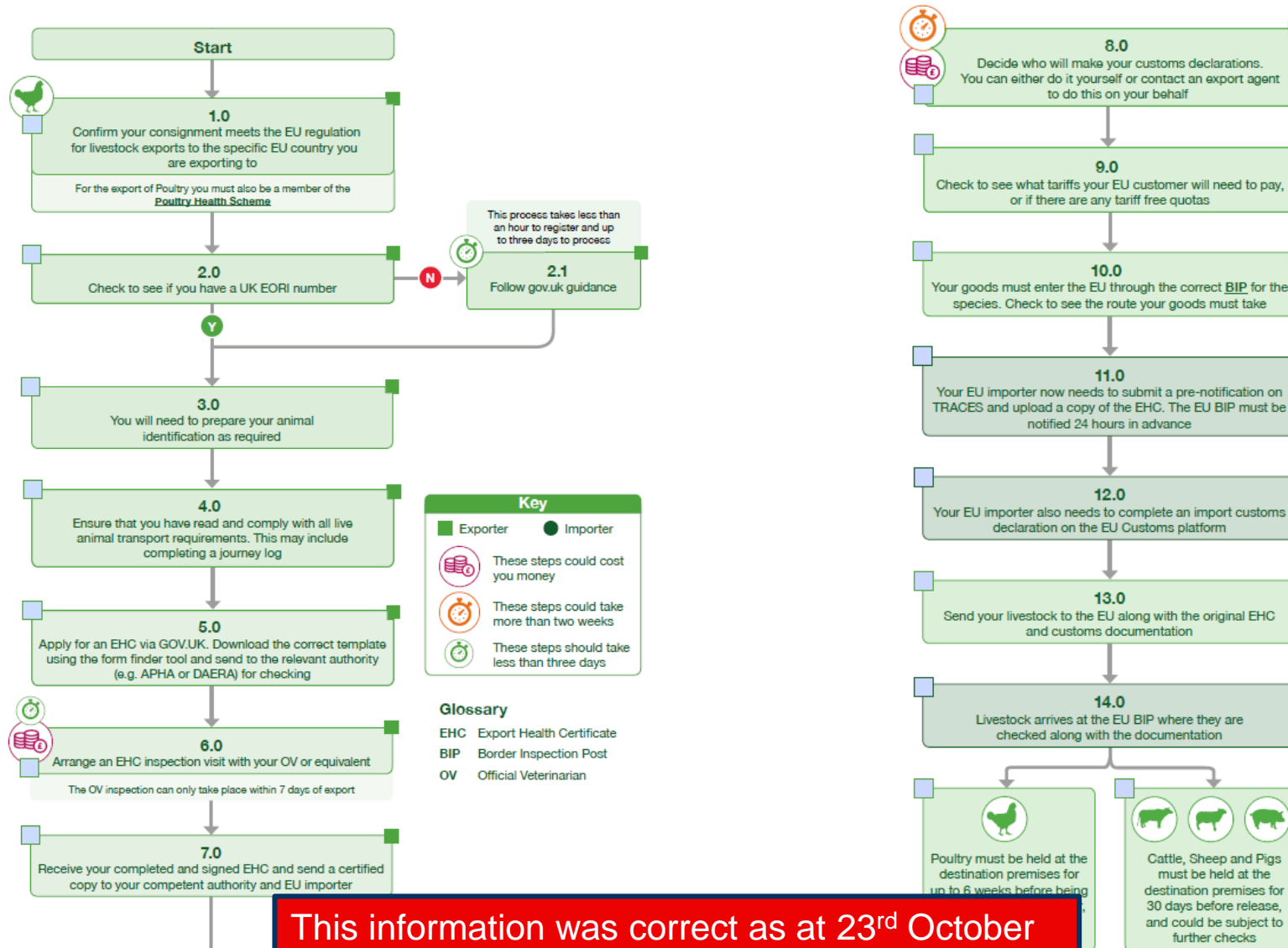
Exports to the UK from a non-EU country

- You will need to use IPAFFS to notify the UK authorities as you will not be able to use TRACES.
- You must continue to export high-risk food or feed of non-animal origin into the UK through a DPE.
- You must continue to export live animals, germplasm, POAOs and ABP into the UK through a UK BIP.
- You must use IPAFFS to notify the UK BIP at least one working day before your consignment is due to arrive.

A step by step process for importing to the UK can be found on gov.uk by searching [Importing animals, animal products and high-risk food and feed not of animal origin if there's a no-deal Brexit.](#)

This information was correct as at 23rd October 2019. For the latest update please visit gov.uk/brexit

Process Map - Farmers and Livestock Importers to the EU



This information was correct as at 23rd October 2019. For the latest update please visit gov.uk/brexit

Exporting plants and plant products to the UK

Exports from the EU

- If there's a no-deal Brexit the majority of plants and plant products (including fruit, vegetables and cut flowers) exported from the EU will **continue to enter the UK freely**.
- If the goods you export across the UK-EU border are currently managed under **the EU plant passport regime or CITES**, you will need to provide a phytosanitary certificate (PC) or CITES permit.
- The UK importer will need to be registered on the PEACH system if in England or Wales, or register with the relevant plant health authority if in Scotland or Northern Ireland. The UK importer must pre-notify the UK authorities about the goods being imported across the UK-EU border. For goods entering in England or Wales **use the PEACH system**. For goods entering in Scotland or Northern Ireland, notify via email.

Exports from a non-EU country transiting through the EU to the UK

- Plants and plant products that come from third countries via the EU without plant health checks by an EU member state, will be treated as third-country imports.
- All third-country plant health regulated material arriving in the UK via RoRo terminals requiring checks will have to go to a plant health approved facility for inspection. If a plant health approved facility is not available then these goods cannot enter at RoRo terminals and will need to enter at non-RoRo terminals for full checks to take place
- Third-country regulated material arriving at non-RoRo ports will be checked at the border as currently.

More information on the export of plants or plant products, including the registration and notification processes, can be found on gov.uk by searching: [*Importing and exporting plants and plant products if there's a no-deal Brexit*](#).

This information was correct as at 23rd October 2019. For the latest update please visit gov.uk/brexit

Wood Packaging Materials (WPM)

- Third country rules will apply on WPM exports to the EU as well as imports to the UK.
- Solid wood packaging must have treatment and marking of the wood packaging to meet ISPM15 standards.
- Checks on WPM will continue to be carried out in the UK on a risk-targeted basis only.

Food Labelling: selling food in the UK

In the event of a no-deal Brexit, the UK will have a **21-month transition period** for labelling changes. For some labelling changes, legislation will provide a 21 month transition period, for others a pragmatic approach to enforcement will apply for a maximum period of 21 months.

Labelling changes apply to:

- EU emblem
- Country of Origin Labelling
- Food Business Operator (FBO) address
- EU organics logo
- Health and identification marks for Products of Animal Origin
- EU GI logo
- Markings on eggs

More information on labelling changes can be found on gov.uk by searching: *Food and drink labelling changes if there's a no-deal Brexit*.

*Selling food in the EU: The EU Commission issued advice in its updated notice, **Withdrawal of the United Kingdom and EU food law and EU rules on quality schemes***, on the changes required to food labels for the EU market. Based on this notice, UK businesses will need to make the required changes to food labels in order to export to the EU from day one.*

*https://ec.europa.eu/info/sites/info/files/eu_food_law_en.pdf

This information was correct as at 23rd October 2019. For the latest update please visit gov.uk/brexit

EU Exports to the UK: Organic products

EU Exports to the UK

- The UK will accept organic food and feed from the EU without a Certificate of Inspection (COI) **until 1 January 2021**.
- Products from the EU will still need to meet the organic requirements.
- They will also need to meet the importing requirements for the type of commodity e.g. plants.
- Third country imports will still require a Certificate of Inspection. This will be a paper-based UK Certificate of Inspection which mirrors the system in place in the EU 24 months ago. These must be signed and stamped by the third country control body and by the PHA/ Local Trading Standards when the goods enter the UK.

This information was correct as at 23rd October 2019. For the latest update please visit gov.uk/brexit

The new UK Geographical Indications (GI) schemes

Summary

The UK GI schemes will be open to applications from around the world from exit day. We will be publishing guidance on the UK schemes on exit day.

UK GI logos

Logos designed to distinguish the UK schemes will be established at the point of exit. Following a three year adoption period, it will be **mandatory** for **UK agri-food** products registered under the UK scheme to use the new logos for products on sale in the UK. It will be **optional** for **all non-UK agri-food products**.

Use of EU GI logos in the UK

Producers whose products also continue to receive protection under the EU GI schemes will be able to use the EU logo on the labels of products on sale in the UK, though it will have no legal significance in the UK.

Trade Agreement Continuity

To date, the UK has signed or agreed in principle agreements with countries that account for 64% of trade for which we are seeking continuity in a no deal. For those deals with GI provisions this will ensure continuity of protection, for instance Scotch Whisky in the US.

This information was correct as at 23rd October 2019. For the latest update please visit gov.uk/brexit

The UK's temporary tariff regime

In October, the Government confirmed that **the policy announced in March will remain largely the same**, with exceptional changes affecting HGVs, bioethanol and clothing imports.

Tariffs and quotas have been maintained in a few sectors to address areas likely to be particularly exposed to adjustment costs if they were to be liberalised immediately.

- This includes some agricultural goods that have been historically protected by high EU tariffs such as Beef.
- This would be a temporary policy that would apply for up to 12 months, and only in the event that the UK leaves the EU without a deal.
- In the event of a no deal exit 88% of current imports by value would be eligible for tariff free access to the UK market.
- Tariffs would also be retained for a set of goods where preferential access to the UK market is important for developing countries. This includes products such as cocoa.

The temporary tariff schedule can be found on GOV.UK at: <https://www.gov.uk/government/news/temporary-tariff-regime-updated>.

This information was correct as at 23rd October 2019. For the latest update please visit [gov.uk/brexit](https://www.gov.uk/brexit)

No Deal Chemicals: UK REACH Transitional Measures

- To minimise cost to industry and disruption to supply chains the UK Government will ensure all existing REACH registrations either UK-held or for imported substances (from EEA/EU) would continue to be valid for UK trade at the point of exit.
- We will provide:
 - Existing UK-held EU REACH registrants **120 days** to provide UK authorities with some basic information.
 - All importers of substances from EU based registrants **180 days** to provide UK authorities with some basic information.
 - **2 years** after the point of exit for full registrations to be completed.
- More information is available through our guidance at:
<https://www.hse.gov.uk/brexit/reach.htm> and REACH-IT@defra.gov.uk

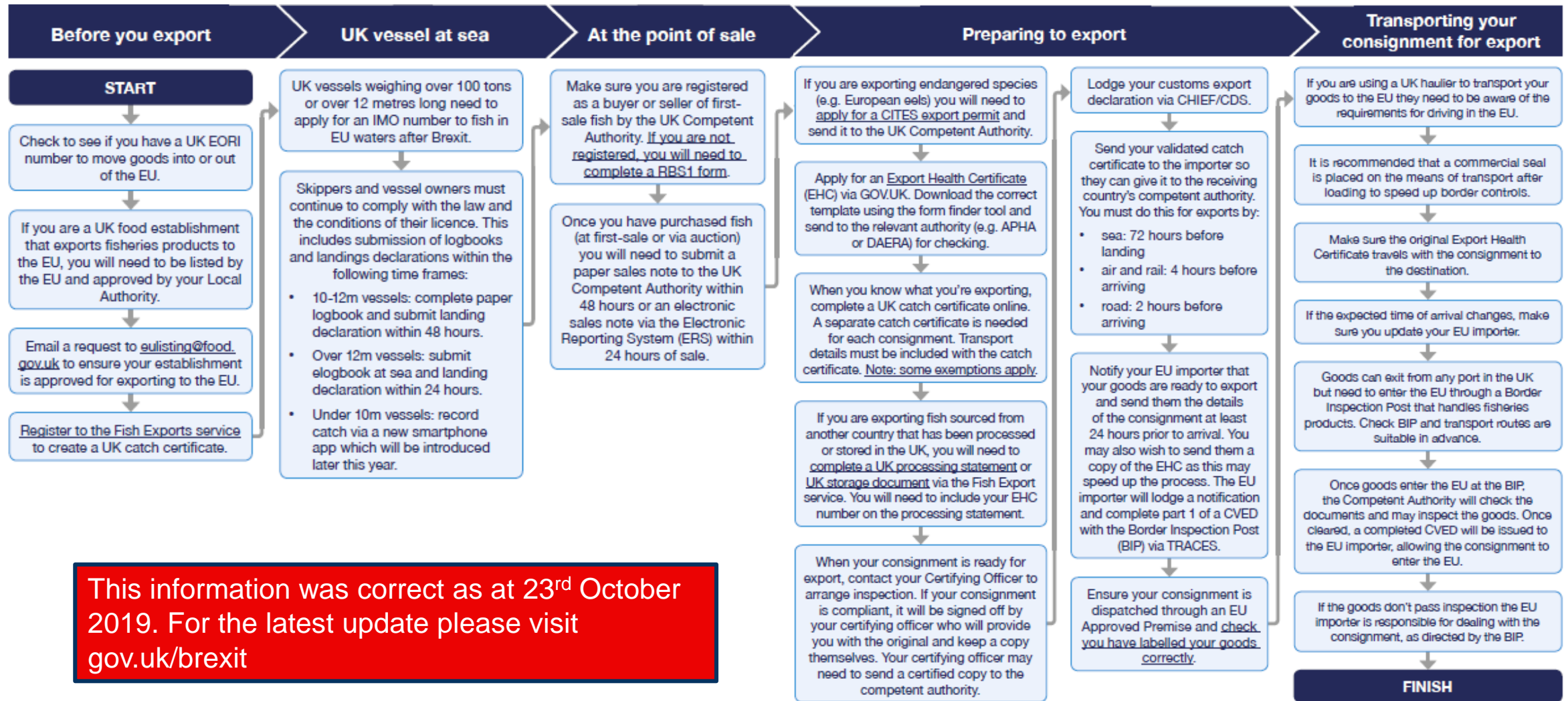
This information was correct as at 23rd October 2019. For the latest update please visit [gov.uk/brexit](https://www.gov.uk/brexit)

Further topics

- Fish and fishery products
- Timber
- Pet travel
- Trade agreements

This information was correct as at 23rd October 2019. For the latest update please visit gov.uk/brexit

Process Map: Seafood Exporters



This information was correct as at 23rd October 2019. For the latest update please visit gov.uk/brexit



HM Government

Department for Transport

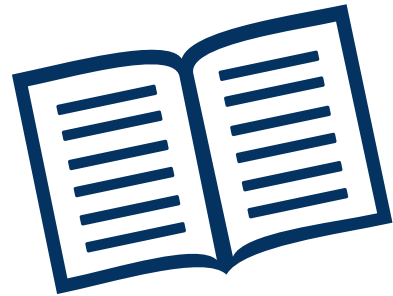
Department for Transport

This information was correct as at 23rd October 2019. For the latest update please visit gov.uk/brexit

Prepare for Brexit at gov.uk/brexit

Prepare your business now to ensure you, your customers and suppliers are ready for EU Exit

BREXIT 31 OCTOBER



*“The UK wants to explore options for **reciprocal** access for road hauliers and passenger road transport operators, and arrangements for private motoring” - UK White Paper, July 2018*

*“The Parties should ensure **comparable market access** for freight and passenger road transport operators [...] Parties should consider complementary arrangements to address travel by private motorists”*

- Political Declaration, November 2018



This information was correct as at 23rd October 2019. For the latest update please visit [gov.uk/brexit](https://www.gov.uk/brexit)

Prepare your business now to ensure you, your customers and suppliers are ready for EU Exit

BREXIT 31 OCTOBER

- The UK put in place domestic laws to **reciprocate** the EU Regulation on basic road connectivity (2019/501):
 - current rights will be maintained for EU hauliers and bus operators
 - This includes cabotage and cross-trade
- **Transport documentation** for EU hauliers will remain the same with no new documents or processes.
- The UK Government has confirmed it will:
 - Recognise driver and transport manager Certificate of Professional Competence (CPC)
 - Recognise EU issued driving licences – you will not need an International Driving Permit (IDP)
 - Recognise EU Community licence – you will not need an ECMT permit to access the UK
- The UK meets all the requirements to remain part of the Green Card Free Circulation Area, however should the EU not make the decision to confirm this, you will require either a Green Card or other proof of Insurance. If you have different policies for your trailer and vehicle, please bring proof of insurance for each.



This information was correct as at 23rd October 2019. For the latest update please visit gov.uk/brexit

Prepare your business now to ensure you, your customers and suppliers are ready for EU Exit

Drivers Hours

- Department for Transport is able to respond rapidly to urgent situations by temporarily relaxing the drivers' hours rules where it is in the public interest to do so.
- The details, including the scope of the relaxation, are determined on a case-by-case basis following close engagement with affected industry sectors.
- In the past this facility has been made use of during roads disruption caused by events such as adverse weather conditions and disruption to cross-Channel traffic.

Driver CPC

- The EU has indicated that UK-issued CPC will not be recognised for employment in the EU.
- Holders of a UK Driver CPC who are currently working for an EU company may want to exchange their UK CPC for an EU CPC before Exit Day.
- Exchanging CPC in this way will have no effect on a driver's ability to work in the UK because the UK will continue to recognise EU-issued CPC.



This information was correct as at 23rd October 2019. For the latest update please visit [gov.uk/brexit](https://www.gov.uk/brexit)



Pop ups

- About 100 in Great Britain
- Another 50 in the EU
- Handing out copies of the haulier pocket guide
- Multilingual service

This information was correct as at 23rd October 2019. For the latest update please visit gov.uk/brexit

Managing HGV traffic in Kent (Operation Brock)

Operation Brock is the suite of multi-agency contingency measures planned to allow non-port traffic to continue to use the M20 in both directions when HGVs are stored on the coast-bound carriageway, and other areas in Kent.

The queuing system only applies to lorries heading to mainland Europe from Kent. All other drivers should check conditions before setting out and, if they're crossing the channel, check with their service operator for updates.

Further information can be found at: <https://highwaysengland.co.uk/OperationBrock/>

Phase 1

In the event of excessive disruption to services across the English Channel, improved holding capacity in the Port of Dover and Eurotunnel, as well as on the A20 approach to the port (Dover TAP), would be used.

Phase 2

If phase 1 capacity is reached, we will start queuing Europe bound lorries that are 7.5 tonnes and over on the coast bound section of the M20 between junction 8 and 9 with cars and other vehicles using a contraflow on the London-bound carriageway.

Phase 3

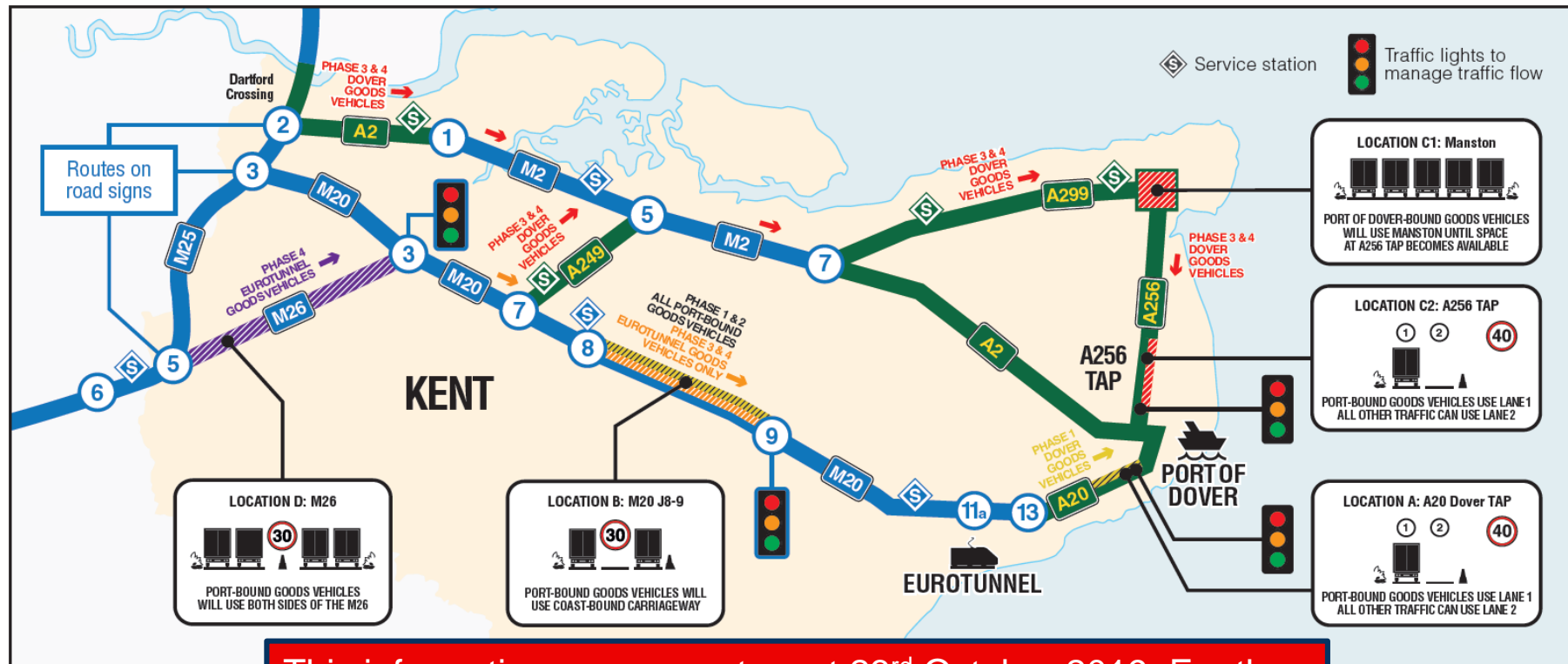
If phase 2 becomes full, lorries heading for Port of Dover will be directed to Manston Airfield, while the M20 is used to hold traffic for Eurotunnel. Traffic lights on the A256 after Manston Airfield will help to manage traffic travelling to the port.

Phase 4

If the M20 holding area and Manston becomes full, the M26 could be used to hold additional lorries heading for Eurotunnel.

Managing HGV traffic in Kent

PHASE	ALL EUROPE-BOUND GOODS VEHICLES (7.5 TONNES AND OVER) GOING TO PORT OF DOVER	ALL EUROPE-BOUND GOODS VEHICLES (7.5 TONNES AND OVER) GOING TO EUROTUNNEL
1	Drivers must use A20 Dover Traffic Access Protocol (TAP) (Location A)	Drivers can use any available route
2	Drivers must use M20 junction 8-9 coast-bound carriageway (Location B)	Drivers must use M20 junction 8-9 coast-bound carriageway (Location B)
3	Drivers must use Manston and A256 TAP (Locations C1 and C2)	Drivers must use M20 junction 8-9 coast-bound carriageway (Location B)
4	Drivers must use Manston and A256 TAP (Locations C1 and C2)	Drivers must use M26 (Location D) and only move to M20 junction 8-9 when directed (Location B)



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