The French Customs « smart border » offer

for BREXIT

Smart border: issues at stakes on the French side

- A new IT tool

- Sizing of (entry & exit) infrastructures and adaptation of signage

- The Tunnel, 8 ports and 3 shipping lines : the stakeholders of the definition of new smart frontier management processes

- Field tests on both sides of the Channel conducted in March, September-October 2019 and in the fourth quarter of 2020.

# Smart border: context and implementation

Context

- Nearly 5 million lorries cross the Channel / North Sea every year.
- More than 85% of the flows between continental Europe and the UK pass through a few border points.
- 20% of the flows from the UK are destined for France.
- The business model of the Channel Tunnel and ferries is based on fast and fluid flows, with short crossing times.

Implementation

- For each crossing point concerned by Brexit, shipping companies, ports and tunnel managers have worked together to adapt the infrastructure and convinced local stakeholders to prepare for the implementation of the smart border.
- Customs authorities have developed a dedicated information system, the Brexit IS (information system) which serves as an interface between the shipping companies' systems and the existing customs information systems (ECS and ICS).

Smart border: principles

- Known as the "**smart border**", this technological solution aims at maintaining the fluidity of the flows of goods despite the re-establishment of customs formalities at the border.

- It will be applied, as from the end of the transition period, at all entry/exit points in the **Calais area** and more generally in **the Channel - North Sea** space.

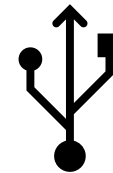- The smart border relies on three principles:
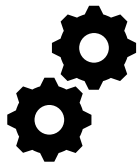
ANTICIPATION
Declarations prior to arrival at the border post
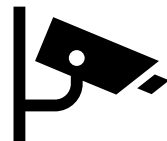
IDENTIFICATION
Of heavy goods vehicles by associating number plates with declarations before crossing the Channel

AUTOMATION
Of data flows: Only vehicles subject to controls and those having to finalise their passage formalities will be stopped

Key point: communication

- I am an importer or exporter, from / to the UK, I need to complete my customs formalities before loading my goods.

- Either I declare my goods, or I have my formalities carried out by a customs clearance professional : my registered customs representative.

- For each shipment, I make sure that I have defined the right process internally to secure all 4 phases :

Phase 1 : Preparation of the goods
- Who? Importer, exporter, shipper
- What? Prepare Invoice & detail of goods

Phase 2 : Customs Declaration
- Who? Declarant
- What? Generate the declaration

Phase 3 : Dispatch of the goods
- Who? Consignor
- What? Transmit to the driver the declaration or barcode of the logistics envelope

Phase 4 : Peering on site
- Who? Carrier
- What? Presentation of the declaration or scan of the barcode and answer the matching questions

Crossing the Channel and the smart border

Import to France

0 – Logistical envelope that may include one or more declarations	1 – Peering	2 – French migration controls

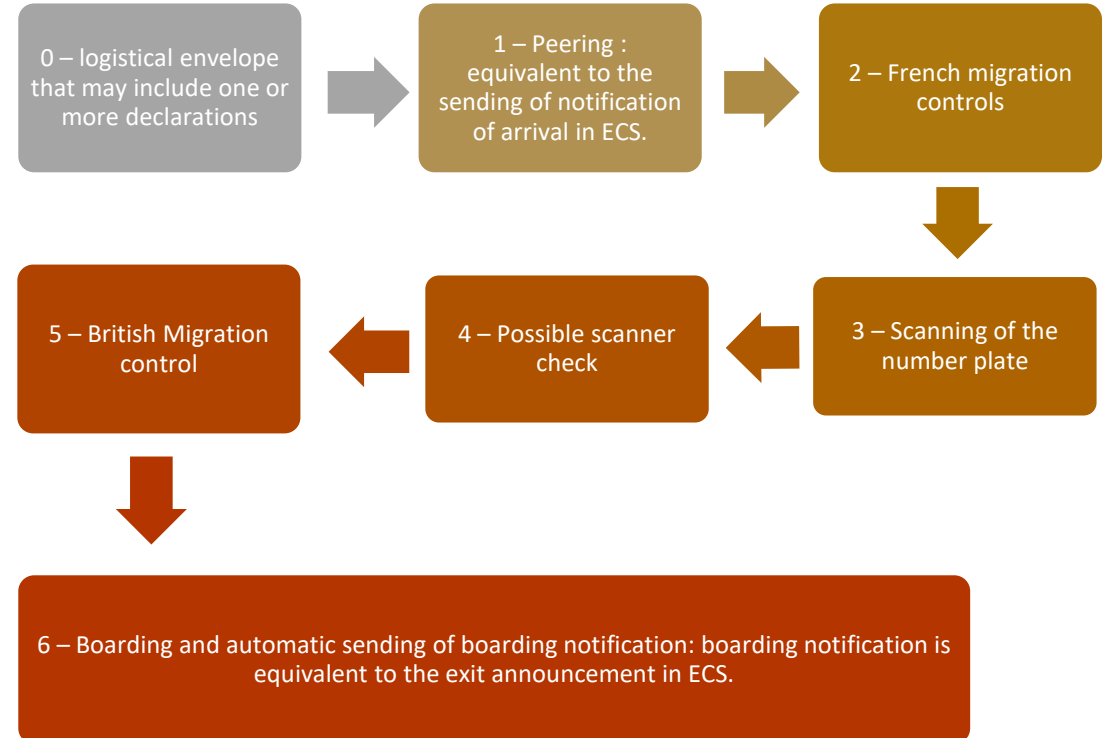|		
5 – The validation of the advance declaration will trigger the risk analysis and allow the flow to be directed	4 – Truck boarding on the train	3 – UK Customs controls
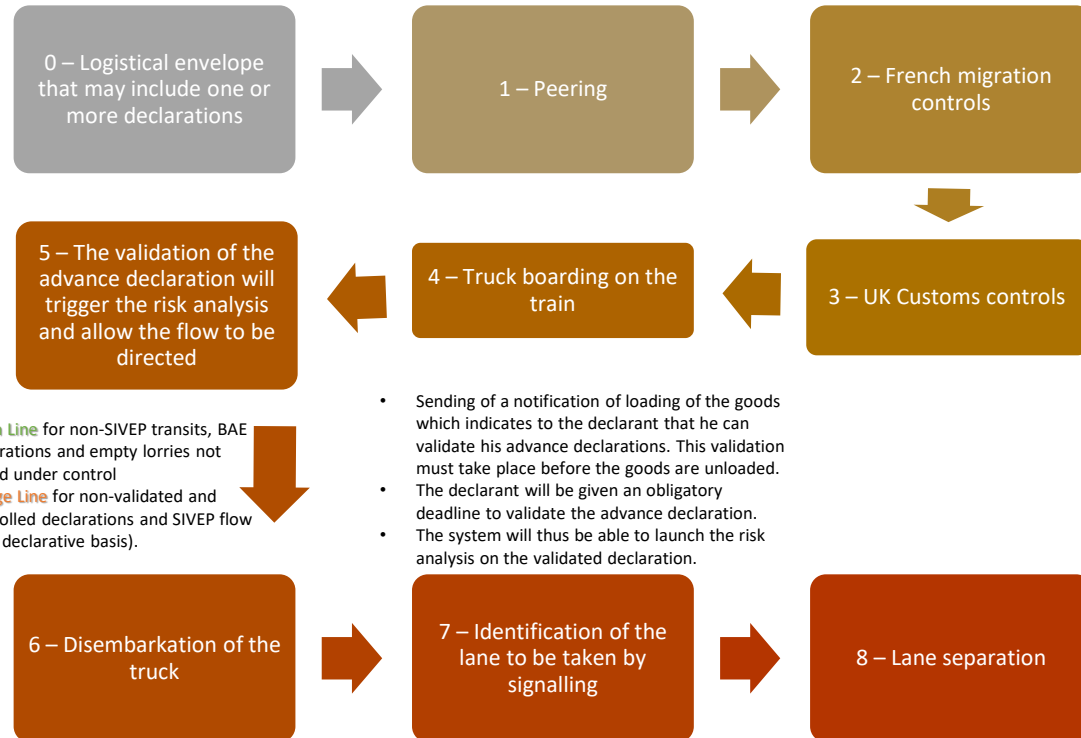
- green Line for non-SIVEP transits, BAE declarations and empty lorries not placed under control
- orange Line for non-validated and controlled declarations and SIVEP flow (on a declarative basis).
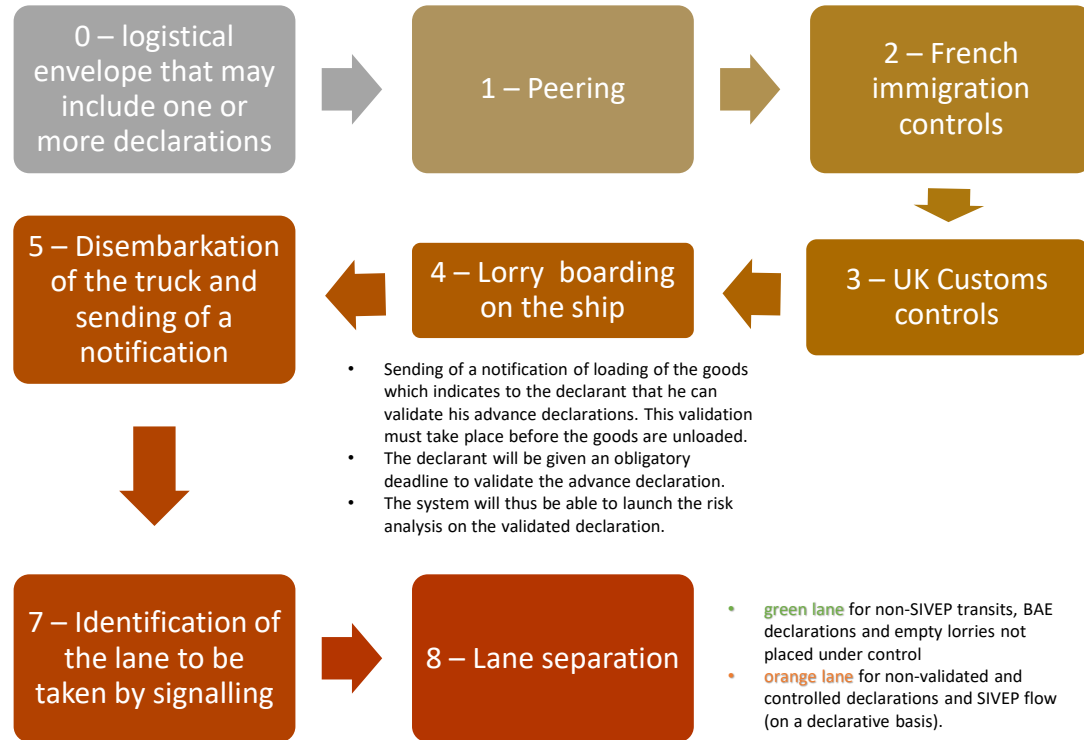
- Sending of a notification of loading of the goods which indicates to the declarant that he can validate his advance declarations. This validation must take place before the goods are unloaded.
- The declarant will be given an obligatory deadline to validate the advance declaration.
- The system will thus be able to launch the risk analysis on the validated declaration.

6 – Disembarkation of the truck	7 – Identification of the lane to be taken by signalling	8 – Lane separation

Export to the UK

0 – logistical envelope that may include one or more declarations	1 – Peering : equivalent to the sending of notification of arrival in ECS.	2 – French migration controls

5 – British Migration control	4 – Possible scanner check	3 – Scanning of the number plate

6 – Boarding and automatic sending of boarding notification: boarding notification is equivalent to the exit announcement in ECS.

Calais area, North Sea space and the smart border

Import to France

0 – logistical envelope that may include one or more declarations → **1 – Peering** → **2 – French immigration controls**

2 – French immigration controls ↓ **3 – UK Customs controls**

5 – Disembarkation of the truck and sending of a notification ← **4 – Lorry boarding on the ship** ← **3 – UK Customs controls**

- Sending of a notification of loading of the goods which indicates to the declarant that he can validate his advance declarations. This validation must take place before the goods are unloaded.
- The declarant will be given an obligatory deadline to validate the advance declaration.
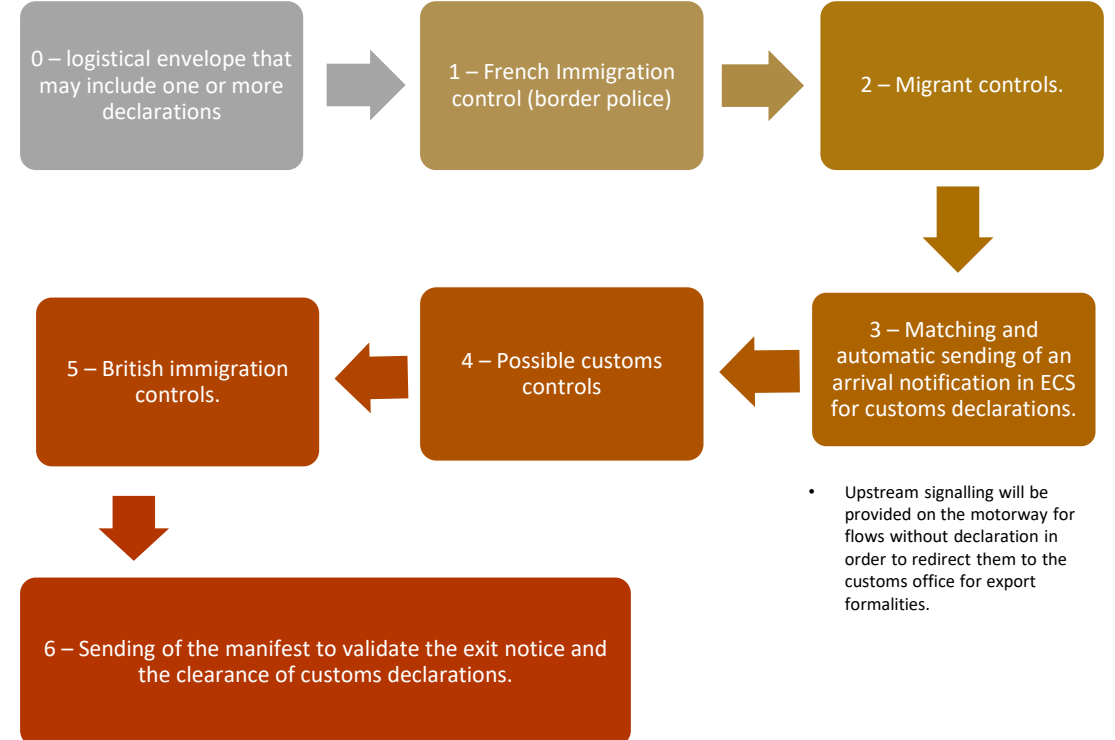- The system will thus be able to launch the risk analysis on the validated declaration.

5 – Disembarkation... ↓

7 – Identification of the lane to be taken by signalling → **8 – Lane separation**

- green lane for non-SIVEP transits, BAE declarations and empty lorries not placed under control
- orange lane for non-validated and controlled declarations and SIVEP flow (on a declarative basis).

Export to the UK

0 – logistical envelope that may include one or more declarations → **1 – French Immigration control (border police)** → **2 – Migrant controls.**

2 – Migrant controls. ↓ **3 – Matching and automatic sending of an arrival notification in ECS for customs declarations.**

5 – British immigration controls. ← **4 – Possible customs controls** ← **3 – Matching and automatic sending of an arrival notification in ECS for customs declarations.**

- Upstream signalling will be provided on the motorway for flows without declaration in order to redirect them to the customs office for export formalities.

5 – British immigration controls. ↓

6 – Sending of the manifest to validate the exit notice and the clearance of customs declarations.

Key point: flexibility and coordination

1 - Declarant(s) initiate customs formalities via the different tools
- Delta T / NCTS for transit
- Delta G for anticipated import declartions

2- The transporter has the possibility to gather the different declarations under a unique barcode and forward the customs document to the carrier including the declaration(s)' contacts

3- Upon their arrival, customs documents are asked to the carrier who has to reply to the peering questions

4- During the cruise, the carrier is informed of its disembarkation status

5- After the disembarkation, the declarant or its representative should remain at the disposal of both the authorities and the carrier to sort out any customs or sanitary phytosanitary issues

During the crossing, the driver will be informed of his disembarkation status (green or orange queue):
- Via screens in the ferries (Hauts-de-France and Dieppe),
- By a large illuminated automatic sign upon arrival on site (Euro-tunnel),
- By a list distributed one hour before arrival with the statuses by number plate and by sms for drivers who have agreed to give their telephone numbers at the time of peering (Brittany and Normandy ports).

Important : The carrier lodges the entry summary declaration (ENS) with the competent authorities **before** crossing the border, to allow the analysis of the level of safety and security risk.

« The logistics envelope »

- This application, accessible on the Internet without authentification, allows you to create an envelope containing as many customs declarations as you need, for import or export, including Transit, under a single barcode. At this stage, the customs declarations concerned are not yet linked to a transport unit.

- Although particularly suitable for groupage, it may contain only one customs declaration.

- A logistics envelope can also comprise several envelopes.

- The logistics envelope can be used from abroad and contain declarations that have not been lodged from France.

Your Attention, please :

In the case of groupage, please do take care not to group goods that are subject to special formalities and/or controls (medicines, products subject to excise duty, sanitary/phytosanitary and veterinary products, etc.) with other goods that are not subject to special formalities: your entire transport would indeed be blocked…

The logistics envelope allows you to:

SAVE TIME

SECURE YOUR FLOWS
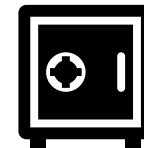
PROTECT YOUR SENSITIVE INFORMATION

« The peering»

- The peering is the linking reconciliation between the number plate of the means of transport and the bar code of your customs declaration or logistics envelope.

- When peering : scanning or entering the barcode of the envelope will enable you to recover all the related declarations.

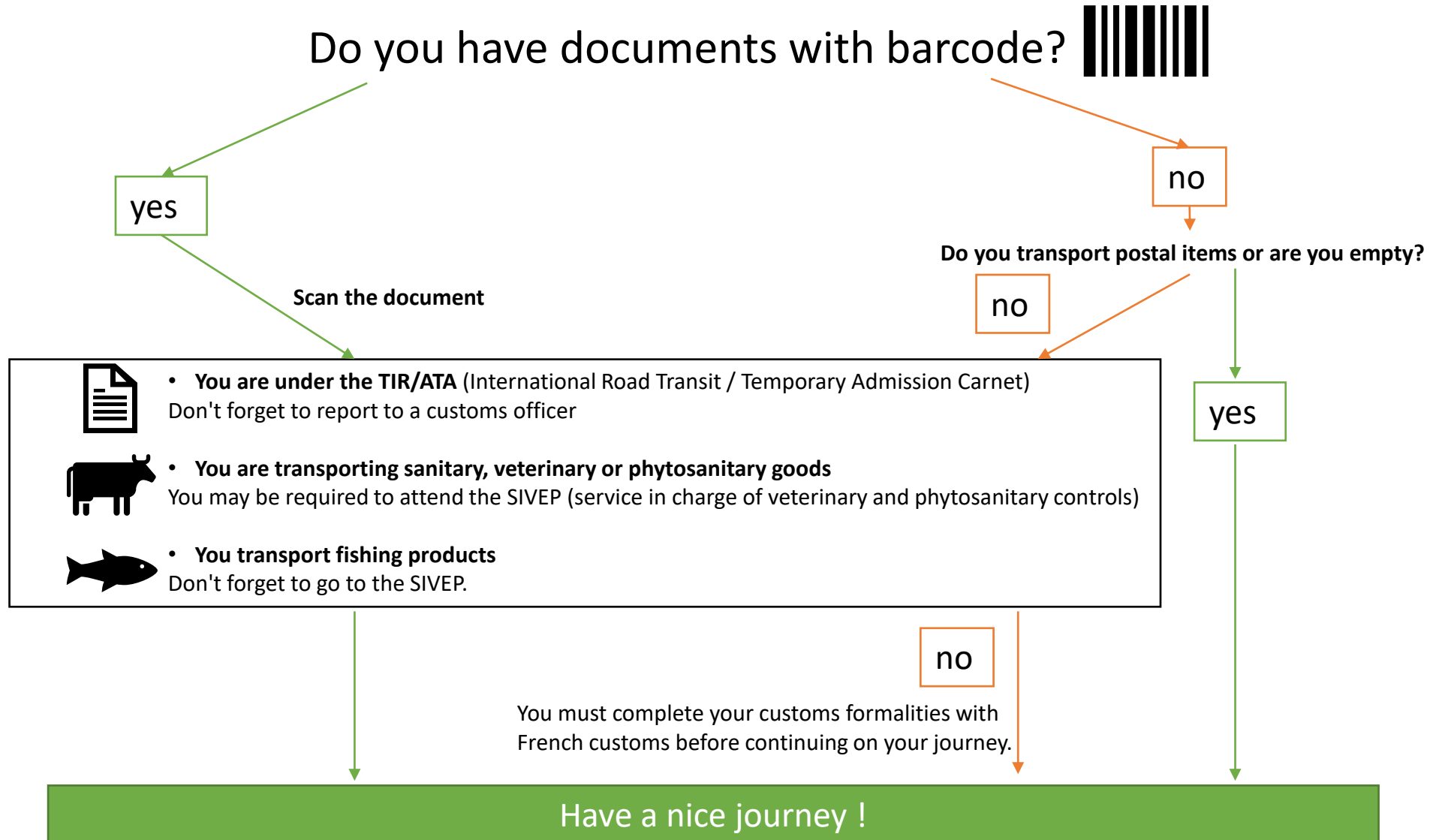- Empty lorries will not be subject to special customs formalities.

Attention :

Except in the cases identified below, you must pass on the barcode to your driver!

Without it, the lorry will be considered as "without formalities".

Import

Do you have documents with barcode?

yes

no

Scan the document

Do you transport postal items or are you empty?

no

- **You are under the TIR/ATA** (International Road Transit / Temporary Admission Carnet)
Don't forget to report to a customs officer

- **You are transporting sanitary, veterinary or phytosanitary goods**
You may be required to attend the SIVEP (service in charge of veterinary and phytosanitary controls)

- **You transport fishing products**
Don't forget to go to the SIVEP.

yes

no

You must complete your customs formalities with French customs before continuing on your journey.

Have a nice journey !

Export

Do you have documents with barcode?

no

Have you completed any other customs formalities?

- **For a truck with TIR/ATA** (International Road Transit / Temporary Admission Carnet)

- **For a truck with postal consignements**

- **For a truck transporting goods with an invoice value of less than €1000**

yes

yes

no

Are you empty?

yes

no
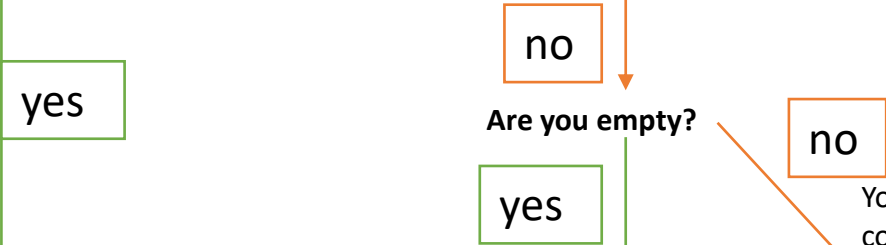
You must complete your customs formalities before continuing on your journey.

Have a nice trip, see you again soon !

Putting it in a nutshell, important thing to remember : ANTICIPATE !

In order to promote the fluidity of traffic, you are advised to give priority to :

For Import into France

- Routing of goods from the UK in transit to the inland customs offices rather than customs clearance at the Dunkirk ferry, Calais port/tunnel, Boulogne, Rouen, Le Havre, Caen, Cherbourg, Saint-Malo and Brest entrances.

| Import peering | Crossing | Orientation | SIVEP Flow management | Customs flow management |

For Export from France

- Completion of export formalities with inland customs offices rather than at the offices in Dunkerque ferry, Calais port/tunnel, Boulogne, Rouen, Le Havre, Caen, Cherbourg, Saint-Malo and Brest.

| Export peering | TIR /ATA visas | Boarding notification |