

BREXIT

SMART BORDER Case studies : examples of goods movement from 1st January 2021

Webinar December 3rd 2020

The roles and responsibilities of the actors in these examples may vary depending on the terms of the commercial contracts, the logistical choices as well as customs procedures

Import into EU : transport of an aircraft engine from UK to an EU member state under common transit



1 Exporter

Pre-submit an export declaration into UK CHIEF system generating an EAD.

2 Haulier

- submits a transit declaration into the UK NCTS which validates and creates the TAD (with MRN) that must be carried physically with the consignment
- Drop the ENS off into the French Import Control System (ICS)
- complete the « checking HGV ready » and gets a Kent Access Permit.

3 Driver

- arrives at the port and gives the MRN of the TAD or the barcode to the ferry company agent who matches it with the truck plates numbers
- answers matching questions asked by the ferry company agent.

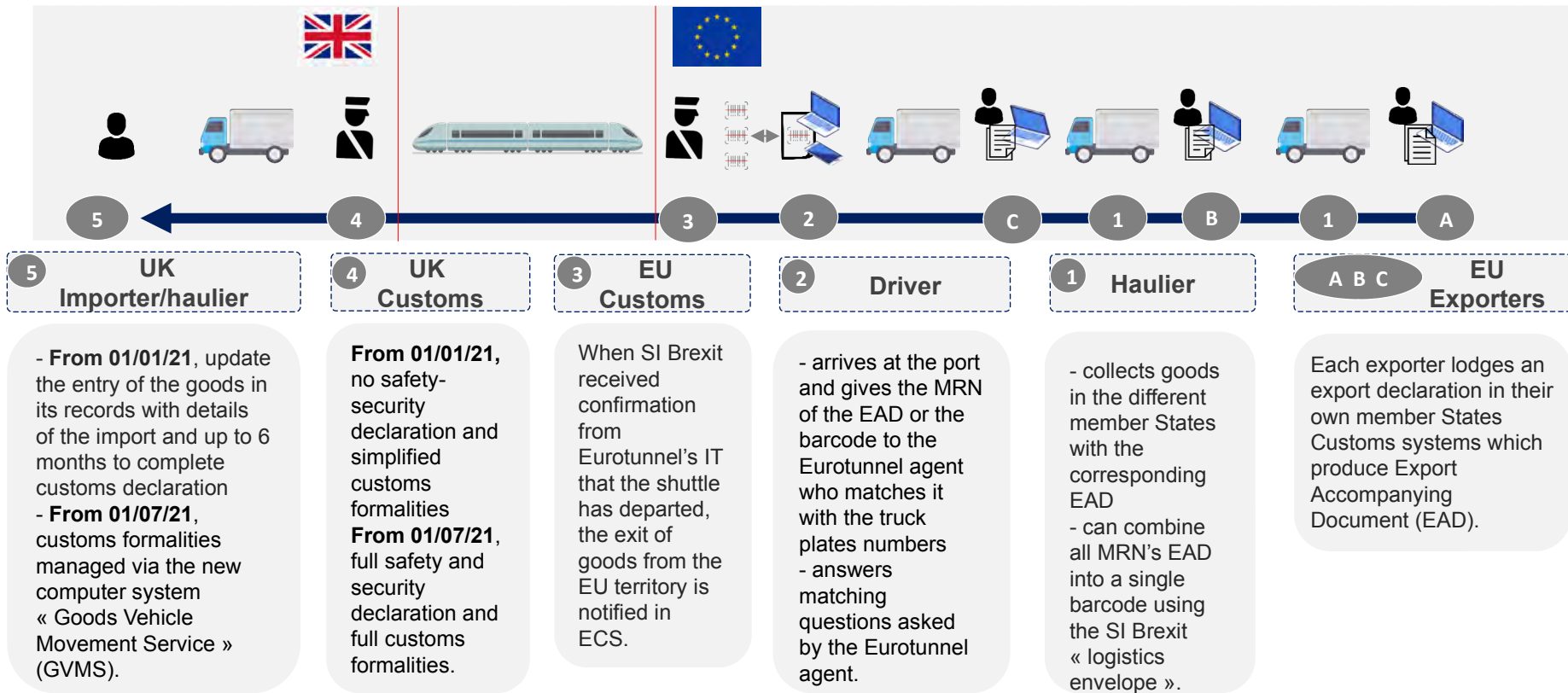
4 EU Customs

Automatic notification of the passage in the French NCTS (Delta T) based on the information provided by the Smart Border.

5 Importer and consignee

- ends the transit movement in its own member state NCTS
- discharges the transit form and releases the goods by issuing a (customs declaration) SAD into the member state's Customs system.

Export to UK : transport of spare parts for motor vehicles from various EU member states (groupage) to UK





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