

# BREXIT

## SMART BORDER

Information meeting

General Directorate of Customs and Excise



# Agenda

**1**

**Context and approach for the creation of the smart border**

**2**

**Infrastructures preparation**

**3**

**Smart Border guiding principles**

**4**

**Traders preparation: anticipation and coordination**

**5**

**SI Brexit**

# Context and approach : The border between France and the UK is unique due to the short crossing times and the specificities of the flow

## A strategic zone for all Europe

- Nearly 5 million trucks cross the Channel / North Sea each year to transport goods via the Channel Tunnel and 8 ports of entry covering 1,500 km of maritime border
- More than 80% of flows between continental Europe and the United Kingdom pass through a few border crossing points

## Short crossing time and "accompanied" traffic

- Crossing time on some major sites can be very short, especially in the Hauts de France region :
  - Around 35 minutes through the tunnel
  - Around 2 hours through the ports of Calais / Dunkerque
- Due to this short crossing time, the majority of the flow is "accompanied" with drivers crossing with their trucks

## Infrastructures to adapt

- The Channel Tunnel is an unprecedented infrastructure, built after the integration of the United Kingdom into the European Union and was therefore not designed to deal with the clearance of goods
- Some infrastructures did not have control areas and structures (customs offices, sanitary and phytosanitary inspection centers...) and required a reorganisation of the space



# Context and approach : To address these challenges, French customs have developed an innovative solution based on new processes and interconnected IT systems

## GOALS

1. **Maintain fluidity** by avoiding prolonged stops on site that could lead to infrastructures congestion
2. Enable all stakeholders to **meet their legal obligations** while respecting the regulatory framework
3. **Facilitate the exchange of information** between stakeholders: hauliers, maritime companies, infrastructure, customs ...

## PRINCIPLES

### ANTICIPATION

of customs formalities before loading the means of transport

### AUTOMATION

of flow management and separation



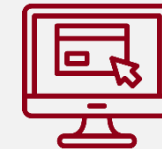
### IDENTIFICATION

of the means of transport upon arrival at the departure infrastructure

## IMPLEMENTATION



At each Brexit impacted crossing point, the maritime companies, ports and the tunnel worked together to **adapt the infrastructures and mobilise local actors to prepare for the implementation of the smart border.**



**French customs have developed a dedicated information system: the SI Brexit.** It works as an interface between the maritime companies' systems and the existing customs clearance systems: Delta G and NCTS.

# Infrastructures preparation : Customs and the entire ecosystem on border crossing points have been actively preparing for Brexit for the past year

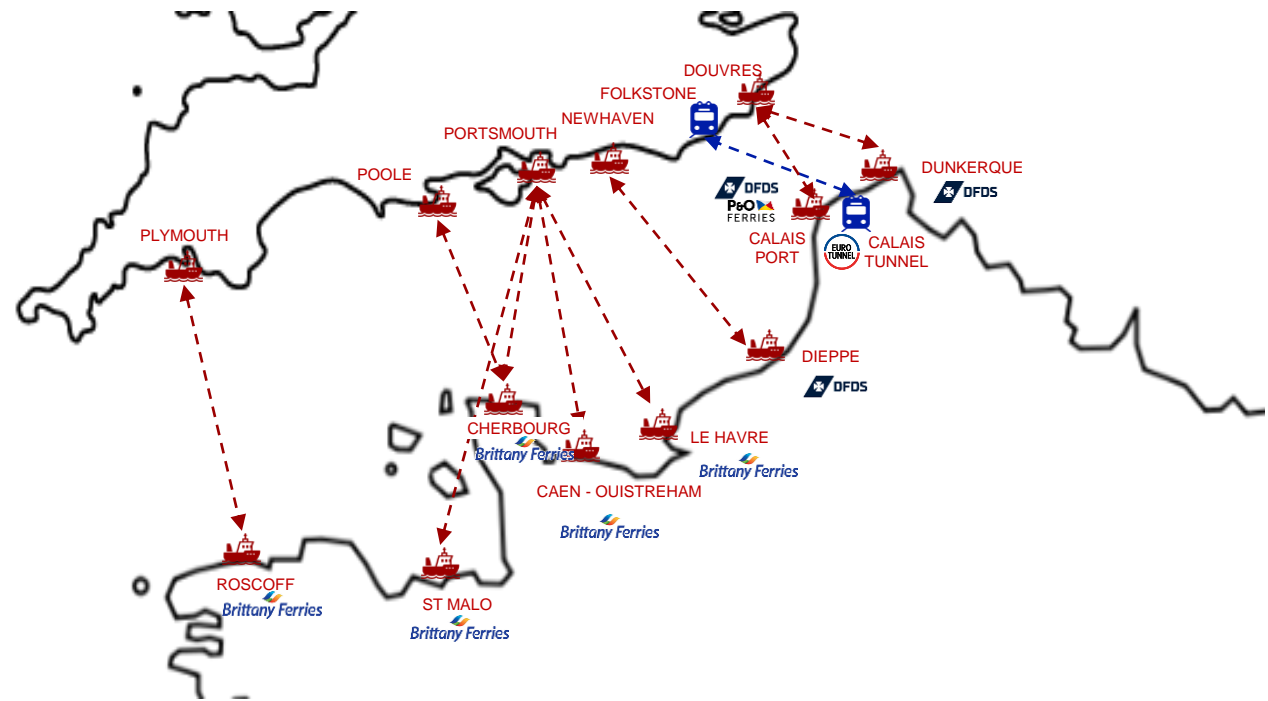
More than 150 people mobilised in the design of the IT solution, its implementation and testing through collaborative work between customs and its partners: ports, tunnel, maritime companies, General Directorate for Food Safety ...

A new IT tool for the whole coastline

Scaling of infrastructure and adaptation of signposts

The tunnel, 8 ports and 3 maritime companies mobilised in the definition of new processes for managing the smart border

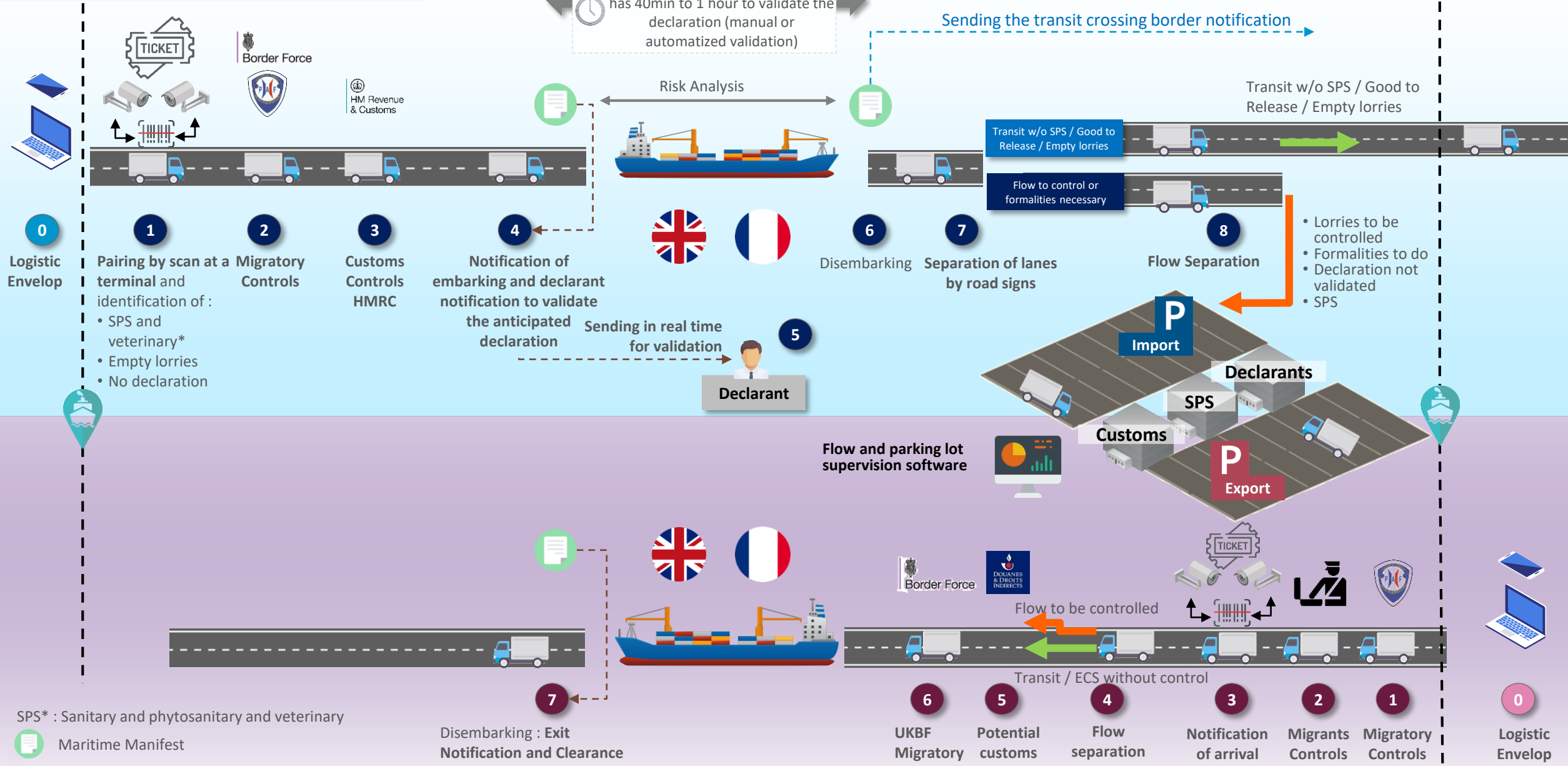
Field tests on both sides of the border in March and in September-October 2019





# Importation

## Transit

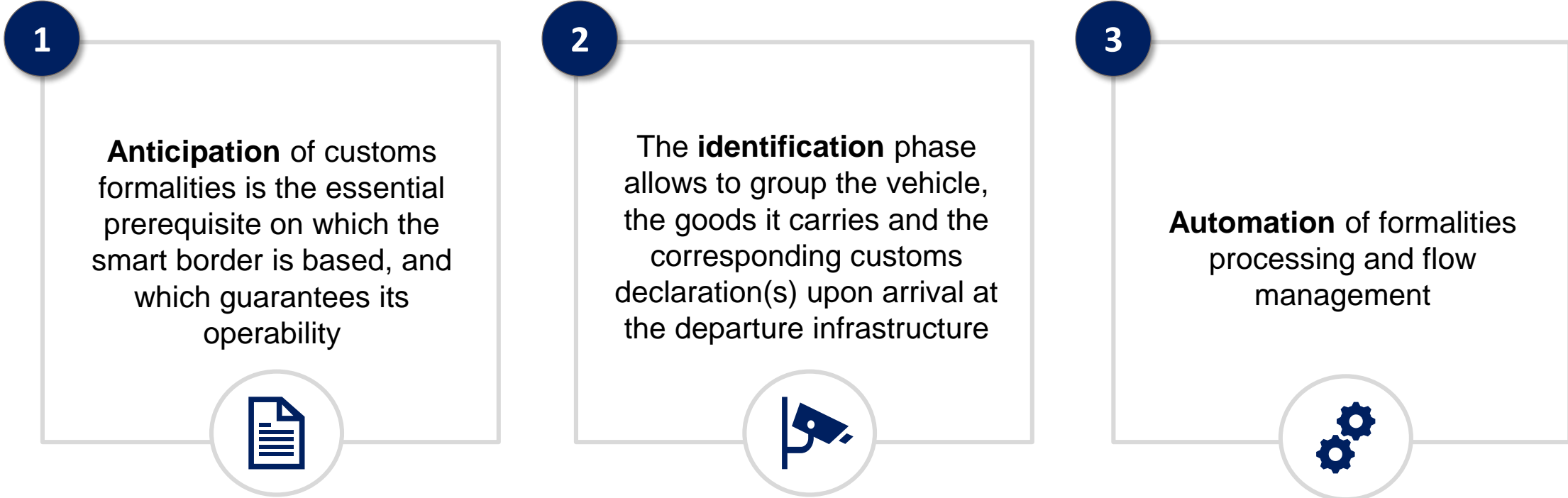
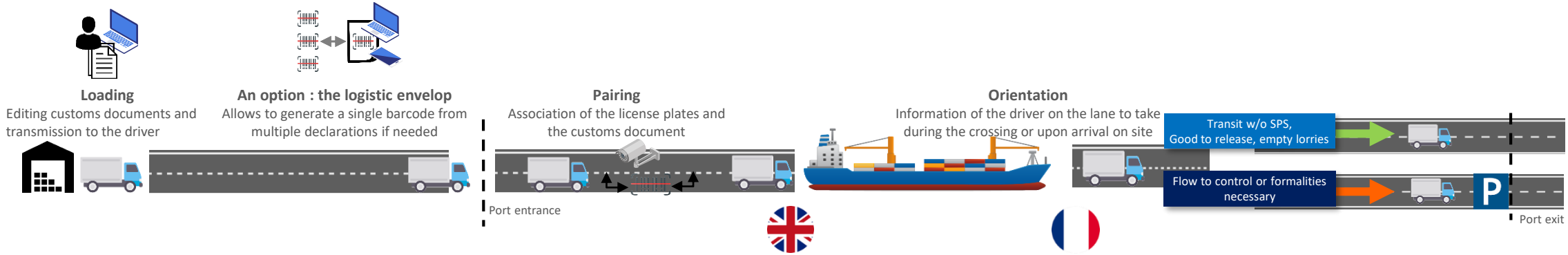


# Exportation / Transit

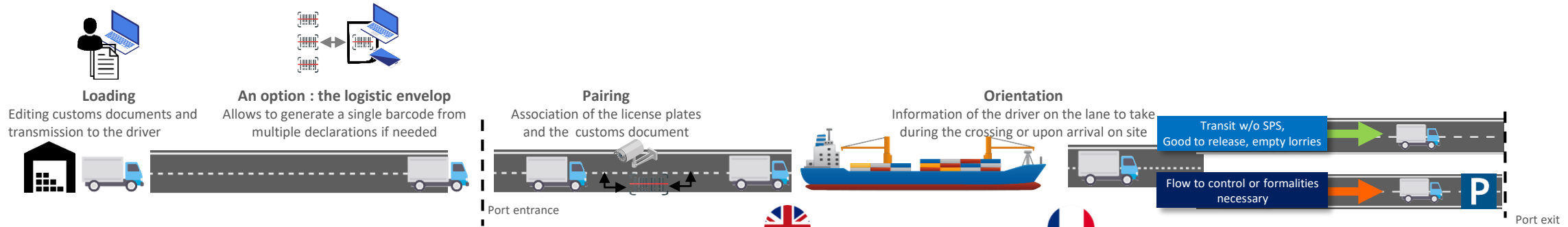
Disembarking : Exit Notification and Clearance of the Export Accompanying Document (EAD)

# Guiding principles : The smart border is based on 3 principles that guarantee the protection of the territory, the tracking of flows and the fluidity of exchanges

## Importation



# Traders preparation : The different actors must adapt their processes and coordinate with each other to allow the continuity of their exchanges



1

2

3

4

5



The **declarant(s)** initiate their customs formalities on the existing tools:

- NSTI / NCTS for transit
- Delta G for anticipated import declarations



The **haulier** has the possibility of grouping the different declarations under a single barcode, and transmits the customs documents, as well as the contact details of the declarants, to the **driver**



Upon arrival at the departure infrastructure, customs documents are requested from the **driver**, who also answers pairing questions



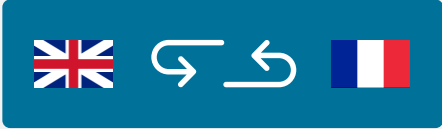
During the crossing, the **driver** is informed of his disembarking status



After disembarking, the **declarant** or his representative has to remain available to the authorities and the driver to solve any customs or sanitary / phytosanitary problems



# Traders preparation : the economic operator, the customs declarant, the shipper and the haulier must be synchronised before the shipment of the goods



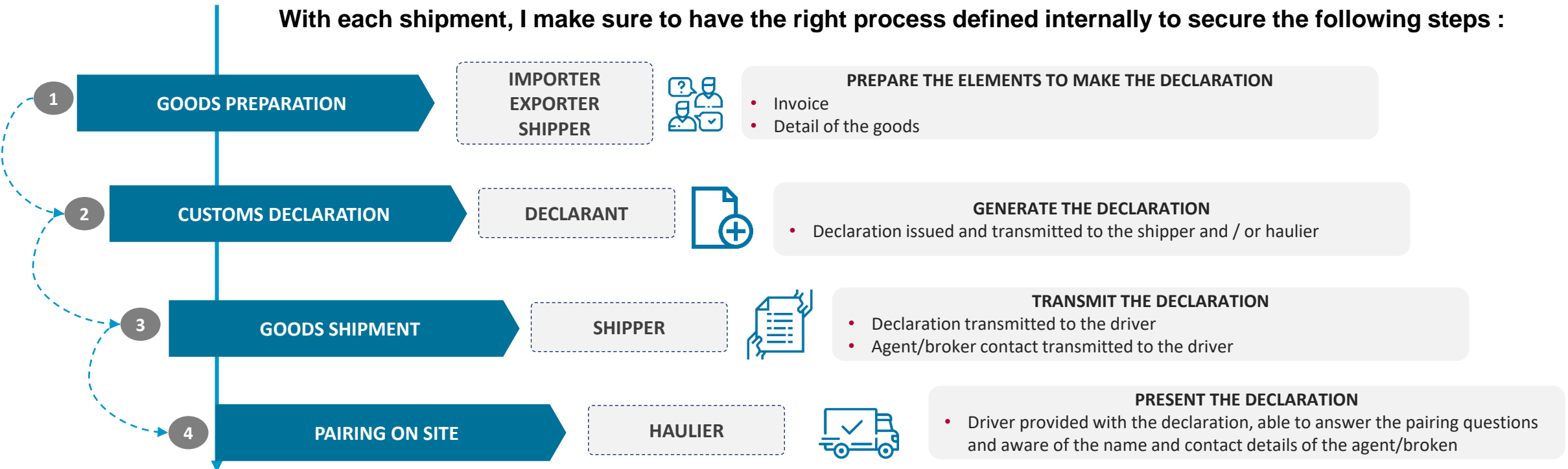
I am an importer or exporter, from or to the UK, I have to complete my customs formalities before loading my goods

**A** I carry out my customs formalities internally.  
I am my own declarant

OR

**B** I outsource the customs function. It is my Registered  
Customs Representative (agent/broker) who is my  
declarant

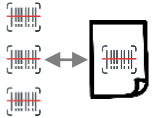
With each shipment, I make sure to have the right process defined internally to secure the following steps :



# Traders preparation : the logistic envelop is an easy and accessible tool that allows to group multiple declarations under a single barcode



**A web interface accessible by phone or computer**




**A grouping of declarations by scanning the barcodes of the different declarations**


### CREATE ENVELOPE


Create an envelope of declarations that will be transported in the same transport unit (truck, trailer, etc.). At check-in of the transport unit, the driver will be able to present the barcode of this envelope and will not have to present all the declarations.

Declarations



+ Add declaration

 Add from barcode

 Save



**The logistic envelope can be modified to remove or add declarations until the time of pairing**



**It allows the security of data by anonymizing the declaration(s) it contains**




**A unique barcode to speed the pairing process while ensuring data completeness**

### ENVELOPE DETAILS

The barcode of the envelope must be presented at the check-in of the transport unit. Be sure to provide it to the driver.

Reference : E5V68Z6



E5V68Z6

Declarations

1900296202

1900296216

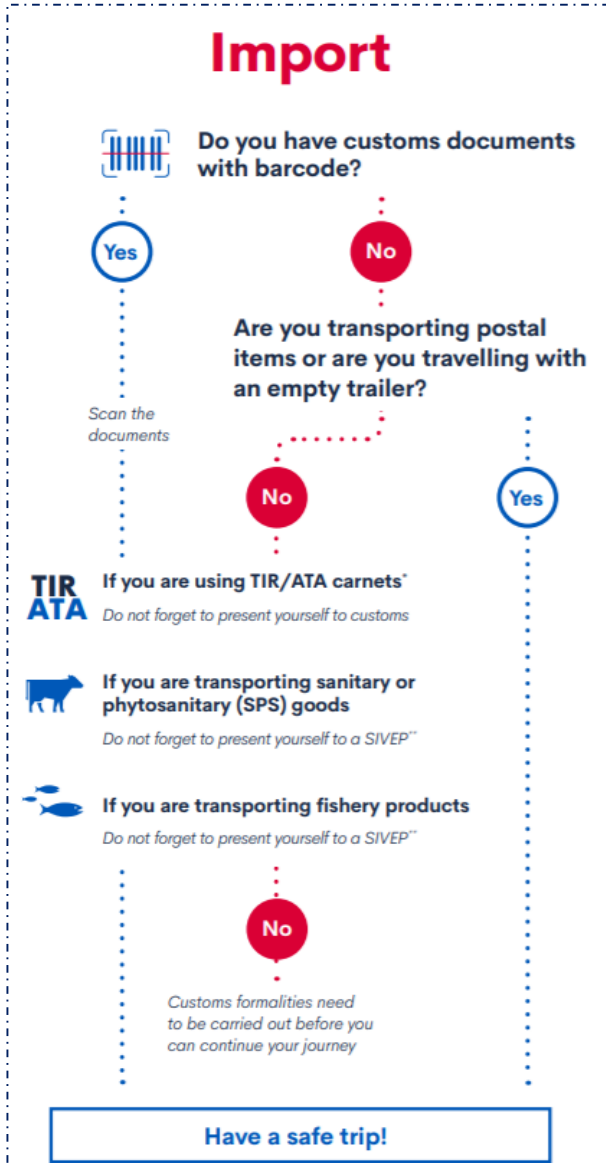
1900296219

You can already create your own logistics envelopes via this test environment: <https://testpro.douane.gouv.fr/enveloppe/fr/enveloppe>



# Traders preparation : Upon arrival at the infrastructure, the driver must have the appropriate customs documents and be able to answer the following questions

## Import pairing questions :



\* TIR Carnet / Temporary admission  
\*\* Veterinary and phytosanitary inspection services

## Export pairing questions :

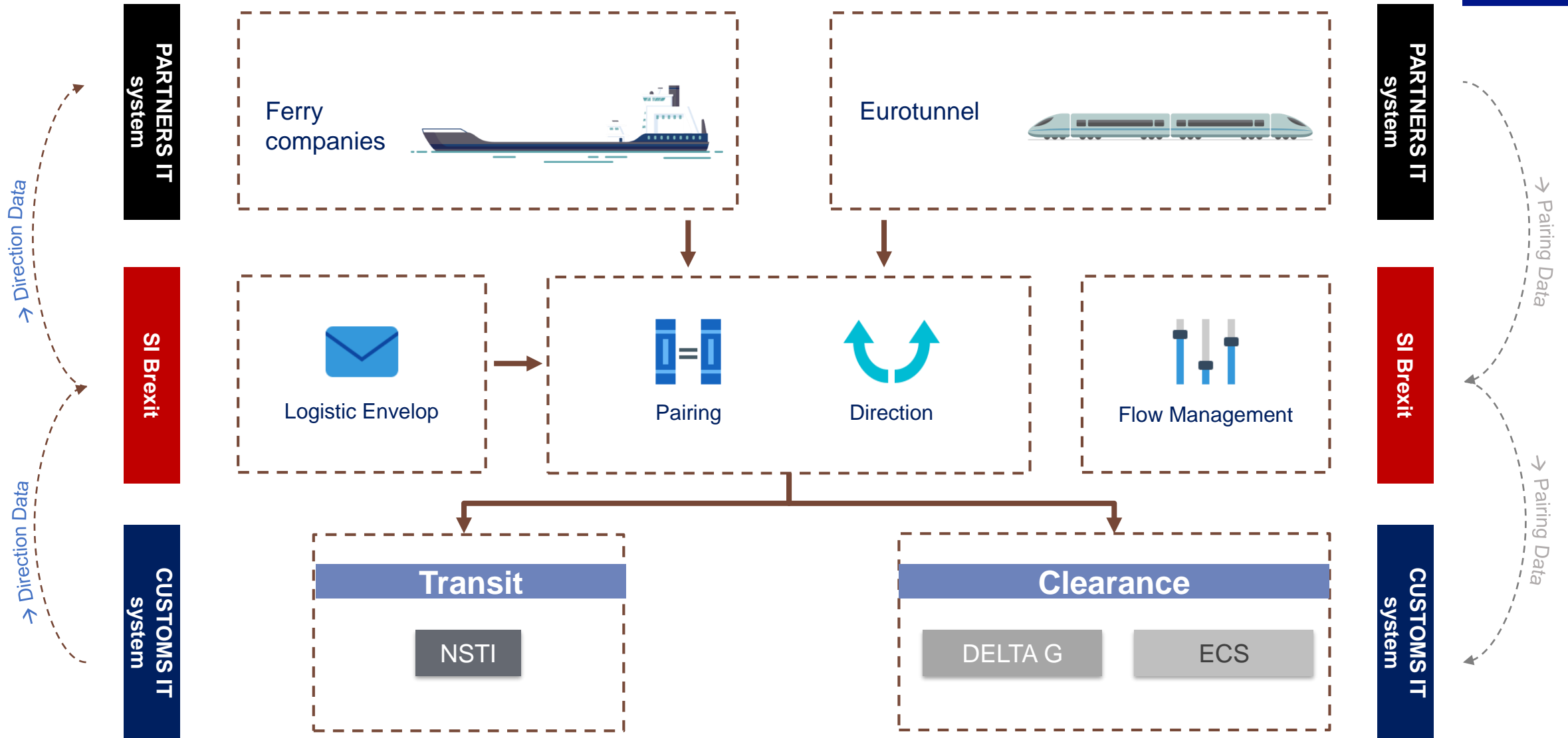


\* TIR Carnet / Temporary admission



# SI Brexit

The smart border system architecture is based on the interconnection between SI Brexit, customs IT systems and partners IT systems



# Links and useful contacts :

## Links :

- French Customs website: [www.douane.gouv.fr](http://www.douane.gouv.fr)
- Brexit Folder : <http://www.douane.gouv.fr/articles/c957-entreprises-preparez-vous-au-brexit>

## To answer your questions :

- Via the dedicated email addresses:
  - Of French customs : [brexit@douane.finances.gouv.fr](mailto:brexit@douane.finances.gouv.fr) ;
  - Of the Directorate General for Enterprise (DGE) : [brexit.entreprises@finances.gouv.fr](mailto:brexit.entreprises@finances.gouv.fr) ;
  - Of customs representatives at our call center “Customs Info Service”: [ids@douane.finances.gouv.fr](mailto:ids@douane.finances.gouv.fr) / 0811 204 444 (Service 0,06 €/min. + price call)





## Annexes



# The Logistic Envelope

## What is the goal ?

The logistic envelope allows traders and hauliers to consolidate multiple declarations under a single bar code, facilitating and speeding up customs clearance. It is generated via a platform accessible in French and English, both via a computer and a mobile device, and which does not require authentication.

## How does it work ?



1. The trader or haulier goes to the dedicated page without authentication, either via a computer or via a smartphone

MRN 1



MRN 2



MRN 3



2. The trader or haulier groups his different declarations using the barcodes



3. The trader or haulier obtains a unique barcode grouping all his declarations: the logistic envelope

## Steps



Generation of the logistic envelope



Pairing of the declaration



Direction to the right lane

# Pairing

## What is the goal ?

Pairing aims at associating in a simplified way:

- License plates (front / rear for a truck, rear only for an unaccompanied trailer)
- Customs declaration(s), or logistic envelope
- Information on the type of goods transported

## Advantages



Facilitate the identification process of the truck to smooth its crossing.

## How does it work ?



1. The trader anticipates his customs declaration(s) by generating them before his arrival on site

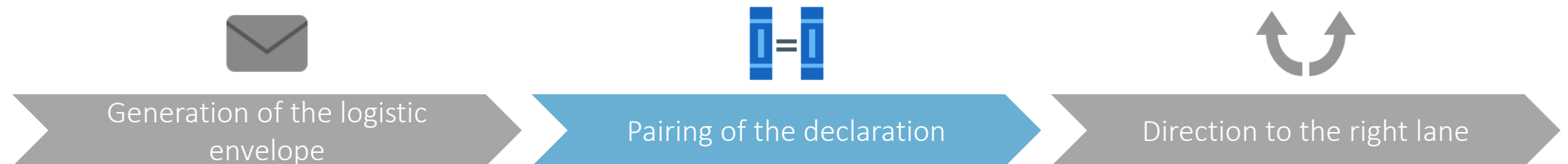


2. The declaration(s) are scanned and associated with the license plate and the contents of the vehicle which is declared on arrival



3. The data is sent to the SI Brexit, then to customs applications for analysis

## Steps



# Orientation of traffic in a port

## What is the goal ?

Upon arrival in France, the driver is directed to the right lane according to the status of the customs declarations that he transports and the oral declarations made at the entrance of the infrastructure in the United Kingdom.

## Advantages

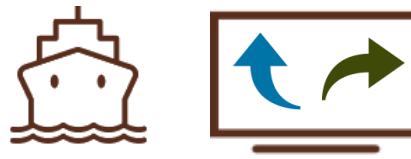


Enable the driver to get on the right lane and facilitate its exit from the port facility

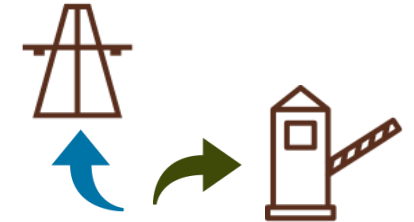
## How does it work ?



1. During the crossing, the declarant validates his declaration, thus allowing the customs to clear the goods



2. During the crossing, the haulier will consult the color that has been assigned: green for an immediate exit, orange for a deferred exit



3. The haulier follows the indications obtained and goes to the indicated area

## Steps



Generation of the logistic envelope



Pairing of the declaration



Direction to the right lane

# Flow management

## What is the goal ?

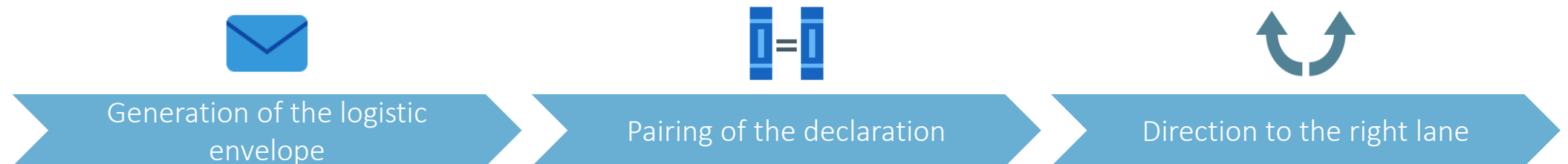
To manage the incoming and outgoing flows from/to the territory, French customs have developed a real-time flow management tool to operate its controls and secure the border crossing point.

## How does it work ?



At each stage of the crossing process, French customs are informed of the number of vehicles arriving on the territory, adapts its workforce according to the controls determined during the crossing and works with the traders to facilitate the fluidity of traffic.

## Steps



# Let's cross Brexit together

General Directorate of Customs and Excise

