

French Customs has ramped up human and technology resources to ensure border controls go smoothly. You should be prepared, too!



Target audience

Enterprises that export goods to, or import goods from, the UK.

Background

When the United Kingdom leaves the European Union on 29 March 2019, border controls and related procedures will be re-established. The UK will become a “third country” from the EU’s perspective, and **all trade of goods must be declared to Customs** on each side of the border. There is a **risk of infrastructure being saturated and border fluidity being adversely impacted**. Every year, 4 million HGVs cross the border between the UK and France’s Hauts-de-France region.

Goals

- **To maintain smooth circulation of goods**, French Customs has developed a **technological solution** based on **early completion of Customs procedures** and automation of declarations : the “**smart border**”: It will be applicable from 29 March 2019 at all points of entry/exit to/from Calais region and more broadly from Channel-North Sea.

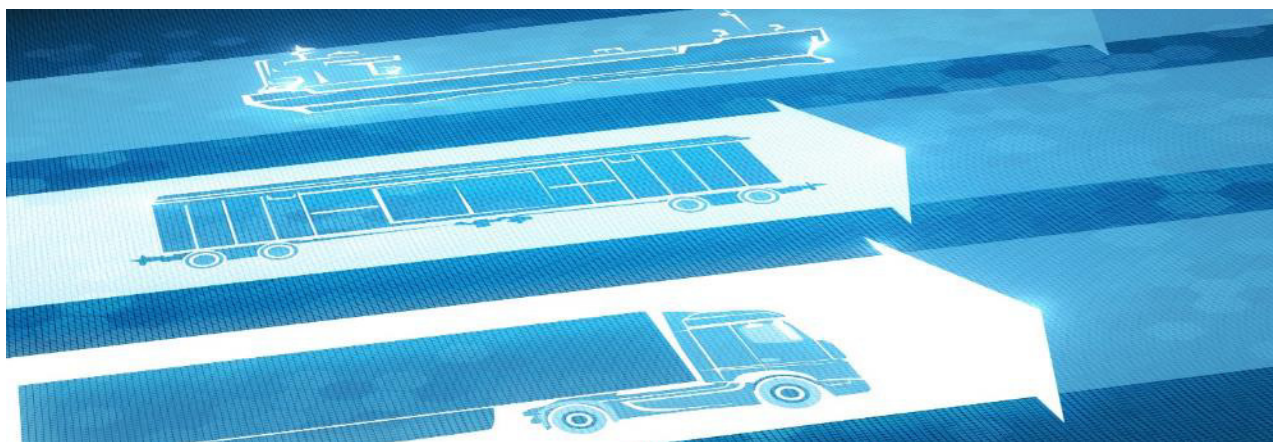
Main principles

Smart border was designed for all Customs procedures: transit, import or export. Its **core principle is early completion of Customs procedures for import and export**.

Under this approach, Customs declarations must be **identified with a bar code** in the driver’s possession. The bar code establishes a link between **the number plates** of the HGV and its **Customs or transit declaration(s)**.

All these declarations cover the contents of a HGV identified via its **number plate** upon arrival at the **Customs facility** (port or Eurotunnel terminal): **electronic registration of the HGV number plate and Customs forms** (also known as “**pairing**”) enables the HGV to be tracked as it goes through the facility, especially when it **crosses the border**. After the border has been crossed, the vehicle is not permitted to turn back.

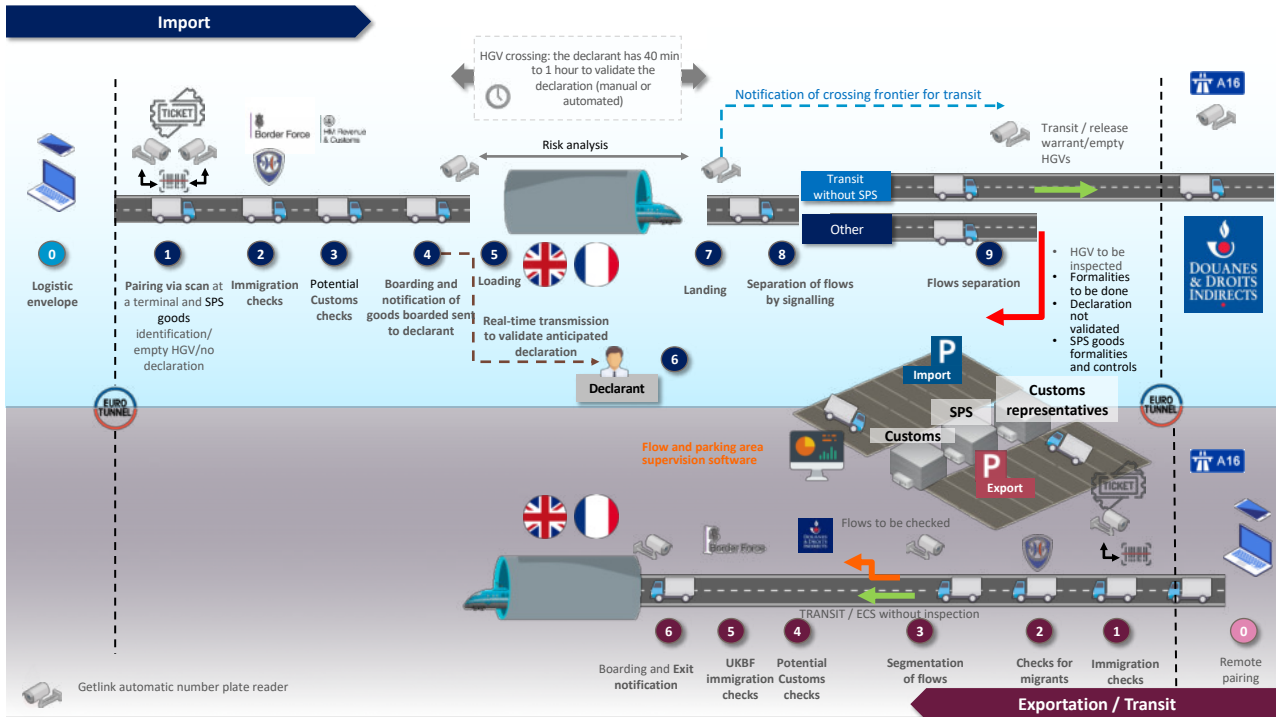
Thus, upon arriving in France, the **haulier will automatically be directed to the green or orange lane** depending on the declaration status of the **imported goods**. Conversely, for **exports**, a HGV without customs formalities **cannot leave EU territory**.



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Circulation of goods through the Channel Tunnel



Steps to Import/Export

Import

- 0 Logistic envelope
- 1 Pairing of French Customs documents and the number plates of the trailer and tractor on arrival via scan at the registration terminal and potential indication in case of animal/plant inspection, no declaration or empty trailer
- 2 UK immigration checks
- 3 UK customs checks
- 4 Boarding and notification of presentation of goods
Manifest reception and sending of a notification of presentation of the goods in real time to the declarant. The latter will have a limited time to validate the anticipated declaration (between 40 minutes and one hour in advance). The system will be able to launch the risk analysis on the validated declaration during the transit time.
- 5 HGV loaded on the train
- 6 Validation of the early declaration triggers risk analysis and allows flows to be directed upon arrival green lane if release warrant is granted orange lane if no release warrant no validation of the early declaration within the time limit
- 7 HGV unloaded from train and identified by automatic number plate
- 8 Scan of number plate to direct flow
 - Non-SPS-checks transit lane, BAE declarations and empty vehicles not subject to checks
 - Lane for invalid declarations or inspection, flows with no declaration and SIVEP flows (based on declarations)

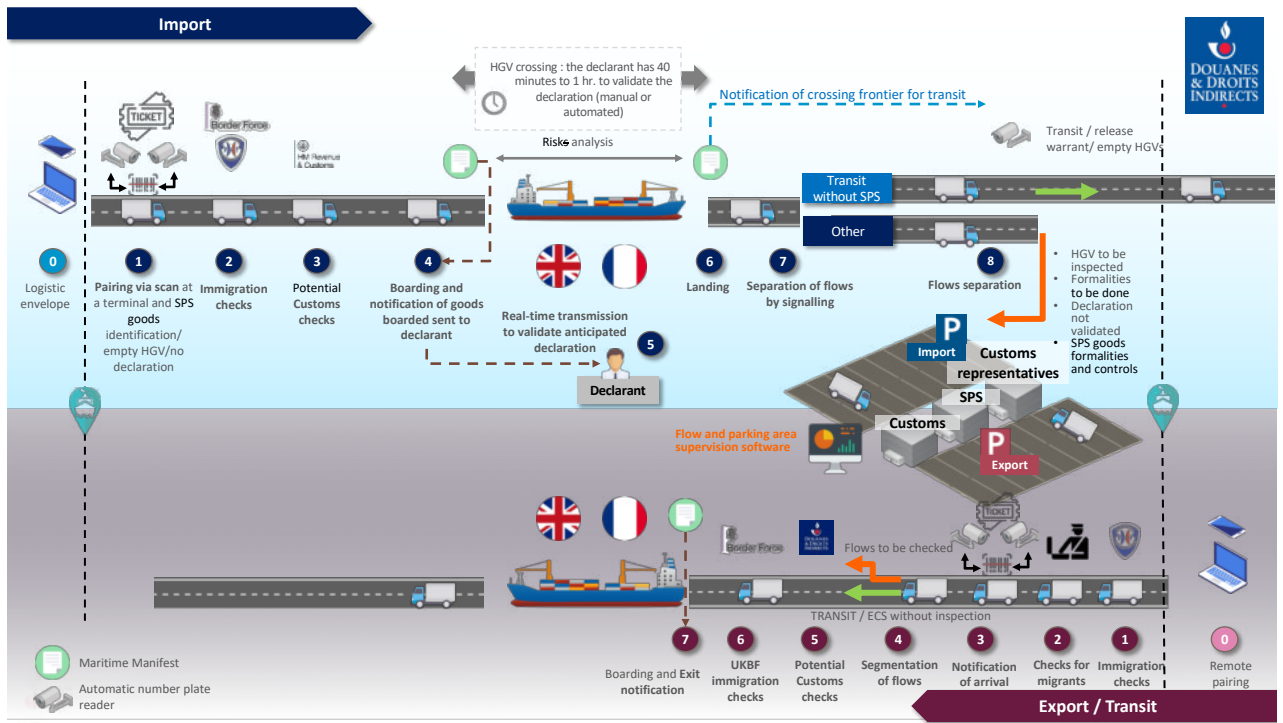
Export

- 0 Logistic envelope
- 1 Pairing of customs documents (EAD or transit declaration) and number plate of the tractor and trailer via scan at the registration terminal with reading of number plates
For EAD, notification of arrival automatically sent to ECS.
Prior road signs will be installed to inform drivers that if they have not anticipated their export declarations they need to go to the customs office first (before engaging in the exit route)
- 2 French immigration checks (PAF)
- 3 Number plate scan to direct flows
 - Green lane for transits and ECS without control
 - Orange lane for lorries to be controlled (redirected to the parking area)
- 4 Potential customs controls
- 5 UK immigration checks
- 6 Number plate scan during loading and automatic sending of the exit notification

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Circulation of goods through Calais region seaports and Channel-North Sea border points



Steps to Import/Export

Import

- 0 Logistic envelope
- 1 Pairing of French customs documents and the number plates of the trailer and tractor on arrival via scan at the registration terminal and potential indication in case of animal/plant inspection, no declaration or empty trailer
- 2 UK immigration checks
- 3 UK customs checks
- 4 Boarding and notification of presentation of goods
Manifest reception and sending of a notification of presentation of the goods in real time to the declarant. The latter will have a limited time to validate the anticipated declaration (between 40 minutes and one hour in advance). The system will be able to launch the risk analysis on the validated declaration during the transit time.
- 5 The validation of declaration launches the risk analysis and allows to direct the flows upon arrival
- 6 Disembarking of lorries and manifest reception : sending the transit advice note
- 7 Lanes indicated by signalling
- 8 Separation of flows by license plate reading and signalisation to the drivers (portal, barrier...):
 - Green lane for Transit / Good to Release / Empty lorries
 - Orange lane for lorries to be controlled / Formalities to do / Declarations not validated / SPS checks

Export

- 0 Logistic envelope
- 1 French immigration checks (PAF)
- 2 Checks for migrants
- 3 If pairing done in step 0, automatic number plate reading. Otherwise, pairing of customs documents (EAD or transit declaration) and number plate of the tractor and trailer via scan at the registration terminal with reading of number plates
For EAD, notification of arrival automatically sent to ECS.
Prior road signs will be installed to inform drivers that if they have not anticipated their export declarations they need to go to the customs office first (before engaging in the exit route)
- 4 Number plate scan to direct flows
 - Green lane for transits and ECS without control
 - Orange lane for lorries to be controlled (redirected to the parking area)
- 5 Potential customs controls
- 6 Migratory checks UKBF
- 7 Manifest reception upon ferry arrival in the UK to send the exit notification to ECS and clear EAD