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SWG BREXIT

15 MAART 2021



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AGENDA

- Niet gezuiverde T-documenten
- Verwerking documenten bij uitvoer
 - Annuleringen
 - Later aangeleverde data
 - Vervanging documenten
 - → rollen van verschillende partijen
- Reparaties en refurbishment: "goods 8"
- UK BPDG: key issues and announcement 11 March
- Voorstelling draft Terms of Reference structureel overleg met UK
- UK inland border facilities – by UK BPDG
- Issues DEFRA - Department for Environment, Food & Rural Affairs (UK)
- Various topics
 - Free ports





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NIET GEZUIVERDE T-DOCUMENTEN

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NIET-GEZUIVERDE T-DOCUMENTEN

- Nasporingsdossiers
- Onderzoek wijst vaak op inklaring
- Regeling wordt vaak niet correct beëindigd
- *UER: nasporing opgestart*
- *ENR: nasporing aanbevolen*



Maand	MRN	Artikels	MRN_UER	Artikels_UER	MRN_ENR	Artikels_ENR
januari	4 616	155 495	409	6 417	4	18
februari	5 293	236 718	246	2 562	121	591
Totaal	9 909	392 213	655	8 979	125	609



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DOCUMENTEN BIJ UITVOER

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HERSTELLINGEN EN REVISIE (GOODS.8 EN GOODS.9)

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WERKING VRIJSTELLING ARTIKEL 8

- Passieve veredeling is nodig (plaatselijk hoofd of vergunning)
- Basis voor vrijstelling: artikel 260bis DWU
- Goods 8:
 - Reparatie, geen andere veredeling
 - Waardestijging kan, maar geen verhoging functionaliteiten, prestaties, ...
- Eventuele combinatie met terugkerende goederen mogelijk (ander derde land)

VERMELDINGEN ENIG DOCUMENT

- Vak 44: 44-2019C13-104/1



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SAMENWERKING ARTIKEL 18/4 TCA VOORSTEL UK

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Belgium National Forum

BPDG update
15 March 2021



HM Government



Heather Jones

Deputy Director,
EU Member States Engagement,
Border and Protocol Delivery Group



HM Government

Key themes from event on 27 January

Customs

- Reusable packaging - GB and EU origin - processes
- Transit and non-discharged T forms (IE 142 enquiry)
- Capacity (and quality) of UK customs agents
- Safety & Security (ENS / EXS)
- Performance issues with NCTS
- Temporary storage vs. pre-lodgement
- Examples of UK exporters - missing or wrong information leading to problems in lodging proper and correct ENS declarations and import manifests, which become the temporary storage declaration in Zeebrugge
 - This has been fed to the next iteration of the BOM2 and provided to the UK stakeholder engagement team

Key themes from event on 27 January

SPS

- Lack of awareness on CHED completion and submission
- Clearance of SPS on arrival in EU at first point of entry?
- Quality and requirements of EHCs and PCs
- Seals
- Systems in EU and UK (TRACES and IPAFFS)
- Queries re requirements for products such as animal fats and pet food
- Composite products
- Organic products

General

- Verification and release mechanisms for SPS and customs controls
- Costs and impacts of delays at BCPs

UK announcement 11 March 2021

- Ministers received many representations from businesses and associations over the last few weeks to express their concerns over original staged controls and the impact COVID has had on their businesses.
- The further COVID lockdowns have had a longer and deeper impact on business than when we first put the staging controls together.
- Ministers want to support COVID recovery and help businesses to prepare better.
- Broadly speaking a 6-month push forward from 1 April to 1 Oct 2021 and 1 July 2021 to 1 Jan 2022.
- <https://questions-statements.parliament.uk/written-statements/detail/2021-03-11/hcws841>

SPS - UK announcement 11 March 2021

1 October 2021

- **POAO:** Requirement for Export Health Certificates, documentary checks and pre-notifications introduced
- **HRFNAO:** Requirement for pre-notifications introduced

1 January 2022

- **POAO:** Goods required to submit for physical checks at BCPs as required
- **HRFNAO:** Goods required to enter via BCPs in order to undergo documentary, identity and physical checks as required
- **High-risk plants and plant products:** Identity and physical checks move to BCPs
- **Low-risk plants and plant products:** Pre-notifications required, requirement for phytosanitary certificates and documentary checks introduced

1 March 2022

- **Live animals:** Live animal BCPs will be operational by this point
- **Low-risk plants and plant products:** Identity and physical checks conducted at BCPs

Customs - UK announcement 11 March 2021

1 July 2021

- This is the latest point at which a declared declaration is due for all Jan 2021 shipments and then so on
- E.g. July 2021 shipments - the latest point for these to be declared would be Jan 2022

1 January 2022

- **All goods:** both controlled and non-controlled goods now require declarations upon import
- Existing CFSP terms apply, allowing the delay of a full declaration under Simplified Frontier Declaration (SFD) or Entry in Declarants Records (EIDR) where applicable
- Goods to be submitted to customs compliance checks as necessary
- Safety and Security declarations now required on all goods

- EXS - is under review by HMRC as the current waiver is due to expire **end of March**

BE / UK Borders Industry Facilitation Committee (BIFC)

What are we proposing?

- A facilitation committee - using (if needed) Article 18.4 of the Trade & Cooperation Agreement (TCA)
- Cooperation between BE / UK customs authorities and industry - aware that this group already exists for Belgium administrations and business
- Exchange information on the functioning of ports handling RoRo traffic between BE / UK and on the applicable rules and procedures
- Primary focus on goods transported between GB and port of Zeebrugge / Antwerpen
- Also covering road transport by Belgian hauliers and the movement of goods through the short straits
- Rotating co-chairs:
 - Heather Jones, Border and Protocol Delivery Group (BPDG)
 - Belgian Customs Administration

BE / UK Borders Industry Facilitation Committee (BIFC)

Scope of discussion

- Adhering precisely to the text of Article 18.4, BIFC will include discussion on the following:
 - Customs procedures and systems
 - SPS / health procedures and systems
 - RoRo / temporary storage procedures and systems
 - Any other procedures and systems connected to the movement of goods which are conducted at the border
- Scoped out:
 - Taxes, rules of origin, quotas, preferences and dispute resolution
 - Services
 - Financial sector
 - Movement of people

BE / UK Borders Industry Facilitation Committee (BIFC)

Who is involved?

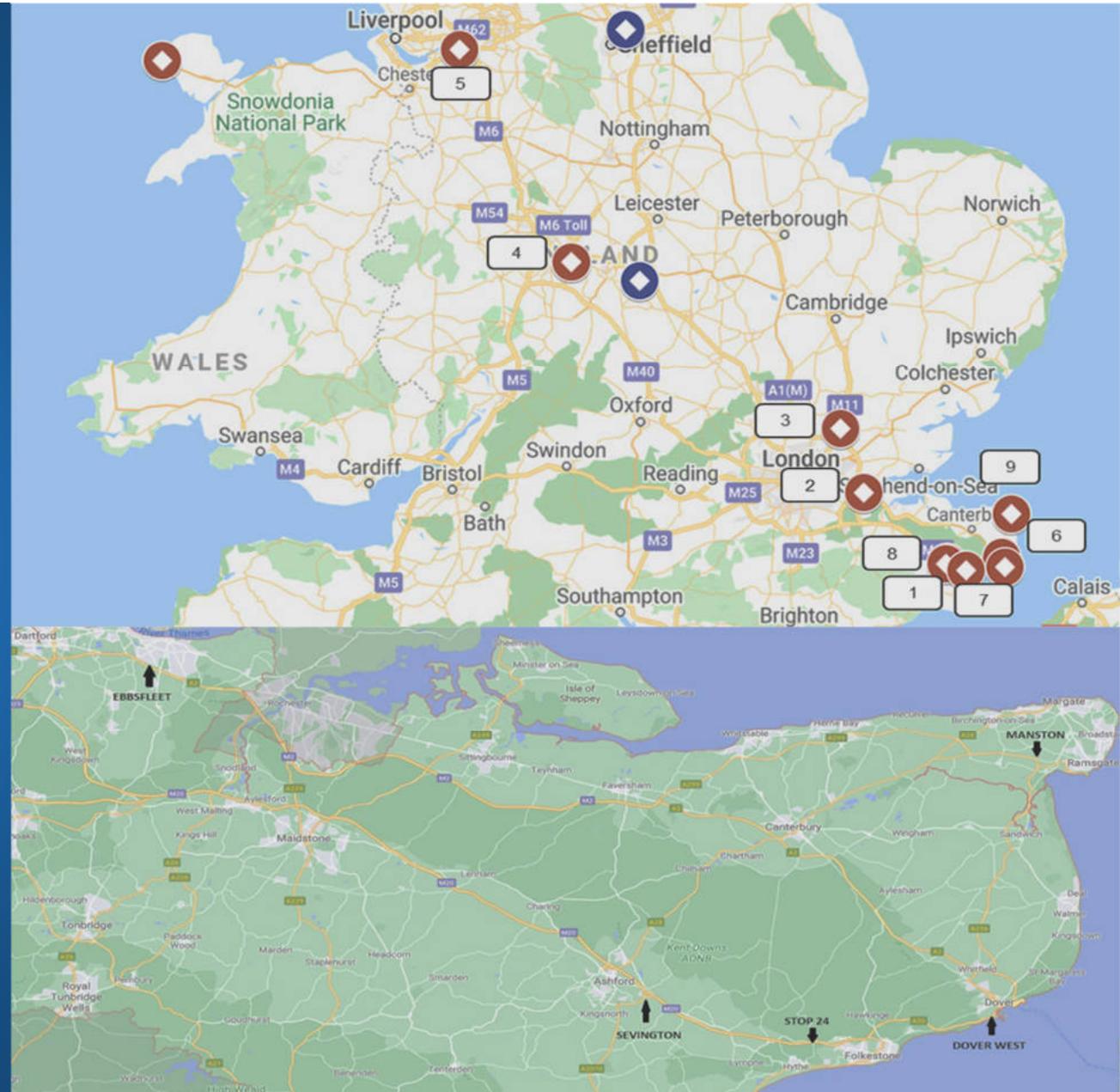
- Core membership will include:
 - Representatives from both BE and UK government departments
 - Trade bodies from both BE and UK
 - Representatives from both BE and UK Embassies

- Future participation to be extended to include:
 - Customs agents
 - Intermediaries
 - Freight forwarders
 - Other UK government departments as required, including HMRC, DEFRA, DIT, BEIS

Operational testing

- The BPDG operational testing team are currently developing our 2021 test programme, focussing on the new processes for moving goods EU-GB.
- Our tests are designed to look at the full end-to-end process for each scenario. This will involve the movement of real consignments by working with EU exporters and GB importers for the commodities selected for testing.
- Following the UK announcement on 11 March, BPDG will schedule a rolling programme of tests for a range of goods through various routes, which will include IBFs and port BCPs when they become available for EU - GB movements and IT systems wherever possible.
- Candidates for tests already identified, but not limited to, are:
 - POAO; Fish; HRFNAO; Composite products; Groupage; Plant and plant products; Empties with reusable packaging; GB S&S.
- We are very keen to work collaboratively with Belgian officials, traders and import/export agents to design and run these tests.

Using UK Inland Border Facilities (IBFs) - what to do and what not to do



IBFs - Introduction

IBF = Inland border facility. Used for both inbound and outbound freight movements.

At present most traffic is outbound goods. The need for inbound facilities will accelerate as we approach the end of the phased controls period in January 2022, and the additional time given from last week's announcement will also help with infrastructure readiness

What they are:

- Offices of **Departure** and **Destination** for CTC movements
- Processing centres for Carnets movements (ATA and TIR)
- Endorsement of CITES licences
- Time limited to two hours

What they are not:

- Truck stops/rest points for drivers
- Places to arrange customs checks (go elsewhere for those services - no customs agents are on site)
- Mandatory for every export - if you have all your paperwork for both sides and P2P from CHIEF then you don't need to attend an IBF

IBFs - for the person instructing the driver

The loader, exporter or agent must make sure the driver...

Knows what they are going there for, including:

- They know what documents they are going to present
- They know what documents they are going to get back

Has the correct documents depending on the movement:

- LRN (transit, outbound only)
- TAD document (Transit, **inbound only**)
- ***There is no need to attend an IBF with an outbound TAD***
- TIR or ATA Carnets documents (if applicable)
- Customs import references (CHIEF declaration, CDS declaration)
- Any applicable licenses e.g. CITES

'Attend Inland Border Facility' app allows you to

Notify HMRC in advance of your arrival to reduce the time you'll need to spend at the IBF

Identify busy locations in advance

HMRC site complaint box

This is for complaints about IBFs to be sent to HMRC

The email addresses will be pasted into today's chat box and included in the follow up communications

IBFs - What can go wrong

Worst case scenario based on real movements:

Import EU-GB using Transit

- Driver attended IBF
- Had transit documents but could not show customs declarations
- Transit couldn't be discharged
- Agent couldn't be contacted because it was a Saturday afternoon
- Driver had to wait to Monday morning to locate correct references
- Driver missed delivery slot and will receive penalty

Export GB-EU using Transit

- Driver attended IBF
- Presented one handwritten LRN
- HMRC could not identify LRN
- Agent was contacted and provided one LRN
- TAD was issued to driver
- Driver did not present LRNs for other movements on his vehicle
- At Office of Destination only one movement could be discharged
- Remaining goods had to be returned to office of Departure

IBFs - Best practice

Do

- ✓ Use the **Check an HGV service** and obtain a **Kent Access Permit**
- ✓ Use the **Attend an IBF service** to book into a site in advance and provide LRNs direct to HMRC
- ✓ Complete your **border preparations** as early as possible in your journey
- ✓ Provide your driver with a **clear list of typed LRNs**
- ✓ Include **contact details for the agent** in any paperwork so they can be contacted directly in case of any issues
- ✓ Ensure your driver is advised of a **GVMS "Held**

Don't

- ✗ Use the IBF if you don't need to
- ✗ Allow the driver to leave until all relevant paperwork has been prepared including any licences obtained and permissions granted
- ✗ Enter Kent



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