



## INFORMATION SHEET EXPORT (FROM EU TO VK)

# PREPARE FOR INCREASED CUSTOMS REQUIREMENTS IN THE UNITED KINGDOM

Due to the Brexit, all movement of goods between the European Union and the United Kingdom (UK) has been subject to customs formalities since 1 January 2021. The customs rules for entry into the UK have been laid down by the UK government in the [Border Operating Model](#) (BOM). The introduction of this model will take place in phases. As a result, all European exporters, forwarders and transporters will be confronted with important tightening measures as of 1 January, 1 July, 1 September and 1 November 2022. Make sure you are ready in time! Otherwise, your cargo will soon be stuck at the British border or even earlier in the Dutch port.

This information sheet explains the upcoming extra customs formalities for access to the UK. Good preparation starts now! At the same time, not every aspect of the BOM has been fleshed out by the British government yet. We will therefore regularly update this fact sheet. You can also always find up-to-date information at [www.getreadyforbrexit.eu](http://www.getreadyforbrexit.eu).

### SITUATION NOW – PHASE 1 BORDER OPERATING MODEL

For imports from the EU, British importers have two options until 31 December 2021 for standard goods. They can file an import declaration immediately upon entry, or they can choose to register the goods in their own administration in a simplified way. The declaration will then be submitted six months later. In practice, this means that there are currently hardly any delays, if any at all, at the British border.

#### Exceptions

Since 1 January 2021, import rules and border controls in the UK always apply to a limited group of goods on the so-called [controlled list](#). For live animals and ['high risk' agricultural goods, such as trees and perennials](#), a veterinary or phytosanitary health certificate is required for entry into the UK. This certificate is issued by an inspection service - such as the NVWA - in the country of origin.

**Please note!** Prior to transport to the UK, an export declaration is always required in the EU for all goods and the cargo must be pre-notified to the Dutch ferry terminal via Portbase. Tip for Dutch parties involved: carefully archive which goods go to which British importer. The British importer is responsible to Customs for a correct import declaration. However, a good dossier will help you if there are still questions about an import declaration that has been postponed for six months.



### 1 JANUARY 2022 – PHASE 2 BORDER OPERATING MODEL

#### ACCESS VIA PRE-LODGEMENT OR TEMPORARY STORAGE

As from 1 January 2022, cargo will be admitted to the British ports via the [pre-lodgement](#) or [temporary storage model](#). Each port makes its own choices in this respect. The UK ports of call for the Dutch ferry companies allow both temporary storage and pre-lodging. More details on the use of the access models can be found in [this information sheet](#).

### 1 JANUARY 2022 – PHASE 2 BORDER OPERATING MODEL

#### NO MORE DEFERRAL OF IMPORT DECLARATIONS

The customs procedure in the UK for a six-month postponement of import declarations will lapse. For all goods that enter the country from 1 January 2022 onwards, a declaration has to be made immediately.

### 1 JULY 2022 – PHASE 3 BORDER OPERATING MODEL

#### COMPULSORY SECURITY DECLARATIONS - ENS

From 1 July 2022, an [Entry Summary Declaration](#) (ENS) will be required for all cargo prior to entry into the UK. The exact requirements for these security declarations will be announced on the website of the British government. For cargo in reverse direction from the UK to the EU, the ENS is already existing practice. In the Netherlands, this ENS is done by the ferry operator. When booking the crossing, he asks the carrier for extra data for this purpose.

### 1 JULY 2022 – PHASE 3 BORDER OPERATING MODEL

#### COMPULSORY CERTIFICATION OF MOST VETERINARY AND PHYTOSANITARY CARGO

From 1 July 2022, a veterinary health certificate will be required for veterinary and phytosanitary cargo from the EU to the UK. This applies to:

- all regulated animal by-products
- all regulated plants and plant products
- meat and all meat products
- all other foods not of animal origin with a high-risk profile

As a Dutch exporter, you can apply for the certificate digitally at the NVWA or, for [specific products, at one of the other inspection services](#), prior to transport. You do this via [e-CERTNL](#). Your transporter must then be able to show the export certificate at the British border. No entry without certificate. The importer in the UK must also pre-notify the shipment in the British IPAFFS (Import of products, animals, food and feed system) as of 1 January 2022. [All steps for applying for certificates are clearly described on the website of the NVWA.](#)



### **1 JULY 2022 – PHASE 3 BORDER OPERATING MODEL**

#### **VETERINARY AND PHYTOSANITARY CARGO INSPECTION AT BORDER CONTROL POSTS**

From 1 July 2022, inspections of veterinary and phytosanitary cargo will take place at the UK's external border. This will take place at Border Control Posts (BCP). Usually, these will be seal inspections, but in some cases shipments will also be opened and subjected to closer inspection. The BCP infrastructure in the UK is still under development. More information will follow. As an exporter, forwarder or carrier, it is important that all your formalities are in order at all times. This way, your visit to a BCP will be as efficient as possible.

### **1 SEPTEMBER 2022 – PHASE 3 BORDER OPERATING MODEL**

#### **CERTIFICATION AND CHECKS FOR ALL DAIRY PRODUCTS**

### **1 NOVEMBER 2022 – PHASE 3 BORDER OPERATING MODEL**

#### **CERTIFICATION AND CHECKS FOR ALL REMAINING VETERINARY CARGO, INCLUDING COMPOSITE PRODUCTS AND FISH PRODUCTS**

#### **ALSO CHECK [GET READY FOR BREXIT](#)**

Via the website [Get Ready for Brexit](#), we keep you up to date on additions and changes to the BOM. The BOM requires everyone in the logistics chain to adjust their processes and coordinate them carefully with other links. Make sure you are prepared in time and consult well with your chain partners about who does what. Together we can prevent delays