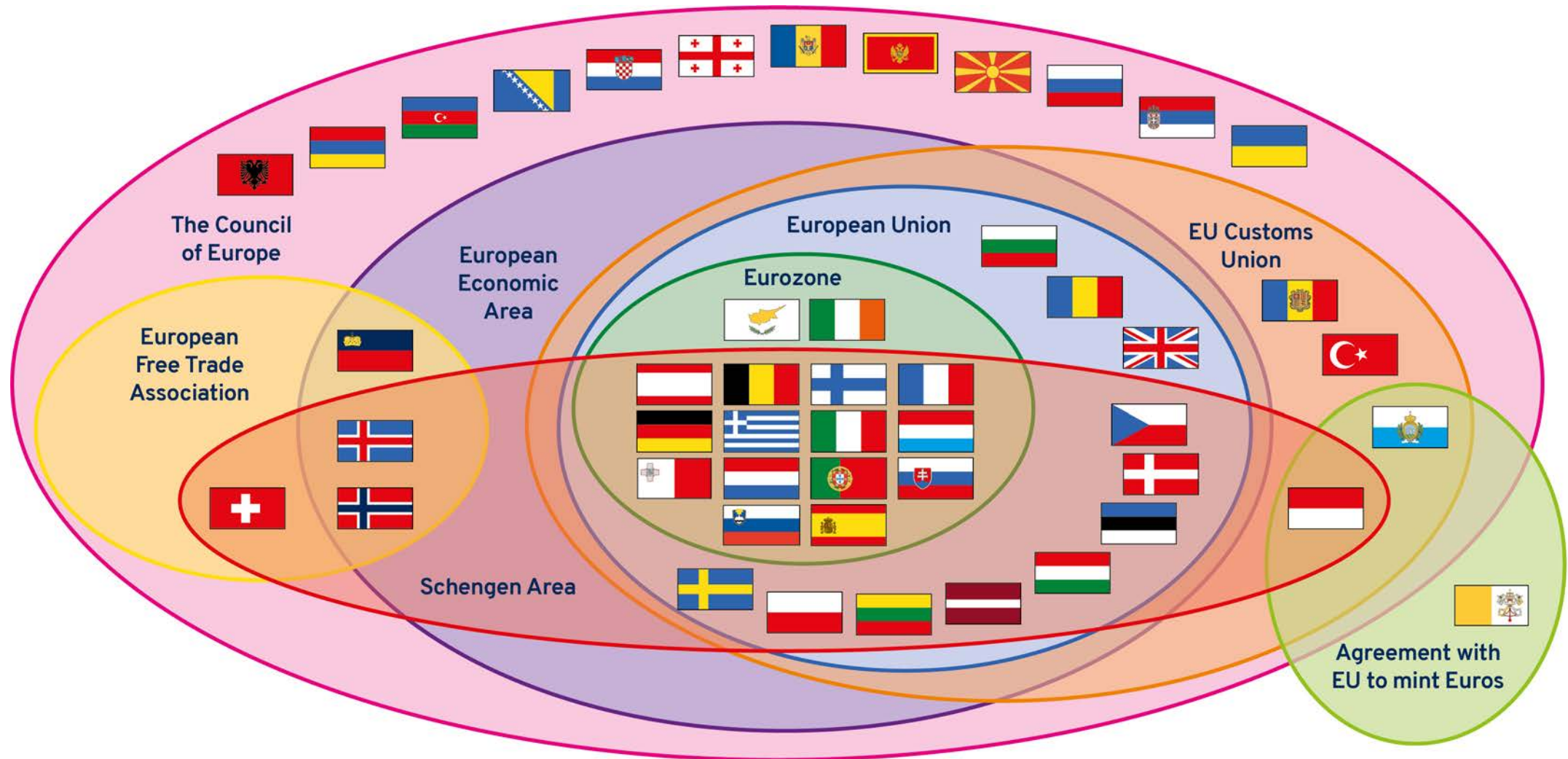




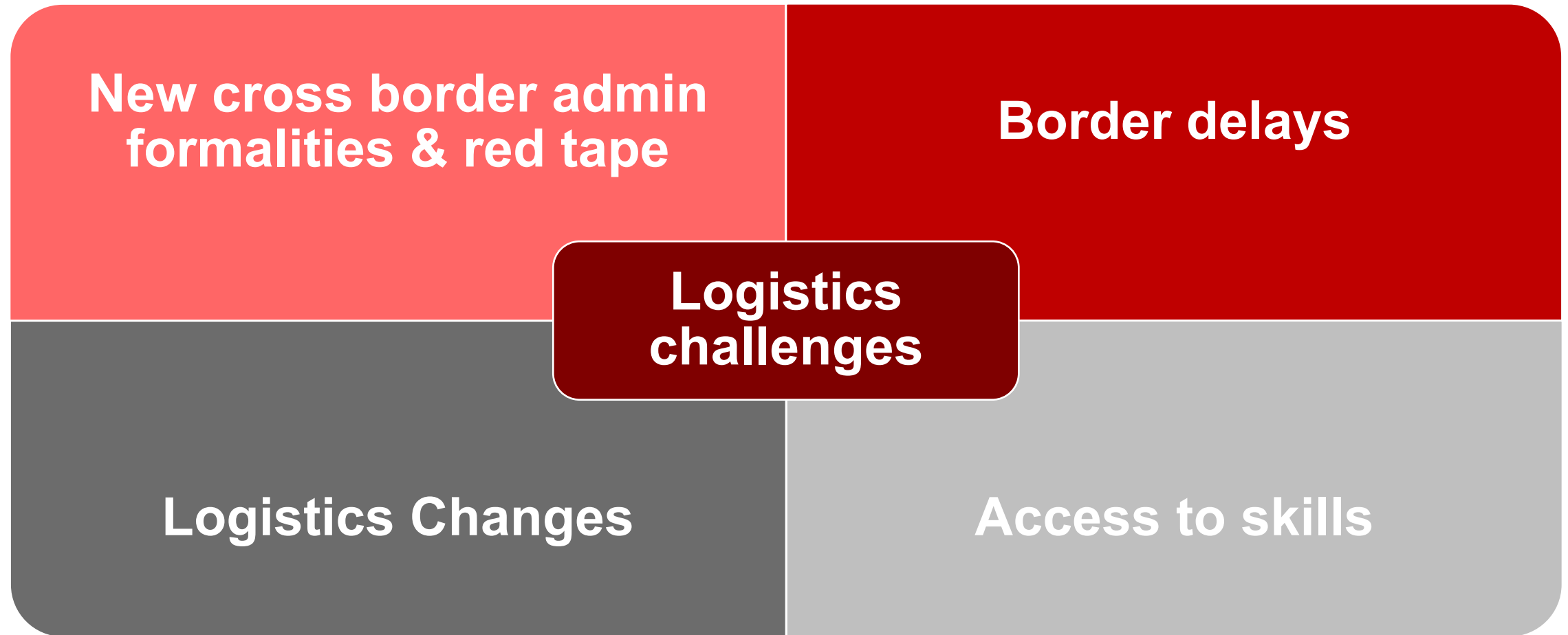
# Logistics Manager Webinar: “Brexit impacts on UK EU logistics “

June 9<sup>th</sup> 2020

# Leaving the EU Customs Union- What Next?



# Leaving the EU; Day 1 challenge for logistics



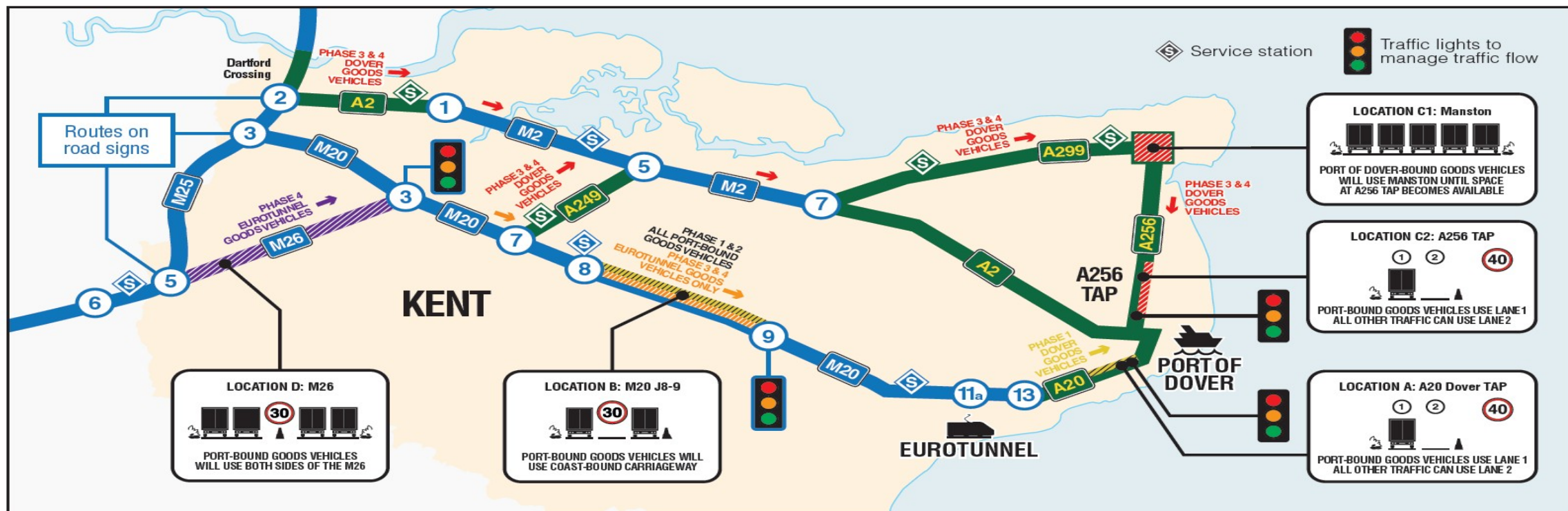




HM Government

## Managing HGV traffic in Kent – the original D1 no deal plan

PHASE	ALL EUROPE-BOUND GOODS VEHICLES (7.5 TONNES AND OVER) GOING TO PORT OF DOVER	ALL EUROPE-BOUND GOODS VEHICLES (7.5 TONNES AND OVER) GOING TO EUROTUNNEL
1	Drivers must use A20 Dover Traffic Access Protocol (TAP) (Location A)	Drivers can use any available route
2	Drivers must use M20 junction 8-9 coast-bound carriageway (Location B)	Drivers must use M20 junction 8-9 coast-bound carriageway (Location B)
3	Drivers must use Manston and A256 TAP (Locations C1 and C2)	Drivers must use M20 junction 8-9 coast-bound carriageway (Location B)
4	Drivers must use Manston and A256 TAP (Locations C1 and C2)	Drivers must use M26 (Location D) and only move to M20 junction 8-9 when directed (Location B)



# BIP and Customs Facilities EU Border at Calais





An aerial photograph of a port area, showing numerous stacks of shipping containers in various colors (blue, red, yellow, green) and several large cargo ships docked at the quay. A large, semi-transparent dark blue circle is overlaid on the center of the image, divided into four equal quadrants by a white cross. Each quadrant contains white text. The background image shows the organized chaos of a busy port, with cranes and other port infrastructure visible.

**CHANGES TO  
SUPPLY CHAINS**

**ALTERNATIVE  
PORT OPTIONS**

**EU SUB  
CONTRACTORS**

**ALTERNATIVE  
MODES**

**SUPPLY CHAIN CHANGES  
– UK and EU**

# Exporter Responsibilities Post Brexit

- **Export Packing**
- **Shipping Costs**
- **Commercial Invoice**
- **Tariff Code**
- **County of Origin**
- **Proof of Export**
- **Licences**
- **Insurance**
- **Incoterms**



**Step 1:** Goods sold to a customer outside the UK



**Step 2:** Commercial paperwork generated, including export certificates and licences if required



**Step 3:** Goods shipped to the port of loading



**Step 4:** Customs agent prepares export entry & security declaration



**Step 5:** Goods cleared to depart by HMRC



**Step 6:** Goods exported and shipped to country of destination

# Products subject to Sanitary and Phytosanitary checks – What to expect from the negotiations?

## EU negotiating mandate

- “systematic sanitary and phytosanitary controls at the border”
- Use available facilitations and technologies
- Only single market membership can offer frictionless trade – no equivalence measures

## UK negotiating priorities

- Separate SPS regime
- Seek equivalence measures to reduce barriers
- Symmetry as a guiding principle

## Precedents:

### EU-Switzerland SPS agreement

Crosses UK red lines

### EU- New Zealand SPS agreement

Arguably the 2<sup>nd</sup> most ambitious one



# Products subject to Sanitary and Phytosanitary checks – What to expect from the negotiations?

Full set of EU  
requirements;  
no SPS  
agreement

**LIKELY RANGE OF POSSIBLE OUTCOMES**

NZ-like  
arrangements  
- Less frequent  
physical checks  
- Digital certificates

## What to expect?

EHCs for outbound  
flows

Documentary,  
identity and physical  
checks on outbound  
flows at the border

Explore possibilities  
to carry out some  
checks away from  
the border

“Symmetrical” UK  
procedures on  
inbound flows

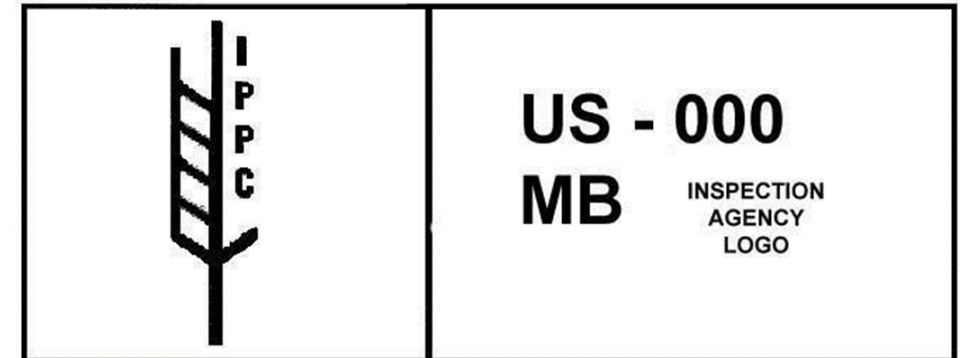
# Wood Packaging Material and ISPM15 standard

Wood packaging  
must comply with  
**ISPM15**  
**standard**

Marking  
requirements

Exemptions

Pallets may be  
checked entering  
EU



## How customs might work

What might happen when a firm in Northern Ireland orders goods from the rest of the UK deemed “at risk” of then entering the EU?

