



Brexit - 31 October

Advice for Haulage Operators

30 July 2019

RHA advice to hauliers for no deal Brexit

- 1) The RHA is advising road haulage operators to take several actions in respect of a no deal Brexit on the 31 October. Some actions can be taken now, others will need to be implemented if Brexit occurs with no deal.
- 2) We will update this advice as things clarify.
- 3) We recommend the following:-
 - a) **Inform your customers that you will refuse to carry any UK <> EU shipment that does not have complete customs paperwork prior to a lorry departure for the port.**
 - b) **Do not agree to do tasks you do not fully understand.**
 - c) **Make sure you know what type of customs is being done (CTC / TIR / ATA Carnet / “pre-clearance”).**
 - d) **Do not take financial liability for customs, duties, taxes or other processes that are the responsibility of importers or exporters.**
 - e) **Ensure that you agree with your customers that you are not responsible for the consequences of Brexit delays.**
 - f) **Inform traders (importers and exporters) that it is their responsibility to ensure customs formalities are adhered too.** (Logistics companies may be able to help with this – but that will need to be agreed in advance with the traders).
 - g) **Get your EORI number.**
 - h) **Do not attempt to cross the border without complete paperwork for all shipments.**
 - i) **Review the RHA Checklist for operators – available [on the RHA website, here.](#)**

Background

- 4) In the event of a no deal Brexit all commercial shipments moving to or from the UK and EU will require both import and export customs clearance formalities. Regardless of where the trader is based – **ultimately every importer will be responsible for the import customs declaration for every shipment, every exporter will be responsible for the export declaration for every shipment.**
- 5) For road movements the plan is that no lorry (or van) will be allowed to board a ferry (or train) to cross the UK – EU border unless **all shipments** on board the vehicle have the complete and correct paperwork for customs before arrival at the place of departure. The vehicle needs to be “border ready”.
- 6) **If a lorry (or van) tries to cross without being “border ready” it will be turned away on way to the port or at the port and denied boarding.**
- 7) **This will apply in both directions and will apply to haulage operators from the UK AND the EU.**

This Paper....

- 8) It is vital that all parties using the UK – EU border understand how to use the border in the event of a no deal Brexit.
- 9) This paper focuses on road haulage movements to and from the UK and continental EU after a 31st October under a no deal. (movements across the Ireland / Northern Ireland border may have similar requirements or none. This is unknown now).
- 10) It deals with the basic processes that will apply to all shipments. Licenced goods, dual use goods, agricultural goods and so on will have other rules over and above basic processes described here.
- 11) It is by getting the basics right, moving the maximum number of lorries with simple non-complex shipments on board quickly, that we will minimise delays and queues for all crossings between the UK and EU by road.

What are the basics?

- 12) Current systems across the Dover Straits allow vehicles and people to drive off the ferry or train and continue without interference. There are occasional interventions by border authorities, but they are rare.

- 13) The planned system for controlling formalities and lorry access to ferries or trains for international road haulage will be primarily based on use of the Common Transit Convention. Paperwork and processes to be “border ready” will need to be completed before boarding.
- 14) Unless things change, the road haulier (for accompanied lorry/van movements) or the ferry company (for unaccompanied trailer movements) will be responsible for making Safety & Security declarations to authorities in the country of arrival. The detailed arrangements how this is to be done are unclear for all cases at this time. Further information will be provided when known.

What is the correct paperwork to be “border ready”?

- 15) Borders are complicated, many requirements change depending upon what is being transported and even the method of transportation.
- 16) Exporters will always need to provide their customs agent / logistics company / haulier with commercial invoices and packing lists for all shipments. This is a minimum regardless of method of transit between the UK and EU - Transit (CTC or TIR) or “pre-clearance”.
- 17) Further information on what information will constitute being “border ready” will be provided in coming weeks.

What are the basics before you trade between the UK and EU?

- 18) There are many parties responsible for the various processes. Before anyone trades across the border they need to understand what processes they will be responsible for. Responsibility does not always mean that the processes must be done by the responsible party, just that they must make sure that the task is done.
- 19) It is also the case that some parties operating across a border will have more than 1 responsibility. For example, if a company is exporting its own goods in one of its own vehicles the company will be responsible for ensuring it complies with all the responsibilities of a road haulier.
- 20) The RHA has summarised who will have border responsibilities and the essential actions they will need to take before trading across the UK – EU border. The summary is at annex A. Please note that this overview is highly simplified.

More information and updates will be available in the Policy and Campaigning section of the RHA website – RHA.uk.net

Annex A – Simplified “Who is responsible for what”.

	Who?	Do these things before you trade
1	Exporter	Get EORI number
2		Get a Customs Agent / or agree with Logistics Company to do whole process for exporter. Prepare to provide a commercial invoice and packing list for every shipment.
3	Export Customs Agent (appointed by exporter, authorised by customs authorities, to undertake export customs formalities).	Must be able to submit & process customs declarations for exporter – authorised by customs to do this
4	Logistics Company (Can be the guiding mind for whole transport, acts on behalf of either the exporter or the importer).	Must be able to co-ordinate the shipment for client (either exporter or importer – as agreed with company contracting the freight movement). Decide what services will be offered to clients – eg CTC or TIR.
5	Haulage Company	Must be licenced to operate internationally (permits). Trailers registered, GB Sticker, etc
6		Must ensure drivers & vehicles can operate internationally
7		UK operators get UK EORI now. EU operators get EU EORI (UK will allow use of EU EORI numbers by UK operators)
8	Export Customs / Customs locations	Need staff, offices and IT in the right places for other parties to be able to complete customs processes
9	Port Operator Export	Must be able to ensure all lorries comply with requirements to proceed through port
10		Must be able to operate export controls defined by authorities
11		Provide facilities for rejecting or redirecting unready lorries
12	Ferry or Tunnel Operator	Has ferry.
13	Port Operator Import	Must be able to operate import controls defined by authorities
14		Provide facilities for rejecting or redirecting unready lorries
15	Import Customs / Customs locations	Need staff, offices and IT in the right places for other parties to be able to complete customs processes
16	Importers Customs Agent (appointed by importer, authorised by customs authorities, to submit import customs declarations).	Must be able to submit & process customs declarations for importer -authorised to do by customs authorities. (such as DELTA system if clearing French shipment in France).
17	Importer	Get EORI Number
18		Get a Customs Agent
19		Arrange for a duty deferment account (or possibly make arrangement with import customs agent).