



# Be ready to cross the border

## Q&A – 27/10/2020



○ This presentation will be available on our web site





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- It does not constitute legal advice - please consult with your own legal counsel for such advice.
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# WEBINAR FORMAT

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1

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On line FAQ updated regularly**

# AGENDA

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**ACRONYMS**

**WHO? WHAT? WHERE? FOR WHOM?**

**EUROTUNNEL BORDER PASS**

**PIT STOP**

**DECLARATIONS**

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**SEA FOOD**

**IDENTITY DOCUMENT**

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# ACRONYMS

Could you tell us what the acronyms MRN, EU, GMR, etc.... are?

## Authorities

UK / FR: United Kingdom / France  
EU: European Union

DGDDI: Direction Générale des Douanes et Droits Indirects (FR customs)

HMRC: Her Majesty's Revenue and Customs (UK customs)

DEFRA: Department for Environment, Food and Rural Affairs (UK government)

SIVEP: Service d'Inspection Vétérinaire et Phytosanitaire (FR government)

UKBF: UK Border Force  
PAF: Police de l'Air et des Frontières

RDE: Représentant en Douane Enregistré (Customs agent)

CDS: Centre Douane SIVEP (customs and sanitary inspections offices Eurotunnel terminal France)

## Declaration/barcodes

GMR: Goods Movement Reference  
MRN: Movement Reference Number

EAD: Export Accompanied Declaration  
IAD: Import Accompanied Declaration

ATA carnet: Admission temporaire/Temp. Admission /  
TIR carnet: Transport International Routier

DSCE: Document Sanitaire Commun d'Entrée (EU sanitary declaration)

ENS: Entry Summary Declaration (can be UK and FR)

TAD: Transit Accompanying Document

## Eurotunnel

EBS: Eurotunnel Border Service  
EBP: Eurotunnel Border Pass

## Systems

CHIEF: Customs Handling of Import & Export Freight (UK customs system)

DELTA: Dédouanement En Ligne par Transmission Automatisée (FR customs system)

GVMS: Goods Vehicle Movement Service (UK system)

TRACES: TRAdE Control and Expert System for animal & plant origin products (EU system)

ICS: Import Control System (FR system for Safety & Security declaration)

ECS: Export Control System (FR system for Safety & Security declaration)

CPS: Cyber Physical System (UK system for Import/Export Safety & Security declaration)

NCTS: New Computerized Transit Systems

NSTI: Nouveau Système de Transit Informatisé (Transit)

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## WHO?

## WHAT?

## WHERE/HOW?

## FOR WHOM?

**TRADER,  
SHIPPER**  
(or customs  
brokers/RDE)

**TAD  
EAD  
import pre-decl.  
ATA / TIR carnet  
Sanitary formalities**

**NCTS/NSTI  
CHIEF/DELTA  
CHIEF/DELTA  
special ATA/TIR link  
IPAFFS/TRACES NT**

**HMRC/DGDDI  
HMRC/DGDDI  
HMRC/DGDDI  
HMRC/DGDDI  
DEFRA/DGAL**

**HAULIER**

**GMR  
DGDDI Enveloppe bar-code  
Safety & Security ref  
Eurotunnel Border Pass**

**GVMS\*  
DGDDI WEB link\*  
CHIEF/ENS  
Eurotunnel account**

**HMRC  
HMRC/DGDDI  
HMRC/DGDDI  
Eurotunnel**

\*GVMS <https://developer.service.hmrc.gov.uk/guides/gvms-end-to-end-service-guide/>

\*Enveloppe code <https://www.douane.gouv.fr/actualites/enveloppe-logistique-une-nouvelle-fonctionnalite-de-la-frontiere-intelligente>

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# EUROTUNNEL BORDER PASS

## 1. How to get a Eurotunnel Border Pass?

**You can access the Eurotunnel Border Pass pages directly from your Eurotunnel web account.**

**Once you have sent your data, you will receive a confirmation of the Eurotunnel Border Pass reference number by email.**

Your driver will then need to show nothing at the Pit stop.

**This has to be done for each crossing which is a single leg one. We do not work on round trip.**

**You can use your own scanning device to send us the barcode references required to generate a Eurotunnel Border Pass**

# EUROTUNNEL BORDER PASS

## 2. What is the maximum lead time for Eurotunnel Border Pass?

You can send us the border data to create a Eurotunnel Border Pass at any time, several days in advance if you wish, and up to 30 minutes before the vehicles turns up at the Pit stop.

## 3. When will it be possible to start using your Eurotunnel Border Pass functionality?

We plan to make the Eurotunnel Border Pass pages available by the end of November so that your teams have time to get trained to the tool before 1 January.

Of course we do not expect real data to be sent before this date (or shortly before for crossings planned for after 1 January).

# EUROTUNNEL BORDER PASS

## 4. Do you propose an EDI option?



Yes, border data can be sent by EDI by the Eurotunnel account holder

EDI allows you to send us border data by batch rather than for each crossing individually. You can send the data in this format when you want 24/7. You will receive a confirmation by XML for each crossing immediately once the Eurotunnel Border Pass is confirmed.

Please contact your Eurotunnel account manager to get the user guide to know how to establish an EDI link with Eurotunnel.

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# PIT STOP

## **1. Is it possible that the driver shows his customs documents with the barcode on his mobile phone?**

Yes. We do not need a document as such but a barcode that we can also scan with a mobile device and not only on a paper document.

## **2. Will the Pit stop also be used to process small vans?**

Yes. At the Pit stop, we will process all freight vehicles which travel on our freight shuttles. It includes small vans.

## **3. My vehicles are on a registered plate number list. May I send you export declarations just mentioning the vehicle number?**

No. If you are on vehicle list system, the driver will have to show his references at the Pit stop. You may also prefer to create a booking to get a Eurotunnel Border Pass if you wish.

# PIT STOP

## 4. What happens if the vehicle that shows up at the Pit Stop does not match the one that was declared?

For the French authorities, it is the registration of the vehicle that will actually cross (and therefore validated at the Pit stop) that we must send to the authorities. If the vehicle that shows up at the pit stop is not the one that has been declared, we will change its registration when sending it to the authorities.

For the UK authorities, a GMR is linked to a truck's VRN. The truck registered on GVMS must be the one that transports the goods. Hauliers are able to edit GMRs in advance, so if during the process a VRN changes they can do this before a truck arrives at Eurotunnel's terminal. If not, the GMR code will not be valid and the vehicle will not be able to travel until it has been modified.



# PIT STOP

## 5. What do we have to do if we decide to change the cargo from ferry to Eurotunnel at the last minute?

There is no need to change anything in your declarations and documents which are not attached to a specific route.

Your driver can just turn up to our terminal and show his barcodes at the Pit stop. If you have time, you can also send your data to Eurotunnel in advance (Eurotunnel Border Pass).

# PIT STOP

## 6. Do you plan reserved lanes for automatic recognition to make sure those trucks don't get delayed by trucks who are not properly prepared?



We are getting prepared to eventually do so. However we do not know yet how many vehicles will actually be using the Eurotunnel Border Pass after 1 January 2021.

Our intention is to facilitate the process of all vehicles which can be processed faster than others in order to ensure the best possible fluidity for all vehicles. Ideally, we would like to have lots of our customers to use the Eurotunnel Border Pass if they can.

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# DECLARATIONS

**1. What does Eurotunnel require at check-in for exports from the UK where the operator is using the French advance transit option (transit movement initiated at Calais or Dunkirk). Assuming an MRN is provided, what does this then trigger?**



The advance transit option (transit anticipé de l'Union) is for EU Import and not UK Export. This procedure allows the RDE to issue a transit option ticket before crossing the border.

The barcode relating to this TAD can then be sent to the driver before arrival at the Folkestone terminal and the corresponding MRN will therefore be scanned by Eurotunnel as a reference (and proof) of EU import formalities.

# DECLARATIONS

## 2. For an export to England with Transit MRN do you need any additional paperwork until the truck reaches its final destination?

For all entries into the UK a Goods Movement Reference (GMR) will be required, for whatever customs procedures are used (standard import, transit, ATA, etc.)

This can be obtained through the process as explained.



# DECLARATIONS

## 3. Are EU goods with an Export declaration subject to Import duties in the UK?

The current Border Operating Model outlines the processes that will need to be taken for goods imported into the UK in terms of payment of customs duties (tariffs), as well as VAT.

The tariff rates can be found here :

<https://www.gov.uk/get-rules-tariffs-trade-with-uk>

From January for most goods traders will be able to defer payment until supplementary declarations are made/postponed VAT accounting is used. This changes from July and traders should look at the Border Operating Model for further advice.



# DECLARATIONS

## 4. With an EU Export declaration, do the goods have to be cleared again in the UK, or can they be driven to the recipient directly after arrival in the UK port?

Customers will also need to complete UK import declarations when entering the UK. From 1 January these are required without presenting them to Eurotunnel.

From 1 July these will be required to be entered into a GMR and presented at the Eurotunnel terminal, either with a barcode or through the Eurotunnel Border Pass. We will notify drivers and hauliers if they need to go to an inland site.



# DECLARATIONS

## 5. What procedure will be preferred by the UK customs authorities?

UK customs authorities have not expressed a preference for any particular type of customs clearance.

## 6. Does the FR customs status (green or orange) also depend on the ENS (as it is not needed to inform Eurotunnel with it)?

Eurotunnel is not involved in the ENS/ICS process. However, the French Douane may decide to select in Orange vehicles with no ICS.

## 7. How safety and security MRNs will be handled?

Safety and security declarations and references do not need to be sent or shown to Eurotunnel.

For UK authorities, safety and security references need to be added into the GMR for the truck as described in the process for GVMS .



# DECLARATIONS

## 8. How do you get an MRN / GMR for an empty unit?

No MRN is required for an empty truck.

For UK Authorities (Export & Import), a GMR is required for empty vehicles from 1 July 2021. But a Safety & Security declaration is required from 1 January 2021.

For FR Authorities (Export and Import), the driver will have to declare at Pit stop from 1 January 2021 that the truck is empty and an ENS declaration is also required.



# DECLARATIONS

**9. If the drivers have an invoice, deliver note and MRN, is it enough for the respective customs clearance?**

An invoice or a deliver note is not sufficient.  
See slides 16 and 25 of the first webinar presentation available on [eurotunnelfreight.com/brexit](http://eurotunnelfreight.com/brexit).

**10. What does happen if a truck arrives with no declaration done ?**

The truck will not be allowed to travel.

**11. For an events company which exchanges materials between UK and FR, what are the formalities from 1 January 2021 ?**

UK Authorities, a GMR is required (including Safety & Security declaration) from 1 July 2021

FR Authorities, an ATA carnet will be required as well as an ENS declaration.

# DECLARATIONS

**12. What UK and French customs systems will they interface to and what information is passed between them. Does the interface to GVMS just check that the GMR is valid?**

There is no interface between UK and FR systems.  
We use an API to send bar codes and plate number to the FR/UK systems .

We also check with GVMS if a GMR is a valid one.

**13. In what cases road carrier from EU are obliged to have a UK-EORI ? Will it have any influence on declaration procedures when crossing by Eurotunnel?**

Eurotunnel does not need to know your UK EORI number.

All traders moving goods to or from the UK require a GB EORI number (which starts with GB) which is necessary for any further customs movements. This can be obtained here:

<https://www.gov.uk/eori>.

# DECLARATIONS

## **14. Will Eurotunnel be able to advise us that the vehicle has arrived in the UK if it is routed France to UK or in France if it is leaving the UK?**

You can already access this information from the Vehicle Tracking System in your Eurotunnel account.

## **15. What do we expect from drivers and hauliers with Kent Permit?**

We expect hauliers to complete the Kent Access Permit for their drivers before travelling to Eurotunnel's terminal as it will be a legal requirement to do so.

The site where hauliers can obtain a KAP will be open from December.

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# EUROTUNNEL BORDER SERVICE

## 1. What services the Eurotunnel Border Service will provide?



**Act as an official representative of a customs agent/broker under contract with Eurotunnel.**

**EBS is not itself a customs agent/broker and is not able to do customs formalities.**



**at the Border facilities building located in the new truck park**

to finalise the FR/EU Export and UK Import formalities a remote printing facility will be available if you want to send a document to your driver who will be able to print it on site.

**at the Centre Douane SIVEP**

To assist drivers which truck was put in orange status to provide on-site representation for customs agent/broker (under contract with Eurotunnel) for customs and sanitary inspections.

# EUROTUNNEL BORDER SERVICE

## 2. If you arrive in Calais without an export and go to EBS, what do you need to have to get an export done?

The Export declaration has to be done by the RDE, not by EBS.

EBS will assist the driver at the Border facilities building to print the EAD/TAD documents if needed.

EBS can also assist the driver to create the envelope code.

The barcodes will then be scanned at Pit stop associated to the vehicle registration number to be sent to UK/FR authorities.



# EUROTUNNEL BORDER SERVICE

**3. When the Douane decides a 100 % physical check of load at Eurotunnel terminal, what will be the cost of such operation?**

Eurotunnel will not invoice the driver or his transport company. If our Eurotunnel Border Service team needs to help a control, only the RDE (customs agent) will be invoiced.

**4. Can we have the contact details of the Customs Agents authorized by Eurotunnel in Calais ?**

The list of RDE (customs agents) already in contract with EBS is available on request. Please contact your Eurotunnel account manager.

NB: there will be RDE present at the Centre Douane SIVEP.



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# SEAFOOD

**1. Does the Centre Douane SIVEP (the Border Control Post for all Sanitary and Phytosanitary good) control all goods with the exception of fish & seafood?**



Yes. Fish and seafood will be inspected at the Centre Douane SIVEP of Boulogne sur mer.

When crossing the channel with Eurotunnel, vehicles carrying fish or seafood will be put on Green but must go directly to Boulogne sur mer.

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# IDENTITY DOCUMENT

## 1. Will drivers be able to continue crossing with the identity document?

For the UK authorities:

From 1 January EU drivers will be able to cross into the UK using an identity document.

From 1 October 2021 the Government have confirmed that EU passengers will be required to use passports to enter the UK. We are awaiting confirmation if this also applies to truck drivers.



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# VP SERVICE



▼  
choosing  
your time

There are 2 ways for a small van (<3.5t) to cross the Channel with Eurotunnel :

**use our freight service (as trucks)**

or

**use our VP booked service to travel on our passenger shuttles  
through our passenger terminals**

A VP account, distinct from your Eurotunnel freight account, is required

Contact your account manager for more details about our VP service offer.

**As for all other vehicles carrying goods, customs/border declarations  
are also required from 1 January 2021 for vehicles using the VP service.**

- ✓ **Booked** service with reserved space
- ✓ Motorway to motorway access
- ✓ Booking valid for 1 van and up to 9 passengers
- ✓ Up to 2 departures every hour during the week
- ✓ Available 24/7 only to VP account holders

# VP SERVICE

## 1. Will this service still be an option after 31/12/2020?

Yes.



## 2. How will VP account holders be affected by the new arrangements?

The VP service will continue to operate after 1 January. However :

- a Eurotunnel Border Pass will become mandatory to validate a booking which means that border information will always have to be sent in advance to use this service.
- it will also be mandatory to indicate a valid phone number so that a SMS can be then sent with the Customs status (Green/Orange).

Like for the freight service, border data and plate number will be sent after check-in to the British and French authorities.

On arrival in France after crossing, vehicles with Orange status will have to follow the dedicated road signage to go to the Centre Douane SIVEP (same one as for vehicles using the freight service).

On arrival in the UK after crossing, Orange vans will have to go to Sevington or any other designated inspection place.

# NEXT STEPS

**Keep informed with our Brexit updates on [eurotunnelfreight.com](http://eurotunnelfreight.com)**

**Get prepared for 01/01/21**

**Share & train your teams and drivers**

**Continue to send your questions**

**Participate in webinars organized by the authorities or other organisations**

**Contact your Eurotunnel account manager**





# LATEST GUIDANCES PUBLISHED BY AUTHORITIES

## **UK Border Operating Model**

<https://www.gov.uk/government/publications/the-border-operating-model>



## **FR guidelines – preparing for Brexit**

[https://www.douane.gouv.fr/sites/default/files/uploads/files/Brexit/Other languages/customs-guidelines-preparing-for-brexit-january-2020.pdf](https://www.douane.gouv.fr/sites/default/files/uploads/files/Brexit/Other_languages/customs-guidelines-preparing-for-brexit-january-2020.pdf)



**Thank you**

# ASK YOUR QUESTIONS

<https://www.research.net/r/eurotunnel-webinars-qa>

