

DIRECTORATE GENERAL OF CUSTOMS AND EXCISE
FACTSHEET FOR OPERATORS

Factsheet no. 1: Fallback procedure for SI Brexit (entry)
Safety-security, clearance and transit formalities

This document is a courtesy translation of the official French note on the subject which is indicated in reference.

The purpose of this factsheet is to specify the fallback procedure to be followed in the entry direction, in case of failure of SI Brexit (safety-security, import clearance and transit formalities).

Step 1 – Triggering the fallback procedure

Information on the activation of SI Brexit fallback procedure is distributed to economic operators via the online service status monitor (Météo des téléservices).

Step 2 – Pairing and routing during the crossing

On the UK side, pairing cannot be registered in SI Brexit because of its malfunction. The partners (ferry companies, ports and Eurotunnel) are in charge of identifying the trucks with stickers :

- a green sticker for empty trucks and trucks carrying postal freight, which can borrow the green line “authorized exit” on disembarking,
- an orange sticker for trucks which are directed to the customs parking by default,
- an orange sticker, with an “SPS” inscription, for trucks carrying SPS goods, which are directed to the SIVEP parking on disembarking.

Once on the parking lots, the clearance procedure can continue. The drivers should contact the declarant to find out the status of the procedures in progress. The declarant must inform the drivers when they are allowed to leave the parking.

Step 3 – Safety and security formalities

Due to the malfunctioning of SI Brexit, the system has no knowledge, at the pairing, of the ENS which were deposited in the Automatic Security system up to the disembarkation.

In case of hit and controls prescribed on an ENS by the “Cellule de levée de doute du Havre”, this latter will communicate to the competent customs services the identity of the mean of transport (license plate) to be checked.

The customs officers will have to identify the truck and inform the driver. In case of an ICS control request and before any import process is initiated (customs clearance or transit), the driver will be informed by customs officials.

Step 4 – Validation of pre-logged customs declarations in Delta G and Delta T

Due to the malfunctioning of SI Brexit, the declarant does not have the information of the boarding of the goods and therefore does not know that he can validate its pre-logged declaration.

Thus, the driver or the company transporting the goods will have to inform the declarant of the disembarking of the goods, so that the declarant can validate the pre-logged declarations in Delta G or Delta T.

Step 5 – Release of goods after the disembarking for Delta G declarations

After validation of the anticipated customs declarations in Delta G, the economic operators can dispose of the goods, in accordance with the normal operating case in Delta G :

- either after the release of goods automatically granted by Delta G. In this case, the driver can leave the parking independently of the opening hours of the customs office.
- Or after an action of the customs officer in Delta G granting the release of goods, during the opening hours of the customs office.

The declarant has the responsibility to inform the driver of the release of goods.

Step 6 – Manual notification in Delta T of the border crossing notice for common transit declarations - After disembarkation

Due to the malfunction of SI BREXIT, the disembarking notification is not transmitted by the SI BREXIT to Delta T. The transit passage notice is therefore not notified automatically.

The customs services have to notify the passage manually in Delta T.

Step 7 – Release of goods after disembarking for Union transit declarations

Two situations are to be distinguished:

Case 1: In the case of a pre-logged Union transit declaration filed in DTI mode, the declarant validates his declaration in Delta T.

After validation of the pre-lodged customs declarations in Delta T, the declarant can have the goods, in accordance with Delta T's normal operating case:

- either after the release of goods automatically granted by Delta T. In this case, the driver can leave the parking independently of the opening hours of the customs office.
- Or after an action of the customs officer in Delta T granting the release of goods, during the opening hours of the customs office.

The declarant has the responsibility to inform the driver of the release of goods.

Case 2: In the case of a pre-lodged Union transit declaration filed by EDI mode, up to 72 hours before the departure of the goods.

The declarant must contact the customs office indicating the number of the MRN concerned.

If the carrier has a validated Union declaration but does not obtain the release of goods automatically, he presents his temporary transit accompanying document to the customs office during opening hours. On the basis of the information provided by the declarant, the customs officer release manually the goods in Delta T (lifting the selection profile).

It is the responsibility of the declarant to inform the driver of the release of goods obtained after an action of the customs officer.

Step 8 – End of fallback procedure

Information on the end of SI Brexit fallback procedure is distributed to economic operators via the online service status monitor (Météo des téléservices).