

Milano, 01 01 2021

# BREXIT

EU-UK trade deal, Aster Logistics still with you !!



- There will be no extra charges on goods (tariffs) or limits on the amount that can be traded (quotas) between the UK and the EU from 1<sup>st</sup> of January 2021. No need for a deferment account to pay duty.
- Excise duty is still payable though and you should consider your position if you are involved in the importation of wines, spirits, tobacco etc.
- Import and Export clearance process will be necessary for all shipments between UK and EU. Safety & Security (ENS) declarations are required for all EU imports but not required for GB imports until July 2021. Delays and disruptions are expected during the first weeks of implementation
- For Sanitary and Phytosanitary goods, export health (or phytosanitary) certificates are required from the very first day. These are not needed for GB imports until April 2021 and not needed initially for trusted traders in GB-NI flow deal.
- There are substantial points covering mutual recognition of standards for most areas, rules that allow one regulator's stamp to be accepted in other's jurisdiction. A few areas are still out of this cover, such as chemicals under REACH, where UK will lose its access in 2021.
- TRACES NT is required for all movements of SPS goods to EU (including NI) even if/when an export health certificate is not required initially. That also means that IPAFFS for GB imports is not required until April 2021.
- There will be extra checks at borders, such as safety checks and customs declarations, so businesses that rely on transporting goods to and from the EU will need to be ready.
- Port systems, such as PBN, GVMS, SI Brexit, all go live from day one.
- Transit documents will need to be closed on the UK border arrival from day one. This means a physical stop is required. The CGATE group can help you issuing and close your transit documents from and to all over Europe.
- Truck routings: ECMT permits will not be required and the process flow can be very similar to as it is today, although UK hauliers will have stricter cabotage rules when operating in the EU.

