



DIRECTORATE GENERAL OF CUSTOMS AND EXCISE

FACTSHEET FOR OPERATORS

Factsheet no. 8: Fallback procedure for exports as part of Brexit Delta G + ECS + SI Brexit + Delta T

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

This factsheet specifies the fallback procedure to follow for the exit from the European Union (EU) in the event of the failure of the Delta G, ECS, Delta T or SI Brexit information systems as part of the Smart Border.

1 – Failure of the Delta G online service when carrying out declaration procedures (office of export)

When Delta G is not functioning when the export declaration is filed with the office of export, factsheet 3 of the Delta G fallback procedure applies.

Step 3 of this factsheet 3 explains that copy 3 of the Single Administrative Document (SAD) must accompany the goods up to the office of exit in order to be stamped and will then serve as a supporting document for exit certification.

Nevertheless, this procedure may be adjusted when the layout of the sites connected to the Smart Border does not allow for lorries to be parked towards the “exit” in order to have copy 3 of the SAD stamped. In such cases, the customs office will advise the operators that they should use the alternative proof procedure to receive exit certification after the fact.

2 – Failure of ECS when carrying out exit procedures (office of exit)

Information on the unavailability of ECS is disseminated by the user assistance team (SAU – Service d’assistance aux utilisateurs) at the Customs IT Centre (CID – Centre informatique douanier) via the online service status monitor (météo des téléservices).

In the event of failure of ECS, the factsheet on the fallback procedure for exports - ECS - does not apply.

An ad hoc fallback procedure is rolled out owing to the liaison between ECS and SI Brexit as part of the Smart Border.

This procedure applies when the failure of ECS occurs prior to pairing or between pairing and boarding.

- Failure of the ECS prior to pairing

In this case, the pairing cannot be recorded as ECS does not respond to SI Brexit when the latter questions it to check the status of the movement reference number (MRN).

Due to the unavailability of ECS, SI Brexit is therefore unable to process the information in the customs document presented during matching (MRN) nor to send this information to ECS.

This means that the arrival notice is not generated in ECS.

- Failure of the ECS between pairing and boarding

In this case, SI Brexit cannot send the boarding notification message to ECS.

Neither the exit announcement nor the actual exit notice are generated in ECS.

In both these situations, data relating to pairing and the boarding notice is recorded in SI Brexit which sends it to ECS once it is functioning again.

This means that no action has to be taken by operators.

3 – Failure of the SI Brexit when carrying out exit procedures (office of exit)

Malfunctioning of SI Brexit is noted by:

- the IT department or a partner's employees (ferry companies and Eurotunnel)
- or the customs officer using the flow management application
- or the Customs IT Centre

This malfunctioning automatically triggers the SI Brexit fallback procedure.

Information concerning the triggering of this procedure is disseminated by the user assistance team at the Customs IT Centre (CID – Centre informatique douanier) via the online service status monitor (météo des téléservices).

The transport companies send an IT file containing all the information gathered during pairing for the period when SI Brexit was unavailable to the customs office.

This file enables reintegration of the pairing data and the generation of arrival and exit notices in ECS in order to issue the exit certification after the fact.

No action is required for transit MRNs.

4 – Fallback procedure in transit as part of SI Brexit (exit)

Failure of Delta T during export of goods to the United Kingdom

The purpose of this step is to specify the fallback procedure as part of the Smart Border (SI Brexit) when failure of Delta T online service occurs during export of goods in common transit to the UK or in Union transit to Ireland via the UK.

The partners (ferry companies and Eurotunnel) are advised of the malfunctioning of Delta T by means of an e-mail that is sent automatically when the IT status monitor is disseminated by the Customs IT Centre teams (CID – Centre informatique douanier).

At the border, on the French side, pairing is carried out on the basis of the accompanying document presented by the driver.

If the fallback procedure started in the office of departure, the driver will not have a valid document for pairing (no MRN and no barcode can be scanned). The driver will present the paper document that is specific to the fallback procedure completed if necessary by the list of items or the loading list.

Owing to the malfunctioning of Delta T, SI Brexit will be unable to check the existence of the transit declaration.

When disembarking in the UK, the driver must go to the first British customs office open for transit in order to carry out the border crossing procedures in accordance with the provisions of the Convention on a Common Transit Procedure.