

DIRECTORATE GENERAL OF CUSTOMS AND EXCISE

FACTSHEET FOR OPERATORS

Factsheet no. 3: Fallback procedure in common transit as part of the SI Brexit (entry)

Delta T failure after filing the common transit declaration

The purpose of this factsheet is to specify how the fallback procedure works as part of the Smart Border (Brexit IS) when the transit IT system, Delta T, stops functioning after the common transit declaration has been filed by the operator on the UK IT system (in NCTS GB).

The partners – the ferry companies and Eurotunnel – are informed of the malfunctioning of the Delta T via an automatic email when the Customs IT Centre (CID – Centre informatique douanier) teams disseminate the online service status monitor (Météo des téléservices).

Step 1 – Pairing

In the UK, pairing is carried out on the basis of the common transit accompanying document in the possession of the driver.

Step 2 – Routing during the crossing

As Delta T does not provide information to SI Brexit, the lorry is directed to the Orange lane (customs zone) in SI Brexit during the crossing (excluding sanitary and phytosanitary goods - SPS).

Transport units carrying SPS goods are directed to the Orange lane (Veterinary and Phytosanitary Border Inspection Office zone – SIVEP zone).¹

Step 3 – Disembarkation

In common transit, SI Brexit does not automatically send the border crossing notice due to the malfunctioning of Delta T.

In order to maintain the fluidity of the border crossing, the following arrangements are used: customs automatically reintegrates all border crossing notices *subsequently* on the basis of

¹ The customs office will have informed the SIVEP beforehand of the triggering of the Delta T fallback procedure.

information provided during the pairing process on the UK side. Physical attendance at the customs office is not required.

Upon disembarkation on the French side:

- only lorries travelling under common transit or under several customs regimes are directed into the Orange customs lane
- lorries carrying SPS goods are directed into the Orange SIVEP lane

Once in the carpark, customs officers will carry out a sorting operation. Only transports units travelling under common transit² will be entitled to leave the infrastructure immediately.

² The common transit accompanying documents are easily recognisable by the Movement Reference Number (MRN) relating to the declaration. For instance, an MRN in the format 19GB805055065000 corresponds to a transit movement having started in the UK. Transit movements having started in Ireland (code IE) are also concerned.