

Deployment of ELO

SI Brexit / ELO: August 5, 2025 update

Montreuil, August 5, 2025

ELO (the Obligatory Logistics Enveloppe) came into service on April 28, 2025, and allows for a more secure pairing process at the Brexit Smart Border by grouping together customs declarations under a single barcode, and by implicating operators and transporters in the process.

I. ELO is not often used 2 months after its release

Depuis le 14 juillet, plus de 4 200 camions par semaine ont présenté une ELO à l'export (soit plus de 12 % du flux). Dans le sens import, un peu plus de 400 véhicules par semaine utilisent l'ELO (environ 1,4 % du flux).

Since July 14th, more than 4,200 trucks per week have presented an ELO in the France to UK direction (around 12 % of all trucks). In the UK to France direction, slightly more than 400 trucks per week use ELO (only around 1,4 % of trucks).

Two months after its release, ELO is rarely used for empty trucks (only about 1 % of trucks), even if there is no legal or technical obstacle preventing operators from using ELO for their empty trucks. All concerned operators are therefore strongly encouraged to create an ELO for their empty trucks.

II. Implemented fixes and extension of the transitional period

a) Three updates have allow for a number of fixes

In order for operators to use ELO in the best possible conditions before ELO becomes mandatory for all crossings, French customs has rolled out the following IT fixes :

– The new system delivery (7.2.6) on June 12, 2025 provided for the following fixes and evolutions:

- Fixes for issues with downloading ELO PDFs;
- Fixes for anomalies blocking export MRNs in « non-compliant » status;
- Improvements to the labels in the ELO interface in both English and French.

– The V1.3 delivery of DELTA IE Import Module (interconnected with ELO and the Brexit IT system) on 24 June 2025 included the following update:

- The “boarding” event sent by ferry companies to the Brexit IT system now allows automatic validation of the import declaration during the crossing. The process for crossing the smart border with import declarations lodged in DELTA IE Import Module is now fully operational. During the ELO transition period, declarations can either be presented directly for pairing or integrated into an ELO.

– The (7.2.6.2) delivery of August 4, 2025 included the following fix:

- Correction a a non-systematic issue of multiple responses to a request in EDI mode;

b) Extension of the transition period and swtichover arrangements

The presentation of an ELO will be mandatory for all vehicles crossing the Brexit Smart Border in autumn 2025. Initially scheduled to end on 1 September 2025, the transition period is therefore extended until a date to be announced later.

During the transition period, operators are encouraged to use ELO in the following cases:

- Crossings of empty trucks, at both import and export;
- Crossings of full trucks for export;
- Crossings of full trucks for import, if an Entry Summary Declarations (ENS) has been lodged in ICS2.

Note: A truck presents a single barcode containing all the declarations required to cross the Brexit Smart Border.



II. Upcoming deliveries and communications

- A communication on the link between the lodging of safety/security declarations in ICS2 and the use of ELO, supplementing operator note No. 25000080 of 11 April 2025, will be issued in summer 2025; as of today, the end of the transition period for switching flows into ICS2 remains set for 1 September 2025;
- Alongside the rollout of DELTA IE Export/SDS Module, ELO and the Brexit IT system will be upgraded to handle connection with these new online services; a new version of ELO and the Brexit IT system will be delivered specifically for this purpose;
- A general instruction on the operating procedures for the smart border with the United Kingdom, updating previous instructions issued when Brexit was first implemented in 2021;
- An updated version of the ELO application will include new use cases (e.g., processing of postal flows, goods under ATA carnet without a transport contract) and will address ICS2 downtime scenarios to avoid hindering border crossings during the affected periods.

For any questions about using ELO, operators are invited to consult the user guide available on douane.gouv.fr.

In case of anomalies encountered during the smart border crossing, operators must first contact the transport company (rail or ferry) used.



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