

Montreuil, 6 January 2021

Memorandum to operators

Re : Rules concerning offices of transit as part of Brexit common transit operations
Ref : NA DRI no. 20000160 of 17 November 2020 “Brexit – The Smart Border”

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

Since 1 January 2021, customs procedures between the United Kingdom (UK) and the European Union (EU) have been reintroduced.

In respect of transit formalities, the UK became, on the same date, a contracting party to the Convention on a Common Transit Procedure. This means that new rules now apply to transit operations from and to this country.

Due to the UK's inclusion as a common transit country, for transit operations involving the UK and France, a customs office of transit of transit (transit office code, TRA) must be mentioned in box 51 of the Transit Accompanying Document (TAD). This office of transit is located in the new customs territory being crossed. So, for a transit operation departing from the UK and crossing, or destined, for France, this office will be located in France. Conversely, for an operation departing from an EU Member State and bound for the UK, the office of transit will be located in the UK (a GB-code office).

For the record, the Brexit offices of transit located in France are as follows:

- Dunkerque Ferry (FR590001)
- Calais Port/Tunnel (FR620001)
- Rouen (FR003920)
- Caen (FR000720)
- Le Havre Port CREPS (FRD02300)
- Cherbourg (FR000950)
- Saint-Malo (FR004060)
- Brest Bureau (FR000690)

In addition, only one office of transit must be mentioned for entry into the Union Customs Territory from the UK. If there is a difference between the office of transit appearing on the transit declaration and the actual office of transit a change of border crossing will be automatically entered in Delta T, via the Smart Border.

As a reminder, as mentioned in memorandum no. 20000160 on the Smart Border, when a lorry boards in the UK, ferry or Channel Tunnel company employees match its number plate with the TAD as part of the Smart Border procedure. Under no circumstances should the British export document be scanned during the matching process as this could slow down the carrier's border crossing.

Your Economic Action Centre (PAE) must be informed of any problems in applying these provisions.

**The Head of the Clearance Policy Bureau
Signed**

Claude Le Coz