



Department
for Environment
Food & Rural Affairs

Resources and Waste EU Exit No deal Contingency planning

Stakeholder Meeting

18th March 2019

Mary Sumner House, London

Agenda for the day

When?	What?
09:30	Welcome and EU Exit overview
09:35	Operational readiness for EU Exit
09:45	Shipments of waste - updates and backstop
09:55	HMRC – no-deal preparation and questions
10:15	Border Delivery Group – no-deal preparation and questions
10:35	Breakout session – discussion points
11:05	Refreshment break
11:20	Common approaches
11:40	Port of Dover - no-deal preparation
12:00	Breakout session – questions for panel
12:15	General Q&A session
12:45	Close



Department
for Environment
Food & Rural Affairs

Chris Preston

Deputy Director,
Resources and Waste, Defra

No Deal: No. 10

- Leaving the EU with a deal remains the Government's top priority.
- The Government will continue with its no deal preparations to ensure the country is ready for every eventuality.
- Businesses and the public should ensure they are prepared for EU Exit and visit gov.uk/euexit for guidance.



EU Exit Overview



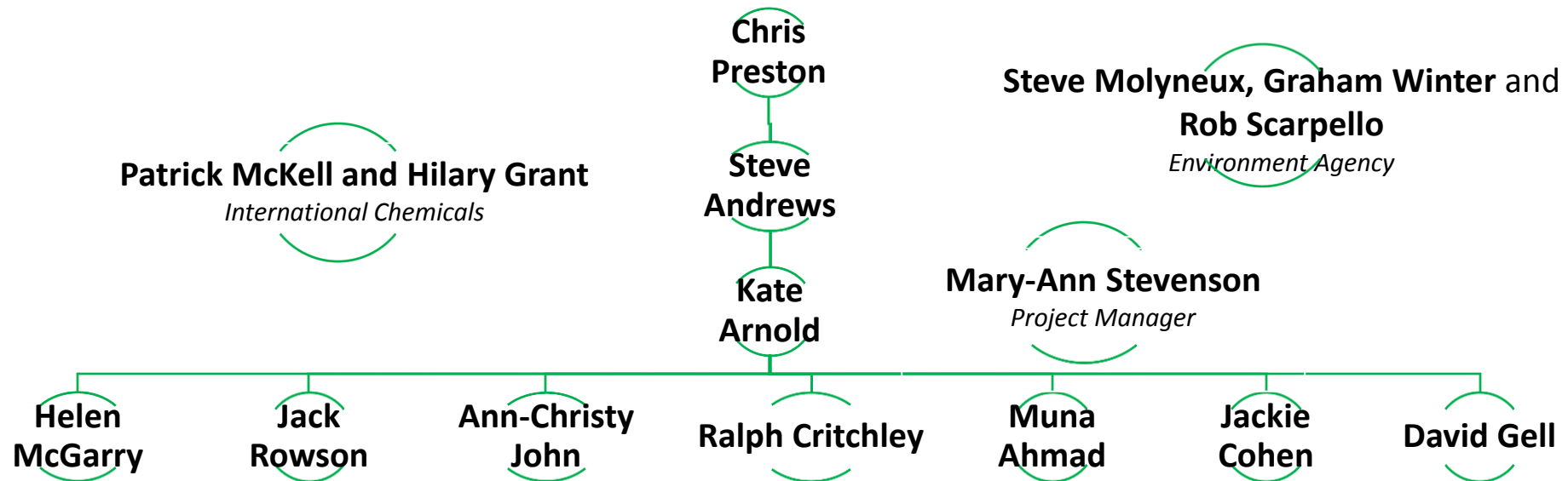


Department
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Food & Rural Affairs

Kathryn Arnold

Team Leader,
EU Exit Strategy, Resources and Waste, Defra

Introducing the Resources & Waste EU Exit team





Department
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Defra's EU Exit work

March 2019



Forestry Commission
England



Environment
Agency

The effect of EU exit on our work is broad and deep



Defra is one of the Government departments most affected by EU Exit



We will take greater responsibility for funding a range of policy areas including agriculture and fisheries



We will need a new trade policy for the first time in 40 years. Agriculture and food will be one of the most difficult aspects of trade negotiations.



Around 80% of our policy is underpinned by EU legislation



We received £3.3 billion in 2016-17 from the EU, mostly to cover payments to farmers under the Common Agricultural Policy (CAP)

Defra is tackling a large and complex challenge to deliver EU Exit



24 projects are impacted in a no deal scenario



3 pieces of primary legislation: the Agriculture Bill, Fisheries Bill and Environment Bill



21 projects have implications for our borders



Over 90% of Defra's 125 EU Exit SIs have been laid



Defra is responsible for transitioning over 250 priority international agreements for no-deal

We have 53 EU Exit projects



Developing six new IT services



Engagement with over 100 business stakeholders



Publishing guidance on Gov.uk to support business readiness

Defra's EU Exit portfolio is complex and challenging

Animal and Plant Health I	Food	Farming	Environmental Regs	Marine & Fisheries	Science	Trade
Imports of Animal/Animal Products (initial)	Geographical Indications	Transferring EU CAP into UK Law	Chemicals (incl. REACH)	Control and Enforcement	Access to Earth Observation Satellite Data	New Relationships with WTO
Exports of Animal/Animal products	Confidence in Food Standards	Future Farming & countryside	New Env. Governance Body & Environment Bill	Future Fisheries Agreements	Access to Research Funds	Continuity of EU Free Trade Agreements
Securing Access to Labour		Agricultural Transition	Regulation of Pesticides	Fisheries Legislation	Environmental Systems Research	Negotiation of New FTAs
Equine Movements	VMD	Environment Land Management	Controls of use of F-Gases & ODSs	Imports/Exports Fish (Catch certificates)		Tariff Operations
Pet Travel	Veterinary Medicines Regulation	Risk, Volatility and Investment	Trade in Endangered Species	Future Funding for Fishing Industry	Statistics	
Plant/seed variety & IP Protection		Rural	Timber Regulations	Future Fisheries Management	International Statistics Reporting	
Building New Vaccine Banks		Animal and Plant Health & Welfare	Waste Framework & Regs (SIs)	Marine Environment		
Plant/Plant Products Import/Export		Policy, Devolution & Legislation Frameworks	Protection of Habitats/Species (SIs)			
Science Capability (EU Reference Labs)		Regulation and Enforcement	Air Quality (SIs)			
Preparation to become a 3rd Country		Future Operating Model	Maintaining Funding for LIFE			
			Access & benefits sharing (Nagoya) (SIs)			
			Water Regulations (SIs)			
			Cross-cutting Env. Regulations			
Animal and Plant Health II						
International Engagement						
Imports of Animals, Plants & their Products (future)						
Imports of Animals, Plants & their Products (future)						

No-deal planning



EU Exit Statutory Instruments

72 items of EU legislation relate to waste - 12 do not need amendments to maintain operability post exit; 55 require use of powers in the Withdrawal Bill, split between 3 Waste Exit SIs.

If the statutory instruments (SIs) were not to be laid, there would be no legislation in place to continue the current framework.

Defra/**WST/01** (affirmative):

42 items of directly applicable EU legislation to be included in the Waste (UK) (EU Exit) (Miscellaneous Amendments) Regulations.

This will transfer up to 60 tertiary legislating functions from waste related EU Directives.

Signed today, 18th of March 2019.

Defra/**WST/02** (negative):

13 items of domestic legislation to be included in the Waste (England) (EU Exit) (Miscellaneous Amendments) Regulations.

Management of hazardous waste provisions in the UK are included in both Defra/WST/01 and Defra/WST/02.

Objection period ends today, 18th March 2019.

Defra/**WST/03** (affirmative):

1 directly applicable item of EU legislation and 1 item of domestic legislation to be included in the international Waste Shipments (UK) (EU Exit) (Miscellaneous Amendments) Regulations

SI has been made.

Communications going to stakeholders

- We will email you shortly— feel free to forward these emails on
- EA officers will be similarly briefed and can answer questions
- Please give us your phone number, if you are happy for us to contact you
- If issues arise following a no deal – we will email and possibly phone industry stakeholders

Key messages for waste management companies:

- Your permit or licence still applies and you are expected to continue to meet its conditions.
- You should make a plan in case there are disruptions at the ports that you use.
- Review your own capacity and how long you can store waste on your site
- Identify alternative storage facilities that could accept your waste
- Assess if there are other export routes to market that avoid impacted ports
- Identify any alternative recovery or disposal routes for your waste
- If you do change your export route, you will also be required to change your export notification.

The UK is committed to maintaining the same environmental standards following its exit from the EU.



Consulting on four of the key measures from Resources and Waste Strategy

- Make recycling easier and ensure there is a comprehensive, consistent service across England.
- Reform the current packaging waste regulations.
- Introduce a deposit return scheme (DRS) for drinks containers in England, subject to consultation;
- Introduce a new tax on plastic packaging which has less than 30% recycled content

Resource productivity

We have a huge and unique opportunity to drive up resource productivity in the UK with our impending departure from the EU whilst also protecting and improving our natural capital. This can be a win-win for all of us.





Department
for Environment
Food & Rural Affairs

Patrick McKell

Team Leader,
Hazardous Waste and Waste Shipments Team,
Resources and Waste, Defra



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Food & Rural Affairs

International waste shipments and EU Exit



Forestry Commission
England



Environment
Agency

No-Deal - The Withdrawal Act

- Withdrawal Act provides powers to “fix” EU and UK regulations to ensure operability on Day 1 in a No-Deal scenario
- The International Waste Shipments (Amendment) (EU Exit) Regulations 2019 were debated in Parliament at end of February and were made on the 14 March.
- Our aim through the SI is to maintain the **Status Quo** as far as is reasonably possible and provide **certainty** and **continuity** for the regulation of international waste shipments.

The International Waste Shipments (Amendment) (EU Exit) Regulations 2019

- amending references to the EU, EU institutions and EU administrative processes to UK equivalents;
- removing provisions which have no practical application to the UK or are redundant;
- correcting out-of-date references;
- updating legal references to refer to relevant UK legislation; and
- amending the requirement for the government to report annually to the European Commission to the Basel Secretariat only.

Implications for “Green List” waste shipments

- UK imports of waste for recovery - no practical changes anticipated
- UK exports of waste for recovery - no practical changes anticipated
- UK Exports to non-OECD countries - we will rely on the existing EU Regulation EC Reg. 1418/2007 – as soon as the UK leaves the EU we plan to write to every non-OECD country to confirm export control procedures

Implications for notified waste shipments I

Imports of EU waste for disposal

- However, Article 34 of the WSR prohibits export for disposal outside the EU, except to EFTA countries.
- This means exports of waste from the EU to the UK for disposal would be prohibited when the UK leaves the EU.
- We will be looking to address this under the terms of the Future Economic Partnership. Our legislation does not prohibit imports of EU waste for disposal

Implications for notified waste shipments II

Exports of UK waste for disposal

- We will maintain the current provision in the EU Regulation that prohibits the export of waste for disposal with the exception of exports to EU and EFTA countries
- Existing provisions in WSR allow for imports of waste for disposal from parties to the Basel Convention
- **UK Government will need to submit a Duly Reasoned Request to EU MS Government in advance of notification. However, UK rarely exports waste for disposal**

Implications for notified waste shipments III

Imports of waste & exports of waste for recovery

- no practical changes anticipated as a result of the “fixing” Exit legislation
- EU will treat UK as an OECD Decision country
- **All UK and EU consents to ship notified waste between the UK and the EU will remain valid should the UK leave the EU without a withdrawal agreement in place**

Notified waste exports – new requirements

- Familiarise yourself with EU Customs Guidelines on the Import of Waste,
- Complete notifications forms with details of EU Customs Office of Entry and, where relevant, EU Customs Office of Exit,
- Ensure your waste carriers has a copy of the Movement Document to pass to the Customs Office of Entry into the EU, and, where relevant, EU Customs Office of Exit,
- Ensure your waste carrier is suitably authorised to carry waste in the relevant EU countries.
- Determination times – will it take longer to get a response?

NI – IRE Backstop and waste shipments

- The backstop arrangement creates a temporary single UK-EU customs territory, and alignment in NI on EU regulations associated with goods to avoid a hard border on the island of Ireland.
- EU Legislation on waste shipments will continue to apply in Northern Ireland during the backstop.
- England, Scotland and Wales will apply the transposed UK version of the regulation.

Summary

- Waste Shipments is an **INTERNATIONAL** Regime – Defra does not anticipate significant changes in the way shipments will be controlled as a result of Exit,
- In a No-Deal scenario imports of waste for disposal from the EU will be affected.



HM Revenue
& Customs

Customs Update

David Vallely

HMRC Customs and Border Design
Stakeholder Engagement

18 March 2019

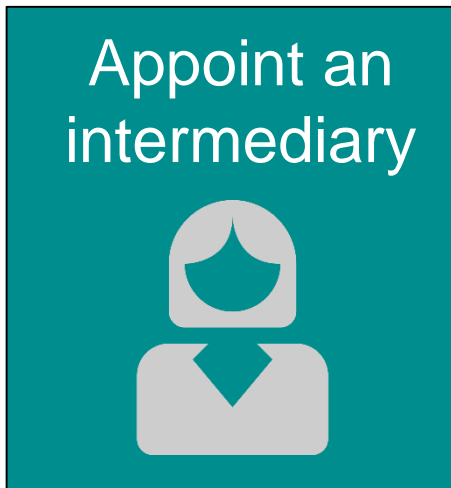
Overview

- Currently, businesses can move goods freely between the UK and the EU
- In the event that the UK leaves the EU without a deal, businesses importing and exporting goods with the EU will have to comply with new rules
- HMRC is committed to helping businesses understand these changes and the actions they need to take to ensure that they remain compliant and can continue trading in the event of a no deal EU exit



Customs Declarations

- Customs declarations will be needed on UK-EU trade in a no deal scenario
- Businesses will need to decide how they want to manage the declarations process:



- HMRC is working to ensure that as many businesses as possible have the capability to make customs declarations on day 1

Approach to a “No Deal” scenario

HMG objectives for the border

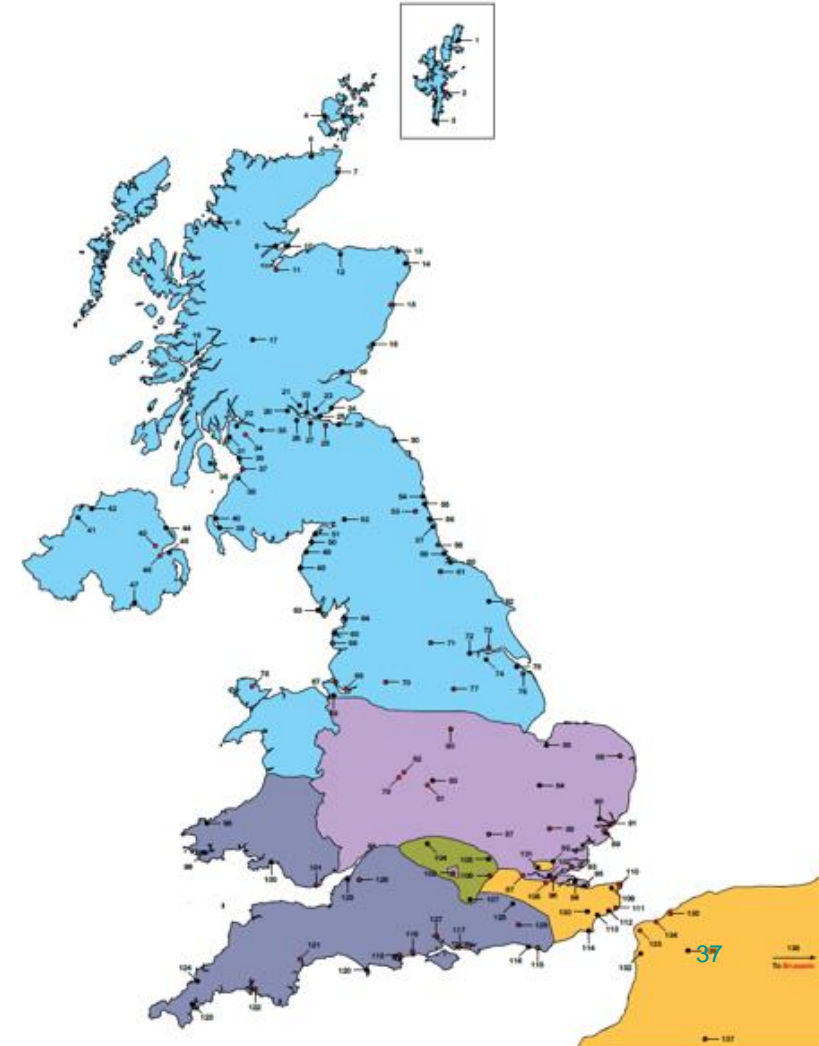
- Maintaining security
- Facilitating the flow of goods (including animals, food and plants) and people
- Protection of revenue and compliance with standards

Day one easements

- Transitional Simplified Procedures
- Intermediaries' liability
- Guarantee relaxations
- Entry Summary Declarations

Roll-On/Roll-Off Ports

- Implications for all ~135 UK ports and airports
- Many airports and deep sea ports already handle ROW goods - customs systems and infrastructure
- Biggest impacts for **RoRo ports**, especially
- Short Straits and key East coast routes – volumes, frequency, flexibility
 - Just-in-time and just-in-sequence supply chains integrated between EU and UK
- Critical for trade, business continuity, local and national economies, continuity of critical goods such as food and medicines



RoRo Model – key principle

Day 1

- Declarations should be lodged electronically in advance
- Routine fiscal and other controls and checks undertaken away from the flow of traffic

Longer-term

- Longer term, UK government is working on automated solutions, use of technology for smarter borders and sharing more data



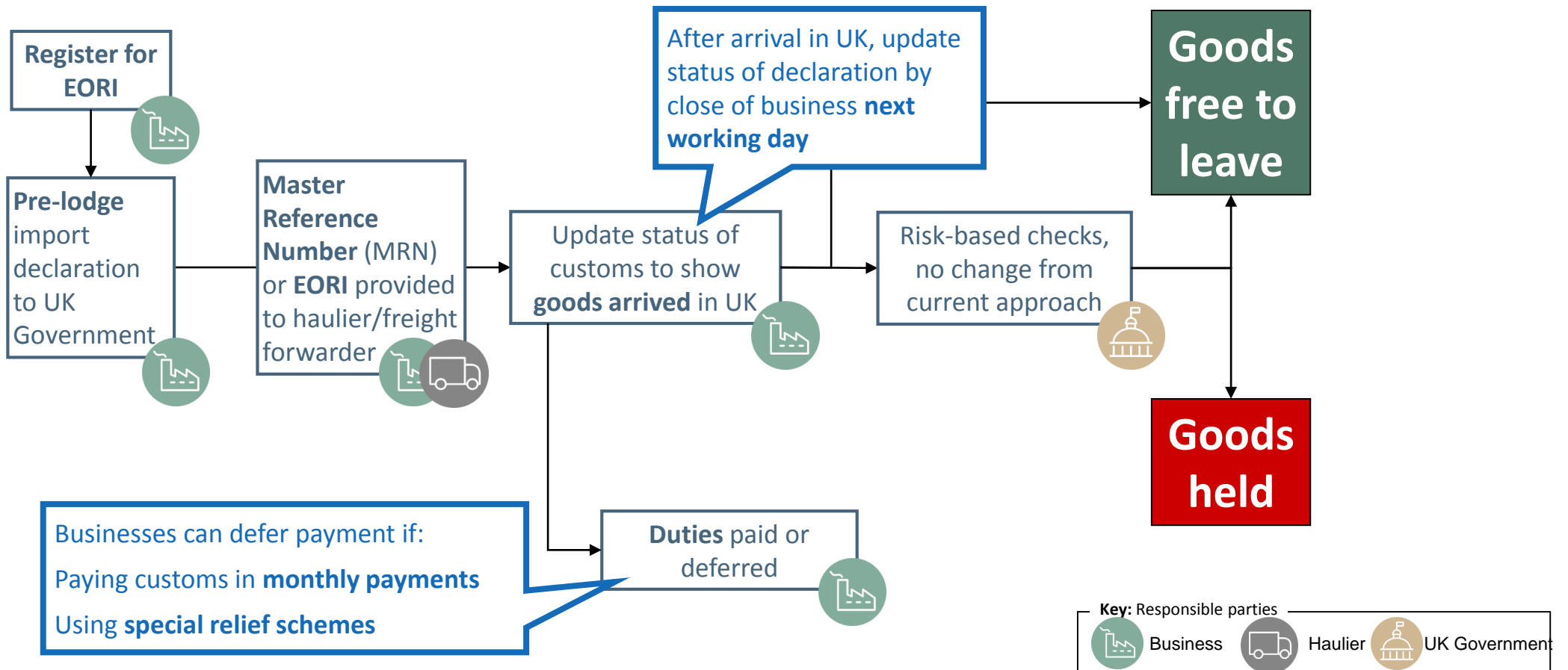
Importing goods through RoRo borders on 'Day 1'

CUSTOMS

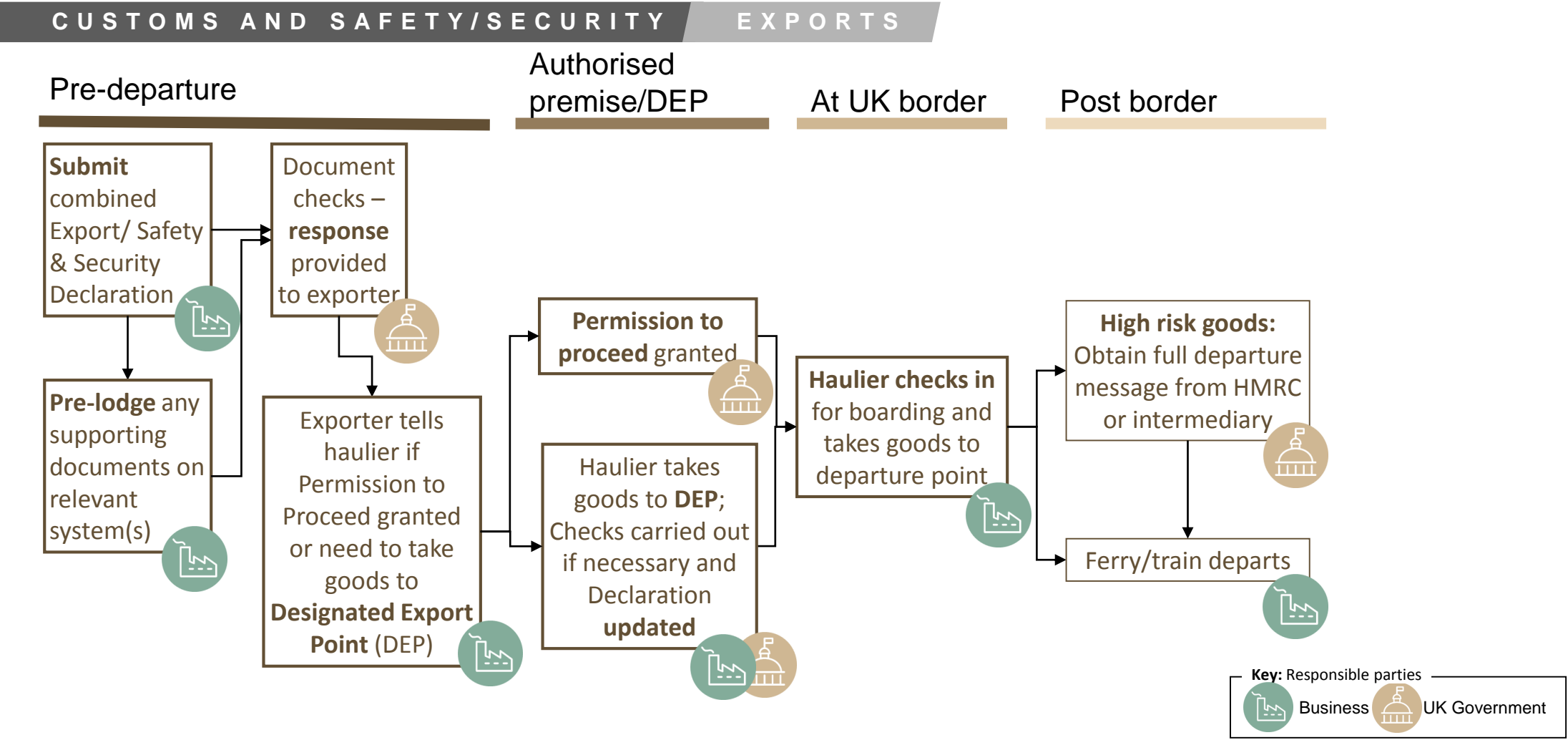
Pre-border

En route

At UK border



Exporting goods through RoRo borders on 'Day 1'



Transitional Simplified Procedures (TSP)

- HMRC recognises the challenge that traders face in preparing for a No Deal scenario
- We are committed to supporting trade on Day 1 by offering customs simplifications
- Transitional Simplified Procedures will make importing through RoRo ports and the Channel Tunnel easier for the initial period after the UK leaves the EU
- **Traders registered for TSP will not need to make full customs declarations at the border and will be able to defer paying their customs duties**
- TSP will be available until at least 29 March 2020

Transitional Simplified Procedures (TSP)

- To be eligible, traders must:
 - Be established in the UK
 - Have the intention to import goods into the UK from the EU
 - Have an Economic Operator Registration Identification (EORI) number
- Traders will not be eligible if:
 - They are an intermediary or acting on behalf of someone else
 - They have a history of non-compliance
 - Goods are imported from outside the EU
 - Goods are subject to a Customs Special Procedure

TSP Declaration – Controlled Goods

- The trader submits a simplified frontier declaration before arrival at the border, and ensures all necessary certificates and licences are available
- The reference number for this declaration is given to the haulier as proof customs formalities have been entered into
- On arrival in the UK, the trader updates the declaration to “arrived” before the end of the working day following the crossing
- This is followed by a supplementary declaration by the 4th working day of the month following the arrival of the goods in the UK.
- If the trader is already using this process, they can choose to use it for standard goods as well

TSP Declaration – Standard Goods

- The trader makes a declaration directly in their commercial records when the goods cross the border
- The trader will provide the haulier with their EORI number as proof the goods are subject to a TSP process
- This is followed by a supplementary declaration by the 4th working day of the month following the arrival of the goods in the UK.

Entry Summary Declarations (Safety and Security)

- In a no deal scenario, **the UK will phase in the requirement for entry summary declarations (ENS) on all goods arriving from the EU over 6 months.**
- We are taking this approach to give carriers and hauliers more time to prepare for their obligations.
- The legal requirement to submit an ENS for goods arriving from the EU will come into force in Autumn 2019. In the transitional period, HMRC will work with businesses to get them ready.
- S&S information required on export will continue to be provided as part of the export customs declaration.
- We expect that the **EU will require an ENS for UK to EU imports**

Special procedures – Day 1

Current rules: EU rules require a customs comprehensive guarantee (CCG) to obtain a full authorisation for a special procedure

Day 1 easements

- traders will not be required to meet the CCG criteria nor provide a financial guarantee for:
 - Inward processing
 - Outward processing
 - Temporary admission
 - Authorised use (a.k.a. end use)
 - Customs warehousing
- still need to meet criteria for the special procedure
- this policy will be monitored, and traders will be given 12 months' notice of changes

Intermediaries and CFSP – Day 1

Current rules

- intermediaries using their own Customs Freight Simplified Procedures authorisation on behalf of a trader who isn't authorised are also liable for duties and import VAT. This discourages intermediaries from taking on new EU/UK clients.
- new EU/UK traders are now unlikely to receive authorisation to use CFSP themselves before Day 1.

Day 1 easements

- allow intermediaries to act in a direct capacity whilst using their own CFSP authorisations on behalf of a trader who isn't authorised
- the trader would be solely liable for any duties or import VAT
- helps intermediaries to take on a 'one to many approach' this policy is intended to be time-limited but we will give businesses a 12 month notice period when changing this.
- this will apply to all ports, RoRo and non-RoRo and extends to RoW trade too.

Common Transit Convention (CTC)

- **What is it**

- CTC facilitates the movement of goods across borders of member countries (EU Member States, Turkey, Iceland, Norway, Switzerland, Liechtenstein, North Macedonia and Serbia) by only requiring customs declarations and payment of duties when goods arrive at their final destination
- The UK is a member of the CTC now, and will continue to be a member once we have left the EU

- **Why use it**

- facilitates the flow of goods
- minimises the cost of administration
- reduces delays at borders

Common Transit Convention (CTC)

- **What is different**

- The requirements for traders will be similar to now, with the additional requirement of scanning a Transit Accompanying Document at the point of entry into the UK (or into the EU when exporting)
- Volumes

- **What do I need to do**

- **Consider:**

- registering to use NCTS, which is the system used for moving goods under transit
- registering as an Authorised Consignor/Consignee to allow you to start and end transit movements from your own premises
- expanding existing or adding new Authorised Consignor/Consignee facilities

Key Actions for Businesses

Businesses who only trade with the EU need to act now to ensure that they are prepared in the event of a No Deal EU exit



Apply for an **EORI number**



Confirm you can complete each **data field** in the Declaration



Agree responsibilities with your **customs agent and logistics provider** for each part of the process and update your contracts to reflect this



Identify **software** for submitting documents, if you do not use a customs agent

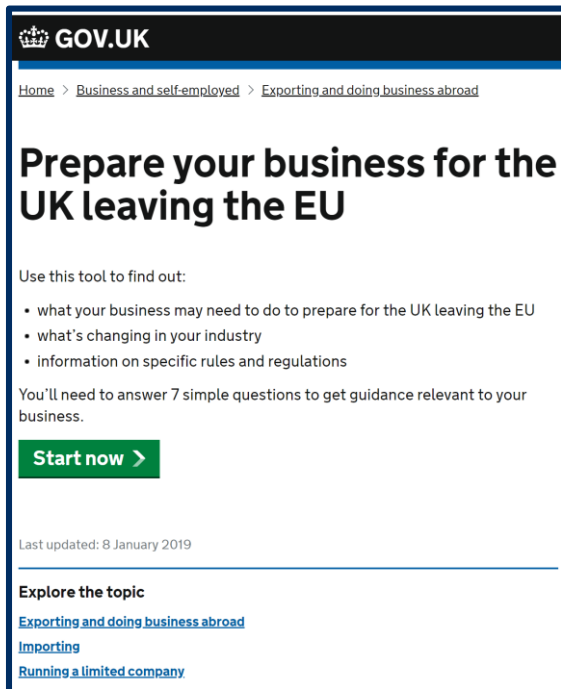
VAT

- If the UK leaves the EU without a deal, the government's aim will be to keep VAT processes as close as possible to now
- However, there will be some changes that will affect businesses
- We have taken steps to mitigate the impact of changes where we can
- We want to help businesses understand what they need to do, and help them to do it, so they can continue trading smoothly



More 'no deal' guidance is coming soon

- The full range of information on customs, VAT and excise after EU Exit, and more technical guidance for stakeholders, will be on GOV.UK and other comms channels.





HM Revenue
& Customs

Contact details for HMRC Stakeholder team:
externalstakeholders.customs@hmrc.gsi.gov.uk

Thank you



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Resources and Waste EU Exit No deal Contingency planning

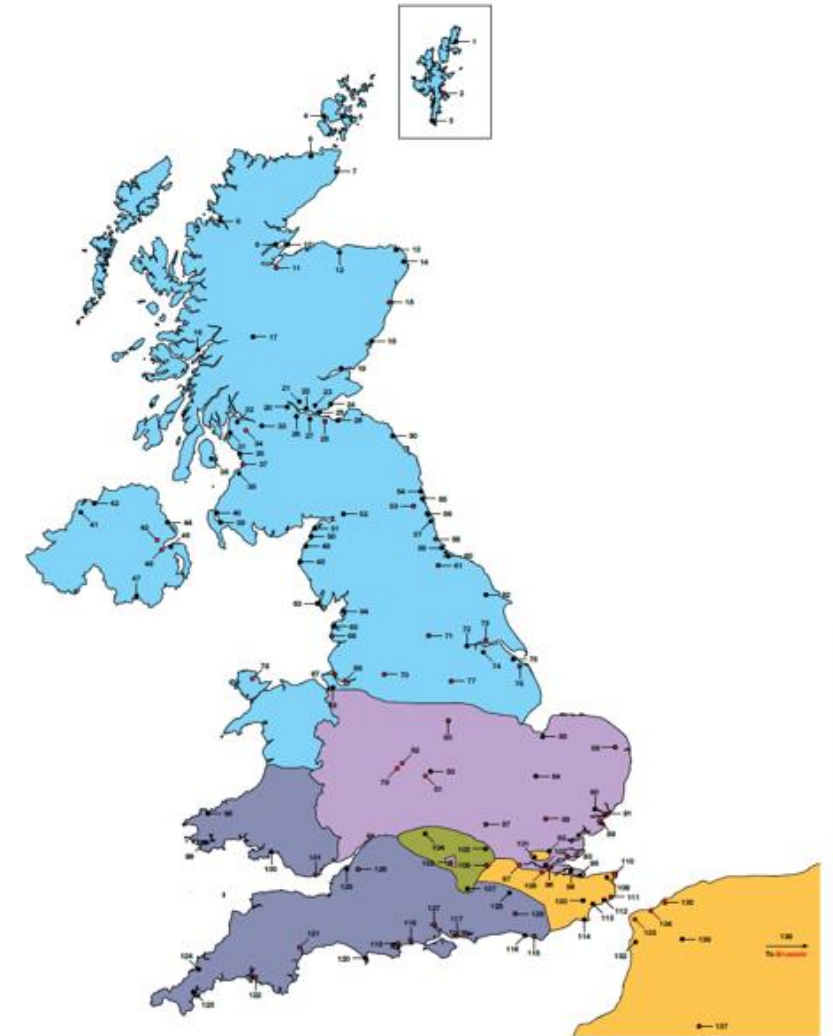
Stakeholder Meeting

18th March 2019

Cross Government Border Delivery Group (BDG)

Shahim Ahmed
Deputy Departmental Lead
Border Delivery Group

15 March 2019



Border Delivery Group

Our role

- Cross Government Team focused on border related issues. Not involved in negotiations.
- Over 30 different government departments and agencies have a role to play in ensuring that the UK has a functioning border. BDG's role is to work with all departments and agencies and coordinate activity. Includes HMRC, Defra, FSA, Border Force, DfT.
- Main focus currently on No Deal planning but remain confident of securing a deal.

Border Delivery Group

Main priorities

- Maintaining **security**
- Facilitating the **flow** of goods
- The protection of **revenue** and standards

Border Delivery Group

Implications for businesses who trade

- Significant challenges for all businesses who trade with the EU
- 145,000 UK businesses which only trade with the EU
- Risk relating to small and medium-sized businesses – won't be ready. Supply chain impact.

Longer term – UK government working on data driven solutions, use of technology for smarter borders, data sharing. BDG 'Future Borders' team collaborating with industry.

Border Delivery Group

Industry engagement/steering groups

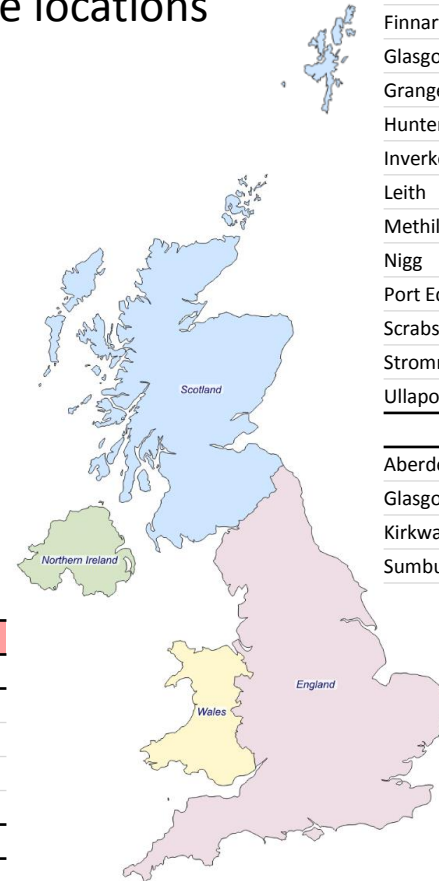
- RoRo ports
- Other Ports
- Local Authorities
- Channel Tunnel rail freight
- Aviation
- Logistics
- Short Straits (inc Dover and Eurotunnel)
- Southern Road Corridor intermediaries and customs agents

* All-stakeholder dial-ins have also taken place

Location Assessments - Engaging with 135 locations since the summer as part of the locations assessment project.

NORTHERN IRELAND – 7	
PORTS (4)	
Belfast Harbour	Foyle Port
Port of Larne	Warrenport
AIRPORTS (3)	
Belfast City	Belfast Intl.
City of Derry	

WALES – 9	
PORTS (8)	
Barry Docks	Cardiff
Fishguard	Holyhead
Milford Haven	Newport Docks
Pembroke Docks	Swansea Docks
AIRPORTS (1)	
Cardiff	



SCOTLAND – 37	
PORTS (29)	
Ayr	Buckie
Burntisland	Cairnryan
Dundee	Eymouth
Finnart	Fraserburgh
Glasgow Docks	Glensanda
Grangemouth	Greenock Ocean Terminal
Hunterston	Invergordon
Inverkeithing	Inverness Port
Leith	Lochinver
Methil	Montrose
Nigg	Peterhead
Port Edgar	Rosyth
Scrabster	Stranraer
Stromness	Troon
Ullapool	
AIRPORTS (8)	
Aberdeen	Edinburgh
Glasgow	Inverness
Kirkwall	Prestwick
Sumburgh	Wick

ENGLAND & WALES		
PORTS (45)		
Avonmouth & Royal Portbury Docks	Barrow	Berwick-upon Tweed
Birkenhead	Blyth	Dover
Falmouth	Felixstowe	Fleetwood
Goole	Grimsby	Hartlepool
Harwich	Heysham	Hull
Immingham (ABP)	Immingham (C.Ro Ports)	Immingham (DFDS)
Ipswich	Isle of Grain (Thamesport)	Kings Lynn
Liverpool Docks	London Gateway	Maryport
Newhaven	North Shields	Plymouth
Poole	Portland	Portsmouth
Purfleet	Seaham	Sheerness
Shoreham	Silloth	Southampton Container
Southampton General	Sunderland	Teesport
Teignmouth	Tilbury	Tyne
Whitby	Whitehaven	Workington
AIRPORTS (33)		
Biggin Hill	Birmingham	Blackpool
Bournemouth	Bristol	Cambridge
Carlisle	Coventry	Coverntry (Postal)
Doncaster Sheffield	Durham Tees Valley	East Midlands
Exeter	Farnborough	Gatwick
Heathrow	Humberside	Langley (Postal)
Leeds-Bradford	Liverpool John Lennon	London City
Luton	Lydd	Manchester
Newcastle	Newquay	Norwich
RAF Brize Norton	RAF Northolt	Shoreham
Southampton	Southend	Stansted
RAIL (4)		
Ashford	Cheriton/Folkestone	Ebbsfleet
St. Pancras		

Border Delivery Group: Comms

- **HMG Partnership Pack** – provide a high-level guide to processes and procedures likely to apply to cross-border activity between UK and EU in No Deal scenario.
- For businesses AND citizens with detailed advice on what steps to take to prepare for EU Exit.
- Sections on customs, passports, haulage, importing & exporting live animals, waste (p117/118).
- **Targeted comms** also ramped up – January to March 2019 – leaflets, videos, radio ads designed for intermediaries, hauliers etc. Videos covering key changes and additional requirements, short clips designed for social media and deep dive videos into topics (importing and exporting)
- **Weekly bulletin:** email updates covering new information related to EU Exit. To subscribe to the bulletin, email secretariatmailbox.borderplanninggroup@hmrc.gov.uk

EU Engagement

- **Industry Days** – The Hague (7 March), Lille (11 March), Zeebrugge (14 March) – purpose is to bring together UK and EU public sector officials with industry reps to discuss preparations for EU Exit. Will plans, processes, procedures work on both sides?
- **EU MS controls** – UK of course has no control over checks which EU MS impose at EU border. In No Deal scenario we would hope that arrangements can be made to ensure goods can continue to flow from EU to UK and UK to EU.
- UK has developed **planning assumptions** so we can prepare for the potential impacts that the imposition of third country controls could have in the UK - short Channel crossings – between Dover and Calais/Dunkirk and the Eurotunnel between Folkestone and Coquelles.

The End

shahim.ahmed@hmrc.gsi.gov.uk



Department
for Environment
Food & Rural Affairs

Break-out session 1

- Your top tips on contingency planning for other businesses
- What are your views on readiness and capacity of industry for EU Exit?

No deal?

UK Regulators Approach



Regulators: Common expectations

- Waste businesses should be sense checking their business plans against the risk posed by leaving the EU – understand your supply chain
- All current environmental regulations will still apply if we leave the EU with or without a deal.
- Permits will remain valid and enforceable.
- If at risk of exceeding limits discuss with your regulator.



Regulators: Common issues

- Ro-Ro ports most affected
- Largest waste stream affected is RDF
- Need for more storage along the waste chain
- May need for alternative treatment/disposal along the waste chain – Apply waste Hierarchy
- EFW, Incinerators, AD capacity understood to be limited
- Capacity at landfill.



Regulators: A Common Approach

- Reviewing exports against scenarios
- Consistent messages to Industry and local authorities
- Reviewing disposal and treatment capacities
- No blanket allowance for storage extensions
- Ready to respond to requests for permit variations and/or advice on a site by site basis
- Community and Environmental protections will remain priority



Environment Agency

Steve Molyneux

Environment Agency

- Specific concerns
 - Dover most likely affected
 - Planning with Local Resilience Forums (LRF) Implications of traffic restrictions affect more than just waste exports
- Contact details
 - Specific waste shipments email: askshipments@environment-agency.gov.uk
 - Customer Contact Centre 03708 506 506
 - Emergency number: 0800 80 70 60





Scottish Environment Protection Agency

Colin Morrow

Scotland / SEPA

- SEPA is committed to supporting Scottish businesses during EU exit whilst maintaining protection for Scotland's environment.
- We encourage businesses to contact SEPA at the earliest opportunity
- Information is available on our web site at <https://eu-exit.sepa.org.uk/>
- Or contact us via e-mail <https://www.sepa.org.uk/contact/contact-us-via-email>



EU EXIT - Waste

Tim Morris
Senior Waste Advisor



Welsh Approach

- **Site operators should assess their storage capacity for raw materials, by-products, products and waste materials, and contact us if they have any issues or are considering changing operations or export routes.**
- **Operators and waste producers should consider alternative options for recycling, disposal or export.**
- **Environmental Protection Standards will be upheld; permits and licences will still apply and be enforced**

Contact Details

www.naturalresources.wales

General Enquiries or Incidents 0300 065 3000

enquiries@naturalresourceswales.gov.uk

Northern Ireland Environment Agency

Allison Townley

A living, working, active landscape valued by everyone.



An Agency within the Department of
**Agriculture, Environment
and Rural Affairs**

www.daera-ni.gov.uk

Northern Ireland / NIEA

- Like all Government Departments across the UK the Department of Agriculture, Environment and Rural Affairs (DAERA) is preparing for EU Exit, supporting businesses whilst committed to maintaining environmental standards.
- Specific concerns relate to the land border with the Republic of Ireland
- A stakeholder event will be taking place in Belfast on 26 March
- More information is available on our website at <https://www.daera-ni.gov.uk/brexit>
- Contact us via e mail tfs@daera-ni.gov.uk

Port of dover – Brexit readiness

Defra Waste EU Exit stakeholder event

18 March 2019



Eastern docks





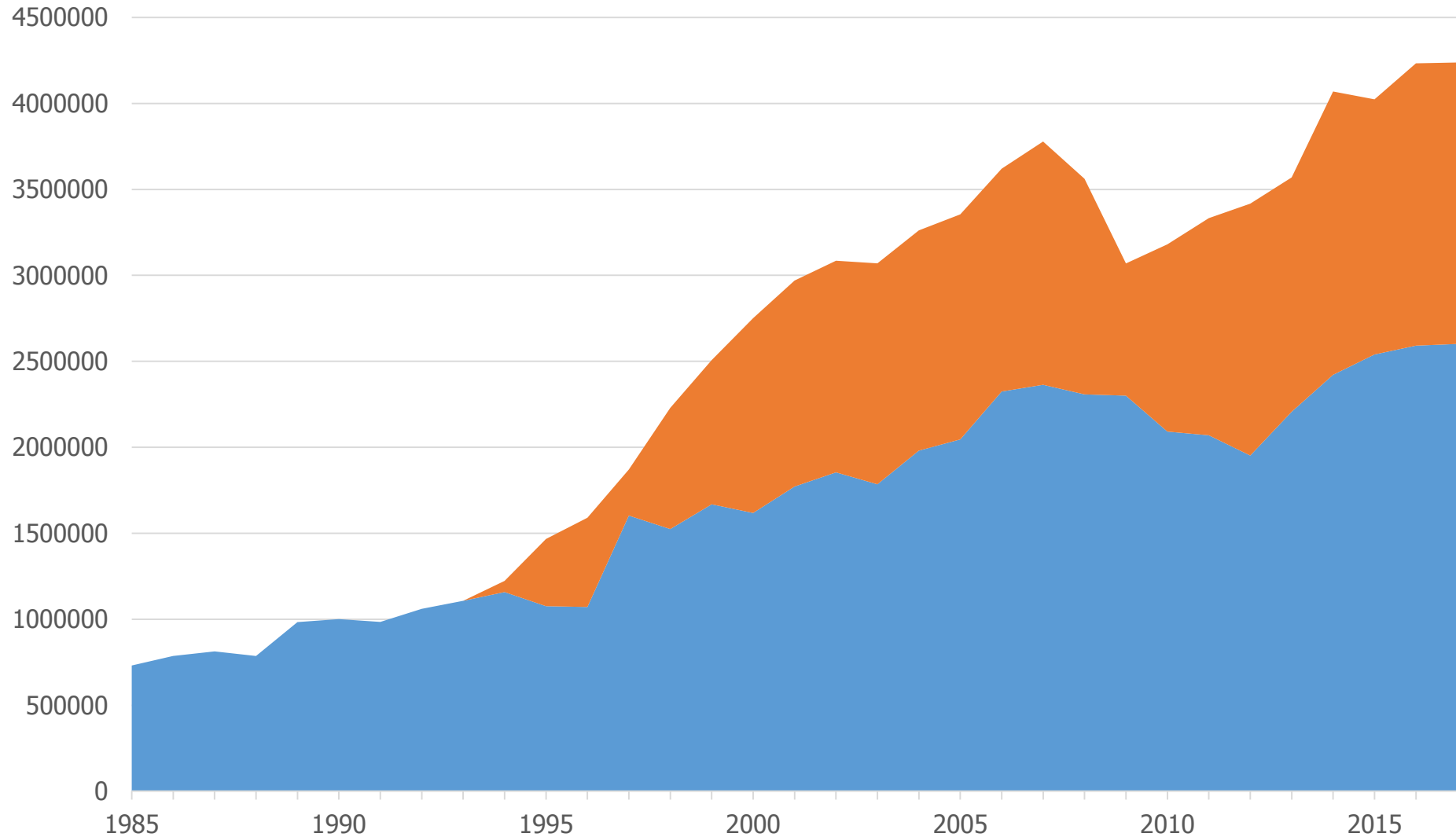
Ferry services

- **Calais** (90 minutes)
DFDS and P&O Ferries
- **Dunkirk** (120 minutes)
DFDS

TRAFFIC PER ANNUM

- 5 million vehicles a year
 - 2.6 million freight vehicles
 - 2.4 million tourist vehicles
- 11.5 million passengers
- **Handling £122bn of trade**
- **17% of the UK's trade in goods**

Lorries crossing the Dover strait 1985-2017



Free flow



“No Deal” plan



A process that preserves free flow

Goods controls

- Declarations completed pre-travel
- Off-site (routine) examinations
- No dock exit clearance

Passport controls

- Same rate of flow through checkpoint

Vehicle controls (permits/insurance)

- All controls off-site

UK Border controls

Goods	
Customs	Pre-declaration. Risk-based off-line checks for prohibitions, with action taken if fiscal irregularity discovered.
Port Health	Pre-notification. Health exams inland for all EU-origin goods and some non-EU transit traffic.
People	
Passports	No change – either to documents or checks.
Driving licences	No change (and no checks).
Vehicles	
Permits	None.
Insurance	No change (and no checks).

FR/EU Border controls

Goods	
Customs	Pre-declaration, enforced at check-in in Dover. Targeted fiscal checks in new customs lanes at Calais and Dunkirk.
Port Health	New checks at Calais and Dunkirk. New examination facilities at Calais.
People	
Passports	EU law stipulates more intrusive (slower) checks, but no notice to tourists (or lorry drivers) published.
Driving licences	Probable need for an International Driving Permit, but no checks notified.
Vehicles	
Permits	None (until end 2019).
Insurance	Probable need for Green Cards, but no checks notified.

GUIDANCE

In addition to everything you do now...

If you are sending a laden lorry to Dover after Brexit, you will need to ensure that the driver has a customs document for the load before he reaches the port.

The customs document may differ, depending on the purpose for which the goods are being moved – but unless the vehicle is empty, the driver must have at least one customs document.

So:

- When despatching a load, make sure you give the driver a customs document before he leaves your premises.
- When collecting a load, make sure you collect a customs document at the same time.

BE PREPARED –
BE GOOD TO GO





Department
for Environment
Food & Rural Affairs

Break-out session 2

- What are main concerns still remaining?
- What do you want to hear from government and the regulators?



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Food & Rural Affairs

Resources and Waste EU Exit No deal Contingency planning

Stakeholder Meeting

18th March 2019