

THE **BREXIT** & THE TRANSPORTATION OF GOODS



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ARRIVAL UNDER TRANSIT



Since Brexit, the transit procedures for goods from the United Kingdom to Papeete via France (Orly or Le Havre) have undergone significant adjustments. It is imperative, to avoid doubled customs fees, that all goods originating from the United Kingdom and destined for Papeete are declared under the T1 regime, specifically designed for transportation outside the European Union. Failure to comply with this requirement could result in substantial financial consequences for the end customer. In the event of arrival without the T1 document, the customer could be subject to customs fees both in France and in Papeete, resulting in doubled financial burden. Additionally, there is a serious risk of goods being blocked in France, as re-export to Papeete would be compromised without adherence to appropriate customs procedures.

These post-Brexit adjustments reflect a significant transformation in goods transit procedures. To ensure efficient and compliant management, it is essential to strictly adhere to the T1 regime for all goods originating from the United Kingdom destined for Papeete.

CONSEQUENCES



The United Kingdom has decided to withdraw from the European Union.

On January 1st, 2021, new procedures came into effect for crossing borders, involving updated formalities

These procedures must be carried out both during exportation and importation.

The carrier must ensure that the procedures related to the transported goods have been correctly completed before undertaking the crossing

Most of these formalities will be completed by the shippers or their customs representatives

SMART BORDER



In order to facilitate communication between the United Kingdom, France, and the European Union, French customs authorities have developed a computerized solution. This solution is based on the prior completion of customs formalities, thus enabling the establishment of an automated process for crossing the border

Preparation of declarations before reaching the border checkpoint.

The identification of trucks is achieved by coupling license plates with declarations.

Implementation of data flow automation

HOW DOES THE SYSTEM WORK?



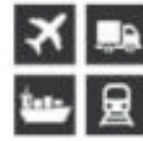
1. Editing of customs documents

2. Computer system in action

3. The drivers scan the customs documents in English.

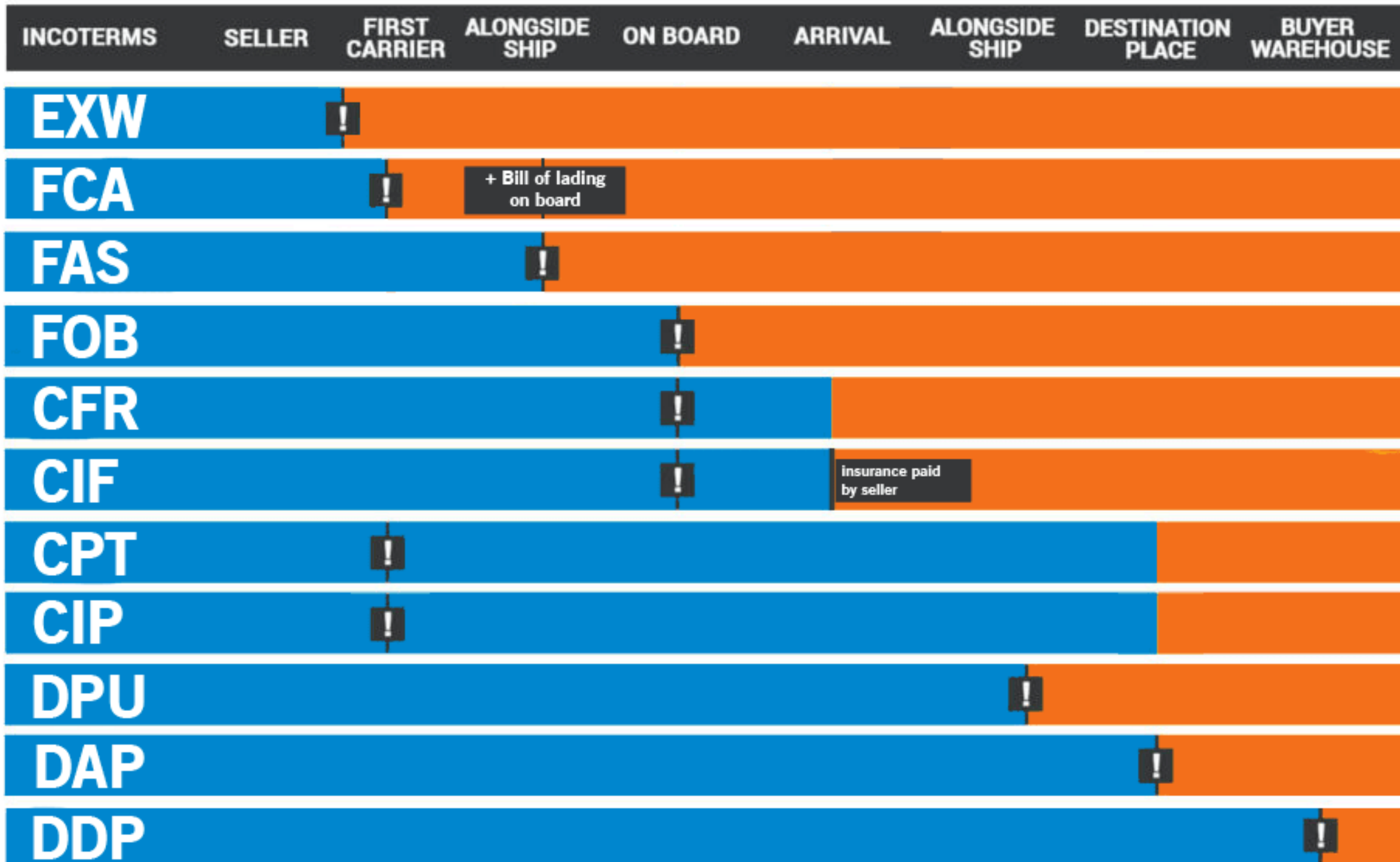
4. The trucks are directed at the border.

5. The Eurotunnel/Ferry computer system links barcodes to truck license plates



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SELECTION OF THE INCOTERM



SELLER'S OBLIGATION BUYER'S OBLIGATION RISK TRANSFER POINTS



PREFERRED INCOTERMS ?



- **FCA :** The seller delivers the goods at the agreed place, thereby making the products available to the buyer or designated carrier. The seller bears responsibility until the goods are handed over to the carrier, and the main transportation costs are typically borne by the buyer
- **DAP :** In the DAP Incoterm, costs and risks shift to the buyer upon delivery, making them responsible for unloading and customs clearance, thus simplifying logistics for the seller while providing the buyer with increased transparency on total costs