

<b>Meeting topic</b>	
<b>Customs Consultative Committee</b>	
<b>Attendees</b>	Revenue Commissioners American Chamber of Commerce Ireland BIM Bord Bia Chambers Ireland Customs-IT Dept of Agriculture, Food and the Marine Dept of Finance Dept of Foreign Affairs Dept of Taoiseach Dept of Transport Dept. of Business, Enterprise and Innovation Enterprise Ireland Freight Transport Association Hardware Association Ireland. Ibec ICT Ireland Institute of Chartered Shipbrokers Ireland (ICS) Intel IRHA Irish Road Haulage Association Irish and British Chambers of Commerce Irish Assoc. of International Express Carriers (IAIEC) Irish Exporters Association (IEA) Irish Grain & Feed Association (IGFA) Irish International Freight Association Irish Ship Agents Assoc. Primark
<b>Apologies</b>	
<b>Secretary</b>	David O Mahony – Brexit – Customs Division, Revenue
<b>Date of meeting</b>	13 Nov 2020
<b>Venue</b>	Virtual Meeting via Skype for Business Dublin Castle – Conference Room 2
<b>Item 1: Introduction &amp; Brexit Update</b>	<p>Chair welcomed the group and highlighted the recent increase in advertising for Brexit readiness. Brexit will happen on 1 Jan – there will be massive changes for goods moving to, from and through UK.</p> <p>Chair asked all representatives of trade bodies to encourage their members to make arrangements now. There is a lot of Brexit information and training options available online, including the Revenue website where you can find links to videos of the 18 sessions from October’s information webinars.  <a href="#">Link to Brexit Seminars</a></p> <p>There is also a central Gov.ie portal ‘Get Brexit Ready’ with information from different Government Dept and Agencies. The key message is ‘Act now’.</p>

	Brexit negotiations are ongoing.
<b>Item 2: Adoption of minutes</b>	The previous minutes were adopted
<b>Item 3: Update on Automated Import System (AIS)</b>	<p>John O’Leary spoke about the deferred Automated Import System (AIS) ‘go live’ date of 23 Nov. AIS has been deferred in response to concerns from the trade side. It also provides Revenue with additional time to continue testing to ensure a more robust package.</p> <p>John explained that AIS for most importers who have been using the old AEP system will not involve a big change. It is a big change for their customs agents making the declaration. Main obligation on importer is to give correct information to their agent in sufficient time to allow them file the declaration. AIS documentation has been available since last year and the test platform since earlier this year. This has meant that the majority of software houses are ready and have commercially available software for the trade.</p> <p>All traditional email and phone helpdesk systems will be in place for the launch.</p> <p>Pat Ivory (Ibec) expressed his appreciation for all the work done by Revenue in relation to Brexit readiness in general and preparedness work for AIS. He outlined that several Ibec members, including software providers, logistics companies and retailers, are concerned about readiness and the substantial change that AIS represents in the middle of dealing with COVID-19 and preparing for Brexit, the final outcome of which remains uncertain. He requested that the AEP and AIS systems be available concurrently for a period.</p> <p>Chair replied that AIS has been in the planning for years it is just unfortunate that it is launching as the Brexit deadline approaches and during a global pandemic. AIS needs to go live before Brexit so that new businesses only need to invest and get to know one system as opposed to two.</p> <p>Most of the work on Agent’s side – if Agent ready then business/trader will be ready.</p> <p>If there are any software houses with issues – tell them to contact John O Leary’s team as a matter of urgency</p> <p>Chair will look at dual running and a decision will be made early next week.</p> <p>If granted this dual running can only be until mid-December as the new RoRo system designed to facilitate RoRo traffic through the ports is built on AIS.</p> <p>Declan O'Dalaigh pointed out that the AIS website information is generic but if businesses have specific queries relating to their business they should email the team directly with details.</p>
<b>Item 4: RORO Customs Service Update</b>	<p>Carol-Ann O’Keeffe gave a brief follow on from her last CCC Customs RORO Service presentation.</p> <p>The PBN functionality test site will be available to everyone in the supply channel towards end of Nov. It will allow users to get familiar with the PBN function. When this is available Revenue will communicate this through the usual channels.</p>

	<p>Screenshots of the other two functions will be available for feedback at the end of the month.</p> <p><b>Update:</b> The test PBN system has been available to the trade since Friday 4/12 and the screen shots for functions – Channel Look-Up and Parking Self-Check In – will be provided to the trade on Monday 7/12</p>
<p><b>Item 5: Testing &amp; Simulation Update</b></p>	<p>There has been both system and physical testing at Dublin and Rosslare ports. This involved testing by agencies and then inter-agency testing. There are advanced plans for physical testing involving the haulage industry and Carol-Ann will come back to the next CCC with progress. This testing is scheduled for early December.</p> <p>Eugene Drennan (IRHA) asked about UK customs agents’ capacity and UK system readiness? Celine O Neill agreed that there was a gap in GB information and that Revenue was working with the UK Border and Protocol Delivery Group. The UK have recently updated their Border Operating Model paper. This is a live document so liable to change. <a href="#">Link to UK Borders Op Model</a></p> <p>Carol Lynch (BDO) asked about IRL businesses using customs intermediaries in the UK and whether this can be direct or indirect and the implications of liability. Celine said she will try to get definitive answer on intermediaries and share with group.</p>
<p><b>Item 6: Landbridge</b></p>	<p>Celine O Neill gave a high-level overview of goods going IRL to GB to FR using the landbridge.</p> <p>There is a full landbridge webinar on the Revenue website. The website also has a webinar on the PBN/Customs RORO System and a separate one on Comprehensive Guarantee. <a href="#">Link to Brexit Seminars</a></p> <p>Revenue is working with UK and relevant Member States on joint landbridge communications once all requirements are clear.</p> <p>John Dawson (IIFA) asked about groupage loads and SPS prenotification requirements. Nick Barwise (DAFM) to come back on this. <b>DAFM update: Multiple products from different establishments of origin on the same vehicle can be entered in a single CHED for goods from a consignor in IE to consignee in FR.</b> <b>Where there are multiple consignor/consignee combinations, each may require a separate CHED detailing the goods relevant to that combination, with the CHED reference numbers to be entered on the relevant (goods item level) transit declaration.</b></p> <p>Celine told the group that there were plans for combined DAFM &amp; Revenue landbridge sessions (separate to CCC).</p>

	<p>David McArdle (IRHA) asked about getting an UK EORI to interact with GVMS. Revenue to send on link to UK Borders Op Model where this information is available.  <a href="#">Link to UK Borders Op Model</a></p> <p>Pat Ivory (Ibec) noted that significant number of Ibec members will still want to use the landbridge but it is a complex system, which asks a lot of the drivers.</p> <p>John Nolan (IRHA) asked about when electronic TAD would be available. Celine replied that a hardcopy is required now and developments will have to wait until NCTS is upgraded. The Chair added that there is currently a large active UCC IT development programme and that Transit is planned for 2023.</p> <p>John Nolan (IRHA) also asked about inland office of destination. Revenue to send link.  <a href="#">Link to EU Customs Office Information search facility</a></p> <p>Eugene Drennan (IRHA) expressed worry that the truck drivers won't be able to interact with the systems required to use the landbridge. The Chair said she recognised the additional requirements for landbridge. However, this is a consequence of the UK decision to leave the EU and is unavoidable. Chair suggested that direct routes should be considered if appropriate for business model.</p> <p>There was a discussion on Direct Routes.  <a href="#">Landbridge presentation.</a></p>
<p><b>Item 7: DAFM Update</b></p>	<p>Nick Barwise (DAFM) reiterated that time is running out. Regardless of the outcome of negotiations, new regulatory requirements will be part of trading with or through the UK which will impact on the time it takes to move goods compared with today.</p> <p>The Minister for Agri, Food and the Marine wrote to 20,500 businesses that are registered as clients of DAFM who have a possible interest in import/export, to remind them of the changes that are coming in. DAFM have been running a series of webinars which are all available on their website.  <a href="#">Link to DAFM information</a></p> <p>John Nolan (IRHA) said that DAFM need to publicise that there will be examination fees on products coming in. Nick said that DAFM are finalising this and will get the message out but pointed out that under Official Controls Regulations DAFM are obliged to charge fees for different products.</p>
<p><b>Item 8: Briefing by members on recent developments and current concerns</b></p>	<p>Pat Ivory (Ibec) said that from his cross-sectoral contact with members it's clear that there needs to be a focus on keeping trade flowing and business continuity. There are lots of challenges for all supply chain players but there will be an initial period where they will be dealing with very challenging circumstances.</p> <p>Once a deal is struck Ibec is looking for flexibility and grace periods.</p>

	<p>Chair replied that all Government agencies will try to ensure products/trade keeps moving and that this will be the primary focus. We will also have to make sure all controls are in place but will look at this in the context of keeping trade flowing. Chair however said that checks and controls are required and as a result there will be delays and trade will not flow as freely as it does now.</p> <p>Tom Thornton (IIFA) has seen an increase in people looking for solutions to clearance procedures, which is promising. He had a specific concern about opening a Transit in UK in Holyhead and asked what the solution is if not coming from AEO. Celine to come back. He also commented that the Revenue webinars were really useful.</p> <p>John O Loughlin (PWC) asked about Revenue’s coverage over late Dec/Jan period and cut off dates for EORI/AEO applications. Chair encourages any businesses to apply as soon as possible and Revenue will try to process before 1 January. Operations at ports and airports will be running 24/7 with support from IT and technical teams. The recruitment of additional staff for ports and airports is continuing.</p> <p>John Nolan (IRHA) said that contacts with UK customers indicated that they were not ready for export declarations which would have a knock-on effect on the import side. He also asked about VAT registration in IRL for UK exporters. Chair replied that Revenue was doing as much as possible to help business and would pass on concerns during next engagement with HMRC. John Nolan (IRHA) to send in specific query re: VAT registration for UK companies.</p>
<b>Item 9: AOB</b>	
<b>Item 10: Date of next meeting</b>	Chair proposed a meeting for 11 Dec
<b>Action 1</b>	<p>Revenue to look at dual AIS/AEP running and a decision will be made early next week. <b>Update: Revenue confirmed dual running until 15 December</b></p> <p><b>Action 2</b> IRL businesses using customs intermediaries in the UK and whether this can be direct or indirect and the implications of liability. Celine will try to get definitive answer on intermediaries and share with group.</p> <p><b>Action 3</b> Getting an UK EORI to interact with GVMS. Revenue to send on link to UK Borders Op Model where this information is available. <b>Update: Link to the latest Borders Operation Model containing GVMS and UK EORI information sent to group 30/11.</b> <a href="#">Link to UK Borders Op Model</a></p> <p><b>Action 4</b> Groupage loads and SPS prenotification requirements. Nick Barwise DAFM to come back on this.</p>

<p><b>Action 5</b></p>	<p>DAFM update: Multiple products from different establishments of origin on the same vehicle can be entered in a single CHED for goods from a consignor in IE to consignee in FR.</p> <p>Where there are multiple consignor/consignee combinations, each may require a separate CHED detailing the goods relevant to that combination, with the CHED reference numbers to be entered on the relevant (goods item level) transit declaration.</p> <p>John Nolan (IRHA) asked about inland office of destination. Revenue to send link.</p> <p>Update: <a href="#">Link to EU Customs Office Information search facility sent to group 30/11</a></p> <p><a href="#">Link to EU Customs Office Information search facility</a></p>
<p><b>Action 6</b></p>	<p>Tom Thornton (IIFA) had a specific concern about opening a Transit in UK in Holyhead and asked what the solution is if not coming from AEO premises. Celine to come back.</p>