

Meeting topic	
Customs Consultative Committee	
Attendees	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 Exporters Association (IEA) Irish Grain & Feed Association (IGFA) Irish International Freight Association Irish Ship Agents Assoc. Primark
Secretary	David O Mahony – Brexit – Customs Division, Revenue
Date of meeting	14 May 2021
Venue	Virtual Meeting via Skype for Business Dublin Castle – Conference Room 2
Item 1: Introduction	The Chair welcomed the group to the second CCC of 2021. We are 20 weeks in – there have been some significant changes but now we have stable traffic volumes to the UK and on the direct routes to the continent. Traffic through Dublin and Rosslare has been fairly consistent since Feb. Over 80% of movements through the ports are being Green Routed. We are working with other government agencies to improve efficiencies in the ports for checks and controls for the other 20%. Our IT system has been stable over the past few months, no issues since last CCC.
Item 2: Adoption of minutes	The previous minutes were adopted.
Item 3: Department of Agriculture, Food and the Marine (DAFM) Update	SPS goods are subject to controls and therefore will never be 100% green routed.

	<p>There were over 13K import controls in first 15 weeks at Dublin Port and 670 controls in Rosslare Port - of these only 81 consignments were rejected. Vast majority rejected for missing or incorrect certs.</p> <p>Issues generally causing delays: Not following processes – for example hauliers picking up unaccompanied trailers that have a ‘call to customs’ and not checking in with Revenue’s systems. If they don’t check in, DAFM don’t know that they are available for inspection and the load cannot be progressed.</p> <p>Documentation – Most businesses are now well informed on SPS requirements. However, delays can occur if additional information is required by state agencies outside of normal business opening hours. This is especially true for businesses in UK. Need to make sure that people are available when the consignments are moving.</p> <p>UK Import Controls DAFM and colleagues across government working to refine system and processes to meet requirements from Oct 1st. Internal trials – will share learning with stakeholders in due course.</p> <p>DAFM has set up a Supply Chain Working Group. Looking at detailed product journey What are the constraining factors in their supply chain? Businesses need to look at their own processes. DAFM won’t have 24/7 certification system. Dispersed location of businesses is an issue – need to get the cert into hand of person moving consignment.</p> <p>Testing plans for end to end supply changing with Revenue and GB– will share learnings.</p> <p>DAFM have submitted a letter to French Agri Minister and Minister responsible for Customs regarding landbridge issues. DAFM will follow up.</p> <p>Hoping to have a joint IE/UK/FR webinar on LB - No date yet.</p> <p>Questions: IRHA Asked if anything had been done regarding their request for simplification of bonds/lessening the cost of bonds re: Landbridge. Chair –We are not aware of companies experiencing difficulties getting finance. Will get an update for next meeting.</p> <p>IIFA Problems discharging a Transit promptly in FR especially after hours. Has been raised in a formal letter to FR – raised at administrative and political level. Will give update once we get a formal response.</p>
Item 4:	AIS stable for last number of months.

<p>AIS / AEP Update (John O’Leary)</p>	<p>A number of upgrades coming before end of May and then minor fixes until end of the year. Will schedule downtime for off-peak times and always try to give advanced notice to trade.</p> <p>Volumes in AIS are consistently going up as economy opens up. Customer contacts to helpline going down as a result of system improvements and trade familiarity with AIS and post Brexit trading environment.</p> <p>H7 will be operational on 1st July. Now in PIT test environment.</p> <p>Anyone still on AEP need to start to move to AIS.</p> <p>No major new releases beyond H7 this year but there is a lot more to come regarding the UCC development cycle in next 24 months:</p> <ul style="list-style-type: none"> • New export system - AES • Centralised clearance (2023 or possibly sooner) • 2 releases for ICS2 • New module of NCTS • Vastly expanding single window. <p>We will have to move all platforms across to latest version of European Common Data Model version 6. Important to familiarise with this.</p> <p>Questions: Ibec Monthly statements not including VAT postponed? From June on, AIS monthly statement will detail postponed VAT in conjunction with each declaration.</p> <p>Feature in AIS Trader Portal – view of historic functions? Historic data availability is now reduced to 7 days. However, development shortly that will allow businesses restore older transactions. {Update: This restore option went live on 03 June and trade has been notified.}</p> <p>IIFA Can we allocate funds for a particular SAD? Ringfencing. Revenue are investigating. However, this is not simple or straightforward. Will update the group when investigation is concluded.</p> <p>Carol Lynch SAD downloadable feature? Revenue – Was in AEP but wasn’t used so not a priority build for AIS. We are looking at it now to see what the level of demand is and are open to feedback.</p>
<p>5. RORO Update (Carol-Ann O’Keeffe)</p>	<p>Carol-Ann outlined the upgrades delivered to date and plans for the future. PBN – all developments in light of feedback from trade</p>

	<ul style="list-style-type: none"> • Creating PBN - an email address and up to 2 mobile numbers can be input. Text messages sent when channel info available. Contact details can also be input up until check-in at ferry terminal. • In a locked PBN you can now see MRN in the PBN. • Automation of 'piggyback trailers'. <p>Developments</p> <ul style="list-style-type: none"> • Ability to create PBN for goods moving under ATA Carnet • APIs (Application Programming Interface). 2 streams of APIs: <ul style="list-style-type: none"> • Ferry operators – can link into the PBN channel information and will have the ability to display channel on screens. • Traders systems – can create, populate, edit and check the status of the PBN. Trade can also get updates on the PBN Channel. • Further enhancements to internal port traffic management system {Update: all the above functionality was released mid-June} <ul style="list-style-type: none"> • For unaccompanied traffic – currently trade can send an email with trailer ID to obtain information in relation to what MRN has been routed and what the issue is. Development being considered to provide trade with information in a more automated manner where the PBN channel is not green, to include issues with channel details of the MRN with the issue and what the issue is. <p>Interagency collaborations</p> <p>All agencies have access to the Customs freight traffic management system at ports. Agencies also have access to AIS system so can see import declarations in advance of arrival at the ports.</p> <p>Ongoing engagement with Revenue, DAFM and HSE as to what other IT developments are needed to make system as efficient as possible.</p> <p>Procedural and processes under constant review – experiences feeding back into possible IT automations.</p>
<p>6. Import / Export Technical Issues (Declan O'Dalaigh)</p>	<p>Declan asked if CCC members could again encourage their representative group members to transfer to AIS and if they need help to contact us.</p> <p>Returned Goods Reliefs (RGR)</p> <p>eCustoms Notification number 24 has been updated to include additional proofs. https://www.revenue.ie/en/customs-traders-and-agents/customs-electronic-systems/aep/ecustoms-notifications/2021/ecustoms-notification-24-2021.pdf</p> <p>If any members have any other proofs that they would to propose they can contact the team at: customsreliefs@revenue.ie</p>

	<p>Exports</p> <p>Conditional Preferential Rate – Goods being exported from IRL/EU into UK needs to be of EU Origin. UK importer needs proof of origin– Statement of Origin or Importer’s Knowledge.</p> <p>When exporting goods >€6000 – register on REX. If you have any questions you can contact: originsection@revenue.ie</p> <p>A letter (including outlining conditions for REX registration) will be going to all exporters to the UK per our system records advising of the requirements. Revenue has a webpage on Registered Exporters System (REX)</p> <p>Transitional period for proofs in the UK – deferred Customs Declaration Scheme Need proofs before 1st July 2021 to claim zero %.</p> <p>Questions:</p> <p>Ibec What was the level of response to the letters concerning approved exporter and REX authorisations to include inputs from NI. Revenue to respond. {Update: We received quite a low number of responses in relation to the potential impact of Brexit on the Simplified Procedure and Registered Exporter schemes.}</p> <p>Irish Exports Association Number of members raised concerns about applications for Binding Tariff Information using new EU Portal. Some from Nov 2020 still not processed. Some now not applying due to time it takes, needs a lot of additional information – packaging, how arrive at port. Any info? Revenue to respond. (Update: Revenue contacted IEA directly on this.)</p> <p>IRHA Preferential origin is difficult regarding documents is there any guidance that could make it simpler? Revenue suggest that IRHA review the information on our website and if they have any insights to add or something not covered to get in touch.</p>
<p>Item 7: Briefing by members on recent developments and current concerns</p>	<p>IIFA asked for guidance in relation to goods imported to Ireland via Northern Ireland and the correct procedures to be followed. Revenue clarified that there are two options under the Protocol for this scenario:</p> <ol style="list-style-type: none"> 1) All import formalities, including the payment of customs duties (if applicable) and other taxes can be done in Northern Ireland. The goods are then considered to be in free circulation in the EU and consequently can move to Ireland without any further customs formalities.

	<p>2) The goods can move under the transit procedure to a temporary storage facility in Ireland where the customs formalities are completed on Revenue systems.</p> <p>While anecdotal information has been provided previously that goods are not being moved in accordance with the Protocol, Revenue noted it is difficult to verify these claims in the absence of specific information. Revenue advised that they would be happy to exchange information with HMRC, who are responsible for the implementation of the Protocol with oversight from the EU, if traders could provide specific details that would allow for follow-up.</p>
Item 8: AOB	
Item 9: Date of next meeting	09 July 2021
Action 1	<p>IRHA – Asked if anything had been done regarding their request for simplification of bonds/lessening the cost re: Landbridge. Chair is not aware of any issues regarding obtaining guarantees from banks but will get an update for next CCC.</p>
Action 2	<p>Ibec asked the level of response to the letters concerning approved exporter and REX authorisations to include inputs from NI. Revenue to respond. {Complete – see item 6}</p>
Action 3	<p>Irish Exports Association Number of members raised concerns about applications for Binding Tariff Information using new EU Portal. Some from Nov 2020 still not processed. {Complete – see item 6}</p>