

<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 Enterprise, Trade and Employment Enterprise Ireland Freight Transport Association Hardware Association Ireland. Ibec ICT Ireland Institute of Chartered Shipbrokers Ireland (ICS) Intel Irish Exporters Association (IEA) Irish Grain & Feed Association (IGFA) Irish International Freight Association Irish Ship Agents Assoc. Primark
<b>Secretary</b>	David O Mahony – Brexit – Customs Division, Revenue
<b>Date of meeting</b>	26 Nov 2021
<b>Venue</b>	Virtual Meeting via Skype for Business Dublin Castle – Conference Room 2
<b>Item 1: Introduction</b>	<p>The Chair welcomed everyone to the last CCC of 2021. Almost 1 year of Brexit and the Automated Import System (AIS) and both have settled down. We are seeing stable traffic volumes through ports and airports. In January approx. 75% of port traffic was green routed. In October this figure was up to 88%.</p> <p>Revenue is working with other State Agencies in the ports to make the processing of the other (12%) requiring checks as efficient as possible but if a load requires a check it will always take time.</p> <p>AIS is now stable with minimal unscheduled downtime recently.</p> <p>Following on from discussions at the last CCC, we have increased the number of CN codes that can be used on a H7 and this has had a positive impact. If members are aware of any other codes causing issues, please contact us and we will investigate whether the codes can be included on the H7.</p> <p>In 2022, the EU will introduce a standard list of codes for use on H7. Revenue is a member of this EU group and will work to make the list as wide as possible with sufficient implementation period for businesses to adapt.</p>

	(Import One Stop Shop) IOSS was introduced since last meeting and it's working well. AEP was closed in October for new import declarations.
<b>Item 2: Adoption of minutes</b>	The previous minutes were adopted. Two H7 code issues were actioned.
<b>Item 3: Department of Agriculture, Food and the Marine (DAFM) Update (Damien Flynn)</b>	<p>Damien focussed on latest planned UK Import Controls.</p> <p>1<sup>st</sup> Jan pre-notification required for all foods including live animal exports. Need to use the 'Imports of Products, Animal, Food and Feed System' (IPAFSS) and declaration must be made by UK Importer or Agent acting on their behalf. Declaration must be made by a UK entity/UK based. Business need look now to see who in their supply chain will be making this declaration.</p> <p>These declarations must be made at least 4 hours in advance of arrival in GB. DAFM will be issuing Trader Notices to food businesses directly and will keep their website updated.</p> <p>UK have given a 6-month derogation from 01 Jan to 31 July where the IPFASS declaration needed for Transit can be made by non-UK entity.</p> <p>Certification requirement for exports to UK will be onerous for businesses and DAFM. DAFM continue to intensify their preparations, resources, IT Systems and local engagement.</p> <p>DAFM looking at eCertification with UK and EU CION and hoping to have in place by 01 July. At the moment export health certs need to physically accompany the consignment.</p> <p>Restrictions on certain food products i.e. chilled meats products, which were due to be prohibited from entering UK from 01 Jan 2022 are now pushed out to 01 July 2022.</p>
<b>Item 4: Customs IT Systems update (Paul Paxman)</b>	<p>Paul gave an update on IT systems and future developments.</p> <ul style="list-style-type: none"> <li>• AIS – latest developments, plans for 2022</li> <li>• Projects over coming 12/18 months <ul style="list-style-type: none"> <li>○ AES</li> <li>○ NCTS Phase 5</li> <li>○ ICS2 Release 2</li> <li>○ Changing the data set in AIS</li> </ul> </li> </ul> <p>Paul encouraged trade to start their preparations early when specifications are available and to engage with their IT provider. There will be a PIT environment available and software developers should test in this environment as soon as possible.</p> <p>Ibec and members offered to work with Revenue to test the new systems. Chair thanked Ibec for this offer and will contact them when we have more clarity on the tests required. Paul also emphasised that software developers are</p>

	<p>responsible for the development of traders' system and the look / functionality of these systems.</p>
<p><b>5. Trader Outreach Update (Ray Ryan)</b></p>	<p>Ray gave an update on Trader Engagement. Incoming queries to our Brexit queries mailbox are reducing significantly but some topics still coming up. These include Postponed VAT accounting, Returned Goods Relief, Preferential Origin, Moving goods through NI and online shopping. There is extensive information available on these issues on the website. Where further clarification is required, queries can be sent to the <a href="mailto:brexitqueries@revenue.ie">brexitqueries@revenue.ie</a> email address.</p> <p><b>UK changes being introduced in 01.01.22</b> Ray encouraged the members to look at the updated <a href="#">UK Border Operating Model</a> manual. Import requirements must be completed in advance. He referred to a new HRMC Hauliers leaflet which was shared with group after the meeting.</p> <p>Ray is looking for feedback from members as to what they would consider useful for 2022 Outreach from a Brexit point of view.</p> <p>Ray also updated the meeting on the Customs website redesign. This will ensure that all customs content, both for individuals and businesses, is available in one area. Brexit content will be merged into the relevant Customs areas. If members have views on the website, areas that members think need improvement or areas where we could provide additional material, they should provide feedback to Ray.</p> <p><b>Irish Exporters Association</b> IEA have been notified of members sending smaller items using postal / express carriers and getting different information about when import charges are due and how they are calculated.</p> <p><b>Revenue</b> The Revenue eCommerce team is engaging with carriers regarding customs formalities, as well as updating information on the Revenue website. If a carrier doesn't have the required information to complete a valid customs declaration, the approach taken e.g. contact importer, return goods, is a business decision for the particular carrier.</p> <p><a href="#">Trader Engagement and Customs Website re Design update - presentation</a></p>
<p><b>6. International / UK update including landbridge (Celine O Neill)</b></p>	<p><b>Update on UK Customs Procedures.</b> Information on <a href="#">Border Operating Model</a> was provided. As these are UK requirements, the HMRC website should be consulted for the most up to date information.</p> <p>The Chair emphasised that these UK requirements are in addition to the existing EU/IE requirements.</p> <p><a href="#">Update on UK Customs Procedures - presentation</a></p>

<p><b>7. Importation of Second-Hand Vehicles from the UK – Preferential Origin and Returned Goods Relief (Declan O Dalaigh)</b></p>	<p>Declan gave a presentation on Preferential Origin and Returned Goods Relief (RGR) which while relevant for second-hand vehicles is also appropriate to a wide range of goods.</p> <p>Important to claim Preferential Origin or RGR on the import customs declaration as if it is omitted, amendments and / or refund claims are required which creates additional work for trade and Revenue. Revenue encourages businesses to provide the required proofs when lodging the import declarations to minimise delays. Further information is available on the Revenue website and in the <a href="#">eCustoms Notifications</a>.</p> <p>For RGR, if export declarations are not available, you can use any information that proves the export/transport and when it occurred.</p> <p><b>Trade query</b> When claiming RGR, there is a lack of consistency regarding the required documentation.</p> <p><b>Revenue</b> In relation to RGR and Preferential Origin, the documentary requirements are outlined on our website. However, sometimes additional documents are required e.g. an invoice, for other reasons e.g. for a valuation or classification check.</p> <p><a href="#">Preferential origin and returned goods relief - presentation</a></p>
<p><b>Item 7: Briefing by members on recent developments and current concerns</b></p>	<p><b>Trade query</b></p> <ul style="list-style-type: none"> <li>• Hauliers who receive Red and Orange routing can be waiting without any indication of timeline for release, what can be done?</li> <li>• Sometimes agencies come back to say need to be dealt with by another state agency – can state agencies not transfer it to other state agencies without needing to come back to declarant?</li> <li>• Issue where only 1 vehicle in a load goes orange. The driver must wait for that 1 vehicle to be cleared and there is no information on how long that will take.</li> </ul> <p><b>Revenue</b> Revenue is looking at Customer Service Standards in Dublin Port and hope to publish standards in 2022.</p> <p>Regarding the 24/7 helpline, Revenue is receiving multiple calls regarding the same load. Dublin Port is working with businesses to identify common reasons/issues to reduce these calls.</p> <p>Agencies aim is to clear Orange and Red routings as soon as possible and when the required information is received, we clear them as soon as possible afterwards.</p> <p>Regarding the single non-green routed car, Dublin Port did try to release cars by unloading/reloading but from a logistical point of view there were problems.</p>

Revenue prioritise consignments when there is only one orange among all green and Dublin Port is looking at how we can do it better.

**Trade query**

Asked a specific question about a Transit closed in error.

**Revenue**

New procedures in place and staff now aware of GB-IE-FR movement which is now a regular movement for traders trying to avoid problems getting into FR from GB.

Trade suggested that they could provide information to Revenue on Transits on direct sailing from EU-IE on a PBN. Revenue will investigate options.

Trade mentioned that hauliers are having problems terminating Transits in UK ports. Revenue will highlight issue at meetings with HMRC.

**The Irish International Freight Association**

IIFA highlighted the accidental arrival of goods that should go to DAFM to an ACP. Gave the example of collagen coming from Japan via Singapore. The TSF holder is not involved in making the declaration but once it's there they realise that it needed to go to DAFM. There is a big learning curve and IIFA are looking for leniency and cooperation from DAFM. They also mentioned that members are having difficulty trying to contact DAFM regarding yellow routings.

**DAFM**

DAFM will arrange meeting with IIFA to discuss.

**IIFA**

Asked about sharing documents/declarations directly between agencies.

**Revenue**

Revenue are working with DAFM and HSE with regards to sharing documents and trade should see improvements in future.

**IIFA**

Asked about exit release status for goods going from IE through NI to GB. The process is to send an email to HMRC. However, only approx. 10% coming back.

**Revenue**

Revenue will raise at next meeting with HMRC. It was also noted that the EU is also pushing for a UK system resolution to this issue as it is impacting IE and other MS.

**Trade query**

When moving SPS goods into FR under Transit a CHED is being insisted on. Previously stated that this was being looked at, what is the status?

	<p><b>Revenue</b> No change to this requirement. This is a FR systems issue and while FR have committed to changing, there is no timeframe as the solution is dependent on their IT scheduling. Revenue will engage with FR to outline how this is impacting IE hauliers.</p> <p><b>Ibec</b> IPAFFS – system notification requirement?</p> <p><b>DAFM</b> There was a recent UK Trader Notice re: IFPASS reference number needing to be put on UK import declaration in order for it to go through GVMS system. This notification only issued this week and DAFM is following up with HMRC.</p>
<b>Item 8: AOB</b>	Revenue reminded members to check their codes when classifying their goods as the WCO Harmonised System codes change every 5 years and this is happening on 01 Jan 2022. Around 600 codes will be added and 350 codes deleted. There is information on these changes on the <a href="#">WCO website</a> and the Revenue <a href="#">website</a> .
<b>Item 9: Date of next meeting</b>	To be confirmed
<p><b>Action 1</b></p> <p><b>Action 2</b></p> <p><b>Action 3</b></p> <p><b>Action 4</b></p>	<p>Revenue to review use of PBN for Transits on direct sailing from EU-IE.</p> <p>Revenue will raise the issue hauliers are having terminating Transits in UK ports at next HMRC meeting.</p> <p>Revenue will raise the issue relating to poor response to exit release mails for goods going from IE through NI to GB at next HMRC meeting.</p> <p>Revenue will engage with FR to outline how the CHED requirement for transits is impacting on IE hauliers.</p>