



**An Roinn Talmhaíochta,  
Bia agus Mara**  
Department of Agriculture,  
Food and the Marine



Building a  
Better Health  
Service

Seirbhís Sláinte  
Níos Fearr  
á Forbairt

## Brexit: Six months on



<b>SCHEDULE</b>		
<b>09:00-09:05</b>	<b>Welcome and overview</b>	<b>Lynda Slattery (Revenue)</b>
<b>09:05-09:30</b>	<b>Customs: Issues &amp; learnings</b>	<b>Ray Ryan (Revenue)</b>
<b>09:30-10:00</b>	<b>Customs: Case study examples</b>	<b>Carol Ann O’Keeffe (Revenue)</b>
<b>10:00-10:10</b>	<b>Break</b>	
<b>10:10-10:40</b>	<b>HSE: Issues &amp; learnings</b>	<b>Deirdre O’Brien (Health Service Executive)</b>
<b>10:40-11:10</b>	<b>DAFM: Issues &amp; learnings</b>	<b>Hazel Sheridan (Department of Agriculture, Food and the Marine)</b>
<b>11:10-12:15</b>	<b>Q&amp;A and wrap up</b>	<b>Panel (Revenue, HSE &amp; DAFM)</b>



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# Brexit: Six months on

RAY RYAN (REVENUE)  
Customs: Issues and learnings

9:05am

- What does it mean?
  - the UK (excl. Northern Ireland) is a 3<sup>rd</sup> Country for customs purposes
- Customs formalities apply
  - Customs declarations
  - Possible interventions – fiscal and agency
- Legal basis from customs perspective:
  - Union Customs Code
  - EU-UK Trade and Cooperation Agreement
  - Protocol on Ireland/ Northern Ireland

# What customs formalities apply?

- Imports – bringing goods in from GB
  - Declarations to AIS and ICS
  - Considerations for payment of duties & VAT
- Exports – sending goods to GB
  - Declaration submitted to AEP (The S&S data is included in this declaration)
- Transit – moving goods through GB
  - Declaration submitted to NCTS (Requires access to a financial guarantee)
    - For export the S&S may be included in the Transit, if not an EXS required
    - For import, an ENS is required.

## ***RoRo movements***

All MRNs for goods on board a vehicle need to be added to the Pre-Boarding Notification (PBN)

[www.revenue.ie/roro](http://www.revenue.ie/roro)

# Experiences during the first six months

- Ensure correct data entered on declarations
- Entry Summary Declarations (ENS)
- Documentation not sent to relevant agencies in advance
  - Knowledge of which agency you are interacting with.
- Payment and duties issues:
  - Insufficient funds
  - Claiming preferential duty
  - Availing of Postponed accounting
- Returned Goods Relief
- Incorrectly declaring 'Empty on PBN'
- Closing of transit declarations
- Import / Exports through Northern Ireland
- Movement of equipment / tools / repairs /
- Valuation and Quotas
- Incoterms

# Key learnings during the first six months

- Importance of collaboration across Revenue, Government Departments and State agencies.
- There have been improvements in:
  - Sharing of data and documentation between the agencies
  - Other agency access to Revenue systems
- Revenue have made amendments to systems and requirements based on insights and feedback from supply chain stakeholders
  - ENS easement (withdrawn on 23<sup>rd</sup> June)
  - Pre-Boarding Notification changes (email and contact number options added)
  - IT issues encountered

# Key learnings during the first six months

- Importance of each party in supply chain knowing their role and how it impacts others.
- Sharing of MRN's and/or PBN number with hauliers/freight forwarders
  - Ensuring all MRN's on board a vehicle are included in the PBN
  - Having mobile numbers of drivers added to PBN so they are aware of the customs channel on arrival
- Availability of documentation on 24/7 basis, often requires documentation sent in advance to relevant agency
- Ability for businesses to top-up TANs outside of office hours, or in advance of imports arriving
- Awareness of customs procedures, authorisations and reliefs that can aid businesses in meeting your customs requirements



- The Trade and Cooperation Agreement between the EU and the UK allows businesses to avail of a preference for zero tariffs when importing goods of UK origin.
- Claiming Preferential Duty: eCustoms notification 36 of 2020.
- What if goods are not UK origin (i.e. EU or other 3<sup>rd</sup> country)?
  - Customs warehousing
  - Transit movement / Temporary Storage facility
  - Returned goods relief
- Guidance on goods from EU imported to UK prior to importing to Ireland eCustoms notification 14 of 2021.

## This scheme:

- provides for postponed accounting for VAT on imports from non-EU countries
- enables you to account for import VAT on your VAT return
- allows you to reclaim VAT at the same time as it is declared in a return. This is subject to normal rules on deductibility.

## Issues encountered on the reporting requirements:

- The PA1 field on the VAT3 Return should include the Customs value of goods imported under PA (as per Customs Declarations) plus Customs Duty.
- The T1/T2 figure on the VAT3 Return should include the amount of VAT applicable to the entry.

- **Delivered duty paid (DDP)**  
It is the seller's obligation to import clear the goods in the buyer's country and pay any duties and VAT
  - Different applications of DDP
- **Delivered at place (DAP)**  
DAP means the seller is responsible for all charges and risks in transit until the goods reach their destination, at which point the risk transfers to buyer. The buyer is responsible for all costs and risks associated with unloading the goods and clearing customs to import the goods.
- **Ex Works (EXW)**  
EXW means the seller has fulfilled its obligation when the goods are made available to the buyer, usually at the seller's location. The buyer is responsible for both export and import formalities.



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# Brexit: Six months on

CAROL ANN O'KEEFFE (REVENUE)  
Customs: Case study examples

9:30am

# Inbound Movements by RoRo Ferry

# Key Messages

## Person Completing the PBN:

- Correct use of the PBN
- Transit



## Driver:

- Follow channel
- Parking self check-in



## Case Study 1:

- Supporting documents
- Insufficient Funds



## Case Study 2:

- Declaring PBN as empty



# Key Messages for Person Completing the PBN

## Use of the PBN

- Mobile number of driver
- Email address of haulier
- Do not declare empty
- All MRNs
- Correct direction
- Use the correct PBN
- API's



## Transits

### T2 Transits

- ENS
- Transit Declaration
- Include all of the TAD MRNs

### T1 Transits

- ENS
- Transit Declaration
- Import Declaration

# Key Messages for Driver

## FOLLOW YOUR CHANNEL

Text message, email, look-up

Dublin:

- T7 – Call to Customs – SEAL
- T7 – Call to Customs – Transit
- T11 – Call to Customs

Rosslare:

- Call to Customs - Kilrane



## PARKING SELF CHECK-IN

Call To Customs Channel

**Dublin = T11**

**Rosslare = Kilrane**

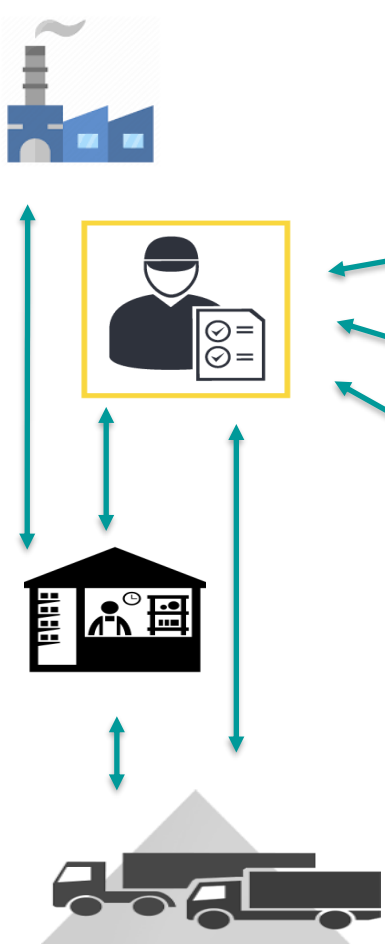
When Parked Up

- Driver's mobile number
- Check screen display for next steps

Check screen display

- Text message =  
Call for Inspection  
Exit the Port





- Supporting Documents**
- Pre-Arrival
  - Full Suite
  - Document Quality
- TAN Account**
- Sufficient funds
  - Correct Account

- CHED**
- 24 hours in advance
  - Common Health Entry Document (CHED-D) (submitted on TRACES)
  - Laboratory reports
- Supporting Documents**
- Product Specific Declarations
  - Ingredients List
  - Photos of product/label
  - Import Dec/Bill of Lading, Packing List, Commercial Invoice, Inland delivery address



**Pre-Notification**

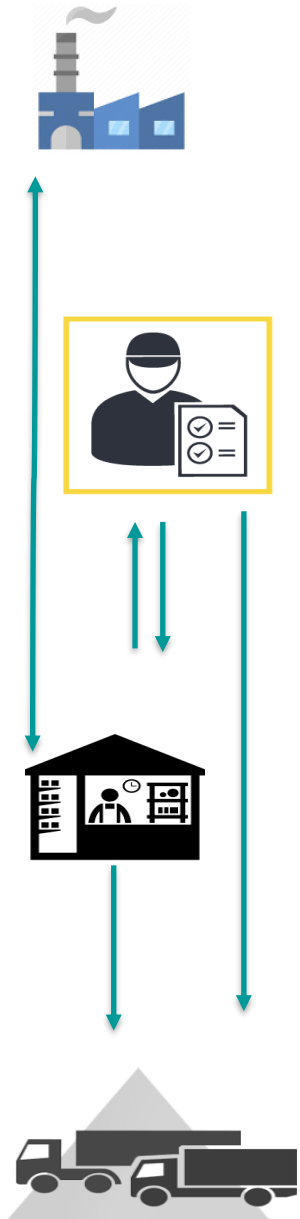
**Supporting Docs**

**Pre-Lodge Declaration**



24 hours before arrival

# PBN Issues




**Supporting Documents**

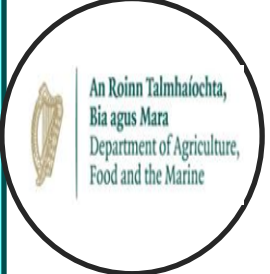
- Pre-Arrival
- Full Suite
- Document Quality

**TAN Account**

- Sufficient funds
- Correct Account




**Declaration Not Released**




**CHED**

- 24 hours in advance

**Supporting Documents**

- Pre-arrival
- Full suite




## PBN Created

You have successfully created a PBN

**PBN Status** Good to proceed to check-in

**Details** Declared as empty

**PBN ID** MV23ZT96




[Edit PBN](#)

**Your Channel Information**

Channel  
**Call to Customs**

Action  
Follow the signage in the port



PBN ID MR63DR30

Vehicle Registration / Trailer Number THW169

Date of Arrival 03/12/2020 12:00

Ship SEATRUCK PANORAMA (9372676)

- Driver checks in & calls to the Customs office
- Asked to provide PBN ID
- Asked to provide all of the MRNs
- Agent must submit I2
- Revenue notifies both DAFM & HSE of presentation
- HSE & DAFM finalise work on consignment and issue release notification
- Consignment released by Revenue.



Customs helpline channels are open for queries:

General Brexit queries to: [brexitqueries@revenue.ie](mailto:brexitqueries@revenue.ie)

Systems queries to: [eCustoms@revenue.ie](mailto:eCustoms@revenue.ie) or 01-738 3677

PBN queries to: [CustomsPBN@revenue.ie](mailto:CustomsPBN@revenue.ie)

Customs helpline: 01-738 3685 (Available 24/7)



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# Brexit: Six months on

THIS EVENT WILL RESUME AT 10:10AM



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Department of Agriculture,  
Food and the Marine



# Brexit: Six months on

DEIRDRE O'BRIEN (Health Service Executive)  
HSE: Issues and learnings

10:10am



Feidhmeannacht na Seirbhíse Sláinte  
Health Service Executive

# Environmental Health Service

## Brexit: 6 Months On

Deirdre O'Brien,  
Principal Environmental Health Officer  
Dublin Port Health

**Building a Better Health Service**

CARE COMPASSION TRUST LEARNING

# SPS/Official controls

EU Regulations 2017/625

HSE controls

DAFM controls

Food not of  
animal origin

Food contact  
materials  
(kitchenware)

Live  
Animals

Plant  
Health

Forestry  
Division

Products  
of Animal  
Origin

Pesticide  
Controls

Organic  
Controls



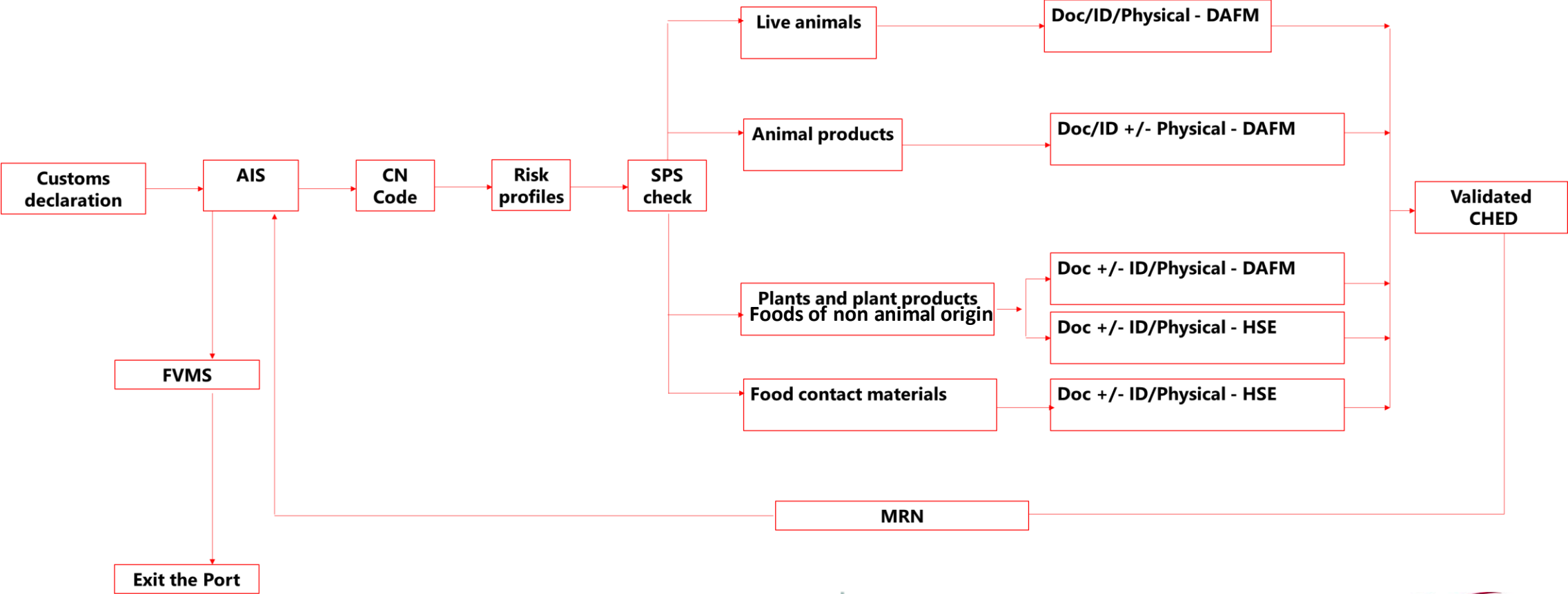
Feidhmeannacht na Seirbhíse Sláinte  
Health Service Executive



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Department of Agriculture,  
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# SPS Controls: Key Steps





# Interagency working

- Regular and ongoing meetings with Revenue, DAFM and HSE
- Working on continued improvements where possible depending on consignments and feedback from trade
- Non-compliance



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Health Service Executive

# Products subject to 'Dual Controls'

- Consignments containing mixed loads and different categories of products – more likely
- Some single products subject to dual controls e.g. for plant health checks and microbiological checks (if food)
- Document checks are required individually
- Physical exams carried out jointly



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Health Service Executive

# EHS changes 1 January 2021

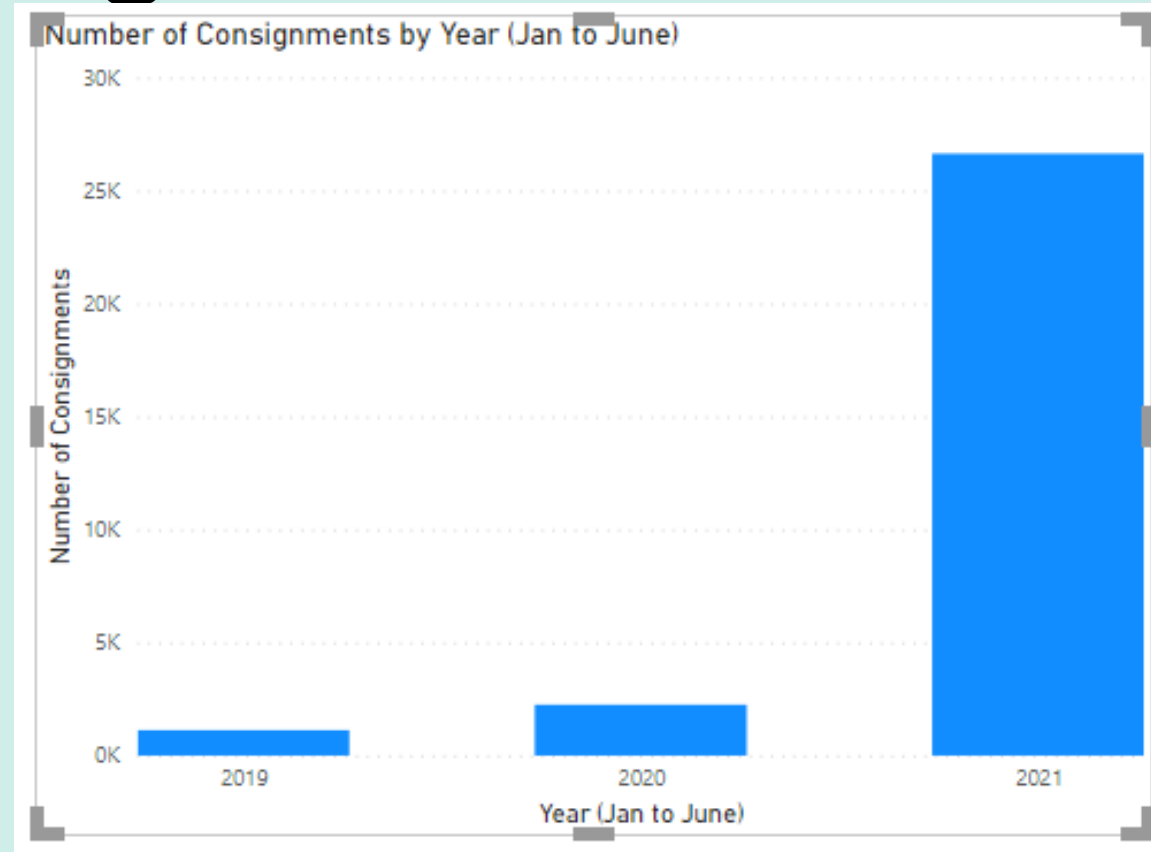
- Employed and trained Environmental Health Officers (EHOs), Senior EHOs and Admin support
- Now a 24/7 service
- New BCP in Rosslare
- Ongoing business liaison and engagement



# HSE consignments 2021

**\*Jan to June 2021**

HSE processed  
just under 25,000  
consignments



**>1% Consignments refused entry**

\*Cyber attack during period of 2021 statistics

# Official Controls for Third Country Imports (products of non-animal origin)



## Routine official controls

Risk basis, recent alerts, routine checks, sampling under National Sampling plans

Increased/Additional controls due to known or emerging risks

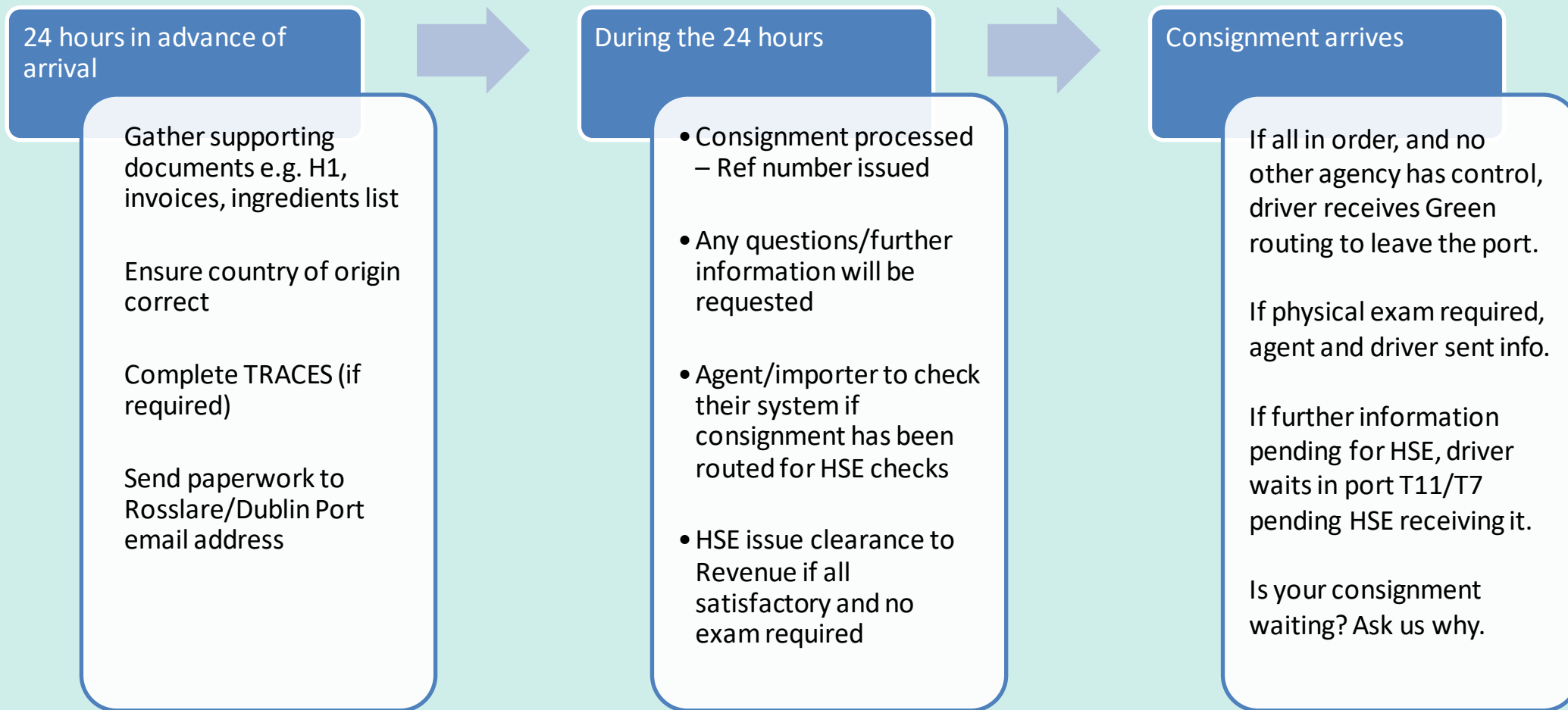
Suspension of entry/  
Emergency measures

[https://www.fsai.ie/food\\_businesses/imports\\_non\\_animal\\_origin/intro.html](https://www.fsai.ie/food_businesses/imports_non_animal_origin/intro.html)

# Examples of foods that require increased import controls



# Paperwork in advance



# What information to send...

Type of Product	Products subject to Increased Official Controls or Emergency/Safeguard measures	All other products
How do I submit?	- Submit Part 1 of CHED-D on TRACES NT <a href="https://webgate.ec.europa.eu/tracesnt">https://webgate.ec.europa.eu/tracesnt</a>	Email documents to relevant port email address
When:	There is a legal requirement to notify these at least one working day prior to arrival	All other products: as soon as documents are available and for Roll on-Roll off consignments, before ferry departs the UK.

What do I put in the email subject line?

1. MRN/Customs Entry Number (if you are awaiting the MRN please quote "advance notice" in the subject line)
2. Product (name of food/product)
3. Country of Origin

The screenshot shows an email client interface with a 'Send' button on the left. The email composition form includes the following fields:

- To...:**  [importcontroldublin@hse.ie;](mailto:importcontroldublin@hse.ie)
- Cc...:** (Empty field)
- Bcc...:** (Empty field)
- Subject:** MRN19IEDU1IM039054191 Sultanas Turkey 02/01/21 14:15 19D1302



# ...continued

## What do I need to send?

- ✓ Estimated date (DD/MM/YY) and time of arrival
- ✓ Environmental Health Service (EHS) Consignment ID (if known)
- ✓ H1/SAD/Bill of Lading, Packing List, Commercial Invoice, inland delivery address, if RORO or LOLO, Location in Seaport/Airport

### Associated documentation

- ✓ Common Health Entry Document (CHED-D) Part 1 (submitted on TRACES)
- ✓ Laboratory reports
- ✓ Ingredients List
- ✓ Declaration as appropriate for plastic kitchenware from China
- ✓ Declaration of Omission of Items from EU Regulation 884/2011 (as amended) regarding unauthorised genetically modified rice in rice products from China
- ✓ Photos of product/label on product

# Country of Origin

- Country of origin – being declared as GB but if repackaged only then original country of origin needs to be considered and certificates provided for increased controls.
- Further processing, that allows for change to GB country of origin only if:
  - includes use as ingredient in a cooked product; change by cooking/processing e.g. cooking rice;
  - changed substantially from original form

# CHED-Ds TRACES NT

CHED-D's need to be submitted on TRACES

Minimum 24 hours in advance

All importers of high-risk food of non-animal origin will need to register on TRACES to submit a CHED-D if required

<https://webgate.ec.europa.eu/tracesnt>

## Main Issues

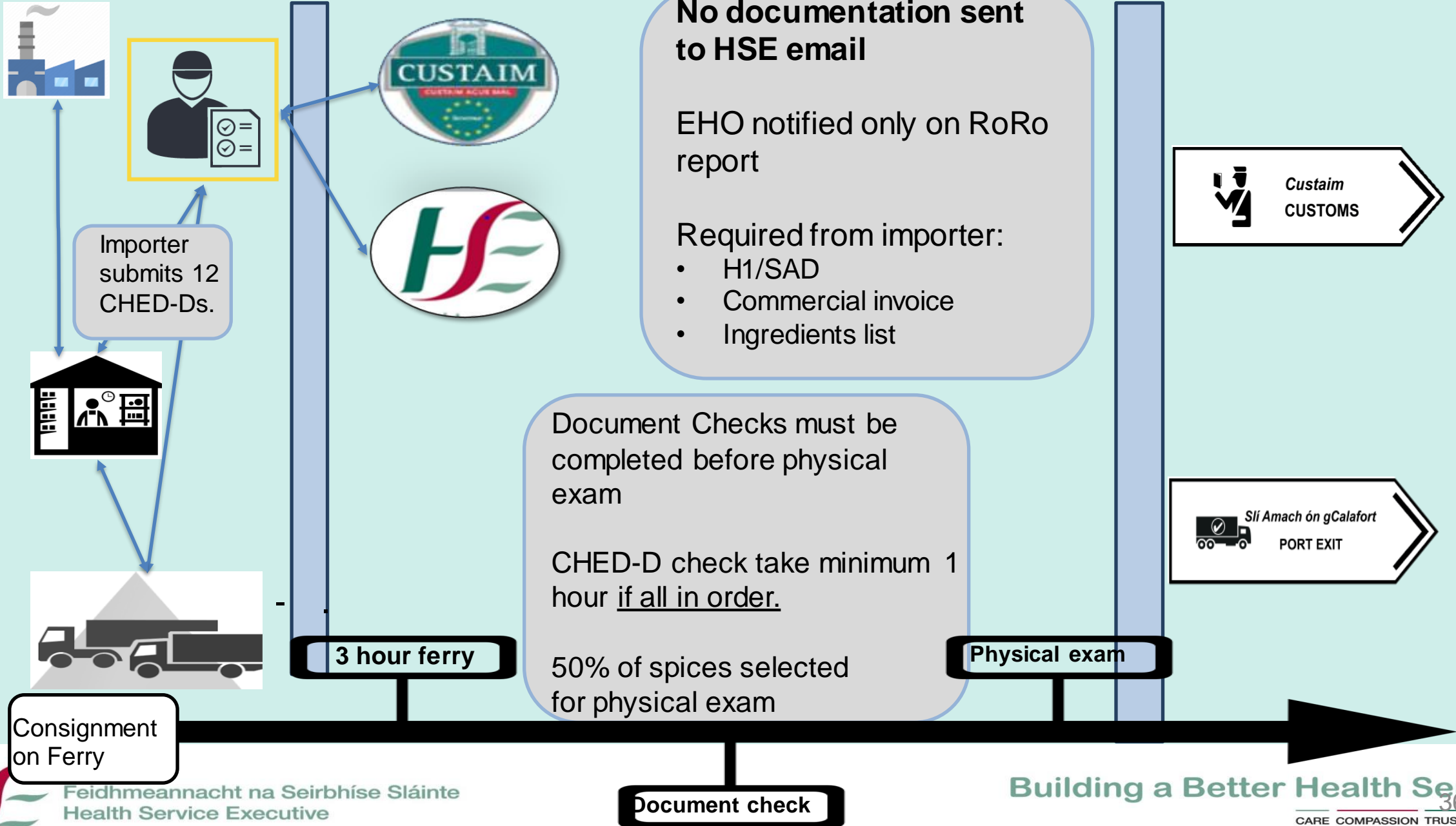
Not notified in advance

CHED-D filled in when not required

Wrongly filled in e.g. errors in inputting, wrong CN code or BCP, batch codes not matching

All required paperwork not uploaded or emailed through e.g. Model certs for Annex II products (e.g. hazelnuts from Turkey) not being submitted with original paperwork

# Case Study: Spices under increased control



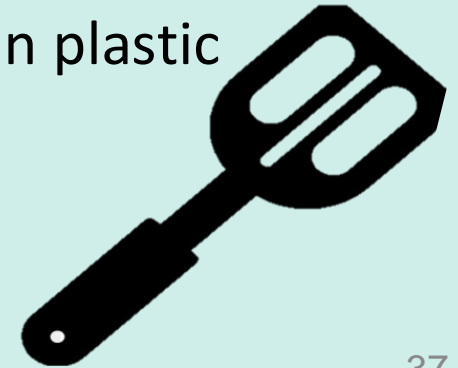
# Food Contact Materials (FCM)

## Infant feeding bottles (from non EU countries)

- Declaration of compliance to certify the infant feeding bottle does not contain Bisphenol A

## Plastic Kitchenware (from China & Hong Kong)

- Declaration regarding presence of polyamide and melamine in plastic kitchenware



37



# Sprouted Seeds

## – microbiological check

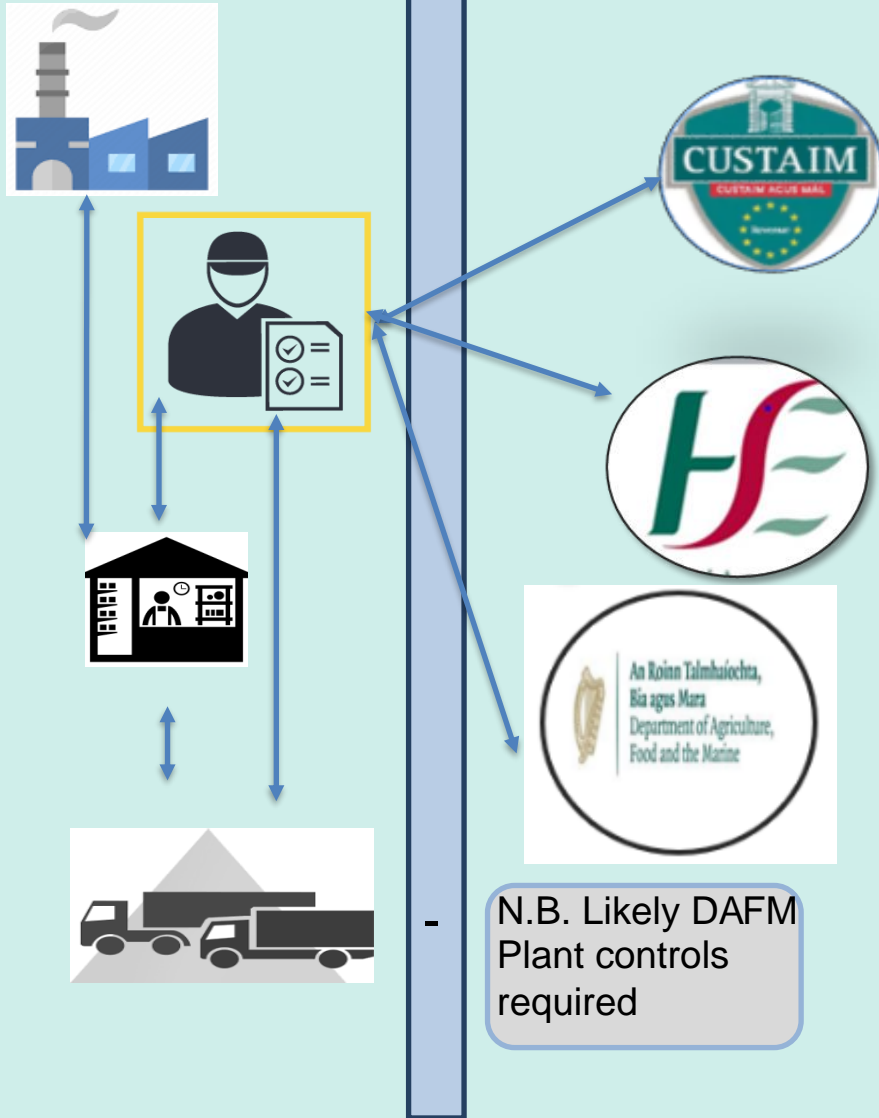
- Legislation requires traps of large amount of products from all third countries



- Consider if you should use a C048 or Y933 on H1 form (as per TARIC)
  - Using C048 declares sprouts present
  - Using Y933 declares there are no sprouts present



# Case Study: A product not Sprouted Seeds



## No Sprouting seeds but no Y933 used

Delayed:

- Yellow Route (HSE)
- No documents sent to HSE
- HSE unaware of consignment

## Documents required if sprouting seeds (C048)

- TRACES
- Original Certificate
- Laboratory analysis
- Supporting docs





# HSE Cyber Attack

- Affected from 14<sup>th</sup> May
  - Work arounds put in place
  - Businesses/importers uploaded documents on Revenues system or on TRACES if possible
- Current situation
  - Emails have returned in last two weeks
  - Internet last week
  - Not yet fully restored

# Business support

## Business Liaison Meetings

If finding problems or regular delays due to HSE controls contact us via email [importcontroldublin@hse.ie](mailto:importcontroldublin@hse.ie) to set up a one to one meeting

## HSE website

[www.hse.ie/eng/services/list/1/environ/prepare-for-brexit](http://www.hse.ie/eng/services/list/1/environ/prepare-for-brexit)



## Information and Trader Notices

Request to be added to mailing list by emailing [importcontroldublin@hse.ie](mailto:importcontroldublin@hse.ie) (or [importcontrolrosslare@hse.ie](mailto:importcontrolrosslare@hse.ie) if importing through Rosslare)

## Training and resources on FSAI website

[www.fsai.ie/food\\_businesses/brexit](http://www.fsai.ie/food_businesses/brexit)

<https://www.fsai.ie/training/brexit/story.html>

# Summary

- Paperwork/TRACEs in advance
- Use correct CN code to prevent unnecessary controls
- Ensure correct County of Origin on H1 and TRACES
- Can you use escape code if legislation not relevant?  
E.g. sprouted seeds



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## Brexit: Six months on

HAZEL SHERIDAN (DEPARTMENT OF AGRICULTURE, FOOD  
AND THE MARINE)

DAFM: Issues and learnings

10:40am





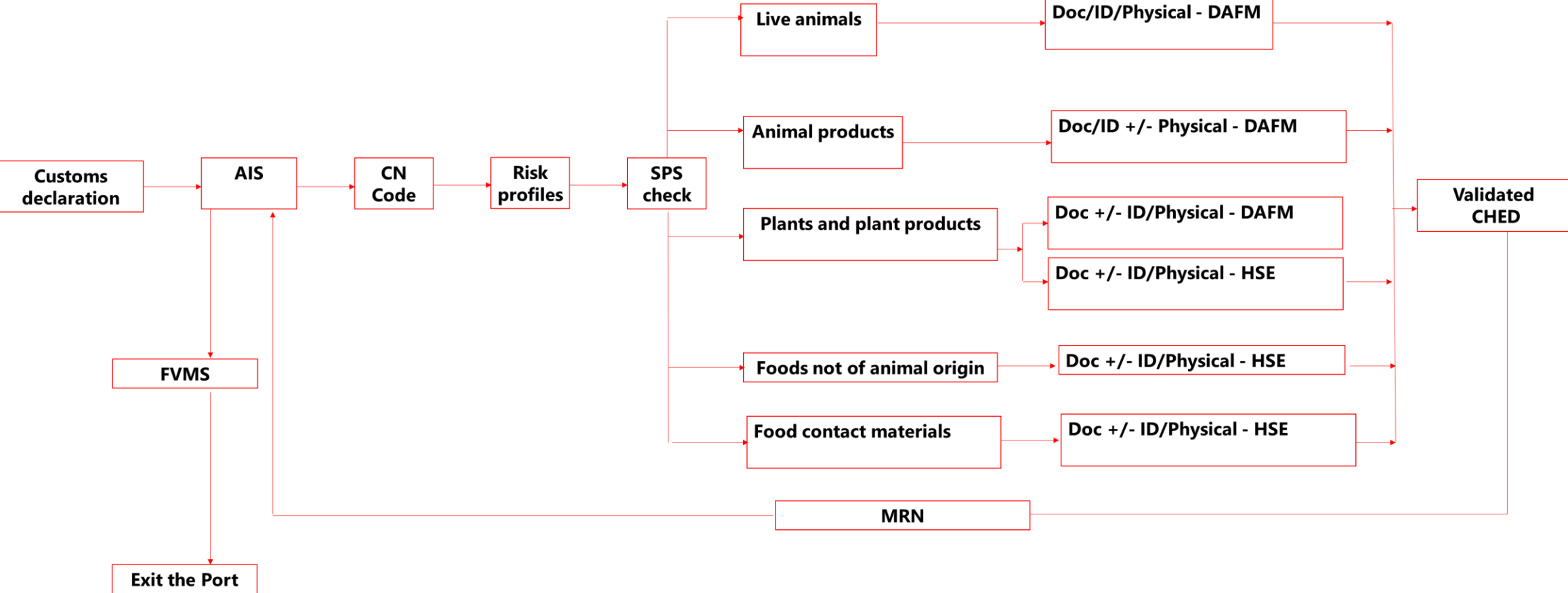
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# Six Months On

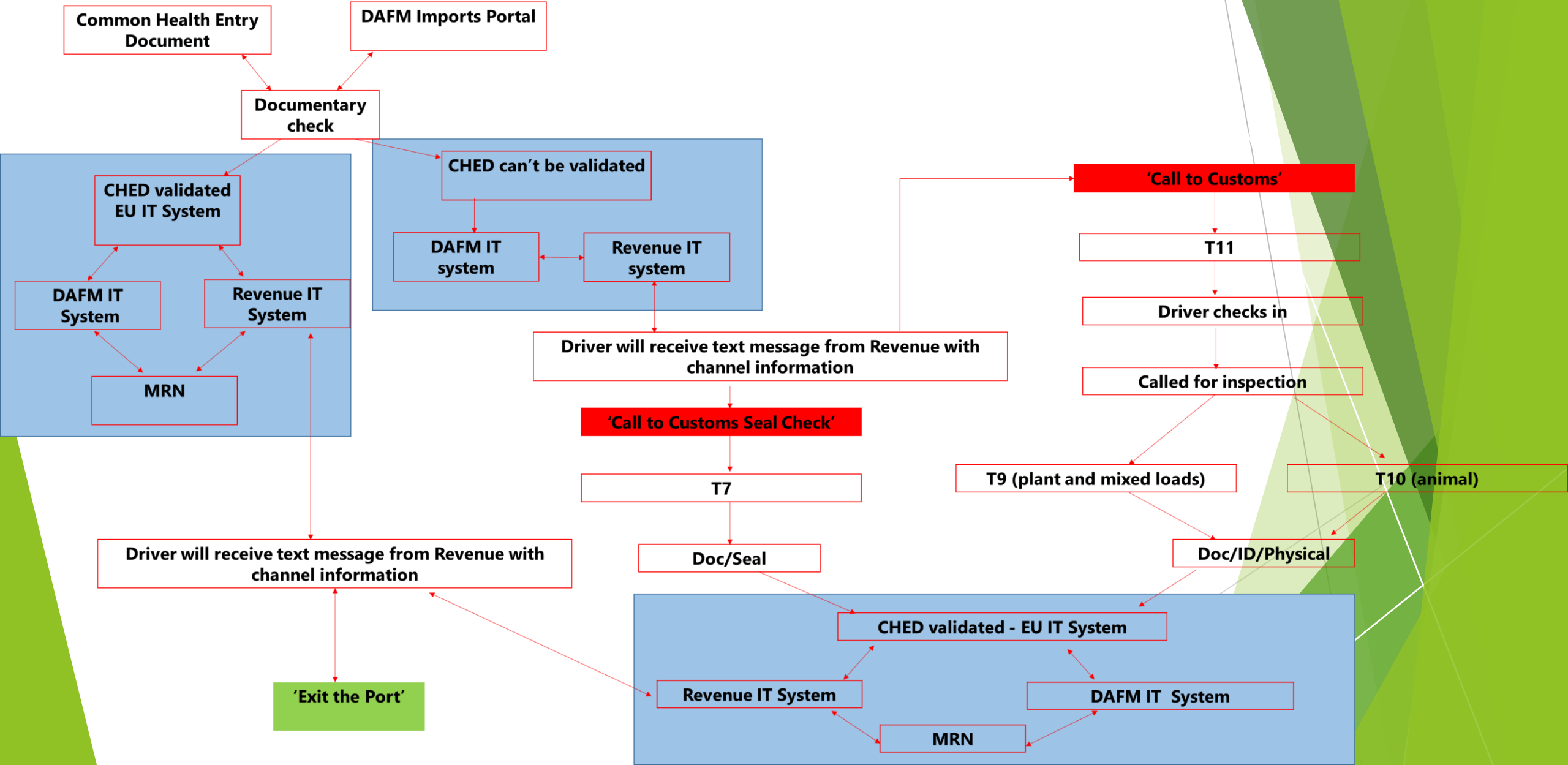
# Import Controls Operated by DAFM

**Hazel Sheridan**  
Import Controls Operations Division  
Department of Agriculture, Food and the Marine  
7 July 2021

# SPS Controls: Key Steps



# SPS Controls: DAFM Product Process



## ‘Call to Customs Seal Check’

- On arrival in T7 - drivers advise DSG - directed to a DAFM lane
- Driver presents paperwork to DAFM staff member in booths
- DAFM staff member completes a seal check on the trailer and crosschecks the paperwork with that submitted in advance





## ‘Call to Customs Seal Check’

- If seal and paperwork corresponds with paperwork sent in advance
  - CHED is validated
  - Revenue IT systems updated
- If issue with consignment a referral is made to T10 (animal product) or T9 (plant product) for further inspection.
- Most common issues requiring referral to T10/T9
  - Paperwork is locked inside trailer
  - Discrepancies on paperwork
  - Paperwork not uploaded to DAFM Imports Portal
  - Broken Seal or no seal
  - Issue with consignment that requires further investigation



## ‘Call to Customs’

- ▶ On arrival in T11 - drivers need to check in so DAFM know vehicle is available for inspection
- ▶ When DAFM staff call vehicle for inspection - Revenue IT system (FVMS) will generate a text message to the driver to instruct them to drive to T9 or T10
- ▶ On arrival in T9 or T10, driver directed to loading bay by DSG
- ▶ Driver backs onto a bay and passes keys to terminal operatives



## ‘Call to Customs’

- When required checks completed:
  - CHED is validated
  - Revenue IT systems updated (AIS and FVMS)
- If issue with consignment or paperwork - consignment may be held pending further investigation
- Main reason why consignment may need to be held.
  - Paperwork incorrect or not supplied by RFC
  - Issue with product, cold chain etc
  - Some fishery consignments can be delayed due to paperwork being submitted less than 24hr before arrival



## Issues in the early days

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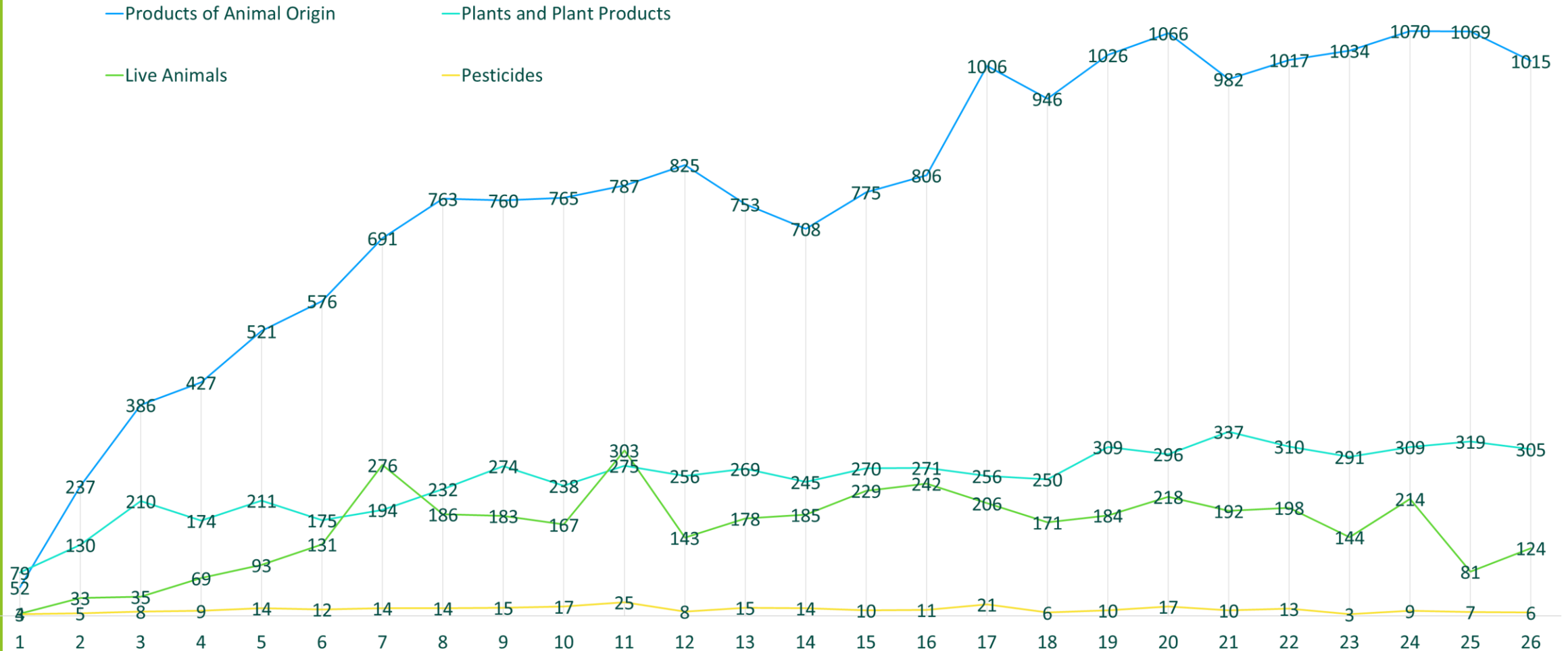


- No CHEDs - IT systems can't work
- No health certificates - consignment cannot be allowed on the EU Single Market
- Importers not registered
- Operators responsible for consignments (RFCs) unclear on their legal obligations
  - Present consignments for official controls at the BCP
  - Provide advance notification by completing Part A of the CHED in the EU Trade Control and Expert System (TRACES/IMSOC) at least 24 hours in advance of arrival
  - Responsible for return of consignment where consignment was not presented for official controls as indicated in the channel routing
- Health certificates
  - Poor quality
  - Wrong certificates being used

So, how are we getting on now?



# CHEDs processed per week



# Other Inspection Data

## Rejected consignments

Declaration Type	Year to date
Products of Animal Origin	70
Plants and Plant Products	94
Live Animals	0
Pesticides	16

## Reasons cited for rejected consignments include

- Missing certificates or absence of original certificates (91)
- Other documentary errors (87)
- Presence of harmful organisms (23)
- Presence of invasive species (23)
- Hygiene failure (11)
- Cold chain breakdown or temperature failure (11)
- Non-compliance with special requirements (8)
- Other (13)

Inspectors often cite several reasons for rejection, meaning that consignments can fall into multiple categories.

## Top 10 countries of origin

Countries	CHEDs	Proportion of total
Great Britain	22,307	73%
United States	1,098	4%
Brazil	586	2%
South Africa	535	2%
China	505	2%
Egypt	467	2%
France	455	1%
India	445	1%
Chile	331	1%
Thailand	320	1%

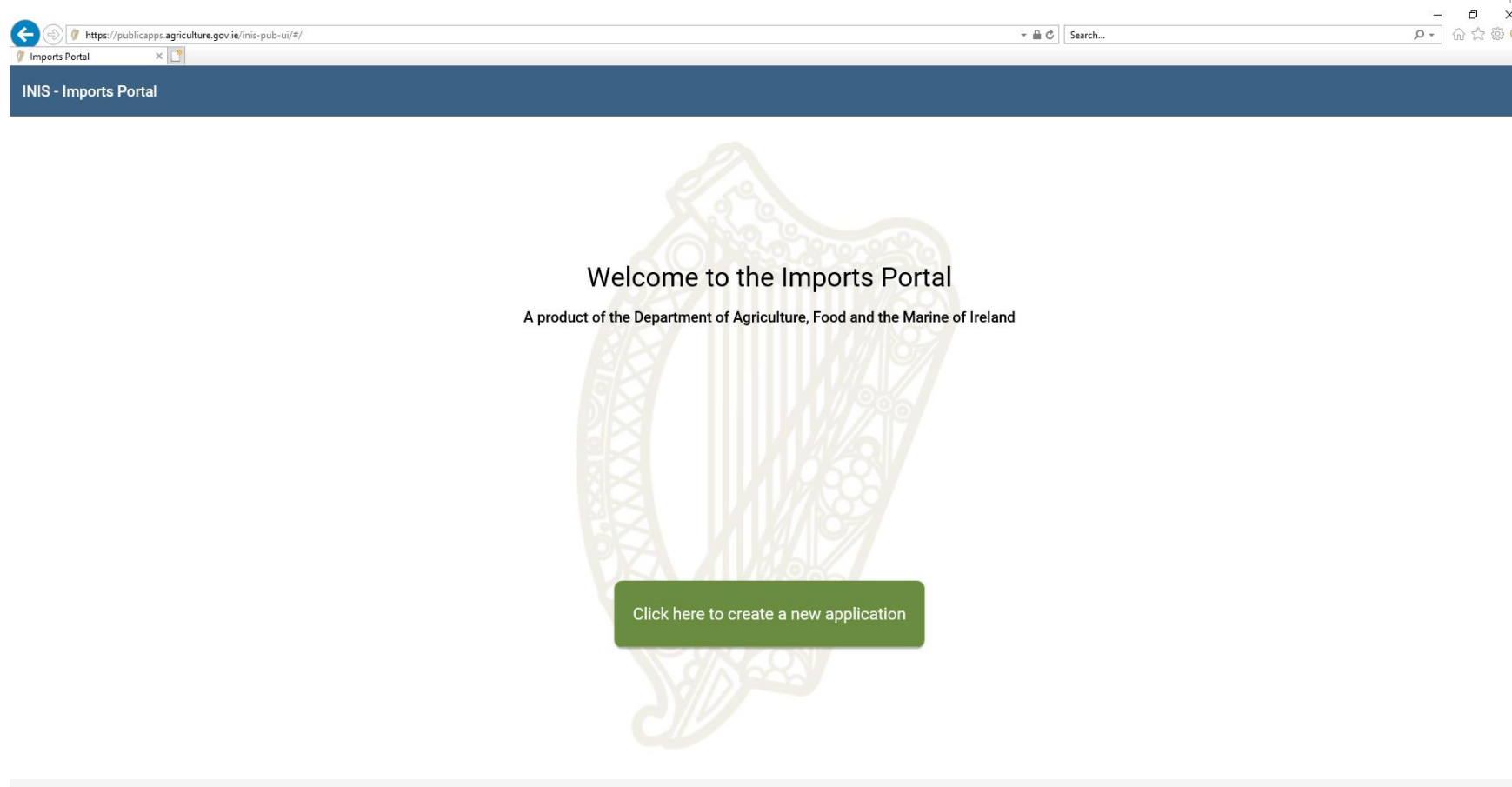
## CHEDs by location

Location	Year to date
Dublin Port	27,405
Rosslare Port	1,434
Dublin Airport	1,123
Shannon Airport	820
Other locations	14



## Issues causing delays for trucks

- Timely input of documentation into DAFM's Import Portal







## Issues causing delays for trucks today

- Delays in inputting documentation into DAFM's Import Portal
- Incorrect documents inputted into DAFM's Import Portal
- Health certificates not fully complete or discrepancies with CHED details
  - product description
  - seal numbers
  - trailer/vehicle identification details
  - Weights
- Mismatch between CHED MRN and CD MRN - IT systems can't work
- MRNS not included in the PBN -IT systems cannot work
- Original health certificates not available for inspection
- Drivers not following their channel routing
- RFCs unavailable outside of office hours to resolve issues



## Case study - Frozen Meat

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- ▶ CHED was created and documents were uploaded to DAFM Imports Portal
- ▶ Doc check was started at 04:00am
- ▶ Large discrepancy between the weight on the CHED and the weight on the HC - **failed doc check**
- ▶ A 'Call to Customs' routing was sent from the DAFM IT system to the Revenue IT system
- ▶ The RFC was contacted at 04:15am to explain why the weight differed
- ▶ The RFC had no out of hours service and did not see the email till 09:30am
- ▶ Meanwhile the haulier had dispatched a driver to collect the trailer
- ▶ The driver did not check in on arrival in T11
- ▶ The driver waited in T11 - rang the haulier's main office and the BCP
- ▶ The RFC resolved the documentary discrepancy at 11:00am
- ▶ At this stage the driver had dropped the trailer and left the port
- ▶ Trailer was collected two days later by another driver - import controls were completed - CHEDs were validated



## Case study - Dog Food

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- ▶ On the 18/06/21 two CHEDS were created and two health certificates were uploaded to DAFM Imports Portal
- ▶ The two consignments were dispatched and departed the UK at the same time - arrived in Dublin Port and were placed in one of the compounds for unaccompanied trailers
- ▶ The documentary checks for these two consignments began on the 19/06/21 at 4am
- ▶ Both consignments passed their documentary checks at 04:13 and 04:17 respectively
- ▶ A 'Call to Customs Seal Check' routing was sent from the DAFM IT system to the Revenue IT system At this stage the driver had dropped the trailer and left the port
- ▶ Consignment A was collected and presented to T7 for a seal check
- ▶ DAFM staff found that the seal on the HC did not match the seal on the trailer - **failed identity check**
- ▶ Consignment A was referred to T10 for further investigation
- ▶ The RFC contacted - explanation provided that seals had been inadvertently mixed up
- ▶ Official veterinarian contacted and asked to provide explanation



## Case study - Dog Food

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- ▶ In the meantime, Consignment B also presented to T7 - seal did not match seal number on the HC - failed identity check
- ▶ Consignment B was referred to T10 for further investigation
- ▶ Both consignments A and B were now sitting in T10 awaiting an explanation form the OV in the UK
- ▶ Full identity check carried out on the content of both trucks - CHEDs were validated on July 20th



## Case study - Oranges


- ▶ Documents were uploaded to DAFM Imports Portal at 7 pm for an 11 pm arrival
- ▶ Non-conformities with the phytosanitary certificate - failed doc check
  - ▶ UK phyto cert provided
  - ▶ Phyto-cert of origin missing declarations to meet EU plant Health requirements
  - ▶ RFC had to contact NPPO country of origin request updated certificate
- ▶ A 'Call to Customs' routing was sent from the DAFM IT system to the Revenue IT system
- ▶ Trailer was collected, driver checked in, driver was called to T9 for inspection
- ▶ RFC had not yet submitted fully completed health certificate
- ▶ Contents had to be offloaded and held until fully completed health certificate had been provided
- ▶ Once fully completed health certificate had been provided - CHED could be completed



## Brexit: Six months on (lessons to be learned)

- ▶ All stakeholders can learn from the experiences of the past 6 months
- ▶ Working together
- ▶ Ensure that the person responsible understands the complexities of importing the particular product they are handling
- ▶ Encourage hauliers and persons responsible to practise using IT systems before goods are on the road
- ▶ Provide advance notification and health certificates as early as possible - more time to resolve issues
- ▶ Be aware of your legislative responsibilities
- ▶ The nature of the trade between the UK and Ireland and the short journey times does not lend itself to remedial action on documents
- ▶ Ensure that all documentary requirements are satisfied
- ▶ Ensure seals are all applied correctly and correspond to the HC
- ▶ Ensure haulier/driver is familiar with the port of destination and if checks on goods are required they are aware of this
- ▶ Where possible try to simplify and streamline loads.
- ▶ The more complex the load the more likely it is that a mistake will be made



A scenic view of a mountain peak at sunset or sunrise, with a quote overlaid on the image. The quote is: "When you pay attention to detail, the big picture will take care of itself." The background shows a rugged mountain peak on the left, with a valley and another mountain range in the distance under a hazy, golden sky. A single evergreen tree is visible in the lower right foreground.

When you pay attention  
to detail, the big picture  
will take care of itself.

Georges St-Pierre

# With thanks to the DAFM team

214 staff over 4 locations







An Roinn Talmhaíochta,  
Bia agus Mara  
Department of Agriculture,  
Food and the Marine



Building a  
Better Health  
Service

Seirbhís Sláinte  
Níos Fearr  
á Forbairt

# Brexit: Six months on

## Q&A

## KEY CONTACTS

### REVENUE

General Brexit queries: [brexitqueries@revenue.ie](mailto:brexitqueries@revenue.ie)  
Systems queries: [eCustoms@revenue.ie](mailto:eCustoms@revenue.ie) or 01-738 3677  
PBN queries: [CustomsPBN@revenue.ie](mailto:CustomsPBN@revenue.ie)  
Customs helpline: 01-738 3685 (Available 24/7)  
Website: [www.revenue.ie/brexit](http://www.revenue.ie/brexit)

### HSE

Dublin Port: [importcontroldublin@hse.ie](mailto:importcontroldublin@hse.ie) or  
Rosslare Port: [importcontrolrosslare@hse.ie](mailto:importcontrolrosslare@hse.ie)  
Website: [www.hse.ie/eng/services/list/1/environ/prepare-for-brexit](http://www.hse.ie/eng/services/list/1/environ/prepare-for-brexit)

### DAFM

Website: [www.agriculture.gov.ie/brexit](http://www.agriculture.gov.ie/brexit)

## Business Supports

Enterprise Ireland €9,000 grant available. The application process will close on 31st August 2021. [www.enterprise-ireland.com/ReadyforCustoms](http://www.enterprise-ireland.com/ReadyforCustoms)

Local Enterprise Office: [www.localenterprise.ie/Discover-Business-Supports/Brexit/Brexit-Supports-for-your-Small-Business.html](http://www.localenterprise.ie/Discover-Business-Supports/Brexit/Brexit-Supports-for-your-Small-Business.html)