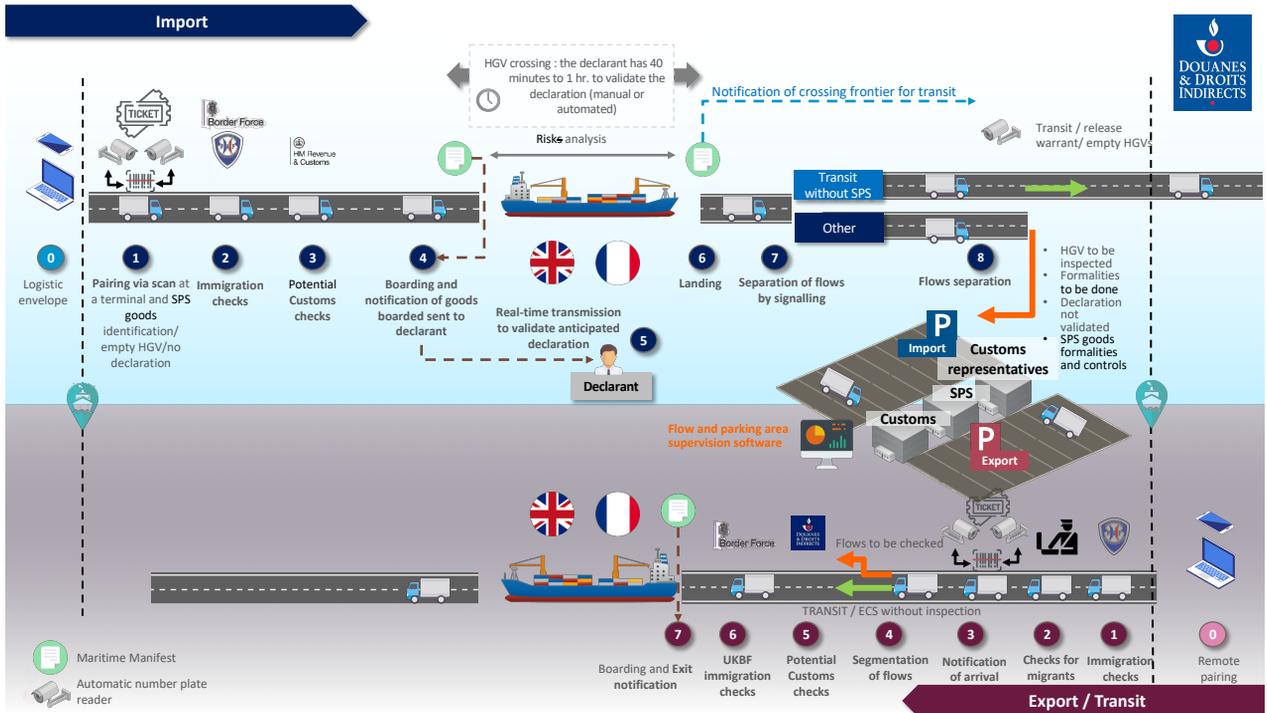


# French Customs has ramped up human and technology resources to ensure border controls go smoothly. You should be prepared, too!

## Circulation of goods through Calais region seaports and Channel-North Sea border points



## Steps to Import/Export

### Import

- 0 Logistic envelope
- 1 Pairing of French customs documents and the number plates of the trailer and tractor on arrival via scan at the registration terminal and potential indication in case of animal/plant inspection , no declaration or empty trailer
- 2 UK immigration checks
- 3 UK customs checks
- 4 Boarding and notification of presentation of goods  
Manifest reception and sending of a notification of presentation of the goods in real time to the declarant. The latter will have a limited time to validate the anticipated declaration (between 40 minutes and one hour in advance). The system will be able to launch the risk analysis on the validated declaration during the transit time.
- 5 The validation of declaration launches the risk analysis and allows to direct the flows upon arrival
- 6 Disembarking of lorries and manifest reception : sending the transit advice note
- 7 Lanes indicated by signalling
- 8 Separation of flows by license plate reading and signalisation to the drivers (portal, barrier...):
  - Green lane for Transit / Good to Release / Empty lorries
  - Orange lane for lorries to be controlled / Formalities to do / Declarations not validated / SPS checks

### Export

- 0 Logistic envelope
- 1 French immigration checks (PAF)
- 2 Checks for migrants
- 3 If pairing done in step 0, automatic number plate reading. Otherwise, pairing of customs documents (EAD or transit declaration) and number plate of the tractor and trailer via scan at the registration terminal with reading of number plates  
For EAD, notification of arrival automatically sent to ECS.  
Prior road signs will be installed to inform drivers that if they have not anticipated their export declarations they need to go to the customs office first (before engaging in the exit route)
- 4 Number plate scan to direct flows
  - Green lane for transits and ECS without control
  - Orange lane for lorries to be controlled (redirected to the parking area)
- 5 Potential customs controls
- 6 Migratory checks UKBF
- 7 Manifest reception upon ferry arrival in the UK to send the exit notification to ECS and clear EAD