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# HARD/NO DEAL BREXIT ADVICE

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## This is our advice for a scenario that the UK government does not expect to happen!

For more information concerning the government's contingency planning visit: <https://www.gov.uk/government/publications/trading-with-the-eu-if-theres-no-brexite-deal/trading-with-the-eu-if-theres-no-brexite-deal>

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### At this stage, we recommend:

- 1 Apply for an EORI (Economic Operator Registration and Identification Number) online (currently taking 3–4 days, but this is likely to increase).
- 2 Become familiar with the customs classifications/tariff numbers for your goods, (both for sale and purchase), from which the appropriate potential duty percentage under WTO rules may be applicable.
- 3 Review your duty/VAT deferment facility with your bank, (noting the VAT maybe dealt with under postponed accounting — to be clarified) and the suitability of the limit/amount.
- 4 Check NIRU records are complete and up-to-date
- 5 Include a shipping invoice with all shipments of Free Circulation goods to/from EU destinations which also states the country of origin of the goods

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### Free circulation goods

Goods currently in the UK as Free circulation (not under Bond, TA, NIRU or any other customs regime) will become UK goods and will not be in free circulation in EU countries. Free circulation of goods between the UK and EU would cease.

Proof of ownership and origin will be paramount prior to a hard Brexit. for the ease of returning loans to their original owners, whether museums or private lenders loans travelling prior to Brexit should be identified.

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### Exhibition loans

For any loans travelling to EU destinations from the UK we advise a CMR is completed stating free circulation goods, their origin and include a shipping invoice. Keep a record of the date, vehicle and port of exit from the UK.

This will help with proving the status and origin of the goods if they return under a customs regime as British return goods in the event of a hard Brexit/no deal.

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### Commercial shipments

As with exhibition loan procedures, exporting goods by road to the EU that are in free circulation which will return after 29th March (hard Brexit deadline) include a separate shipping invoice and CMR which will assist in proving BRG (British return goods) status.

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### Planning

- Please allow additional journey time on export and import at the ports due to the volume of traffic and documentation.
- Use various ports of exit/entry to avoid possible congestion at Dover. This may be using airfreight more for Paris, Brussels, Amsterdam and Spain; and using other ports to Europe i.e. Hull, Newcastle, Harwich, Newhaven and Portsmouth etc
- Check with EU agents on whether they have any contingency procedures
- Allow a margin for additional costs whether for extra time and routing, customs formalities or transit guarantees
- Our AEO (Authorised Economic Operator) status is an internationally recognised quality mark that shows our role in the international supply chain is secure and our customs controls and procedures are efficient and meet EU standards. Our AEO status will allow our contingency planning some credibility with UK/EU customs authorities.
- Our ETSF ( External Transit Storage Facility) and DEP (Designated Export Place) approvals will enable Martinspeed to clear road shipments for export and import at our Hayes premises rather than the port. Additional time should still be factored in for clearance at our premises
- Martinspeed have their own transit guarantee and are not reliant on third party guarantees. However, in the event of a Hard Brexit and maximum use of our own guarantee we do have contingency plans for increasing our transit guarantee capacity.

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The current information from the UK government is that a deal will be struck and the worst-case scenario of no deal or Hard Brexit will not happen. However, we feel confident Martinspeed contingences are robust and would be able to deal with any scenario whether a hard or soft Brexit.

If you have a scenario which needs clarification please do not hesitate to contact us.

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