



PARTS SUPPLY & CUSTOMS PROCESSES FROM 01/01/2021 ONWARDS

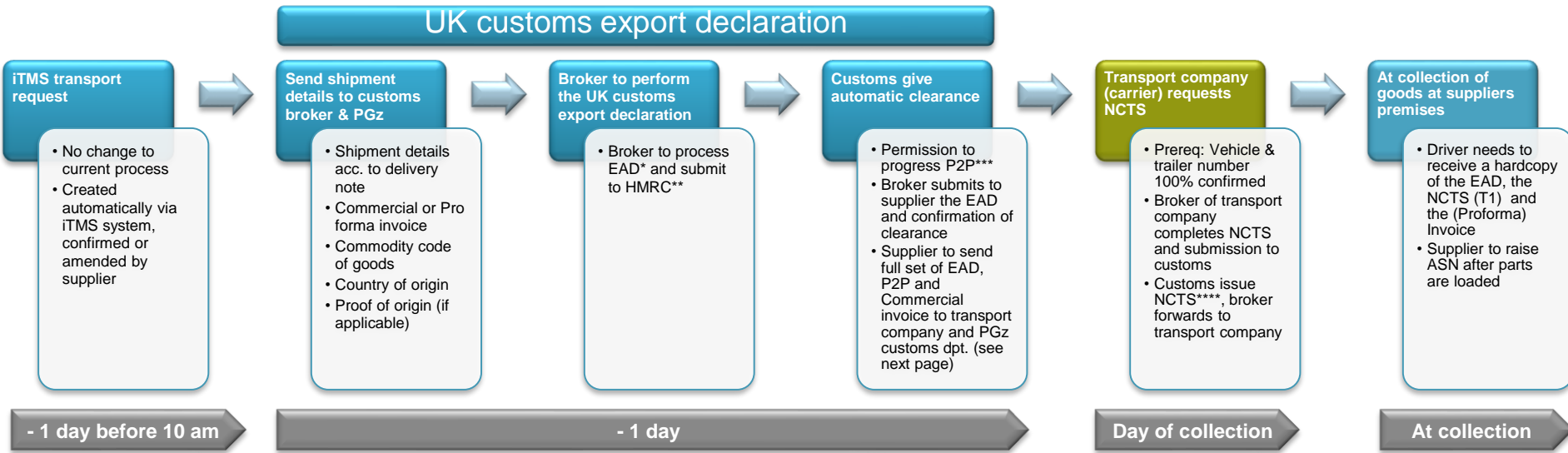
Guideline for UK suppliers after Transition Period

December 2020

- As of 1 January 2021, the United Kingdom will no longer be part of the EU Customs Union. Therefore, customs formalities required under EU and UK law will apply to all goods entering the customs territory of the Union from the United Kingdom, or leaving that customs territory to the United Kingdom.
- Therefore, from 1st January 2021, all goods moving across the UK / EU border in both directions, will need to follow appropriate customs processes and complete appropriate customs documentation.
- It will be necessary for all suppliers to have the capability to carry out customs declarations and to act as the Exporter of Record for UK to EU shipments.
 - UK EORI number must be in place
 - Paper documents (invoices) are required & Commodity code of the goods needs to be known
 - Engagement with customs broker in place or own personnel trained + access to relevant UK customs systems

Customs process description – exporters tasks

PGz and his transport companies are working to gain permission from HMRC for the NCTS (T1) to be issued from exporters premises (authorised consignor status) → precondition for the outlined process:



Please note: as (UK) systems are still under development, this process description might not be complete or may be amended in the future

*Export Accompanying Document – also contains the MRN (Master Reference Number)

**HM Revenue and Customs: UK's tax, payments and customs authority

***If customs do not give the EAD automatic P2P, then until the goods have this status, NCTS process cannot be initiated

****The goods cannot be released from the premises until the NCTS has been issued by Customs

Details on Supplier tasks

Commercial/ Pro forma Invoice must contain	It must also list all parts, detailing for each
Supplier Name & Address	JLR/PGz Part Numbers
Gross/nett weight	Product descriptions
Consignor EORI	Number of parts
Consignee	Number of pallets/cages
Currency	Values
Incoterm	Origin of Products (Country of origin)
	Commodity Codes

- Supplier to send Commercial (or Proforma) **Invoice & EAD** after having completed UK customs export declaration to following addresses:
 - customs@leitner-spedition.com or magnajlr@lkw-walter.com (depending on assigned carrier)
 - customs.graz.magnasteyr@magna.com
- Subject of e-mail must follow below described logic:
 - „Shipment reference nr. (TO-Nr.)“ – „Supplier Name + (PGz Supplier nr.)“ – „Collection Date“

Example of Commercial Invoice

letterhead, with complete address						
EORI No.			Customs INVOICE			
Bill to: MAGNA STEYR Fahrezgtechnik AG & Co KG Liebenauer Hauptstrasse 317 AT-8041 Graz			Delivery to:			
Transport Agent:		COUNTRY-CODE				
DATE OF DELIVERY		OUR SUPPLIER NO.	OUR VAT-REG.NO.	YOUR VAT-REG.NO.		
WE INVOICE IN ACCORDANCE WITH OUR TERMS OF DELIVERY AND SALE WHICH ARE KNOWN TO YOU.		OUR REFERENCE	DATE OF INVOICE		INVOICE-NO.	
Part No.	DESCRIPTION		QUANTITY	Origin	UNIT PRICE	TOTAL
TERMS OF PAYMENT / INCOTERM			SUM NET			
			% VAT		0,00	
Packaging Information: Quantity of Boxes/Pallets ..			SUM	CURRENCY		
Total gross/net weight			TOTAL			

- From January 1st, 2021, the UK will become a “third country” to the EU. Therefore, it will become a legal requirement for all wood packaging material (like pallets) that is used moving in both directions between UK and the EU to be compliant with International Standard for Phytosanitary Measures (ISPM 15).
- **Suppliers are responsible for their expendable packaging to comply with this requirement**
- Magna Steyr always had included this requirement in its Packaging Instruction, regardless of the Shipping Country:
 - **[Extract from N85152 Packaging instructions for part and packaging suppliers of Magna Steyr Graz \(p. 16\):](#)**

6.1.2 Wooden Packaging - Holzverpackungen

Any wooden packaging must comply to the standard PPC **ISPM** No. 15 (protection against wood pests, and the conform labelling). The load carriers must bear a fivefold stacking or a stacking height of 5 m.

Jede Holzverpackung muss dem Standard PPC ISPM Nr.15 entsprechen (Schutz gegen Holzschädlinge, entsprechende Markierung). Die Ladungsträger müssen so konstruiert sein, sodass eine fünffache Überstapelung oder eine Höhe von 5 m erreicht werden kann.

- Concerning the return of empty reusable packaging, we are referring to following GOV.UK Guidance document “*Transporting goods between Great Britain and the EU from 1 January 2021: guidance for hauliers and commercial drivers*” ([Link](#)).
- For customs formalities of empty reusable packaging there is also an Information Document from the European Commission available ([Link](#)).
- In reference to these documents, Magna Steyr and its hauliers will perform an Oral Declaration of the empties to return to the UK suppliers.
 - PGz will provide Pro-forma invoices of the empty containers for this purpose
- In case there would be a future requirement defined from HMRC to fully declare empty containers, the responsibilities related to Incoterm DAP* for return of empties would be as follows:
 - PGz to do the EU export declaration
 - Supplier (or his customs agent) to do the UK import declaration

*Definition in [Magna Steyr Shipping Instructions](#), p.3, par.2: “If an Incoterm of group „E” and „F” (remark: like FCA) for import is agreed, Incoterm “DAP plant supplier” shall apply for return of returnable containers or packaging

Special shipments (in case of emergencies): UK export process steps and dependencies



- All shipment documents for express shipments have to be **sent to your responsible Magna Steyr material controller**, as special transports might be organized by a different haulier/freight forwarder than your normal assigned forwarder
 - Delivery note
 - (Proforma) Invoice
 - EAD (UK customs export declaration – document)
- UK-export declaration will always be the precondition to generate in UK the T1 for all UK-shipments (suppliers shipping from current UK-bonded warehouses included)
- All UK-shipments will need the T1 to arrange import declaration at Magna Steyr Graz
- In case that suppliers organize the special transport – all necessary process steps have to be organized by the supplier accordingly (incl. T1)

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w: channelports.co.uk
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Revisions overview

Date	Version	Change
October 2020	Initial	Initial version sent out together with Magna Steyr Brexit Questionnaire and available on JLR Covisint Supplier Portal
December 2020	2.0	Adding timeline under customs process description on p.3; Adding p.6 (ISPM-15), p.7 (Empty Container return) and p.8 (Special shipments) Adding Magna Steyr's EORI nr. at p.9 (Contacts)



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