



## **PARTS SUPPLY & CUSTOMS PROCESSES FROM 01/01/2022 ONWARDS**

Guideline for UK suppliers after Brexit

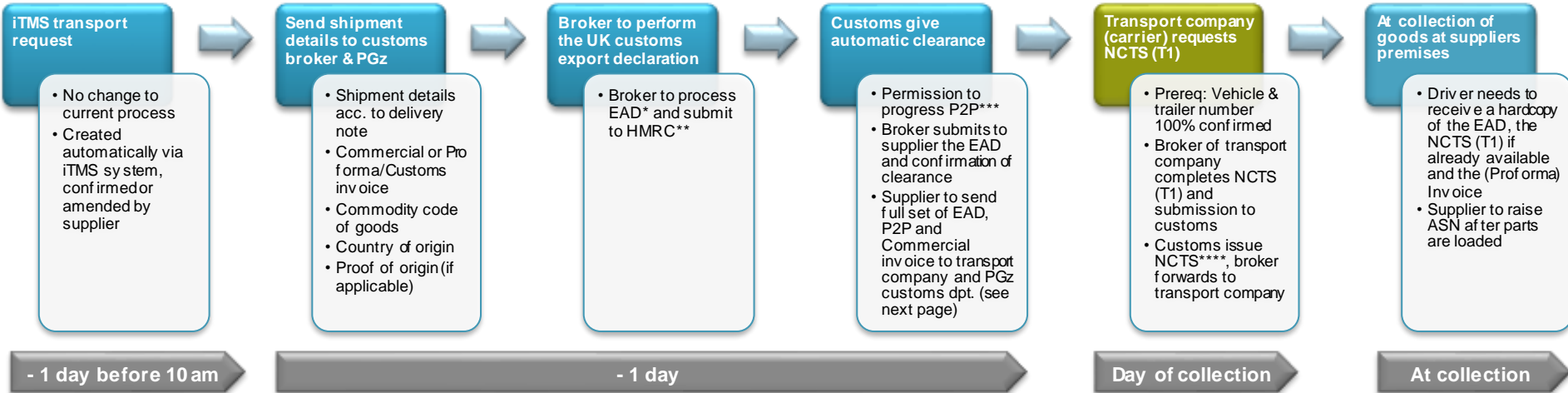
February 2022

- As of 1 January 2021, the United Kingdom is no longer part of the EU Customs Union. Therefore, customs formalities required under EU and UK law do apply to all goods entering the customs territory of the Union from the United Kingdom, or leaving that customs territory to the United Kingdom.
- From 1st January 2021, all goods moving across the UK / EU border in both directions, need to follow appropriate customs processes and complete appropriate customs documentation.
- On 1 January 2022, full customs declarations and controls have been introduced, as well as the New Pre-Lodgement Model and the Goods Vehicle Movement Service (GVMS) → please make yourself familiar with the changes acc. to the [Borders Operating Model](#)
- It is 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 and Origin of the goods needs to be known
  - Engagement with customs broker in place or own personnel trained + access to relevant UK customs systems
- This Supplier Guideline intends to provide an overview and support to our suppliers. However, we do not guarantee the completeness or accuracy of the information contained in this document.

# Customs process description – exporters tasks

PGz and its 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:

## UK customs export declaration



\*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

Supplier resp.

PGz/ Carrier resp.

# Changes since 01.01.2022

For goods being exported through the border locations of **Dover or Eurotunnel** (this is the case for all grouped transports managed by haulier Leitner), the following applies:

- Make sure, the dual Freight Location code (**GBDEU**) is used on the export declaration (this will give more flexibility to the haulier on his route)
- The declarant (supplier or his broker) submits a pre-logged, or arrived declaration on CHIEF using Additional Information code '**RRS01**'
  - Ensure that 'RRS01' is entered in the customs declaration in box 44 for CHIEF or Data Element 2/2 for the CDS, if you will be moving the goods through a GVMS border location.
  - If you are unsure, please ask your respective haulier for help
- The haulier creates a GMR in Goods Vehicle Movement service (GVMS).

Goods being exported through Killingholme (routes managed by haulier LKW Walter) will use the temporary storage model (not managed through GVMS) – no change in process foreseen.

# Details on Supplier tasks

Commercial/ Pro forma Invoice must contain	It must also list all parts, detailing for each
Supplier Name & Address	Part Number
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 ( <a href="#">find the correct commodity code</a> )

- Supplier to send Commercial (or Proforma) **Invoice & EAD** after having completed UK customs export declaration to following addresses:
  - [customs@leitner-spedition.com](mailto:customs@leitner-spedition.com) or [magnajlr@lkw-walter.com](mailto:magnajlr@lkw-walter.com) (depending on assigned carrier)
  - [customs.graz.magnasteyr@magna.com](mailto: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“
    - e.g.: 330876 - Test Supplier (145310) - 12.01.2021
- ASN to be raised right after collection



- 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.

# Empty Container Return

From 1<sup>st</sup> January 2021, reusable packaging requires an import or export declaration to move across the EU / UK borders.

The responsibilities for return of empties are as follows\* :

- Magna Steyr responsible for the EU export declaration
  - Supplier (or his customs agent) responsible for the UK import declaration
- 
- Magna Steyr will provide for this purpose a pro forma invoice per empty container shipment to UK suppliers
    - All documents will be provided electronically in advance by the assigned haulier to the supplier's customs contact and paper printed copies will be handed to the driver
  - Magna Steyr proposes to use declaration by conduct or oral declaration, as laid out in the respective guidance for declaring reusable packaging published by GOV.UK ([Link](#))
    - A declaration by conduct can be made on someone else's behalf. For example, the haulier can make a declaration by conduct if they've been given authority to do so by the importer.
    - **Supplier to give authority to perform declaration by conduct to the respective haulier.**
  - If you do not want to use [declaration by conduct](#) or an oral declaration you can make a declaration for your reusable packaging using a [different process](#) → in this case, please inform Magna Steyr about preferred procedure for import of empties:
    - E-Mail to [nina.celkovic@magna.com](mailto:nina.celkovic@magna.com)

\*As parts are delivered under incoterm FCA, the return of empties is hence under incoterm DAP → Definition in [Magna Steyr Shipping Instructions](#), p.3, par.2: *If an Incoterm of group „E” and „F” (remark e.g. FCA) for import is agreed, Incoterm “DAP plant supplier” will apply for return of empty 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)

# Proof of Origin



The United Kingdom and the European Union have signed a Trade and Cooperation agreement (FTA) which is in legal force since 01.01.2021.

To participate in this trade agreement and to avoid additional duty costs, we would ask you to issue origin proofs defined in this FTA.

There are two variants of origin proofs applicable:

- The specific shipment related Statement on Origin, which is mentioned on the shipment specific invoice.
- The Statement on Origin with validity period on invoice, or any other commercial document (excluding a bill of lading), describing the originating product in sufficient detail to enable its identification which refers to specific part numbers. That period shall not exceed 12 months!

The statement on origin is a specific text clause and is mentioned on page 482 / *ANNEX ORIG-4: TEXT OF THE STATEMENT ON ORIGIN* in this free trade agreement

## **Statement on origin**

(Period: from \_\_\_\_\_ to \_\_\_\_\_ (1))

The exporter of the products covered by this document (Exporter Reference No ... (2)) declares that, except where otherwise clearly indicated, these products are of ... (3) preferential origin.

.....(4)

(Place and date)

.....

(Name of the exporter)

1 If the statement on origin is completed for multiple shipments of identical originating products within the meaning of point (b) of Article ORIG.19(4) [Statement on Origin] of this Agreement, indicate the period for which the statement on origin is to apply. That period shall not exceed 12 months. All importations of the product must occur within the period indicated. If a period is not applicable, the field may be left blank.

2 Indicate the reference number by which the exporter is identified. For the Union exporter, this will be the number assigned in accordance with the laws and regulations of the Union. For the United Kingdom exporter, this will be the number assigned in accordance with the laws and regulations applicable within the United Kingdom. Where the exporter has not been assigned a number, this field may be left blank.

3 Indicate the origin of the product: the United Kingdom or the Union.

4 Place and date may be omitted if the information is contained on the document itself.

Link to the Trade EU – UK Trade and Cooperation Agreement:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/948119/EU-UK\\_Trade\\_and\\_Cooperation\\_Agreement\\_24.12.2020.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/948119/EU-UK_Trade_and_Cooperation_Agreement_24.12.2020.pdf)

Please check also if your products qualify on preferential origin, based on the rules specified in this agreement.

If you have specific questions regarding this issue, please do not hesitate to contact us: [ocs.graz.magnasteyr@magna.com](mailto:ocs.graz.magnasteyr@magna.com)

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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)
January 2021	3.0	Update of Introduction on p.2 Adding link to find correct commodity code and update of process description on p.4 Adapt Empty Container Return process on p.7 to latest findings Adding p.9 (Proof of Origin)
February 2022	4.0	Update of Introduction on p.2; Adding p.4 (Changes since 01.01.2022) Update of p. 8 (Empty Container Return process) Update obsolete links



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