

## DIRECTORATE GENERAL OF CUSTOMS AND EXCISE

### FACTSHEET FOR OPERATORS

**Factsheet no. 2:** Fallback procedure in common transit as part of the SI Brexit  
(entry)

NCTS failure prior to filing the common transit declaration

**This document is a courtesy translation of the official French note on the subject which is indicated in reference.**

The purpose of this factsheet is to specify how the fallback procedure works as part of the Smart Border (SI Brexit) when the UK's computerised transit system is not functioning (NCTS GB) and the operator is unable to file the common transit declaration on the UK side.

#### Step 1 – Triggering the fallback procedure in the office of departure

Due to the malfunctioning of the NCTS GB, the computerised filing of the common transit declaration by the operator on the UK side is not possible. The British authorities trigger the paper fallback procedure from the office of departure.

The operator then uses one of the following three paper documents:

- a single administrative document (SAD), or
- a SAD printed out on a plain paper by the operator's system, or
- a transit accompanying document (TAD), that is specific to the fallback procedure, completed if necessary by the list of items or the loading list

British customs record the declaration using a different numbering system from that of the IT system. No barcode and movement reference number (MRN) appears on the declaration. The British authorities write “fallback procedure” (dimension 26 x 59 mm, red ink) on the paper declaration (SAD or TAD).

EN: **NCTS FALLBACK PROCEDURE**  
*NO DATA AVAILABLE IN THE SYSTEM*  
INITIATED ON \_\_\_\_\_  
*(Date/hour)*

#### Step 2 – Pairing and routing during the crossing

Due to the malfunctioning of the NCTS GB, no valid document is available for the pairing process (no MRN and no barcode can be scanned).

In SI Brexit, the transport unit will be considered as a “full lorry” without an associated customs declaration.

SI Brexit orients the truck to the orange parking – customs zone.

### **Step 3 – After disembarkation**

Upon disembarkation on the French side, lorries are directed to the Orange parking - customs zone.

In these circumstances, the driver presents the transit document to the customs department.

The customs office of transit :

- checks the fallback procedure stamp on the SAD or TAD
- keeps the transit advice note (TC10) or equivalent document (photocopy of copy 4 of the SAD or a second copy of the TAD) as presented by the driver.

If the transport is being carried out through a customs office of transit other than the office appearing on the declaration, the actual customs office of transit will inform the customs office of departure.

In this case, the fallback procedure covers the entire movement. There will be no reintegration of the paper fallback procedure in the NCTS.

