



Exports

	Export declaration
Consortium member	£27.50
Non-Consortium member	£37.50
Extra line on entry over 3	£2.50

Assumption INCO term DAP. EU import customs charges for the EU importer

Commercial invoice required before collection

Transit times are subject to customs and delays at ports / Eurotunnel

Imports

	Full Import declaration	EIDR
Consortium member	£45	£35
Non-Consortium member	£55	£45
Extra line on entry over 3	£2.50	£2.50

Assumption INCO term FCA

Confirmation required how UK import to be made; EIDR or full declaration

Commercial invoice required before collection can be arranged

EU export declaration to be given to the collecting driver

Transit times are subject to customs and delays at ports / Eurotunnel



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Transit charges for Espace Customs Consortium Members

Value of consignment	Up to £25,000	£25,001-£50,000	£50,001-£125,000	£125,001-£250,000	£250,001-£500,000	£500,001 +
TAD charge	£85	£95	£115	£140	£165	0.05% of value

Non members

Value of consignment	Up to £25,000	£25,001-£50,000	£50,001-£125,000	£125,001-£250,000	£250,001-£500,000	£500,001 +
TAD charge	£95	£105	£125	£150	£175	0.06% of value



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Value of consignment	Up to £25,000	£25,001-£50,000	£50,001-£125,000	£125,001-£250,000	£250,001-£500,000	£500,001 +
TAD charge	£65	£80	£90	£110	£140	0.05% of value
TAD collection charge*	£40	£40	£40	£40	£40	£40
TAD discharge charge	Inc. in freight rate	Inc. in freight rate	Inc. in freight rate	Inc. in freight rate	Inc. in freight rate	Inc. in freight rate

* if the collection point is not an Authorised Consignor or listed on our Authorised Consignor status, the TAD cannot be issued to the driver at the loading point. The driver will need to collect the TAD from a Customs office near to his port of exit. If the collection point is Authorised or on a company's authorisation and are unwilling to give the driver the TAD or not able to give the driver it due to timings, this collection charge is applicable.

What is Union Transit?

Union Transit (UT) is a customs procedure that allows goods not in free circulation, non-Union goods, to move within the UK or EU, while customs duties or other charges are suspended.

Is it needed for all EU countries?

No. UT is not needed for UK exports if the lorry is entering the EU at a port that is in the country of delivery. For example, lorry enters EU in Calais and delivery is to Paris or lorry enters in Rotterdam and delivery to Amsterdam.



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UT is needed when a driver ships into an EU port and the delivery is in a different country to that of the arrival port. For example, driver ships into Calais and has a delivery to any of the 27 EU countries except for France.

Why is it needed?

When we leave the EU, the UK will become a “third country”. UK exports will be subject to EU VAT and possibly duty depending on the commodity code(s). This VAT and duty are payable as soon as the trailer enters the EU, say at Calais. To be able to pay the VAT and duty at this French entry point, the EU importer (assuming not French) would need a means to be able to pay them. This is not an easy, quick or cheap undertaking. Hence why Union Transit is a popular customs procedure allowing the suspension of the VAT and duty until the driver arrives at an Office of Destination in the delivery country.

Why is there a charge?

The issuer of the transit document (the forwarder / customs agent) is providing a financial guarantee to the first Office of Transit in the EU for the EU VAT and duty that are being suspended with the TAD (Transit Accompanying Document). In the event that the EU VAT/duty is not paid, the issuer of the TAD becomes liable for this amount.



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