

French Customs will deploy ELO at the border with the UK in 2025

The reform of the EU Customs Code is leading to adjustments to the Smart Border process between France and the UK, for both imports and exports. French Customs will deploy the Obligatory Logistics Envelope (ELO - *Enveloppe Logistique Obligatoire*) in 2025.



A strengthened and simplified Smart Border process

The Obligatory Logistics Envelope (ELO) will be available from 1st April 2025 and will become mandatory on 1st September 2025. ELO is complementary to the SI Brexit and ELO will not replace the SI Brexit. The ELO will make it possible to :

- Ensure that **all declarations are correctly submitted and have the correct status** at the border;
- **Simplify the pairing process and reduce manual errors**;
- **Harmonise pairing methods** between the UK and France;
- **Make it easier to cross the border**.

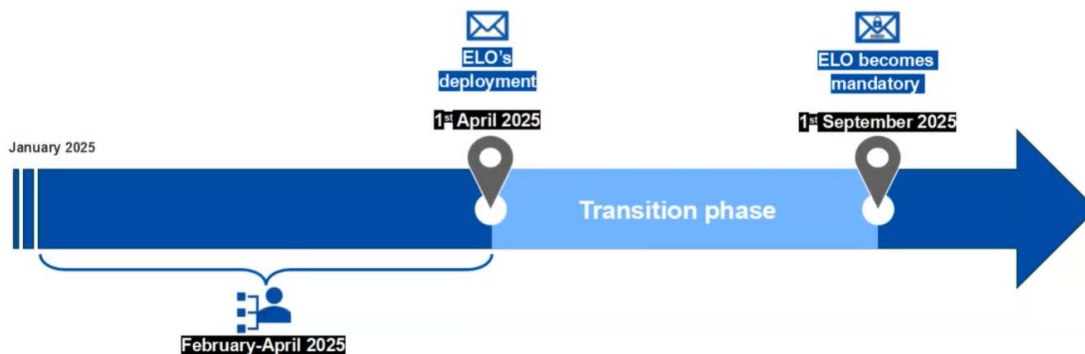


To be noted that ICS2, Delta G/IE, Delta T and ECS/SDS applications will continue to be used at the Smart Border, alongside the ELO and SI Brexit.

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A transition phase is planned between April and September 2025

Deploying on 1st April 2025, ELO will become fully mandatory on 1st September 2025, after a transitional phase. From this date, it will be compulsory for drivers to present the barcode linked to ELO when crossing the border.



Anticipation of changes by economic operators:

- Internal coordination with business partners
- Identification and designation of the person in charge of the ELO's creation

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Overview of the main stakeholders impacted

The changes brought about by ELO will have an impact on three groups involved in crossing the Smart Border between France and the United Kingdom:



Drivers

Lorry drivers will benefit from a **simplified border crossing**. They will only have to present a single barcode grouping together all of the declarations and necessary information for the border crossing.

Economic operators

Economic operators will **need to adapt their operating procedures to ensure their compliance**. A single person will be designated to create the ELO.

ELO managers

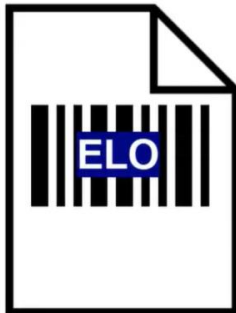
ELO managers will need to use the new ELO interface and have a **Prodouane account**. They will also have to **gather all the data from the other economic operators** in the supply chain necessary to create the ELO.

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A single reference to be presented by the driver



Each freight transport unit crossing the Smart Border will have to show an ELO created in advance.



A single ELO per truck

- A **single ELO** to cover each vehicle (no possibility of creating several sub-envelopes), **including empty trucks**
- A **single barcode** containing all the declaratory data (ENS, import, transit and export declarations) and pertinent information on the loaded goods, to be presented by the lorry driver so that the lorry and declarations can "linked" together

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You will need to designate an ELO creator who will group together the pairing data and customs declarations of their logistics chain partners

The deployment of ELO will require some changes to your current operations. **Customs formalities will still be submitted in the same way as today, but answers to the pairing questions and the declarations' references will need to be sent to the ELO creator for grouping together before crossing the Brexit border.**

It is necessary to anticipate now the change by :



Getting informed by consulting the communication materials distributed by French Customs.



Identifying and appointing a single person responsible for creating the ELO. To do that, you must **coordinate with your business partners**.



Adapting your operating procedures in order to ensure that the ELO is conform



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The pairing questions will be addressed when the ELO is created

The drivers crossing the Smart Border are currently answering the questions of the crossing company officials at the ticketing stage. **This will come to an end with the arrival of ELO, making border crossings simpler and saving time.**

Logistics envelope creation

Create a customs formalities envelope which will be transported in the same transport unit (truck, trailer, etc.). When registering the transport unit, the driver will be able to present the barcode of this envelope and will not have to present all customs formalities.

Paired data

Crossing Status
 Import
 Export

Entry type
 Full
 Empty

You are transporting goods under TIR or ATA carnet

You are transporting goods under sanitary or phytosanitary regulations

You are transporting fishery products



The answers to the pairing questions will be addressed directly on the ELO website

The responsibility will be passed on to the ELO creator who must indicate the specific characteristics of the goods being transported (goods covered by sanitary or phytosanitary measures, SPS products, goods under TIR/ATA regimes)

The pairing questions will be answered directly when the ELO is created.

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The ELO creator will be able to consult the stages in the transport unit's border crossing.



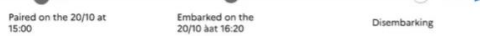
A better operator vision for the ELO creator

After authentication on douane.gouv.fr, the ELO creator will be able to consult the goods' progress across the Smart Border (pairing/embarcation/disembarkation). Note that there will be no access for the transport unit's green or orange lane orientation via the ELO.

The possibility to consult the archive of created ELOs

Example :

E145KJ65



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Louise POULAIN COMINT1 is sharing

Filing of pre-customs clearance formalities



ELO and the SI Brexit are connected to the safety and security system ICS2

ICS2

Filing of the entry summary declaration (ENS) before the creation of an ELO : attention to the the filing delays and crossing times
Necessary to use ICS2 in order to create ELO starting April 1, 2025 so that the flow of goods can be covered by an ENS

Using ICS2 is obligatory in order for you to create an ELO.

There needs to be at least 1 ENS per ELO.



ANTES

ANTES (PNTS) is not used for the goods passing through the Brexit Smart Border

With ELO, the presentation notification is automatically generated by the SI Brexit, with no action needed by the economic operator



Deployment calendar

Same calendar as ELO (from April 1st to September 1st 2025)

→ Septembre 1st, 2025 : ENS filing is obligatory for all economic operators

Filing of pre-customs clearance formalities



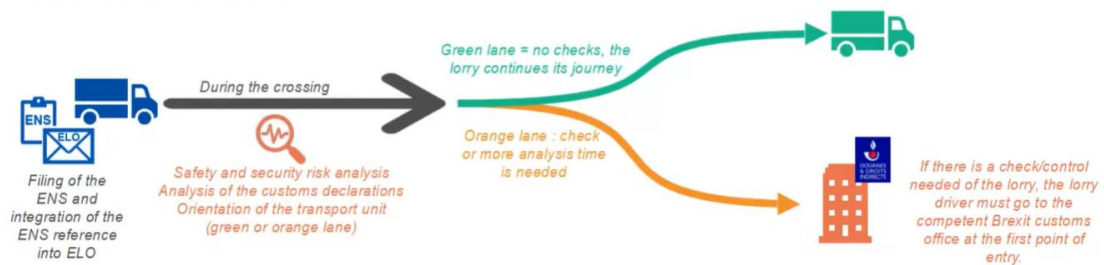
La mise en œuvre des contrôles ICS2

ICS2 risk analysis is performed by all the member states of the EU and is done on the basis of the ENS.

The risk analysis is performed during the crossing.

After exiting the ferry or the shuttle, the lorry is oriented to either the green or the orange lane in accordance with the risk analysis performed by ICS2 and the analysis on the customs declarations ;

- **Green lane:** no checks necessary, the lorry continues its journey.
- **Orange lane:** a check or more analysis time is needed. If the goods need to be checked, the lorry driver must go to the customs office at the point of first entry.



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Find out more by consulting informative materials made available by French Customs

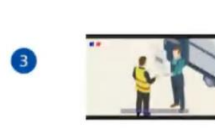
Several resources and communication materials will be made available by French Customs to support you and respond to your questions related to the arrival of ELO:



1 An information flyer for businesses



2 A (multilingual) awareness-raising flyer for drivers will be distributed at crossing sites.



3 A short video explaining the main changes related to the implementation of the ELO.



4 A webpage dedicated to the implementation of the ELO on French Custom's website (douane.gouv.fr/ELO). The page will contain useful information that will be continuously updated.

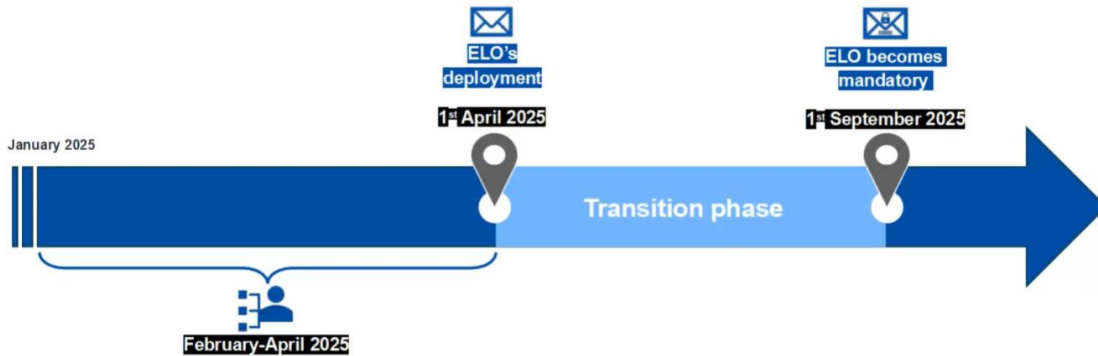


5 A user guide and a video tutorial on the new interface providing a step-by-step explanation of the actions required to create an ELO.

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Reminder - a transition phase is planned between April and September 2025

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Pre-customs clearance - the ENS road vector data sets

The ENS must be filed by the transporter, their representative, or another person taking responsibility for the goods. The ENS is composed of one or multiple data sets, which need to be filed in the EU's Common Repository.

- By a single operator = 1 "complete" dataset = single filing
- By x number of operators = x number of partial data sets = multiple filing

F50	Road mode of transport - Complete dataset	
F34	Express consignments on road - Complete dataset	
F56	Road mode - Master transport document information only	
F57	Road mode - House level transport document information with necessary information from consignee	
F58	Road mode - House level transport document information only	
F59	Road mode - Necessary information required to be provided by the consignee at the lowest level of transport contract	
F40	Road Master bill of lading	✘
F43	Filed by the postal Union (postal freight)	✘
F44	Filed by the postal Union (postal freight)	✘



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