

## Data protection post EU transition

The Government has [published guidance](#) on what action you need to take regarding data protection and data flows with the EU/EEA.

The EU-UK Trade and Cooperation Agreement contains a bridging mechanism that allows the continued free flow of personal data from the EU/EEA to the UK for up to 6 months until adequacy decisions come into effect to allow the ongoing free flow of data from the EEA to the UK.

As a sensible precaution, before and during the bridging mechanism, it is recommended that you work with EU/EEA organisations who transfer personal data to you to put in place alternative transfer mechanisms to safeguard against any interruption to the free flow of EU to UK personal data, as it is not a guarantee that the UK will be granted an adequacy agreement.

The [ICO website](#) has some useful guidance for businesses of all sizes, to help prepare in the event of no adequacy agreement being granted.

## Clarifying customs rules for moving vehicles into Northern Ireland

The BVRLA has published a [series of insightful interviews](#) with the Institute of Export & International Trade, which explains the changes from a customs and border perspective from 1 January 2021 when moving goods to Northern Ireland.

The interviews cover four key areas:

- Rented / Leased vehicles driven by customers into Northern Ireland and the EU
- Firms moving vehicles they own into Northern Ireland and the EU
- Delivering and selling cars, looking at the Northern Ireland UK Trader System and who must fill in the paperwork around customs declarations
- General advice looking at VAT and customs procedures and the need for firms to learn more about systems, increase readiness and negotiate with suppliers.

## Regulating and reporting CO2 emissions

The Department for Transport has now taken over the [application and enforcement of CO<sub>2</sub> standards](#) for GB-registered cars and vans as of 1 January 2021.

This was previously governed by EU regulations, where data was gathered each year on fleets across Europe, and manufacturers who failed to meet their CO<sub>2</sub> targets were fined. Under the new GB regime, manufacturers are set GB-specific targets which are at least as ambitious as current EU CO<sub>2</sub> emissions targets. These will not count towards EU targets.

## HMRC customs declarations webinars

HMRC has launched a series of live [60-minute webinars](#) covering how to complete customs import declarations and explaining how to make import declarations when importing goods between the EU and Great Britain. Several dates are available in January, the first being 11 January at 3.45pm.

# EU Exit Bulletin

*06 January 2021*



## **Getting EU Funding**

[Guidance has been updated](#) to include details of programmes for which you can still apply for EU funding, under the current and next spending frameworks.

From January 2021, the UK will take part in the Peace Plus programme under the next EU spending framework from 2021 to 2027. The UK also intends to continue participating in the Horizon Europe, Euratom and Copernicus programmes under the next EU spending framework.