

Welcome

- Thank you for joining today's session. This is the first in a series of webinars that will discuss the arrangements required to enable you to move goods under GVMS from EU>GB or GB to NI from 31 December 20 at 23.00 (midnight Central European Time).
- Each Webinar will last approximately 45 minutes to an hour. The first two sessions will walk through the requirements/preparations/steps required to move goods via the Goods Vehicle Movement Service (also known as the "pre-lodgement model") either:
 - From EU to GB (Webinar 1 EU>GB)
 - From GB to NI and vice versa and from EU to GB to NI (Webinar 1 NI)
- Webinar 2 will discuss the different categories of port and what you should expect when you move through these.
- These Webinars are live Microsoft Teams events. All attendees will therefore be muted to allow the event to flow. You can type questions into the conversation/chat function. The last 10 minutes of each session will be dedicated to answering as many of these as we can. We will be recording this session.



Introduction

- The Government has been clear that it will not extend the transition period that ends on the 31 December 2020.
- It does however recognise the impact that COVID-19 has had on businesses and will therefore be introducing border controls at the end of transition period in stages - starting with some controls from 1 January 2021 and moving to full controls for all goods from 1 July 2021.
- This means that:
 - most traders importing goods from the EU to GB will now have longer to prepare, and can delay submitting information and payment of customs duties to HMRC for up to 6 months after the point of import, with full customs requirements introduced from 1 July 2021
 - the requirement for safety and security declarations on imports Entry summary Declarations (ENS) will also be waived for 6 months for EU imports to GB
 - traders importing controlled goods will need to prepare for full customs requirements from 1 January 2021



Introduction (continued)

- The UK will join the Common Transit Convention in its own right from 1 January 2021 and will be subject to the requirements of the Convention for movements coming into the UK under transit. Moving to these in stages will not be applicable so they will be in place from January.
- We are committed to introducing full customs controls to ensure that we collect the correct duties at the right time, protect UK businesses and consumers and avoid any unhelpful trade distortions between the UK and the EU.
- Stakeholders have highlighted that the model currently used at container ports to control goods coming from the Rest of World would not be suitable for all border locations. Drawing on stakeholder evidence and information, we have designed a new alternative model (the Pre-Lodgement model) to achieve full customs control on EU goods from July 2021 whilst recognising the practical realities of high-volume EU-facing locations with limited space to physically hold goods.





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GVMS Haulier Webinar 1

Getting ready for EU>GB Movements from 31/12/20 @23.00hrs

November 2020

Haulier Readiness for January 21

We will cover the following in this webinar today:

- Haulier definitions
- Requirements from Jan 21 Imports and Exports
- Future requirements from July 21
- Ports and Supply Chains
- What is the Goods Vehicle Movement Service (GVMS)
- Preparing for GVMS
- Walkthrough of the API and Web UI for GVMS
- Movement of goods from EU – GB under transit
- Grants



Haulier Definitions

- There are a number of actors within the supply chain and involved in the movement of goods.
- The definitions used for a Haulier contained within this presentation are:
 - Haulage Companies of any size subcontracted to pick up consignments on behalf of another business (sometimes required to make Safety and Security declarations but unlikely to complete Customs Declarations).
 - Drivers
 - Logistical Businesses providing an end to end service and acting as an intermediary
 - Large Retail Businesses that do their own haulage and are self-declarants



Other Actors

There are other actors within the supply chain and involved in the movement of goods that will often interact with the haulier.

- The Port Operator
- The carrier or ferry operator – or owner of the active means of transport. This could be e.g. the haulier, ferry operator
- Border Force officials
- Port Health Authority

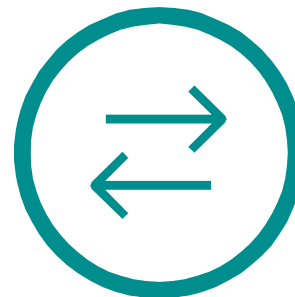


Requirements from January 2021



Declaration Requirements from January 2021 Imports

- Traders bringing goods from the EU to the UK will need to declare their goods to customs. Goods must be declared in advance of crossing if moving through a listed RoRo port or a location without existing systems.
- To facilitate readiness, traders moving non-controlled goods to the UK will be allowed to declare their goods by making an entry into their own records. They will then need to submit a supplementary declaration within six months.
- Traders moving controlled goods (e.g. excise goods) will need to make a frontier declaration. This declaration can be full, simplified declaration depending on the trader's authorisation. Please note transit declarations and movements are subject to a separate process, detailed later in the session.
- If the controlled goods are coming via a location without systems that would allow the trader to notify HMRC that goods have been imported, the trader must manually arrive the declaration in HMRC systems (including entry to the Excise Movement and Control System for excise duty suspended goods) by the end of the working day following the physical crossing.



Declaration Requirements from January 2021 Imports (continued)

However, we will not be:

- requiring traders moving non-controlled goods to submit frontier declarations before they are allowed to move their goods away from the frontier
- requiring border locations without existing systems and infrastructure to facilitate the control of goods on the basis of declarations
- requiring carriers to submit entry summary declaration for S&S



What this means for Imports from EU>GB Jan 2021

For non-controlled goods, customs declarations are not required until July 2021:

- Traders moving controlled goods must submit a full customs declaration (or may use Simplified Customs Declaration Procedures if they are authorised to do so). This includes those moving excise goods. Traders must use the customs process currently applicable at the location that they are using to move their goods, as well as ensure any specific licencing requirements are fulfilled.
- Controlled goods cannot be moved using GVMS until July 2021 – for further details concerning the movement of controlled goods please refer to the [Border Operating Model](#)
- Common Transit Convention movements will be processed on entry to UK at the end of the transition period and must be pre-logged via GVMS if the UK port of entry has chosen to adopt that method.
- Safety and Security declarations are not required on any EU to GB imports until July 2021.



Declaration Requirements from January 2021 Exports

- Under full export procedures, traders exporting goods from the UK into the EU would need to: Submit export declarations for all goods. If goods are moving via a non-inventory linked location (including RoRo), the declaration will need to be submitted as "arrived" while the goods are at the trader's premises. HMRC will then notify the trader automatically of whether the goods have "permission to progress" or need to be taken to a facility for a check.
- For excise goods or goods moving under duty suspense only, if moving the goods through a location that does not have systems to automatically communicate to HMRC that the goods have left the country, the trader must provide proof to HMRC after the goods have left that the goods have exited the UK.



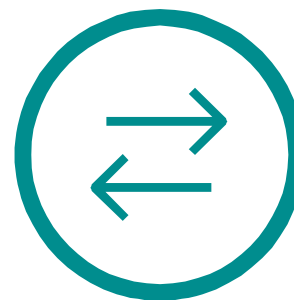
Declaration Requirements from January 2021 Exports

- Traders will be required to submit safety and security information via a combined Export Declaration, or a standalone Exit Summary Declaration if the movement is not covered by that.
- However, we will not be:
 - requiring border locations without existing systems and infrastructure to facilitate the presentation of most goods to customs for exports purposes or to provide automatic departure messages to HMRC.

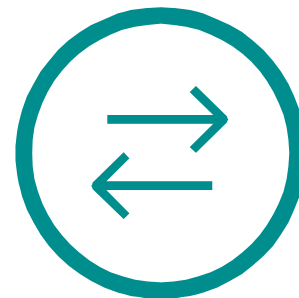


What this means for Exports from GB> EU January 2021

- Exports cannot be completed using the pre-lodgement model (GVMS) until July 2021 – so traders must use the customs process applicable to the location they are using to move their goods. For further information please refer to the [Border Operating Model](#) .



Requirements from July 2021



Customs Control Requirements

To achieve customs control, we need to ensure that:

- a) All goods are presented and declared to customs (for imports and exports).
- b) HMG has the opportunity to intervene to carry out checks and risk assessments on any goods that require documentary or physical checks (for imports, exports and transit movements).
- c) HMG is notified when goods have physically left the country (for exports only).

Under the Temporary Storage model, currently used at locations handling RoW traffic, this is achieved as:

- a) All goods coming into the UK arrive at a suitable Temporary Storage location approved by HMRC, a declaration is made within 90 days of presentation, and HMG carries out any checks before goods are released from the facility.
- b) At locations using the Temporary Storage model for imports, all goods leaving the UK are also presented and declared to customs so that they can be checked if needed and HMG is notified when goods have physically left the country.



Customs Control Requirements

Under the Pre-Lodgement Model, to achieve control whilst maintaining flow we must:

- a) Ensure all goods coming into the country have declarations before they board on the EU side.
- b) Risk-assess and clear as many import and transit declarations as possible before goods physically arrive in the UK.
- c) Communicate to the person in control of the goods (e.g. the driver of a lorry) by the time they arrive in the UK whether goods are cleared to proceed on their journey or require a check.
- d) For exports, ensure goods do not proceed to the point of departure until they have permission to progress and that HMG is notified when goods have physically left the country.



Ports and Supply Chains *Importer, Intermediary or Haulage company*

- Supply chain reviews should be reviewed to ensure:
 - adequate information can be sourced for declaration purposes
 - buyer/seller obligations are known for starting and finishing goods movements
 - the Incoterms are adhered to within commercial agreements
- Decide on what the routing will be to move goods, including Ports used.
- Find out what model the Port is using and whether they facilitate transit movements, for example:
 - the Pre-Lodgement Model, including digital Offices of Transit using Goods Vehicle Movement Service (GVMS)
 - the Inventory Linked/ Temporary Storage Model, including manual Office of Transit
 - a hybrid of the two models



Goods Vehicle Movement Service (GVMS)



What is the Goods Vehicle Movement Service?

- On 31/12/20 at 23.00 (CET) the Government will introduce a new IT platform called the Goods Vehicle Movement Service (GVMS) to support the Pre-Lodgement Model for both imports and exports and to facilitate Transit movements.
- The GVMS will allow us to:
 - Enable declaration references to be linked together so that the person moving the goods (e.g. a driver) only has to present one single reference (Goods Movement Reference or GMR) at the frontier to prove that their goods have pre-lodged all the necessary declarations.
 - Allow the linking of the movement of the goods to declarations, enabling the automatic arrival / departure (where applicable) of goods in HMRC systems. This allows goods boarding on the EU side to be processed en route.
 - Automate the Office of Transit function, marking the entry of goods into the UK customs territory.
 - Allow notification of the risking outcome of declarations (i.e. cleared or uncleared) in HMRC systems to be sent to the person in control of the goods by the time they physically arrive in the UK so they know where they need to proceed.

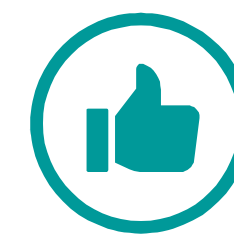


Preparing for GVMS – Hauliers

What do I need to do?

Aside from carrying the relevant licenses, permits and documentation as for any other crossings, if you are moving goods through a location that has chosen to implement the Pre-Lodgement Model and to use the GVMS, you will be required to:

- Ask your traders to give you a unique reference number that proves that a declaration has either been pre-lodged or is not needed. This is required for each consignment you are carrying. For January 2021 this will be a Transit Accompanying Document MRN (for goods moving via Transit).
- For Transit movements – the paper Transit Accompanying Document (TAD) must travel with the goods.
- Link all these references together into one Goods Movement Reference (GMR) for each trailer movement.
You can do this in two ways:
 - A direct link from your own system into the Goods Vehicle Movement Service (we will work with you to develop this functionality) or
 - An online portal available in your Government Gateway account.



Preparing for GVMS – Hauliers

What do I need to do?

- For each trailer movement, update the GMR with the correct vehicle registration number (VRN) for accompanied movements or trailer registration number (TRN) or container reference number (CRN) for unaccompanied movements. The VRN/TRN/CRN can be updated to cater for any changes but must be correct when the GMR is presented to the carrier at the point of departure.
- Instruct your drivers not to proceed to the border before all the necessary references are added into a GMR to make it complete, or if any declaration reference has not been accepted onto the GMR, as they will not be allowed to board.
- Instruct your drivers to present the GMR to the carrier on arrival at the point of departure to demonstrate they have the necessary evidence to legally move goods.
- Instruct your drivers to comply with instructions issued by HMG to proceed to a specific location for checks if necessary.



Preparing for GVMS – Haulage Company/Manager

Below are some examples of preparations that can be taken now:

- Apply for an EORI starting with GB if required www.gov.uk/eori
- Decide how Safety & Security declarations will be made i.e. agent/ intermediary/self
Note: Safety and Security declarations will not need to be made in GVMS for EU to GB movements until July 2021
- Apply for a Government Gateway account if you have not already got one
- Review the DfT Haulier Handbook (due to be published by end of November 2020)
- Review your software for use with GVMS
- Implement processes for how the MRN or EORI will be obtained from the declarant to add to the GMR generated by GVMS
- Implement processes to determine how GMR and TAD documentation will be provided to the driver
- Conduct a review of your commercial agreements



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Preparing for GVMS – Drivers

Below are some examples of preparations that can be taken now to put processes in place in conjunction with their haulage managers:

- Drivers will need “line of sight” communication for the GMR with his/her HQ as he/she needs to present this to the Carrier
- Groupage:
 - The driver will need to know specific groupage loads details as each consignment will have a unique MRN.
 - The driver may need to relay details about MRNs for each consignment to their HQ in real time for them to be added to the GMR in order to ensure it is finalised in time.
- A number of driver contingencies will require implementation, such as:
 - If a driver misses their sailing (S&S declaration)
 - Drivers will need communication channels with HQ
 - Process for invalid GMR details to avoid being turned away at the Port



API and Web UI walkthroughs by Digital Team



API And Web UI

Hauliers can obtain, complete and submit GMR's in two ways:

1. A direct (API) link from software they use into GVMS (GVMS Software APIs – Haulier API)
2. An online service (Web Page or User Interface (UI))



API

GVMS Software APIs (Haulier API)

Software connecting with GVMS can be written by haulage companies, existing Community Systems Providers (CSPs) or third-parties

If you are interested in creating software that uses the GVMS APIs, we have created several resources:

- End-to-end Service Guide
- Good Vehicle Movements API documentation
- Push/pull notifications API documentation

These can be found at the HMRC Developer Hub and are open to all after creating an account (follow the link [here](#))

The APIs are currently in “Alpha” phase meaning software can integrate with them in the ‘testing’ environment

The documentation describes how software can connect to the APIs in the testing environment and includes test data



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API

The Push/Pull Notifications API acts as a “mailbox” where notifications about GMRs are sent to your software. These notifications are sent:

- When you create or update a GMR (including any errors e.g., if MRN's are invalid)
- When the GMR is used at check-in with a carrier
- When the vehicle embarks on the crossing
- When HMRC determine that the vehicle must report for inspection

The haulier API is HMRC's preferred option for users to obtain, complete and submit GMR's. It can be used for both high volume users and for users that will only submit low volumes of GMR's The expectation is that most users will use the haulier API



Web UI

An online service (web Page or User Interface (UI))

The UI is designed to manage very low volumes of GMR's and each movement is updated manually, and one at a time.
We would not recommend that the UI is used unless you have low numbers of GMR's.



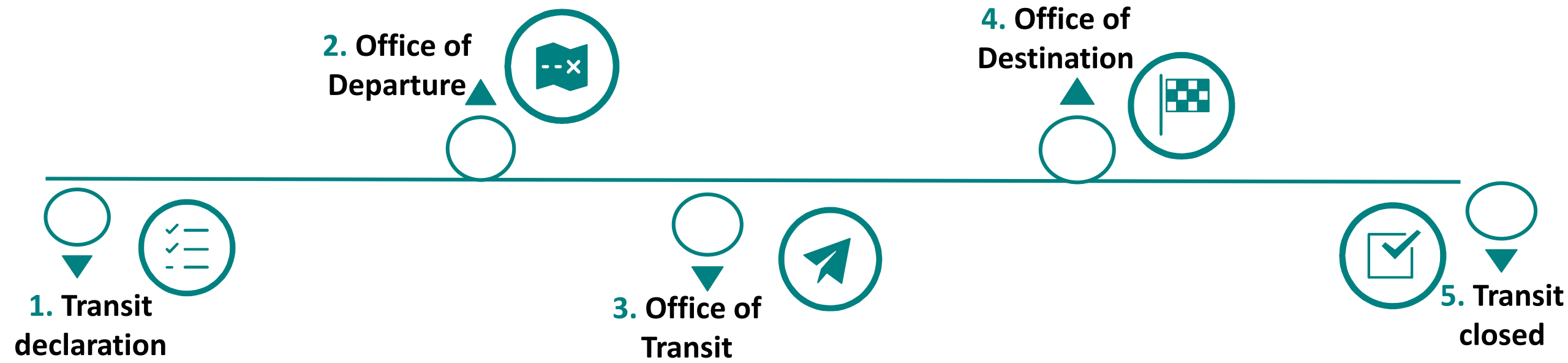
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Transit and the Common Transit Convention (CTC)

- The CTC allows movement of goods under Duty suspense between EU member states and a number of neighbouring countries. These countries include Iceland, Norway, Switzerland, Lichtenstein, FYR Macedonia, Turkey, and Serbia. We have traditionally been members as part of the EU, but will accede in our own right at the end of the transition period on 01//01/21.
- Benefits of being a member of the CTC include a streamlined customs arrangement to help facilitate the flow of goods. It allows the suspension of customs checks and payments of duties until the goods reach their destination.
- In order to move goods under CTC there are 3 distinct customs functions
 - Office of Departure
 - Office of Transit
 - Office of Destination
- The Office of Departure and Destination functions can be completed at a customs office or an approved location under the simplified procedure (these are known as authorised Consignor/Consignee).
- The Office of Transit functions are a requirement placed on CTC members that must be performed when goods arrive in a new customs territory (in this scenario – GB) and must be completed at a customs office upon entry. This could be at or near the Border.



Transit and the Common Transit Convention (CTC)



1. The transit declaration is completed (including guarantee) using NCTS (the New Customs Transit System).
2. The goods are presented at the Office of Departure (or Authorised Consignor) and the Transit Accompanying Document (TAD) is printed off and handed to the haulier/driver. The goods are then released into transit.
3. At every border crossing into a new customs territory, the TAD and goods are presented at the Office of Transit (OoT functions can only be performed by Customs Officials).
4. At the final destination the goods and TAD are presented at the Office of Destination (or Authorised Consignee).
5. The transit movement is closed, the goods must be declared to another customs regime e.g. free circulation or temporary storage and the guarantee is released.

The goods are tracked and messages are sent from the various Customs offices using NCTS during the journey.

A Transit Journey (Turkey to GB)

Scenario: A GB based declarant decides they wish to bring in goods from Turkey and wishes to take advantage of the Common Transit Convention to suspend duty until the goods arrive in GB. The declarant contacts the haulier who have agreed to move the goods from Turkey and across Europe. The UK port of entry are using GVMS.

Pre-requisites:

Declarant

- The declarant would need to have a GB EORI and NCTS
- A financial guarantee
- From July 2021 may require access to S&S GB if a haulier passes responsibility to the declarant)

Haulier

- The Haulier would also need a GB EORI and
- Access to GVMS
- From July 2021 would require access to S&S GB



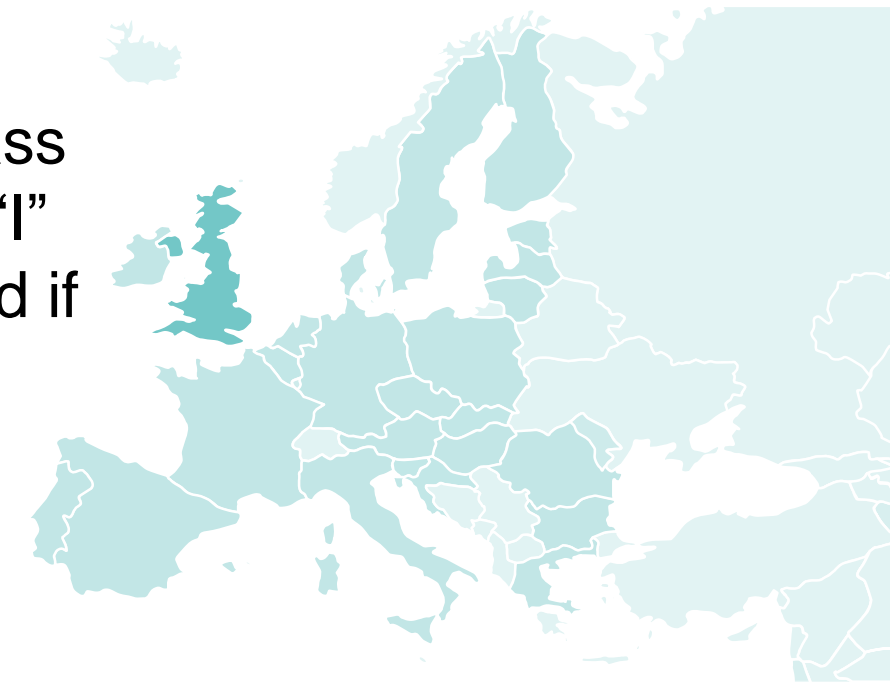
A Transit Journey (Turkey to GB)

- The Declarant would submit a transit declaration including guarantee using NCTS.
- The haulier would create a GMR from the GVMS system (can be done up to 28 days in advance of check in from the EU port of Exit to GB - in this case Calais to Dover) and populates with the TAD Movement Reference Number (MRN), intended vehicle, vehicle trailer and crossing details (plus from July 21 S&S MRN).



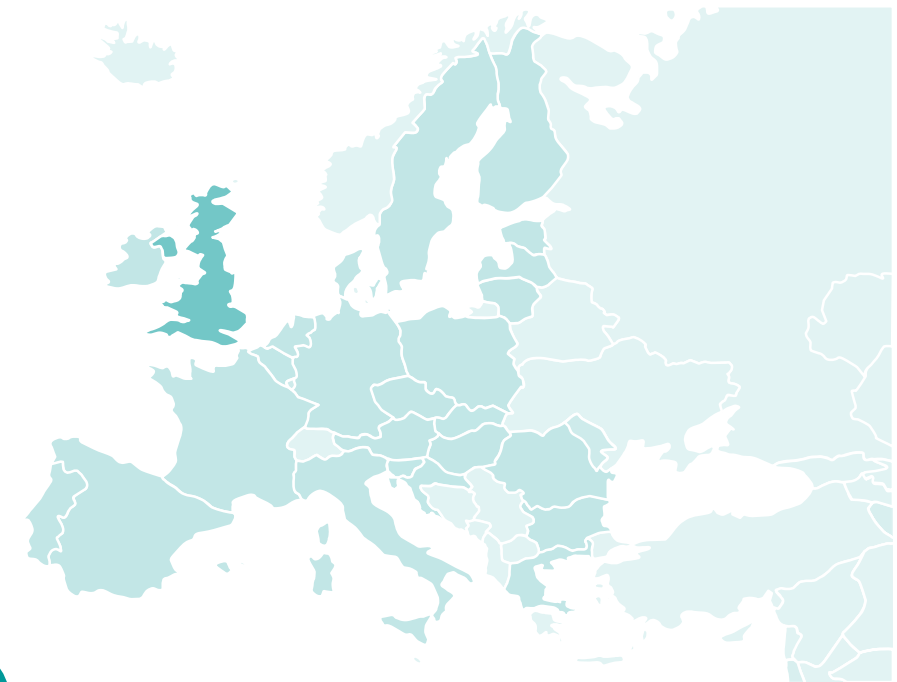
A Transit Journey (Turkey to GB) Office of Departure

- The haulier would pick up the goods in Turkey.
- If the declarant is an authorised consignor, then they can issue the Transit Accompanying Document (TAD) themselves and issue it to the haulier.
- Otherwise the haulier must present the goods to an Office of Departure who will issue the TAD
- The TAD must travel with the goods.
- The haulier would confirm the GMR contains the TAD MRNs and is valid and would pass details to the driver. This will either be in the form the form of a GMR ID (prefixed with “I” followed by 8 alpha/numeric characters) or a barcode version of this that can be printed if scanners are used by the carrier at EU place of exit.
- The driver sets off on their journey through Europe to the UK



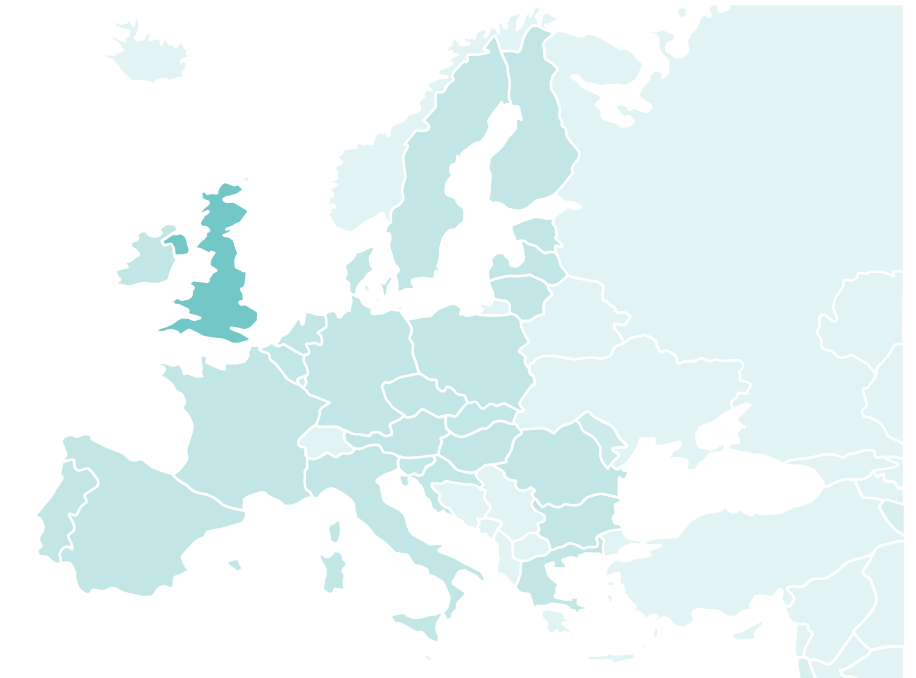
A Transit Journey (Turkey to GB) Office of Transit

- The driver would most likely transit through a number of Borders on the journey from Turkey, through the EU to GB.
- Each time they transit from a CTC member state into an EU member state or vice versa, Office of Transit formalities will need to be completed in the country of entry and the Transit Accompanying Document (TAD) will need to be presented at the Border location. Goods may be inspected at any of these points.
- For example; a typical journey from Turkey to GB would transit through Bulgaria, Serbia, Hungary and through a number of other EU member states such as Austria, Germany and Belgium before reaching Calais. In this case the TAD would need to be presented at Border Location Offices of Transit when entering:
 - Bulgaria (EU Member)
 - Serbia (CTC member)
 - Hungary (EU member)
 - When entering GB (after crossing the English Channel from Calais)



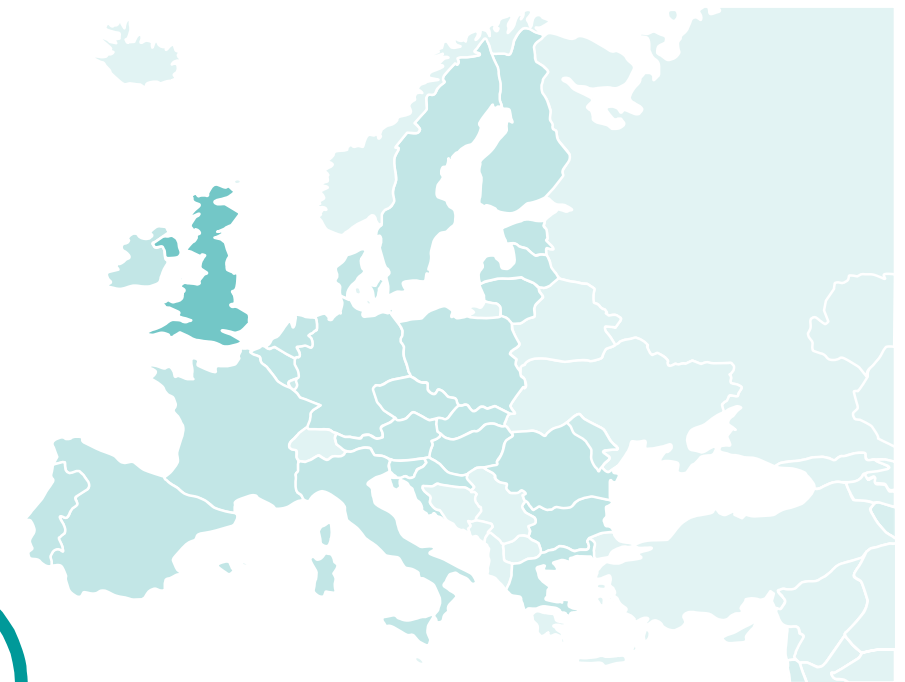
A Transit Journey (Turkey to GB) Check in at EU Place of Exit

- Upon arrival at the EU place of exit (in this case Calais) the driver would present the GMR reference number or barcode at check in with the carrier. **Note: the haulier can amend any aspects of the GMR as long as that takes place before check in, such as the expected route with ports of exit and entry.**
- The carrier captures GMR, VRN/TRN/CRN, validates GMR in GVMS, confirms that checked in crossing details and VRN/TRN/CRN matches VRN/TRN/CRN included in GMR. HMG systems will then verify if the GMR details are valid.
- If invalid the vehicle would be turned around until the GMR is corrected
- If valid the vehicle can board for embarkation



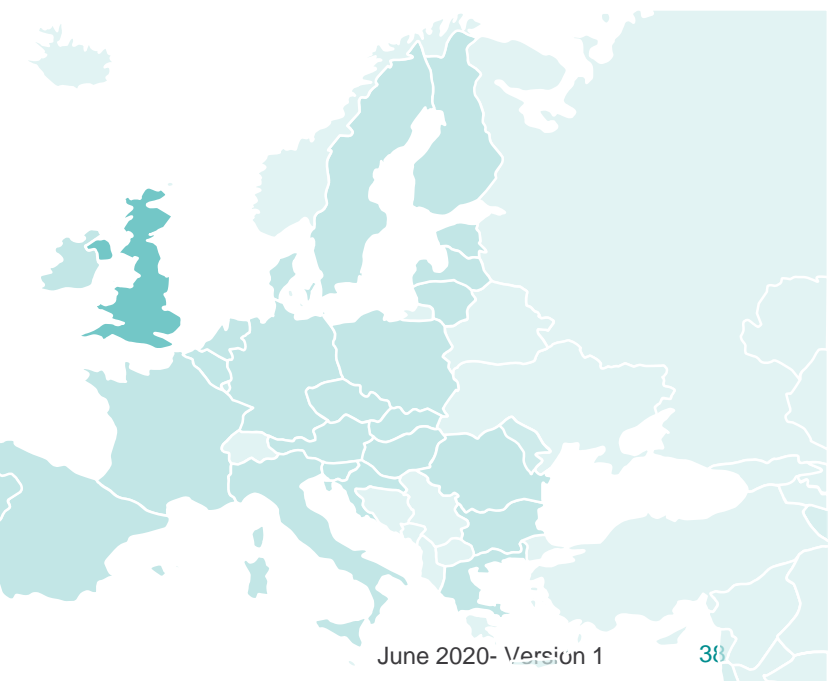
A Transit Journey (Turkey to GB) Point of Crossing

- At the earliest point of no return the carrier will send data containing the data set to GVMS via their Application Programming Interface (API)
- GVMS disaggregate any TAD MRN's and communicate with HMG systems to carry out any risking activity – transit MRN would be sent to NCTS to initiate Office of Transit action upon arrival in GB via UK Border Force.



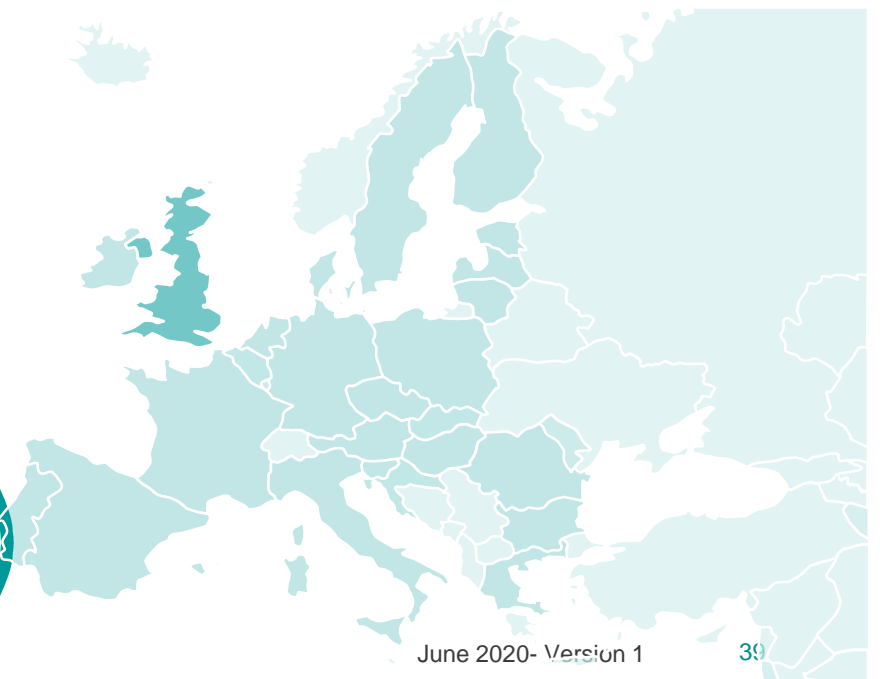
A Transit Journey (Turkey to GB) Post Crossing Goods Cleared/Not Cleared

- A message is sent from GVMS to notify haulier, carrier and port whether goods are cleared or not.
- If after disembarkation and the goods are cleared, NCTS is updated to complete the Office of Transit function and confirm to the Office of Departure the approved goods have arrived in GB and the driver can continue with their journey. GMR is then updated to cleared.
- If goods are held and a check is required, the paper TAD must be presented to UK Border Force who will carry out an inspection at a designated facility (this may be at an inland clearance site) and will update NCTS accordingly to confirm.
- If goods are subsequently cleared then NCTS is updated to complete Office of Transit function and to confirm to Office of Departure that the approved goods have arrived in GB. The GMR will be updated to cleared.



A Transit Journey (Turkey to GB) Office Of Destination

- Upon arrival at Office of Destination (can be a border location or an authorised consignee's premises) the goods and TAD are presented.
- Either Border Force or the authorised consignee will update NCTS at Office of Destination.
- Goods must be entered into another customs regime, such as being imported to free circulation before goods can be released out of transit. If no import declaration is in place goods will be placed into temporary storage.



HMRC Customs Grants

You can apply for 3 grants to help your business complete customs declarations

Your businesses must meet one of the descriptions below:

- completes or intends to complete customs declarations on behalf of your clients
- be an importer or exporter and completes or intends to complete declarations internally for your own goods
- be an organisation which recruits, trains and places apprentices in businesses to undertake customs declarations



Key Dates

- **08/12/20** - Registration go live for customers with a GB EORI
 - **17/12/20** - Registration go live for customers without a GB EORI
 - **23/12/20** - Ability to create a GMR
 - **31/12/20** - Full service Go live (Transit & GB>NI)
 - **01/07/21** - Full service Go live (EU>GB)
-
- Full GVMS info/guidance due to published on Gov.uk 8th December
 - Full list of GVMS ports to be published on Gov.uk as iteration to the BOM (Early December)



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Thank you



Actions that can be taken now to prepare for a haulage manger and driver	Further information
Haulage Manager - Apply for Govt Gateway account for GVMS	Gov.uk - www.gov.uk/log-in-register-hmrc-online-services/register www.gov.uk/log-in-hmrc-excise-import-export
Haulage Manager - Apply for EORI starting GB	Gov.uk - www.gov.uk/eori
Haulage Manager - Apply for GB S&S to make safety and security declarations (from July 21)	For Safety & Security declarations – Govt Gateway. For information required to make the declaration www.gov.uk/guidance/making-an-entry-summary-declaration
Haulage Manager - Review software requirements for declarations, record keeping, GVMS in order to set up the appropriate record keeping	www.gov.uk/government/collections/commercial-software-developers
Haulage Manager and Driver - Review routing to establish which model the Port is using, that will determine what is required to adopt for declarations and moving goods between GB - NI	Pre-lodgement – GVMS, Temporary Storage mode
Haulage Manager - Review supply chain, commercial agreements and Incoterms to determine if they need revising	Who does what and is it reflected in the incoterms, commercial agreements. Clear understanding of who is responsible for which action across the supply chain e.g. safety & security, GVMS, GMR
Haulage Manager - Know what declaration data is required to make declarations including safety & security, GVMS including Vehicle Registration Number (VRN) or Trailer Registrations Number (TRN) dependant on whether the goods are accompanied or not to ensure you can make the declarations or supply 3 rd	Information required to make S&S and goods declarations for customers – have system in place for customers to provide you with this data to make the for EU-GB goods movements this includes obtaining MRN's to be input into the GMR generated by GVMS.
Haulage Manager and Driver - Set up systems to have contact with the driver to provide them with the GMR – required at check in – and two way communication of contact if there are issues with the load	Required for contingency planning and general questions
Haulage Manager to supply Driver education – ensure your drivers are updated in the changes regarding moving goods between GB and NI.	Provide drivers with GMR, make them aware not to head to Port until GMR envelope has been closed, provide GMR at check in. If goods require examination at the Port of arrival to follow instructions they are given.
Haulage Manager - Review transit model, if using transit, and supply chain against Port requirements if adopting GVMS to understand driver requirements between GB and NI	If goods are moving under transit ensure driver has TAD in addition to the GMR
Haulage Manager - May be eligible for HMG Grant for making Customs Declarations	Training https://www.gov.uk/guidance/grants-for-businesses-that-complete-customs-declarations