

Haulier Walkthrough/Teaching Session

- **GVMS Enhancements**
- **Check if you need to report for a check service**
- **NI to GB Export declaration for goods under Customs Special Procedure or Specific International Obligations**



Welcome

- Thank you for joining today's teach session where we will walk through the changes and enhancements that will be introduced on 16/5/21 as part of Goods Vehicle Movement Service Releases:
 - R1.2 Enhancements to CDS and Common Transit Convention Validation
 - R1.1 Export processes for Goods Being moved from NI to GB under limited circumstances
- This will explain what those changes and enhancements mean for hauliers and how they will improve the GVMS service going forward. This session supports the communications we issued 11/05/21
- We will be demonstrating how the enhanced WEB UI works as part of this session – we would really appreciate your feedback and have built an opportunity for you to feedback (via: a quick survey) into this session
- There will also be an early opportunity to see the “Check if you need to report for inspection” service which is due to be delivered in summer 2021
- With regards to **R1.1** – this affects a very limited number of hauliers in very limited circumstances detailed [here](#) who move such goods from NI to GB only. We will cover this towards the end of today's session and will give you the opportunity to leave the event early if this doesn't affect you
- This is a Microsoft Teams Live Event where all except the speakers are muted to enable the event to flow – if you have any questions please use the chat function and we will provide answers to these after the call



Agenda

Nº	Part I	GVMS Enhancements	Presenter
01	Welcome	Setting the scene and workshop objectives	Ged Webley
02	GVMS Enhancements	Information accuracy	Paul Earnshaw
03	GVMS Changes – Demo and survey	Get an understanding of enhancements – with an opportunity for you to feedback via: a survey	Digital Team Paul Earnshaw
04	Overall Impact	Capture Accurate data – First Time	
	Part II	“Check if you need to report for inspection” service	
05	Enhanced Communication – Demo		Digital Team
	Part III	NI to GB Export declaration for goods under Customs Special Procedure or specific international obligations	
06	Prior to Goods Moving	Prerequisites and Submit Declaration	Paul Earnshaw
07	Prior to Arrival at NI Place of Exit	Create GMR	
08	At NI Place of Exit	Report to Checking Facility	
09	Post Crossing	Goods leaving NI	

FAQ





Part I

GVMS Enhancements Walkthrough

10th May 2021



HM Revenue
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GVMS Enhancements

This part of the session is to inform hauliers about the changes to GVMS system from 16th May.

- Enhancements mainly include additional verification to ensure references are captured accurately

Who Does it Impact?	What is the Impact?	How is the Haulier Impacted?
Hauliers	Additional/Revised Error Messages	New Error messages in GMR registration page

Fields/Sections Enhanced

- CDS MRN(s) Inbound
- CDS DUCR(s) Outbound
- Transit MRN (NCTS NI/GB)



Example of Enhanced Checks

When declarations made

Section 3: About your declarations

You have added 4 declarations


We are checking the declarations you have added to make sure they are valid.

[Help with errors](#)

Type	Reference	Safety and security	Status
Customs declaration	19GB0000601001FB46	20GB0000601001FB32	Sent for checks Change Remove
EIDR	GB987654312005	20GB0000602341UY56	Sent for checks Change Remove
Transit declaration	19GB0000601001FB76	20GB0000601783GH78	Sent for checks Change Remove
Transit declaration	19GB0000601001FB34	20GB0000601001FB57	Sent for checks Change Remove

You must add declarations for all goods on this crossing.

[Add another declaration](#)



Sanity Check Performed

We could not find two of your transit declarations in our local database

This could be because:

- the transit MRN is from an Export Accompanying Document (EAD) not a Transit Accompanying Document (TAD)
- the declaration reference is wrong
- the transit MRN has arrived at the office of destination.

We must find the transit MRN in a database to check that it is valid. You cannot travel unless the transit MRN are validated.

[Go back and check if you have entered the right reference](#)

We are checking the office of departure database

Most checks will come back in a few seconds. If the reference is correct [something happens].

If you do not receive a response [time] before departure you should remove the transit MRN from this goods movement reference.

[Continue making changes this GMR](#)

Section 3: About your declarations

You have added 4 declarations

We are checking your transit declarations in the office of departure database

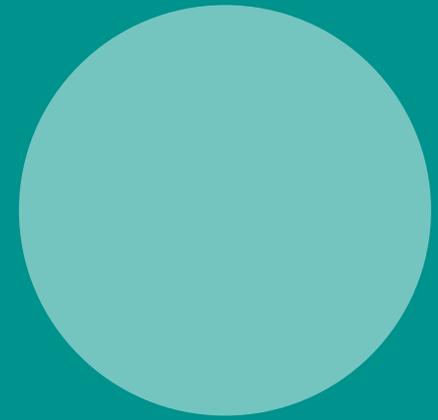
If you are sure the transit MRN you entered is correct we will check in European databases to find it there.

[Help with errors](#)

Type	Reference	Safety and security	Status
Customs declaration	19GB0000601001FB46	20GB0000601001FB32	Contains errors Change Remove
EIDR	GB987654312005	20GB0000602341UY56	OK Change Remove
Transit declaration	19GB0000601001FB76	20GB0000601783GH78	Sent for checks Change Remove
Transit declaration	19GB0000601001FB34	20GB0000601001FB57	Sent for checks Change Remove



How To Prevent Error



Capture Mandatory and 'Accurate' information

Movement Type	Fields Required
EU -> GB	<p>CTC movements - TAD MRNs only. A TAD MRN is an 18-digit alpha numeric reference for example - 21GBCMAM33DOI2 which can be found on the top right of your Transit Accompanying Document.</p>
GB -> EU	<p><i>You are not required to complete GMRs for GB>EU exports until January 2022</i> <i>You are not required to complete EXS MRN for Safety and Security GB>EU exports until 1st Oct 2021</i></p>
GB -> NI	<p><i>These are the movement types and references that must be entered into a GMR:</i></p> <p>CTC Movements – TAD MRN and Safety and Security ENS MRN</p> <p>Imports – CDS MRN (<i>For every declaration processed, <u>CDS or TSS will issue a unique MRN</u>. This is automatically generated for all import and export declarations, including pre-lodged declarations submitted to CDS</i>) and Safety and Security ENS MRN</p> <p>EIDR (EORI) + <u>ENS MRN</u>(This is an 18-digit Alpha numeric number and can be issued by TSS)</p> <p><u>ATA Carnet + Safety and Security ENS MRN (if travelling under a contract of carriage, enter Carnet reference number)</u></p> <p>TIR Carnet (enter TIR carnet reference number and Safety and Security ENS MRN)</p> <p>Empties + Safety and Security ENS MRN if travelling under a contract of carriage</p>
NI -> GB	<p>CTC Movements – TAD MRN</p> <p>Exports (in limited circumstances from 16th May) – CDS DUCR and Safety and Security EXS MRN</p> <p>ATA Carnet (enter Carnet reference number)</p>



Part II

Driver Messaging



Check if you need to report for inspection

- This new service hosted on GOV.UK and expected to be available this summer 2021, will enable drivers to check the status of a goods movement and confirm the status of goods (cleared or inspection required) in real time. All that is required to access it is the Goods Movement Reference being used to move the goods.
- This is a new service to compliment the existing ways messages are passed to drivers and does not replace any of those (eg existing messaging processes set up with Haulier HQ's or processes carriers already have in place)
- The Digital Team are looking for driver volunteers who may use this service to participate in further testing and development of this service – so if you are interested please provide your contact details (e-mail/name) in the chat function stating you wish to participate in the research.



Inspection After Disembark

Check Status

GOV.UK Check if you need to report for an inspection

Check if you need to report for an inspection

Use this service to check if you need to report for an inspection after you disembark.

This would be an inspection of your goods or documents by Customs, or Her Majesty's Government (HMG).

You must check this by the end of your crossing, at least 10 minutes before you disembark.

It takes around 5 minutes to check

[Start now >](#)

Before you start

You will need:

- your goods movement reference (GMR)

Validate GMR

What is your goods movement reference (GMR)?

You will find this on the copy of the GMR you used to check in to this crossing. It is 12 characters starting with GMR, like GMRA5H2K5NEB or GMRB002K1N4F.

[Continue](#)

Invalid GMR

What is your goods movement reference (GMR)?

You will find this on the copy of the GMR you used to check in to this crossing. It is 12 characters starting with GMR, like GMRA5H2K5NEB or GMRB002K1N4F.

GMR not found. You will need to check the details of the GMR and enter it again.

[Continue](#)

Inspection Status

Inspection needed

You will need to report for an inspection.

What happens next

After you disembark you will need to report to a Customs or Her Majesty's Government (HMG) official for inspection of your goods or documents.

Depending on the port, the inspection will be at (either of the following):

- Customs at the port
- an inland border facility (IBF)

You will need to follow the signs directing you.

[Check another GMR](#)

No inspection needed

You do not need to report for inspection.

What happens next

If you have other checks to report for

You must still report for these after you disembark.

If you have no other checks to report for

You can leave the port after you disembark.

[▶ What other checks may be required](#)

Your inspection status is pending

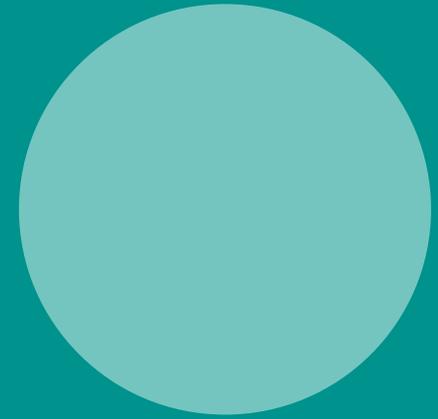
You will need to check the status again before you disembark.

[Check another GMR](#)



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Parts 1 & 2 Summary



Part III

NI > GB EXPORT DECLARATIONS and GVMS

LARNE



BELFAST



WARRENPOINT

Movement of Goods from NI to GB

This part of the teach-in is to update both Hauliers and Declarants on the NI-GB Export changes from 16 May 2021 and how this will affect you.

Businesses in Northern Ireland will continue to have unfettered access to the UK internal market.

There are some very limited exceptions where Export Declarations will be required for goods moving directly from Northern Ireland to Great Britain (declared into the Customs Declaration Service from 16 May 2021):

- If the goods are under a Customs Special Procedure in Northern Ireland or in an authorised temporary storage facility
- On a list of goods for which specific processes apply based on specific international obligations



Haulier And Declarant Definitions

It is important to briefly outline the definitions of Hauliers and Declarants to ensure their roles in the Export process are understood:

- A Declarant is the party responsible for making Customs Declarations and ensuring any relevant licences/permits are in place to facilitate the movements of goods that are under a Customs Special Procedure in Northern Ireland, in an authorised temporary storage facility, or on a list of goods for which specific processes apply based on specific international obligations
- A Haulier can be any of the following parties and may be a Declarant in some circumstance:
 - 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



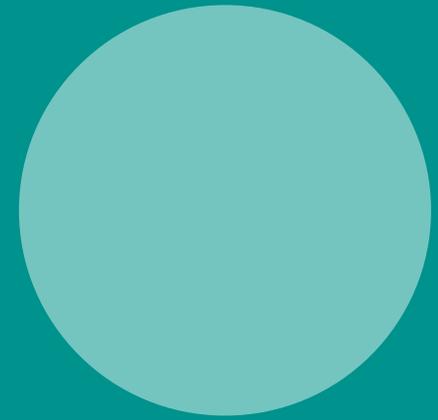
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Action for Declarants



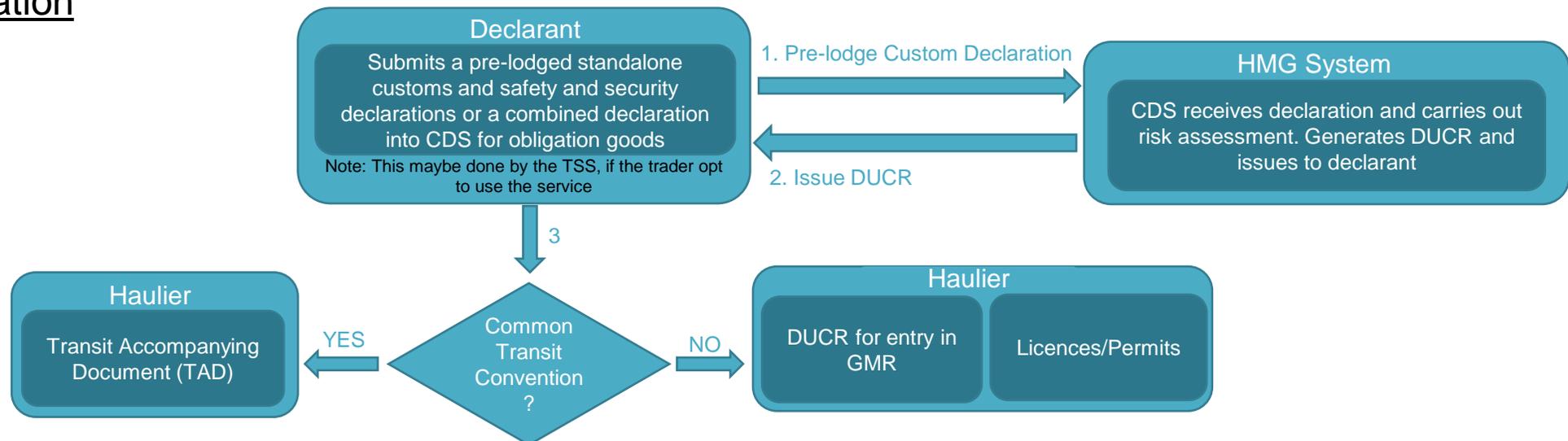
Prior to Moving: Goods under Customs Special Procedure or International Obligation

- Declarants need to be aware of the changes and understand their existing obligations for submitting Declarations. You must ensure “pre-logged” Export Declarations are made in CDS and provide the Haulier moving the goods with the following information to enable them to fulfil a Goods Movement Reference (GMR):
 - Declaration Unique Consignment Reference (DUCR) – this will be generated by CDS
 - Any necessary licences/permits for moving the goods
- If you are moving goods under Common Transit Convention only the Transit Accompanying Document (TAD) and TAD MRN needs to be provided to the Hauliers.

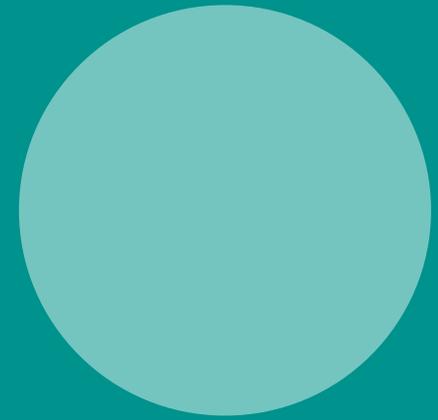
Prerequisites

- ✓ Have an EORI
- ✓ Access to CDS via TSS or an intermediary or 3rd Party software

Submit Declaration



Action for Hauliers



Prior to Arrival at NI Place of Exit

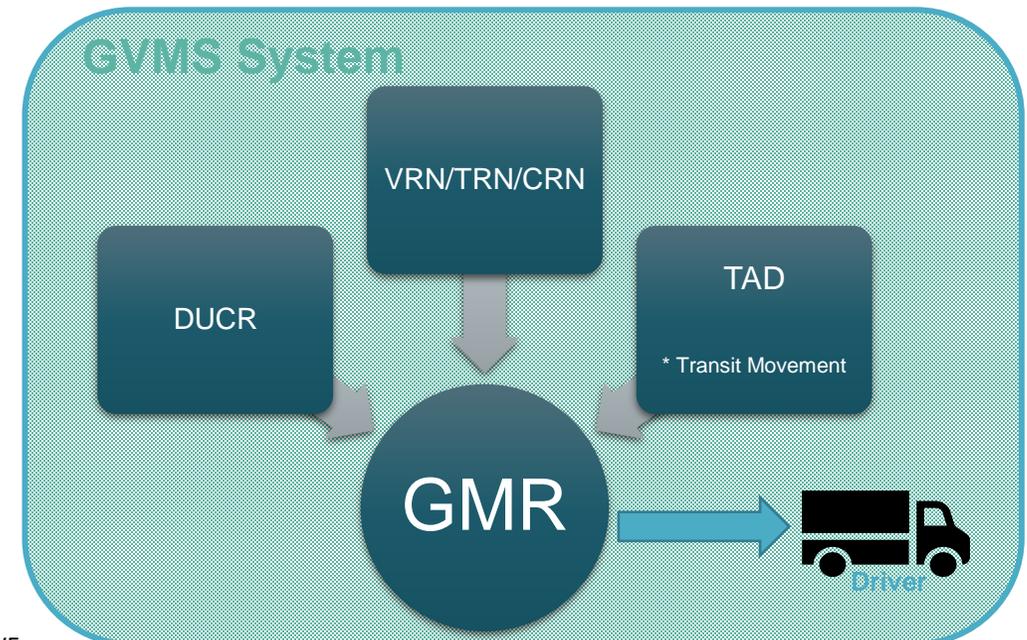
You **must** obtain, from the Declarant, the following information:

- ✓ The relevant licenses/permits (as for any other crossings)
- ✓ The Declaration Unique Consignment Reference (DUCR)
- ✓ The Transit Accompanying Documents (TAD) and TAD MRN – For CTC movements only

For completion of a Goods Movement Reference, you will be required to:

- ✓ Generate a GMR from GVMS
- ✓ Link DUCR in GMR and S&S EXS MRN
- ✓ Link Transit Accompanying Documents (TAD) and TAD MRN – For CTC movements only
- ✓ Update GMR with correct VRN/TRN/CRN

You must instruct driver to present the GMR/DUCR and comply with instructions issued by HMG



At NI Place of Exit (All Ports) – Report to Carrier Check-In Facility

(for goods moving under a **Customs Special Procedure in Northern Ireland or in an authorised temporary storage**)

Post Crossing

Report & present GMR at
Carrier check-in
(Belfast/Larne/Warrenpoint)

GMR is validated in GVMS
(Captures GMR, VRN/TRN, validates GMR
in GVMS, confirms checked in crossing
details and VRN/TRN matches VRN/TRN
included in GMR)



No

Receives notification –
Cannot proceed/resolve
GMR

Yes

Driver is advised to
board the vessel

Sends embarkation/
departure notification
containing GMRs to
GVMS via Carrier API

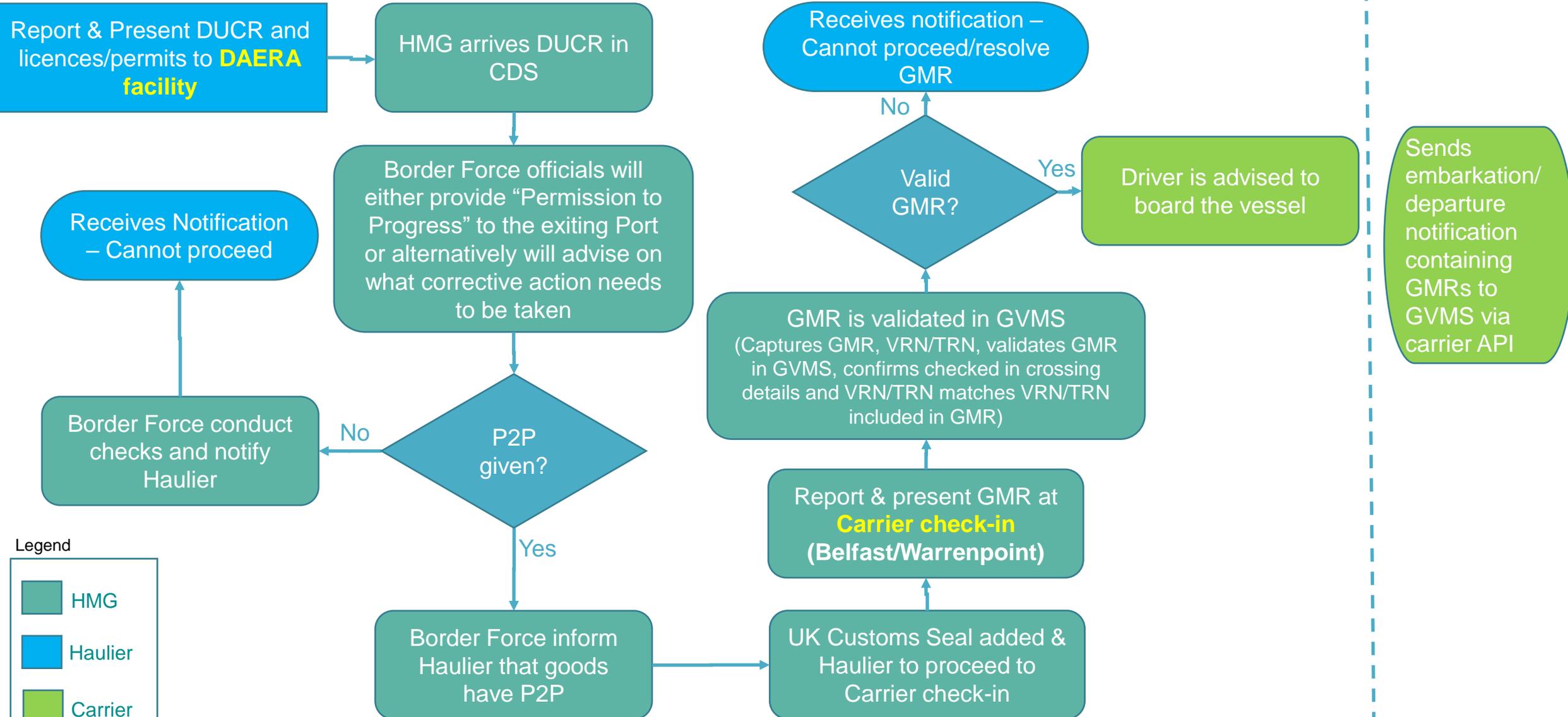
Legend

- HMG
- Haulier
- Carrier

At NI Place of Exit (Belfast & Warrenpoint) – Report to DAERA Facility

(for goods moving **where specific processes apply based on specific international obligations**):

Post Crossing



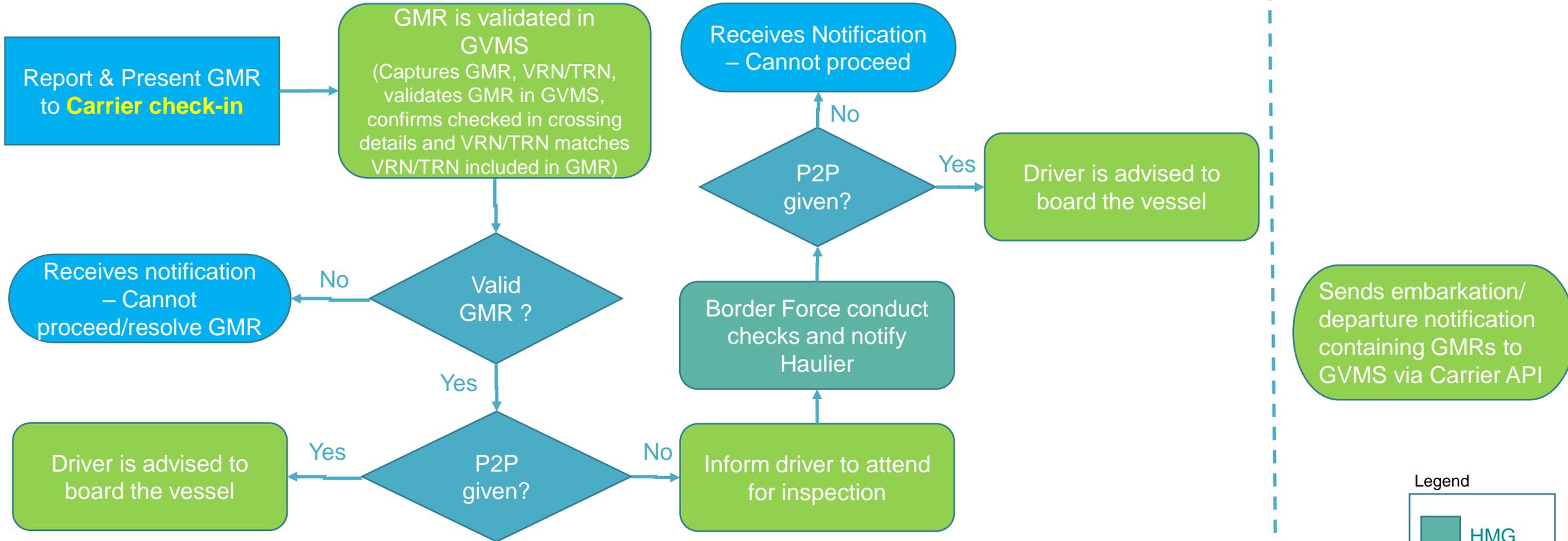
Legend

- HMG
- Haulier
- Carrier

At NI Place of Exit (Larne) – Report to Carrier Check-In Facility

(for goods moving under **Customs Special Procedure or specific international obligations**):

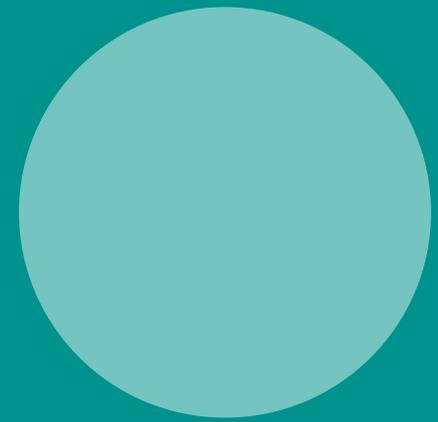
Post Crossing



Legend

	HMG
	Haulier
	Carrier

Q & A



Questions & Answers from Teach-in Session conducted on 11/05/2021

Q1: When exporting goods from RoI to GB via Northern Ireland - 1) Does this class as an RoI export 2) Is a Movement Reference Number (MRN) required, how is it produced, does the GMR coding recognise it?

A: 1) Yes, this type of movement is classed as an RoI export. See link to guidance from the Irish Government [here](#)

However, import declarations will have to be made for the goods arriving in GB. The delayed declaration process can be if the goods qualify.

2) Currently an Export Accompanied Document (EAD) is automatically generated on submission of the declaration. The EAD movement reference number should be included in the appropriate place in the GMR – note that there is no requirement to enter the EAD movement reference number into a GMR until July 2021

Note: Further information will be communicated nearer the time

Q2: What is the difference in the process between an accompanied and unaccompanied movement?

A: For accompanied movements vehicle registration number (VRN) is required. For unaccompanied movements, the-trailer registration number (TRN) is required.

There is very little difference in the overall process, the haulier responsible for moving goods will still need to create and manage the GMR through its lifecycle, they will need to ensure they enter a trailer or container reference (the thing the goods are physically inside). The goods within the GMR will be arrived and risk assessed, and the GMR will have a status applied to it. This status will be known to the haulier, available to the incoming port (who will be facilitating the unaccompanied movement directly) and any tractor unit collecting the container/trailer must also be made, or make themselves aware of the GMR status. They may need to collect it and report to a inland location for instance or they may need to hold off collecting from a port (where capacity exists to conduct checks) until they are aware the GMR status is cleared.



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Q3: What is the process when moving goods from EU>NI using GB as a landbridge?

A: Please see the attached link to our webinar outlining this process [link to Webinar](#)

Q4: When the “Check if you need to report for a inspection” service states that an inspection is required will the driver be signposted to the correct area for inspection?

A: The service is a prototype currently in development and further details will be provided once the product is fully developed. Additional details about attending inland border facility can be accessed via this [link](#)

Q5: Up to what point in the journey are we able to able to change/update the GMR?

A: You can change/update a GMR up until the point of check-in. The only information you cannot change is the direction of travel shown in the GMR

Q6: Under what circumstances would I use Entry in Declarants Records (EIDR) when moving goods from GB to NI?

A: EIDR is a simplified declaration process for imports that allows goods to enter a customs procedure, without the need to provide a full customs declaration at the point of release. For more information please access the GOV.UK pages for simplified declarations [here](#)

Alternatively, [Trader Support Service](#) (TSS) can offer declaration support and advice on the movement of goods from GB to NI



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Q7: Will GVMS prompt you when an incorrect reference number is entered in error? (such as an EAD in “Enter a Transit MRN” field)

A: From 16 May 2021 error messages will be displayed when incorrect CDS MRN (import) CDS Declaration Unique Consignment Reference (DUCR) (export) or TAD MRN information is entered.

Q8: What is the most common error hauliers make when entering information into a GMR?

A: The most common error is entering Export Accompanying Document references into the “Enter a Transit MRN” field - quite often when a GMR is not actually required at all (e.g for non-transit EU>GB movements). To avoid this you should:

- **Step 1** - check whether a GMR is required by checking the information/table in slide 5
- **Step 2** - check that you have entered the correct MRN or DUCR reference outlined in our R1.2 communications (attached in slide 6)

Please note that you should never enter an EAD reference into the “Enter a Transit MRN” field – the only reference you should ever enter here is the MRN from the Transit Accompanying Document which is issued at the Office of Departure

Q9: If I get an error when I enter a reference number into a GMR, should I enter it again?

A: If you have received an error: before entering into the GMR again please refer to steps 1&2 in Q8.

A: The new validation for GVMS will not allow incorrect CDS or Transit information to be added into an MRN. If you encounter a message stating that there is an error, please double check

Q10 : Will you be doing more demos/teach in’s of different movement types (e.g., GB>NI Import)?

A: Yes, a schedule will be published and notified in due course



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Q11: When/in what circumstances are GMR's required for movements between EU>GB/GB>EU and GB>NI/NI>GB?

A: You need to create a goods movement reference if:

- you are moving goods into or through Great Britain (England, Scotland and Wales) from the EU under the Common Transit Convention using a Transit Accompanying Document
- you are moving goods from Great Britain to Northern Ireland
- A GMR is required for direct NI --> GB movement when it's a transit movement OR if an export declaration is required (for P&R goods or goods moving under a customs special procedure).
- From July GVMS will also accept MRNs from export declarations made in an EU state (to fulfil indirect export requirements under the UCC).

You may need to use a goods movement reference for Northern Ireland to Great Britain movements (for example a transit movement).

- At the moment, you do not need a goods movement reference to travel through a port using the Goods Vehicle Movement Service if you are:
- importing goods from the EU into Great Britain, unless you are doing so under the Common Transit Convention
- exporting goods from Great Britain into the EU
- moving goods under the Common Transit Convention from Great Britain into the EU

Route	CTC transit	Other (imports/exports, EIDR, ATA carnet, TIR carnet, empties)
EU to GB	✓	✗ Until January 2022
GB to EU	✗ Until January 2022	✗ Until January 2022
GB to NI	✓	✓
NI to GB	✓	✓ In some cases



Q12: When moving goods from NI>GB under what circumstances is an Export Declaration required?

A: You can find out when an export declaration is required [here](#)

Q13: At what stage do I enter a TAD MRN into a GMR if moving goods under the Common Transit Convention (CTC)?

A: For CTC movements please ensure the Office of Departure processes, including any control actions, are completed and that your movement has been released before you enter any detail into the Goods Movement Reference (GMR).

- If you enter a TAD MRN for a movement that has not been released, GVMS could invalidate the transit declaration for the movement. The trader would need to submit a new transit declaration to re-start the transit movement before the goods could be moved to the UK. This would need to be done at an Office of Departure or Authorised Consignor

Q14: What enhancements are being introduced to GVMS from 16 May 2021?

A: Please refer to the attached communication documents which were issued to Haulier associations on 10 May 2021



Microsoft Word
Document



Microsoft Word
Document



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Messaging Service

Q15: What is the purpose of the driver messaging service?

A: It is not a messaging service as such. It will allow the driver to access the status of their GMR to find out if they have to report for a check, without needing to log in to the GVMS account. It will not be a direct message.

Q16: When does it go live?

A: We are targeting delivery of the new service that will allow the driver to access the status of their GMR, for early July

Q17: How can I access it (from any digital device on GOV.UK)?

A: We will provide users with a URL, to access the service, via GOV.UK. We will provide you when the service is available and the URL to use

Q18: Is there still an opportunity to volunteer to help develop and test HMRC digital services ?

A: Interested parties could sign up to the [User Panel](#) here

Q19: What happens if an inspection is needed – what information is required?

A: This depends on the reason for the inspection. Any physical documentation required to supplement goods movements should be known by the original declarant and passed to the driver as part of the movement. More information for both declarants and hauliers on the documentation required to support customs movements is available on gov.uk

Q20: Will the driver need Government Gateway access to check the inspection status?

A: No



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