

Haulier Webinar/Teach-In 22nd June 2021

Frequently Asked Questions

1. Where can you find the MRN number on an Export Accompanying Document (EAD)?

The MRN number can be found in the top right-hand corner of the EAD (Example can be found on slide 5 of the teach-in presentation)

2. Do you have to complete GVMS for an NI-GB direct movement?

Under some circumstances you will need to complete GVMS for NI to GB movements. For example:

- CTC (Common Transit Convention) movements
- indirect exports from Ireland to GB via NI
- TIR & ATA Carnet movements; and,
- Export declarations in limited circumstances, where goods are moved via customs special procedures or where specific international obligations apply.

For further information please refer to the link [here](#) which will be updated from 4 July.

3. Under what circumstances must GVMS be used from 1st of January 2022?

Where a port has chosen to adopt GVMS, then using GVMS will be mandatory for all commercial freight movements from EU to GB and GB to EU. It is already mandatory to use GVMS for movements from GB to NI, and some movements from NI to GB as noted in question 2.

HMRC will be providing further guidance on what to do if the goods are non-commercial but are being treated as freight by the carrier.

4. Who is responsible for completing a GMR?

The GMR can be completed by any economic operator, although it is most typically Hauliers who are responsible for moving the goods.

5. Where can I find a list of goods which can be declared orally or by conduct?

Further information about oral and by conduct declarations can be found [here](#)

6. Is ICS NI going to be on the TSS?

The free Trader Support Service can help you to submit declarations, including those for Safety & Security. Safety & Security declarations for Northern Ireland are submitted into the ICS (NI) (which has been operational for a number of years). Safety & Security Entry Summary declarations have been mandatory for all goods moving from GB to NI and from Rest of World to NI, since 1 January 2021.

7. Will GVMS be linked to IPAFSS thus making sure the driver messaging functionality also informs users of SPS inspections? Or is it only customs controls?

GVMS does not link into IPAFFs directly but will receive notifications for any DEFRA checks that are generated via HMRC's Customs Declaration Service (CDS) / Customs Handling of Import Export Freight (CHIEF) systems. It is therefore possible that the driver messaging functionality will also inform users of some SPS inspections, however this may not be the case in all scenarios. We suggest the driver checks with the declarant to confirm if any SPS checks are required.

GVMS currently notifies the driver of the cleared or controlled status of a GMR. Please be aware that it will not currently direct a driver to a particular location or advise what type of check is required.

8. What is the latest point that an ENS MRN can be added to the GMR?

An ENS MRN *must* be added to the GMR before the check-in closes, to allow for validation of the GMR. The legal deadline for submitting an ENS depends on the method of travel i.e. if crossing the short sea by ferry, the ENS must be submitted at least 2 hours before arrival in GB.

9.1. Will an FPO integrator who has their own Anti-Smuggling Net (ASN) be required to submit ENS declarations at item level for GB to EU export from 1 January 2022?

Only those Express Operators who currently operate an authorised ASN can use this method for providing safety and security information. Usually, for an export, the Safety & Security information is included within a combined customs/safety & security export declaration. ASNs can continue to be operated, by those currently using them, until further notice.

9.2. Will GVMS allow the same S&S exemption as today for GB to NI Movements?

From 1 January 2021, you need to make an Entry Summary (ENS) declaration before the goods arrive, if you're transporting goods from Great Britain into Northern Ireland.

- For Ports using GVMS – when an ENS declaration is required, a correct MRN will be needed in the GMR which will be validated by the carrier at check-in.
- Safety and security pre-departure requirements do not apply, for goods being moved from GB to NI. Goods can move through GVMS ports without these export declarations, on this route.
- Currently, S&S requirements are temporarily waived on post and parcels moved from GB to NI. These goods can move via GVMS ports without S&S declarations.
- There are some circumstances where a permanent exemption applies, from the requirement to submit an ENS declaration such as empty pallets, containers and vehicles not moved under a transport contract. These movements can continue to move through GVMS ports without an ENS declaration as they do now.

A full list of exempt goods can be found in Article 104 of the Union Customs Code.

10. Are S&S Declarations already not incorporated within the Import entry via CHIEF?

For imports into Great Britain you cannot complete a combined declaration. The customs information is submitted into CHIEF and a separate ENS must be submitted into the S&S GB service for the safety and security information. Combined declarations are only currently available for exports. You will need a GB EORI number to be able to submit ENS into S&S GB.

11. How many MRN i.e. EADs can be added in one GMR? any limit?

The maximum number of MRNs that can be input into one GMR is 25,000

12. Can the GMR be presented on a mobile phone?

Yes, If the mobile phone can successfully display a barcode which is readable by the scanner.

13. Is an MRN required to move goods between NI and GB or is the GMR number sufficient?

Information about what you may need to do if you move goods between NI and GB can be found [here](#). If this confirms you need to make customs declarations, the table below explains what you need to enter into a GMR.

	Direction	
	GB to NI	NI to GB
A Vehicle Registration Number (VRN) if your movement is accompanied	✓	✓
The Trailer Reference Number (TRN) or Container Reference Number (CRN) if your movement is unaccompanied	✓	✓
Transit Accompanying Document MRN for Common Transit Convention movements if relevant	✓	✓
Reference Numbers for ATA and TIR Carnet movements if relevant	✓	✓
Paper Transit Accompanying Document (TAD) or the ATA or TIR carnets, for Common Transit, ATA or TIR carnet movements – these <u>must</u> travel with the goods throughout the journey	✓	✓
An Imports MRN declared into the Customs Declaration Service	✓	x
An Economic Operators Registration and Identification (EORI) number, for goods where the trader is authorised to make declarations in their own records	✓	x
A Combined Customs/Safety and Security Export Declaration - Unique Consignment Reference (DUCR) declared into CDS in limited circumstances	x	✓
An Export Accompanying Document (EAD) for an indirect export to GB declared in the Republic of Ireland	x	✓
Safety and Security Import ENS MRN	✓	x
Safety and Security Export EXS MRN	x	✓ (empty pallets, containers and vehicles being moved under a transport contract, only when moved under transit)

14. If the truck is carrying multi packages in the case of e-comm that are already labelled, does HMRC want an SSD for each package? If so, this will become a major admin burden to the trade.

Safety and security declarations should be submitted at consignment level. A consignment is defined by the transport contract, such as the CMR, air waybill or bill of lading.

15. For scenarios such as EU-GB-EU is the EXS standalone submission required OR if a TSAD is raised either at origin or GB location is the TSAD/TAD + ASN access sufficient?

Transit Security Accompanying Document (TSAD) is not currently available for use on imports to GB and are not widely available across other CTC members.

In the scenario where something moves from EU into GB, an ENS will be required into S&S GB from 1 January 2022; when it moves out of GB into the EU an ENS will be required into the ICS of that EU member state.

Transit can be used, and a TAD would need to accompany the goods on their journey. The standalone EXS is only used in an export scenario where there is no combined customs/safety and security declaration being submitted.

16. Are there timelines as to when the TSAD will be accepted by Customs as a combined Transit and S&S entry?

HMRC are currently reviewing the implementation of TSADs and will provide an update in due course.

17. We use a bulk container with hazardous liquid and sometimes take 26000 litres over to Belfast, deliver 12000 litres and bring the rest back to the UK for delivery to Scotland (for example), would the remaining product need to be declared as an export / import or would there be a transit (or similar) arrangement?

You can find information about special procedure goods and communications previously issued in May 2021, here: -



NI-GB Exports GVMS
R1.1- Haulier Comms.

18. Exports from GB to Germany: Is it necessary for the truck to be on the yard of the customs broker before the process of the T1 document can be started? In Germany we can announce that the lorry is loaded and can start the process without the lorry being on the yard of the customs broker. The customs broker can start and finish it and email the T1

A requirement of the CTC is that goods starting their CTC movements from an authorised consignor premises must be made available for examination by the Customs Authorities : Authorised consignors may be approved to use more than one office of departure and may specify more than one 'authorised

location' in the application. Each location to be used must be associated with and approved by each designated office of departure.

Authorised consignors must have the goods available for examination at the 'authorised location' associated with the designated office of departure and the 'authorised location' must be recorded in the NCTS.

19. Can we clarify that an indirect ROI export also requires a T2 in addition to the MRN and EAD

Yes, a T2 transit movement should be used for ROI movements that cross GB to another EU Member State or non-EU CTC contracting party and then exiting for Rest of World.