

The Goods Vehicle Movement Service (GVMS)

The Goods Vehicle Movement Service (GVMS) will go live at 11pm on December 31st. There is a range of information to support Hauliers and this has been summarised in this update. From January GVMS will be available for use in the following processes

- EU>GB – GVMS will be used for Office of Transit
- EU>GB – GVMS will **not** be used for imports
- GB>EU – GVMS will **not** be used for exports
- GB>NI - GVMS will be used for Office of Transit
- GB>NI - GVMS will be used for imports
- NI>GB - GVMS will be used for Office of Transit
- NI>GB - GVMS will be used for exports (in limited circumstances)

Key information to be aware of:

- [EU>GB Haulier Webinar](#) - available on YouTube [Link here](#)
- [GB>NI GVMS Haulier webinar](#) - available on YouTube [Link here](#)
- Haulier Handbook available on Gov.uk [Link here](#)
- GVMS End to End Service Guide - [Link here](#)
- GVMS API Tech Specs - [Link here](#)
- Applying for a GB EORI – You can apply for a GB EORI via this link <https://www.gov.uk/eori>

Full GVMS info/guidance will be available on Gov.uk from 08/12/20 and key dates to be aware of are:

Key Dates	Milestone
08/12/2020	Registration Go-Live (supporting guidance to be accessed here)
23/12/2020	Ability to create a GMR
31/12/2020	Full service Go-Live (Transit & GB > NI)
01/07/2021	Full service Go-Live (EU > GB)

Live proving (assurance of the system) will take place 14/12/2020

Full list of GVMS ports to be published on GOV.UK in December 2020

Hauliers

Frequently Asked Questions (FAQs)

There is now a transition period until the end of 2020 while the UK and EU negotiate additional arrangements. The current rules on trade and business for the UK and EU will continue to apply during the transition period. New rules will take effect on 1 January 2021. This FAQ document focuses on the common questions raised by hauliers in GVMS Haulier Webinars and Trade Association event to better prepare for the new rules post the transition period, 1 January 2021.

All information contained in this document is correct at time of publication but all links to external government websites should be checked regularly as official advice is likely to be updated as the situation continues to develop.

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GVMS FAQ

Goods Vehicle Movement Service

- [1. What documents does GVMS require you to have on your person?](#)
- [2. What is the end-to-end GVMS process, including GMR, MRNs etc.](#)
- [3. What is the end-to-end flow process of relevant customs stakeholders and responsibilities and shipping movements?](#)

1. What documents does GVMS require you to have on your person?

For information relating to transporting goods between GB and the EU from January 21 and the documentation required, please access the guidance [here](#) on GOV.uk

2. What is the end-to-end GVMS process, including GMR, MRNs etc.?

[Guidance](#) was published on 08/12 to support [registration](#) for the GVMS Service and there will be a further publication on 23/12 to support the creation of a GMR. The recent GVMS webinars walkthrough the end to end process for GVMS and the detailed customer journeys below (in Q3) detail each step.

- [EU>GB Haulier Webinar](#) - available on YouTube [Link here](#)
- [GB>NI GVMS Haulier webinar](#) - available on YouTube [Link here](#)

3. What is the end to end flow process of relevant customs stakeholders and responsibilities?

Attached are the following GVMS end to end flow processes:

GB Customer Journey



200810 GVMS GB
Customer Journeys.pptx

NI Customer Journey



201028 GVMS NI
Customer Journeys.pptx

Transit Customer Journey



201028 GVMS Transit
Customer Journeys.pptx

Transit Landbridge Customer Journey



201028 GVMS Transit
Landbridge Customer

EORI FAQ

Economic Operator Registration and Identification Number

1. [What are the conditions and requirements needed for a GB and XI EORI number?](#)
2. [How do you register for a government gateway account and how does that differ if you are small/large business or subsidiary?](#)

1. What are the conditions and requirements needed for a GB and XI EORI number?

For information relating to the GB and XI EORI numbers, please access the EORI guidance [here](#) on GOV.uk

2. How do you register for a government gateway account and how does that differ if you are small/large business or subsidiary?

When a small/large business applies for an EORI, and they do not have a GG account, they can apply when they start their EORI application.

If a subsidiary starts the digital journey to get an EORI, when asked whether they are part of a VAT group, they say “yes”, they will be redirected to a form (rather than completing the digital journey). This form will not require a GG account.

For information relating to registering for HMRC online services including government gateway accounts, please access this guidance [here](#) on GOV.uk

Declarations FAQ

1. [What declarations are required for hauliers using GVMS for 1st Jan?](#)
2. [What is the 'delayed declaration model', and how do hauliers get access to it?](#)

1. What declarations are required for hauliers using GVMS for 1st Jan?

Movements	Declarations
EU > GB	Transit Movement Reference Number (MRN)
GB>EU	N/A

GB>NI	Transit MRN + Entry Summary Declaration (ENS) MRN
	Import MRN + ENS MRN
	EIDR (EORI) + ENS MRN
	ATA Carnet
	TIR Carnet + ENS MRN
	Empty + ENS MRN if under a Contract of Carriage (COC)
NI>GB	Transit MRN + Exit Summary Declaration DUCR
	ATA Carnet
	TIR Carnet + EXS DUCR
	Empty + EXS DUCR if under COC

2. What is the delayed declaration model?

For movements from the European Union to Great Britain the staged approach announced by the UK Government allows traders (or their intermediary) to make a record in their own commercial records at the point of entry of goods into GB, and then follow this with a supplementary declaration which must be submitted to HMRC within six months of the point of import.

This approach simplifies requirements for the vast majority of imports until July 2021.

For further information, please refer to page 32 of the Border Operating Model which can be accessed [here](#)

TSS FAQ

Trader Support Services

1. [What is TSS and what are the requirements for a TSS declaration?](#)

1. What is TSS and what are the requirements for a TSS declaration?

For information relating to the Trader Support Service, please access the TSS guidance [here](#) on GOV.UK. Customer journeys can be found [here](#) on the Northern Ireland Customs and Trade Academy site.

Goods FAQ

1. [What does 'Line of Sight' mean for goods movements?](#)
2. [What are controlled goods and what extra steps are needed to move them?](#)
3. [What happens when the goods get to the non-inventory linked border if we get P2P from the approved customs premises inland?](#)

1. What does 'Line of Sight' mean for goods movements?

When referring to "line of sight" in the presentations we are referring to the communication line between hauliers and drivers e.g. to resolve any potential issues during the journey such as vehicle breaking down or if you need to re-route your journey.

2. What are controlled goods and what extra steps are needed to move them?

For a list of controlled goods and how to move them, please refer to Annex C (page 230) of the Border Operating Model (PE) which can be accessed [here](#)

3. What happens when the goods get to the non-inventory linked border if we get P2P from the approved customs premises inland?

From January 2021 to the end of June 2021 for goods moving via locations without existing customs control systems, including RoRo listed locations and other non-inventory linked locations, an arrived declaration must be submitted before the goods have left the trader's premises.

From July 2021 only goods moving via specified locations can submit an arrived declaration. After the declaration is submitted the declarant will receive 'Permission to Progress' (P2P) or a specific routing in order to be checked. From January 2021 hauliers will need to carry evidence that a declaration has been made.

For further information, please refer to page 142 of the Border Operating Model which can be accessed [here](#)

S&S FAQ

Safety and Security

1. [What information is required for a S&S declaration and how do hauliers make one?](#)
2. [How are S&S declaration entries to be conducted? Is there a software or possibility to do it online?](#)
3. [What information is required for a S&S declaration and how do hauliers make one?](#)
4. [Will we get some more information about the ENS safety and security declarations?](#)
5. [Are the export S&S declarations included in the export NES?](#)

1. What information is required for a S&S declaration and how do hauliers make one?

The UK's approach to Safety and Security (S&S) is in line with the World Customs Organisation's (WCO) SAFE framework, which requires the pre-arrival or departure collection and risking of information for all consignments entering or exiting a territory. It protects the UK against potential threats such as terrorism and the trade from illicit goods such as guns and drugs while facilitating the movement of legitimate trade into or out of the UK.

From 1 January 2021, S&S declarations will become due on imports to, and exports from Great Britain. However, as part of the Government approach to address the adverse impacts of COVID-19 on business's preparations for the new customs requirements, Safety and Security declarations on goods imported from the EU to Great Britain will be waived for 6

months. The 6-month waiver on S&S requirements for imported goods applies to all goods from the EU and other places where S&S information is not currently required. From 1 July 2021, S&S import declarations will be required for these movements.

The waiver will not apply to goods moving from Great Britain to Northern Ireland. From 1 January 2021, Entry Summary Declarations (ENS) will be required on goods moved from Great Britain to Northern Ireland. There will be no ENS requirements for NI businesses moving goods to the rest of the UK.

ENS must be submitted into the S&S GB system for imports to Great Britain, or into ICS NI for Northern Ireland.

Carriers have the legal responsibility to ensure that the UK customs authority is provided with S&S pre-arrival information, by way of Entry Summary declarations, for goods being imported to GB. For S&S the carrier is defined as the “operator of the active means of transport”. The carrier can agree to pass the requirement onto the trader, however, the carrier will still have the legal responsibility

The way the goods are transported impacts on how far in advance of UK customs control an S&S import declaration must be made. Goods must have their S&S import declaration submitted a specific number of hours in advance of arriving in a UK port. This is to ensure there is sufficient time for Border Force to assess the declarations.

Additionally, from 1 January 2021 the UK government will require safety and security information on goods exported to the EU. Goods being moved from Great Britain into Northern Ireland will not require an export Safety and Security Declaration. For customs export declarations, which are often used to fulfil S&S requirements on exports, or for standalone Exit Summary Declaration (EXS), the submission is made on CHIEF for goods exported from Great Britain, and the Customs Declaration Service (CDS), for goods exported from Northern Ireland.

Carriers have the legal responsibility to make sure the UK customs authority is provided with pre-departure safety and security information.

You must present your exit summary declaration to customs before export, so it can be risk assessed. Safety and security information must be submitted a specific number of hours in advance of the goods leaving a UK port. The way goods are transported affects how far in advance the safety and security information must be provided, before leaving UK custom control.

2. How are S&S declaration entries to be conducted? Is there a software or possibility to do it online?

The submission of the Entry Summary Declaration (ENS) for imports to Great Britain must be made in the ‘S&S GB’ system, which will be available from 1 January 2021.

The submission of the ENS for imports to Northern Ireland must be made into the ICS (NI) system.

For customs export declarations, which are often used to fulfil S&S requirements on exports, or for standalone Exit Summary Declaration (EXS), the submission is made on CHIEF for goods exported from Great Britain, and the Customs Declaration Service (CDS), for goods exported from Northern Ireland.

3. What information is required for a S&S declaration and how do hauliers make one?

The data required for an Entry Summary Declaration (ENS) includes; consignor, consignee, a description of the goods, routing (country by country), conveyance (e.g. flight reference) and time of arrival. The submission of the ENS for imports to Great Britain must be made in the 'S&S GB' system, which will be available from 1 January 2021. The submission of the ENS for imports to Northern Ireland must be made into the ICS (NI) system.

For customs export declarations, which are often used to fulfil S&S requirements on exports, or for standalone Exit Summary Declaration (EXS), the submission is made on CHIEF for goods exported from Great Britain, and the Customs Declaration Service (CDS), for goods exported from Northern Ireland. The data required for a pre-departure declaration includes; the name of the consignor and consignee, a description of the goods, routing (country by country), location of goods, customs office of departure

4. Will we get some more information about the ENS safety and security declarations?

From 1 January 2021 Safety and Security declarations on goods imported from the EU to Great Britain will be waived for 6 months. The 6-month waiver on S&S requirements for imported goods applies to all goods from the EU and other places where S&S information is not currently required. From 1 July 2021, S&S import declarations will be required for these movements.

The waiver will not apply to goods moving from Great Britain to Northern Ireland. From 1 January 2021, Entry Summary Declarations (ENS) will be required on goods moved from Great Britain to Northern Ireland. There will be no ENS requirements for NI businesses moving goods to the rest of the UK.

ENS must be submitted into the S&S GB system for imports to Great Britain, or into ICS NI for Northern Ireland.

Carriers have the legal responsibility to ensure that the UK customs authority is provided with S&S pre-arrival information.

5. Are the export S&S declarations included in the export NES?

From 1 January 2021 the UK government will require safety and security information on goods exported to the EU. Goods being moved from Great Britain into Northern Ireland will not require an export Safety and Security Declaration.

For customs export declarations, which are often used to fulfil S&S requirements on exports, or for standalone Exit Summary Declaration (EXS), the submission is made through NES on CHIEF for goods exported from Great Britain, and the Customs Declaration Service (CDS), for goods exported from Northern Ireland

EIDR FAQ

1. [What is EIDR?](#)

1. What is EIDR?

EIDR (Entry in Declarants Records) 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. It enables operators to manage cash flow by allowing them to provide fiscal data at a later date. It also removes the requirement for a supplementary declaration when entering goods to a customs warehouse.

For more information please access the GOV.UK pages for simplified declarations [here](#)

Exports FAQ

1. [What is the UK Export guidance, are customs agents required on the EU side to clear goods?](#)

1. What is the UK Export guidance, are customs agents required on the EU side to clear goods?

For GVMS Export movements from GB > EU are currently not in scope for January 2021.

For further information regarding Export requirements, please refer to Section 4 of the Border Operating Model. Customs Declaration are complicated so many businesses choose to get a customs intermediary to help complete their formalities.

Page 26 of the Border Operating Model refers to intermediaries which can be accessed [here](#)

Transit FAQ

1. [What is NCTS?](#)
2. [How is Office of Transit operating in the new model and what is happening with paper TADs?](#)
3. [What is the process for unaccompanied movements from EU - GB? Who submits these declarations?](#)

1. What is NCTS?

The New Computerised Transit System (NCTS) is a system of electronic declaration and processing that traders must use to submit Common and Union Transit declarations

electronically. For movements within the EU NCTS is also used to submit Transports Internationaux Routiers (TIR) messages.

The NCTS will process the declaration and control the transit movement. It's used by the UK, all member states of the EU and the signatories of the Common Transit Convention. The Common Transit procedure can be used for movements between the UK, the EU and the Common Transit countries. These are the European Free Trade Association (EFTA) countries (Switzerland, Liechtenstein, Norway and Iceland) and Turkey, North Macedonia and Serbia.

The TIR procedure can be used for transit operations that begin, end or transit a third (non-EU) country that are parties to the TIR convention. From 1 January 2021 TIR movements in GB will no longer need to be entered into NCTS, but you'll have to declare such goods to NCTS for any part of the journey taking place within NI and the EU.
goods to NCTS for any part of the journey taking place within the UK and the EU.

For more information relating to NCTS, you can access the NCTS guidance [here](#)

2. How is Office of Transit operating in the new model and what is happening with paper TADs?

If GVMS is being adopted at the GB or NI port of entry, the Goods Movement Request (GMR) must be populated with Transit Movement Reference Numbers (MRN) before check in with the carrier. Upon embarkation of the vessel GVMS will communicate with various HMG systems including NCTS and will enable the office of transit function to be completed digitally. A message will be returned to the port, carrier and haulier to confirm if the goods are cleared or if a check is required by UK Border Force (this may be at the port of entry or an inland site)

More information relating to Inland Sites can be obtained in Border Operating Model which can be accessed [here](#). Please also refer to the GOV.UK pages [attending an inland border facility](#)

Under the terms of the Common Transit Convention the paper TAD must accompany the goods at all times.

3. What is the process for unaccompanied Transit movements from EU - GB? Who submits these declarations?

When using GVMS the process is the same as for accompanied, only the haulier checking in on the GB facing port enters either the container or trailer reference number into GVMS instead of the Vehicle reference number. This then gives them the GMR and the carrier confirms CRN/TRN is correct. This is referred to in both of the Webinars uploaded to YouTube

Smart Freight App FAQ

1. [What way is the messaging being sent to the driver? How does the Smart Freight app fit into the delivery plan?](#)

1. What way is the messaging being sent to the driver? How does the Smart Freight app fit into the delivery plan?

When finalised Good Movement Requests (GMR) via GVMS are submitted to HMG systems following disembarkation, hold/release messages will be returned and sent to the ports, carriers and hauliers. Upon receipt of messages hauliers should ensure communication lines are in place to pass these to their drivers. However, some carriers may assist in the relaying these too – for example via: screens.

In advance of travel you are advised to consult your carrier and their Terms and Conditions to establish what arrangements and processes they have in place.

Smart Freight (Now known as "Check an HGV is ready to cross the Border") is a separate system to ensure the correct documentation and Kent Access Permits are in place before HGV's travelling via: Dover or Eurotunnel enter Kent. It is not linked to GVMS.

For further guidance please access the GOV.UK Haulier Handbook [here](#)

Temporary Storage FAQ

1. [What is Temporary Storage?](#)

1. What is Temporary Storage?

Goods imported from the EU can be stored temporarily under customs control before they are released to free circulation, exported or placed under the outward processing procedure, or placed under a special procedure (inward processing, customs warehousing, authorised use, or temporary admission). This will mean traders can defer making a customs declaration and paying duties and taxes for up to 90 days from the date the goods are presented. An authorisation is required to operate a temporary storage facility. More details are available

For information relating to eligibility to applying and operating a temporary storage facility, please access the Temporary Storage guidance [here](#) on GOV.uk

Invoicing FAQ

1. [What are the invoicing requirements e.g. incoterm?](#)

1. What are the invoicing requirements e.g. incoterm?

International Chambers of Commerce Incoterms regulate the rights and obligations of buyers and sellers in international trade. This includes the transfer of goods to the buyer, transport

costs, liability for loss and damage to the goods and insurance costs. They are recognised worldwide and of great importance in foreign trade.

Incoterms are revised every 10 years, and the 2020 version was released in September 2019

Commercial invoices are required for customs valuation and audit purposes for import and export declarations and used calculate duty/VAT amounts. Notice 252 provides further information on this. This can be accessed [here](#)

Webinars FAQ

1. [Are the Haulier Webinars going to be available online and in other European languages? Will there be an acronym glossary available?](#)

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For more information, you can access the Haulier webinars (date), now [available on YouTube](#). They can be accessed via the following links:

GB > NI GVMS Haulier Webinar – [click here](#)

EY > GB Haulier Webinar – [click here](#)

The webinars will not be made available in other languages. All acronyms in the webinars are explained in the PowerPoint presentations