



3-7, rue Schiller L-2519 Luxembourg - Grand Duché de Luxembourg

Transit Bookings Westbound (EU to UK)

Luxembourg, 13/01/2021

Dear Customer,

You receive this letter in relation to transit bookings for T-1 and T-2.

Transits from EU to UK (Westbound)

Option 1: Transit to end at EU port of Exit, i.e. Zeebrugge or Rotterdam

In C-Web enter as follows ad a consignment and choose:

- UK border process: Temporary Storage (T) or Prelodged (P)
- Type of goods: Controlled goods (C) if T1 / either if T2
- Doctype: T1/T2
- Docnumber: MRN number of document
- Expiry date: As per document
- Office of destination: Rotterdam: NL000510
Zeebrugge: BE343000
- Complete consignments as usual.

This will then cause the transit movement to end at EU port of loading and will enter UK as per normal process.

Option 2: Transit to end in UK (but not Tilbury or Immingham!) or beyond

- Uk Border process: CTC (M)
- GMR required: Enter GMRid obtained via GVMS
- Doctype: T1/T2
- Docnumber: MRN number of document
- Expiry date: As per document
- Office of destination: Any customs office except: GB000074 & GB000149
- Complete consignments as usual.

If you want to end movement in Tilbury or Immingham, following options would be available, however we would advise not to make us of it because of additional administrative activities and manual (customs) intervention:

- 1) **Transit to unloading place with authorised consignee** – this is the best option - then no involvement from Border Force is required and they will need to be cleared when they arrive there. Please note GVMS is also required for this.
- 2) **Transit to inland border location** – not ideal – you will need to ensure to have clearance paperwork available otherwise border force will not process it, wasted miles, wasted hours and general uncertainty regarding authorities being able to process everything in a timely manner. Also GVMS is required for this.
- 3) **Transit to European port of exit** – Zeebrugge/Rotterdam are setup with Authorised Consignee permits and can automatically end the Transit movement via the NCTS system. This is fully automated, requires no presentation to customs and units can enter the UK as a standard movement. We also don't need the physical TAD. You will then need clearance paperwork to be able to leave the UK port of entry.
- 4) **Transit to UK port of entry** – you will also need clearance paperwork to be able to leave the port of entry however border force is involved to deal with the transit paperwork including paperwork, requirement for paper TAD to be with the unit, manual exchange of customs document numbers and details and general uncertainty regarding authorities being able to process everything in a timely manner. Based on our understanding also for this option, UK border force expects GVMS records.

Clearly the formalities for you with option 3 and 4 are the same: clearance (either temporary storage or pre lodgement based) is required at the border and in any case before it leaves the UK port of entry.

The administration in option 4 is significantly more cumbersome, higher risk of blockages/inspections, requires paper copies of documents, etc. compared with option 3.

This is why we have **disallowed** option 4, as it is far less efficient than option 3 and it has exactly the same outcome for the client's formalities at the border.

Should you have any queries in relation to the above, please do not hesitate to contact us.



Best regards,

CLdN ro-ro S.A.