



HM Revenue
& Customs

EoS&C exports webinar FAQ's, Part -2 (held on 2nd December 2021)

TAD MRN and DUCR/MUCR:

1. Is the TAD MRN mandatory or will the individual DUCRs be sufficient for export?

Ans: The entry of individual DUCR's is mandatory for GVMS but we can accept the TAD MRN for CTC movements instead, if you are moving through an "arrived" export port or are Customs Supervised Export (CSE) authorised.

2. What is the difference between DUCR and MUCR?

Ans: DUCR stands for Declaration Unique Consignment Reference. It is also the primary data item for matching consignments containing goods on the CHIEF. DUCR uses for single consignment of goods.

MUCR stands for Master Unique Consignment Reference and it uses for group or 'link' several DUCRs under a MUCR.

S&S:

3. When do we need to put Entry Summary Declaration (ENS) into GVMS, who is responsible for that?

Ans: You will need to make an entry summary declaration (ENS) before the goods arrive in Great Britain (GB). The requirement to submit an ENS for movements from the EU into GB will start from 1 July 2022, however we will encourage and support submission of an ENS before this date.

The legal requirement to submit a declaration lies with the operator of the active means of transport on, or in, which the goods are brought into the Customs territory.

If your goods are travelling by roll on roll off, the haulage company is responsible for submitting the declaration for 'accompanied' goods and the ferry operator is responsible for 'unaccompanied' goods.

Further information can be found at Making an entry summary declaration - GOV.UK (www.gov.uk)

4. Can you please confirm whether it is required to enter an EXS for declarations by conduct? e.g., shipments of reusable containers?

Ans: Safety and security information must be provided for all export movements out of Great Britain (England, Scotland and Wales), unless they are going to Northern Ireland. Most goods being exported will be covered by a full export declaration which includes safety and security data, so an exit summary declaration (EXS) is not a common requirement.

An EXS is required when:

- empty pallets, containers, vehicles are moved under a transport contract (including empty reusable packaging such as stillages or roll-cages)
- goods have remained in temporary storage for more than 14 days
- goods have remained in temporary storage for less than 14 days, but the import safety and security declaration details are unknown, or the destination or consignee has changed
- goods are moved under transit and there is no full export declaration using either a:
 - transit accompanying document (TAD)
 - transit security accompanying document (TSAD)
 - transports internationaux routiers (TIR) carnet document

The main reason for this would be that the goods arrived in the GB under cover of a transit procedure and are exiting GB as part of the same transit movement

Some goods and packaging can be declared Orally or By Conduct and you can find further information at:

[Declaring reusable packaging for Great Britain imports and exports - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

[Find out when to make an exit summary declaration - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

GVMS:

5. If the pre-lodged entry completed by the trader is declared as entering through Dover and the haulier changes route and arrives through another port what will happen? Will the pre-lodged entry still be automatically arrived? Or what will happen if we decide to change the port during export journey?

Ans: For imports you can change the GMR at any time up until the point of check in, with the new port of departure entry details.

For exports if a haulier is re-routed from an arrived export port to a standard export port, nothing needs to be changed as the export declaration will be re-arrived and re-risked by GVMS or an inventory system at the port of departure. The existing GMR will still be valid. However, if the journey is re-routed from a standard export port to an arrived exports port, the declarant would need to amend the declaration DUCR with the correct port details and the haulier will need to update the GMR. If goods arrive at a port using the arrived exports process without Permission to Progress (P2P) in place they will be rejected at the port check-in.

6. If a haulier switches between a GVMS and a temporary storage port, is it possible to cancel a GMR?

Ans: If the GMR has not been checked in with the carrier then it can be deleted.

7. What are the grounds/commodities permitting a 'declaration by conduct' and oral declaration?

Ans: Please refer to the GOV.UK guidance [-List of goods applicable to oral and by conduct declarations - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

8. What are the key requirements for arrived exports model and standard exports model and what ports use arrived exports model? Are all GB ports using GVMS for Exports?

Arrived Exports:

The “Arrived” Exports model will be adopted at exiting GVMS ports that do not have the infrastructure and configuration for the appropriate checks to be carried out before the goods leave GB from 01 January 2022. These ports are:

- *Dover*
- *Eurotunnel*
- *Fishguard*
- *Heysham*
- *Holyhead*
- *Liverpool*
- *Pembroke*

When exporting goods through any of the above ports, the declarant/trader/agent must make an “arrived” declaration into CHIEF or CDS and must pass the Declaration Unique Consignment Reference (DUCR) to the haulier for entry into the GMR.

The haulier moving the goods must act on any instructions from the declarant/trader/agent to attend an Inland Border Facility for checks and/or wait for permission to proceed (P2P) to be granted status before travelling to the exiting port. GVMS will confirm this P2P status.

For further details about and how to attend an Inland Border Facility, please refer to the GOV.UK guidance [here](#).

Standard Exports:

The standard exports process will be carried out at GVMS ports that have the necessary space and infrastructure for pre-departure checks to be carried out.

When exporting goods through any of the standard ports, the declarant/trader/agent must make a “pre-lodged” declaration into CHIEF/CDS. The Declaration Unique Consignment reference generated, must be passed to the haulier moving the goods to enter into a GMR.

The haulier can then travel to the exiting port to check in the GMR. The permission to proceed (P2P) status is granted either at check in or after any checks that are required. Any such checks will be carried out at the port.

For detailed information around both export processes, please refer to the webinar held on 5th October 2021 YouTube [Link here](#)

9. Will we require a GMR for goods loaded before 31/12/2021 but the original shipment will be in January 2022?

Ans: Yes, you will be required to create a valid GMR if you move any goods from 00:01 on 1 January 2022 as Staged Customs Controls will end from 00:00 (GMT) on 31 December 2021. For imports, hauliers can start creating GMR's from 15 December 2021 and for exports it will be live from 29 December 2021. Therefore, if you are moving goods through a border location which have adopted GVMS you must provide a Goods Movement Reference (GMR) from 1 January 2022. If you do not provide a valid GMR you will not be able to board the ferry or shuttle. Hauliers can create a GMR 28 days prior to embarkation.

IBF:

10. What will happen if P2P is not given and HMRC state the DUCR is under query and we need to check your goods? Does GVMS system give automatic notification for inspection required message or we need to check it constantly?

Ans: If we select your goods for checks it will be flagged on the CHIEF (Customs Handling of Import and Export Freight) system and visible to the exporter (declarant/trader). Once checks are cleared, they will be marked as such in CHIEF (either by Border Force for a route 2 or NCH for route 1. If it's a route 6 with lack of funds, once funds are deposited it will automatically clear). CHIEF will also pass that message to GVMS which will mark the GMR as 'complete'.

Hauliers will get a notification in GVMS on the Government Gateway or via the API, that goods do not have P2P and would need to check the status of their GMR

11. If we are moving goods through a GVMS port and selected for a route 1 (documentary) check, should I attend an Inland Border Facility?

Ans: If you are selected for a documentary (Route 1) check, this will normally be satisfied by the declarant sending the requested documents electronically to the National Clearance Hub (NCH). If your goods are moving through the high-volume border locations of Dover, Eurotunnel or Holyhead and an inspection (Route 2) is required, then you must attend an [Inland Border Facility](#). If you are travelling through any other border locations, then you should attend the local facility at that Border Location.

12. Will the driver need the government gateway log in credentials to check driver / vehicle status?

Ans: The driver doesn't need to have government gateway account/login for the 'Check if you need to report for an inspection' service.

However, the 'Check if you need to report for an inspection service' for drivers currently only provides details on customs checks – so it is key for you to have a channel with declarants to identify any additional inspections that may be required, such as DEFRA or CITES.

13. Where can we get all of your GVMS training materials/webinars?

Ans: Below is a list of presentations we have delivered so far, which are available on YouTube.. You cannot search for these videos, so will need to access via the links below.

- *EU>GB Haulier Webinar R1.0 - available on YouTube [Link here](#)*

- GB>NI GVMS Haulier webinar R1.0 - available on YouTube [Link here](#)
- GVMS Haulier Webinar 2 (moving good through Ports) R1.0 – available on YouTube [Link here](#)
- GVMS Releases 1.1 & 1.2 – available on YouTube [Link here](#)
- GVMS Release 2.0 and Safety and Security– available on YouTube [Link here](#)
- Exit Summary declaration (EXS) overview on YouTube [Link here](#)
- Standard and Arrived Exports (Jan 22) available on YouTube [Link here](#)
- GVMS Registrations Webinar available on YouTube [Link here](#)
- GVMS Registration journey (specific for Non-UK haulier) available on YouTube [Link here](#)
- EoSCC imports webinar GVMS release 2.2 available on YouTube [Link here](#)
- EoSCC exports webinar GVMS release 2.2 available on YouTube [Link here](#)
- GVMS step-by-step guide available on YouTube [Link here](#)
- GVMS registration and overview FAQ
- Exports Webinar FAQ

14. What is the procedure for entering a TAD MRN for standard export ports?

Ans: For Standard Export locations (where the declarations are submitted as pre-lodged) using GVMS or if the traders are not approved for CSE - Export DUCRs will have to be provided either to the inventory of the port operator or to GVMS. The TAD MRNs will not be required to be presented for these movements.

15. What are the procedures for EX-D instead of EX-A where P2P is currently given immediately in the RoRo GVMS ports?

Ans: From 1st January 2022 goods exported via all locations will be subject to full customs control and most will follow the standard exports process. Only goods moving via specified locations, identified as having space constraints, will be able to submit an arrived declaration.

- *At locations without space, checks on goods must be completed and P2P granted before proceeding to the point of departure. At the point of departure carriers will verify that P2P is in place before allowing goods to board, any goods not holding valid P2P will be turned around, a departure message will then be needed to confirm the goods have left the country.*
- *For locations identified as having space (including RoRo ports using GVMS), the standard exports process using a pre-lodged exports declaration will be followed. The goods will then proceed to their point of departure (or other customs approved area such as a DEP) where the goods will be arrived and presented, followed by any required checks. After which Permission to Progress (P2P) will be granted and the goods can be exported which must be followed by a departure message.*

16. How about the army goods / NATO BAOR302 and how this will be proceeded to go?

Ans: Army goods will be categorised in declaration by conduct, but they will still require a valid GMR. For more details, please visit our GOV.UK website.

17. What is the procedure if the vehicle has empties and the driver is returning to EU with an empty truck?

Ans: You must complete a GMR if moving goods and making declarations orally or under conduct this includes empty vehicles, trailers, containers and containers (either 100% empty or which contain recyclable packaging).

The oral/conduct and/or empty options should be selected as appropriate when completing your GMR

18. I am unable to find IBF app on my phone, where can I get it?

Ans: You can find the app in any android/iPhone mobile phone and the name is 'Attend an inland border facility'.

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Attend an inland
border facility
Visionist

API:

19. Is there a GVMS API available and how does it work for Dual Code system?

Ans: Yes, there is a GVMS API available for hauliers. You can find the information on gov.uk in the HMRC Developer Hub.

When moving "arrived" exports between the Port of Dover and Eurotunnel hauliers/drivers could decide to swap from one location to the other due to congestion or driver choice. Therefore it is advised that the dual code for Dover/Eurotunnel is used by the declarant/trader on their customs declaration as this will provide flexibility for the haulier/driver to swap between the two locations.

20. Can we test TIR movements in the GVMS ports prior to 1st Jan 2022?

Ans: It is possible to participate in our live proving exercises prior to 1 January 2022. If you would like to do so, please contact our EULive Proving mailbox - euliveproving@hmrc.gov.uk

GMR

21. Is it possible to cancel the GMR, for example we discover rather is a mistake?

Ans: Any incomplete/incorrect/unfinalised GMRs can be amended or deleted in GVMS.

22. Can I use Dual Code for both imports and exports declaration?

Ans: The dual code for Dover/Eurotunnel is available for both directions between EU and GB.

23. What will happen if both haulier and logistics business register GMR for the same truck with the same DUCR?

Ans: From 1 January 2022, at border locations operating GVMS, hauliers will be required to provide the carrier with a GMR obtained from the GVMS. The haulier will need to enter all Declaration Unique Consignment References (DUCR) associated with the vehicle movement into the GMR. Each GMR is valid for a single crossing and can be used only

once. Multiple entries will result in invalid/incorrect GMR. If the same ERNs are entered then they will receive an error, only 1 GMR with the ERNs can be created for one vehicle.

24. If moving under CTC, is only the TAD MRN required? Or also the DUCR?

Ans: Both the DUCR and TAD MRN will need to be included within the GMR for export of goods covered by an Excise Movement Control System guarantee (export declarations with an ARC number) that are moving out of a listed location, which are then declared to Transit. However, excise goods can be moved under CSE and those movements don't need both references.

- *For Arrived Export or if the trader is approved for Customs Supervised Export (CSE) – it is enough for the TAD MRNs to be included within GVMS for any export movements which is followed by transit. There is no need to input the export DUCRs separately within GVMS*
- *For Standard Export locations (where the declarations are submitted as pre-lodged) using GVMS or if the traders are not approved for CSE - Export DUCRs will have to be included separately within GVMS. The TAD MRNs will not be required within GVMS for these movements.*
- *For Rest of World (RoW) movements that arrive in GB under cover of a transit procedure, there will not be a GB export declaration, so only the MRN needs to be included in GVMS.*
- *An EXS is required when goods are moved under transit and there is no full export declaration using either a:
 - transit accompanying document (TAD)
 - transit security accompanying document (TSAD)
 - transports internationaux routiers (TIR) carnet document*

BCP:

25. What fallback options are there if the GVMS system goes down or CHIEF/CDS?

Ans: We regularly manage updates to our IT systems to ensure they perform as expected and will always try to minimise disruption for businesses and individuals wherever possible. Business Continuity Planning (BCP) will ensure goods can continue to move in the unlikely event of system downtime or technical issues.

In the event of BCP being invoked we will communicate to key groups affected including businesses representative bodies to make them aware of fall-back processes they need to implement.

We will continue to work with stakeholders to ensure they understand the steps they need to take to move goods through border locations in all scenarios.

EIDR:

26. What is the process for an EU import moving via UK to EU under transit?

Ans: This would be treated as a normal transit movement i.e. the process would be T1 and started at a UK port or airport either via: Authorised consignor or office of departure. The goods would then travel by road and enter EU via an EU port. Office of Transit functions would be carried out at the EU Port of entry. The movement continues to Office of

Destination or Authorised Consignee where the movement is ended. e.g., the goods can be placed straight into the port before they leave customs control, meaning that they are never imported into the UK.

27. Who is responsible for GVMS and create a GMR?

Ans: Any Hauliers that move goods through ports that have adopted GVMS will need to register for GVMS and complete GMRs. Hauliers may fall under the following definitions which may include brokers in some instances:

- An independent driver that transports goods and does their own customs paperwork*
- A company that sub-contracts to pick up goods on behalf of another business*
- A logistics business, hired to transport goods and complete customs processes on behalf of another business*
- A large retail business, that transports and declares your own goods.*

CHIEF/CDS:

28. Does CHIEF have specific data requirements depending on the selected process? When will the exact declaration data requirements be made available for each scenario (EX-A/EX-D)?

Ans: For arrived export Enter 'A' in:

- box 1 for Customs Handling of Import Export Freight (CHIEF)*
- data element 1/2 for Customs Declaration Service*

For Pre-lodged export declarations Enter 'D' in:

- box 1 for CHIEF*
- Data Element 1/2 for Customs Declaration Service*

However, most exports are delivered to inventory linked electronic port systems or non-inventory linked ports with approved loaders. Both have electronic links to Customs Handling of Import and Export Freight (CHIEF). For goods declared for export, input of the electronic arrival message to CHIEF completes presentation of the goods so that they may be cleared for the export procedure.

For UK ports with no electronic links to CHIEF, HMRC will access CHIEF on your behalf, upon receipt of a C1601 form. All export declarations must be 'arrived' in the UK on CHIEF. Failure to 'arrive' export declarations on the system will cause delays because your goods will not be allowed to leave the UK. Goods must not be shipped or be loaded to be shipped without permission to progress (P2P) granted from customs.

For further details please visit our website –

<https://www.gov.uk/guidance/check-your-arrival-and-departure-messages-are-correct>