



HM Revenue  
& Customs

## HMRC Goods Vehicle Movement Service (GVMS) – Haulier communications to support GVMS Release 2.2 Exports

### Audience

These communications have been produced to make hauliers aware of the new rules that apply from Midnight 31 December 2021 Greenwich Mean Time (GMT) when moving goods between Great Britain (GB) and the European Union (EU) [through ports that have adopted GVMS](#)

### Key Summary:

- Staged Customs Controls end from Midnight 31 December 2021 GMT\*
- GVMS will go-live for all movements from GB>EU from Midnight GMT 31 December 2021\*
- To help hauliers prepare functionality for movements in this direction will be available for all hauliers from 29 December 2021
- You may see exports functionality on the GVMS platform before 29 December however this should not be used until then
- If moving goods through ports that have adopted GVMS you must provide a Goods Movement Reference (GMR) for all crossings departing from midnight 31 December 2021 GMT
- If you do not provide a valid GMR you will not be able to board the ferry or shuttle

\*Note although staged customs controls will continue to apply for movements from Ireland to GB (Imports) all movements from GB to Ireland (exports) will be in scope from Midnight 31 December GMT

## Goods Vehicle Movement Service Release 2.2

### Who needs to register and create GMRs?

The Haulier moving the goods is responsible for registering for GVMS and creating a GMR, but that can be passed to a 3rd party such as an agent or other intermediary.

A haulier may be defined as:

- an independent driver transporting goods and doing your 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

<https://www.gov.uk/guidance/register-for-the-goods-vehicle-movement-service>

## **Export Controls**

Export controls are critical to ensure the UK can meet international obligations and be seen as a reliable trading partner, and, of course, are critical to maintaining public health, safety and security.

This is why we need to introduce export controls for goods leaving the UK to enter the EU from 1 January 2022 and ensure that HMG has the opportunity to intervene and inspect goods before they leave the country.

## **Arrived and Standard Export Models**

### **Using GVMS from 29 December 2021**

To help businesses prepare early, you can submit a pre-lodged or arrived declaration and create a GMR from 29 December 2021 for any movements on or after 1 January 2022. To do this:

1. The declarant submits a pre-lodged, or arrived declaration on CHIEF using Additional Information code 'RRS01' (<https://www.gov.uk/government/publications/customs-declaration-completion-requirements-for-great-britain>)
2. The haulier creates a GMR in Goods Vehicle Movement service (GVMS).

For exports from GB to EU, functionality has been introduced in GVMS Release 2.2 to facilitate the operation of the two export models required to keep goods flowing at GB's borders: these are known as the "Arrived" and "Standard" Export models.

## **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 1 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 Customs Handling of Import & Export Freight) (CHIEF) or the Customs Declaration Service 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 understand if a route 1 (documentary) or route 2 (physical) check is required.

If a route 1 (documentary) check is required then the declarant will need to submit documentary evidence to National Clearance Hub (NCH) for evaluation. The haulier should await for “permission to proceed” (P2P) to be granted which will be confirmed by the declarant and via: GVMS. Once this is granted the driver can proceed to the port of exit.

If a route 2 (physical check) is required then declarant will inform the haulier/driver to report for a physical inspection as follows:

For **Dover, Eurotunnel or Holyhead**: the driver must attend an Inland Border Facility to complete their any physical checks and wait there for permission to proceed status (P2P) to be granted. GVMS will confirm this P2P status. Once granted the driver can proceed to check in at the exiting border location.

For **Fishguard, Heysham, Liverpool or Pembroke** the driver should report to the port’s designated customs checking facility to complete their physical checks and await P2P status to be granted before they can check in at the border location. These designated areas will be clearly signposted at each of these border locations

Drivers must ensure they do not report to the carrier check in at the point of entry without firstly obtaining 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 border locations that have the necessary space and infrastructure for pre-departure checks to be carried out. These border locations are:

- Sheerness
- Newhaven

When exporting goods through any of the standard border locations, 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 border location 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 border location.

In advance of any crossings, hauliers should ensure they build additional time into journeys to allow for any potential inspections to be carried out at the border location.

For detailed information around both standard and arrived export processes, please refer to our webinar on YouTube [Link here](#)

### Exports GB>EU\*

For goods moving from GB to EU\*, GVMS functionality will be available for use from 29 December 2021 to allow the movement types detailed in the table below.

Please note that you may see this functionality on the GVMS platform early but this [should not](#) be used until 29 December.

<b>Movement Type</b>	<b>References to be entered into a GMR</b>
Exports declared into CHIEF or CDS	18 digit Entry Reference Number for Declaration Unique Consignment Reference (DUCR)
ATA/TiR Carnet	Carnet reference numbers from top right hand of carnet documents
Common Transit Convention (CTC) Movements	18 digit number Transit Accompanying Document (TAD) Movement Reference Number (MRN) required in some instances

**\*Note although staged customs controls will continue to apply for movements from Ireland to GB (Imports) all movements from GB to Ireland (exports) will be in scope from Midnight 31 December GMT**

### **Common Transit Convention (CTC) Movements**

When exporting goods under the CTC it may be possible to enter just the TAD MRN instead of entering numerous DUCR's.

- GMRs which present goods at listed locations (arrived export) should contain:

- the export declaration reference number (also referred to as an export MRN or a DUCR) for any goods being exported that are not also declared to the transit procedure.
- The transit declaration reference number (also referred to as a Transit MRN) or the export declaration reference number for all goods exports that have been declared to the transit procedure.
- The export declaration reference number must be provided for any goods declared to the transit procedure that are covered by an Excise Movement Control System (EMCS) guarantee.
- 

GMRs which present goods at other locations (standard export) should contain:

- the export declaration reference number (also referred to as an export MRN or a DUCR).

### Oral and Conduct declarations

You must also complete a GMR if moving goods [and making declarations orally or under conduct](#)

The oral/conduct option should be selected as appropriate when completing your GMR.

### Empty vehicles

Similarly you must complete a GMR for empty vehicles, trailers, containers and containers (either 100% empty or which contain recyclable packaging).

The empty option should be selected as appropriate when completing your GMR.

### Postal Declarations

If you are a designated postal operator or Extra-Territorial Office of Exchange (ETOE) moving items of correspondence and goods under Universal Postal Union (UPU) terms (this includes goods with the following movement documents; CN37, CN38 and CN41, and the following item declaration forms; CN22 and CN23), then you will need to complete a GMR and select the 'Postal Declaration' option.

### Safety and Security Exit Summary Declarations

Most goods being exported will be covered by a full export declaration which includes safety and security data, so an exit summary declaration is not a common requirement.

An exit summary declaration 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

Safety and Security Exit Summary declarations are a legal requirement, including for GB to EU movements, but it is currently not mandatory to enter these into a GMR although you can elect to enter them optionally from 1 Jan 2022

### Dual Location code

When moving “arrived” exports between the ports of Dover and Eurotunnel hauliers/drivers could decide to change their exiting border location (for example to avoid heavy traffic).

From 1 January 2022 this presents a problem for GVMS if:

- Declarant/Trader has selected their departure location as Eurotunnel and swaps to Dover or
- Declarant/Trader has selected their departure location as Dover and swaps to Eurotunnel

In such instances the GMR will fail at check in with the carrier and the haulier would either need to take corrective action with the declarant (amend the CHIEF/CDS declaration to reflect the correct port). This issue, however, can be avoided if the declarant uses the dual Dover/Eurotunnel code

When used the dual code will provide flexibility for the haulier/driver and allow them to swap between the two different border locations of Eurotunnel or Dover.

HMRC recommend the use of the dual code for all exports declarations from GB to EU –when moving through the border locations of Dover and Eurotunnel. Please discuss the use of this code with your declarant/trader if you use the border locations of Dover and Eurotunnel regularly.

### Business Continuity

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) is an essential requirement to ensure goods can continue to move in the unlikely event of system downtime or technical issues. In the unlikely 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 continue to work with stakeholders to ensure they understand the steps they need to take to move goods through border locations in all scenarios.

To find the latest information on the availability of our IT systems to go [GOV.UK](#)

## **GVMS Links**

List of GVMS border locations

<https://www.gov.uk/guidance/list-of-ports-using-the-goods-vehicle-movement-service>

Register for GVMS

<https://www.gov.uk/guidance/register-for-the-goods-vehicle-movement-service>

How to move goods through border locations that use GVMS

<https://www.gov.uk/guidance/check-how-to-move-goods-through-ports-that-use-the-goods-vehicle-movement-service>

Get a Goods Movement Reference

<https://www.gov.uk/guidance/get-a-goods-movement-reference>

## **Other important links**

[Making a full export declaration](#)

[Making an export declaration using a pre-shipment advice](#)

[Check which locations need an arrived export declaration from 1 January 2022](#)

[List of roll on roll off ports](#)

## **HMRC recorded webinars**

Watch our videos, available on HMRC's YouTube channel, to learn more about using GVMS:

- [How to register for and use the Goods Vehicle Movement Service \(GVMS\)](#)
- [How to register for GVMS \(Non-United Kingdom hauliers\)](#)
- [European Union to Great Britain movements using GVMS](#)
- [Great Britain to Northern Ireland movements](#)
- [Moving goods through GVMS border locations](#)
- [Enhanced GVMS validation and export movements from Northern Ireland to Great Britain in limited circumstances](#)
- [Driver messaging service, Indirect exports via Republic of Ireland, Oral and conduct declarations – imports/exports Safety and Security\)](#)
- [Exit Summary declaration \(EXS\)](#)
- [Standard and Arrived Exports](#)
- [End of Staged Customs Controls \(Exports\)](#)

### GVMS Support Options

Contact Point	Support available
<b>CIT Helpline</b>  Telephone: 0300 322 9434 <i>08:00 – 22:00 Monday to Friday</i> <i>08:00 - 16:00 Weekends</i> <i>(select option 1 for urgent issues outside of these hours)</i>	<ul style="list-style-type: none"> <li>• General advice on GVMS</li> <li>• Help moving goods at the border</li> <li>• Problems registering for GVMS</li> <li>• Error messages when creating GMRs</li> <li>• 24/7 help for urgent issues preventing goods progressing through the border</li> </ul>
<b>Online Services Helpdesk</b>  <i>Telephone: 0300 200 3600</i> <i>8.00am to 4.00pm Monday to Friday</i>	<ul style="list-style-type: none"> <li>• Government Gateway credential loss or reset</li> </ul>
<b>DeskPro</b>  <i>24x7 Links from .gov.uk pages</i> <i>Staffed Monday Friday 8am to 6pm</i>	<ul style="list-style-type: none"> <li>• Issues with .gov.uk webpages</li> <li>• Issues with GVMS Web User Interface</li> </ul>
<b>Trader Support Service</b>  Telephone: 0800 060 8888	<ul style="list-style-type: none"> <li>• NI Protocol advice, guidance training and support</li> </ul>



<https://www.gov.uk/guidance/trader-support-service>  
24x7

- GVMS queries when TSS acted as intermediary