

Technical Webinar

The Short Straits

Freight moving from EU - GB
from 1 January 2022



Technical Webinar
Introduction

Opening Speakers





Cabinet Office



Stephen Webb

Director, Border Readiness
Border and Protocol Delivery Group

Opening Speaker



Border Force



David Smith

Director, Border Force South East
Border Force

Opening Speaker



Cabinet Office



Heather Jones

Deputy Director, Border Readiness
Border and Protocol Delivery Group

Opening Speaker

Webinar

Running Order – all times CET

15:10 **Session 1** – Customer Journey

15:50 **Session 2** – Q&A Session

16:10 **Session 3** – Additional Presentations

16:10 **3a.** Inland Border Facilities - compliance regimes and release mechanisms

16:20 **3b.** Information Advice Sites (IAS) - help and support

16:30 **3c.** Entry Summary Declarations - forward look to 1 July 2022

16:40 **Session 4** – Webinar Wrap Up

17:00 **Event Close**

Webinar

Ground rules



This is a Teams Live event, so you won't be able to access the microphone or turn on your video



We welcome your questions throughout the webinar, please ask in the Q&A bar



Please keep your questions and comments constructive and focused



Please ask your questions in English - we cannot commit to answering questions in other languages



Following the presentation, we will publish a recording of the webinar and we will be sharing the slide pack with all attendees afterwards

Session 1

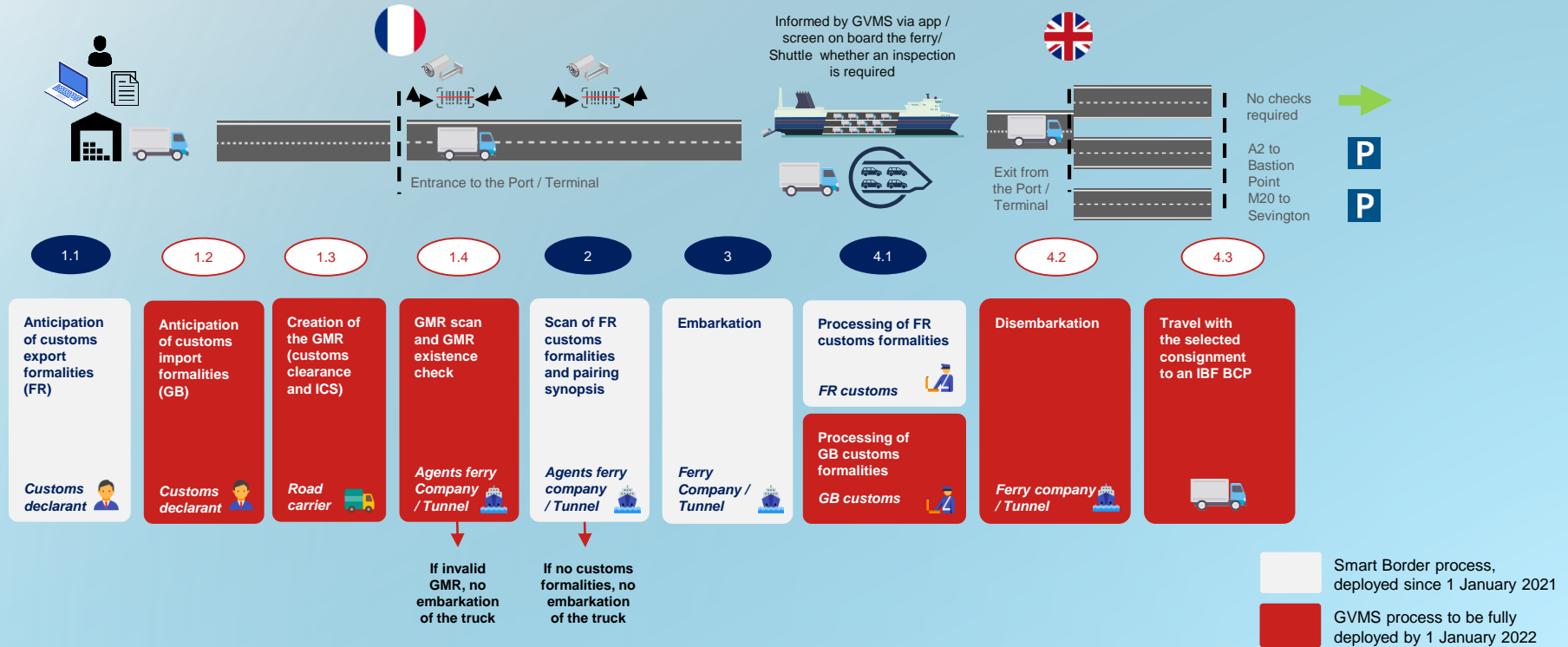
A Customer Journey

Exporting from the EU and importing to Great Britain
via the short straits from 1 January 2022



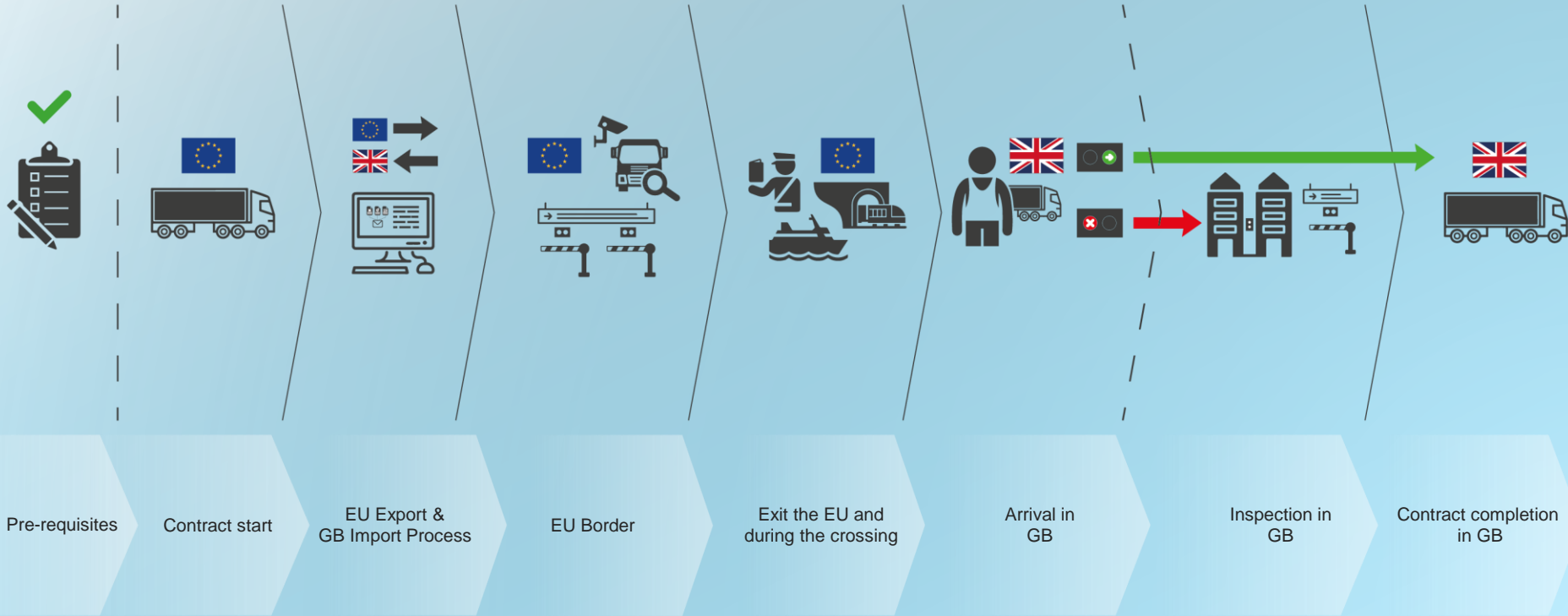
France to Great Britain Flow

Smart Border and the GVMS Process



Introduction to the Short Straits

EU to Great Britain, from 1 January 2022



Haulage Company – Basic Requirements

EU to Great Britain, from 1 January 2022



GB EORI
Number



Registration
to GVMS



Access
to GVMS

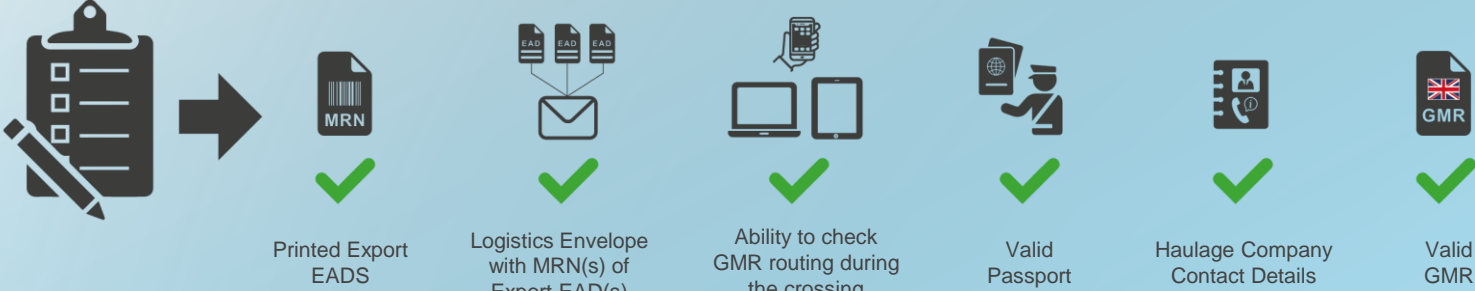


Print
Documents



Driver – Basic Requirements

EU to Great Britain, from 1 January 2022



GVMS and SI Brexit

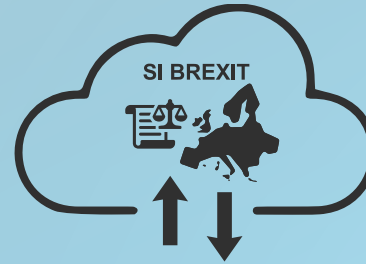
The difference in the two systems

GVMS



- Requires registration before use
- Haulier must actively input information
- GMR validated at check in on EU side
- Active for CTC movements EU to GB since 01/01/21, but new for most other border users on 01/01/22
- Vehicle ID must be known

SI BREXIT



- No sign up required
- No active haulier input
- Active since 01/01/21

Customer Journey

A woman with curly hair, wearing a blue polo shirt, is shown in profile, looking down at a device or screen. She is in a warehouse or industrial setting, with blurred shelves and equipment in the background. The image is semi-transparent, allowing text to be overlaid on it.

Scenario

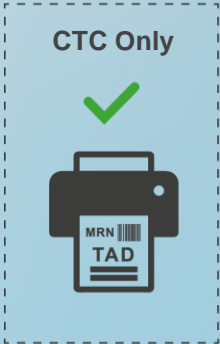
The following journey is based on:
Exporting standard goods from the EU
and importing standard goods to Great
Britain using the short straits from the
1 January 2022

Step One Part A – Preparing for Export/Exit from the EU (Pre-arrival at the EU Border)



Step 1a

Contract received and given EAD(s) and accompanying export MRN(s) by declarant



Step 1b

CTC only: TAD documents printed and provided by declarant



Step 1c

All EADs for the movement are printed and given to the driver

Optional



Step 1d

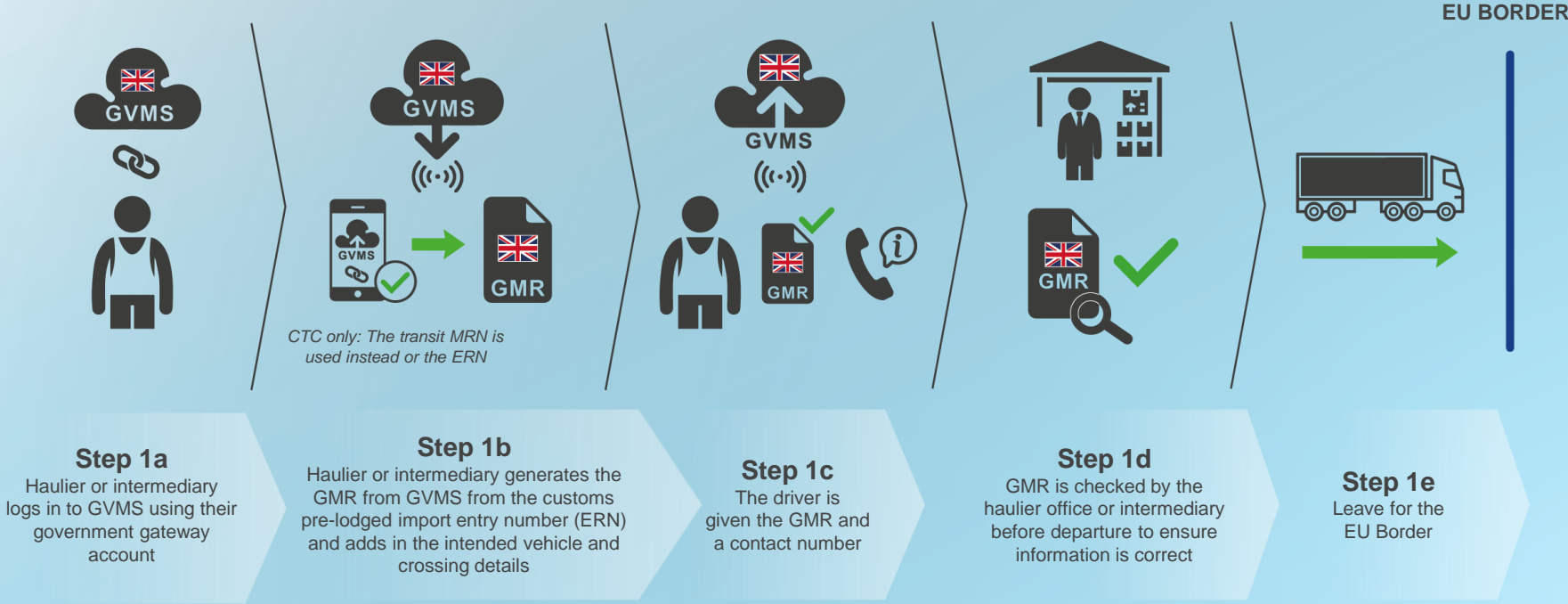
All the documents are added to the Haulier's logistics envelope as part of the EU export procedure



Step 1e

Export processes complete

Step One Part B – Preparing for Import to Great Britain (Pre-arrival at the EU Border)



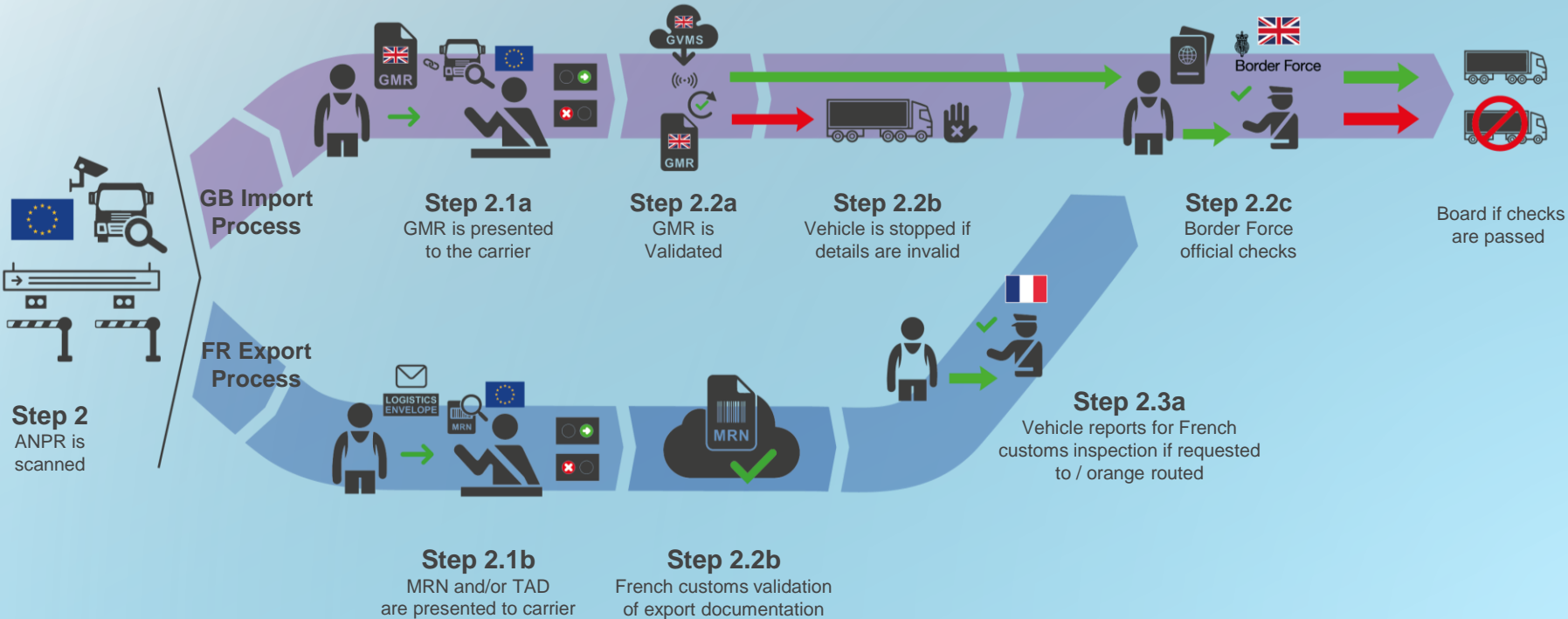
GVMS – Steps for the Haulier/Transporter to take

(Before arriving at the EU place of exit/at the short straits)

- Register for GVMS – This can be done now and **you'll need a GB EORI** (you do not need to be UK established)
- Create a Goods Movement Reference (GMR) from GVMS for all movement types
 - this can be done up to 28 days in advance of the journey
 - validation of MRN takes place when the GMR is populated
- Goods loaded to vehicle/trailer and all customs references added to GMR
 - You will need to get these customs references from your declarant
- Provide the driver with the GMR
- GMR is scanned at the EU border
- If GMR is not valid at the border it will be rejected and return an error to whoever created the GMR
- MRN can NOT be linked to multiple GMRs
- VRN (or trailer number for unaccompanied trailers) input into GMR along with indicative departure and destination port / terminal

Step Two – Freight Ferry Check-in/Pit-stop Process

(At the EU Border)



How to Have a Successful Crossing



Ensure you present ALL your EADs at first



Check your GMR pre arrival at the Border



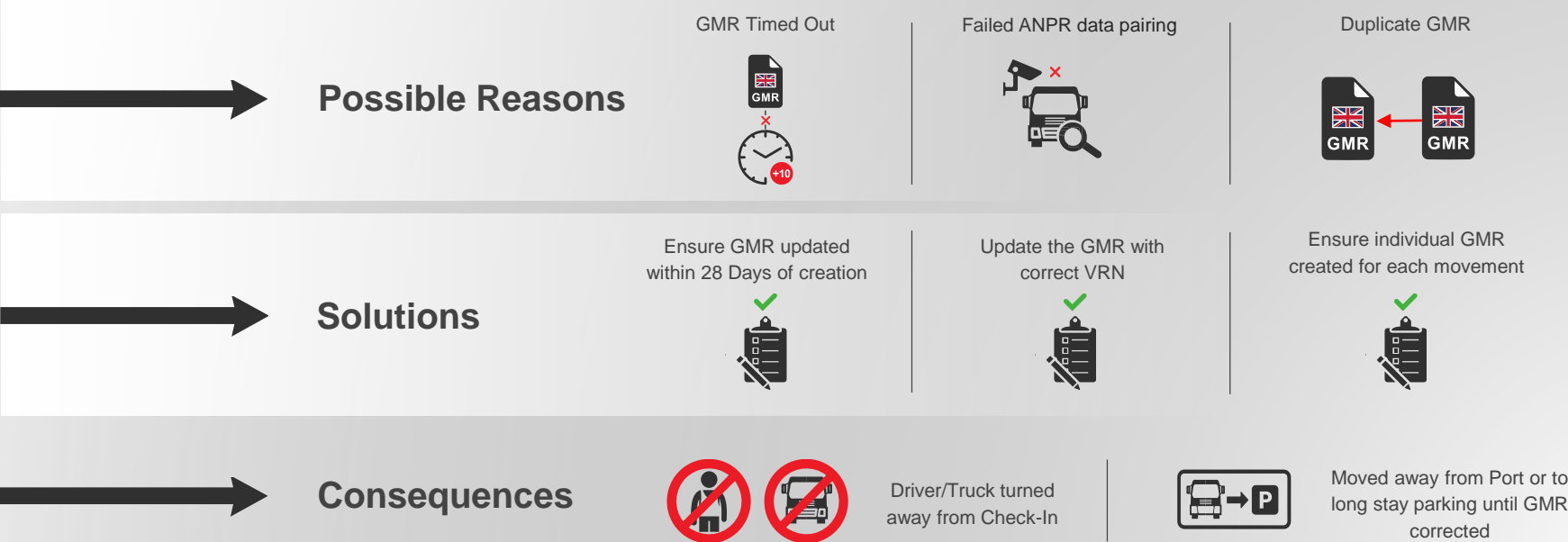
Have a contact number in case of problems so your driver can contact your haulier office/intermediary



Do not attempt to go without a valid passport

What Could Go Wrong – pre-arrival at departure

Problem Invalid GMR



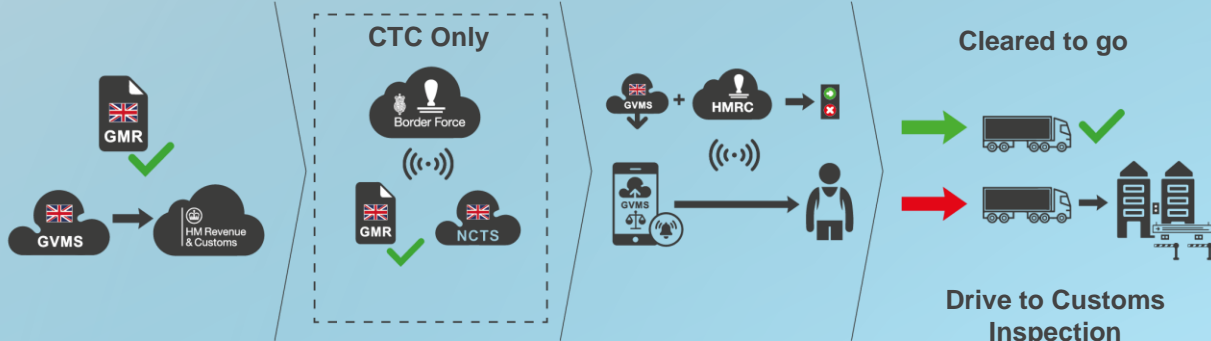
Step Three – During the Crossing

FR Export Process



Step 4a
System releases
EAD

GB Import Process



Step 4b
CHIEF/UK
customs system -
risk rating

Step 4c
CTC only -
Border Force perform
digital office of transit
function remotely

Step 4d
GVMS update
[notified if inspection is
required or not]

During the Crossing



View or create goods movement references (GMRs)

For each GMR the driver moving the goods will need to:

- present a copy of the GMR at the port of departure
- use the ['check if you need to report for an inspection' service](#) ([opens in new tab](#)) while crossing with the goods

[Create a new GMR](#)

Sort by

Goods movement reference ID	Vehicle or trailer number	Planned route	Planned departure date and time	Status
GMR GFBAYRWZY				Draft
GMR OLEJFMEZG	HT68 EER	Tyne to Amsterdam	25/01/2021 at 19:20	Draft <small>contains errors</small>
GMR IHEERWFTZ	GH66 BNG	Rosslare to Fishguard	25/01/2021 at 17:40	Complete
GMR OLEPPRMSR	ME69 LAD		24/01/2021 at 08:40	Draft
GMR LUENRWEB		Le Havre to Portsmouth	24/01/2021 at 19:10	Draft
GMR LRLUJZWSA	AB69 DEF TQ252 TQ345	Folkestone to Coquelles	24/01/2021 at 22:40	Complete <small>contains errors</small>

Check if you need a customs inspection of your goods

Use this service to check if you need an inspection of your goods by UK Border Force.

Check this towards the end of your crossing, around 10 minutes before you reach your port of arrival. It takes around 5 minutes to use this service.

Inspections are made at your nearest customs inspection site. This is either your port of arrival or inland.

If you are arriving into Northern Ireland

Inspections are made at your nearest DAERA inspection site.

Before you start

You will need:

- your goods movement reference (GMR)



A driver needs to know if they need are required to attend an IBF for a customs inspection on arrival or if they are cleared to go.

Whoever created the GMR will be able to see the control status of the GMR here on the GVMS dashboard.

Driver can check the control status of the GMR themselves using the 'check if you need to report for an inspection service'.

Some carriers will offer a service like this one at Eurotunnel.

Drivers can see a list of the VRNs and their 'status' on the TV screen.

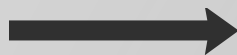
What Could Go Wrong – during crossing / on arrival in GB

Problem

Solution



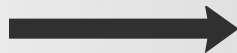
Smartphone Device Issue



- Contact person who created GMR to check status as soon as possible
- Find a way to check status of the GMR



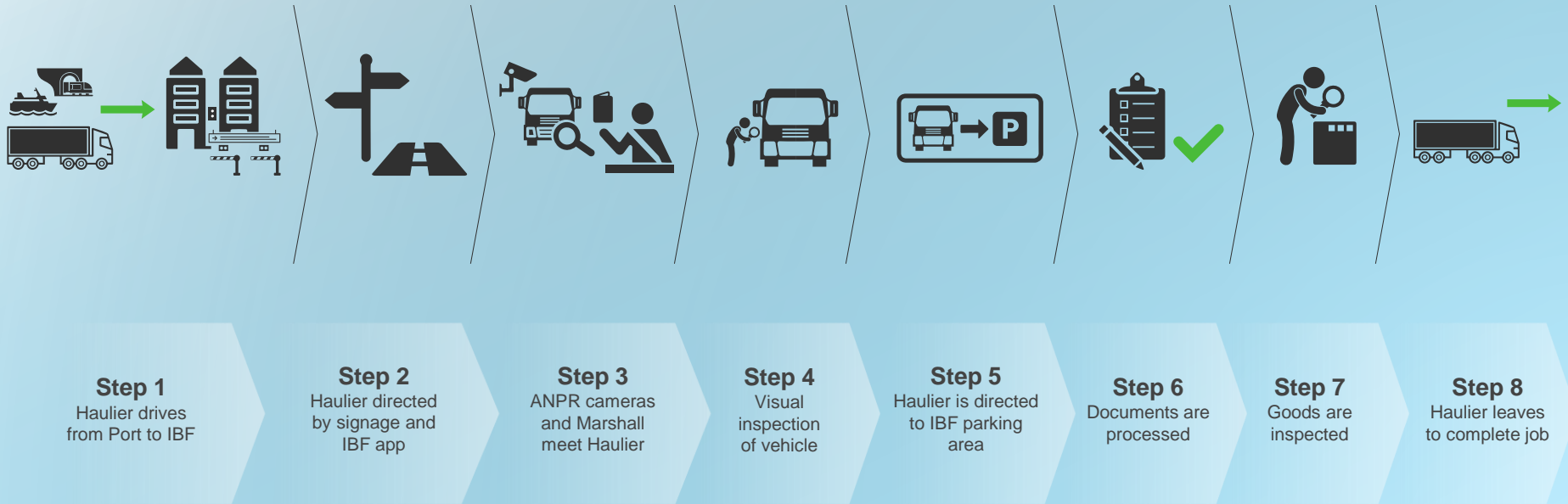
System Failure



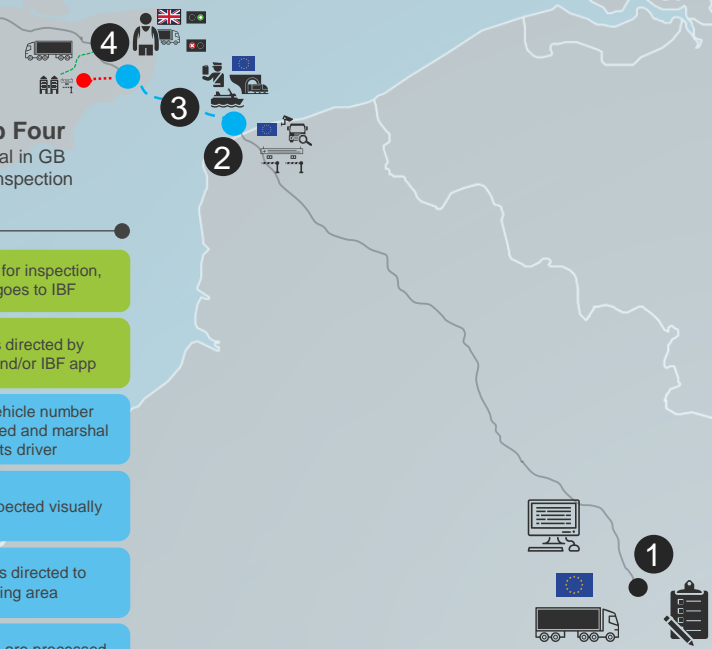
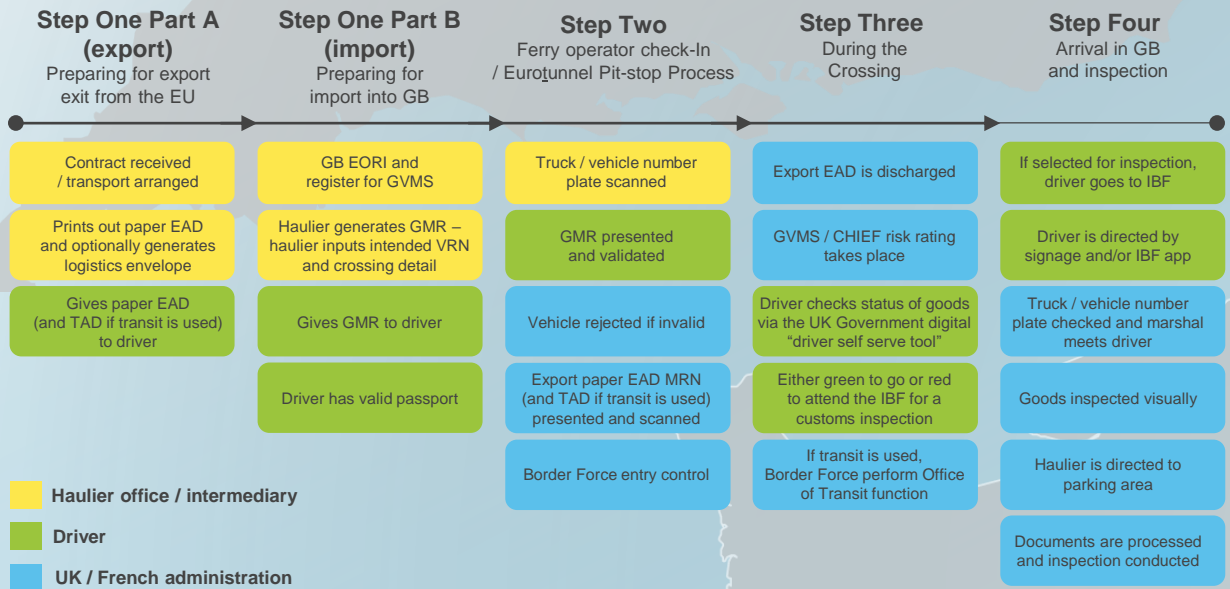
- If system fails before check-in, keep trying to submit GMR
- If system fails after check-in / before arrival, keep trying to retrieve Cleared / Held status.
- In the unlikely event the system is unavailable for a sustained period, a Business Continuity Procedure will be followed, and carrier staff will direct the driver on what to do next

Step Four – Freight Selected for Customs Control

Arrival in Great Britain at an Inland Border Facility (IBF)



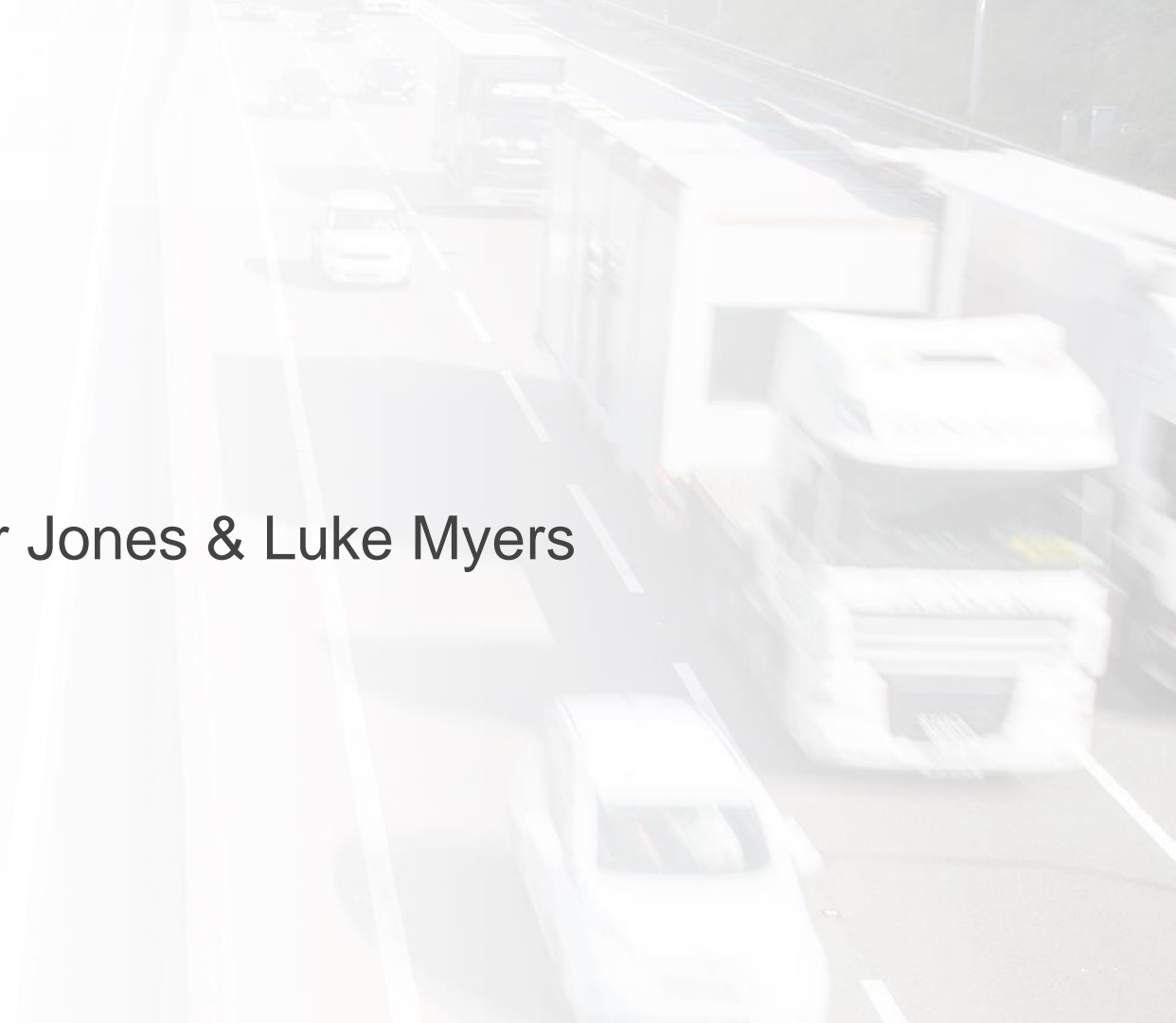
Summary



Session 2

Panel Q&A

Facilitated by Heather Jones & Luke Myers



Session 3

Additional Presentations

- Inland Border Facilities
- Information Advice Sites
- Entry Summary Declarations



Cabinet Office

Inland Border Facilities

Compliance regimes and release mechanisms

Fiona Gaffney

Border and Protocol Delivery Group

Inland Border Facilities

Locations outside of Kent

	Holyhead	Warrington	Birmingham	North Weald
ATA	●	●	●	●
TIR	●	●	●	●
Office of Departure	●	●	●	●
Office of Destination	●	●	●	●
HGV Traffic Management				
Customs Compliance	●	●	●	●
CITES				●



Inland Border Facilities

Locations in and around Kent

	Dover Western Docks	Stop 24	Ebbsfleet	Sevington
ATA	●	●	●	●
TIR	●	●	●	●
Office of Departure	●	●	●	●
Office of Destination	●	●	●	●
HGV Traffic Management				●
Customs Compliance	●	●	●	●
CITES	●	●	●	●



Inland Border Facilities

All Locations

- From January 2022 all Short Straits traffic requiring checks will be directed to an IBF
- After full inbound checks come into effect in July 2022, traffic will continue to go to Sevington or another site, as the Dover sites go live these will become available as well
- Checks completed at an IBF could include; CITES, ATA/TIR Carnets, Traffic Management, OoD & OoT compliance checks and Border Readiness checks
- From July 2022 this will also include SPS checks
- Stays at the sites are limited to 2 hours
- An IBF app is available for drivers with smartphones to help you get processed on site as quickly as possible. You can use this service to tell HMRC in advance that you're attending an inland border facility because the goods you're moving:
 - are going to an office of departure or office of destination (starting or ending a transit movement)
 - are covered by an ATA Carnet
 - need a CITES permit



Inland Border Facilities

Sevington – August 2021



Inland Border Facilities

Sevington – August 2021





Department
for Transport

Information and Advice Sites

Help and Support

Lydia Austen

Department for Transport



Information and Advice Sites



Information and Advice on Ferries





HM Revenue
& Customs

Entry Summary Declarations

Forward Look to 1 July 2022

Lorna Taylor

HM Revenue and Customs



High level summary of July changes

1 July 2022

- **ENS Safety and security** declarations required
- **Export Health certificates** required for all Products of Animal Origin (POAO) and certain animal by-products (ABPs)
- **Phytosanitary certificates** for regulated plants and plant products
- **Pre-notification of all Products** of Animal Origin (POAO), High Risk Food and Feed Not of Animal Origin (HRFNAO) and certain animal by-products (ABPs)
- Goods required to **enter via BCPs** in order to undergo documentary, identity and physical checks as required
- Physical checks of live animals and high-priority plants and plant products will continue at Places of Destination until notified

Who is responsible for providing Safety & Security information

All Imports into Great Britain must have Safety & Security (S&S) information provided to the UK customs authorities.

- The party responsible for ensuring S&S information is submitted, is the operator of the active means of transport – in the case of accompanied movements, **this is the Haulier/Haulage company**.
- S&S information cannot be included in the customs import declaration for entry to GB and a separate Entry Summary (ENS) declaration is required.
- You can instruct someone else to do the declaration for you, such as someone within your supply chain, or a third-party representative like a customs intermediary.
- You will retain overall responsibility for making sure the declaration is submitted within the legal time limits and it must only be done with your knowledge and consent.
- You can use existing commercial terms and conditions or create a new contractual agreement that the third party will file the ENS instead of the haulier.

Which HMRC systems to use and how to access it

Safety & Security information for imports into Great Britain is submitted in the **S&S GB service**.

Whoever submits the ENS will need:

- A valid GB EORI number
- A Government Gateway user ID and password if you don't already have one
- Access to S&S GB service – you will need to [register on gov.uk](#)
- Compatible software from [Third Party Software Developers](#)

[Community Systems Providers](#) run the major inventory-controlled ports around the UK. You can access the system indirectly through a Community Systems Provider using your own software or software provided by an independent software company.

Alternatively, you can arrange for a third-party with access to S&S GB to submit the declaration on your behalf.



Session 4

Webinar Wrap Up

Feedback and Reflections



Webinar Close

Thank you and Goodbye!

Please send questions, feedback and requests for further information to:
eu-ms-engagement@cabinetoffice.gov.uk

Case Study 1a : 1st Jan 2022 - standard goods being transported via ferry or Eurotunnel by the short straits

From EU - GB - standard export / import processes - and the consignment(s) will be selected for a customs control on import to GB



6. Arrival at the IBF

- 6a. Frank follows the signs up the M20 to the Sevington IBF, and is greeted on arrival by traffic management marshals upon arrival
- 6b. A visual inspection of the vehicle will be done by security marshals at the entry check point
- 6c. Frank is directed to a vacant parking bay
- 6d. Frank presents the documents to the front office
- 6e. The inspection is completed, the goods are cleared and GVMS is updated
- 6f. Frank drives to Heather's premises

- 7a. Frank delivers the parts to Heather
At the GB consignee address - post importation of the goods
- 7b. Heather "arrives" the goods in CHIEF.
- 7c. Heather pays any import duty due and VAT under postponed VAT accounting (PVA) rules

Arnaud - FR supplier – exporter / declarant

Heather – GB customer - declarant / importer authorised consignee

Joe - transport company and authorised consignor
Frank - Driver

France - DELTA G / EXS

UKG - Chief, GVMS / IBF

Ferry operator (FO) / Eurotunnel

5d. Frank contacts Joe and Heather to say the consignment has been selected for a customs control and he has booked a slot at Sevington IBF using the **IBF app**

4. Post loading the ferry or shuttle train - at earliest point of no return

The FO / Eurotunnel sends 2 separate electronic messages (one to the French customs for the export and one to the UK customs for the import) that the ferry / shuttle has left the port / terminal. the goods have exited the EU, and the EAD can be discharged - by 1 data set with the EADs via SI Brexit and the GVMS process can continue - by 1 data set with the GMR to GVMS

3. At the EU place of exit (Dunkerque-Port, Calais-Port or tunnel)

- 3a. Frank arrives at the port/tunnel. The ANPR automatically scans his VRN at check-in or Eurotunnel pitstop.
- 3b. Frank presents the "Logistics Enveloppe" which contain all of the EADs for the export procedure – Frank may have to report the vehicle for French customs inspection if requested to / orange routed
- 3c. Frank also presents the GMR for the import procedure to the check-in or Eurotunnel pitstop who captures the GMR, VRN, validates the GMR in GVMS and confirms details match (10 seconds).
- 3d. GVMS confirms valid GMR and updates checked in details. If the GMR is invalid, Frank cannot proceed and needs to take corrective action before boarding
- 3e. Frank presents his FR passport to UK Border Force.

5. During the crossing

- 5a. All MRNs are disaggregated in GVMS sent to CHIEF
- 5b. CHIEF risks the declarations and sends a tentative routing to the haulier and carrier
- 5c. Frank checks the status via the GVMS web page using his GMR ID. Frank receives a RED / HOLD notification from GVMS and several consignments have been selected for a customs inspection = "Inspection is required" and he will need to attend an Inland Border Facility (IBF). The carrier also receives a notification from GVMS
**** If goods not identified for inspection, Frank would have received a GREEN / GO notification, and if using transit, this action also completes the Office of Transit function on NCTS and office of Departure would have been notified of arrival of approved goods into GB**

1. Preparing for export - Arnaud runs a business near Paris. He receives an order from Heather, a buyer for multiple consignments for a GB network of traders.

1a. Arnaud has already taken the necessary steps to trade under the EU requirements. He has been trading with Heather since before January 2022.

1b. Arnaud accesses the DELTA-G system to submit the merged Exit Summary Declaration (EXS) and Export Declaration. This produces the Export Accompanying Documents (EAD) with their barcodes.

1c. Arnaud contracts Joe to perform the logistics / transport.

1d. Arnaud sends the EAD / MRN barcodes to Joe also prints all of the export MRNs (from the EAD) and adds them all into the "Logistics Enveloppe" for the export procedure

2. GB pre-lodgement / import process (pre arrival at Dunkerque-port, Calais-Port or Calais-tunnel)

2a. Heather has a GB EORI, access to CHIEF and has submitted a pre lodged import declaration to CHIEF - which issues an Entry Reference Number (ERN) - Heather sends the ERN to Joe

2b. Joe has registered with GVMS and obtained a GB EORI number.

Joe's driver Frank has access to the GVMS web page

2c. Joe generates the GMR from GVMS, populates with the intended vehicle number and crossing details. GVMS links individual consignments on the vehicle with the GMR using the Entry Reference Numbers (ERN) and CHIEF validates each ERN in the GMR

2d. As this is pre-July 2022, he does not need access to GB Safety & Security or make an Entry Summary Declaration (ENS)

2e. Frank departs for the Calais-Port or tunnel - he ensures he has:

- a contact number for Joe
- all of the export MRN barcodes in the envelope or individually if envelope not used
- the GMR which Joe has already had validated in GVMS
- French passport
- **-In this example he does not have a paper TAD, but if he was on transit, he would need done-**

****If using the tunnel, there is an option to upload all the MRNs and GMRs in advance into the "Eurotunnel Border Pass"**

Short Straits Webinar 2021

Presentation Break

