



Border and Protocol Delivery Group Update

Dear Stakeholder,

This bulletin provides the latest news from the Government relating to UK borders following the end of the transition period.

Please share these updates with your clients, customers and members and feel free to highlight content on your communications channels.

For more information, go to gov.uk/transition

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A Message From Emma Churchill

Dear Colleagues,

First of all, can I thank you for the role each of you has played in ensuring that the changes to border controls which came into effect on 1 January have landed so smoothly. Of course, with any change of this significance, there will be teething issues, but these really have been kept to a minimum, due in no part to your hard work. Thank you.

This quick message is to share some personal news with you. I have been asked to move to the Home Office to take on the role of Director General for Borders and Migration, replacing Glyn Williams who has recently retired. My first day in the Home Office will be 20 January.

I will write to you again as soon as possible with confirmation of the senior leadership arrangements for our cross-Government borders work after my departure. Please be assured that the Government remains utterly committed to ensuring further stages of import controls are implemented smoothly, and to our ambition to deliver the most effective border in the world by 2025. Tom Smith, Stephen Webb, Andrew Larter and Max Hacon all remain in place as the Directors leading our borders work and they and their Deputy Directors will continue to work closely with you as they always have.

I hope and expect that I will cross paths with many of you again in my new role; but in the meantime can I thank you all for your patience and support as we have moved together through such an extraordinary couple of years. It really has been a privilege.

With best wishes,

Emma

Current state of play at the border

Since 4th January BPDG have hosted all stakeholder calls twice weekly to update industry on the current state of play at the border. Our key messaging has been that since import controls were introduced on 1st January, the situation at the GB border is in line with our planning and expectations but we are of course continuing to keep a close eye on developments across all locations. There have been a few minor isolated issues as you might expect but nothing that has caused significant disruption or delay. Please contact us at Borders & Protocol Delivery Group Mailbox <bpdg.enquiries@cabinetoffice.gov.uk> in case you wish to alert us to a new development at the border.

HMRC's FAQ's on trading with the EU

On 1 January 2022 full customs controls came into effect between the EU (except the island of Ireland) and Great Britain.

We appreciate how much you are doing to adjust to these changes.

This update outlines some useful information based on some of the most common queries our customer service advisers are receiving via the Customs and International Trade (CIT) helpline.

Do I need my EORI number to make declarations?

Economic Operators Registrations and Identification (EORI) numbers starting with GB are needed if you're moving goods between Great Britain and any other country (including the EU). If you're authorised to make declarations in your own records for goods you're moving, the haulier moving your goods will need your EORI number starting with GB to ensure the Goods Movement Reference (GMR) is valid. Please ensure your haulier has this information before your goods are moved. More information can be found by visiting [GOV.UK](https://www.gov.uk).

Which customs declaration should I submit?

If you're importing goods, you'll need to make sure that you (or your agent) have submitted the correct [import declaration](#). If authorised, you (or your agent) can choose to use [simplified declarations](#) for imports.

Remember, you can no longer delay making import customs declarations for goods imported on or after 1 January 2022, under the Staged Customs Controls rules that applied during 2021, with the exception of goods from the island of Ireland.

If you're exporting goods, you'll need to make sure that you (or your agent) have submitted the [correct customs export declaration](#). To avoid delays, check with your haulier what route they are using to move your goods, and whether they need a pre-logged or arrived export declaration reference from you.

If you complete your own customs declarations, please be aware that we have published more information on how to submit the correct export declaration, including the codes to use if you use CHIEF or Customs Declaration Service (CDS).

From 1 January 2022, if your goods move through a port using the Goods Vehicle Movement Service (GVMS), you'll need to enter 'RRS01' in box 44 for CHIEF or Data Element 2/2 for CDS. If you do not, GVMS will not be able to validate it on the submitted GMR. For more details, please refer to the recently published [Customs Information Paper 2](#).

However, if like most traders you use a customs expert like a freight forwarder or customs broker to make your declarations, please check if they are doing this for you.

You should check the status of your declarations once the goods have arrived in Great Britain, as you may need to take further action to release the goods from customs if they are held.

Can I still use Postponed VAT Accounting on my import declarations?

If you're a VAT-registered importer, you can continue to use Postponed VAT Accounting (PVA) on all customs declarations that require you to account for import VAT, including supplementary declarations, except when HMRC have told you otherwise. PVA has already

provided significant cash flow benefits for thousands of our customers, and we expect that most businesses will choose to use it. You can search 'postponed VAT account' on GOV.UK to find out more.

Do I need to register for the Goods Vehicle Movement Service (GVMS)?

As of 1 January 2022, anyone who is moving goods through [border locations that use GVMS](#) must [register for the service](#). This includes:

- large retail businesses that transport and declare their own goods
- logistics businesses hired to transport goods and complete customs processes on behalf of another business
- independent drivers that transport goods and do their own customs paperwork
- companies that sub-contract to pick up goods on behalf of another businesses.

Do I need to get a Goods Movement Reference (GMR)?

In addition to registering for GVMS, hauliers must also **get a Goods Movement Reference (GMR)**. Without a [GMR](#), drivers will not be able to board the ferry or shuttle.

You should then **check if they need to report for an inspection of your goods using your GMR**. If the goods you're importing or exporting are selected for inspection, most ports will check the goods on site. The border locations of Dover and Eurotunnel require drivers to attend an [inland border facility \(IBF\)](#), as does Holyhead if you're exporting goods from Great Britain.

The person who created the GMR (usually the haulier) must ensure the goods arrive at an IBF for a check and that their drivers are made aware, or have the means to check, if an inspection is required. The haulier and/or driver may be liable to a penalty of up to £2,500 if they fail to follow HMRC instructions to attend an IBF.

How do I know what commodity code to use for my goods?

Commodity codes are used worldwide to classify goods that are imported and exported. They are standardised up to six digits and reviewed by the World Customs Organisation every five years. Following the end of the latest review, a number of the codes in the UK integrated tariff changed on 1 January 2022. You should go to GOV.UK and search for the 'Trade Tariff Tool' at the time you're importing your goods to look up the correct commodity codes. You can also check the Trade Tariff news page on [GOV.UK](#).

How do full customs controls affect me if I trade with Northern Ireland?

If you move goods into or out of Northern Ireland, the free Trader Support Service can guide you through the process. Go to GOV.UK and search 'Trader Support Service' to sign up.

Where you can get help with importing and exporting

We have a range of webinars and YouTube videos on importing and exporting with the EU that you can watch by going to our [help and support for UK transition](#) page.

If you export to the EU, the government's Export Support Service is a free service giving you access to online and phone support. You can access it on [GOV.UK](https://www.gov.uk) or by calling 0300 303 8955 where you will be put in touch with a member of the dedicated export support team.

Need extra support?

If you're having trouble finding the information you need, or with one of our IT systems, please call our Customs and International Trade (CIT) helpline, which is available seven days a week. Our customer service advisers are available to help you from 8am to 10pm Monday to Friday, and 8am to 4pm at weekends. You can contact them on 0300 322 9434.

We understand that there may be times where goods are stuck at the border and you need urgent, out-of-hours help. To provide support for these situations, HMRC has introduced a 24/7 critical care service, through our Customs and International Trade (CIT) helpline. Our advisers are on hand to help with emergency queries on importing, exporting and the GVMS. To access this out-of-hours support, call the CIT helpline on 0300 322 9434 and choose option 1.

We'll continue to provide guidance and support to help you and your business, including information on GOV.UK, our popular live webinars and through the weekly bulletin.

Helpline numbers

Here is the list of helplines you may find useful. We have added hyperlinks that will take you to pages that provide extra information such as the opening hours for the helpline all of which have sufficient capacity to support businesses.

- [Export support service](#)
 - Telephone: 0300 303 8955
 - Textphone: 18001 0300 303 8955
 - Monday to Friday, 8am to 6pm (excluding public holidays)
- HMRC Customs & International Trade Helpline - 0300 200 3700
- [HMRC Imports and Exports General Enquiries](#) (including GVMS) - 0300 322 9434
- [New Computerised Transit System](#) - 0300 322 7095
- [DVLA Contact Centre](#) - 0300 790 6802
- DVSA:
 - [Vehicle Operator Licensing Enquiries](#) - 0300 123 9000
 - [International Road Haulage Permits](#) - 0330 678 1117
- [The Office for Product Safety and Standards](#) - 0121 345 1201
- [MHRA Customer Service Centre](#) - 020 3080 6000
- [National Supply Disruption Centre](#) - 0800 915 9964
- [Rural Payments Agency \(RPA\) Trader team](#) - 0330 041 6500
- [Animal, Plant and Health Agency \(APHA\)](#) - 0300 1000 313

- [Defra Rural Services](#) - 0300 020 0301
- [Environment Agency England](#) - 03708 506 506
- [Forestry Commission](#) - 0300 067 4000
- [Fish Exports Helpline](#) - 0330 159 1989
- [The Intellectual Property Office](#) - 0300 300 2000
- [BEIS Public Enquiries Helpline](#) - 020 7215 5000
- BEIS Business Support Lines:
 - [England](#) - 0800 998 1098
 - [Scotland](#) - 0300 303 0660
 - [Wales](#) - 0300 060 3000
 - [Northern Ireland](#) - 0800 181 4422
- [Citizen Advice Consumer Helpline](#) - 0808 223 1133
- [Department for Education Helpline](#) - 0370 000 2288
- [Home Office - UK Visas & Immigration Helpline](#) - 0300 790 6268
- [Home Office - EU Settlement Scheme Application Resolution Centre](#) - 0300 123 7379

HMRC also operates a number of services, including:

- Import/export general enquiries can be made by calling 0300 200 3700.
- You can also [speak to an adviser online](#) about general import and export queries.
- It is also possible to [send a question about imports, exports and customs reliefs](#).

DEFRA Helplines:

DEFRA also has a number of additional [helplines](#) for the commodity you are exporting to the EU.

For questions to the DVSA on vehicle operator licensing you can call 0300 123 9000. For questions to the DVLA you should call 0300 790 6802.

The UK Government also operates an online forum where you can access key information and ask questions directly on [customs and tax](#).

Webinars and on demand videos

The UK Government continues to run a series of webinars and on demand videos across a range of topics relating to the new rules and procedures.

We are aware that there remains lots of interest in simple explanations for businesses as to how **Rules of Origin** operate under the TCA. Two c. 15-minute long webinars are available that provide an introduction to Rules of Origin. These will help you understand the process and what you need to do if you buy from, send or sell goods to the EU.

- [HMRC webinar](#)
- [DEFRA webinar](#)

BPDG also ran a programme of online Industry Days. These events provided practical details about moving goods between the EU and GB. They cover procedures and systems at the border and details about the new import requirements for GB.

On Monday 15 November BPDG launched a series of webinars which outline all the steps required to move goods from the EU to GB. These webinars explain how to import specific commodities from particular EU Member States into GB (for example, meat from Poland, or fish from Spain). The webinars are commodity specific and will act as a step by step guide and have been translated into five key languages including English and will focus on exporting goods from France, Portugal, Spain, Germany, Poland, Italy, Netherlands and Belgium to Great Britain.

We recommend you take the time to visit [this page](#), which has links to recordings of previous webinars and Industry Days and details of how to sign up to upcoming events.

Answers to the questions raised at the BPDG All Stakeholder Call on 04/01/22

Question	Answer
Members reporting issues with groupage loads being held on the Calais side as they have been the only one in the load who has done their pre-lodged customs dec, the others were oblivious to the new requirements. Is this something others are seeing?	Thank you for your valuable feedback on this issue.
We have around 100 commodity codes per declaration, It is really manual work to input all items to IPAFFS. Is it possible to input two declaration codes; EU import with wavier status till upload are available?	Defra require more information to respond to this. Please could you contact Defra directly on: impexpmo@defra.gov.uk

<p>GMR for 2 of our trucks had subject to control. After control and drivers were let go- the GMR shows still subject to control?</p>	<p>Without specific details of these movements it is not possible to comment. However you can contact the Customs and International Trade helpline for advice ensuring you have details of the GMR number. HMRC's Customs and International Trade (CIT) helpline is available 7 days a week. Our customer service advisors are available to help you from 8am to 10pm Monday to Friday, and 8am to 4pm at weekends. You can contact them on 0300 322 9434.</p>
<p>The contingency plan for sensitive goods is unclear about whether these receive an automatic release message (and wont default to 'hold') at Temporary Storage ports using GVMS through inventory systems. Can you clarify/confirm?</p>	<p>Guidance for contingencies is currently under review.</p>
<p>We are receiving feedback that import controls for food are not being implemented at Dover port. Can you clarify?</p>	<p>Import controls on food are not due to be implemented until 1st July 2021.</p> <p>In September 2021, the Government announced full EU to GB sanitary and phytosanitary (SPS) import controls would begin on 1 July 2022. Import controls will be introduced in three phases:</p> <p>From 1 July 2022 -All certification, physical and identity checks will be introduced for: All remaining regulated animal by-products; All lower risk plants and plant products; All meat and meat products; All remaining high-risk food not of animal origin</p> <p>From 1 September 2022 - Certification and physical checks will be introduced for dairy products.</p> <p>From 1 November 2022 -Certification and physical checks will be introduced for all remaining products of animal origin, including composite products and fish products.</p>

<p>Do you have any numbers on levels of turnbacks on the EU side that you can share and is what you're seeing above / below what you were expecting?</p>	<p>Unfortunately due to commercial sensitivity, we are unable to share turnback figures.</p>
<p>What code do we use on an import entry to show the IPAFF number?</p>	<p>Your customs agent will need to include your IPAFFS or PEACH notification reference number as a licence number following the country code and licence type CVD in Box 44 on CHIEF or in the document identifier segment of DE 2/3 (Documents produced) on CDS following the country code and licence type CHD.</p> <p>In box 44 or DE 2/3, the CHED document code should still be used to reflect the commodity (live animals, plants and plant products, high risk foods and animal products) that you are importing to ensure successful tariff validation.</p> <p>You need to ensure that you share the IPAFFS or PEACH notification reference number with your customs agent. Your customs agent must enter this number to submit the declaration. Failure to notify and provide this information will delay your custom agent's ability to complete the declaration and could therefore delay the departure of your consignment.</p>
<p>Can you confirm you will shortly send round invitations and links?</p>	<p>Yes, these will be shared with stakeholders by our BPDG secretariat in due course.</p>
<p>Hi - will turnback percentages over the next few weeks be published please?</p>	<p>Unfortunately due to commercial sensitivity, we are unable to share port HGV turnback figures.</p>
<p>Can you send a link to the haulier leaflet?</p>	<p>https://www.gov.uk/government/publications/leaflets-for-hauliers-about-new-rules-for-moving-goods-between-the-eu-and-great-britain</p>
<p>Could you publish the link to the digital document Gillian has mentioned please (in the chat) - thanks</p>	<p>https://www.gov.uk/government/publications/leaflets-for-hauliers-about-new-rules-for-moving-goods-between-the-eu-and-great-britain</p>

Can you clarify please what visibility Port Health authorities have of consignment detail, based on GMRs linking back to CHIEF/IPAFFS on GVMS routes?	We confirm that GVMS is a stand-alone software platform and has no links with IPAFFS.
What levels of turnbacks are occurring on the European loading side and any strategy of 'soft start' on checks by UK border agencies. Plus any update on COVID absence levels on border agency staff would be welcome.	HMG are monitoring staff levels very closely in HMRC and BF and we are currently not seeing any issues at this stage. We are also in contact with Ports and Carriers who are not reporting any issues either.
What is the number of turnbacks so far, and will you be providing a regular update on this?	Unfortunately due to commercial sensitivity, we are unable to share port HGV turnback figures.
A consolidated and updated list of common errors would be really helpful please.	The intention of these calls will be to also highlight any common system errors to you all and we are sharing some common export FAQs and GMR errors in this week's BPDG stakeholder bulletin.
Any concerns about COVID related absences amongst relevant HMRC and Border Agency staff?	HMG are monitoring staff levels very closely in HMRC and BF and we are currently not seeing any issues at this stage. We are also in contact with Ports and Carriers who are not reporting any issues either.
Does your report cover all ports and all routes or just Short Straits?	All Ports
Is it worth mentioning any systems issues so we are all aware and can be prepared?	Yes, the intention of these calls will be to also highlight any system issues or outages to you all.
When will the twice weekly calls take place going forward?	We will be hosting these calls weekly (Tuesday and Thursday) throughout January 2022.

<p>Do we have a timeline for the IPAFFS and CHIEF interaction issues to be resolved? We are still facing issues with IPAFFS not being updated to the new commodity codes, and CHIEF not accepting IPAFFS reference numbers.</p>	<p>If you encounter any difficulties with the process above and you or your customs agents are unable to generate an IPAFFS or PEACH reference number, you can enter the document status code XW (waiver) into box 44 on your CHIEF customs declaration, in line with the guidance below:</p> <ul style="list-style-type: none"> • For products subject to Horticulture Marketing Standards - declare doc code N002; status code: XW; licence reference: GBCON; Reason text: 'EU import' • For plants and plant products regulated for plant health purposes - declare doc code N851; status code: XW; licence reference: GBPHC; Reason text: 'EU import' • For live animal imports - declare doc code C640; status code XW; licence reference GBCVD; Reason text: 'EU import' • For high risk food not of animal origin - declare doc code N852; status code XW; licence reference GBCED; Reason text: 'EU import' • For Products of Animal Origin - declare doc code N853; status code XW; licence reference GBCVD; Reason text: 'EU import' • For IUU caught fish - declare doc code C673; status code XW; licence reference GBIUU; Reason text: 'EU import' <p>Note: For CDS users, the licence type entered should be CHD and for HRFNAO the doc code is C678.</p> <p>This does not remove the need to complete your pre-notification and you should seek advice from the APHA Service Desk by emailing APHAServiceDesk@apha.gov.uk or calling 03300 416 99 if you cannot complete the process.</p>
<p>Can we have copies of the presentation?</p>	<p>These are twice weekly calls with no presentation.</p>

<p>IPAFFS - if we are importing from an EU wholesaler (not producer therefore wont have approval number) - is purchasing from approved establishment shall we still input approved establishment number which won't be assigned to trader?</p>	<p>Defra are aiming to update the commodities by the end of January 2022.</p> <p>Your customs agent will need to include your IPAFFS or PEACH notification reference number as a licence number following the country code and licence type CVD in Box 44 on CHIEF or in the document identifier segment of DE 2/3 (Documents produced) on CDS following the country code and licence type CHD.</p> <p>In box 44 or DE 2/3, the CHED document code should still be used to reflect the commodity (live animals, plants and plant products, high risk foods and animal products) that you are importing to ensure successful tariff validation.</p> <p>You need to ensure that you share the IPAFFS or PEACH notification reference number with your customs agent. Your customs agent must enter this number to submit the declaration. Failure to notify and provide this information will delay your custom agent's ability to complete the declaration and could therefore delay the departure of your consignment.</p> <p>If there is not an approved establishment you can enter the company details from the place of origin.</p>
<p>Will we have regular reviews like this as it is so early in Go Live we cannot tell issues at this time. It would be really useful to do so weekly for the first month?</p>	<p>We will be hosting these calls weekly (Tuesday and Thursday) throughout January 2022.</p>
<p>Can you confirm how we can make sure we are invited to the calls, please?</p>	<p>If you received the invite for today's call, you should receive all future ones too, but you can check with Borders & Protocol Delivery</p>

	Group Mailbox (bpdg.enquiries@cabinetoffice.gov.uk) in case you aren't clear if you are on our routine copy list
Where do we get the new commodity codes from? Is there a cross reference to the old codes?	You can find the 2022 codes (and correlation from 2021 codes) here: https://www.trade-tariff.service.gov.uk/help/cn2021_cn2022

Answers to the questions raised at the BPDG All Stakeholder Call on 06/01/22

Question	Answer
<p>When will CHIEF start recognising IPAFFS codes for notifications?</p> <p>Can we get an email sent out? Till then shall we submit pre-notifications as I don't see any benefit behind it? Plus it is causing double work with the upload to CHIEF?</p>	<p>Yes you should still pre-notify however leave Box 44 blank if it is not recognising the IPAFFS code. This is a known issue in Defra and they expect it to be fixed over the next few weeks.</p>
<p>We understand that there is a potential issue within GVMS that is causing issues where GVMS moves through Temporary Storage locations. Please can you comment, and if so, advise on works to identify and correct this?</p>	<p>The list of common issues with GVMS is included in this bulletin.</p>

<p>Do you have support for GVMS in foreign languages ?</p>	<p>Leaflets for hauliers about new rules for moving goods between the EU and Great Britain using GVMS can be found here</p> <p>=</p> <p>https://www.gov.uk/government/publications/leaflets-for-hauliers-about-new-rules-for-moving-goods-between-the-eu-and-great-britain and are available in Bulgarian, Dutch, French, German, Hungarian, Lithuanian, Polish, Romanian and Spanish.</p>
<p>I don't think I received the list of common issues/errors with GVMS - is there a link available?</p>	<p>The list of common issues with GVMS is included in this bulletin.</p>
<p>Is there any way we can check on the status of ports which should be GVMS that are currently no? We have a lot of confused hauliers?</p>	<p>The list of ports using GVMS can be found here : https://www.gov.uk/guidance/list-of-ports-using-the-goods-vehicle-movement-service</p>
<p>Is there any way we can check on the status of ports which should be GVMS that are currently not? We have a lot of confused hauliers trying to create GMRs when they are not necessary.</p>	<p>The list of ports using GVMS can be found here : https://www.gov.uk/guidance/list-of-ports-using-the-goods-vehicle-movement-service</p>
<p>Similar characters in GMR numbers I and 1, 0 and O. Can these be removed for accurate entry?</p>	<p>This issue has been escalated to the HMRC GVMS IT team for review/amendment. Further info to follow.</p>
<p>We are getting lots of press enquiries on how bad the delays are at Calais. It would help if govt could provide some figures to illustrate the scale of the problem to reassure the public and media.</p>	<p>Unfortunately due to commercial sensitivity, we are unable to share turnback figures.</p>
<p>Can you explain the reasons preventing you from disclosing the turnback numbers pls?</p>	<p>Unfortunately due to commercial sensitivity, we are unable to share turnback figures.</p>

<p>Can we circulate the Bulletin to Members?</p>	<p>Yes, we encourage recipients to forward the bulletin on to their members.</p>
<p>Do you have any idea when the second hand motor vehicle export refund scheme will start?</p>	<p>Legislation outlining the details of the Second-hand Motor Vehicle Export Refund Scheme will be introduced later this year. Further detail can be found here : https://www.gov.uk/government/publications/second-hand-motor-vehicle-export-refund-scheme/second-hand-motor-vehicle-export-refund-scheme</p>
<p>I sent an email yesterday regarding volume of commodity codes per day per declaration. It is really massive manual work to pre-notify. Can businesses like us get waiver till upload is available?</p>	<p>Please could you contact Defra directly on: impexpmo@defra.gov.uk with your suggestion.</p>
<p>Our agent said they are unable to make an entry in Box 44?</p>	<p>Please ask your agent to contact the CHIEF Operations Team at email: chief.operations@hmrc.gov.uk</p>
<p>From 1/1/22 is it now mandatory to use the full text for CoO <i>"The exporter of the products covered by this document declares that except where otherwise clearly indicated, these products are of (EU) origin," signed and dated?</i></p>	<p>The change from 1st January for Rules of Origin is around supplier declarations being required at point of export. HMRC will share links to the relevant guidance including https://www.gov.uk/government/collections/rules-of-origin-for-goods-moving-between-the-uk-and-eu</p>

Answers to the questions raised at the BPDG All Stakeholder Call on 11/01/22

Question	Answer
<p>Is there any fix to GVMS not arriving entries or do we have to just assume they have arrived and enter them on CHIEF?</p>	<p>Drivers must ensure they do not report to the carrier check in at the point of exit without firstly obtaining P2P (Permission to Progress) status.</p> <p>For exports going through Dover, Eurotunnel, Holyhead and Fishguard =</p> <p>Declarants must always submit and gain permission to proceed (P2P) by submitting an arrived export declaration with Additional Information (AI) statement "RRS01" on CHIEF.</p> <p>For exports going through Liverpool, Heysham and Milford Haven/Pembroke</p> <p>If your carrier is using:</p> <ul style="list-style-type: none"> • the goods vehicle movement service (GVMS), the declarant must submit an arrived export declaration • inventory linking, the declarant must submit a pre-lodged declaration and must not use the AI statement RRS01 <p>Further detailed guidance can be found at: https://www.gov.uk/government/publications/goods-leaving-great-britain-from-1-january-2022-at-ports-using-gvms-cip-2/customs-information-paper-2</p> <p>It is for declarants, hauliers and drivers to ensure they can meet their legal requirements as part of the pre-lodgement model. This includes the responsibility of the driver to carry evidence in the form of a valid GMR including all necessary declarations prior to departure.</p> <p>HMRC would welcome any specific details regarding this issue.</p>

<p>Please can we have an update regarding GVMS issues, where the GVMS easement is permitted for use in Temporary Storage locations. We continue to see issues where GVMS holds are being created and there is then an issue to have these cleared/removed. Thankyou.</p>	<p>HMRC are continuing to work closely with port locations to resolve any issues quickly. HMRC would welcome detail of specific instances in order to comment more. For background mandatory use of GVMS is limited to Dover, Eurotunnel, Liverpool, Newhaven and Sheerness. For all other ports that have GVMS implemented, GVMS is an optional service offered by border locations and their carriers. For further clarity on which model is in use at each port location, HMRC recommend that you check with the carrier you expect to use. Please see the link which includes further guidance. https://www.gov.uk/guidance/list-of-ports-using-the-goods-vehicle-movement-service. Port operators who chose to use a mixed model, will need to integrate GVMS to their inventory linking system.</p>
<p>We have had a couple of issues where the hauliers have incorrectly processed the Customs Declarations against a customer account rather than a shipper account. What is the official procedure to correct these?</p>	<p>The entries should be amended on CHIEF if they have not been cleared on CHIEF. For post clearance amendment of imports (Underpayment) on CHIEF: https://www.gov.uk/guidance/apply-for-a-voluntary-clearance-amendment-underpayment-c2001 For post clearance amendment of imports (overpayment) on CHIEF: https://www.gov.uk/guidance/how-to-apply-for-a-repayment-of-import-duty-and-vat-if-youve-overpaid-c285 For non-monetary amendments of imports: Please send the following to: Belfast.pcateam@hmrc.gov.uk</p> <ul style="list-style-type: none"> • Copy of the already submitted import declaration C88 (SAD) • Copy of the new amended and completed C88 (SAD) • Commercial invoice (s) for the imported goods • Brief description of the reason for the amendment <p>To amend post clearance exports: https://www.gov.uk/guidance/make-an-amendment-to-export-declarations</p>

	<p>If goods have not departed and the GMR has not been finalised, it can be updated if the amendments result in a different DUCR for exports or entry reference number for imports. If the GMR has not been finalised and goods have not departed, a new GMR may have to be created to take account of any changes.</p>
<p>We have had an issue today with CHIEF saying our product required an animal pathogens import licence for a commodity that does not require a licence. DEFRA have advised this is a CHIEF error - is this a widespread issue?</p>	<p>There are certain commodity codes where the Tariff and CHIEF are incorrectly showing requirements for animal health or CITES documents. This is being reviewed and any errors will be corrected in due course.</p> <p>For any urgent queries related to this issue please contact: chief.operations@hmrc.gov.uk tariff.management@hmrc.gov.uk</p>
<p>I am hearing from our customs broker that they are having to enter the same data to GVMS 3 or 4 times before it picks up declaration - this relates to exports?</p>	<p>The person making the customs declarations for the goods you're moving should:</p> <ul style="list-style-type: none"> • Use the dual location code for all exports declarations from GB to EU, when the goods will be moved through the border locations of Dover and Eurotunnel. This gives you flexibility on your route. Check the location codes for roll on roll off border locations for use in CDS or CHIEF which can be found here: https://www.gov.uk/government/publications/roll-on-roll-off-ports-location-codes-or-data-element-523-of-the-customs-declaration-service?utm_source=haulier30&utm_medium=stk_email&utm_campaign=transition&utm_content=Dec21UK and here: https://www.gov.uk/government/publications/uk-trade-tariff-freight-location-codes?utm_source=haulier30&utm_medium=stk_email&utm_campaign=transition&utm_content=Dec21UK • Ensure that 'RRS01' is entered in the customs declaration in box 44 for CHIEF or Data Element 2/2 for the CDS, if you will be moving the goods through a GVMS border location. If this is not done, GVMS will not

	<p>be able to validate it on the submitted GMR. For more details, please refer to the recently published Customs Information Paper which can be found here = https://www.gov.uk/government/publications/goods-leaving-great-britain-from-1-january-2022-at-ports-using-gvms-cip-2/customs-information-paper-2</p> <p>HMRC would welcome more specific details about this issue.</p>
<p>We have been advised some issues at Portsmouth port - are these resolved now?</p>	<p>HMRC are aware of some consignments having been held for a period at certain locations. Portsmouth was one of these locations however that has eased. HMRC are working with Border Force and other operational colleagues to ensure issues are cleared as swiftly as possible.</p>
<p>What awareness, support is underway with EU ports to reduce turnaways or delays relating to GVMS at EU export. We have more instances here of drivers being delayed due to other trucks not being ready.</p>	<p>BPDG's EU Member States Technical and Operational Policy team continue to work with the French and other key EU Member States</p>
<p>There is anecdotal evidence of 3 hour + delays at Calais port. can you confirm this and what's being done? Thanks</p>	<p>That is not BPDG's understanding however we continue to work with the French and other key EU Member States</p>
<p>When exporting to IRE can I just put the Country of Origin on the commercial invoice or do I need to get a UK Certificate of Origin?</p>	<p>For exports to ROI you do not need to obtain a certificate of origin. You can make a statement of origin on your commercial document if exporting under rules of origin. Further detail can be found here :https://www.gov.uk/guidance/proving-originating-status-and-claiming-a-reduced-rate-of-customs-duty-for-trade-between-the-uk-and-eu</p>
<p>Sorry, just to note the correct issues - did Sue Roberts (HMRC) mention just now in her first comments haulier problems with "TRNs?" and location codes. Plus work to improve on carnets and "transit"?</p>	<p>HMG have seen errors being made such as using the trailer references when entering the Vehicle Registration Number (VRN) which is incorrect. The VRN must match the vehicle presenting the GMR. HMRC have shared a list of common issues being seen with creating Goods</p>

	<p>Movement References and for reference it was included in the BPDG stakeholder bulletin on 7 Jan HMRC are acting on feedback about Carnet and Transit issues including working closely with staff on the frontline to ensure any issues are addressed quickly.</p>
<p>Ashford Sevington - goods being held for export where the goods are subject to the changed tariff code (aircraft for example) - unable to produce the T1 document to support transit.</p>	<p>HMRC are aware of goods being held at certain locations for a long period of time and they are working with Border Force and other operational colleagues to ensure they are cleared as swiftly as possible.</p>
<p>Do you see problems arising with France implementing new import VAT rules for goods entering the country? I already received enquiries on that matter. Will companies will be informed of the changes quickly? Thanks.</p>	<p>Some important changes came into effect on 1 January 2022 in the French VAT regime, which will affect companies exporting goods from the UK to France. BPDG notified industry about these changes in our bulletin on 10/12/21. From 1 January 2022, VAT on imports in France will no longer be collected by the customs authorities but rather will be automatically reverse-charged on the importer's French VAT returns. This means it will not be possible to import goods into France without a France VAT number, as all companies acting as importers of record in France will need to have a valid French VAT number and file VAT declarations. Foreign companies can register for VAT in France even if they are not established in France or elsewhere in the European Union. DIT France in collaboration with RM Boulanger, a company specialised in cross-border formalities and tax matters, held a webinar on these changes. Further information is available through this pre-recorded webinar which can be found here: https://www.youtube.com/watch?v=I3TtY0g6YkQ</p>