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Northern Ireland – Processes for moving goods between NI and the rest of the UK *(freight only)*

June 2020

The Northern Ireland Protocol

- The Northern Ireland Protocol addresses the unique circumstances on the island of Ireland and prevents a hard border at the land border. This means there will be no new checks or controls on goods moving within the island of Ireland, and no new infrastructure along this border.
- The UK Government is committed to complying with obligations under the Protocol while protecting the 1998 Belfast (Good Friday) Agreement, reinforcing Northern Ireland's place in the United Kingdom and supporting businesses and the Northern Ireland economy.

Introduction

This means

- **Trade going from Northern Ireland to the rest of the UK:** This should take place as it does now. Businesses in Northern Ireland will have unfettered access to the rest the UK market. This means that in the vast majority of cases, there will be no additional process or paperwork and there will be no restrictions on Northern Ireland goods arriving in the rest of the UK.
- **Trade going from the rest of the UK to Northern Ireland:** There will be no tariffs on goods remaining within the UK customs territory. Only those goods which are at risk of entering the EU will face duties. For goods which may be at risk, the Government will make full use of the NIP provisions giving powers to waive and/or reimburse tariffs. Northern Ireland businesses will benefit from preferential tariffs through new Free Trade agreements with third countries just as the rest of the UK will for goods remaining in the UK customs territory. There will be import and Entry Summary Declarations (safety and security declarations) for goods moving GB to NI.
- There will be no new physical customs infrastructure. We have confirmed that we will maintain existing facilities and designations for the purpose of processing arrivals of agri-food goods at Belfast Port, Belfast International Airport, Belfast City Airport and Warrenpoint Port. Expanded infrastructure will be needed at some of these sites for the purpose of agri-food checks and assurance. Subject to further work with the Northern Ireland Executive and delivery partners, further designations may also be required at other existing sites. There will be no construction at points of entry where no plant or animal health checks are currently carried out.

Introduction



- *The following slides detail the requirements for border processes on goods moving between GB and NI.*
- *It asks port operators to decide whether they would like to use the **Pre-Lodgement model or a traditional Temporary Storage model, where goods can be stored at the frontier for up to 90 days, to meet these requirements at their location.***
- *It asks port operators, carriers and hauliers to familiarise themselves with the requirements that will apply to them.*
- *This pack sets out*
 - *The requirements that border locations, carriers and hauliers would need to fulfil under the Pre-Lodgement model.*
 - *The key requirements that border operators would need to fulfil under a traditional Temporary Storage model.*
 - *The key requirements for meeting Safety and Security obligations*
 - *The key requirements for handling goods moving under the Common Transit Convention under each of the models.*

Requirements for trade going from the rest of the UK into NI

To achieve customs control, we need to ensure that:

- a) All goods are presented and declared to customs
- b) HMG has the opportunity to intervene to carry out any minimal checks that may be required under the NI Protocol before the goods can be released

Under the existing Temporary Storage model, goods can be stored at the location of arrival for up to 90 days before they are declared to free circulation or other relevant procedure.

If you wish to use the Pre-Lodgement model, we must:

- a) Ensure all goods have the appropriate declarations before they board
- b) Communicate to the person in control of the goods (e.g. the driver of a lorry for accompanied goods or the carrier for unaccompanied goods) by the time they arrive in NI whether goods are cleared to proceed on their journey or need a check - in most cases checks will not be required

Goods Vehicle Movement Service



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- To ensure we can support the Pre-Lodgement model and facilitate Transit, the government will introduce a new IT platform called the Goods Vehicle Movement Service (GVMS). We can work with you to define any necessary changes you may need to make to your systems and/or processes to integrate with the GVMS.
- The GVMS will, by the end of the Transition Period, allow us to:
 - Enable declaration references to be linked together so that the person moving the goods (e.g. a haulier) only has to present one single reference (Goods Movement Reference or GMR) at the frontier to prove that their goods have pre-lodged declarations.
 - Allow the linking of the movement of the goods to declarations, enabling the automatic arrival in HMRC systems as soon as goods board so that declarations can be processed en route.
 - Automate the Office of Transit function.
 - Allow notification of the risking outcome of declarations (i.e. cleared or uncleared) in HMRC systems to be sent to the person in control of the goods by the time they physically arrive so they know where they need to proceed to.

What do I need to do if I decide to use the Pre-Lodgement model?

As an approved port, we expect you to work with HMG to ensure goods coming via your location are subject to appropriate customs controls.

You will need to:

1. Obtain a Temporary Storage approval which is required under the Union Customs Code
2. Ensure goods are not allowed to arrive at your location without pre-lodged declarations. For example, through commercial arrangements with your users that goods without declarations will not be allowed into your location.
3. Ensuring those goods identified as needing minimal checks are controlled upon arrival and do not leave your location until they have been cleared for customs. However, checks at Northern Ireland ports will be avoided as far as possible.

Hauliers - Rest of UK to NI



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What else do I need to do at locations using the Pre-Lodgement model?

Aside from carrying the relevant licenses, permits and documentation as for any other crossings, if you are moving goods through a location that has chosen to implement the Pre-Lodgement model and to use the GVMS, you will be required to:

- Ask your traders to give you, for each consignment you are carrying, a unique reference number that proves that a declaration has either been pre-lodged or is not needed. This can be a Transit Accompanying Document MRN (for goods moving via Transit), an MRN (for goods declared into CDS) or an EORI (for goods where the trader is authorised to make declarations in their own records).
- For transit movements – the paper Transit Accompanying Document (TAD) must travel with the goods.
- Link all these references together, alongside any Safety and Security declaration references, into one Goods Movement Reference (GMR) for each trailer movement. You can do this in two ways:
 - A direct link from your own system into the Goods Vehicle Movement Service (we will work with you to develop this functionality) or
 - An online portal available in your Government Gateway account.
- For each trailer movement, update the GMR with the correct vehicle registration number (VRN) for accompanied movements or trailer registration number (TRN) for unaccompanied movements. The VRN/ TRN can be updated to cater for any changes but must be correct when the GMR is presented to the carrier at the point of departure.
- Instruct your drivers not to proceed to the border before all the necessary references are added into a GMR to make it complete, or if any declaration reference has not been accepted onto the GMR, as they will not be allowed to board.
- Instruct your drivers to present the GMR to the carrier on arrival at the point of departure to demonstrate they have the necessary evidence to legally move goods.
- Work with us to identify ways to get HMG messages to the person in control of the goods and instruct them to comply with instructions issued by HMG for any minimal checks that may be required.

Carriers - Rest of UK to NI



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What do I need to do at locations using the Pre-Lodgement model?

- Capture and check the Goods Movement Reference (the reference code that will prove goods in that vehicle have any necessary declarations).
- Refuse boarding to any vehicles that have an invalid GMR. However, to avoid congestion, we will ensure any hauliers that enter incorrect declaration references into their GMR envelope are advised not to proceed to the port until the valid reference is entered into the GMR. We will also support hauliers to prepare to submit the right information at the right time.
- Verify at check-in that the vehicle registration number (VRN) for accompanied movements, or trailer registration number (TRN) for unaccompanied trailer movements matches to the reference entered into the GMR and request that the haulier amends the GMR to include the valid VRN/ TRN before they are allowed to board.
- Send all valid GMRs collected to HMG via the GVMS at the point of no return so that declarations can be arrived in the system and risk-assessed en route and Office of Transit (OoT) functions can be completed if applicable.
- For transit movements only - the Office of Transit (OoT) process is automated through collecting the GMR in GVMS. However, the paper Transit Accompanying Document (TAD) must still travel with the goods.

We will also ask you to please work with us and your border location to help facilitate a process to ensure the person in control of the goods (e.g. the driver) has received a cleared/uncleared message from HMG by the time they arrive in NI, so that they know whether their goods need to be checked.

Safety and Security – moving goods into NI

- To meet our international obligations for Safety and Security (S&S) there will be some additional administrative process, for goods entering NI from the rest of the UK.
- The person moving the goods will be required to submit an Entry Summary Declaration for goods moved into NI via the Import Control System (ICS).
- The information must be provided pre-arrival to agreed timeframes depending on the mode of transport:

Mode of Transport	Timescales
Maritime Containerised Cargo	at least 24hrs before loading at departure port
Maritime bulk or break bulk	at least 4hrs before arrive
Sea voyages less than 24hrs (Including Roll off and Roll on Ferries)	at least 2hrs before arrival
Short haul flights (less than 4 hours)	time of actual take off
Long haul flights	at least 4hrs before arrival
Rail and inland water ways	at least 2hrs before arrival
Road Traffic	at least 1hrs before arrival

Safety and Security – moving goods into NI



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- To meet the requirement of an Entry Summary Declaration for goods being moved into NI, the person moving the goods will need to enter the relevant information into the Import Control System (ICS).
- This data will need to be provided by the “carrier” which is defined as:
 - For Unaccompanied goods – shipping or Air Freight operator
 - For Accompanied goods – haulier
- This can be done either via:
 - Trader Front End, you need a Government Gateway user ID and password, if you do not have a user ID, you can create one
 - Community System Providers (CSPs)

Moving goods from the rest of the UK to NI



Haulier/Intermediary

Generate a Goods Movement Reference (GMR) for each vehicle from within the Goods Vehicle Movement Service and populate this with unique reference details for all customs declarations:

- Import
- Safety and Security
- CTC Transit

Carrier / Location

Validate GMR

Trigger automatic arrival / complete Office of Transit function (if applicable) by sending the GMR to HMG

Independently capture the vehicle registration number/ trailer registration number

HMG

Risking carried out by HMG on declarations

Status update notification sent to person in control of the goods before they arrive

Moving goods from Northern Ireland into the rest of the UK



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- Trade going directly from Northern Ireland to the rest of the UK should continue to take place as it does now and Northern Ireland businesses will retain unfettered access to the rest of the UK market. This means that in the majority of cases, there should be no additional processes or paperwork and there will be no change to how Northern Ireland goods arrive in Great Britain ports compared to today.
- The exceptions to these arrangements will be goods falling within the very limited number of procedures relating to specific international obligations binding on the UK or the EU (for example, obligations on the movement of endangered species and where traders want to use special procedures like duty suspense).
- In the limited circumstances set out above, export declarations may be required. Traders may also choose to use Transit when moving goods through NI ports. In these exceptional circumstances, we need to work with you to put in place a process that allows us to control these movements and allows your clients to fulfil their obligations.

Hauliers – NI to rest of UK



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What do I need to do for trade moving from NI into the rest of the UK?

- In most cases traders will not need to provide any information or complete additional processes to move goods from NI into the rest of the UK.
- However, in limited circumstances a declaration may be required. If this is the case you should ask your traders to give you for each consignment you are carrying (alongside any relevant licences or paperwork), a unique reference number that proves that a declaration has been made. This could be a Transit Accompanying Document MRN (for goods moving via Transit), or a DUCR (for goods declared for export into CDS).
- For Transit movements – the paper Transit Accompanying Document (TAD) must travel with the goods.
- Where provided, you should link all these references together into one Goods Movement Reference (GMR) for each trailer movement. You can do this in two ways:
 - A direct link from your own system into the Goods Vehicle Movement Service (we will work with you to develop this functionality) or
 - An online portal available in your Government Gateway account.
- For each trailer movement, update the GMR with the correct vehicle registration number (VRN) for accompanied movements or trailer registration number (TRN) for unaccompanied movements. The VRN/ TRN can be updated to cater for any changes but must be correct when the GMR is presented to the carrier at the point of departure.
- You should instruct your drivers to present the GMR to the carrier on arrival at the point of departure (where this is required) to demonstrate they have the necessary evidence to legally move goods.
- We will also ask you to work with us to identify ways to get HMG messages to the person in control of the goods and instruct them to comply with instructions issued by HMG for any minimal checks that may be required.

Carriers – NI to rest of UK

What do I need to do at locations using the Pre-Lodgement model

- In most cases, a declaration is not required for goods moving from NI into the rest of the UK. You should let trailers board without needing to complete any additional processes.
- In limited circumstances, an export declaration or Transit declaration may be present. Where this is the case the haulier will carry these references in their GMR (Goods Movement Reference) envelope.
- If the haulier presents a GMR (the reference code that will prove goods in that vehicle have any necessary declarations), you should capture and check this information is valid using the GVMS.
- If the haulier presents a GMR, you should verify that the vehicle registration number (VRN) for accompanied movements, or trailer registration number (TRN) for unaccompanied trailer movements matches to the reference entered into the GMR, and refuse boarding where there is a discrepancy.
- Send all valid GMRs collected to HMG via the GVMS prior to boarding so that declarations can be arrived in the system and risk-assessed, and so that Office of Transit (OoT) functions can be completed if applicable.
- For transit movements only - the Office of Transit (OoT) process is automated through collecting the GMR in GVMS. However, the paper Transit Accompanying Document (TAD) must still travel with the goods.

We will also ask you to please work with us and your border location to help facilitate a process to ensure that where a GMR is present, the person in control of the goods (e.g. the driver) has received a cleared/uncleared message from HMG before they board in NI, so that they know whether their goods need to be checked.

Moving goods from NI to the rest of the UK

(by exception – applies to limited goods only)



Haulier/Intermediary

Where a trader has indicated that a declaration is required, you should generate a Goods Movement Reference (GMR) for your vehicle from within the Goods Vehicle Movement Service and populate this with unique reference details for all customs declarations:

- Export (containing S&S information)
- CTC Transit

Carrier / Location

Validate GMR when presented

Trigger arrival process and automated departure/ complete Office of Transit function (where applicable) by sending GMR to HMG

Independently capture the vehicle registration number/ trailer registration number

HMG

Receive notification that goods have departed



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CTC Office of Transit at Non-Pre-Lodgement ports

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Port Operators (Transit)

It is still possible to use an automated Office of Transit process at locations not using the Pre-Lodgement Model, by using the GVMS for transit only.

Under this system:

- Hauliers submit their transit declarations and vehicle/trailer registrations via the GVMS
- Hauliers will still need to follow existing port processes to complete non-transit customs obligations, (e.g. submit S&S declarations by the time limit and comply with any instructions issued by the port operator)
- Transit declarations are assessed before physically arriving in the UK
- The person in control of the goods understands by the time they arrive whether goods are cleared to proceed on their journey or need a check.

The paper Transit Accompanying Document (TAD) must still travel with the transit movement.

The requirements of the Pre-Lodgement model continue to apply for transit movements to ensure the digital transit process can operate:

1. Ensure goods using transit are not allowed to arrive at your location without providing the TAD MRN in advance.
2. Ensuring the minimal numbers of goods identified for checking are controlled upon arrival and do not leave your location until they have been cleared for customs.

Hauliers (Transit)



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What else do I need to do for transit at locations not using the Pre-Lodgement model?

Aside from carrying the relevant licenses, permits and documentation as for any other crossings, if you are moving goods through a location that is not using the Pre-Lodgement model and use an automated process for Office of Transit, you will be required to:

- You will still need to follow existing port processes to complete non-transit customs obligations, (e.g. submit S&S declarations by the time limit and comply with any instructions issued by the port operator)
- Ask your traders to give you relevant Transit Accompanying Document MRN, for each transit consignment you are carrying.
- The paper Transit Accompanying Document (TAD) must travel with the goods.
- Link all **transit** references together into one Goods Movement Reference (GMR) for each trailer movement. You can do this in two ways:
 - ❖ A direct link from your own system into the Goods Vehicle Movement Service (we will work with you to develop this functionality) or
 - ❖ An online portal available in your Government Gateway account.
- For each trailer movement, update the GMR with the correct vehicle registration number (VRN) for accompanied movements or trailer registration number (TRN) for unaccompanied movements. The VRN/ TRN can be updated to cater for any changes but must be correct when the GMR is presented to the carrier at the point of departure.
- Instruct your drivers not to proceed to the border if the submitted transit MRNs are not valid and have not been accepted onto the GMR, as they will not be allowed to board.
- Instruct your drivers to present the GMR to the carrier on arrival at the point of departure to demonstrate they have the necessary evidence to legally move goods under transit.
- Work with us to identify ways to get HMG messages to the person in control of the goods and instruct them to comply with instructions issued by HMG for any minimal checks that may be required.

Carriers (Transit)

What do I need to for transit do at locations using the Temporary Storage model?

- Capture and check the Goods Movement Reference (the reference code that will prove goods in that vehicle have any necessary transit declarations).
- Refuse boarding to any vehicles that have an invalid GMR. However, to avoid congestion, we will ensure any hauliers that enter incorrect transit references into their GMR envelope are advised not to proceed to be port until the valid reference is entered into the GMR. We will also support hauliers to prepare to submit the right information at the right time.
- Verify at check-in that the vehicle registration number (VRN) for accompanied movements, or trailer registration number (TRN) for unaccompanied trailer movements matches to the reference entered into the GMR, request that the haulier amends the GMR to include the valid VRN/ TRN before they are allowed to board.
- Send all valid GMRs collected to HMG via the GVMS at the point of no return so that transit declarations can be arrived in the system and risk-assessed en route and Office of Transit (OoT) functions can be completed.
- The Office of Transit (OoT) process is automated through collecting the GMR in GVMS. However, the paper Transit Accompanying Document (TAD) must still travel with the goods.
- We will also ask you to please work with us and your border location to help facilitate a process to ensure the person in control of the goods (e.g. the driver) has received a cleared/uncleared message from HMG by the time they arrive, so that they know whether their goods need to be checked.



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Any questions?