



Borders Bulletin

Dear Stakeholder,

This bulletin provides the latest news from the Government relating to UK borders following the introduction of full import controls on 1 January 2022 and ahead of the SPS controls being introduced from 1 July 2022.

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](https://www.gov.uk/transition)

The Cabinet Office has now implemented an organisational change, with the departure of Emma Churchill to take up a Director General role at the Home Office. Tom Smith's (Border Strategy and Design) and Stephen Webb's (Border Delivery) Directorates now report to Beatrice Kilroy-Nolan, as DG for Borders, Trade and Brexit Opportunities. Andrew Larter's Directorate (Border Resilience) now reports to Jess Glover as DG for the Supply Chain Unit. The work of the teams, and the commitment of the Cabinet Office to borders work, remains unaffected. If you have any questions about this, please contact us at border.enquiries@cabinetoffice.gov.uk.

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New plant import rules apply

Since 1 January 2022, plant health controls on 'regulated and notifiable' EU produce and cut flowers imported from the EU (excluding Ireland), Switzerland and Liechtenstein are in effect; with these goods now requiring pre-notification on the relevant IT system. Please note, this does not apply to regulated wood, wood products and bulk consignments of isolated bark.

Useful resources:

- Check whether your products fall within the table below:

	PC and pre-notification	Pre-notification
Since January 22	High-priority plants	Regulated and notifiable

If your goods are not listed in the tables in the links above you do not need to do anything. A PC and pre-notification is not required.

- [Watch this webinar](#) which explains each change required. You can also view the [webinar slides](#).
- Take a [look at the Q&A](#).

If you have any questions, please email the [plant health mailbox](#).

How phytosanitary information for exporting regulated plants and plant products is provided to the EU.

The EU COVID easements, which allowed for scanned copies of Phytosanitary Certificates (PCs) to accompany consignments of regulated plants and plant products to the EU, ended on 31 August 2021. This means that consignments arriving in the EU can now have the information submitted electronically through the EU's TRACES NT platform.

Since 1 September 2021, Animal and Plant Health Agency (APHA) has been submitting the information electronically based upon the export application submitted by exporters in England and Wales.

For exporters there is still no need to change any current processes.

However, to enter your PC directly into TRACES NT, we do require some further details such as the person responsible for the consignment (e.g. customs clearing agent) in the

destination country to be able to correctly complete the electronic certificate. [Please find the pro-forma for this here.](#)

For more information, including a Q&A, please see the [Plant Health Portal](#).

Pre-notifying: which IT system?

If you are currently using PEACH to pre-notify imports of plants and plant products, you should continue using that system in 2022. You will be directed when to transfer from PEACH to the IPAFFS service.

If you are new to making pre-notifications and not currently registered on PEACH, you should register for and use IPAFFS to complete pre-notifications of '[regulated and notifiable](#)' goods in 2022.

Goods Movement References needed for empty movements

From 1 February all movements through locations using the Goods Vehicle Movement Service (GVMS), including empty trailers, will need to have a Goods Movement Reference (GMR) to cross the UK border. Some locations which operate GVMS alongside other customs models may operate alternative processes and checks should be made with the lead carrier at that location.

Hauliers at GVMS locations are required to have a valid GMR for empty movements, however, in response to feedback from carriers and to manage traffic flows in the early days of full customs controls from 1 January 2022, HMRC provided carriers with the temporary optional ability to allow empty units not under transport contract to be embarked without a GMR for the month of January.

Use of this temporary optional easement has been dropping off as hauliers adjust to new requirements. As a result, the easement will end as planned on 1 February and GMRs will be needed for all movements through GVMS locations. Any non-compliant vehicles will be unable to embark from their port of departure.

HMRC will continue to work closely with carriers and our other partners to monitor the situation on the ground closely and to provide further support as and where necessary.

To find out more about how to get a GMR go to [GOV.UK](#).

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](#)

We 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 we 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.

Stakeholder calls

We held the last in our current series of all stakeholder calls on Tuesday 25/01/2022, at which Bea Kilroy-Nolan, the new Director General for the Border, Trade Secretariat, and Brexit Opportunities introduced herself. Answers to all of the questions posed in the Q&A function of these calls are included below. We will stand down the calls for the time being. We expect to re-start them following on from the next phase of import controls on 1st July.

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
GMR for 2 of our trucks had subject to control. After control and drivers were let go- the GMR shows still subject to control?	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>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 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>
<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?</p>	<p>We confirm that GVMS is a stand-alone software platform and has no links with IPAFFS.</p>
<p>What levels of turnbacks are occurring on the European loading side and any</p>	<p>HMG are monitoring staff levels very closely in HMRC and BF and we are currently</p>

strategy of 'soft start' on checks by UK border agencies. Plus any update on COVID absence levels on border agency staff would be welcome.	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 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.
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>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

	<p>code N853; status code XW; licence reference GBCVD; Reason text: 'EU import'</p> <ul style="list-style-type: none"> • 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</p>

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

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 :</p> <p>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 :</p> <p>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. 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.</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 i</p>

<p>Thankyou.</p>	<p>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 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-f-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 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>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 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</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>

transit.	
<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>

Answers to the questions raised at the BPDG All Stakeholder Call on 13/01/22

Question	Answer
There are considerable delays at Dover crossing to Calais. What is the reason?	The Dover Traffic Access Protocol , a temporary traffic system to prevent a build up in lorry traffic, was brought in on 11/01/22, amid tailbacks on the motorways and to help ease congestion at the border.
IPAFFS file upload should be available in March. Will testing be available?	There is no CSV capacity bulk upload for products of animal origin on IPAFFS but Defra is developing an API to ease the burden on traders. Development includes a full testing

	process and will take place with traders before public release.
There have been occasional reports in the press of queues at Dover due to a shortage of Covid tests. Can you say something about that? Thanks	The government is committed to providing 100,000 daily tests for critical workers from 10 January 22 to protect critical national services, to keep supply chains open and fortify our NHS. The Port of Dover has applied to be in the scheme for their staff to receive these daily tests.
Please can you confirm if the dual location is for imports from the EU to GB and also for exports from GB to EU. I.e. Tunnel of Dover? Some members seem to think it is exports only?	Exports only. To ensure flexibility when exporting goods out of GB to the EU via the Port of Dover or Eurotunnel, there is a dual Freight Location Code (FLC) that should be used in the GMR. The dual location code should be used by individuals making the customs declaration for all export declarations from GB to the EU when the goods will be moved through the border locations of the Port of Dover or Eurotunnel.
What are the top 3 reasons creating processing delays at Ashford Sevington?	<ol style="list-style-type: none"> 1. Some goods being held for export where the goods are subject to a commodity code which changed on 01/01/22. 2. ATA carnets 3. Discharging a transit movement early
So if not inventory linked - manual procedures to arrive and depart?	Yes - At non inventory ports you simply manually submit entries to customs and inform the driver/port of the entry details.
The BPA were advised that Kent Police said there were traffic issues on Tuesday due to Covid checks in France and the enacted Dover Traffic Access Protocol (TAP).	Thank you Mr Richard Ballantyne for this valuable insight.
Emails sent last friday regarding an IPAFFS wavier till uploads are available?	Please could you contact Defra directly on: impexpmo@defra.gov.uk
Any update on the GMR 1 - I, 0 - O characters being removed?	We are aware of an issue affecting a small number of businesses and have put in place mitigating measures. A longer term remedy is anticipated.

<p>Can you please advise what the procedure is at Portsmouth (PTM) for exports? You cannot complete an arrived declaration EXA - it appears there is no GVMS at export. Is PTM inventory linked for export or is it manual arrival/departure via C1601/1602? This is causing much confusion and delays with exporters and hauliers</p>	<p>Portsmouth (PTM) is currently authorised to use the Standard Export procedure for export. The port uses an inventory-linked system to operationalise the export movements. Any goods exported through PTM must be declared to customs. Further details can be found here = https://www.gov.uk/guidance/making-a-full-export-declaration</p>
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Answers to the questions raised at the BPDG All Stakeholder Call on 18/01/22

Question	Answer
Normal pre-COVID or normal intra-COVID? (flow numbers)	HMG have made a forecast on all of the factors taking into account the prevailing situation with Covid. Flow numbers are back up to what we expected and things have continued to play out pretty much in line with our planning and expectations.
Could I clarify please: Is this a stabilisation of numbers at EU ports, UK ports or both?	Both
We are having issues with new EHCs for fishery products to the EU and BCPs being difficult. One specific BCP has refused a certificate saying the signature is original but the stamp looks as though its photocopied?	Defra have been informed this is exclusive to Caen in France and is being addressed. If it is other BCPs, please forward details to: exports@apha.gov.uk
Are the errors being made on particular routes more than others and separately are there examples of repeat 'offenders' making the same mistakes over and over?	On the first point, not that HMG are aware of and on the second, the majority of errors are when an individual(s) are completing something for the first time.

Answers to the questions raised at the BPDG All Stakeholder Call on 25/01/22

Question	Answer
Can you provide any clarity about the reports heard regarding delays / hold ups at Dover & on the short straits? Reasons for why?	The primary cause to short term delays to freight movements at Dover last week was ship-refitting, which reduces capacity across the short straits, and higher than expected freight volumes. The Goods Vehicle Movement System (GVMS) and other customs systems are online and working as planned. Indications since 1 January are that traders and hauliers are adapting very well to the new processes. We continue to monitor the situation closely and are engaging with industry groups and local stakeholders in Kent.
Can you please send me an application for the Ecosystem of Trust ?	The link to apply & further detail can be found here: https://www.gov.uk/government/publications/piloting-an-ecosystem-of-trust-expression-of-interest
How do we submit the Expression of interest for testing the Ecosystem of Trust?	The link to apply & further detail can be found here: https://www.gov.uk/government/publications/piloting-an-ecosystem-of-trust-expression-of-interest
Can you please send or provide details for the mentioned software testing for the Ecosystem of Trust?	The link to apply & further detail can be found here: https://www.gov.uk/government/publications/piloting-an-ecosystem-of-trust-expression-of-interest
Imports that are processed as a pre lodged , but the driver on arrival at Eurotunnel, Folkstone is not shown either a green or orange light , and then reports to Ashford Sevington IBF and is later released - the consignment is still at status uncleared -what is the process / function to confirm as customs cleared ?	From 1 January 2022, hauliers and/or drivers may be liable to a penalty if goods do not arrive at an IBF for an inspection as instructed by HMRC. When the goods have been presented to the IBF and released, they are usually cleared on CHIEF. If subsequently the status is found to be uncleared, you will need to contact the National Clearance Hub = https://www.gov.uk/guidance/national-clearance-hub-for-goods-entering-leaving-or-transiting-the-eu Alternatively you can contact the Customs Agent who submitted the import declaration to confirm the customs status of goods on CHIEF. The responsibility for passing any messages regarding checks to drivers lies with hauliers; a haulier must ensure that their drivers are made aware or have the means to check

	<p>if an inspection is required. Hauliers can check the status of their goods on GVMS (using their GMR). A driver can check the status of their goods using their GMR by themselves using the "check if you need to report for an inspection" service at: https://www.tax.service.gov.uk/driver-inspection-notification/start. If goods are selected for checks it will be flagged on CHIEF. Once checks are cleared, they will be marked as such in CHIEF (either by Border Force for a route 2 or the National Clearing Hub for route 1. If it's a route 6 with lack of funds; once funds are deposited it will automatically clear. CHIEF will also pass that message onto GVMS who will mark the GMR as 'complete'. Further information can be found here: https://www.gov.uk/government/publications/general-information-about-customs-inland-pre-clearance-checks-ccfs1j</p>
<p>On queues at Dover, it's been reported that queues are at least partly a result of post-Brexit border checks. Even if government systems are working well and as expected, doesn't the fact that new requirements take longer mean that delays are now more likely?</p>	<p>It is untrue to suggest that short term delays to freight movements at Dover last week were caused solely by new customs processes. The primary cause was ship-refitting, which reduces capacity across the short straits, and higher than expected freight volumes. The Goods Vehicle Movement System and other customs systems are online and working as planned. Indications since 1 January are that traders and hauliers are adapting very well to the new processes. We continue to monitor the situation closely and are engaging with industry groups and local stakeholders in Kent.</p>
<p>Please could you advise where we could find more information on the Single Trade Window expressions of interest?</p>	<p>The Expressions of Interest are for the Ecosystem of Trust and further detail can be found here: https://www.gov.uk/government/publications/piloting-an-ecosystem-of-trust-expression-of-interest If you require information on the Single Trade Window, that can be found here : https://www.gov.uk/government/publications/uk-single-trade-window-discussion-paper/uk-single-trade-window-policy-discussion-paper</p>

<p>Could you please clarify the new reporting lines for BPDG? I wasn't quick enough to write it down.</p>	<p>Director General Beatrice Kilroy-Nolan will be bringing the Strategy, Policy and External Engagement led by Tom Smith and the Border Readiness work led by Stephen Webb under her existing business unit, which will become the Borders, Trade and Brexit Opportunities Unit. Beatrice is looking forward to working with you all, and continuing to build on existing relationships. Director General Jess Glover will be the senior leader in charge looking after the contingency work led by Director Andrew Larter. The Single Trade Window programme will be moving to HMRC -Max Hacon will continue as the Director leading on this and more information on the timings for this will be shared in the coming weeks.</p>
<p>Could we have an organogram of all this please?</p>	<p>Director General Beatrice Kilroy-Nolan will be bringing the Strategy, Policy and External Engagement led by Tom Smith and the Border Readiness work led by Stephen Webb under her existing business unit, which will become the Borders, Trade and Brexit Opportunities Unit. Beatrice is looking forward to working with you all, and continuing to build on existing relationships. Director General Jess Glover will be the senior leader in charge looking after the contingency work led by Director Andrew Larter. The Single Trade Window programme will be moving to HMRC -Max Hacon will continue as the Director leading on this and more information on the timings for this will be shared in the coming weeks.</p>
<p>How are businesses managing pre-notifications?</p>	<p>Numbers have risen as expected and now sit at between 3500-4000 per day. IPAFFS continues to perform well with no reported problems and helpline traffic is low. Some initial workarounds to allow customs declarations to be completed, were addressed on 11 Jan by HMRC and further work will remove the requirement for some plant</p>

	<p>importers to upload a blank certificate in the first week of Feb. There is currently no CSV capacity for bulk pre-notification upload for products of animal origin on IPAFFS but Defra is developing an API to ease the burden on businesses. Development includes a full testing process and will take place with traders before public release.</p>
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