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Northern Ireland Protocol Haulier Readiness

BIFA - Scotland, Northern England and Midlands

16th November 2020

Introduction

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:

- Trade going from Northern Ireland to GB: This should take place as it does now
- Trade going from GB to Northern Ireland: There will be no tariffs on goods remaining within the UK customs territory



Haulier Definitions

- There are a number of actors within the supply chain and involved in the movement of goods.
- The definitions used for a Haulier contained within this pack are:
 - Logistical Business providing an end to end service and acting as an intermediary
 - Large Retail Business that does its own haulage and self-declarant
 - Haulage Company subcontracted to pick up consignments on behalf of another business. Required to make Safety and Security declarations but unlikely to complete Customs Declarations

- Driver



Haulier Readiness for the Protocol

- This pack sets out some of the steps Hauliers can take to increase their readiness for January 2021 and will cover:
 - Entry Summary Declaration
 - Goods declarations
 - Ports and Supply Chains
 - Movement of goods from GB to NI Pre-lodgement model
 - Movement of goods from NI – GB
 - Movement of goods from NI – GB Pre-lodgement model
 - Movement of goods from Northern Ireland to Republic of Ireland/EU
 - Grants



Trader Support Service

There will be changes to the way goods move between Great Britain and Northern Ireland.

You may want to sign up for the free Trader Support Service which:

- will help if you move goods between Great Britain and Northern Ireland, or bring goods into Northern Ireland from outside the UK
- is free to use and will guide you through any changes to the way goods move between Great Britain and Northern Ireland
- can complete declarations on your behalf

It can help if you:

- are moving the goods yourself
- act on behalf of someone
- send parcels between Great Britain and Northern Ireland, or bring parcels into Northern Ireland from outside the UK



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Digital Declarations

Declarant or third party – Sometimes the Haulier

The Protocol entails some new administrative processes for traders for goods entering Northern Ireland from Great Britain notably:

- import declaration requirements
- safety and security declaration
- These digital processes will be streamlined and simplified as goods leave Great Britain for Northern Ireland and will not require:
 - export declarations
 - exit declarations
 - customs and regulatory clearance for goods

The new **Trader Support Service** will be able to support businesses complying with these new administrative processes without incurring any direct costs.



Entry Summary Declarations

Carrier responsibility sometimes this is the Haulier

- The data required will need to be provided by the “carrier” which is defined as:
 - For Unaccompanied goods – shipping or Air Freight operator
 - For Accompanied goods – haulier

You will need to provide information such as:

- goods description or commodity code
- consignor and consignee
- type, amount and packaging of your goods
- mode of transport at the border
- onward journey details

You can make the declaration yourself or appoint a third party such as Trader Support Service (TSS), intermediary or customs agent



Entry Summary Declaration

Carrier responsibility sometimes this is the Haulier

An Entry Summary Declaration will be required for goods being moved into NI. This will mean entering the relevant information into the Import Control System (ICS).

- To make your entry summary declaration you'll need access to the Import Control System.
- You can access the system through:
- Trader Front End, you need a Government Gateway user ID and password, if you do not have a user ID, you can create one, purchase appropriate software from a 3rd party software developer, in order for the messages to be converted and sent into ICS.
- Community System Providers



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Declarations

Importer, Intermediary or Haulage company

To make a CDS declaration there is certain information that must be included:

- customs procedure code
- commodity code
- your declaration unique consignment reference which is the main reference number that links declarations

There is additional information required such as:

- Declaration Unique Consignment Reference (DUCR)
- departure point and destination
- consignee and consignor
- type, amount and packaging of your goods
- transport methods and costs
- currencies and valuation methods
- certificates and licenses'



Ports and Supply Chains

Importer, Intermediary or Haulage company

Supply chain reviews should be reviewed to ensure:

- Adequate information can be sourced for declaration purposes
- Buyer/seller obligations are known for starting and finishing goods movements
- The Incoterms are adhered to within commercial agreements

Decide on what the routing will be to move goods including Ports used

- NI Ports - Pre-lodgement Model using Goods Vehicle Movement Service (GVMS)



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Preparing for GVMS – Haulage Company/Manager

Below are some examples of preparations that can be taken now:

- Apply for an EORI starting GB if required
- Decide how safety & security declarations will be made i.e. TSS /agent/ intermediary/self
- Apply for Government Gateway account if not already got one for GVMS and ICS
- Software review to use GVMS
- Implement systems on how the MRN or EORI will be obtained from the declarant to add to the GMR generated by GVMS
- Implement systems to determine how GMR and TAD (if using transit) documentation will be provided to the driver
- Commercial agreements review
- Contingency planning if driver has problems at Port



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Preparing for GVMS - Driver

Below are some examples of preparations that can be taken now to put processes in place in conjunction with their haulage managers:

- Driver will need “line of sight” communication for the GMR with his/her HQ as he/she needs to present this to the Carrier
- Groupage:
 - the driver will need to know specific groupage loads details as each consignment will have a unique MRN
 - Driver may need to relay details about MRNs for each consignment to their HQ in real time for them to be added to the GMR to ensure it’s finalised in time.
- A number of driver contingencies will require implementation, such as:
 - If driver misses sailing (S&S declaration).
 - Driver will need communication channel with HQ as a contingency measure.
 - Process for invalid GMR details to avoid being turned away at the Port
 - What if the GMR fails because of one MRN, will the driver know which one, what is his/her recourse



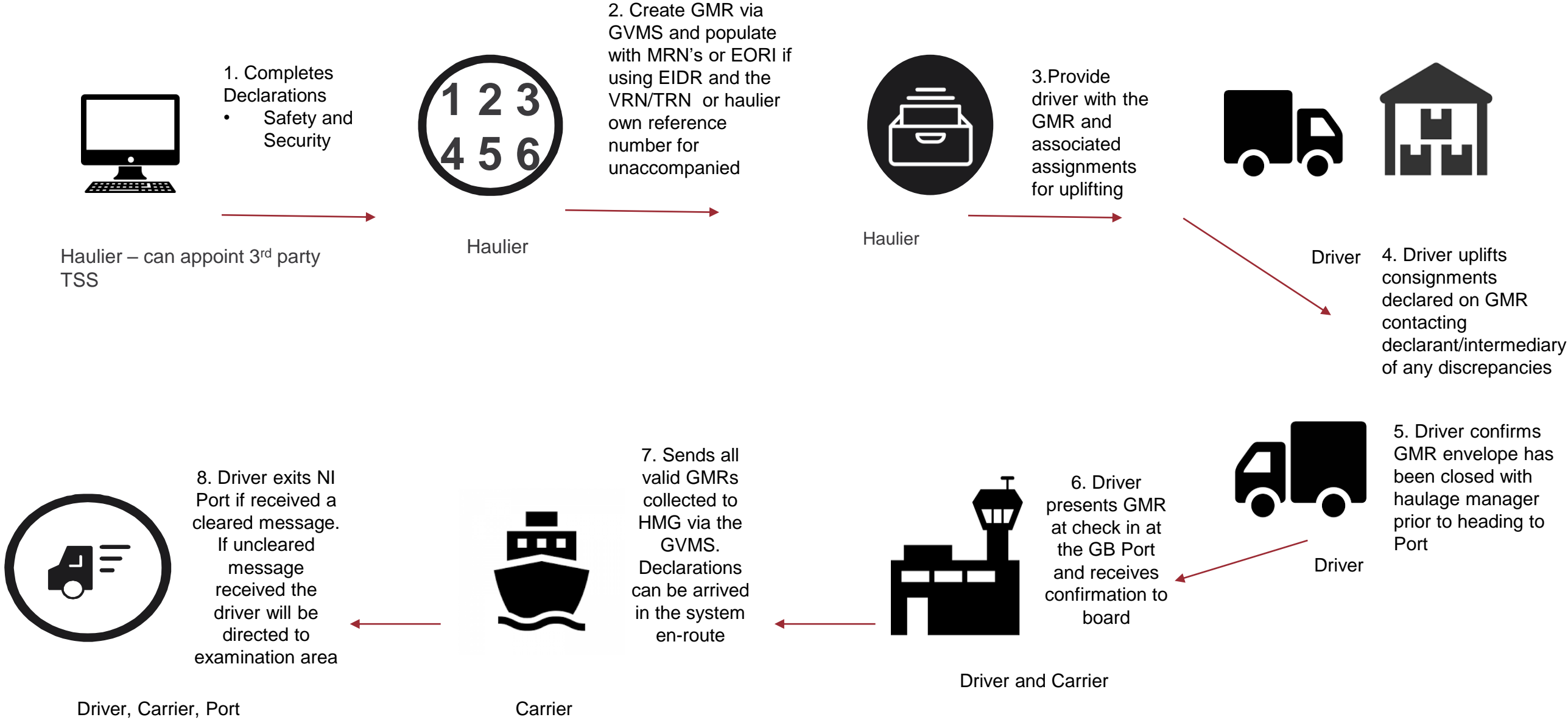
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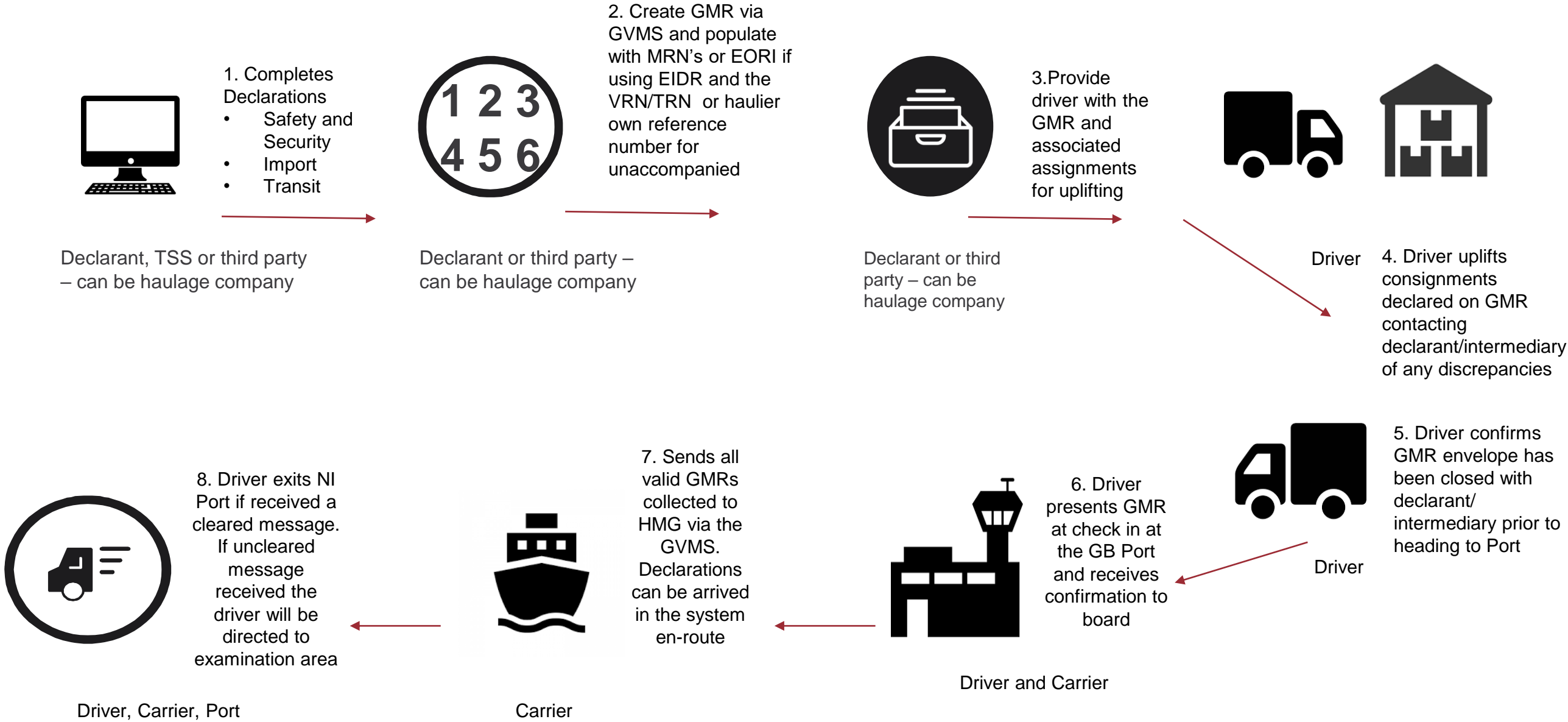


Goods moving from GB to NI Pre-Lodgement Model Haulage Company and Driver – process example



Goods moving from GB to NI Pre-Lodgement Model

Logistics/Self-Declarant – process example



Movement of goods from NI to GB

Trade going from Northern Ireland to GB should take place as it does now
Businesses in Northern Ireland will have unfettered access to the UK internal market.

The exceptions will be goods falling within the very limited number of procedures relating to specific international obligations such as:

- obligations on the movement of endangered species
- traders wanting to using special procedures to suspend duty
- goods moving under transit

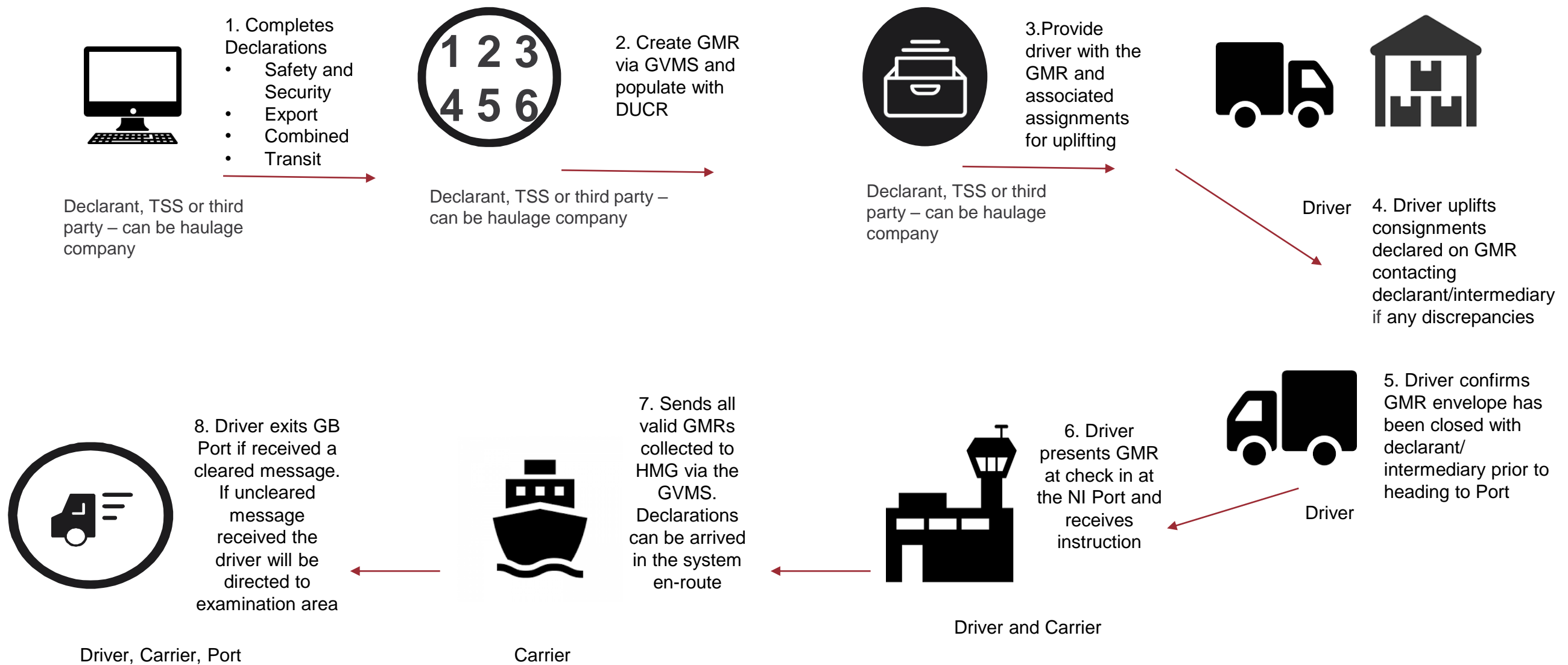


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Goods moving from NI to GB Pre Lodgement Model

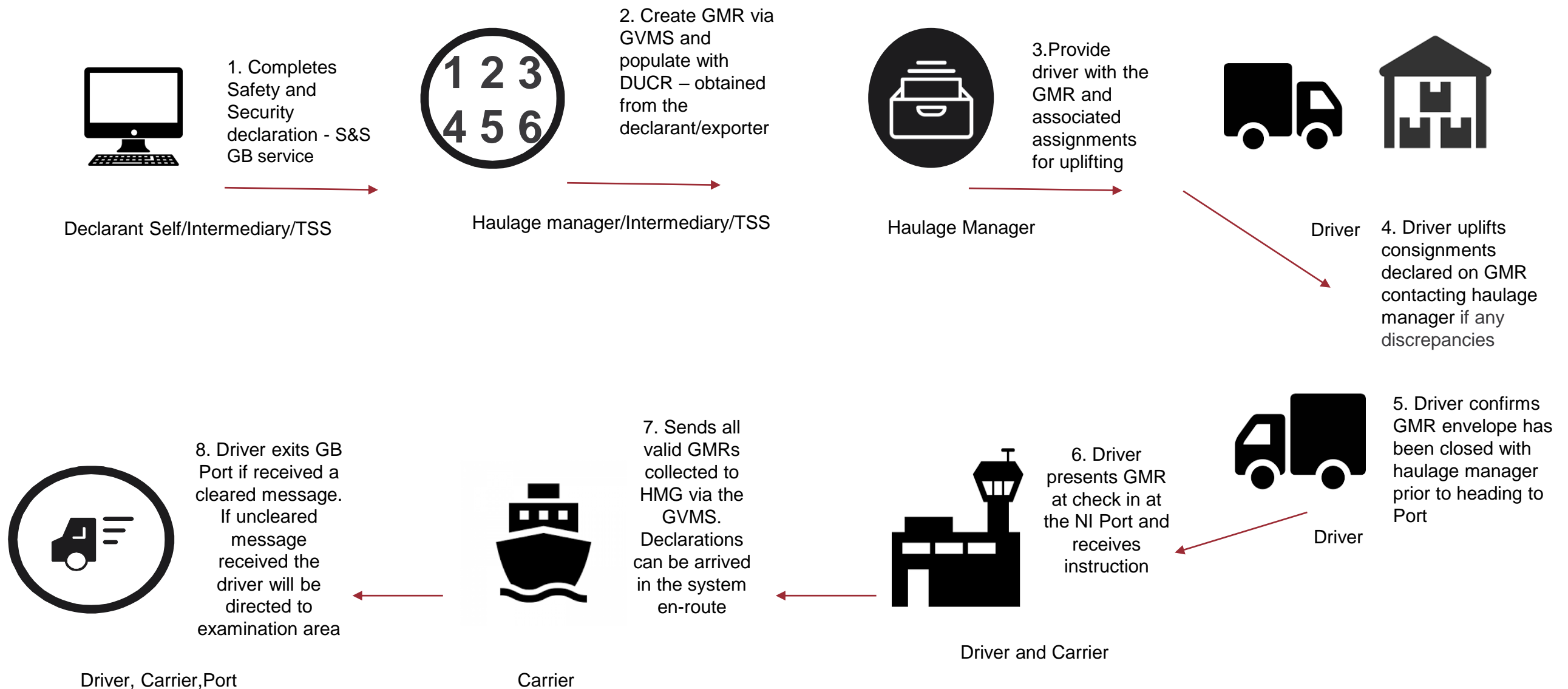
Exceptional Process example

Haulier - Logistical or Self Declarant



Goods moving from NI to GB Pre Lodgement Model

Exceptional example process - Haulage Manager or Driver



Movement of goods from NI to EU

For goods in free circulation in Northern Ireland moving to the Republic of Ireland or other EU Member States that means:

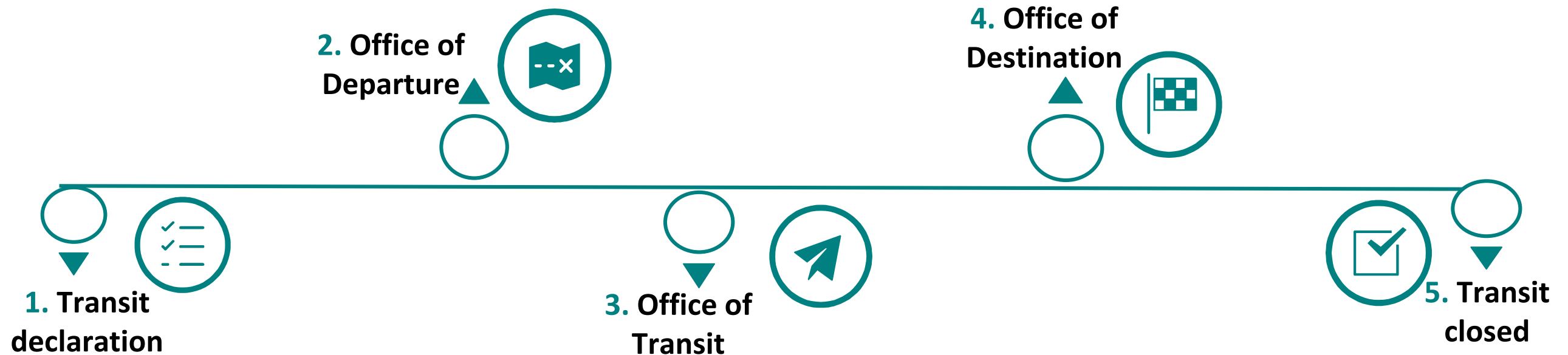
- no substantive change for goods movements
- no customs checks, paperwork or requirements
- no tariffs or quotas applicable, nor checks on rules of origin
- no EU member state able to impose barriers or frictions on goods in free circulation and authorised for the Single Market in Northern Ireland
- no discrimination against Northern Ireland goods by EU member states



Intrastat will continue to operate for goods moving to and from NI from the EU



Transit and the Common Transit Convention (CTC)



1. The transit declaration is completed (including guarantee) using NCTS (the New Customs Transit System)
2. The goods are presented at the Office of Departure (or Authorised Consignor) and the Transit Accompanying Document (TAD) is printed off and handed to the haulier/driver. The goods are then released into transit.
3. At every border crossing into a new customs territory, the TAD and goods are presented at the Office of Transit (OoT functions can only be performed by Customs Officials).
4. At the final destination the goods and TAD are presented at the Office of Destination (or Authorised Consignee).
5. The transit movement is closed, the goods must be declared to another customs regime eg free circulation, temporary storage and the guarantee is released.

The goods are tracked and messages are sent from the various Customs offices using NCTS during the journey.

HMRC Customs Grants

You can apply for 3 grants to help your business complete customs declarations

Your businesses must meet one of the descriptions below:

- complete or intend to complete customs declarations on behalf of your clients
- be an importer or exporter and complete or intend to complete declarations internally for your own goods
- be an organisation which recruits, trains and places apprentices in businesses to undertake customs declarations.



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Actions that can be taken now to prepare for a haulage manger and driver	Further information
Haulage Manager - Apply for Govt Gateway account for GVMS and ICS	Gov.uk - www.gov.uk/log-in-register-hmrc-online-services/register www.gov.uk/log-in-hmrc-excise-import-export
Haulage Manager - Apply for EORI starting GB	Gov.uk - www.gov.uk/eori
Haulage Manager - Apply for ICS to make safety and security declarations	For Safety & Security declarations – Govt Gateway. For information required to make the declaration www.gov.uk/guidance/making-an-entry-summary-declaration
Haulage Manager - Sign up for the Trader Support Service - TSS - If you move goods between Great Britain and Northern Ireland the Trader Support Service will guide you through any changes due to the implementation of the Northern Ireland Protocol – haulage manager	www.gov.uk/guidance/trader-support-service TSS can be used to make safety and security declarations
Haulage Manager - Review software requirements for declarations, record keeping, GVMS in order to set up the appropriate record keeping	www.gov.uk/government/collections/commercial-software-developers
Haulage Manager and Driver - Review routing to establish which model the Port is using, that will determine what is required to adopt for declarations and moving goods between GB - NI	Pre-lodgement – GVMS, Temporary Storage mode
Haulage Manager - Review supply chain, commercial agreements and Incoterms to determine if they need revising	Who does what and is it reflected in the incoterms, commercial agreements. Clear understanding of who is responsible for which action across the supply chain e.g. safety & security, GVMS, GMR
Haulage Manager - Know what declaration data is required to make declarations including safety & security, GVMS including Vehicle Registration Number (VRN) or Trailer Registrations Number (TRN) this does not need to be a registration number issued by gov (or another agency) but can be the haulier's own reference number for that trailer. dependant on whether the goods are accompanied or not to ensure you can make the declarations or supply 3 rd party such as TSS with the information	Information required to make ICS and goods declarations for customers – have system in place for customers to provide you with this data to make the for GB-NI goods movements this includes obtaining MRN's to be input into the GMR generated by GVMS. TSS can help with this
Haulage Manager and Driver - Set up systems to have contact with the driver to provide them with the GMR – required at check in – and two way communication of contact if there are issues with the load	Required for contingency planning and general questions
Haulage Manager to supply Driver education – ensure your drivers are updated in the changes regarding moving goods between GB and NI.	Provide drivers with GMR, make them aware not to head to Port until GMR envelope has been closed, provide GMR at check in. If goods require examination at the Port of arrival to follow instructions they are given.
Haulage Manager - Review transit model, if using transit, and supply chain against Port requirements if adopting GVMS to understand driver requirements between GB and NI	If goods are moving under transit ensure driver has TAD in addition to the GMR
Haulage Manager - May be eligible for HMG Grant for making Customs Declarations	Training https://www.gov.uk/guidance/grants-for-businesses-that-complete-customs-declarations

Actions that can be taken now to prepare	Further information
Apply for Govt Gateway account for GVMS and ICS	Gov.uk - www.gov.uk/log-in-register-hmrc-online-services/register www.gov.uk/log-in-hmrc-excise-import-export
Apply for EORI starting GB	Gov.uk - www.gov.uk/eori
CDS preparation and understand what data is required	Gov.uk - www.gov.uk/guidance/how-hmrc-will-introduce-the-customs-declaration-service
Apply for ICS to make safety and security declarations	For Safety & Security declarations – Govt Gateway. For information required to make the declaration https://www.gov.uk/guidance/making-an-entry-summary-declaration
Sign up for the Trader Support Service - TSS - If you move goods between Great Britain and Northern Ireland the Trader Support Service will guide you through any changes due to the implementation of the Northern Ireland Protocol.	www.gov.uk/guidance/trader-support-service
Review software requirements for declarations, record keeping, GVMS in order to set up the appropriate record keeping	www.gov.uk/government/collections/commercial-software-developers
Review routing to establish which model the Port is using, that will determine what is required to adopt for declarations and moving goods between GB - NI	Pre-lodgement – GVMS, Temporary Storage mode
Review supply chain, commercial agreements and Incoterms to determine if they need revising	Buyer(importer), seller (exporter) and declarant – who does what and is it reflected in the incoterms, commercial agreements. Clear understanding of who is responsible for which action across the supply chain e.g. declarations, safety & security, GVMS, GMR
Know what declaration data is required to make declarations including safety & security, GVMS including Vehicle Registration Number (VRN) or Trailer Registrations Number (TRN) or hauliers own reference number dependant on whether the goods are accompanied or not to ensure you can make the declarations or supply 3 rd party such as TSS with the information	Information required to make ICS and goods declarations for customers – have system in place for customers to provide you with this data to make the for GB-NI goods movements this includes obtaining MRN's to be input into the GMR generated by GVMS
Set up systems to have contact with the driver to provide them with the GMR – required at check in – and two way communication of contact if there are issues with the load	Required for contingency planning
Driver education – ensure your drivers are updated in the changes regarding goods movements between GB and NI.	Provide drivers with GMR, make them aware not to head to Port until GMR envelope has been closed, provide GMR at check in. If goods require examination at the Port of arrival to follow instructions they are given.
Review transit model, if using transit, and supply chain against Port requirements if adopting GVMS to understand driver requirements between GB and NI	If goods are moving under transit ensure driver has TAD in addition to the GMR

Useful Links

- <https://www.gov.uk/government/publications/the-uks-approach-to-the-northern-ireland-protocol/the-uks-approach-to-the-northern-ireland-protocol>
- <https://www.gov.uk/government/publications/moving-goods-under-the-northern-ireland-protocol>
- <https://www.gov.uk/guidance/moving-goods-into-out-of-or-through-northern-ireland-from-1-january-2021>
- <https://www.gov.uk/eori>
- <https://www.gov.uk/guidance/trader-support-service>
- <https://www.gov.uk/guidance/grants-for-businesses-that-complete-customs-declarations>

