

## Appendix to the Surface Policy Group Minutes

### **Agenda point 5 Customs Matters/GVMS**

Guidance received on manually arriving consignments from HMRC

“Dear customer,

In April, we wrote to you to advise you about issues with some of our services including the Goods Vehicle Movement Service (GVMS). Although this was quickly resolved with guidance published on GOV.UK we have seen an increase in the number of ‘unarrived’ import declarations when goods are moved from the EU into the UK.

We are contacting you now to ask you to check that your import declarations are marked as ‘arrived’ and if they are not, you will need to take action and manually arrive your import declarations on CHIEF and CDS.

The published guidance tells you what actions you should take when goods have arrived in the UK but the declaration status on CHIEF or CDS indicates that the declaration has not been ‘arrived’.

This process will be required in circumstances where there is HMRC system downtime, or where declarations have not been auto ‘arrived’ by GVMS due to other disruptions in the process.

It may also be required if part of the GVMS process has not been completed correctly. It is essential that hauliers include the references for all relevant declarations within the Goods Movement Reference (GMR) as any missing declarations cannot be auto ‘arrived’ by GVMS. It is also essential that carriers validate and include every GMR in the embarkation notification sent to HMRC. If goods have arrived in the UK with an ‘unarrived’ declaration and there is no planned or unplanned downtime indicated by HMRC, you should check that these steps have been completed correctly to identify the root cause of the issue as well as manually arriving the declaration to rectify the situation.

You can access the [guidance on how to manually arrive declarations on GOV.UK](#).

Customs declarations must be ‘arrived’ once the goods have arrived in the UK, so that HMRC is aware that the goods are in the country. This allows businesses to pay any tariffs or taxes where due and to ensure their goods are legally released from customs control so that they can be sold or used. If it is not possible for declarations to be ‘arrived’ automatically in CHIEF or CDS via GVMS, then the person who submitted the import declaration will need to ‘arrive’ the declaration manually. This manual retrospective activity applies to EU goods arriving at UK [locations using GVMS](#).

We know this process can sometimes cause frustration, and we will continue to work with our customers to reduce the number of instances where this course of action is required.”

### **Agenda point 5 Customs Matters/GVMS**

Please see the below step by step check lists issued by HMRC:

For the TRADER:

<https://www.gov.uk/government/publications/customs-declaration-service-communication-pack/trader-checklist-moving-to-the-customs-declaration-service>

For the DECLARANT

<https://www.gov.uk/government/publications/customs-declaration-service-communication-pack/declarant-checklist-moving-to-the-customs-declaration-service>

### **Agenda point 9 RHA Update**

#### **Fuel and Ad Blue**

Prices rocketed as we all know – but so far fuel supply has been OK (tight at times, but OK). Ad blue has also been tight too, right now supply is stable, but worth noting that has been as a result of careful management by suppliers to avoid hoarding.

## **ULEZ – Clean Air Zones – Net Zero**

After a persistent campaign by the RHA (3 – 4 years) we are seeing new changes on Clean Air Zones implementation across England outside London.

RHA has continued to campaign on the CAZ plans because of the precedent it has been setting in the transition to net zero. CAZ's in themselves are not a bad thing – focusing on those places where air pollution is worst is logical, so is using recognised vehicle standards... BUT the CAZ rules adopted a few years ago by DEFRA/DfT were defective (and still are).

Birmingham CAZ is probably the best example, Bath one of the worst – each one can be wrong in its own unique way. Manchester have had to completely rethink what they are planning – that CAZ is delayed indefinitely and will not come back in its original form. Newcastle, likely to be off too. This has been caused by lack of understanding of the impacts on road users. London has a London wide LEZ now for lorries, so there is no change coming for lorry operators. Van operators will see the ULEZ extended beyond the N/S circular roads after TfL completes “consultation”.

Worth noting that most lorries used commercially are compliant with CAZ rules (Euro VI), it is the shortage of supply of new lorries is biting & stopping upgrades (12 -18 month lead times for a new lorry). For info, Bath are planning to charge ALL non-zero emission lorries (they are working this up now) it will apply to both diesel and gas lorries.

### **£200m for net zero**

Net zero is coming, the money for demonstration projects is helpful. It will be a long road and the demonstration will help inform future transition. Like CAZ, the RHA concern is that there is a lack of understanding or care in decision making circles about the life span of assets and the increasing financial risks when buying assets. Transition in lorry sector remains problematic. (We have seen no consideration yet on international haulage).

**DVS changes** in 2024 will be coming through too. Something to be aware of. (details not set by TfL yet).

### **Driver shortage**

The increase in driver testing has helped, so have seasonal factors in easing the driver shortage.

Worth noting that getting tests is getting much more difficult again. Even so, we are in a better position than we were last June. As summer holidays hit and we start peaking from September it can be expected that driver shortage will be an issue again... look after your drivers, think about how you and your hauliers can support driver retention.

### **EU Trading**

Everyone is just getting on with it as best they can. Road disruption / delays will be more common than pre-Brexit, any issues result in tail backs as the resilience and recovery times have been lost. The RHA has suggested that we need a permanent site adjacent to the M20 (small) that can be stood up quickly to manage the front of lorry queues – so safe working can be assured and communications are all in place.

There is a drip-drip of minor problems caused by EU side enforcement on the roads not understanding the TCA

Passports are becoming an issue – UK drivers passports fill up with stamps & the passport office has been slow to deal with renewals. Being worked on with the Passport & Home Office.