



# LOGISTICS UK

Brexit  
Conference  
2021

LOGISTICS UK

Monday, 8 November 2021

**Brexit ten months on - get  
ready for the next stage**

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## Welcome and introduction

**Sarah Laouadi**

Head of International Policy  
Logistics UK

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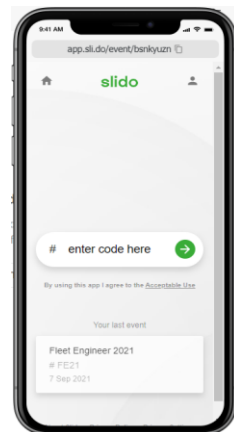
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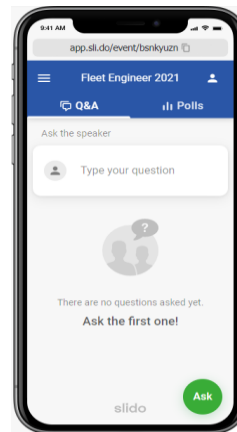
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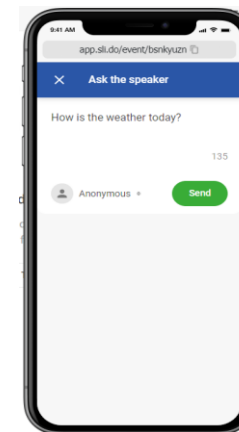
Step 1



Step 2



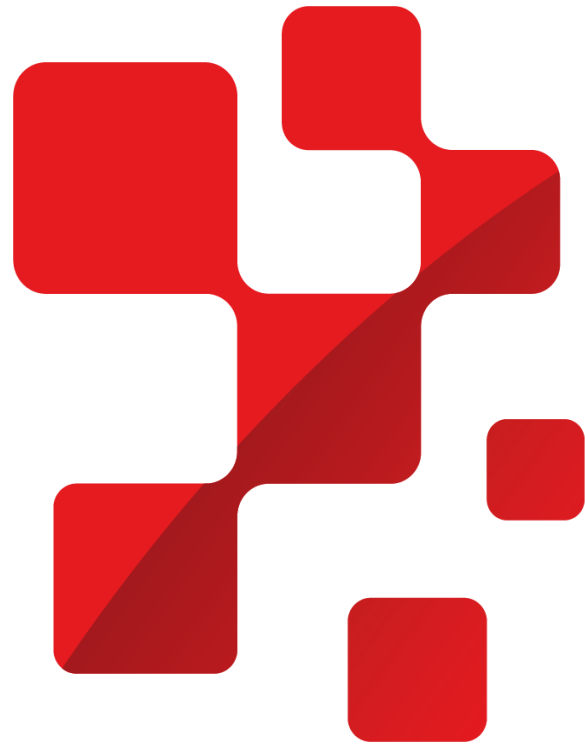
Step 3



Today's sponsor

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LOGISTICS UK



Digital  
Trader  
Services

# Today's programme

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**LOGISTICS UK**

| Time          | Session Name   |
|---------------|--|
| 9:00 - 9:05   | Chair's welcome & Introduction                                   |
| 9:05 - 9:20   | Keynote  |
| 9:20 - 10:00  | Customs formalities  |
| 10:00 - 10:05 | Comfort break  |
| 10:05 - 10:25 | Trade between GB and Northern Ireland                            |
| 10:25 - 10:45 | Beyond EU Exit   |
| 10:50 - 11:05 | Coffee break   |
| 11:05 - 11:30 | Readiness – a broader perspective<br>on all supply chain players |
| 11:30 - 11:55 | Are you ready?   |
| 11:55 - 12:00 | Chair's summary & close  |





**LOGISTICS UK**

## **Keynote presentation**

**Michael Ellis MP QC**

Paymaster General







# LOGISTICS UK

## Keynote presentation

Michael Ellis MP QC

Paymaster General



## Customs formalities

Introduced by Alex Veitch, Deputy  
Director – Public Policy, Logistics UK

## Paul Earnshaw

HMRC GB Haulier Readiness Squad

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# Brexit 10 months on and what's next

Speakers: Andy Cawthorn (or Paul Earnshaw) HMRC GB Directorate Haulier Readiness Squad



HM Revenue  
& Customs

# Introduction



HM Revenue  
& Customs

- The United Kingdom (UK) officially left the EU on 31/1/20 and the Transition Period ended on 31/1/20. Great Britain (GB) is no longer part of the European Union's (EU) customs area, the EU Single Market or part of a Safety and Security zone with the EU
- The government will introduce full customs controls for EU imports on 1/1/22. We are committed to introducing full customs controls to ensure that we collect the correct duties at the right time, protect UK businesses and consumers and avoid trade distortions between the UK and the EU.
- Border locations receiving goods that are moving into GB from the EU will be able to choose between a number of models for customs control
  - ❖ The **temporary storage model** allows goods to be stored for up to 90 days at an HMRC approved temporary storage facility, before a declaration is made and Government officials can carry out any checks before goods are released from the facility
  - ❖ The **pre-lodgement model** (developed as an alternative for where border locations may not have the space and infrastructure to operate temporary storage regimes) ensures that all declarations are pre-lodged before they board on the EU side - this will maintain flow, especially at high volume RoRo locations
  - ❖ The **mixed model** allows for locations where temporary Storage and pre-lodgement are both used

Where locations do not have space to routinely hold goods (Category 1 locations) the pre-lodgement model will be used and goods requiring checks will need to be taken to an inland location.



# Safety and Security





# Safety and Security

## Imports

- From **1<sup>st</sup> January 2021**, if you are moving goods into Great Britain, from Great Britain to Northern Ireland, or into Northern Ireland from outside the EU, you'll need to make an entry summary (ENS) declaration.
- There is currently a waiver in place for ENS declarations, until **30 June 2022**. This waiver applies to all goods brought into Great Britain from the EU and from other countries where S&S information was not required before the end of the transition period.
- ENS declarations for goods imported into GB are submitted into S&S GB system and for goods imported into NI into ICS NI.

## Exports

- Safety and Security requirements apply to all movements out of Great Britain, unless the goods are going to Northern Ireland. The requirements will also apply to some movements out of Northern Ireland, unless they are going to the EU.
- Most goods being exported will be covered by an export declaration containing Safety and Security information, so an Exit Summary (EXS) declaration is not a common requirement. Further information can be found at [gov.uk](https://www.gov.uk) guidance.
- Exit summary declarations are submitted on the Customs Handling of Import and Export Freight (CHIEF) system, in the same way as an export declaration, for goods exported from Great Britain. They're submitted on the Customs Declaration Service (CDS), for goods exported from Northern Ireland.



# Goods Vehicle Movement Service



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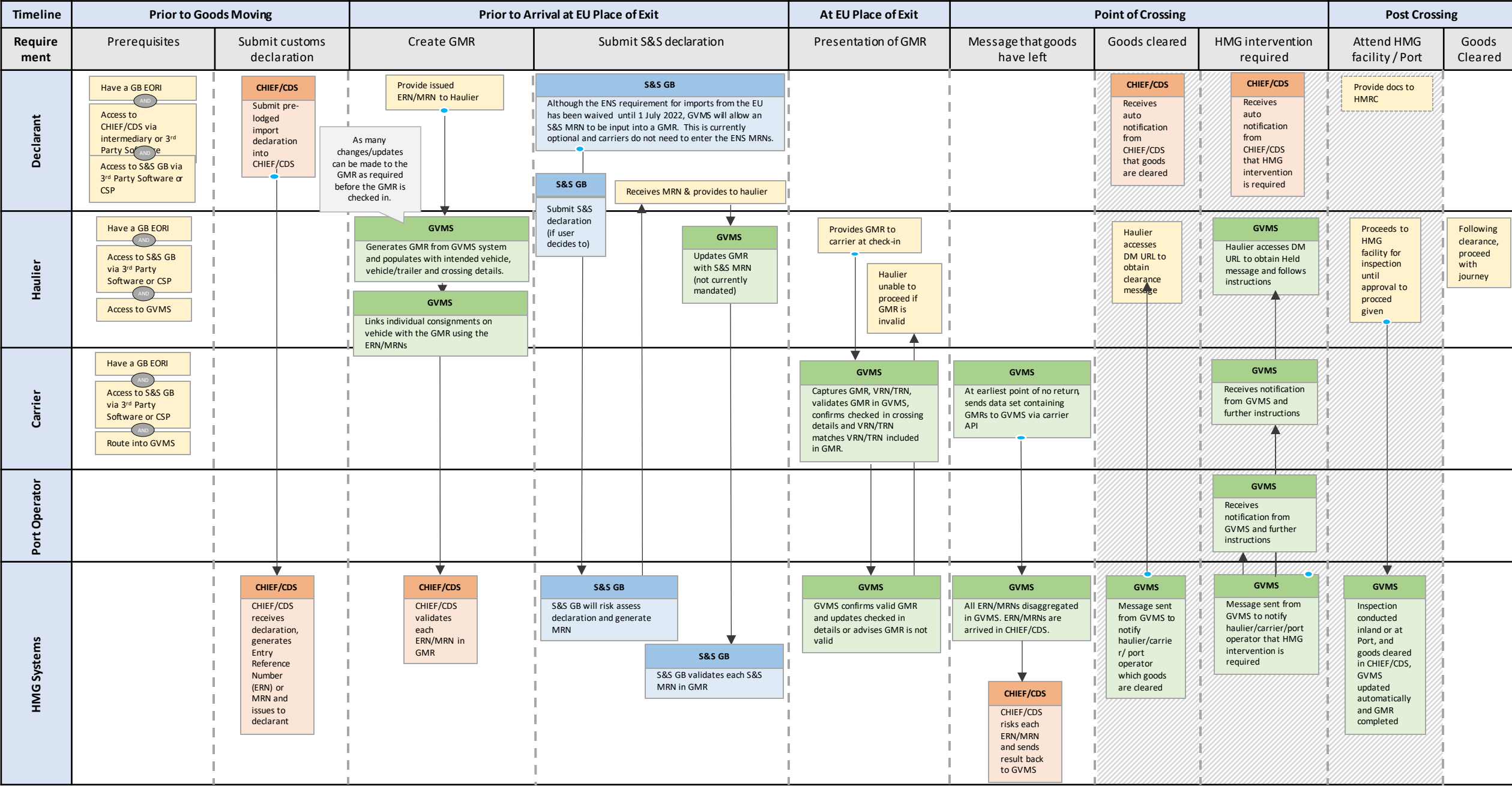
# Goods Vehicle Movement Service

On 31/12/20 at 23.00 (Midnight Central European Time) the UK Government introduced a new IT platform called the Goods Vehicle Movement Service (GVMS) to support the Pre-Lodgement model for both imports and exports and to facilitate Transit movements.

GVMS allow us to:

- Enable declaration references to be linked together so that the person moving the goods (e.g. a driver) only has to present one single reference (Goods Movement Reference or GMR) at the frontier
- Allow the linking of the movement of the goods to declarations, enabling the automatic arrival/departure of goods within HMRC systems.
- Automate the Office of Transit function, marking the entry of goods into NI or GB
- Allow notification of the risking outcome of declarations (held or cleared) in HMRC systems to be sent to the person in control of the goods by the time they physically arrive in NI or GB

Pre-Lodgement Model (Goods Vehicle Movement Service) – Import from EU to GB – January 22





# Story so far and what we have delivered

**On 31/12/20 GVMS went live (Release 1) for:**

- Movements between GB>NI and NI>GB
- Common Transit conventions movements from EU>GB

**There have also been a number of key releases/enhancements to the GVMS service:**

- **16/05/21**- Functionality for NI>GB Exports (in limited circumstances) and enhanced verification
- **04/07/21** – Check if you need an inspection service/ S&S verification for GB>NI Movements/ Indirect Exports from Ireland to GB (via NI)/ Oral and conduct declarations
- **05/07/21** – Imports functionality from EU to GB added (for use by Live proving (testing) volunteers only)

# What will be delivered next

**On 14/12/21 GVMS R2.2 will be delivered** – this will include functionality to reflect the Ending of Staged Customs between GB and EU from 01/01/22:

- **Standard and arrived Exports** – functionality to facilitate the movement of Export goods from GB>EU (those being moved being moved through GB ports) for CHIEF/CDS DUCR's and will also include functionality to allow entry of Transit MRN's (for some instances) as well
- **Other movement types GB>EU movements** – functionality will be available to enter reference numbers and move goods in this direction under TIR or ATA Carnet rules.
- **Imports functionality** – full functionality will be available for use by all moving goods from EU>GB – will allow for CDS/CHIEF import MRN's/ERN's to be entered.
- **Other movement types EU>GB** – functionality will be available for EORI's to be entered for EIDR authorised traders as well as ATA and TIR Carnets (functionality for Common Transit Convention movements already exists)
- **Dual Location Code** – functionality to allow CDS/CHIEF dual code that will allow flexibility for drivers re-routing between Eurotunnel and Dover
- **Declarations by Conduct** – for EU>GB and GB>EU an option will be available for certain types of goods and circumstances where an oral or conduct declaration is relevant.
- **Empty vehicles** – Option will be available to enter details of empty vehicles and an EXS (when moving under contract of carriage)

# GVMS scope (Movements between EU and GB from 1 January 2022)

A GMR will be required for all goods moving through GB ports that have adopted GVMS. A GMR should contain the following types of detail for the following movements for Imports/Exports from EU to GB/GB EU:

| Imports EU>GB  | Exports GB>EU   |
|--|---|
| <b>Imports declared into CHIEF or CDS</b> (Entry Reference Number for CHIEF (ERN) or Movement Reference Number (MRN) entered into GMR) | <b>Exports declared into CHIEF or CDS</b> (Declaration Unique Consignment Reference (DUCR))                                   |
| <b>Entry in declarants records (EIDR) where Trader declares into their own records</b> (Trader EORI entered in GMR)                    | <b>ATA or TiR Carnet movements</b> (Carnet reference numbers entered into GMR)  |
| <b>ATA or TiR Carnet movements</b> (Carnet reference numbers entered into GMR)   | <b>CTC Common Transit convention movements</b> (Transit Accompanying Document (TAD) MRN entered into GMR (in some instances)) |
| <b>CTC Common Transit convention movements</b> (Transit Accompanying Document (TAD) MRN entered into GMR)                              |   |

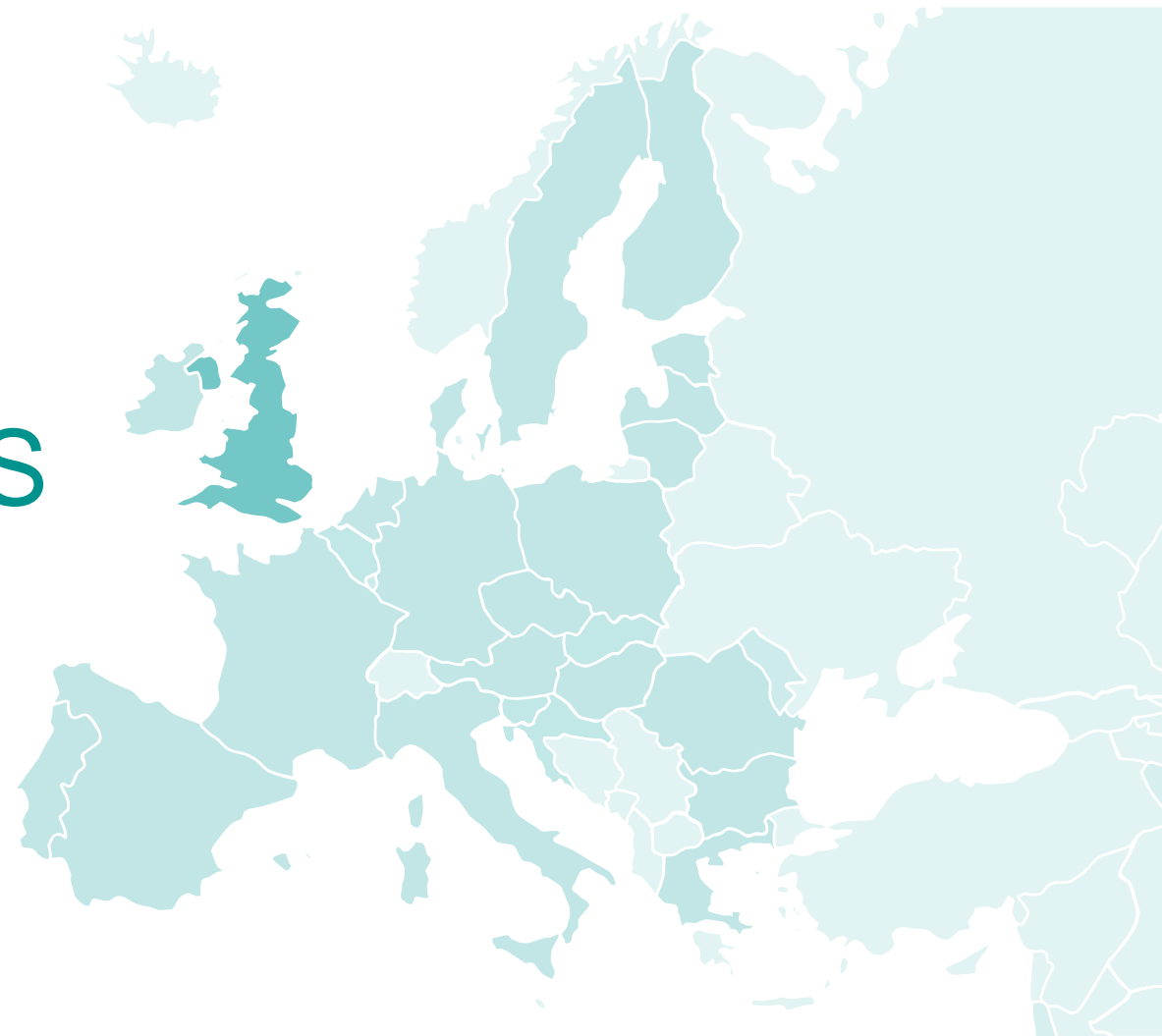
If you need to make an oral or declaration by conduct or are moving empty vehicles/trailers/containers under a transport contract, then you will need to complete a GMR too. Further options will be made available to enable such movements through GVMS. Please refer to the guidance: [goods that can be declared orally or by conduct](#).

Also if you are moving empty vehicles, trailers or containers under a contract of carriage, a GMR will be required.



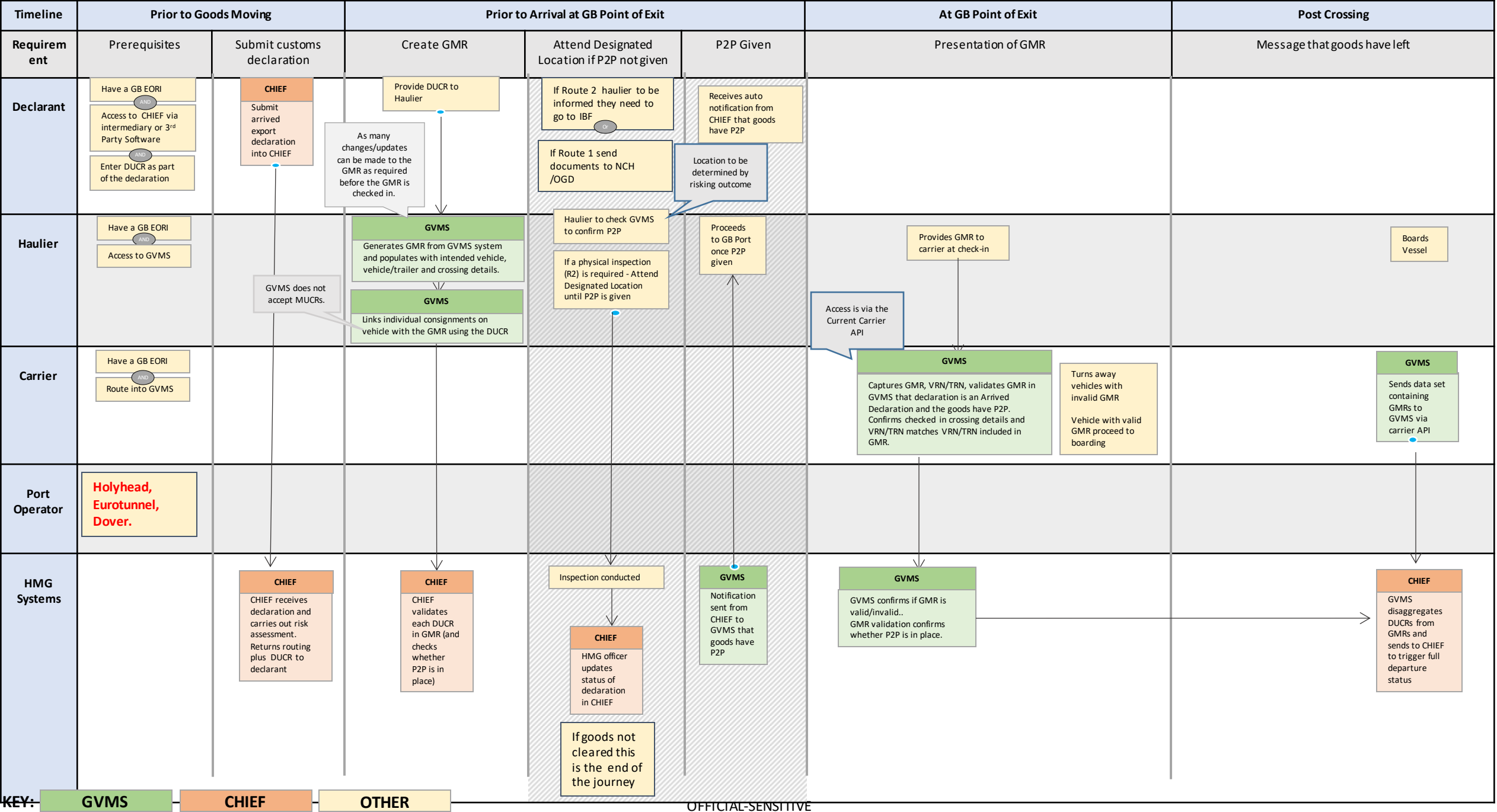
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# Arrived Exports and GVMS





Arrived Exports Process



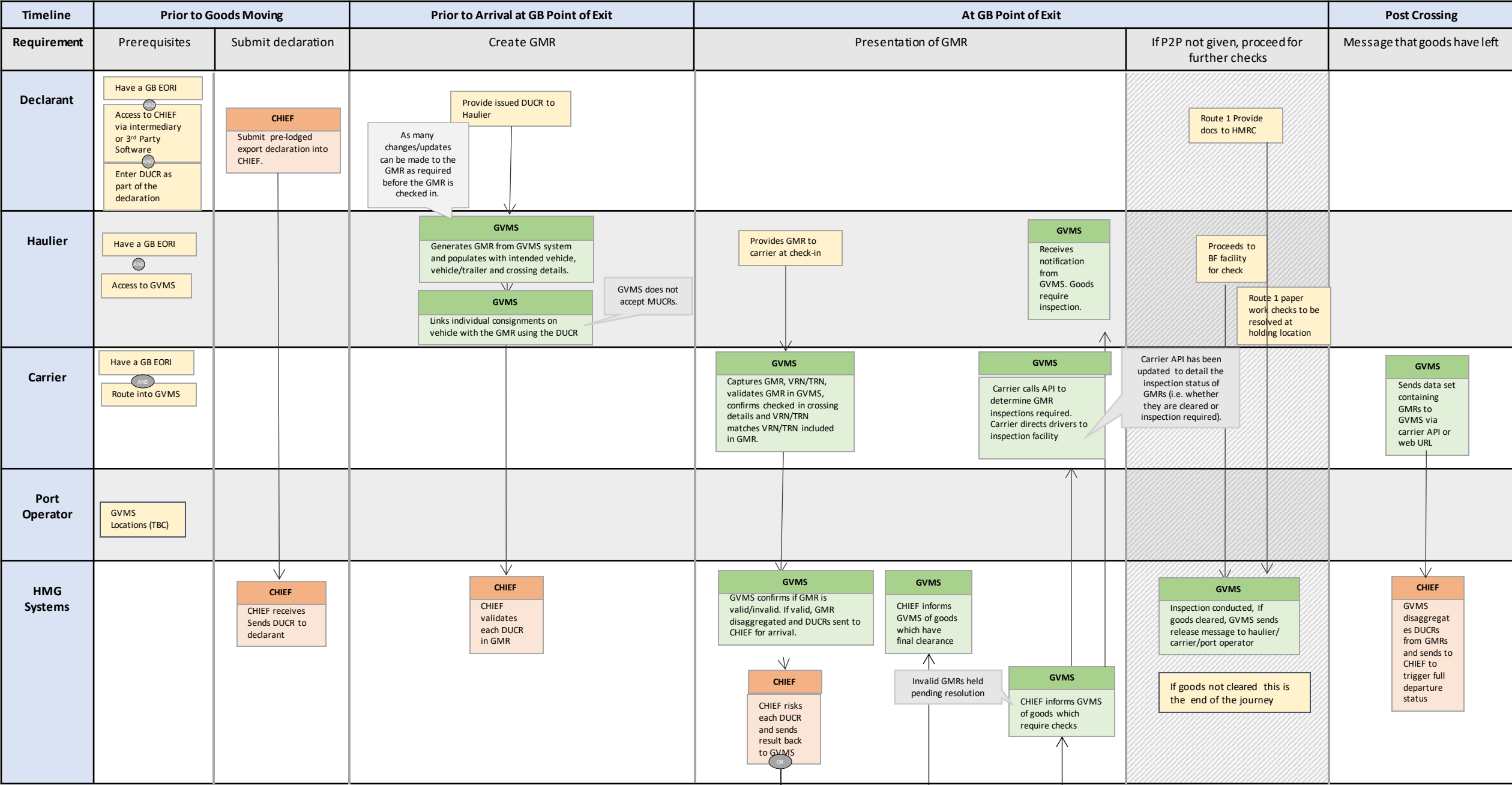


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# Standard Exports and GVMS



Standard Exports Process



KEY: 

GVMS

CHIEF

OTHER

# Beyond January 2022

GVMS will continue to be enhanced throughout 2022 and key deliveries and releases will continue (such as supporting the requirement for Entry Summary Declarations in July 2022 and enhancements to the check if you need an inspection service)





# What did we do?



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## How did we help the haulage industry prepare for Jan 21 and further releases?

- Customer Support (manned helplines and online deskpro service)
- Customer journeys shared with trade associations
- Webinars and teach-in's to demonstrate use of GVMS
- Webinars made available on YouTube top access at anytime
- 1-2-1 support following go live
- Policy inception events
- GOV.UK guidance
- Written comms detailing scope of GVMS releases
- S&S requirements documents issued to detail scope
- Sandbox environment to test Application Programme Interface (API) integration
- Software Developer Support Team to assist with API queries
- Dev Hub for SWD's
- Frequently asked questions documents published
- Engagement sessions with trade associations
- Trader Support Service (Northern Ireland) to support traders moving good between GB and NI

# What did we learn?

- Policy inception events were very well received from external stakeholders
- Collaboration with Border Design to Delivery (BD2D) NI strand in the drafting, Development and communicating of messages to Hauliers
- GVMS building strong relationships with haulier associations who shared core messages on our behalf
- Haulier user testing involvement led to developing a successful Web UI Launch
- Haulier handbook was well received
- Recruiting for the user testing and Live Proving enabled GVMS to fully assure the end to end processes
- Using new Microsoft live teams events technology to host the Webinars, enabling a greater number of attendees (up to 10K) and enable them to post questions through the chat functionality
- Having BD2D / Digital and IT colleagues delivering information on the webinars and sharing their technical expertise to explain processes to be followed
- Showcasing the webinar content on YouTube, enabling hauliers to have even more access to information in different formats – content continues to be widely viewed
- Collaboration with Trader Support Service on messages/Lines To Take and help guides produced excellent and “exemplar” examples of how we should produce guidance

# What did we agree to do / continue to do

- Continue to build on relationship with TSS to improve joint comms
- Continue to review the Haulier Handbook with Department for Transport and have information added there
- Be mindful of bandwidth and information saturation for hauliers
- Ensure we explore ways to get messages to drivers and make sure we explain the impact of non-compliance for whoever is responsible either Haulier
- Continue to improve GVMS registration journeys and processes guidance on GOV.UK
- Broaden engagement with associations including European associations
- Produce FAQ's in a timely manner as quickly after events/webinars as possible

# What else have we done / doing?

To ensure the changes affecting hauliers from January 2022 are understood, HMRC has taken a number of steps to support our hauliers, drivers and traders in both the UK and EU.

- HMRC working closely with other government departments and participates in cross-government fora and Border Industry Days hosted by Border Portfolio Delivery Group working closely with haulage industry, ports and carriers.
- Enhancements to the Government Gateway and GVMS registration journey to reduce failures
- Engaging directly with both UK and EU based Trade Associations on GVMS/S&S and other key changes – with emphasis on co-design wherever possible.
- Holding regular webinars including demonstrations of digital services to show the “how” (e.g, Registrations, Exports, EXS - with on the spot surveys (to understand effectiveness on designs and levels of comprehension) these will continue up to January 2022 and beyond.
- Working with Department for Transport (DfT) to create and update the haulier handbook (translated in English plus 16 European languages).



# What else have we done / doing?

- Working with DfT to ensure up to date information and guidance is available on the DfT Haulier microsite Pre-journey - HM Government UK Transition (dft.gov.uk) which also includes live chat support in English plus 4 European languages.
- Working with DfT to provide support and information at Information and Advice sites in both Europe and UK, and on cross-channel ferries Haulier advice site locations - GOV.UK (www.gov.uk).
- Development of the driver “self-serve” service for GVMS (Check if you need to report for an Inspection) which is translated into 10 European languages).
- HMRC requirements are included in key industry engagement events across Europe attended by DfT.
- Monthly emails to approximately 14,000 EU/non-UK hauliers who move goods between EU and GB (translated into 10 European languages).
- Developing a GVMS leaflet to explain why hauliers need to register for GVMS as soon as possible and signpost to guidance on GOV.UK. This will be distributed in paper and digital form from early November, and translations in 10 European languages

# What else have we done / doing?

- Social media posts with key messages on Twitter, LinkedIn and Facebook from November.
- Using opportunities during Live proving to learn from and improve guidance, communications and our webinar content
- Promoting use of Inland Border Facilities and the “Tell HMRC that you are going to be attending an Inland Border Facility” service



# Resources Available/Support Options



# Recorded webinars

- EU>GB Haulier Webinar R1.0 - available on YouTube [Link here](#)
- GB>NI GVMS Haulier webinar R1.0 - available on YouTube [Link here](#)
- GVMS Haulier Webinar 2 (moving good through Ports) R1.0 – available on YouTube [Link here](#)
- GVMS Releases 1.1 & 1.2 – available on YouTube [Link here](#)
- GVMS Release 2.0 and Safety and Security– available on YouTube [Link here](#)
- Exit Summary declaration (EXS) overview on YouTube [Link here](#)
- Standard and Arrived Exports (Jan 22) available on YouTube [Link here](#)
- GVMS Registrations Webinar available on YouTube [Link here](#)
- GVMS Registration journey (specific for Non-UK haulier) available on YouTube [Link here](#)

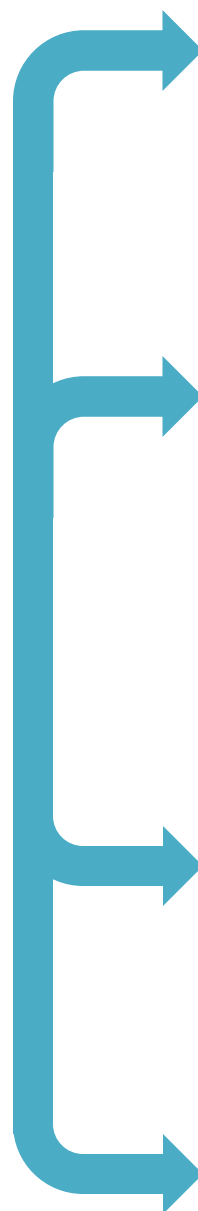


GVMS Availability and planned downtime is on Gov.uk



GMR

Driver can use link provided on GMR to check if you need to report for an inspection



#### DeskPro

24x7 Links from .gov.uk pages  
Staffed Monday Friday 8am to 6pm



- Issues with .gov.uk webpages
- Issues with GVMS Web User Interface

#### Trader Support Service

Telephone: 0800 060 8888

<https://www.gov.uk/guidance/trader-support-service>

24x7



- NI Protocol advice, guidance training and support
- GVMS queries when TSS acted as intermediary

#### Online Services Helpdesk

Telephone: 0300 200 3600

8.00am to 4.00pm Monday to Friday



- Government Gateway credential loss or reset

#### CIT Helpline

Telephone: 0300 322 9434

08:00 – 22:00 Monday to Friday

08:00 - 16:00 Weekends

- General advice on GVMS
- Help moving goods at the border
- Problems registering for GVMS
- Error messages when creating GMRs



Thank you



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Paul Earnshaw

HMRC GB Haulier Readiness Squad

Q&A

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**Comfort break**  
Back in 5 minutes

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# **Trade between GB and Northern Ireland**

Panel discussion

Chair: Seamus Leheny, Policy Manager - Northern Ireland, Logistics UK

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# Trade between GB and Northern Ireland LOGISTICS UK

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- Seamus Leheny, Policy Manager - Northern Ireland, Logistics UK
- Elly Patterson, Northern Ireland Stakeholder Engagement Team, HMRC
- Stephen McAneney, Allied Fleet Services
- Shanker Singham, Competere

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## **Beyond EU Exit**

**Sarah Laouadi**, Head of International Policy, Logistics UK

**Alex Veitch**, Deputy Director – Public Policy, Logistics UK

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# Nationality and Borders Bill

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- The Bill entered Parliament on 6 July 2021 and is currently going through the Committee stage.
- Committee stage is where detailed examination of the Bill takes place. It usually starts within a couple of weeks of a Bill's second reading.
- Logistics UK submitted a written response to the Public Bill Committee outlining our concern with Clause 41 of the Bill which states:
  - Penalty for failure to secure goods vehicle Schedule 4 amends the Immigration and Asylum Act 1999 to make provision for the imposition of a penalty for failure adequately to secure a goods vehicle against unauthorised access and other related matters.
- Logistics UK has called for amendments to Clause 41 which would ensure:
  - *No penalty levied against vehicles found 'unsecure' with no illegal migrants*
  - *No automatic penalty levied against hauliers if signed up to Accreditation Scheme*
  - Logistics UK will continue to engage with Parliamentarians close to the Bill



## Cabotage: Temporary changes in the UK to help driver shortage

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The UK government has introduced a temporary extension to cabotage rules, which came into effect on 28 October 2021.

These temporary additional cabotage rights being permitted will run for six months to 30 April 2022, and allow cabotage:

- within Great Britain (not Northern Ireland)
- for a period of 14 days, with the first day being when a laden entry into the UK was made, with no limitation during that period on the number of
- cabotage journeys permitted.
- to be undertaken by operators from any country, irrespective of whether or not they are in the EU or covered by another permit arrangement.

The UK is making this change on a unilateral basis to improve the flow of goods and the wider resilience in supply chains within the UK.

## Temporary Visas for food and fuel HGV drivers

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The government has introduced temporary visa provision for HGV drivers in two sectors: Food and fuel. There are 4,700 HGV food drivers visas and 300 for fuel. The fuel visas are being dealt with directly by petrol and diesel retailers.

HGV food drivers allocated through the scheme must have an HGV licence recognised for use in the UK. The scheme applies to EU, EEA (Iceland, Liechtenstein and Norway) or Swiss licence holders only. They must hold a HGV (category C or C+E) licence.

To recruit temporary workers, logistics companies need to contact a scheme operator. The application process varies for each operator. Applicants should ask them about their temporary visa scheme, how much the process costs and how to apply. The scheme operators are:

- [AG Recruitment](#)
- [Concordia](#)
- [Fruitful Jobs](#)
- [Pro-Force](#)

You must apply for HGV food drivers under the temporary visa scheme by 1 December 2021. All temporary visas for HGV food drivers will expire on 28 February 2022.

# Touring companies

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**The issue:** the 2-journey limit while in the EU (under TCA) is incompatible with the touring model.

## Logistics UK advocacy actions:

- Placed touring companies and specialist transport on the agenda with DfT from 2018
- Provided oral evidence to MPs in several Parliamentary committees (Jan – Feb – Nov 2021)
- Raised the issue with media and gained coverage in newspapers and TV
- Wrote to the Business Secretary and raised the issue with the Cabinet Office
- Secured participation in regular DCMS working groups to leverage the influence of the broader culture industry
- Worked with like minded trade associations
- Provided regular and detailed evidence to DfT

## State of play and prospects:

- Unilateral policy options considered by Gov.
- Call for evidence (Jul 2021)
- Hasn't been followed by a legislative proposal
- Looking ahead

# Beyond EU Exit

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**Sarah Laouadi**, Head of International Policy, Logistics UK  
**Alex Veitch**, Deputy Director – Public Policy, Logistics UK

## Q&A

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## Coffee break

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# **Readiness – a broader perspective on all supply chain players**

Panel discussion

Chair: Sarah Laouadi, Head of  
International Policy, Logistics UK

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# Readiness – a broader perspective on all supply chain players

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- Olivier Thouard, Vice Chair of Customs and Indirect Taxation Institute, CLECAT
- Frank Dunsmuir, Head of Customs & International Trade, DTS & Fujitsu
- Louis Hinzen, Senior manager Economic Affairs, FoodDrinkEurope

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## Are you ready? Q&A and wrap up

**Sarah Laouadi**, Head of International Policy,  
Logistics UK

**Alex Veitch**, Deputy Director – Public Policy,  
Logistics UK

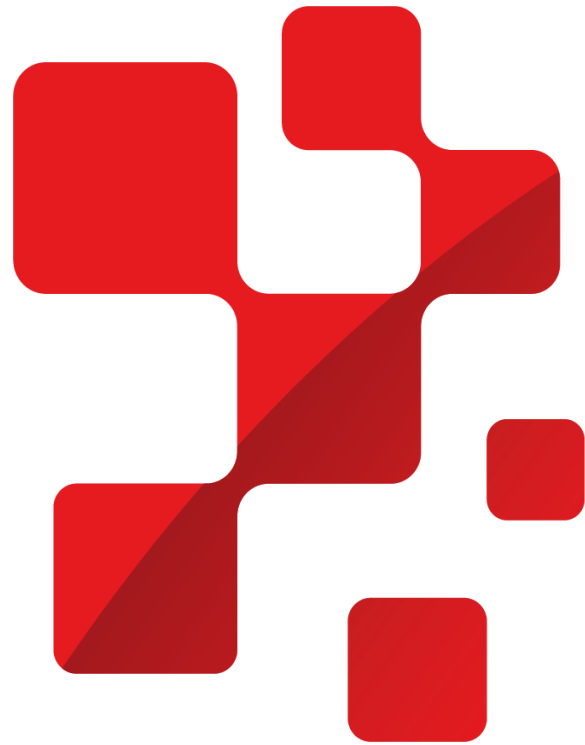
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