



EoSICC Imports Webinar



Welcome

- Thank you for joining today's webinar. This is the first of two sessions where we will walk through the changes that the ending of staged customs controls on 01 January 2022 will introduce for hauliers, moving goods through Border Locations using the pre-lodgement model, known as the Goods Vehicle Movement Service (GVMS).
- This webinar will focus on the movements from EU to GB (Imports) relevant from 01 January 2022 and what hauliers/drivers need to do to be ready to move goods through Border Locations that have adopted GVMS.
- As part of today's session we will also pause briefly to conduct a survey around some of the demonstrations you have seen today – we would really appreciate your participation and feedback to help us improve our services
- This is a Microsoft Teams Live Event where all except the speakers are muted to enable the event to flow – if you have any questions please use the chat function and we will provide answers to these after the call



Agenda

Nº	Subject	What will this cover?	Presenter
01	Welcome and Agenda	Scene setting for the day	Ged Webley
02	Goods Vehicle Movement Service	<ul style="list-style-type: none"> • Introduction • Goods Vehicle Movement Service • Story so far and what we have delivered • What will be delivered next • Haulier Definitions and who should register • GVMS Import Journey 	Mo and Paul Earnshaw
03	How to enter Import declaration into a GMR	Import declaration	Paul Earnshaw
04	How to enter a TiR declaration into a GMR	TiR declaration	Paul Earnshaw
05	How to enter an ATA Carnet declaration into a GMR	ATA Carnet declaration	Paul Earnshaw
06	How to enter an EIDR authorisation in a GMR	EIDR placeholder	Paul Earnshaw
07	How to enter an oral or conduct declaration or empty in GMR	Oral or Conduct declaration or empty	Paul Earnshaw/Guy Robinson
08	Survey	Survey	Ged Webley
09	Customs Checks and IBF's	IBF's Placeholder slide	Ged Webley
10	Haulier and driver preparation	Haulier and Driver Preparation	Mo Bhuiya
11	Completing GMR's in advance of Jan 21	Completing GMR's in advance of Jan 21	Mo Bhuiya





Goods Vehicle Movement Service From 01 January 2022



Introduction



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- The United Kingdom (UK) officially left the EU on 31/12/20 and the Transition Period ended on 31/12/20. 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 the pre-lodgement model will be used and goods requiring checks will need to be taken to an inland location.

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 allows 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



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

From Midnight 31/12/21 into 01/01/22 (GMT) GVMS R2.2 will be delivered.

A Goods Movement Reference (GMR) will be required for all movements in ports that have adopted GVMS from 01/01/22 – this will include functionality to reflect the Ending of Staged Customs Controls between GB and EU.

The functionality below will be able to be used for movements starting from 01 January 2022

- **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)
- **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



Haulier Definitions and who should register

Any Hauliers that move goods through ports that have adopted GVMS, whether based in the UK or Non-UK will need to register for GVMS.

Hauliers may fall under one of the following definitions:

- an independent driver that transports goods and does their own customs paperwork
- a company that sub-contracts to pick up goods on behalf of another business
- a logistics business, hired to transport goods and complete customs processes on behalf of another business
- a large retail business, that transports and declares your own goods

From 1 January, if you're not registered and attempt to move goods through a GVMS port, you won't be able to:

- board the ferry or shuttle,
- cross the EU/GB border
- clear your goods through customs

[UK Transition: Hauliers - moving goods between EU and GB \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)



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Good Vehicle Movement Service Pre-requisites

In order to use GVMS, Hauliers who will register for GVMS and create a Goods Movement Reference Number will need the following in place:

- **A Government Gateway Account (this can be a new account or an existing account, however this must be the account used to create the GB EORI)**
- **A GB EORI**
- **Access to GVMS**

For more information around how to obtain a Government Gateway Account, get a GB EORI and register for GVMS please see:

- GVMS Registrations Webinar available on YouTube [Link here](#)
- GVMS Registration journey (specific for Non-UK haulier) available on YouTube [Link here](#)



GVMS Imports (EU>GB) January 2022



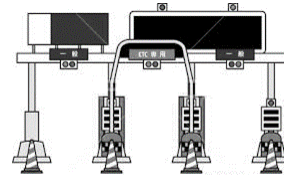
Before Moving Goods

- Apply for and receive a GB EORI number.
- Haulier registers for GVMS
- Trader submits Transit, Import, Tir/ATA Carnet declarations and passes these to the haulier



Before Arriving at EU place of Exit

- Haulier requests goods movement reference (GMR) from GVMS and enters declarations into it
- Goods loaded to vehicle/trailer and all customs references TAD MRN's added to GMR.
- VRN/TRN/CRN input into GMR along with departure and destination port



Upon Arrival at EU place of Exit

- Carrier captures GMR at check in and sends to GVMS to validate
- Valid GMRs are approved to board
- Any Invalid GMRs and those with incorrect details must be turned away from the Port
- Carrier records GMRs for vehicles that have boarded



Leaves EU and makes crossing

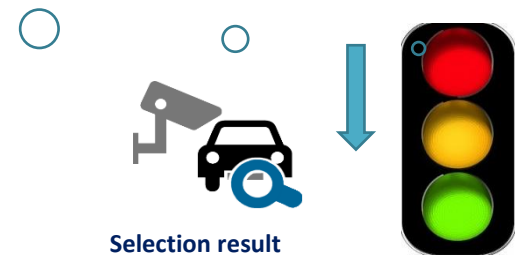
- Carrier sends GMRs to GVMS upon embarkation
- GVMS receives GMRs and disaggregates Customs MRNs/ERNs and TAD MRN's to HMRC systems to initiate arrival and OoT
- HMRC systems risks MRNs and sends updates back to GVMS



Trailer Disembarks

Person in control of the movement of the goods acts on selection result;

1. Goods have been matched to entries that requires no further checks, the entries has been cleared and vehicle/trailer is free to proceed.
2. An entry(s) attached to this vehicle has not been Customs Cleared and the vehicle/trailer must proceed to the designated HMG facility



Selection result

1. GVMS identifies GMRs where no failures have occurred or checks have been identified.
2. GVMS identifies GMRs where checks are needed and communicates a hold message



HMG facility

- Risking will be completed and HMRC system updated by Gov official



OFFICIAL



Goods Cleared



HM Revenue & Customs

NOT GOVERNMENT POLICY

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 from EU to GB:

Imports EU>GB

Imports declared into CHIEF or CDS (Entry Reference Number for CHIEF (ERN) or Movement Reference Number (MRN) entered into GMR)

Entry in declarant records (EIDR) where Trader declares into their own records (Trader EORI entered in GMR)

ATA or TiR Carnet movements (Carnet reference numbers entered into GMR)

CTC Common Transit convention movements (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 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 carrying items under Universal Postal Union customs forms (e.g. CN22/23s) you will need to select the 'postal declaration' option when creating a GMR





EU>GB GVMS scope –January 2021



Import declaration for hauliers:

- From 1 January 2022 if hauliers are moving goods through a location using the GVMS they will be required to enter evidence that import declarations have been made by declarants/traders and populate a GMR with Entry Reference Numbers (ERN's) from Customs Handling of Import and Export Freight (CHIEF) or Movement Reference Numbers from Customs Declaration Service (CDS) prior to embarkation.
- Safety & Security GB can optionally be entered into the GMR (**Note this is not Mandatory until July 22**)

I am adding an Entry Reference Number (ERN)
An ERN consists of an Entry Processing Unit number (EPU), a CHIEF entry number, and the date of entry. These declarations are made in the Customs Handling of Import and Export Freight (CHIEF) system.

Example of an ERN: **EPU** 123 - **ENO** 123456A - **DOE** 01/11/2022

What is your customs declaration ERN?

Enter an EPU
Reference consisting of 3 numbers

Enter an entry number
Reference consisting of 6 numbers followed by 1 letter

Enter the date from your ERN
The date of the ERN in the format DDMMYYYY



TIR declaration

With over 50 countries using the procedure, the TIR system is the international customs transit system with the widest geographical coverage. As other customs transit procedures, the TIR procedure enables goods to move under customs control across international borders without the payment of the duties and taxes that would normally be due at importation (or exportation). A condition of the TIR procedure is that the movement of the goods must include transport by road.

In order to move goods under the Transports Internationaux Routiers (TIR) Convention, the haulier must hold a TIR authorisation obtained in their country and the vehicle moving the goods must hold an approval certificate of a road vehicle for the transport of goods under customs seal.

The haulage company must:

- give the driver the TIR Carnet
- ensure that arrangements have been made
- Enter TIR reference into a GMR.
- Optionally a Safety and Security Entry Summary Declaration (ENS) from Safety & Security GB can be entered into the GMR if moving under a contract of carriage **(Note this is not Mandatory until July 22)**
- Instruct the driver to take and present the goods and the TIR Carnet to the EU customs authorities

At the EU border:

The driver must present the TIR Carnet and ensure it is stamped by the EU customs authorities in line with the EU's procedures.

At the UK border:

The driver must follow the port's local procedures for the presentation of the TIR Carnet.

Once the vehicle has completed its journey, the driver must return the TIR Carnet to their office/manager.

Hauliers must enter TIR declaration reference into the GVMS to create GMR for driver.

The image shows a sample of a TIR Carnet form, which is a yellow document used for international road transport of goods. The form is titled "CARNET TIR*" and "14 volets". It contains various fields for information such as "Pays de destination", "Pays de destination (2)", "Noms (s) de marchandises", "Certification de conformité", and "Observations diverses". It also features a large red circular stamp with the word "Examen" written vertically across it. The top left corner has the IRU logo and "Union Internationale des Transports Routiers". The top right corner has "I.R.U. XB25000000". The bottom right corner has a signature line for the "Signature du titulaire du carnet".

ATA Carnet declaration

Using the ATA Carnet will mean you'll not pay customs charges, and it:

- simplifies clearing your goods through customs in exporting and importing countries
- gives a financial security for customs charges that could be due on goods that you'll use in the countries you visit
- removes the need for a customs declaration

If the trader arranges for the goods to move under the ATA Convention the driver must obtain the ATA Carnet document from the trader and enter the reference in the GMR.

Optionally a Safety and Security Entry Summary Declaration (ENS) from Safety & Security GB can be entered into the GMR if moving under a contract of carriage **(Note this is not Mandatory until July 22)**

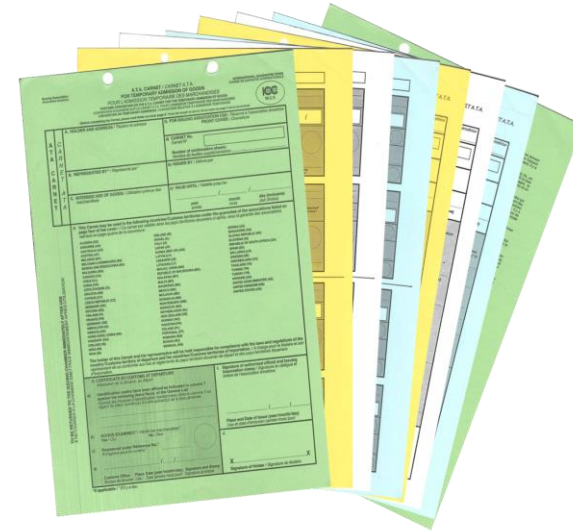
At the EU border:

The driver must present the ATA Carnet with a letter of authorisation (if applicable) and ensure it is stamped by the EU customs authorities in line with the EU's procedures.

At the UK border:

The driver must follow the port's local procedures for the presentation of an ATA Carnet.

Hauliers must enter ATA carnet reference into the GVMS to create GMR for driver.



Entry in Declarants Records (EIDR)

Some declarants/traders who you may interact with may have been authorised by HMRC to move goods under Simplified Customs Declaration Processes and will enter the import details into their own records

From Jan 22

- In such instances an authorised declarant/trader may provide you with their GB EORI instead of evidence of pre-lodged declarations (such as an Entry Reference Number for Import declared into CHIEF).
- You should enter the GB EORI for the authorised trader into the GMR for the goods movement
- If you don't enter a GB EORI with the appropriate authorisation, you will receive an error message when you enter it
- If this is the case you must contact the declarant/trader to check the details are correct
- If you are unable to provide a valid GB EORI then you must ensure relevant customs declarations references are entered into the GMR instead
- Safety & Security GB can optionally be entered into the GMR **(Note this is not Mandatory until July 22)**



Oral/conduct declarations

There are some [goods](#) that do not require a declaration on import but move through ports where a GMR has or will be mandatory. They fall into several categories for example :

- Imports that can be declared orally; for GVMS locations that offer oral declarations
- Imports that can be declared by conduct; the act of crossing the border is deemed a declaration
- Also Details of empty vehicles, trailers and containers also need to be entered into a GMR. This applies whether these are 100% empty or contain reusable packaging crates trays
- This list is not exhaustive (see [link](#) to GOV.UK guidance)

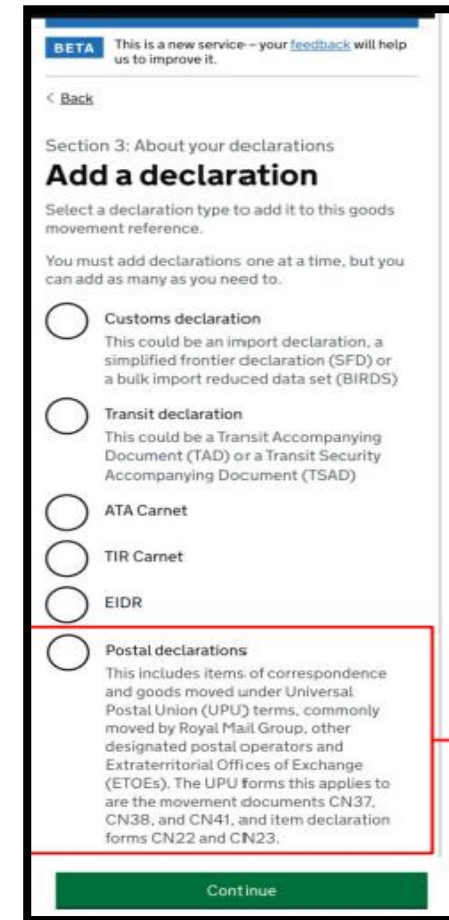
From Jan 22

- Ability for a Haulier to create a GMR for a movement from EU to GB and select Declaration by Conduct (DbC)
- Optionally a Safety and Security Entry Summary Declaration (ENS) from Safety & Security GB can be entered into the GMR if moving under a contract of carriage **(Note this is not Mandatory until July 22)**



Postal Declarations

- If you are carrying items under Universal Postal Union customs forms (e.g. CN22/23s) you will need to select the 'postal declaration' option when creating a GMR



BETA This is a new service – your [feedback](#) will help us to improve it.

[< Back](#)

Section 3: About your declarations

Add a declaration

Select a declaration type to add it to this goods movement reference.

You must add declarations one at a time, but you can add as many as you need to.

- Customs declaration**
This could be an import declaration, a simplified frontier declaration (SFD) or a bulk import reduced data set (BIRDS)
- Transit declaration**
This could be a Transit Accompanying Document (TAD) or a Transit Security Accompanying Document (TSAD)
- ATA Carnet**
- TIR Carnet**
- EIDR**
- Postal declarations**
This includes items of correspondence and goods moved under Universal Postal Union (UPU) terms, commonly moved by Royal Mail Group, other designated postal operators and Extraterritorial Offices of Exchange (ETOs). The UPU forms this applies to are the movement documents CN37, CN38, and CN41, and item declaration forms CN22 and CN23.

[Continue](#)

Finalise your goods movement reference

You are confirming that, to the best of your knowledge, the details you are providing are correct.

Finish

[Not working properly? \(opens in new tab\)](#)

Present this goods movement reference at the port

GMR A 80W7 HE6G




How to enter declarations, finalise a GMR and check if you need to report for an Inspection

I am adding an Entry Reference Number (ERN)

An ERN consists of an Entry Processing Unit number (EPU), a CHIEF entry number, and the date of entry. These declarations are made in the Customs Handling of Import and Export Freight (CHIEF) system.

Example of an ERN: EPU 123 - ENO 123456A - DOE 01/11/2022

What is your customs declaration ERN?

Enter an EPU
Reference consisting of 3 numbers

Enter an entry number
Reference consisting of 6 numbers followed by 1 letter

Enter the date from your ERN
The date of the ERN in the format DDMMYYYY

Check if you need to report for an inspection

This service is also available in:

- English (English)
- [Welsh \(Cymraeg\)](#)
- [Bulgarian \(Български\)](#)
- [Croatian \(Hrvatski\)](#)
- [Czech \(Čeština\)](#)
- [French \(Français\)](#)
- [German \(Deutsch\)](#)
- [Hungarian \(Magyar\)](#)
- [Lithuanian \(Lietuviškai\)](#)
- [Polish \(Polski\)](#)
- [Romanian \(Română\)](#)
- [Spanish \(Español\)](#)

How to avoid common errors EU>GB

Sort by Departure date (last) ▾

Goods movement reference ID	Vehicle or Trailer registration number	Planned route	Planned departure date and time	Status
GMR G FRAY RW2V				Draft
GMR O LEJF ME2G	HT68 EER	Tyne to Amsterdam	25/01/2021 at 19:20	Draft contains errors
GMR I MEER WF7B	GH66 BNG	Rosslare to Fishguard	25/01/2021 at 17:40	Complete
GMR O LEPP RM9P	ME69 LAD		24/01/2021 at 08:40	Draft
GMR I UENR WE1B		Le Havre to Portsmouth	24/01/2021 at 19:10	Draft
GMR I LRJJ JW9A	AB69 DEF T0252 T0345	Folkestone to Coquelles	24/01/2021 at 22:40	Complete contains errors

- Check that no errors are included in your GMR (you can check this via the GMR dashboard here) if you see messages like these you need to click back into the reference ID to correct these

Common reasons for errors

- **Incorrect use of transit field-** sometimes hauliers enter the Export Accompanying Document (EAD) in error.
- **Incorrect TAD MRN for Transit movements** – you should only ever enter the TAD MRN in the Transit field from NCTS– if you enter an invalid number an error message will be returned – also you should ensure the Office of Departure processes, including any control actions, are completed and that your movement has been released before you enter any detail into the Goods Movement Reference (GMR).
- **Incorrect Entry Reference Numbers (ERN) or Movement Reference Numbers (MRN) from CHIEF or CDS** - - if you enter an invalid either of these an error message will be returned
- **Entry in Declarants Records (EIDR)** – if you enter an EORI of a trader that is not authorised for Simplified Customs Declaration processes then an error message will be generated



If you do not correct any errors in the GMR then the driver will be turned away from check in and will need to move away from the port or to a parking area to resolve any issues with the haulier back office



HM Revenue & Customs

Inland Border Facilities



Attending an Inland Border Facility

Guidance on .gov.uk about [Attending an IBF](#) provides information for heavy goods vehicle hauliers or drivers who attend an Inland Border Facility, where Customs and document checks can take place away from Ports.

You currently only need to attend an IBF if you're travelling through the Port of Dover, Eurotunnel or Holyhead and you're moving goods that fall within the categories noted on the .gov.uk pages. Please consult these pages as they will be updated in the coming weeks as we approach 01 January 2022

Use the Attend an Inland Border Facility online service or app to pre-notify

- Using the app is the best way for hauliers to avoid delays and will help to ensure a smooth service, so please pre-lodge where you can using the app or online service to notify us of your intention to attend an IBF. This will make the process on site faster. Please also check in advance the site capacity to see how busy the site is before you travel.
- The IBF app is available for smartphones on the **Google play store** and the App store. Details can be found on gov.uk <https://www.gov.uk/guidance/tell-hmrc-that-youre-going-to-be-attending-an-inland-border-facility>.

The Customer Journey to an IBF is supported in the Haulier Handbook on the Gov.uk website via the following link:

- <https://www.gov.uk/guidance/transporting-goods-between-great-britain-and-the-eu-by-roro-freight-guidance-for-hauliers>
- The handbook details the reasons for visiting an IBF and how to prepare to be 'Border Ready' on arrival.





Survey





Preparing for Jan 22 Haulier and drivers



Haulier preparation

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

- Ask your traders/declarants to give you a unique reference number that proves that a declaration has either been pre-lodged or is not needed (e.g., ERN from CHIEF, GB EORI for SCDP authorised trader, ATA/TiR Carnet references).
- Ensure you have a strong communication channel at all times with traders/declarants to ensure that documentation/information is provided should inspections be required – the check if you need an inspection service for drivers currently only provides details on customs checks – so it is key you have a channel with declarants and your drivers to identify if additional inspections that may be required such as DEFRA or CITES
- For Transit movements – the paper Transit Accompanying Document (TAD) must travel with the goods.
- For ATA and TiR Carnet – the relevant carnet documents must also travel
- Link all these references together into one Goods Movement Reference (GMR) for each vehicle/container trailer movement. You can do this in two ways:
 - A direct link from your own system into the Goods Vehicle Movement Service (we will work with you to develop this functionality) or
 - An online portal available in your Government Gateway account.



Haulier preparation

- For each trailer movement, update the GMR with the correct vehicle registration number (VRN) for accompanied movements or trailer registration number (TRN) or container reference number (CRN) for unaccompanied movements. The VRN/TRN/CRN can be updated to cater for any changes but must be correct when the GMR is presented to the carrier at the point of departure.
- Instruct your drivers not to proceed to the border before all the necessary references are added into a GMR to make it complete, or if any declaration reference has not been accepted onto the GMR, as they will not be allowed to board.
- Check the Department for Transport's [haulier handbook](#) to ensure your drivers have the up to date and necessary documentation to move goods between EU and GB
- Instruct your drivers to present the GMR to the carrier on arrival at the point of departure to demonstrate they have the necessary evidence to legally move goods.
- Instruct your drivers to comply with instructions issued by HMG to proceed to a specific location for checks if necessary.
- Ensure that you/your haulier office (or responsible 3rd party) has a clear “line of sight” and contact with your drivers to ensure they can contact you at any time if they encounter any issues or need to report for an inspection—including out of office hours support. Providing your driver with a smartphone/device to check the inspection status themselves can help



Preparing for GVMS – Drivers

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

- Drivers will need “line of sight” communication for the GMR with his/her HQ as he/she needs to present this to the Carrier – a phone number direct to the haulier (or third party) to resolve issues is a must
- Access to the “check if you need to report for an Inspection Service” (can be accessed via GOV.UK without a Government Gateway Account)
- Groupage:
 - The driver will need to know specific groupage loads details as each consignment will have a unique MRN.
 - The 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 in order to ensure it is finalised in time.
 - A number of driver contingencies will require implementation, such as:
 - If a driver misses their sailing
 - Drivers will need communication channels with HQ – if checks are required outside of office hours a process contact point is needed to ensure requirements are met and to avoid hold ups
 - Process for invalid GMR details to avoid being turned away at the Port





Completing GMR's in advance of Jan 22



Preparing for January 2022

- Please note that with the exception of Common Transit Convention movements, it is not mandatory to produce a GMR for EU>GB movements before 01 January 22.
- However if you are already planning movements from EU>GB from 01 January 2022, through a port that has adopted GVMS – then be aware you will need a GMR to travel.
- From 1 January, if you do not have a GMR and attempt to move goods through a GVMS port, you will be turned away from the port and won't be able to:
 - board the ferry or shuttle,
 - cross the GB/EU border, and
 - clear your goods through customs.

Please ensure you are fully prepared and have all the relevant information to complete a GMR if you are planning to travel on 01 January 2022





Resources Available/Support Options



Business Continuity/fallback

We regularly manage updates to our IT systems to ensure they perform as expected and will always try to minimise disruption for businesses and individuals wherever possible. Business Continuity Planning (BCP) is an essential requirement to ensure goods can continue to move in the unlikely event of system downtime or technical issues. In event of BCP being invoked we will communicate to key groups affected including businesses representative bodies to make them aware of fall-back processes they need to implement.

We continue to work with stakeholders to ensure they understand the steps they need to take to move goods through border locations in all scenarios.

To find the latest information on the availability of our IT systems to go [GOV.UK](https://www.gov.uk)





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Resources Available / Support Options

FAQ's GVMS links Guide



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](#)
 - BPDG Short Straits Webinar available on YouTube [Link here](#)
-
- GVMS registration and overview FAQ – 
Microsoft Word Document
 - Exports Webinar FAQ - 
Microsoft Word Document



Goods Vehicle Movement Service (GVMS) Pages on GOV.UK

These are the GVMS pages held on GOV.UK – these will be updated in advance on 01 January 2022

List of GVMS ports

<https://www.gov.uk/guidance/list-of-ports-using-the-goods-vehicle-movement-service>

Register for GVMS

<https://www.gov.uk/guidance/register-for-the-goods-vehicle-movement-service>

How to move goods through ports that use GVMS

<https://www.gov.uk/guidance/check-how-to-move-goods-through-ports-that-use-the-goods-vehicle-movement-service>

Get a Goods Movement Reference

<https://www.gov.uk/guidance/get-a-goods-movement-reference>



HM Revenue
& Customs

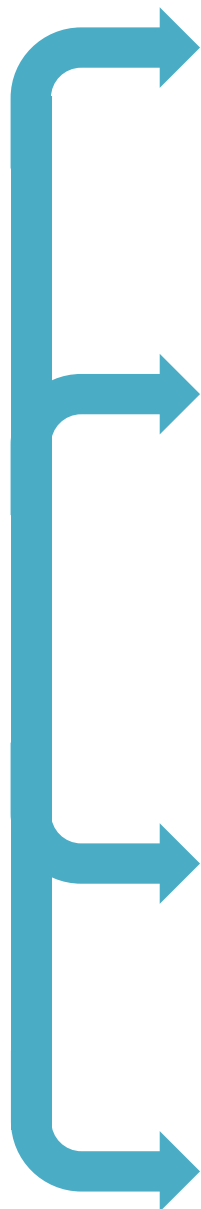
OFFICIAL



GVMS Availability and planned downtime is on Gov.uk



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

