



GMR / GVMS Rule Change Processes

GMR / GVMS Rule Changes coming into effect from **1st Jan 2022**.

All goods entering the UK from the European Union, as of 1st January 2022 must have been cleared prior to their arrival.

INTRODUCTION

Understanding the import references

Goods Vehicle Movement Service (GVMS)

Clearance confirmations will be controlled by GVMS – an IT platform that enables the pre-lodgement of UK import customs declarations to be connected automatically to the physical arrival of the shipment in the UK.

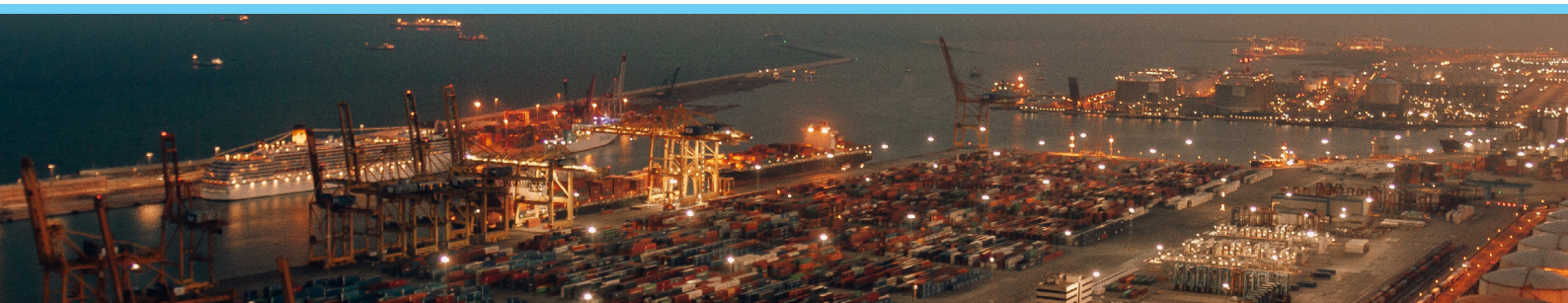
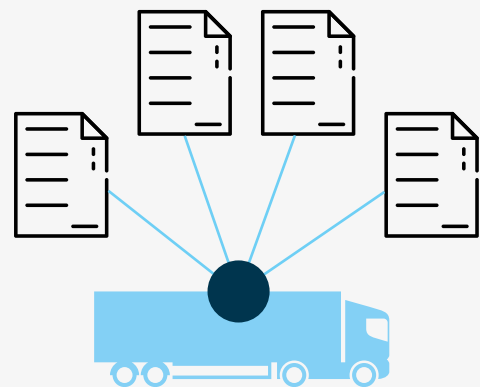
The linking of the movement of the goods to declarations, enabling the automatic arrival in HMRC systems as soon as goods board so that declarations can be processed en-route.



Goods Movement Reference (GMR)

Drivers must present one single reference, known as Goods Movement Reference or GMR at the port of European departure / arrival to prove that the goods have pre-lodged all the necessary declarations.

The generating of the GMR carries an additional charge of £15.00.



PROCESS FLOW:

Inventory Linked



Only when the vessel manifest has been issued can entry be made.



Typically, 4 hours before to the vessel's arrival in the UK port.



There is no wait at the EU leaving port.

FULL LOAD

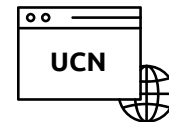


Process preferred for unaccompanied traffic

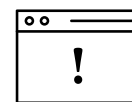
The trailer cannot be released from the entrance port unless the following forms of approval are completed:

- Full Entry**
- The GVMS transit procedure**
- Declaration of the CFSP Frontier**
- ATA Carnet**

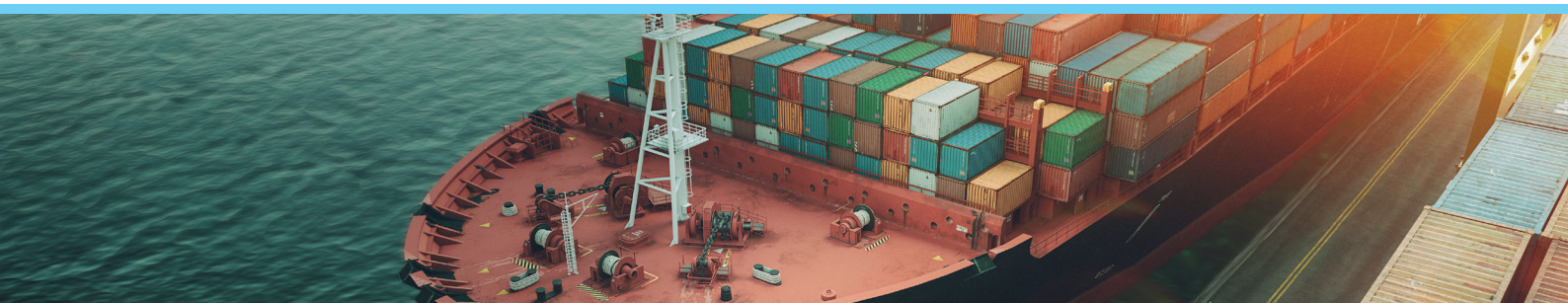
PART LOAD



The trailer cannot be released until the master UCN is completed, which means that all sub-UCNs must be cleared.

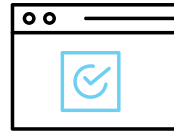


The risk of "ownership" of the master UCN and responsibility for managing sub-UCN nominations.

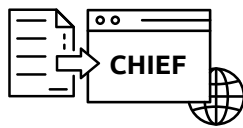


PROCESS FLOW:

Non-Inventory Linked



The GVMS/pre-lodgement process must be complete.



Declarations must be in underway in CHIEF prior to trailer boarding at the origin port in order to generate the MRN.

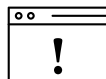
FULL LOAD



The operator of the active mode of transportation is responsible for compiling the MRN and producing the GMR.



When the driver arrives at the departure port they must have the GMR.



The use of a single broker on each side reduces any risks during this procedure.

PART LOAD



When the driver arrives at the departure port, they must have the GMR.



Prior to trailer embarkation at the origin port, entry must be in operation and submitted to CHIEF.



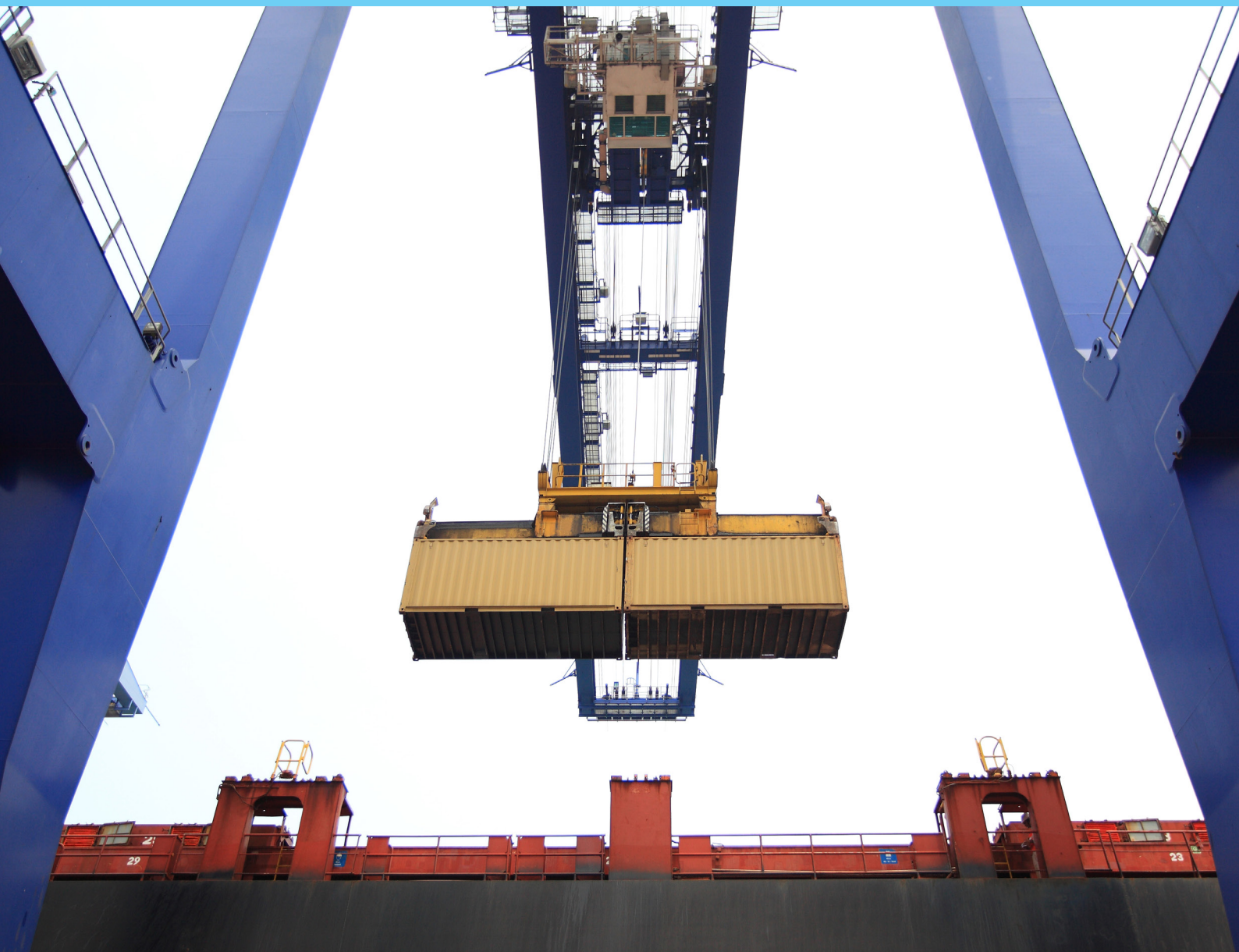
The presence of several senders and consignees, as well as the possibility of various brokers on either side, increases the risk of this procedure.



Origin Declaration

Goods of UK or EU origin, must have an origin declaration on the commercial invoice to continue to use preferential duty rates. If this is not supplied duty will be applicable at the full rate. Please speak with your suppliers about this.

More information can be found at gov.uk, or please contact our office at info@westboundglobal.com / **01375 800800** to discuss further.





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