

Welcome

- Thank you for joining todays session. This is the first in a series of webinars that will discuss the arrangements required to enable you to move goods under GVMS from 1 January 2021
- Each Webinar will last approximately 45 minutes to an hour. The first two sessions will walk through the requirements/preparations/steps required to move goods via the Goods Vehicle Movement Service (also known as the “pre-lodgement model) either:
 - From EU to GB (Webinar 1 EU>GB)
 - From GB to NI and vice versa and from EU to GB to NI (Webinar 1 NI)
- Webinar 2 will discuss the different categories of port and what you should expect when you move through these.
- These Webinars are live Microsoft Teams events. All attendees will therefore be muted to allow the event to flow. You can type questions into the conversation/chat function. The last 10 minutes of each session will be dedicated to answering as many of these as we can. We will be recording these sessions.



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Introduction

- The Northern Ireland Protocol exists to ensure that the progress that the people of Northern Ireland have made in the 22 years since the Belfast (Good Friday) Agreement is secured into the future.
- On 31 January 2020 the United Kingdom (UK) left the European Union (EU) and the Withdrawal Agreement concluded with the EU entered into force. Our trading arrangements at the end of the transition period on 31 December this year will either be based on the Withdrawal Agreement only, or also on a Free Trade Agreement concluded with the EU.
- In May 2020 the Government set out their approach to the implementation of the Northern Ireland Protocol in their paper “The UK’s approach to the Northern Ireland Protocol”.
- The Northern Ireland Protocol means that UK authorities apply EU customs rules to goods entering Northern Ireland. This entails some new administrative process for traders, notably new electronic import declaration requirements, and safety and security information for goods entering Northern Ireland from the rest of the UK. These are needed to make sure that tariffs are not paid on trade within the UK and that goods going to Ireland pay tariffs when they should.
- There will be no export declaration, exit declaration, or customs and regulatory clearance for any goods as they leave the rest of the UK for Northern Ireland.



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GVMS Haulier Webinar 1

Getting ready for NI>GB & GB to NI Movements from 01/01/21

November 2020

Haulier Readiness for January 2021 (GB>NI & NI>GB)

We will cover the following in this webinar today:

- Haulier definitions
- Trader Support Service
- Entry summary Declaration
- Ports and Supply Chains
- What is Goods Vehicle Movement Service (GVMS)
- Preparing for GVMS
- API and Web UI
- Movement of goods from GB to NI Pre-lodgement model
- Movement of goods from NI – GB Pre-lodgement model
- Movement of goods from Northern Ireland to Republic of Ireland/EU
- Landbridge movements (EU>GB>NI)
- Customs Grants



Haulier Definitions

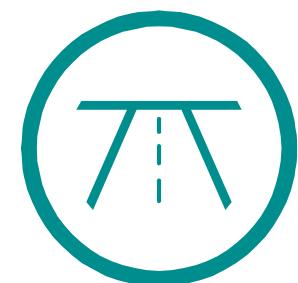
- There are a number of actors within the supply chain and involved in the movement of goods.
- The definitions used for a Haulier contained within this presentation are:
 - Haulage Companies of any size subcontracted to pick up consignments on behalf of another business (sometimes required to make Safety and Security declarations but unlikely to complete Customs Declarations).
 - Drivers
 - Logistical Businesses providing an end to end service and acting as an intermediary
 - Large Retail Businesses that do their own haulage and are self-declarants



Other Actors

There are other actors within the supply chain and involved in the movement of goods that will often interact with the haulier.

- The Port Operator
- The carrier or owner of the active means of transport. This could be e.g. the haulier, ferry operator
- Border Force Officials
- Port Health Authority



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 else
- send parcels between Great Britain and Northern Ireland, or bring parcels into Northern Ireland from outside the UK



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Entry Summary Declarations *Carrier responsibility - sometimes this may sit with the Haulier*

The data required will need to be provided by the “carrier” which is defined as:

- For Unaccompanied goods – The Shipping or Air Freight operator
- For Accompanied goods – The Haulier

You will need to provide information such as:

- goods description
- consignor and consignee
- documents and licences for import
- 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 may sit with 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 submit Entry Summary Declarations by either:

- purchasing compatible software
- employing the services of a Community System Provider

Purchasing compatible software

You need to purchase compatible software from software developers. Find out which software developers provide customs declaration support.

You'll need a Government Gateway user ID and password – if you do not have a user ID, you can create one when you register.



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 used to move goods including Ports used

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



Goods Vehicle Movement Service (GVMS)



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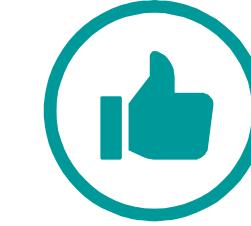


What is Goods Vehicle Movement Service?

On 31/12/20 at 23.00 (Midnight Central European Time) the Government will introduce 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.

The GVMS will 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 to prove that their goods have pre-lodged all the necessary declarations.
- Allow the linking of the movement of the goods to declarations, enabling the automatic arrival / departure (where applicable) of goods in HMRC systems. This allows goods boarding on the GB side (when travelling from GB to NI or vice versa) to be processed en route.
- Automate the Office of Transit function, marking the entry of goods into NI or GB.
- Allow notification of the risking outcome of declarations (i.e. cleared or uncleared) in HMRC systems to be sent to the person in control of the goods by the time they physically arrive in NI or GB so they know where they need to proceed.



Preparing for GVMS – Hauliers

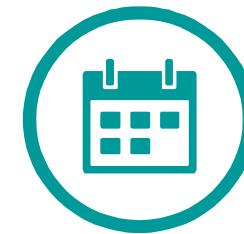
What do I need to do?

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 to give you a unique reference number that proves that a declaration has either been pre-lodged or is not needed. You will require one for each consignment you are carrying,
- For Transit movements the paper Transit Accompanying Document (TAD) must travel with the goods
- Link all these references together, into one Goods Movement Reference (GMR) for each trailer movement

You can do this in two ways:

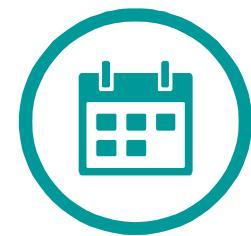
- A direct link from your own system into the Goods Vehicle Movement Service (we will work with you to develop this functionality) or
- An online portal available in your Government Gateway account



Preparing for GVMS – Hauliers

What do I need to do?

- For each trailer movement, update the GMR with the correct vehicle registration number (VRN) for accompanied movements or trailer registration number (TRN) or container 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 port 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.
- Instruct your drivers to present the GMR to the carrier upon 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.



Preparing for GVMS – Haulage Company/Manager

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

- Apply for an EORI starting with GB if required
- Decide how Safety & Security declarations will be made i.e. TSS /agent/ intermediary/self
- Apply for Government Gateway account if you have not already got one for GVMS and ICS
- Review your software for use with GVMS
- Review the DfT Haulier handbook (due to be published before end of November 20)
- Implement processes for how the MRN or EORI will be obtained from the declarant to add to the GMR generated by GVMS
- Implement processes to determine how GMR and TAD (if using transit) documentation will be provided to the driver
- Review your commercial agreements
- Contingency planning in case a driver has problems at Port



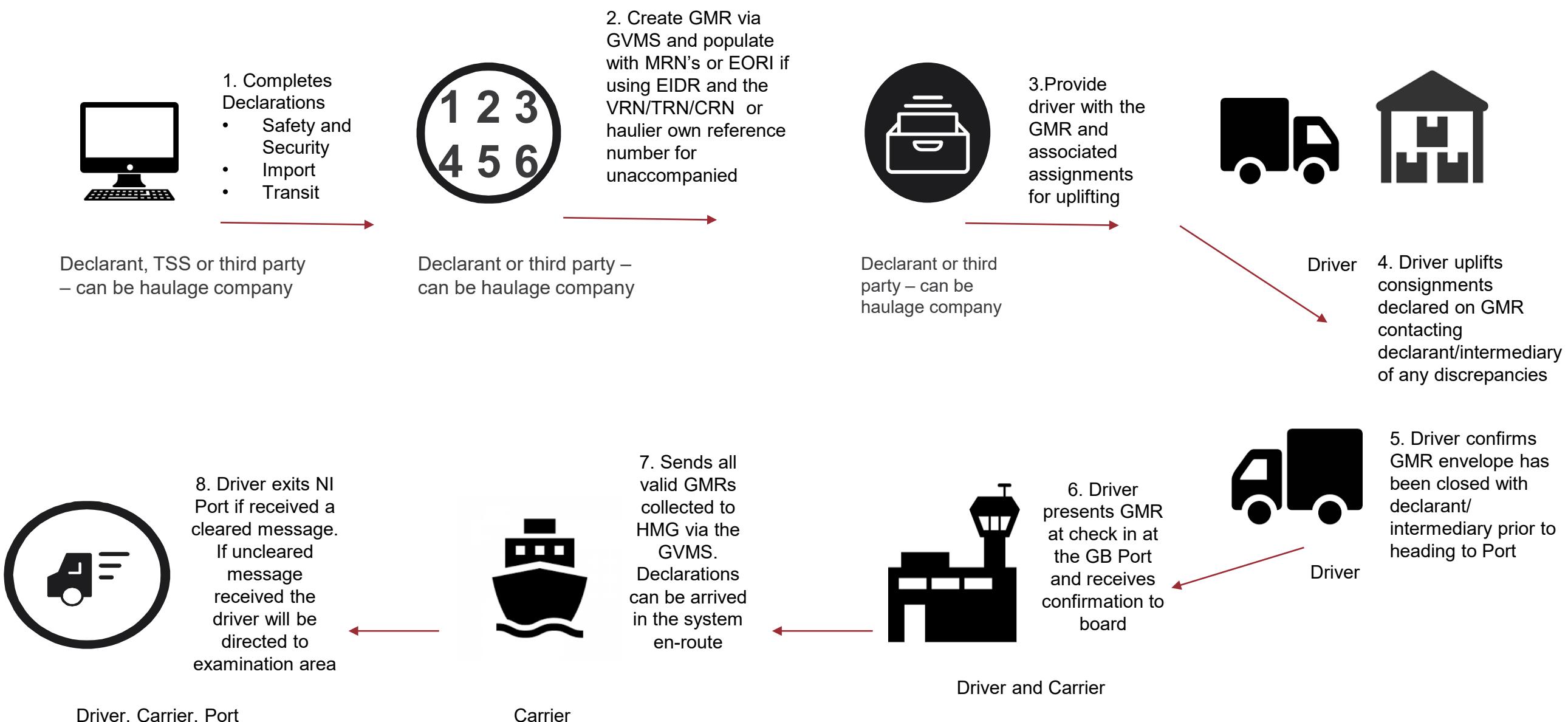
Preparing for GVMS - Driver

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

- The 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.
 - 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 to ensure it's finalised in time.
- A number of driver contingencies will require implementation, such as:
 - Drivers will need communication channels with HQ
 - Process for invalid GMR details to avoid being turned away at the Port



Goods moving from GB to NI Pre-Lodgement Model – process example



Goods Moving from GB to NI Pre-Lodgement Model

At the GB place of exit:

1. Driver provides GMR to the carrier at check in

At the point of Crossing:

1. Driver proceeds with journey.
2. If HMRC intervention is required the driver and declarant will receive notification along with further instructions (carrier and port can receive the intervention message too)

Post Crossing:

1. Driver/office awaits clearance then the driver can proceed with onward journey

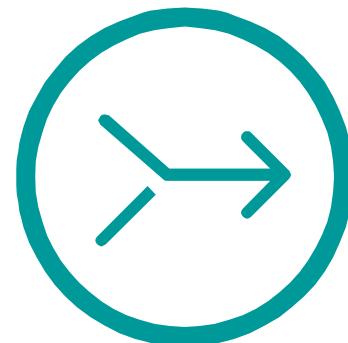


Movement of Goods from NI to GB

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
- goods moving under transit



Goods movement from NI to GB Pre-lodgement model



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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



API And Web UI

Hauliers can obtain, complete and submit GMR's in two ways:

1. A direct (API) link from software they use into GVMS (GVMS Software APIs – Haulier API)
2. An online service (Web Page or User Interface (UI))



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API

GVMS Software APIs (Haulier API)

Software connecting with GVMS can be written by haulage companies, existing Community Systems Providers (CSPs) or third-parties

If you are interested in creating software that uses the GVMS APIs, we have created several resources:

- End-to-end Service Guide
- Good Vehicle Movements API documentation
- Push/pull notifications API documentation

These can be found at the HMRC Developer Hub and are open to all after creating an account (follow the link [here](#))

The APIs are currently in “Alpha” phase meaning software can integrate with them in the ‘testing’ environment

The documentation describes how software can connect to the APIs in the testing environment and includes test data



API

The Push/Pull Notifications API acts as a “mailbox” where notifications about GMRs are sent to your software. These notifications are sent:

- When you create or update a GMR (including any errors e.g., if MRN's are invalid)
- When the GMR is used at check-in with a carrier
- When the vehicle embarks on the crossing
- When HMRC determine that the vehicle must report for inspection

The haulier API is HMRC's preferred option for users to obtain, complete and submit GMR's. It can be used for both high volume users and for users that will only submit low volumes of GMR's. The expectation is that most users will use the haulier API



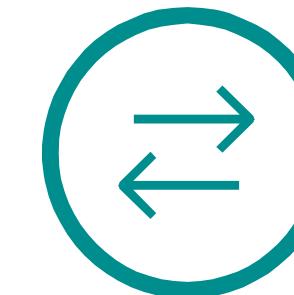
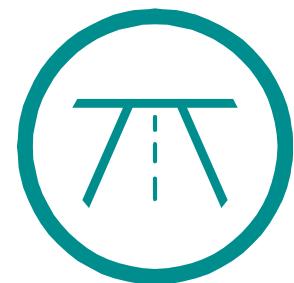
Web UI

An online service (web Page or User Interface (UI))

The UI is designed to manage very low volumes of GMR's and each movement is updated manually, and one at a time.
We would not recommend that the UI is used unless you have low numbers of GMR's.



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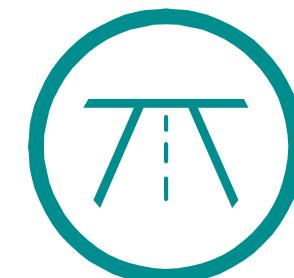


Transit and the Common Transit Convention (CTC)

- The CTC allows movement of goods under duty suspension between EU member states and a number of neighbouring countries. These countries include Iceland, Norway, Switzerland, Lichtenstein, FYR Macedonia, Turkey, and Serbia.
- We have traditionally been members as part of the EU, but will accede in our own right at the end of the transition period on 01/01/21
- Benefits of being a member of the CTC include a streamlined customs arrangement to help facilitate the flow of goods. It allows the suspension of customs processes and payments of duties until the goods reach their destination
- In order to move goods under CTC there are 3 distinct customs functions
 - Office of Departure
 - Office of Transit
 - Office of Destination
- The Office of Departure and Destination functions can be completed at a customs office or an approved location under the simplified procedure (These are known as authorised Consignor/Consignee).
- The Office of Transit functions are a requirement placed on CTC members that must be performed when goods arrive in a new customs territory and must be completed at a customs office upon entry (this could be at or near the Border). In line with the NI protocol, an Office of Transit function will also be performed to mark the movement of goods under transit between GB and NI.

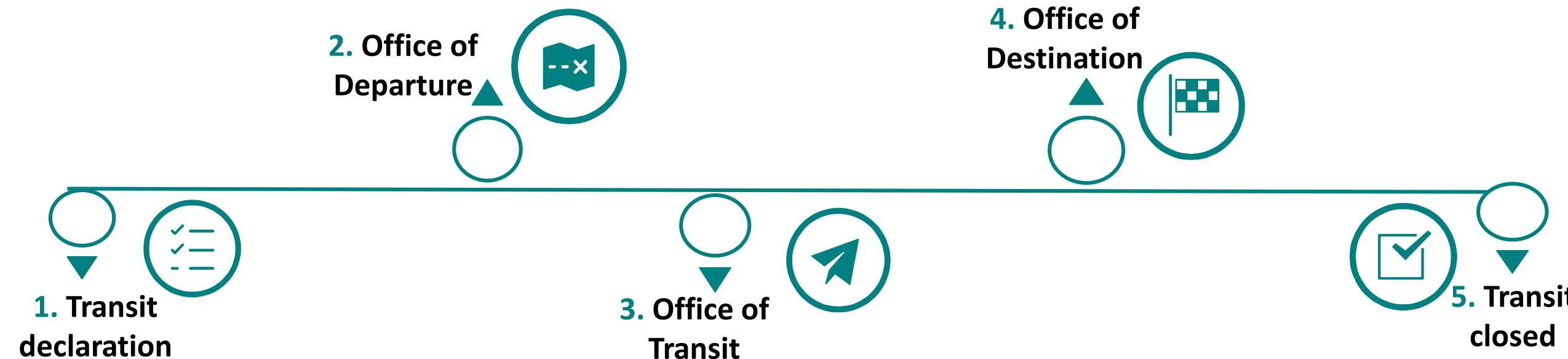


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Transit and the Common Transit Convention (CTC)



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 e.g. 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.





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Landbridge Journeys

Haulage Manager and Driver actions



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Using GB as a Landbridge

- There will be instances where a haulier may move goods into GB from the EU which will in turn continue on a journey to NI via a GB port – using GB as a Landbridge.
- To avoid the need for new customs declarations or duties each time the goods move between the EU, GB and NI, a declarant may decide to use Common Transit Convention to move goods across multiple territories
- We will now walk through how such a journey could work



A Transit Landbridge Journey (Serbia to GB to NI)

Scenario: An NI based declarant decides they wish to bring in goods from Serbia and wishes to take advantage of the Common Transit Convention to suspend duty until the goods arrive in NI. The declarant contacts the haulier who have agreed to move the goods from Serbia and across Europe. The GB place of entry (from EU) and exit (GB>NI) are both using GVMS:

Pre-requisites:

Haulier:

- A GB EORI and
- Access to GVMS
- Access to S&S GB via CSP or 3rd party software (July 21)
- Access to ICS via TSS or CSP or 3rd party software (also note an XI EORI is also required if an EU EORI is not already held)

Declarant :

- A GB EORI
 - A Financial guarantee
 - NCTS via CSP or 3rd party software
 - *May need access to S&S GB ICS via TSS or CSP or 3rd party software. Note: an XI EORI is also required if an EU EORI is not already held
- * Only if haulier passes responsibility back to the declarant



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A Transit Landbridge Journey (Serbia to GB to NI)

- The Declarant submits a transit declaration including guarantee using NCTS.
- The haulier would create a GMR from the GVMS system (this can be done up to 28 days in advance of check in from the EU port of Exit to GB) and populates with the TAD Movement Reference Number (MRN), intended vehicle, vehicle trailer and crossing details.
- UK S&S Declarations on imports from the EU will be applicable from July 2021 but are not required from 1 January 2021 to 30 June 2021.



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A Transit Landbridge Journey (Serbia to GB to NI)

Office of Departure

- The haulier would pick up the goods in Serbia.
- If the declarant is an authorised consignor, then they can issue the transit Accompanying Document (TAD) themselves and issue it to the haulier.
- Otherwise the haulier must present the goods to an Office of Departure who will issue the TAD.
- The TAD must travel with the goods.
- The haulier would confirm the GMR includes the TAD MRN and is valid, and would pass details to the driver. This will be either in the form of a GMR ID (prefixed with either an I, O or N then 8 alpha/numeric characters) or a barcode version of this that can be printed if scanners are used by the carrier.
- The driver sets off on their journey through Europe to GB.



A Transit Journey (Serbia to GB to NI) Office of Transit

- The driver would most likely transit through a number of Borders in the journey from Serbia (Non-EU but CTC member) and across Europe to GB.
- Each time they transit from a CTC member state into an EU member state or a subsequent CTC member state, Transit formalities will need to be completed in the country of entry and the Transit Accompanying Document (TAD) will need to be presented at the Border location to complete Office of Transit function. Goods may be inspected at any of these points.
- For example; a typical journey from Serbia to GB would transit through Hungary and a number of other EU member states such as Austria, Germany and Belgium before reaching France. In this instance the TAD would need to be presented at the Border Location for Office of Transit in Hungary but would continue under EU free-movements with no further Office of Transit functions to be completed until the goods arrive in GB.

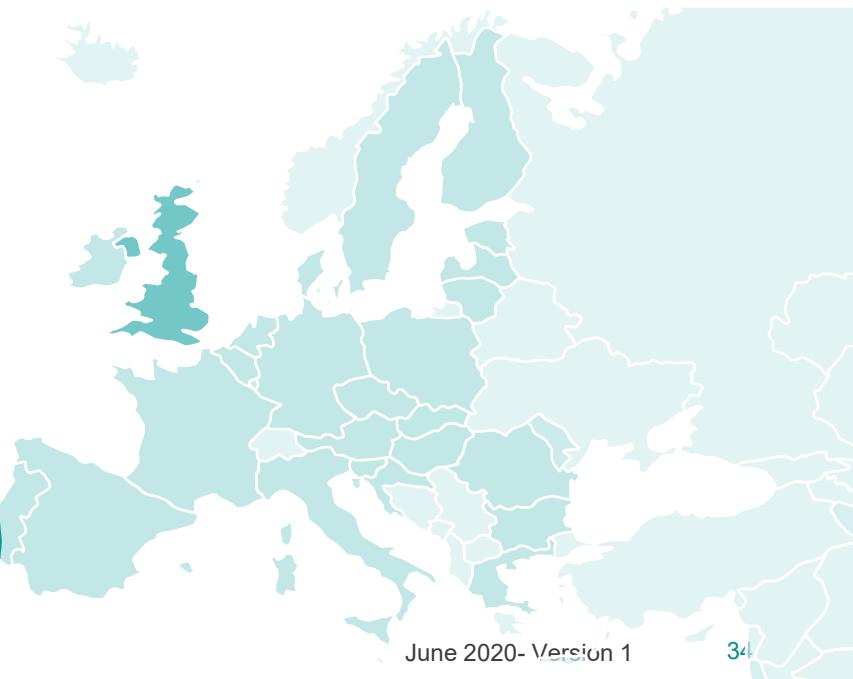


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A Transit Landbridge journey (Serbia to GB to NI) Check in at EU Place of Exit

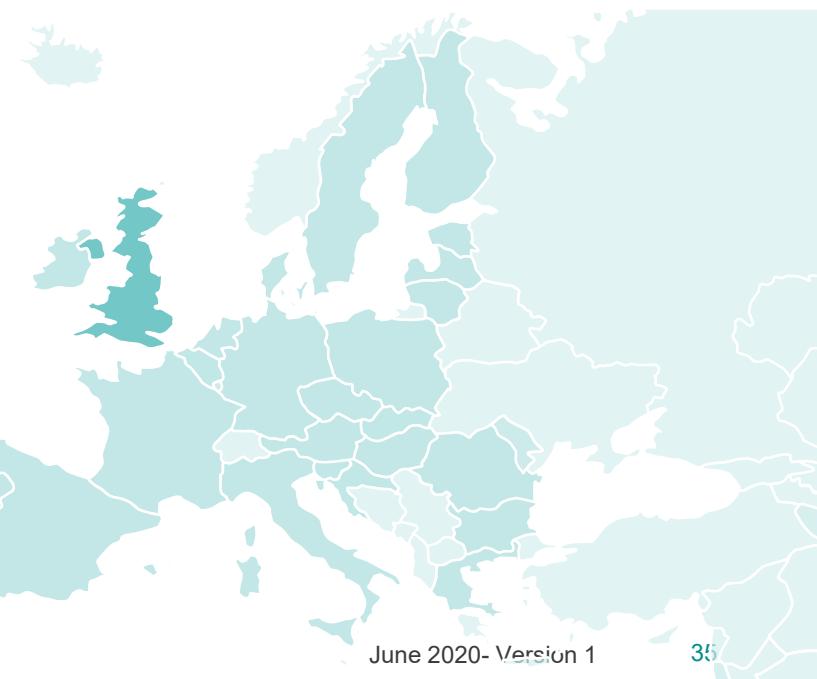
- Upon arrival at the EU place of exit the driver would present the GMR reference number or barcode at check in with the carrier. **Note: the haulier can amend any aspects of the GMR as long as that takes place before check in, such as the port of exit from the EU, or intended port of entry to GB.**
- The carrier Captures the GMR, VRN/TRN/CRN, validates the GMR in GVMS, confirms the checked in crossing details and VRN/TRN/CRN matches the VRN/TRN/CRN included in the GMR. HMG systems will verify if the GMR details are valid.
- If invalid the vehicle would be turned around until the GMR is corrected.
- If valid the vehicle can board for embarkation.



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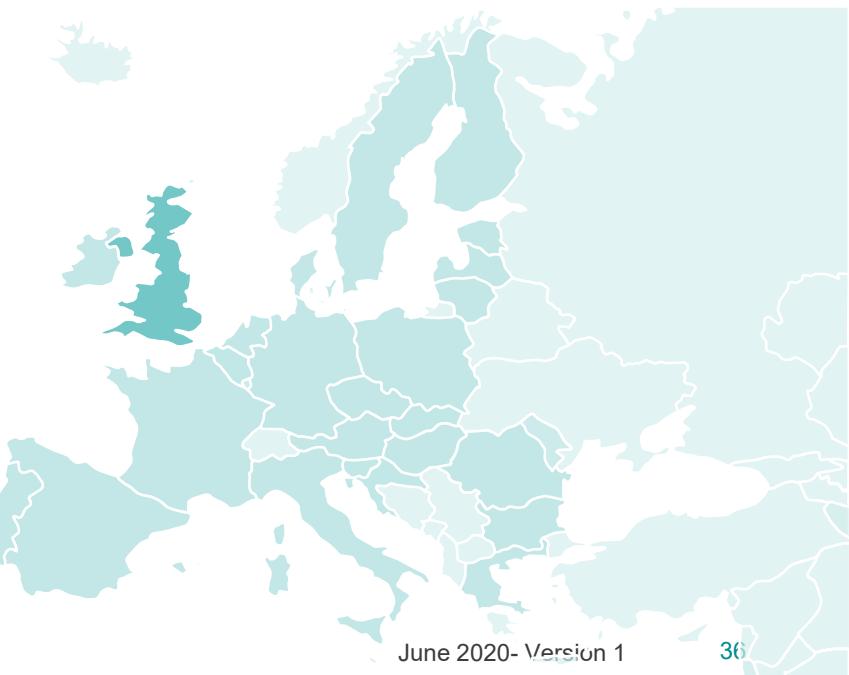
A Transit Journey (Serbia to GB to NI) Point of Crossing

- At the earliest point of no return the carrier will send data containing the data set to GVMS via their Application Programming Interface (API)
- GVMS would disaggregate any MRN's and communicate with HMG systems to carry out any risking activity. The transit MRN would be sent to NCTS to initiate Office of Transit action upon arrival in GB via UK Border Force.



A Transit Journey (Serbia to GB to NI) Post Crossing Goods Cleared/Not cleared/Office of Transit

- A message is sent from GVMS to notify haulier, carrier and port whether goods are cleared or not.
- If after disembarkation and the goods are cleared, NCTS and GVMS are updated to complete Office of Transit function and confirm to Office of Departure the approved goods have arrived in GB and the driver can continue with their journey.
- If goods are held and a check is required, the paper TAD must be presented to UK Border Force who will carry out an inspection at a designated facility (this may be at an inland clearance site) and will update NCTS accordingly to confirm.
- If goods are subsequently cleared then GVMS is updated to complete Office of Transit function and to confirm to Office of Departure that the approved goods have arrived in GB.

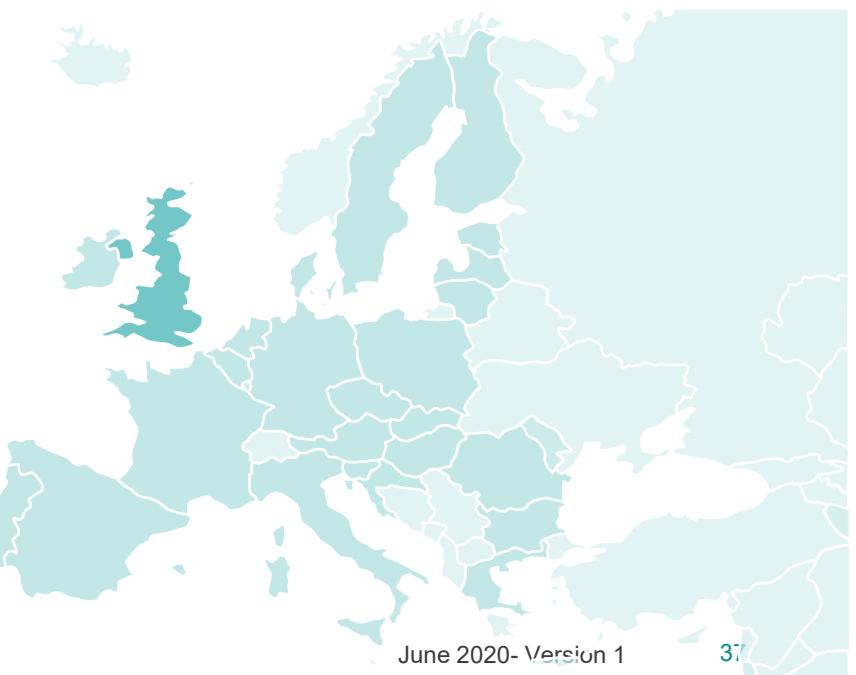


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A Transit Journey (GB to NI) Continuation of Journey Through GB

The transit journey would typically continue at this point through GB to the GB place of Exit. Several points to note though are:

- As a GMR is only valid for one crossing. The second crossing (from the GB port to NI port) would require an additional GMR which includes the TAD MRNs for the consignments.
- Like the GMR for the EU to GB crossing the GMR can be completed up to 28 days in advance of the crossing.
- Haulier (accompanied) and Carrier (unaccompanied) have legal responsibility to ensure an NI S&S declaration has been submitted via ICS. If agreed in terms and conditions (T&C), the trader can submit the NI ENS declaration on behalf of haulier or carrier. Minimum **2 hours** before arrival in NI, or prior to finalising GMR, whichever is sooner.



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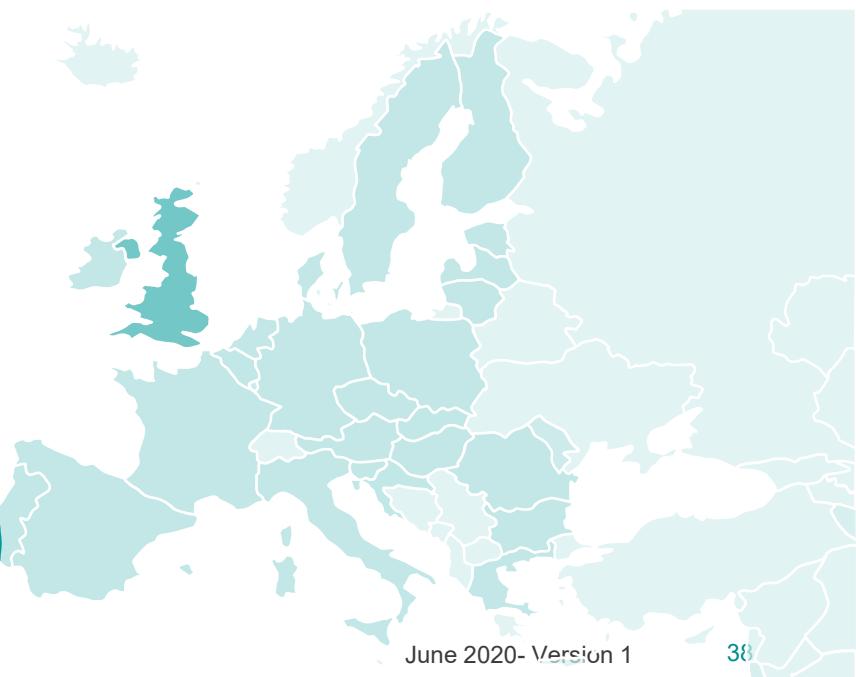
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A Transit Landbridge Journey (GB to NI) Check in at GB Place of Exit

- Upon arrival at the GB place of exit the driver would again present the GMR reference number or barcode at check in with the carrier. **Note: the haulier can amend any aspects of the GMR as long as that takes place before check in.**
- The carrier Captures the GMR, VRN/TRN/CRN, validates the GMR in GVMS, confirms the checked in crossing details and VRN/TRN/CRN matches the VRN/TRN/CRN included in GMR. HMG systems will verify if the GMR details are valid.
- If invalid the vehicle would be turned around until the GMR is corrected.
- If valid the vehicle can board for embarkation.



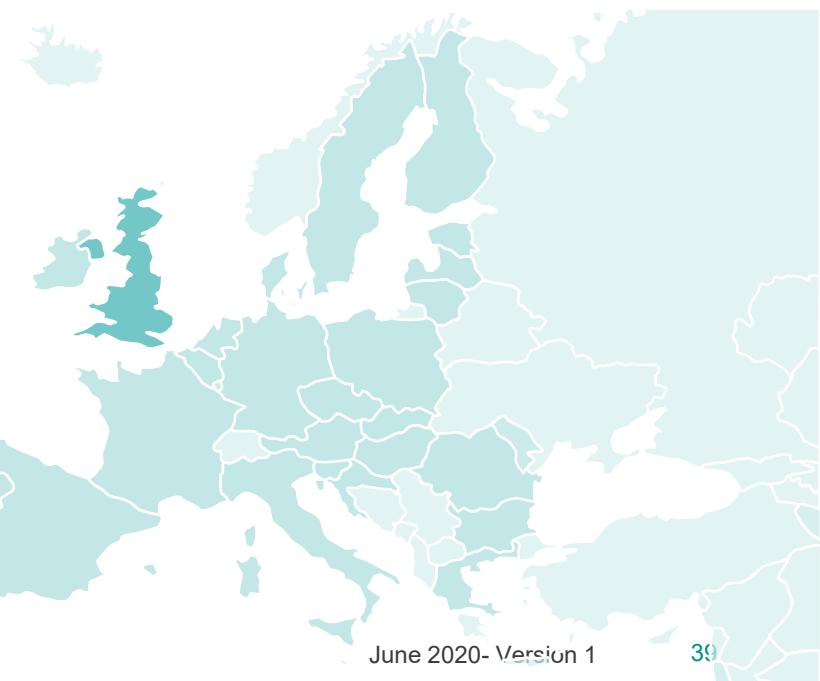
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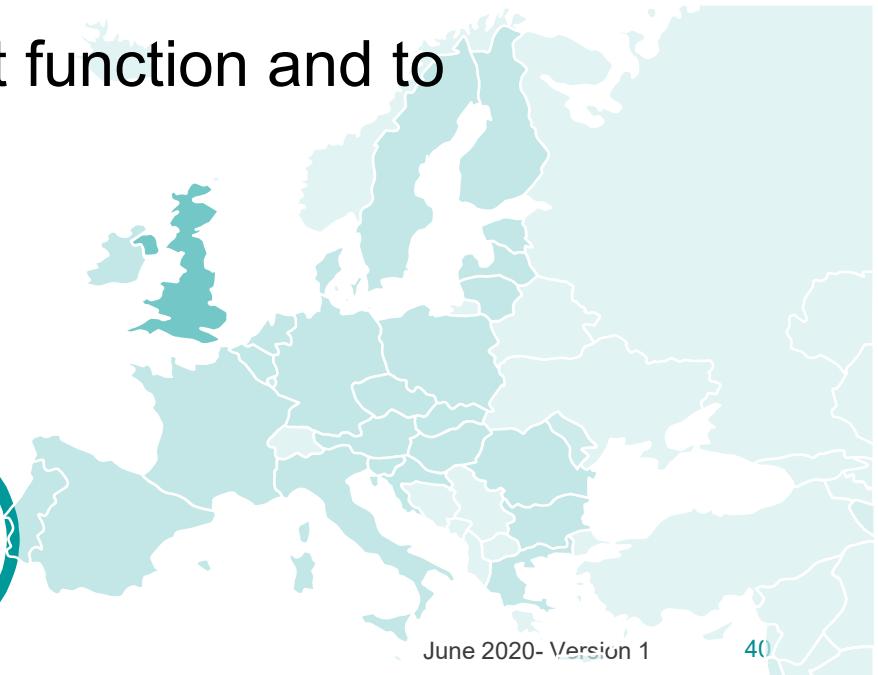
A Transit Journey (GB to NI point of Crossing)

- At the earliest point of no return the carrier will again send data containing the data set to GVMS via their Application Programming Interface (API)
- GVMS would again disaggregate any MRN's and communicate with HMG systems to carry out any risking activity – transit MRN would be sent to NCTS to initiate Office of Transit action upon arrival in NI via: UK Border Force.



A Transit Journey (GB to NI) Post Crossing Goods Cleared/Not Cleared

- A message is sent from GVMS to notify haulier, carrier and port whether goods are cleared or not.
- If after disembarkation and the goods are cleared, NCTS and GVMS are updated to complete Office of Transit function and confirm to Office of Departure the approved goods have arrived in NI and the driver can continue with their journey.
- If goods are held and a check is required, the paper TAD must be presented to UK Border Force who will carry out an inspection at a designated facility (this may be at an inland clearance site) and will update NCTS accordingly to confirm .
- If goods are subsequently cleared then GVMS is updated to complete Office of Transit function and to confirm to Office of Departure that the approved goods have arrived in NI



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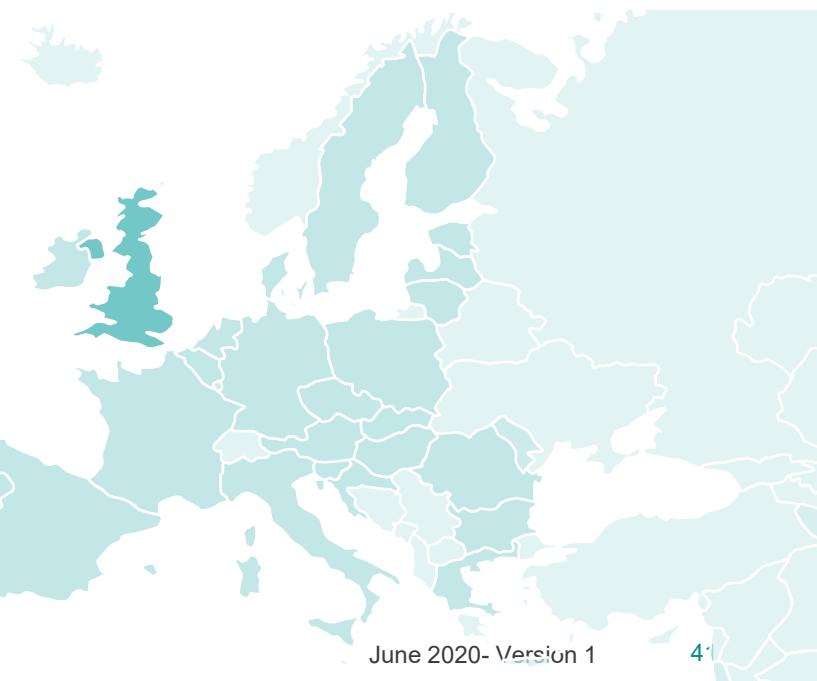
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A Transit Journey (GB to NI) Office of Destination

- Upon arrival at Office of Destination (can be a border location or an authorised consignee's premises) the goods and TAD are presented.
- Either Border Force or the authorised consignee will update NCTS at Office of Destination.
- Goods must be entered into another customs regime, such as being imported to free circulation, before goods can be released out of transit. If no import declaration is in place goods will be placed into temporary storage.



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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:

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



Key Dates

- **08/12/20** - Registration go live for customers with a GB EORI
- **17/12/20** - Registration go live for customers without a GB EORI
- **23/12/20** - Ability to create a GMR
- **31/12/20** - Full service Go live (Transit & GB>NI)
- **01/07/21** - Full service Go live (EU>GB)

- Full GVMS info/guidance due to published on Gov.uk 8th December
- Full list of GVMS ports to be published on Gov.uk as iteration to the BOM (Early December)



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Appendix

Haulage Manager and Driver actions



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Actions that can be taken now to prepare for a haulage manager 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) 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