



GVMS Registration and Overview Webinar FAQ (20th October 2021)

Q1. Is there a GVMS API available for hauliers?

Ans: Yes, there is GVMS API available for the customers. Click the link to view the GVMS API webpage- <https://developer.service.hmrc.gov.uk/api-documentation/docs/api/service/goods-movement-system-haulier-api/>

Q2. What are the procedures when GVMS goes down?

Ans: If hauliers experience any difficulties completing a GMR and are due to travel imminently, they should check the Service Availability page for GVMS in the first instance for further advice:

<https://www.gov.uk/government/publications/get-a-goods-movement-reference-service-availability-and-issues>. (this service is available for our customer 24/7 and update regularly).

Alternatively, you can contact to CIT (Customs and International Trade) helpline for further advice 0300 322 9434 (08:00-22:20 Mon-Fri & 08:00-16:00 Sat-Sun)

Q3. It is very difficult to reach anyone when problems are encountered, where is the help available day/ night?

Ans: If hauliers experience any difficulties completing a GMR and are due to travel imminently, they should check the Service Availability page for GVMS in the first instance for further advice:

<https://www.gov.uk/government/publications/get-a-goods-movement-reference-service-availability-and-issues>. (this service is available for our customer 24/7 and update regularly).

Alternatively, you can contact to CIT (Customs and International Trade) helpline for further advice 0300 322 9434 (08:00-22:20 Mon-Fri & 08:00-16:00 Sat-Sun)

Q4. If GVMS is down and cannot validate, what happens? Is the truck halted?

Ans: In the event of a system issue meaning that GMRs are unable to be validated with the GVMS system at the point of check-in, a carrier may disable GMR validation, only where specific criteria are met. If the decision is taken to switch off the GMR validation step of the check in process, HMRC must be informed immediately by email.

Q5. How will the import checks be enforced? what is to stop the driver just going and delivering the cargo?

Ans: From 1 January 2022, hauliers and/or drivers may be liable to a penalty if goods do not arrive at an IBF for an inspection as instructed by HMRC. The responsibility for passing any messages regarding checks to drivers lies with hauliers; a haulier must ensure that their drivers are made aware or have the means to check if an inspection is required. A driver can also check the status of their goods using their GMR by themselves using the "check if you need to report for an inspection" service at –

<https://www.tax.service.gov.uk/driver-inspection-notification/start>

Q6. The ferries used to be providing information of the status on the screen whether they got a green light for clearance, will this not be in place anymore and will they have to check the status on the smart phone? what if drivers don't have a smart phone and office is not staffed?

Ans: Some carriers assist HMRC in keeping traffic flowing and will provide details of which GMR's require a check - for example, on screens in drivers' lounges, specific lanes in ports, traffic light systems and/or via other means such as text messaging. For further detail speak to your carrier. From 1 January 2022, hauliers and/or drivers may be liable to a penalty if goods do not arrive at an IBF for an inspection as instructed by HMRC. The responsibility for passing any messages regarding checks to drivers lies with hauliers; a haulier must ensure that their drivers are made aware or have the means to check if an inspection is required. Hauliers can check the status of their goods on GVMS (using their GMR). A driver can check the status of their goods using their GMR by themselves using the "check if you need to report for an inspection" service at - <https://www.tax.service.gov.uk/driver-inspection-notification/start>

Q7. Is there any other way to check status? Many drivers do not have data when they are in the UK. Will drivers be prevented from leaving the port if inspection is needed?

Ans: Hauliers need to supply the GMR barcode to drivers electronically via an e-mail/screenshot. Some carriers may accept the GMR ID verbally. However, some carriers assist HMRC in keeping traffic flowing and will provide details of which GMR's require a check - for example, on screens in drivers' lounges, specific lanes in ports, traffic light systems and/or via other means such as text messaging. For further detail speak to your carrier. From 1 January 2022, hauliers and/or drivers may be liable to a penalty if goods do not arrive at an IBF for an inspection as instructed by HMRC. The responsibility for passing any messages regarding checks to drivers lies with hauliers; a haulier must ensure that their drivers are made aware or have the means to check if an inspection is required. Hauliers can check the status of their goods on GVMS (using their GMR). A driver can check the status of their goods using their GMR by themselves using the "check if you need to report for an inspection" service at - <https://www.tax.service.gov.uk/driver-inspection-notification/start>

Q8. Is there an additional sign like a green/orange light for the truck driver to make sure they are aware of their status even in the case they have no possibility to use a smartphone?

Ans: It is haulier's responsibility to let the driver know their status. You need to either supply the GMR barcode electronically via an e-mail/screenshot. You can also use URL link to check your status on the website. Some carriers may accept the GMR ID verbally.

Q9. How can you best get a GMR to driver if he's physically not with you?

Ans: You need to either supply the GMR barcode electronically via an e-mail/screenshot. Some carriers may accept the GMR ID verbally. From 1 January 2022, hauliers and/or drivers may be liable to a penalty if goods do not arrive at an IBF for an inspection as instructed by HMRC. The responsibility for passing any messages regarding checks to drivers lies with hauliers; a haulier must ensure that their drivers are made aware or have the means to check if an inspection is required. Hauliers can check the status of their goods on GVMS (using their GMR). A driver can check the status of their goods themselves using the "check if you need to report for an inspection" service at: <https://www.tax.service.gov.uk/driver-inspection-notification/start>.

However, some carriers may accept the GMR ID verbally, may pass messages on.

Q10. Do drivers all have to have the hard copy barcode to hand? some drivers are not seen face to face before they go to UK?

Ans: From 1 January 2022, hauliers and/or drivers may be liable to a penalty if goods do not arrive at an IBF for an inspection as instructed by HMRC. The responsibility for passing any messages regarding checks to drivers lies with hauliers; a haulier must ensure that their drivers are made aware or have the means to check if an inspection is required. Hauliers can check the status of their goods on GVMS (using their GMR). Hauliers can check the status of their goods on GVMS (using their GMR). A driver can check the status of their goods themselves using the "check if you need to report for an inspection" service at: <https://www.tax.service.gov.uk/driver-inspection-notification/start>.

However, some carriers may accept the GMR ID verbally, may pass messages on.

Q11. Do the drivers have to check by their own if they have to be controlled or not?

Ans: From 1 January 2022, hauliers and/or drivers may be liable to a penalty if goods do not arrive at an IBF for an inspection as instructed by HMRC. The responsibility for passing any messages regarding checks to drivers lies with hauliers; a haulier must ensure that their drivers are made aware or have the means to check if an inspection is required. Hauliers can check the status of their goods on GVMS (using their GMR). A driver can check the status of their goods themselves using the "check if you need to report for an inspection" service at: <https://www.tax.service.gov.uk/driver-inspection-notification/start>. However, some carriers may accept the GMR ID verbally, may pass messages on.

Q12. How shall I provide the ENS if UK will not have it in place till July 2022?

Ans: Safety and Security Declarations for Imports (ENS) are not required until July 2022. However, you can optionally complete and enter an ENS reference into a GMR from Jan 2022.

Q13. If a haulier company doesn't have establishment or VAT registration in UK, how to apply for a GB EORI?

Ans: A haulier can still apply and get a GB EORI. If EU hauliers already hold an EU EORI this does not prevent them from being able to apply now for a GB EORI to use from 1 January 2021. [Apply for a GB EORI number](#)

Q14. If a haulier is based in EU and has no presence in UK can they apply for a GB EORI and GVMS?

Ans: Yes, a haulier can still apply and get a GB EORI and able to do GVMS registration. You just bypass these related questions when prompted during registration.

Q15. Would supplies for NATO visiting forces in the UK and NI need any GVMS-GMR input?

Ans: Yes, they still need to obtain a GVMS-GMR but they are eligible to complete customs declaration by conduct.

Q16. Will the GMR only be needed for Goods coming in from EU to GB/NI?

Ans: A GMR is already required for movements from GB>NI, for the limited movements which require declarations from NI>GB and for transit movements from EU>GB. From 1st Jan 2022 - GVMS will be required for all import movements between EU>GB and Export movements between GB>EU -where the port has adopted GVMS.

Q17. When you enter the reference number in the GMR the date is the last digits can you add declarations with different dates on?

Ans: You should ensure any relevant references are added to the GMR - these may include the date of creation as part of the reference data.

Q18. What would happen if I have received a GMR for a specific route but then due to external factors like roadblocks I need to use an alternative route?

Ans: For imports you can change the GMR at any time up until the point of check in, with the new port of departure details. For exports if a truck is re-routed from an arrived export port to a standard export port, nothing needs to be changed as the export declaration will be re-arrived and re-risked by GVMS or an inventory system at the port of departure. Export will be re-arrived, and the existing GMR will still be valid. However, if the truck is re-routed from a standard export port to an arrived exports port, the declarant would need to amend the declaration DUCR with the correct port details and the haulier will need to update the GMR. If goods arrive at a port using the arrived exports process without Permission to Progress (P2P) in place they will be rejected at the port check-in.

Q19. Is it possible to use the log envelope's MRN to create a GMR for the whole groupage? Or, Is it possible to import a list of ENOs when creating a GMR for groupage truck instead of adding ENO per ENO?

Ans: A GMR should be created for groupage loads and populated with declaration references for all goods that require declarations.

If you are using the Web UI you would need to enter each individual consignment e.g.; ERN/MRN/TAD MRN/ATA Carnet/TiR Carnet. If you are using an API via 3rd party software, you may be able to automate some of the data to save time. Please speak to your software provider.

Q20. Is it necessary to make GMR for export /import declaration or it only relays for transit documents?

Ans: From 01/01/22 for movements from EU>GB (Imports) and GB>EU (Exports) it will be necessary to create a GMR if the port you are moving through has adopted GVMS. Please check the list of ports-

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

Drivers will not be able to board their carrier if they do not hold a valid GMR.

Q21. What happens if you have a groupage load with CHIEF and CDS entries?

Ans: You are required to enter all into the GVMS to create a GMR (one GMR per truck/vehicle). You can enter both CHIEF and CDS declarations in the same GMR.

Q22. Is it possible to import a list of ENOs when creating a GMR for groupage truck instead of adding ENO per ENO?

Ans: If you are using the Web UI you would need to enter each individual consignment e.g.; ERN/MRN/TAD MRN/ATA Carnet/TiR Carnet. If you are using an API via 3rd party software, you may be able to automate some of the data to save time. Please speak to your software provider.

Q23. Considering a groupage load, and doing GVMS, can the unit proceed to delivery place OR should every UCN of the single consignment be cleared before receiving the permission to deliver the goods?

Ans: For individual imports or exports within a groupage load, each individual consignment does still need to have cleared the relevant requirements for those goods. Each individual consignment within a groupage load needs to meet core GB customs requirements, and where goods within a groupage load are subject to additional requirements, these will also need to be met. The clearance of the entire groupage load is dependent on this, and therefore traders, intermediaries, and hauliers will need to ensure that the relevant declarations, permissions, and where necessary, paperwork, is in place to ensure groupage loads are not subject to delays or compliance action due to customs or other requirements not being met.

Q24. When do we need to use the GVMS? Starting from January 2022 is it mandatory only for T2 or also for EAD?

Ans: If moving goods via a port that has adopted GVMS you will need to use GVMS - this includes Common Transit Convention (CTC) movements with a Transit Accompanying Document (TAD).

Q25. It seems that GVMS is a purely manual data entry system. Is there any other automated version of EDI, API ; etc?

Ans: Yes, you can link into GVMS and create a GMR using third party software via: an API. For details, please visit our developer hub and end to end service guide <https://developer.service.hmrc.gov.uk/guides/gvms-end-to-end-service-guide/>

Q26. Is it the import entry number that will need to be registered in GVMS (Structure: 5 digits and 1 letter)?

Ans: An ERN's for import declared through CHIEF and MRN's for Imports declared through CDS which are 18 digits in length.

Q27. If there are goods which cannot be cleared for any reason the current system allows the goods to be offloaded at Dover FSA or Stop24. How is this going to be facilitated on the new system?

Ans: If you are moving goods through high volumes ports (Cat -1) Dover, Eurotunnel & Holyhead you will be directed to attend for an Inland Border Facility (IBF) when inspection is required, or goods are not cleared. Please refer to the Inland Border Facility's webpage on GOV.UK for details around how you should book in - <https://www.gov.uk/government/publications/attending-an-inland-border-facility/attending-an-inland-border-facility>. From 1 January 2022, hauliers and/or drivers may be liable to a penalty if goods do not arrive at an IBF for an inspection as instructed by HMRC.

Q28. How much upfront arrival at the port must the GVMS/GMR be created/completed?

Ans: The GMR can be created/amended right up until the point of check in with the carrier. Drivers will not be able to board their carrier if they do not hold a valid GMR.

Q29. If we need to take our theatre set temporarily to Belfast and Derry from mainland UK for a week in November - do I need to make a temporary declaration?

Ans: If you're taking goods to another country temporarily for business reasons and you think you'll be over the duty-free limit, you can usually get an ATA Carnet to avoid paying duty. This includes things like:

- *samples to show at trade fairs or sales meetings*
 - *publicity materials*
 - *recorded film and audio*
 - *equipment you need for work like laptops, cameras or sound equipment*
 - *goods for educational, scientific or cultural purposes*
 - *personal effects and sports goods*
- Please visit our GOV.UK page for taking goods temporarily out of the UK - <https://www.gov.uk/taking-goods-out-uk-temporarily>*

Q30. Will the GVMS System "arrive" the pre-lodge entries on chief?

Ans: Yes, for Imports GVMS will arrive the declarations in CHIEF or CDS.

Q31. A full customs declaration is a combined of Safety and Security (S&S); therefore, what reference would you put in the S&S declaration field?

Ans: As this is referring to an import journey into GB, the S&S information is not combined with the customs import declaration.

Q32. If you are transporting goods via the temporary storage model, would you still need to use GVMS?

Ans: In some circumstances you may, if your carrier port and CSP (community system provider) have integrated their systems with GVMS. Please speak to your carrier if you think this may affect you.

Q33. Can movements that have Calais-Dover selected be used at Eurotunnel (and vice versa for movements that have Coquilles-Folkestone selected?)

Ans: Yes, it can, GVMS is flexible so when they check-in then the GMR is updated for that crossing.

Q34. Who carries ultimate liability if a driver disregards his inspection service and goes straight to delivery point with uncleared goods?

Ans: From 1 January 2022, hauliers and/or drivers may be liable to a penalty if goods do not arrive at an IBF for an inspection as instructed by HMRC. The haulier, in addition to a driver, must follow HMRC instructions and take reasonable steps to ensure that the goods arrive at an IBF. The responsibility for passing any messages regarding checks to drivers lies with hauliers; a haulier must ensure that their drivers are made aware or have the means to check if an inspection is required.

Hauliers can check the status of their goods on GVMS (using their GMR). A driver can check the status of their goods themselves using the "check if you need to report for an inspection" service at - <https://www.tax.service.gov.uk/driver-inspection-notification/start>

Q35. If the goods are required for a Border check can the importer check if the goods have been inspected?

Ans: If we select your goods for checks it will be flagged on the CHIEF (Customs Handling of Import and Export Freight) and visible to the importer (declarant/trader). Once checks are cleared, they will be marked as such in CHIEF (either by Border Force for a route 2 or NCH for route 1. If it's a route 6 with lack of funds; once funds deposited it will automatically clear). CHIEF will also pass that message onto GVMS who will mark the GMR as 'complete'.

We'll also email you and this will be our primary method of contact during the check process, but there may be instances where we may contact you by letter or phone. You'll need to follow all instructions communicated to you. Before the checks you'll need to:

- confirm you are content to communicate by email
- tell us if you want to attend the examination of your goods
- give us information if we request it

After the check we will tell you via email the outcome of the examination either seize or release your goods. We'll ask you to make arrangements to collect your goods if we release them after the checks are complete or if we need to carry out post-clearance compliance checks.

For further details please visit our website - <https://www.gov.uk/government/publications/general-information-about-customs-inland-pre-clearance-checks-ccfs1j>

Q36. Is the Government Gateway ID unique to the company or does each operator have to have an ID?

Ans: It is unique to the 'company'... Administrators of the 'company' account can add team members to their account (see demo in the webinar) <https://youtu.be/yhkHEckLCcQ>

Q37. Does GVMS save vehicle & trailer numbers, so that they can be quickly used again?

Ans: No, at the moment there are no plans to add this functionality.

Q38. If a haulier using a TAD MRN do they need to input DUCRS? Or will the TAD sufficient?

Ans:

- For Arrived Export or if the trader is approved for Customs Supervised Export (CSE) – it is enough for the TAD MRNs to be included within GVMS for any export movements which is followed by transit. There is no need to input the export DUCRs separately within GVMS
- For Standard Export locations (where the declarations are submitted as pre-lodged) using GVMS or if the traders are not approved for CSE - Export DUCRs will have to be included separately within GVMS. The TAD MRNs will not be required within GVMS for these movements.
- For Rest of World (RoW) movements starting transit in GB, the MRN needs to be included in GVMS as there will not be a GB export declaration for these movements.

Q39. If moving under CTC, will they only need to declare the TAD MRN from 01 Jan 2022. or any other data?

For movements from EU>GB under Common Transit Convention the TAD MRN should continue to be included in a GMR from 01 Jan 2022.

For non-excise goods:

- For Arrived Export or if the trader is approved for Customs Supervised Export (CSE) – it is enough for the TAD MRNs to be included within GVMS for any export movements of non-excise goods which are followed by transit. There is no need to input the export DUCRs separately within GVMS for these movements. However, both the DUCRs and Transit MRNs need to be included for export of Excise goods that are followed by Transit.
- For Standard Export locations (where the declarations are submitted as pre-lodged) using GVMS or if the traders are not approved for CSE - Export DUCRs will have to be included separately within GVMS. The TAD MRNs will not be required within GVMS for these movements. The process is same for excise and non-excise goods.

- For Rest of World (RoW) movements starting transit in GB, the MRN needs to be included in GVMS as there will not be a GB export declaration for these movements.

Q40. If moving under CTC, is only the TAD MRN required? Or also the DUCR? And what does "in some instances" mean?

Ans- Both the DUCR and TAD MRN will need to be included within the GMR for export of Excise goods that are moving out of a listed location, which are then declared to Transit.

- For Arrived Export or if the trader is approved for Customs Supervised Export (CSE) – it is enough for the TAD MRNs to be included within GVMS for any export movements which is followed by transit. There is no need to input the export DUCRs separately within GVMS
- For Standard Export locations (where the declarations are submitted as pre-lodged) using GVMS or if the traders are not approved for CSE - Export DUCRs will have to be included separately within GVMS. The TAD MRNs will not be required within GVMS for these movements.
- For Rest of World (RoW) movements starting transit in GB, the MRN needs to be included in GVMS as there will not be a GB export declaration for these movements.

Q41. Are safety and security declarations not postponed till Jul 2022? If yes how can we input, the number in GVMR?

Ans: Safety and security Entry Summary (ENS) declarations for EU>GB movements are not a mandatory requirement until 1 July 2022. Until that point a GMR can be created without the need to input the ENS MRN. We would, however, encourage you to start submitting ENS declarations at your earliest opportunity ahead of 1 July 2022.

Q42. Will the pre-lodged import declaration numbers need to be registered in GVMS for movements through Dover from 1st of January 2022?

Ans: If you are moving goods from EU>GB from 1 January 2022 through a port that had adopted GVMS, then you will need to register for GVMS and enter a pre-lodged import declaration into a GMR when moving goods.

Q43. If we have two different operating centres/companies doing different things entirely, but we share an EORI as we have the same vat number. Can we have our own separate GVMS portals?

Ans: The unique identifier for a GVMS enrolment is its EORI number. Therefore, an enrolment in the GVMS service can only be allocated to one group.

A group can only have 0 or 1 enrolment in the GVMS service.

A Government Gateway account can only be in 1 group (and can never change group).

A Government Gateway group of affinity type "Organisation" can have multiple accounts in it.

Therefore, if multiple users wish to use an enrolment in the GVMS service with the same EORI number, they need to be part of the same group on the Government Gateway. Additional users can be added to a group by following the process outlined in the linked video - <https://youtu.be/yhkHEckLCcg>

Q44. Is there any update to improve GVMS system such as sorting and filtering GMR?

Ans: HMRC are looking to improve the GVMS dashboard to allow for the sorting and filtering of GMR's. This is expected to be implemented some time in 2022.

Q45. Can a T1 movements still move via GVMS with just the T1 MRN entered i.e. no import entries provided. Would this auto generate an inspection required message and allow the vehicle to proceed to Dover Western Docks for clearance as is currently the case?

Ans: When moving goods using Transit through a GVMS port you should only enter the MRN from the Transit Document. During the crossing the Office of Transit functions will be carried out and a decision on whether to select the movements for a control check is made by Border Force using the CTC Portal. If an inspection is required the Haulier is notified via the API/Web UI. The driver can also access the message via the GOV.UK hosted driver self-serve UI. If no control is required, then the haulier is free to move to the Office of Destination or next Office of Transit if using GB as a land-bridge.

Q46. We are registered since beginning of 2021 in GVMS and have a 12-digit number. Are there more company information required in GVMS for using it from 01.01.2022 on for receiving a GMR?

Ans: If you have already successfully registered for GVMS then you should use the details you subscribed with. No further information should be required.

Q47. When will the exact declaration data requirements be made available for each scenario (EX-A/EX-D)? Does CHIEF have specific data requirements depending on the selected process?

Ans: There are no specific data requirements based on EX-A (arrived export port) or EX-D (standard export port). However, most exports are delivered to inventory linked electronic port systems or non-inventory linked ports with approved loaders. Both have electronic links to Customs Handling of Import and Export Freight (CHIEF). For goods declared for export, input of the electronic arrival message to CHIEF completes presentation of the goods so that they may be cleared for the export procedure.

For UK ports with no electronic links to CHIEF, HMRC will access CHIEF on your behalf, upon receipt of a C1601 form. All export declarations must be 'arrived' in the UK on CHIEF. Failure to 'arrive' export declarations on the system will cause delays because your goods will not be allowed to leave the UK. Goods must not be shipped or be loaded to be shipped without permission to progress (P2P) granted from customs. For further details please visit our website –

<https://www.gov.uk/guidance/check-your-arrival-and-departure-messages-are-correct>

