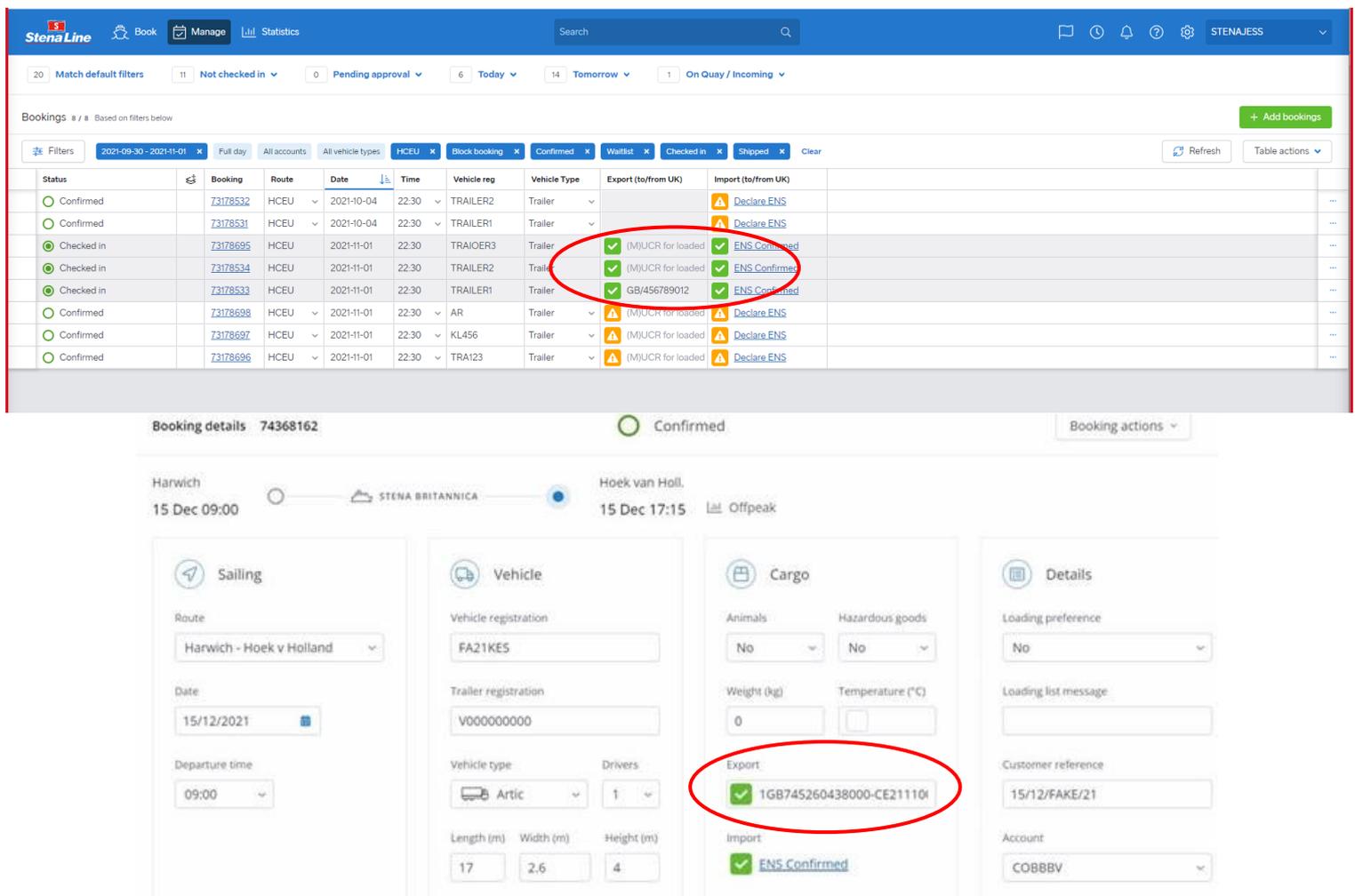# What changes the 14ᵗʰ of December?

On the 14ᵗʰ of December 2021 we will be making some important changes within our booking system and customs procedure.

Stena Line will start to use the Temporary Storage Model for both driver accompanied and unaccompanied units shipped from the GB Ports to NL on the North Sea.

Temporary storage means that a unit cannot leave the terminal before an import clearance has been completed.*

For shipments from the UK to the Netherlands, prior to check-in you will need to add a DUCR (Declaration Unique Consignment Reference) or MUCR (Master UCR) in the 'Export ID field' for loaded units in the Stena Line Freightportal. For empty and return empty packaging movements this will be optional.

See below screenshots which show exactly where the UCR's can be filled in:

* The other model is the Pre-lodgement model, which means that parties already submit their customs declarations before goods are taken on board in the EU. The carrier links these declaration(s) to a specific trailer via GVMS. The Pre-lodgement model will be used in a mixed model from the 1ˢᵗ of January for shipments to the UK. Further information regarding the changes on the 1ˢᵗ of January will follow.

Overview

For loaded units

The following applies:

You will either have to use a DUCR or an MUCR. UCR's are generated by a customs agent in CHIEF. For ATA/TIR Carnets and post and parcels, you will not have to fill in a DUCR/MUCR. You can use 'NOEXS' instead of the UCR and no declaration is required.

A **DUCR** is used for a full/single load.

The **MUCR** is used for groupage shipments, it covers all DUCR's of the consignments.

CUSTOMSLINK MASTER UNIQUE CUSTOM REFERENCE (MUCR) SERVICE

WHAT IS A MUCR?

A MUCR is a Master UCR. A UCR is a 'Unique Customs Reference' and each customs declaration has one. It is shown on your CustomsLink Dashboard along with the MRN.

Master UCRs are normally used to associate or link several declaration UCRs. This might be useful where a container holds a number of consignments from different exporters, each of which has a Declaration Unique Consignment Reference (DUCR).

WHY DO I NEED A MUCR?

Rather than have to quote individual DUCRs for each consignment, inventory systems (like the ones Stena Line, DFDS, CLdN and P&O Ferries use on the North Sea) can advise CHIEF that each of the DUCRs in the vehicle are associated with a single Master UCR (MUCR). Subsequently, they then only need to quote the MUCR rather than every DUCR to refer to all the consignments in the container.

For single consignment loads, you must provide the ferry operator with one DUCR. For multiple consignment loads where there are multiple DUCRs, you must provide one MUCR.

You do not need a MUCR if you are shipping through a GVMS route.

MASTER UCRS CAN BE ASSOCIATED WITH OTHER MASTER UCRS.

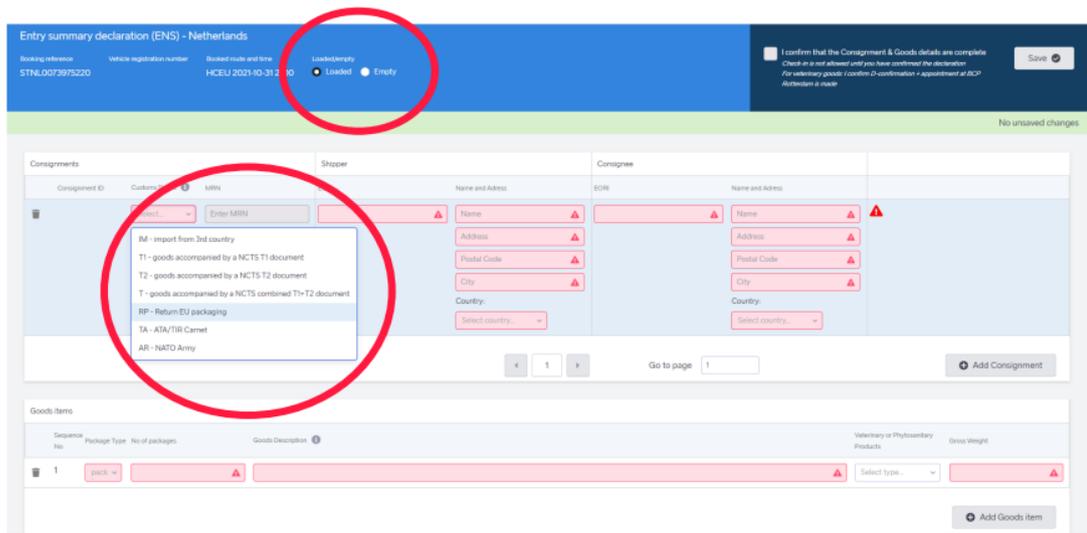A MASTER UCR CAN BE ASSOCIATED WITH ONE OR MANY DECLARATION UCRS.

A DECLARATION UCR MAY AT ANY TIME ONLY BELONG TO ONE MASTER UCR.

For Empty units and Return Empty packaging

You will have the following options:

1. <u>For both unaccompanied and accompanied units:</u>
   The customer doesn't fill in anything in the Export ID field. This means that Stena Line will complete the EXS.

2. <u>For both unaccompanied and accompanied units:</u>
   In the '*Export ID*' field you fill in a DUCR . A DUCR is linked to an EXS (Exit summary declaration). This is done by a customs agent. If the customer fills in a DUCR, then Stena Line won't have to do the EXS.

3. <u>For accompanied units:</u>
   The customer fills in 'NOEXS' in the Export ID field. This means that there is no EXS necessary. This only happens when own equipment is being shipped or when companies do not have a transport contract with a company.

Summary of the required booking data as from the 14th of December

Sea Area	Route(s)	Category	Export ID / Import ID		UK Customs procedure for Export	Additional for Import
North Sea	GB>NL	Loaded, full load	DUCR	Confirm ENS, one consignment with customs status other than RP		MID(s) via Portbase (Stena Line does Safety & Security declarations Import NL)
	GB>NL	Loaded, groupage	MUCR	Confirm ENS, 2 or more consignments in total with at least 1 consignment with customs status other tang RP		MID(s) via Portbase (Stena Line does Safety & Security declarations Import NL)
	GB>NL	Empty & Return Packaging (if EXS needs to be done by Stena Line)		Confirm ENS, flagged as empty or only consignments with customs status RP		MID(s) via Portbase (Stena Line does Safety & Security declarations Import NL)
	GB>NL	Empty & Return Packaging (if EXS will be done by haulier)	DUCR	Confirm ENS, flagged as empty or only consignments with customs status RP		MID(s) via Portbase (Stena Line does Safety & Security declarations Import NL)
	GB>NL	Empty & Return Packaging (if EXS is not needed – only for driver acc not subject to a transport contract)	NOEXS	Confirm ENS, flagged as empty or only consignments with customs status RP		MID(s) via Portbase (Stena Line does Safety & Security declarations Import NL)

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Frequently Asked Questions

Are we able to provide the ENS through an interface based on a CSV file?
No, you won't be able to do that. You can process the information in the Stena Line Freight portal or via eConnect (EDI).

Where and when do I complete the EXS?
The EXS is completed by Stena Line for <u>Empty and Return Empty Packaging</u> movements from the UK to the Netherlands, unless the customer adds a DUCR of the EXS he has arranged himself in the booking system for driver unaccompanied and accompanied empty/return packaging eastbound shipments or if the customer confirms in the booking system that it is not required for empty / returned packaging driver accompanied exports that are not subject to a transport contract (using code 'NOEXS').

When the ENS for GB-NL is confirmed a notification will be sent to Destin8 with the EXS request. This should be done by the haulier two hours prior to the vessel departure.

What does a standard/not arrived EXS mean? Why is a standard EXS required?
A standard EXS requires a '*Gate In*' for Destin8 from the terminal to get an arrived status.

An arrived EXS already has the status '*arrived'* by default and is used if the terminal does not do a '*Gate In*' in Destin8 yet.

As per 14-12 our process for GB exports changes and will include Destin8, so it will include '*Gate In's*' for the terminals and therefore the EXS requires to be standard and not arrived.

How do I know if the EXS has been completed?
As a haulier without a Destin8 account you won't be able to see this. We as Stena Line and parties with a Destin8 badge will be able to see in Destin8 that the EXS has been done with the message '*Declaration Submitted*'.

Do I need to fill in a DUCR or an MUCR?
A <u>DUCR</u> is used for a full/single load where the consignment has a customs status other than RP. For Empty & Return packaging movements it is used if the EXS is done by the haulier.

The <u>MUCR</u> is used for groupage shipments with at least one consignment with a customs status other than RP. It covers all DUCR's of the consignments.

The UCR's are processed by a customs agent in CHIEF.

For ATA/TIR Carnets and post and parcels, you will not have to fill in a DUCR/MUCR. You can use 'NOEXS' instead of the UCR and no declaration is required.

For a full overview, please check the table above on page 5.

Can someone from Stena Line assist in creating the MUCR's?
No, but our partner CustomsLink can support you with this (help@customs-link.com). In anticipation of Stena Line going inventory linked Eastbound, CustomsLink can support you with the MUCR's.

Available to Stena Line customers MUCR service for a fee of £10.00 after a one off registration fee of £50.00.

When do I fill in the DUCR/MUCR?

It does not matter whether you fill in the DUCR/MUCR before or after you fill in the ENS as long as it is filled-in before check-in. You cannot check-in a unit without the UCR.

Can Stena Line adjust DUCR's/MUCR's?

No, please check this website for information regarding the UCR's.

UK Trade Tariff: exports - GOV.UK (www.gov.uk)

When I fill in a DUCR/MUCR for loaded trailers, will I receive a confirmation that it has been processed correctly?

No, you won't receive a confirmation from Stena Line. Nevertheless, you will be able to see if the DUCR/MUCR format is valid as a unit cannot check-in with an invalid DUCR/MUCR. Note that we validate that it 'looks like' a real DUCR or MUCR. We do not check if it really exists in CHIEF. In Destin8 you will be able to see with a badge if a load authority and a P2P (Permission to Proceed) has been processed.

What does it mean when there is an orange exclamation mark for the DUCR/MUCR field in the freight portal?

For this field the system checks whether or not a UCR has been filled in and the orange exclamation mark indicates that the DUCR/MUCR has not yet been uploaded.

However, the system does not check if the shipment is Empty or consists of Return Empty Packaging. If you hover your cursor above the exclamation mark you will see that the unit is ready for check-in only if it is Empty or contains Return Empty Packaging. This means that for these movements the exclamation mark will remain orange.

Where can I find more information regarding the changes due to Brexit?

On our Stena Line website you can find further information based on your interest. Click here to go to the corresponding page. For more information regarding the UCR's you can visit this website.