





From 1st January 2021 customs processes apply to EU/UK trade

This publication includes information you need to know about all custom models and process flows.

Please refer regularly to our website for updated versions of these notes.

Covered in this document:

OVERVIEW & DETAILED PROCESS FLOW

Irish Sea services between Great Britain and the Republic of Ireland and v.v.

OVERVIEW & DETAILED PROCESS FLOW

Irish Sea services between

Great Britain and Northern Ireland and v.v.

Changes in this version from version 2.0:

- $\boldsymbol{\cdot}$ Amended key dates in UK staged implementation of customs and SPS processes
- · Location of inland inspection facilities for Holyhead (p 15)
- Location of interim inspection facility at Belfast (p 21)

This means that from 1st January, full process applies to

All EU import, export and SPS/agrifood processes.

All movements under CTC Transit, in all administrations, including UK.

All Northern Ireland processes.

Processes in Great Britain for EU trade are subject to staged implementation from January– full implementation and port controls 1st January 2022. Interim customs processes apply before this date. (See UK Border Operating Model https://www.gov.uk/government/publications/the-border-operating-model)

What should customers be doing now?

Apply for an EORI (Economic Operator Registration and Identification) number in your home administration - it is very possible you will need both an EU EORI <u>and</u> a UK EORI and if you are trading to and from Northern Ireland, a specific NI ('XI') EORI.

Ensure that for all goods you are moving, it is clear who will make export and import declarations and that they will be ready for 1st January 2021.

If you are the party deemed responsible for the declaration you may want to consider appointing a customs intermediary to act on your behalf.

You (or an agreed party as above) will be responsible for completing all safety and security declarations, for both accompanied and unaccompanied shipments.

Depending on the shipping routes you utilise, as a haulier you will need to be registered (or have agreements with qualified parties to register and act on your behalf) for a number of state customs and/or agriculture computer systems in order to lodge declarations and get routing decisions, etc - please seek advice on your exact requirements and plan early in case software development is needed. If you ship on Stena Line routes between Great Britain and the Netherlands you or your nominated party will also need access to Portbase, the port community system for Dutch ports and Destin8 (if shipping unaccompanied non transit movements), the port community system in GB East coast ports.

If moving goods into Northern Ireland from Great Britain, the UK Government's Trader Support Service is being established to provide information and to process entries on your behalf, free of charge https://www.tradersupportservice.co.uk/tss

If shipping under transit arrangements through the Common Transit Convention (CTC) mechanism, consider applying for or encouraging your main partners to apply for Authorised Consignor / Authorised Consignee status at their premises to avoid congestion and delays at customs facilities, especially if these are at a port location.

We understand that some original hard copy documentation may be required to travel with a vehicle or be available at its point of entry at the time it arrives (for example Export Health Certificates, Transit Accompanying Documents or TADs); please check full requirements with authorities. Stena Line will not be able to accept such documents into our care or operate a 'Ship's Bag' arrangement – if you ship unaccompanied trailers, please ensure that you have made suitable arrangements for the secure transfer of such documents with the load they relate to – for example in a lockable document box attached to the trailer – allowing for inspection by the authorities if required.

Stena Line's Terms and Conditions will be amended to reflect responsibilities in this new environment; please ensure that you review all updates in detail.

Safety and Security declarations, in addition to Customs declarations, must be lodged for most shipments

Pre-arrival / pre-departure information and risking of all consignments entering or exiting a customs territory

- Imports Entry Summary Declaration (ENS)
- · Exports Exit Summary Declaration (EXS) normally combined with an export customs declaration

ENS / EXS data sets include (but not limited to):

- · Consignee / Consignor
- · Details of Declarant (EORI or name / Address)
- Details of Carrier The Carrier is defined as the person in control of the Active Means of Transport. For driver accompanied movements this is the haulier. For unaccompanied movements the Carrier is technically defined as the ferry operator, but to maintain consistency with accompanied shipments and to simplify information handling, this role is upstreamed to the haulier through Stena Line's Terms and Conditions; Stena Line will NOT act as declarant and this function needs to be carried out by the haulier, or a representative the haulier has appointed to act on their hehalf.
- Driver accompanied shipments declarnts should specify the haulier's name and appropriate EORI number in the Carrier field.
- Unaccompanied shipments declarants should specify 'Stena Line' as the Carrier and use the appropriate Stena Line EORI number, as below:

EORI numbers to use for unaccompanied movements

Declarations in Great Britain customs systems - GB 404517186000

Declarations in Northern Ireland customs systems - Xi404517186000

Declarations in Republic of Ireland customs systems - IE 0830008U

- · Journey routing
- · Mode of transport
- Vessel IMO (i.e. Stena Adventurer (IMO 9235529). Full list of Stena Line vessels IMO numbers is available on our website: https://www.stenalinefreight.com/routes/vessels/
- Departure
- · Arrival place, date, time
- · Place of unloading
- Goods description
- Packages
- Commodity code
- Weight
- UN DG code
- · Unit Seal ID
- $\boldsymbol{\cdot}$ Declarants should check complete data requirements

Timescales for lodging S&S declarations carried on short sea roro services

- ENS Officially 2 hours before vessel arrival, but Irish Sea Pre-Lodgement/Pre-Boarding models require MRNs from ENS declarations BEFORE check in
- · EXS latest 2 hours before vessel departure

Updates

- If actual shipment takes place on a different vessel than notified in an ENS or the arrival place, date or time changes after lodging the declaration, the Declarant must update the ENS with revised details
- The extent of any flexibility from the authorities around the need for changes in the event of service disruption, for example, is yet to be clarified

For information

- Empty units movements we understand that ENS/EXS declarations are required
- · Return empty packaging movements (i.e. pallets, stillages, roll cages, garment rails) ENS/EXS declarations are required.
- For imports to, and exports from Great Britain, ENS/EXS requirements are initially waived see Border Operating Model and also Process Flow Charts in this document. All EU ENS/EXS, and NI ENS requirements apply in full from 1 January 2021.

Sanitary and Phyto-Sanitary Checks

Products where food safety and animal or plant health regulations apply.

Many products currently in free circulation will require 24 hours pre-notification of entry to EU and UK.

Customers should research exact requirements and implications for their supply chain lead times.

Some original documentation must be presented with goods at time of import inspection, for example Export Health Certificates

Stena Line is not able to operate a 'ship's bag' or take control of documentation.

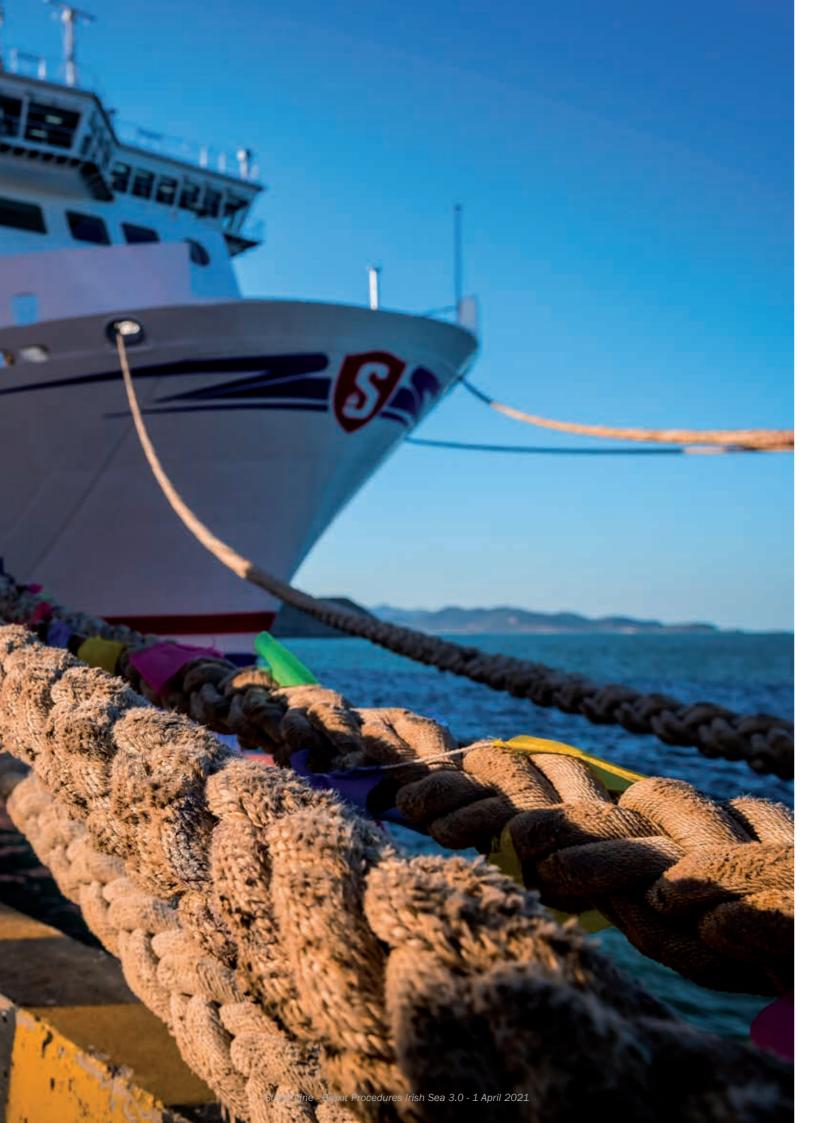
Unaccompanied trailer operators need to prepare for this.

Seek guidance from the traders you are working on behalf of and refer to the state agriculture authorities involved for further clarification.

For information

- SPS Import documentation and checks are part of the GB staged implementation please check the Border Operating Model for full details.
- $\cdot~$ EU SPS documentation and checks apply in full from 1 January 2021





Irish Sea services between Great Britain and the Republic of Ireland & v/v

* The British and Irish governments have developed similar 'Envelope' customs models that are designed to preserve, as far as possible, the free flow of fast moving RoRo traffic through ports with limited space to store goods awaiting customs clearance:

Great Britain: Holyhead and Fishguard ports will operate under the UK's 'Pre-Lodgement' customs model through the 'Goods Vehicle Movement Service'; the process and associated checks will be phased in by 1st January 2022

Republic of Ireland: Dublin and Rosslare ports will operate under the 'Pre-Boarding Notification' customs model through the Republic of Ireland 'Customs Roll-on Roll-off Service'; the process and associated checks will be implemented in full from 1st January 2021

- * The core requirement under both of these models is that all necessary declarations export and import, including safety and security will need to be completed prior to check in at the port of departure, without exception (see UK Border Operating Model for details of staged implementation of UK import controls and the Goods Vehicle Movement Service).
- * In each model, the unique customs declaration reference numbers for every consignment in a load, together with the associated Safety and Security references, are grouped together in a single Envelope which has its own unique Envelope ID reference
- * It is these Envelope ID reference numbers that are used when booking and checking in for ferry crossings.
- * Once fully implemented, every ferry crossing between Great Britain and the Republic of Ireland or v/v will require two Envelope ID references; one for the export from the country of departure and one for the import to the destination country.
- * Before check in, ALL ferry bookings will need to be updated by customers with both:

An export or import Goods Movement Reference number (GMR) from the UK Goods Vehicle Movement Service (GVMS), applicable from 1 January 2022 other than for CTC Transit movements entering GB where a GMR is required from 1 January 2021,

- The
- The corresponding import or export Pre-Boarding Notification reference number (PBN) from the ROI Customs RoII-On RoII-Off Service (applicable in every case from 1 January 2021).
- * Without the relevant references against a booking, it will not be possible to check in, or enter the port / drop a trailer.

Both references will be validated digitally at check in; if either reference returns a 'not good to proceed' message the issue must be resolved before check in can be completed. This will need to be done away from the port to prevent congestion.

SYSTEMS ACCESS REQUIREMENTS

(it may be possible to appoint an intermediary to complete some tasks that otherwise require access to these systems)

If making declarations to systems in both UK and Republic of Ireland (i.e. GVMS and PBN), you will require both a UK and an EU EORI number and if you are trading to or from Northern Ireland a specific NI ('XI') EORI may also be required

UK - Goods Vehicle Movement Service

UK - Safety and Security GB

UK - (if completing customs declarations) CHIEF/CDS ROI - Customs RoII On RoII Off Service/Pre-Boarding Notification system

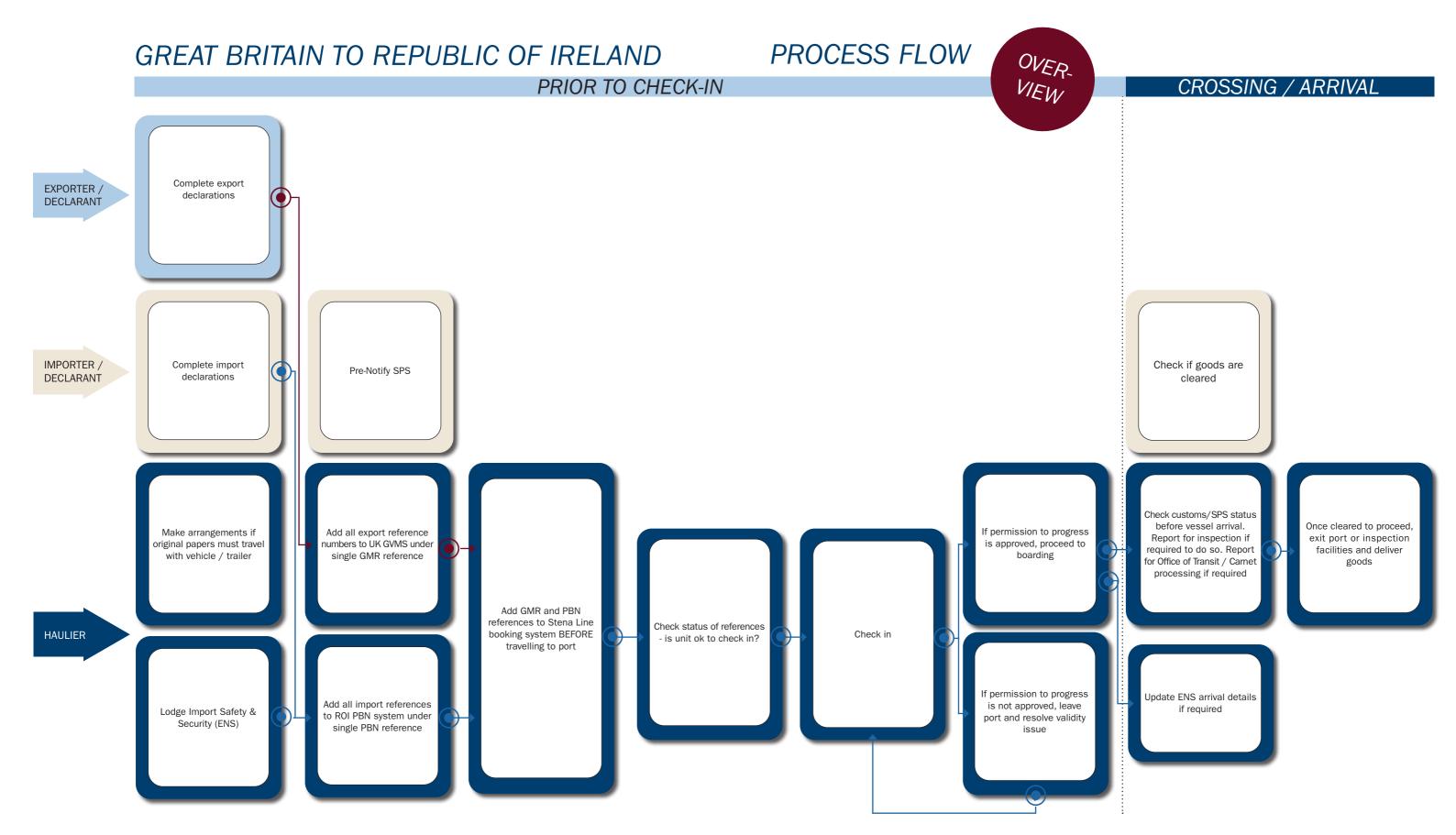
NOI - CUSTOIIIS N

ROI - (if completing customs declarations) AIS / AEP

(if shipping under CTC Transit) - NCTS

USEFUL WEBSITES

UK Border Operating Model UK GVMS service guide ROI Customs RoRo Service ROI SPS/Agrifood information https://www.gov.uk/government/publications/the-border-operating-model
https://developer.service.hmrc.gov.uk/guides/gvms-end-to-end-service-guide/
https://revenue.ie/en/customs-traders-and-agents/customs-electronic-systems/customs-roro-service/index.aspx
https://www.agriculture.gov.ie/brexit/



NB. See detailed page for implementation dates of UK processes.

The roles of Exporter/Importer/Declarant/Intermediary/Haulier may vary in practice depending on the incoterms agreed between all parties in a contract of carriage - it is important to be clear about your own role and responsibilities.

DETAILED

CROSSING / ARRIVAL

EXPORTER / **DECLARANT**

Complete all UK export declarations1. Pass all related reference numbers (DUCRs) to haulier. If not using combined declarations, using combined declarations, make separate Exit Summary Declarations (EXS)1 pass related reference numbers (MRNs) to haulier. $(1/1/21^2)$

IMPORTER / **DECLARANT**

Complete all ROI import declarations (incl Transit, Carnet, etc)3. Pass consignment information and all related reference numbers (MRNs) to haulier. (1/1/21)

pre-notify (24 hours) Irish authorities of imports of SPS goods / Products of Animal Origin. (1/1/21)

Where applicable,

Confirm if original Export Health Certificates / TADs / other documentation are required to travel with the goods and in the case of unaccompanied trailers make secure arrangements accordingly if so. Stena Line are not able to handle such documentation on behalf of customers / importers.

HAULIER

Haulier (OR importer/ declarant) makes ROI mport safety and security Entry Summary Declarations (ENS)4 for both accompanied and unaccompanied⁵ shipments. Haulier requires all related reference numbers (MRNs). (1/1/21)

Goods Vehicle Movement Service (GVMS). Add all export declaration and safety & security DUCRs/MRNs (or EORI number for empty units), together with vehicle/ trailer registration and booked ferry crossing⁶. $(1/1/22^2)$

Create a Goods Movement

Reference (GMR) in UK

Create a PBN ID reference in ROI Customs Roll On Roll Off Service / Pre-Boarding Notification system. Add all import declaration and safety and security MRNs under this reference⁶. Empty units will also require a PBN ID. (1/1/21)

Add both single UK export GMR and single ROI import PBN references to Stena Line booking via online systems BEFORE travelling to port. (GMR 1/1/22² - PBN 1/1/21)

Check status of GMR (in GVMS) and PBN (in Customs Roll-On Roll-Off Service) are both showing permission to progress/ good to board BEFORE travelling to port7. If notified to report for inspection prior to export, do so before proceeding to check in at port of departure. (GMR 1/1/222 - PBN 1/1/21)

PRIOR TO CHECK-IN

Check in at Holyhead or Fishguard. Both UK export GMR and ROI import PBN will be validated and finalised / closed at this time. Vehicle / Trailer registration number for unit presented for check in MUST match that declared in UK GVMS.

If permission to progress is confirmed for both UK and ROI references, proceed to boarding.

If permission to progress or board is denied for one or both references, check in cannot take place and driver must leave port to resolve issue before attempting to check in again with fully validatable references.

During crossing, ROI Revenue will notify declarant of initial routing decision and request supporting information if required. (1/1/21)

arrival in Dublin or Rosslare, driver/haulier checks Customs / SPS channel routing8. Based on this status, on vessel arrival exit terminal or proceed to relevant inspection area9. IT IS YOUR / YOUR DRIVER'S RESPONSIBILITY TO CONFIRM THIS STATUS AND TO ENSURE YOUR VEHICLE/ TRAILER REPORTS FOR

C. 30 minutes Prior to vessel

INSPECTION IF REQUIRED TO DO SO.

If shipping under CTC Transit report to Customs for Office of Transit function. If shipping under ATA/TIR Carnet report to customs for processing. (1/1/21)

If shipping on a sailing with a different (or changed) arrival time / date / place / vessel than declared in ENS, check if ENS has to be updated and, if so, amend in ICS. (1/1/21)

Once cleared

to proceed, exit

port or inspection

facilities and

deliver goods

¹ In CHIFF(NFS)/CDS

² UK Govt has announced a staged introduction of customs processes and checks (see Border Operating Model). Although export declarations are required from 1/1/21 and EXS from 1/10/21, there is no requirement to use GVMS for GB>EU exports until 1/1/22; this also applies to export CTC Transit movements (n.b. UK imports using CTC transit must be entered to GVMS wef 1/1/21 for Office of Transit function to be completed).

³ In AIS, NCTS, etc

⁴ In ICS

⁵ The 'Carrier' for unaccompanied movements is technically

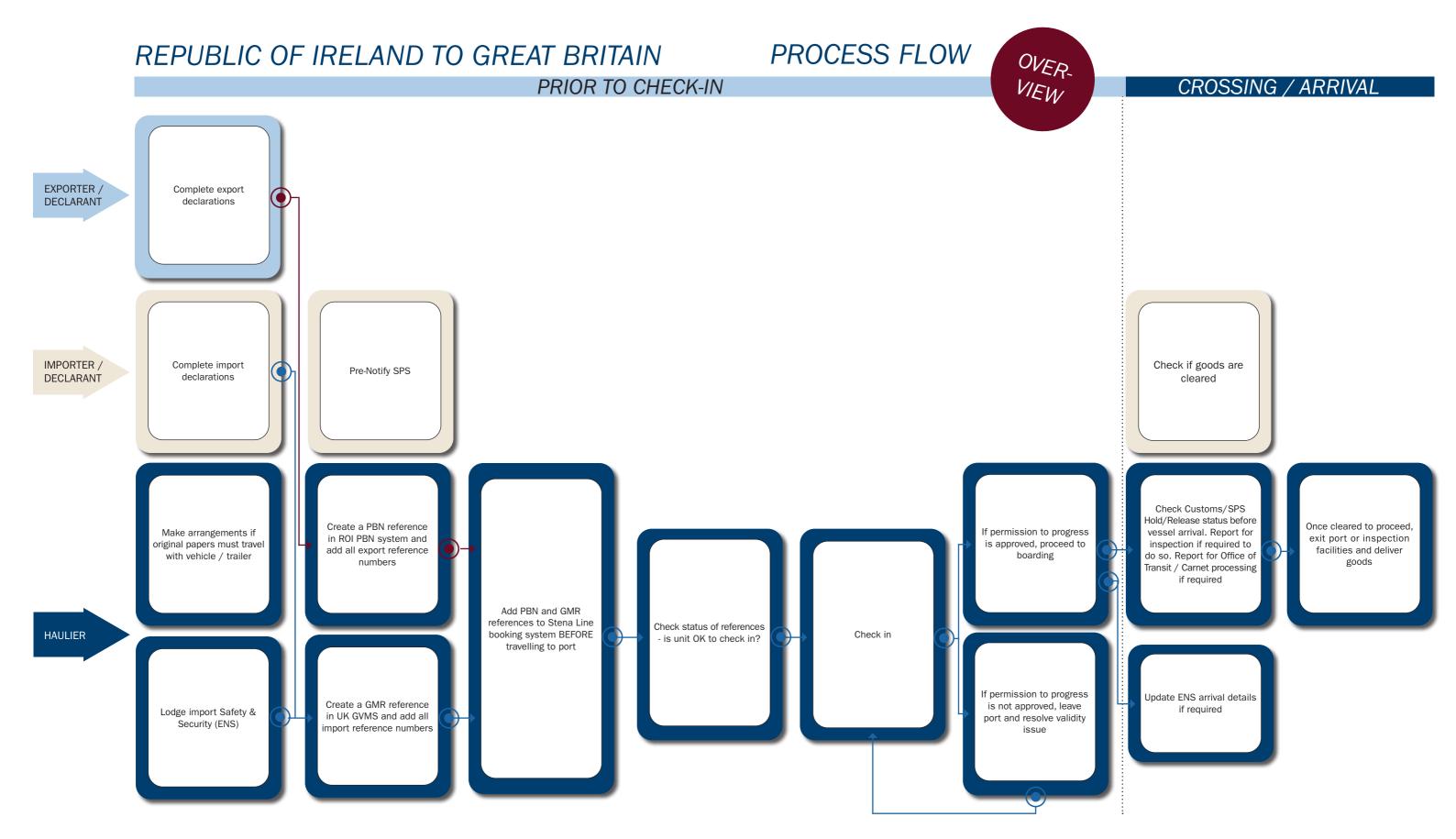
defined as the ferry operator, but to maintain consistency with accompanied shipments and to simplify information handling, this role is upstreamed to the haulier through Stena Line's Terms and Conditions; Stena Line will NOT act as declarant and this function needs to be carried out by the haulier, or a representative the haulier has appointed to act on their behalf

⁶ This applies to ALL shipments - Accompanied vehicles / Unaccompanied trailers / 'Trade' units - and whether loaded or empty.

⁷ Statuses of load in both systems will also be accessible via Stena Line Freight Portal from 1/1/21.

⁸ At Revenue.ie/roro

⁹ If called for inspection by Customs or DAFM upon arrival in Dublin, report to relevant facility in the port after exiting Stena Line's terminal. At Rosslare, Customs inspection facility and DAFM BCP is located just outside the port at Kilrane. Unaccompanied trailers / trade units must be presented for inspection by the haulier following collection from Stena Line terminal



NB. See detailed page for implementation dates of UK processes.

The roles of Exporter/Importer/Declarant/Intermediary/Haulier may vary in practice depending on the incoterms agreed between all parties in a contract of carriage - it is important to be clear about your own role and responsibilities.

DETAILED

CROSSING / ARRIVAL

EXPORTER / **DECLARANT**

Complete all ROI export declarations1. Pass all related reference numbers to haulier. If not combined declarations, make separate Exit Summary Declarations (EXS)1; pass all related reference numbers (MRNs) to haulier. (1/1/21)

IMPORTER / **DECLARANT**

HAULIER

Complete all UK import declarations (incl Transit, Carnet, etc)2. Pass consignment information and all related reference numbers (MRNs) to haulier. $(1/1/21^3)$

Confirm if original Export

Health Certificates / TADs

/ other documentation

importers.

reate a PBN ID reference in ROI Customs Roll On Roll Off Service / Pre-Boarding Notification

Create a Goods

 $(1/1/22^3)$

are required to travel with the goods and in the case of unaccompanied trailers system. Add all export make secure arrangedeclaration and safety and security MRNs under ments accordingly if so. this reference8. Empty Stena Line are not able to nandle such documentation units will also require a on behalf of customers / PBN ID. (1/1/21)

Movement Reference (GMR) in UK Goods Vehicle Haulier (OR Importer/ Movement Service (GVMS). declarant) makes UK Add all import declaration import Entry Summary and safety & security Declarations (ENS)4 for MRNs or (EORI number for empty units), together with both accompanied and vehicle/trailer registration unaccompanied5 shipand booked ferry crossing8 ments. Haulier requires all (the requirement for a GMR related reference numbers for CTC Transit movements (MRNs). (1/1/226) entering GB, for digital Office of Transit, applies 1/1/213.

pre-notify (24 hours) UK authorities of imports of SPS goods / Products of Animal Origin. (1/1/21⁷)

Where applicable,

Add both single ROI export PBN and single UK import GMR references to Stena Line booking via online systems BEFORE travelling to port. (PBN

1/1/21 - GMR 1/1/22³)

Customs Roll-On Roll-Off Service) and GMR (in GVMS) are both showing permission to progress/ good to board BEFORE travelling to port9. If notified to report for inspection prior to export, do so before proceeding to check in at port of departure. (PBN 1/1/21 GMR 1/1/22³)

Check status of PBN (in

PRIOR TO CHECK-IN

Check in at Dublin or Rosslare, Both ROI export PBN and UK import GMR will be validated and finalised /closed at this time. Vehicle/Trailer registration number for unit presented for check in MUST match that declared in UK GVMS.

If permission to progress is confirmed for both ROI and UK references, proceed to boarding.

If permission to progress or board is denied for one or both references, check in cannot take place and driver must leave terminal/port to resolve issue before attempting to check in again with fully validatable references.

During crossing, declarant checks UK HMRC systems for initial routing decision and provides supporting information if required. (1/1/22)

haulier checks Hold/Release status in UK GVMS. Based on this status, on vessel arrival exit terminal for delivery or report to Customs for direction to relevant inspection area10. IT IS YOUR / YOUR DRIVER'S RESPONSIBILITY TO CONFIRM THIS STATUS AND TO ENSURE YOUR VEHICLE/ TRAILER REPORTS FOR INSPEC-TION IF REQUIRED TO DO SO. $(1/1/22^{11})$. If shipping under CTC

Transit, Office of Transit function

will have been completed through

GVMS. If shipping under ATA/

TIR Carnet report to customs for

processing. (1/1/21)

Prior to vessel arrival in

Holyhead or Fishguard, driver/

Once cleared

to proceed, exit

port or inspection

facilities and

deliver goods

If shipping on a sailing with a different (or changed) arrival time date/place/vessel than declared in ENS, check if ENS has to be updated and, if so, amend in S&SGB. (1/1/22)

from Stena Line terminal

¹ In AEP

² In CHIEF/CDS, NCTS, etc

3 UK Govt has announced a staged introduction of customs processes and checks (see Border Operating Model). Import supplementary declarations for Standard goods can be deferred for 6 months until 31/12/21. Full declarations for Controlled goods are required from 1/1/21. There is no requirement to use GVMS for UK imports until 1/1/22, with the exception of import CTC transit movements which must be entered to GVMS wef 1/1/21 in order for the Office of Transit function to be completed.

4 In S&SGB

⁵ The 'Carrier' for unaccompanied movements is technically defined as the ferry operator, but to maintain consistency with accompanied shipments and to simplify information handling, this role is upstreamed to the haulier through Stena Line's Terms and Conditions; Stena Line will NOT act as declarant and this function needs to be carried out by the haulier, or a representative the haulier has appointed to act on their behalf.

- ⁶ There is no requirement to complete UK import ENS's for EU>GB imports until 1/1/22 (movements GB>N. Ireland wef 1/1/21)
- ⁷ Staged implentation of documents and checks up to 1/1/22 see **Border Operating Model**
- ⁸ This applies to ALL shipments Accompanied vehicles / Unaccompanied trailers / 'Trade' units - and whether loaded or empty
- ⁹ Statuses of load in both systems will also be accessible via Stena Line Freight Portal from 1/1/21.

¹⁰ Border Force/Customs inspection facility and DEFRA BCP for Holyhead will be located inland (Parc Cybi, Holyhead) At Fishguard, Border Force/Customs inspections will take place within the port / DEFRA BCP facility will be located inland (location TBC). Unaccompanied trailers/trade units must be presented for inspection by the haulier following collection

¹¹ Inspections at port or associated inland facilities will not commence until 1/1/22. Limited checks of transit load paperwork may apply wef 1/1/21



Irish Sea services between Great Britain and Northern Ireland & v/v

* Customs and SPS controls and procedures on routes into Northern Ireland are subject to political agreement between the United Kingdom and EU, under the Northern Ireland Protocol

While Northern Ireland remains part of the UK customs territory, the EU Union Customs Code rules (UCC) will continue to apply, in order to avoid an internal border with the Republic of Ireland

* The British Government has set out different requirements depending on the direction of travel:

From Great Britain to Northern Ireland, there is no requirement for export process, but a full import declaration process will apply

From Northern Ireland to Great Britain, Government has guaranteed 'Unfettered Access' to the rest of the UK for Northern Irish businesses moving 'Qualifying Goods'

For Qualifying Goods there will be no export process from Northern Ireland or import process to Great Britain For Non-Qualifying Goods we expect there to be an import process for entry to Great Britain, but this is not yet clarified

The British Government have defined an interim scope for Qualifying goods, applicable from 1 January 2021. This will be reviewed in the second half of 2021. See Gov.uk for more information.

Movements from Northern Ireland to the Continent via Great Britain can ship under the CTC Transit process; this will require the Office of Transit function to take place digitally via GVMS when entering Great Britain. For a small range of Controlled goods shipped from Northern Ireland to Great Britain, export declarations from NI will be required. It is not yet clear whether such declarations will be processed via GVMS and require a GMR. See Gov.uk for further information.

- * Where customs processes are required they will be through the British government's 'Pre-Lodgement' envelope customs model that is designed to preserve, as far as possible, the free flow of fast moving RoRo traffic through ports with limited space to store goods awaiting customs clearance. Cairnryan (LRP), Heysham, Birkenhead and Belfast will operate under the UK's Pre-Lodgement' customs model through the 'Goods Vehicle Movement Service'; the process and associated checks will be introduced on 1st January 2021.
- * The core requirement under this model is that all necessary declarations will need to be completed prior to check in at the port of departure.
- * In this model, the unique customs declaration reference numbers for every consignment in a load, together with the associated Safety and Security references, are grouped together in a single Envelope which has its own unique Envelope ID reference number.
- * It is this Envelope ID reference number that is used when booking and checking in for ferry crossings.
- * Before check in, ALL ferry bookings from Great Britain to Northern Ireland will need to be updated by customers with an NI import Goods Movement Reference number (GMR) from the UK Goods Vehicle Movement Service (GVMS). The requirements for bookings from Northern Ireland to Great Britain will be clarified by Government in due course; where export declarations are required, bookings may also need to be updated with the applicable export GMR. Similarly CTC transit movements on the Northern Ireland to Great Britain crossing will require an import GMR to be added to the booking in order for the Office of Transit function to be take place on entry to Great Britain. For any movements from Northern Ireland to Great Britain requiring GMR validation or the Office of Transit function to be completed, it is the responsibility of the haulier to ensure the GMRs are added to the booking prior to check in.
- * Without the relevant reference against a booking, it will not be possible to check in, or enter the port / drop a trailer.
- * The reference will be validated digitally at check in; if it returns a 'not good to proceed' message the issue must be resolved before check in can be completed. This will need to be done away from the port to prevent congestion.

TRADER SUPPORT SERVICE

If moving goods into Northern Ireland from Great Britain, the UK Government's Trader Support Service is being established to provide information and to process entries on your behalf, free of charge https://www.tradersupportservice.co.uk/tss. We understand however that the TSS will not be able to make updates to GVMS or create GMRs - these must be undertaken by the haulier.

SYSTEMS ACCESS REQUIREMENTS

(it may be possible to appoint an intermediary to complete some tasks that otherwise require access to these systems) If making declarations to GVMS and other UK national systems you will require a UK EORI number and also, if making declarations to an NI system, an NI ('XI') EORI number. We understand that Safety & Security declarations to ICS (NI) can be made with a UK or EU EORI.

UK - Goods Vehicle Movement Service

UK - ICS (NI)

UK - Trader Support Service (open to businesses moving goods into or out of Northern Ireland)

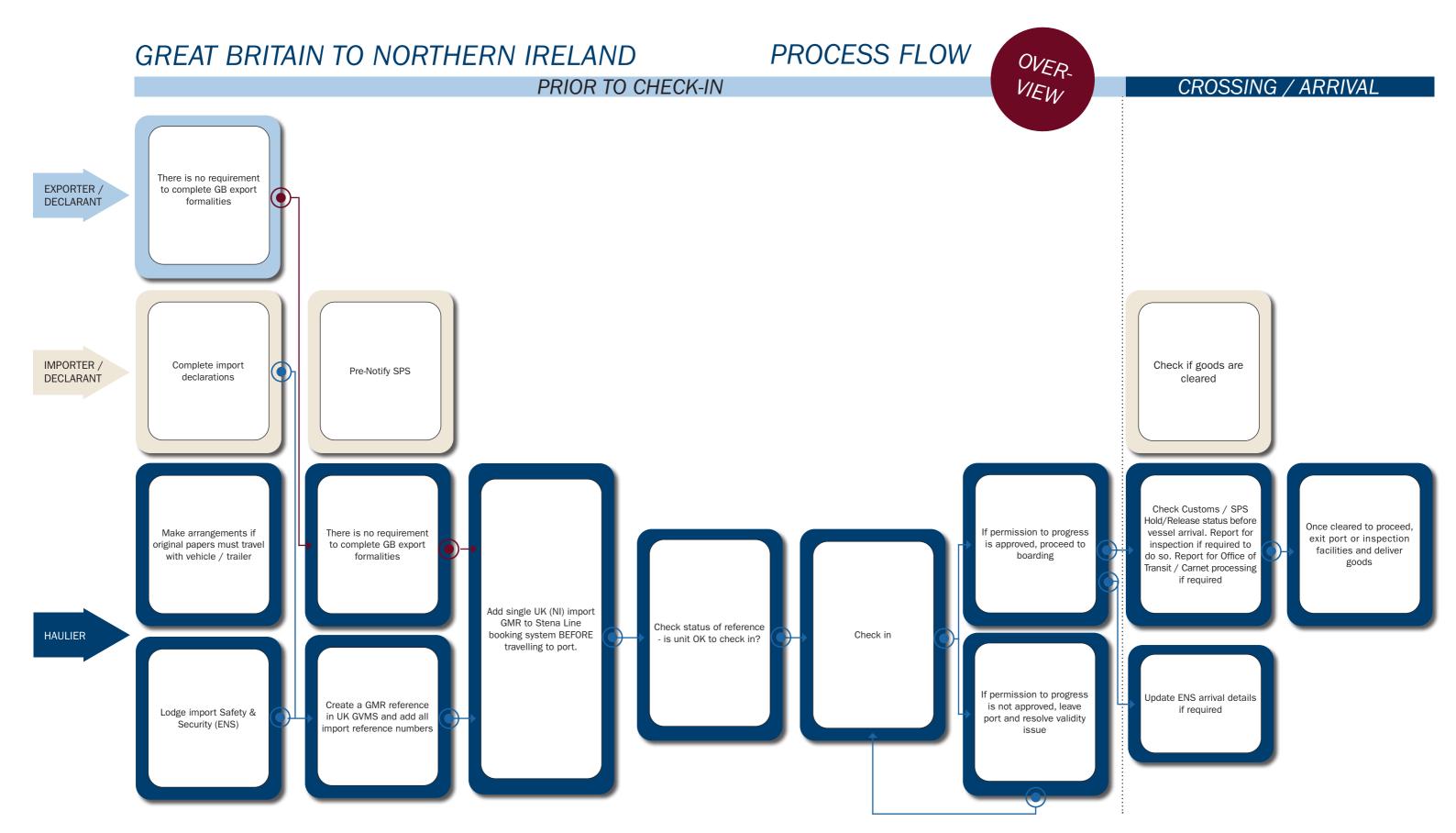
UK - (if completing customs declarations) CDS / CHIEF

(if shipping under CTC Transit) - NCTS

USEFUL WEBSITES

UK Border Operating Model Trader Support Service (TSS) UK GVMS service guide https://www.gov.uk/government/publications/the-border-operating-model https://www.tradersupportservice.co.uk/tss

https://developer.service.hmrc.gov.uk/guides/gvms-end-to-end-service-guide/



NB. The roles of Exporter/Importer/Declarant/Intermediary/Haulier may vary in practice depending on the incoterms agreed between all parties in a contract of carriage - it is important to be clear about your own role and responsibilities.

DETAILED

CROSSING / ARRIVAL

EXPORTER / **DECLARANT** For movements from Great Britain to Northern Ireland, there is no requirement to complete any export formalities on exiting Great Britain

IMPORTER / **DECLARANT**

HAULIER

Complete all UK (NI) import declarations (incl Transit, Carnet, etc)1. Pass consignment information and all related reference numbers (MRNs) to haulier. (1/1/21)

Confirm if original Export Health Certificates / other documentation are required to travel with the goods and make secure arrangements accordingly if so. Stena Line are not able to handle such documentation on behalf of customers importers.

Haulier (OR importer/ declarant) makes UK (NI) import Entry Summary Declarations (ENS)² for both accompanied and unaccompanied3 shipnents. Haulier requires all related reference numbers (MRNs). (1/1/21)

There is no requirement

to complete GB export

formalities

Where applicable,

pre-notify (24 hours) UK

authorities of imports of

SPS goods / Products of

Animal Origin. (1/1/21)

Create a Goods Movement Reference (GMR) in UK Goods Vehicle Movement Service (GVMS). Add all UK (NI) import declaration and safety & security MRNs or (EORI number for empty units)4, ogether with vehicle/trailer registration and booked ferry crossing⁵. (1/1/21)

Stena Line - Brexit Procedures Irish Sea 3.0 - 1 April 2021

GMR to Stena Line booking via online systems BEFORE travelling to port.

Add single UK (NI) import (1/1/21)

PRIOR TO CHECK-IN

Check status of GMR GMR will be validated (in GVMS) is showing and finalised / closed at permission to progress this time. Vehicle / Trailer BEFORE travelling to registration number for port⁶. (1/1/21) unit presented for check in MUST match that declared in GVMS.

is confirmed for UK (NI) reference, proceed to boarding. Check in at Loch Ryan Port, Heysham or Birkenhead, UK (NI) import

> f permission to progress or board is denied for reference, check in cannot take place and driver must leave terminal/port to resolve issue before attempting to check in again with fully validatable reference.

If permission to progress

During crossing, declarant checks UK HMRC systems for initial routing decision and provides supporting information if required.

Prior to vessel arrival in Belfast, driver/haulier checks

Hold/Release status in UK GVMS. Based on this status, on vessel arrival exit terminal for delivery or report to Customs for direction to relevant inspection area, situated outside the Stena Line terminals, but within the port estate7. IT IS YOUR/YOUR DRIVER'S RESPONSIBILITY TO CONFIRM THIS STATUS AND TO ENSURE YOUR VEHICLE/TRAILER REPORTS FOR INSPECTION IF

REQUIRED TO DO SO. (1/1/21).

If shipping under CTC Transit,

Office of Transit function will have

been completed through GVMS. If

shipping under ATA/TIR Carnet re-

port to Customs for processing.

If shipping on a sailing with a different (or changed) arrival time / date / place / vessel than declared in ENS, check if ENS has to be updated and, if so, amend in ICS (NI). (1/1/21)

 $^{\rm 7}\,{\rm Border}$ Force/Customs inspection facility and DAERA BCP for Belfast; interim site at Duncrue St.

¹ In CDS. This function can be undertaken free of charge by the NI Trader Support Service (TSS)

² In ICS (NI). This function can be undertaken free of charge by the NI Trader Support Service (TSS)

³ The 'Carrier' for unaccompanied movements is technically defined as the ferry operator, but to maintain consistency with accompanied shipments and to simplify information handling, this role is upstreamed to the haulier through Stena Line's Terms and Conditions; Stena Line will NOT act as declarant and this function needs to be carried out by the haulier, or a representative the

haulier has appointed to act on their behalf.

⁴ We understand the NI Trader Support Service (TSS) will NOT undertake this process

⁵ This applies to ALL shipments - Accompanied vehicles/ Unaccompanied trailers / 'Trade' units - and whether loaded or

⁶ Status of load in GVMS will also be accessible via Stena Line Freight Portal from 1st January 2021.

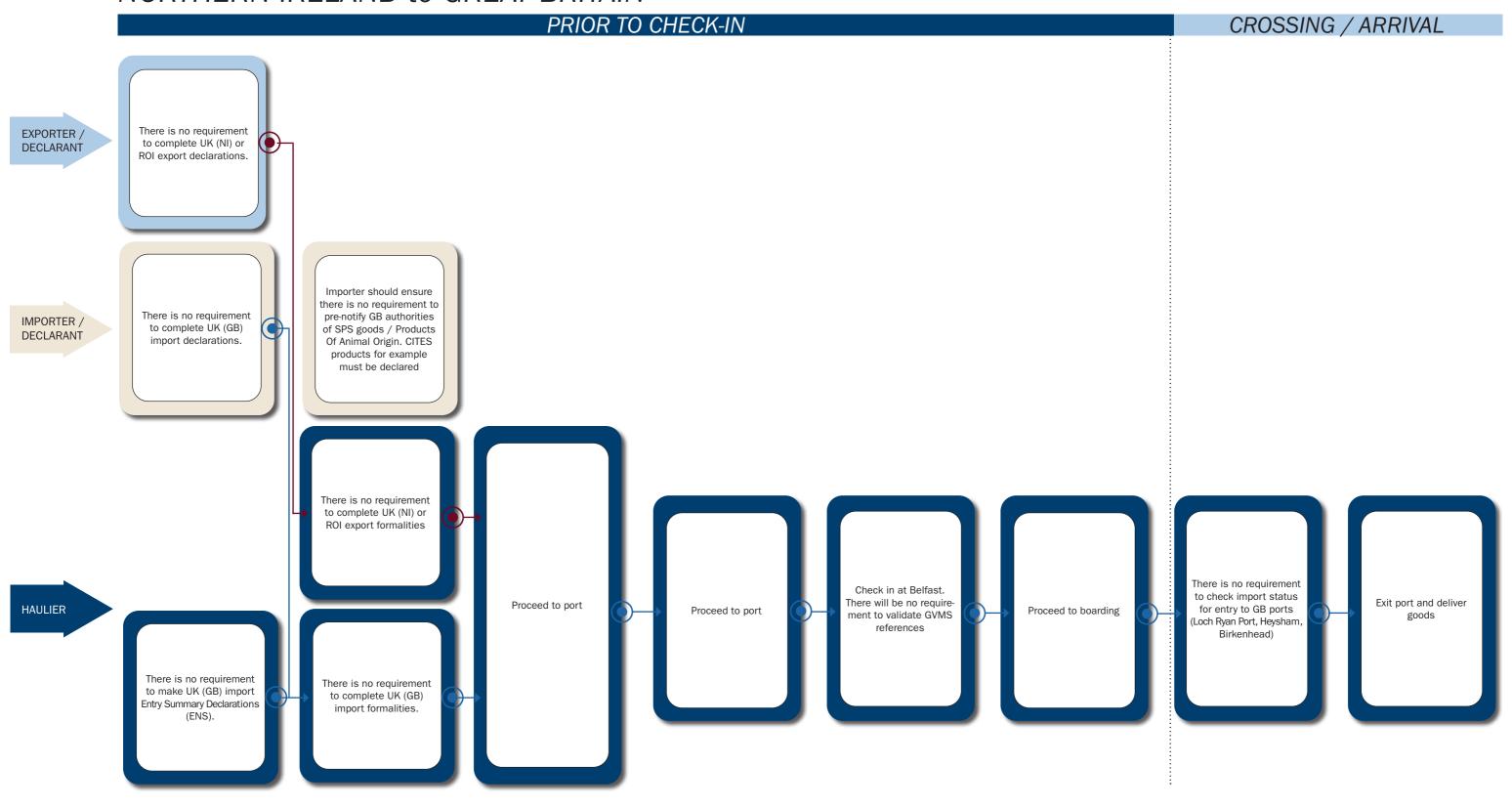
Once cleared

to proceed, exit

port or inspection

facilities and

deliver goods



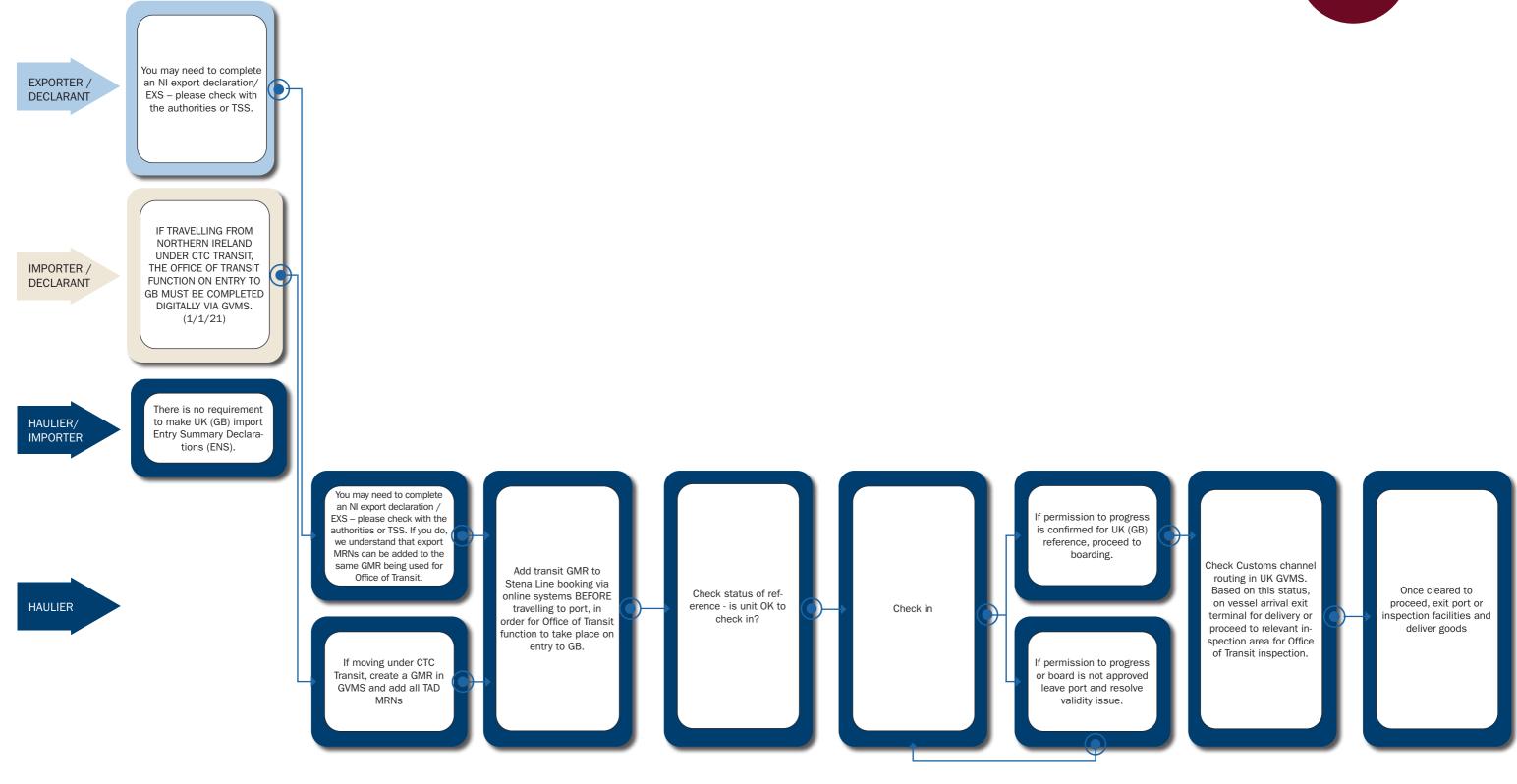
The process for CTC Transit on entry to Great Britain is on the following chart

^{*} Processes for Non-Qualifying goods, goods subject to international obligations and for goods moving under duty suspension will be clarified in due course, in accordance with the NI Protocol.

NORTHERN IRELAND to GREAT BRITAIN

PROCESS FLOW for goods travelling under CTC Transit





NORTHERN IRELAND to GREAT BRITAIN

PROCESS FLOW for goods travelling under CTC Transit



EXPORTER / DECLARANT

an NI export declaration/EXS
– please ensure you have
confirmed if you have any
responsibilities in this area,
especially if carrying Transit
goods to GB/destinations
outside the EU, Controlled
goods or 'Non-Qualifying
goods'; check with the
authorities or TSS¹

You may need to complete

IMPORTER / DECLARANT IF TRAVELLING FROM
NORTHERN IRELAND TO
THE CONTINENT VIA THE
GB LANDBRIDGE UNDER
CTC TRANSIT, THE OFFICE
OF TRANSIT FUNCTION
ON ENTRY TO GB MUST
BE COMPLETED DIGITALLY
VIA GVMS. (1/1/21)

HAULIER/ IMPORTER There is no requirement to make UK (GB) import Entry Summary Declarations (ENS).

HAULIER

responsibilities in this area, especially if carrying Transit goods to GB/destinations outside the EU, Controlled goods or 'Non-Qualifying goods'; check with the authorities or TSS. If you do, we understand that export MRNs can be added to the same GMR being used for Office of

You may need to complete an NI export declaration/EXS – please ensure you have confirmed if you have any

If entering GB under CTC
Transit, create a Goods
Movement Reference
(GMR) in UK Goods
Vehicle Movement Service
(GVMS). Add all TAD
MRNs, together with vehicle/trailer registration and
booked ferry crossing.
(1/1/21)

GB or on to the Continent under CTC Transit, you MUST add single transit GMR to Stena Line booking via online systems BEFORE travelling to port, in order for Office of Transit function to take place on entry to GB. If the relevant GMR is not added to your booking, the Office of Transit function will not take place. (1/1/21)²

If travelling from NI to

Check status of GMR (in GVMS) is showing permission to progress/good to board BEFORE travelling to port. If notified to report for inspection prior to export, do so before proceeding to check in at port of departure.

Check in at BELFAST. UK
(GB) import transit GMR
will be validated and
finalised / closed at this
time; Vehicle / Trailer
registration number for
unit presented for check
in MUST match that
declared in UK GVMS

BELFAST. UK transit GMR idated and closed at this cle / Trailer number for

If permission to progress or board is denied for GMR reference, check in cannot take place and driver must leave port to resolve issue before attempting to check in again with fully validatable references.

If permission to progress

is confirmed for UK (GB)

reference, proceed to

boarding.

Prior to vessel arrival in Cairnryan (Loch Ryan Port), Heysham or Birkenhead, driver/haulier checks Customs channel routing in UK GVMS. Based on this

or proceed to relevant inspection area for Office of Transit inspection³. IT IS YOUR / YOUR DRIVER'S RESPONSIBILITY TO CONFIRM THIS STATUS AND TO ENSURE YOUR VEHICLE/TRAILER REPORTS FOR INSPECTION IF REQUIRED TO DO SO.

status, on vessel arrival

exit terminal for delivery

Once cleared to proceed, exit port or inspection facilities and deliver goods

¹ Customs declaration requirements and processes for movements from Northern Ireland to Great Britain for Controlled goods and goods not qualifying for unfettered access to the rest of the UK are

It is your responsibility to ensure that you declare the transit GMR against your booking
 failure to do so will put you in breach of your commitments under a transit movement.

³ Border Force facility for Office of Transit documentary and physical inspections is located within Loch Ryan Port/Heysham/Birkenhead terminals.

DEFINITIONS AND GLOSSARY OF KEY TERMS AND ABBREVIATIONS

AEO-C EU/UK - Authorised Economic Operator - Customs simplification
AEO-S EU/UK - Authorised Economic Operator - Safety and Security
AEP ROI - Automated Entry Processing (export customs declarations)

AGS NL - NL customs system

AIS ROI - Automated Import System (import customs declarations)

ATA Carnet Intl - Admission Tempoire / Temporary Admission - used for exhibition goods, samples, musical equipment, etc

BCP/BIP EU/UK - Border Control/Inspection Point

Border Force UK - provide customs and immigration services at points of entry

BPDG UK - Border and Protocol Delivery Group

CDS UK - Customs Declaration Service (replacement for CHIEF...to be phased in)

CFSP UK - Customs Freight Simplified Procedure

CHIEF UK - Customs Handling of Import and Export Freight (customs declarations)

COPRAR A message to a container terminal that the containers specified have to be discharged from a seagoing vessel or

have to be loaded into a seagoing vessel.

CSP Intl - Community Service Provider of Port Community Systems (i.e. Portbase, Destin8)

CUSCAR Customs Cargo inventory message sent by carrier to Customs

Customs Roll On Roll Off Service ROI - Web service incorporating Pre-Boarding Notification system, facility to book inspection appointments and driver

customs/SPS channel routing look-up service

DAERA NI - Dept for Agriculture, Environment and Rural Affairs
DAFM ROI - Dept for Agriculture, Food and the Marine

Declarant Intl - The person with responsibility for an import. They must ensure the goods are legitimate, correctly valued and

declared upon import

DEFRA UK - Dept for the Environment, Food and Rural Affairs

Destin8 UK - Port Community System primarily covering East coast ports, incl Killingholme and Harwich. Provided by MCP PLC

DTI UK - Direct Trader Input (traders accessing CHIEF for inputs directly)

DUCR UK - Declaration Unique Consignment Reference (export reference number in NES/CHIEF)

ECS EU - Export Control System (safety and security)

ENS EU/UK - Entry Summary Declaration (Import safety and security)

EORI EU/UK - Economic Operator Registration Identification (required to trade goods outside EU or UK)

EXS EU/UK - Exit Summary Declaration (export safety and security). Often combined with export customs declaration

Free circulation EU - Goods wholly originating in EU or where full import/duty process to EU has been undertaken on goods or components

GMR UK - Goods Movement Reference (GVMS envelope reference...similar to ROI PBN)

Goods - Non Union EU - Goods originating outside or not in free circulation in the EU

Goods - Union EU - Goods originating in or in free circulation in the EU. Also known as Community Goods

GVMS UK - Goods Vehicle Movement Service (pre lodgement envelope system)

HMRC UK - Her Majesty's Revenue Commissioners; responsible for customs policy

ICS EU - Import Control System (safety and security)

ICS (NI) UK - Import Control System (NI) - entry of safety and security information for imports to Northern Ireland

INCOterms Intl - International Commercial Terms, published by the International Chamber of Commerce, are used to define the

legal responsibilities on the buyer and seller in international transactions

LCP UK - Local Customs Procedure (under CFSP, releases goods from designated premises to a customs procedure)

LRN EU/UK - Local Reference Number (preliminary consignment reference)

MRN EU/UK - Movement or Master Reference Number (consignment reference)

NCTS EU - New Computerised Transit System (Control system for transit movements)

NED / MED

NL - Notification Export Documentation (in Portbase)

NES

UK - National Export System (links to CHIEF)

NID / MID

NL - Notification Import Documentation (in Portbase)

PBN ROI - Pre-Boarding Notification ID (Irish envelope reference...similar to UK GMR)

POAO Intl - Products Of Animal Origin

Portbase NL - Port Community System for Rotterdam / NL ports

Pre-Lodgement model UK - An alternative for ports that may not have the space and infrastructure to operate temporary storage, where

goods arriving will be required to have submitted a customs declaration in advance of boarding on the EU side

Revenue - ROI ROI - responsible for customs policy

RX/Seaport BE - Port Community System for Zeebrugge

S&S GB UK - Safety and Security GB system

SAD EU - Single Administrative Document (harmonised customs document)

SPS Intl - Sanitary and Phyto-Sanitary; products where food safety and animal and plant health regulations applyEU/UK - Temporary Storage Temporary storage is when goods imported can be temporarily stored (up to 90 days) under customs control before

they are placed under a special procedure, released to free circulation or re-exported.

Transit countries

Transit - CTC EU+ - Common Transit Convention

Transit - Office of Departure EU+ - Approved site where a Transit process is opened (also at site of Authorised Consignor)

Transit - Office of Destination EU+ - Approved site where a Transit process is closed (also at site of Authorised Consignee)

Transit - Office of Transit EU+ - Transit movements must go to office every time they cross a border into a new customs territory (EU is one

territory, each Common Transit country is a separate territory)

Transit - TAD EU+ - Transit Accompanying Document (statuses - T1 non union goods to, from or within EU / T2 union goods to common

transit country or within EU via Common Transit country)

Transit - TIR Intl - Transports Internationaux Routiers (transit under customs control between EU or common transit countries and

third countries

Transit - TSAD EU+ - Transit/Security Accompanying Document (combined TAD and Safety and Security document)

Transit - Union Transit EU - Enables movement of non-union goods within the EU

UCC EU - Union Customs Code (the framework for customs rules and procedures in the EU customs territory)