



CUSTOMS MODELS PROCESS FLOWS

Irish Sea

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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 OF PROCESS FLOWS

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

OVERVIEW OF PROCESS FLOWS

Irish Sea services between
Great Britain and Northern Ireland and v.v.

Changes in this version from version 2.0:

- Amended key dates in UK staged implementation of customs and SPS processes
- Location of inland inspection facilities for Holyhead (p 11)
- Location of interim inspection facility at Belfast (p 15)

From 1st January 2021 customs processes apply to EU/UK trade, whether or not a trade deal is secured

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 and 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 behalf.
 - Driver accompanied shipments - declarants 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
- Declarants should check complete data requirements

Timescales for lodging S&S declarations carried on short sea ro-ro 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.
- EU SPS documentation and checks apply in full from 1 January 2021



These notes are for guidance only and are based on our current understandings of the Post-Transition period at time of publication.
Customers must ensure that they take advice on their own processes and responsibilities.



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 number.
- * 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,
 - and
- * The corresponding import or export Pre-Boarding Notification reference number (PBN) from the ROI Customs Roll-On Roll-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 Roll On Roll Off Service/Pre-Boarding Notification system

ROI - ICS

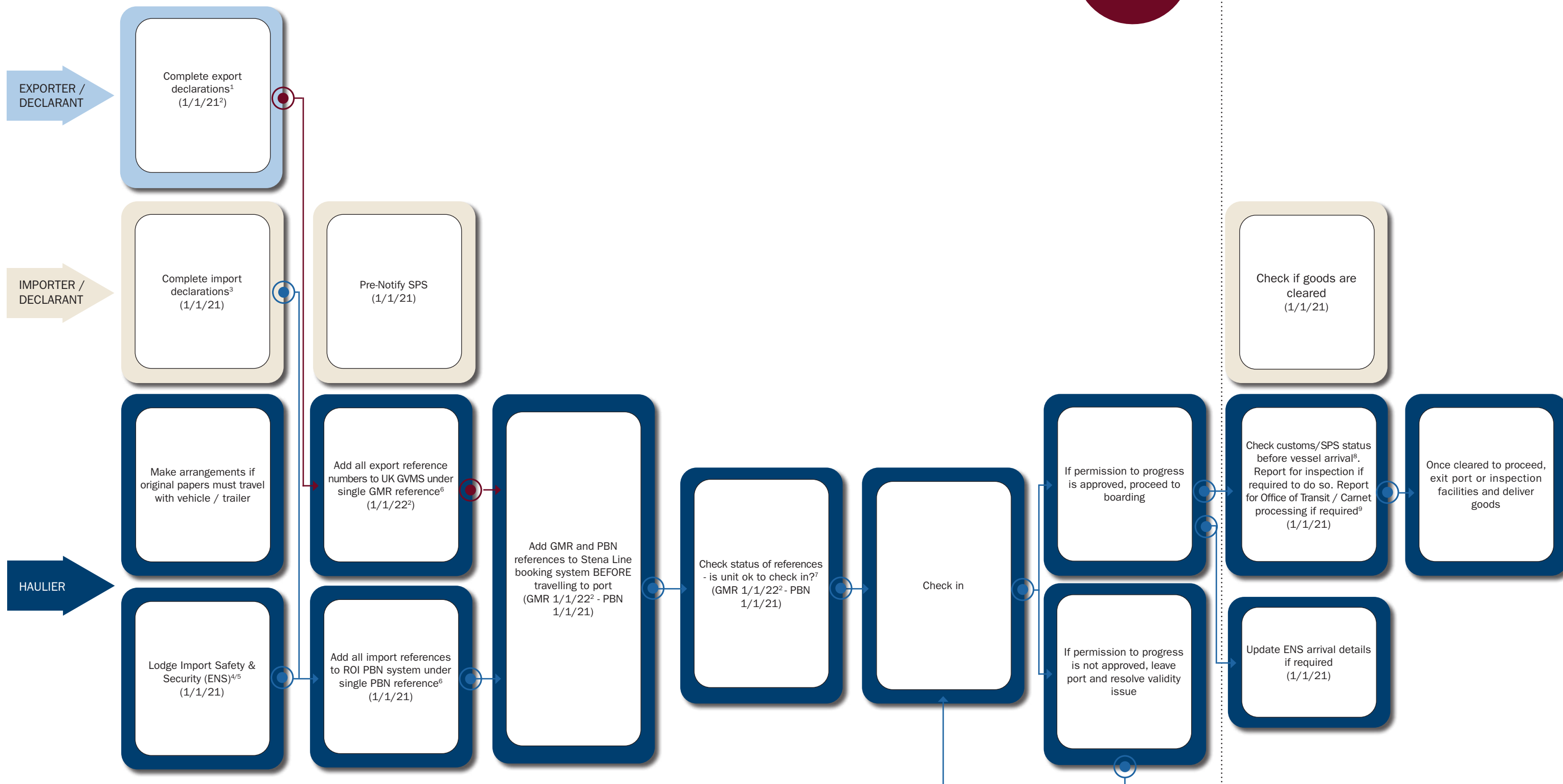
ROI - (if completing customs declarations) AIS / AEP

(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-ro-ro-service/index.aspx>
<https://www.agriculture.gov.ie/brexit/>



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.

¹ In CHIEF(NES)/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

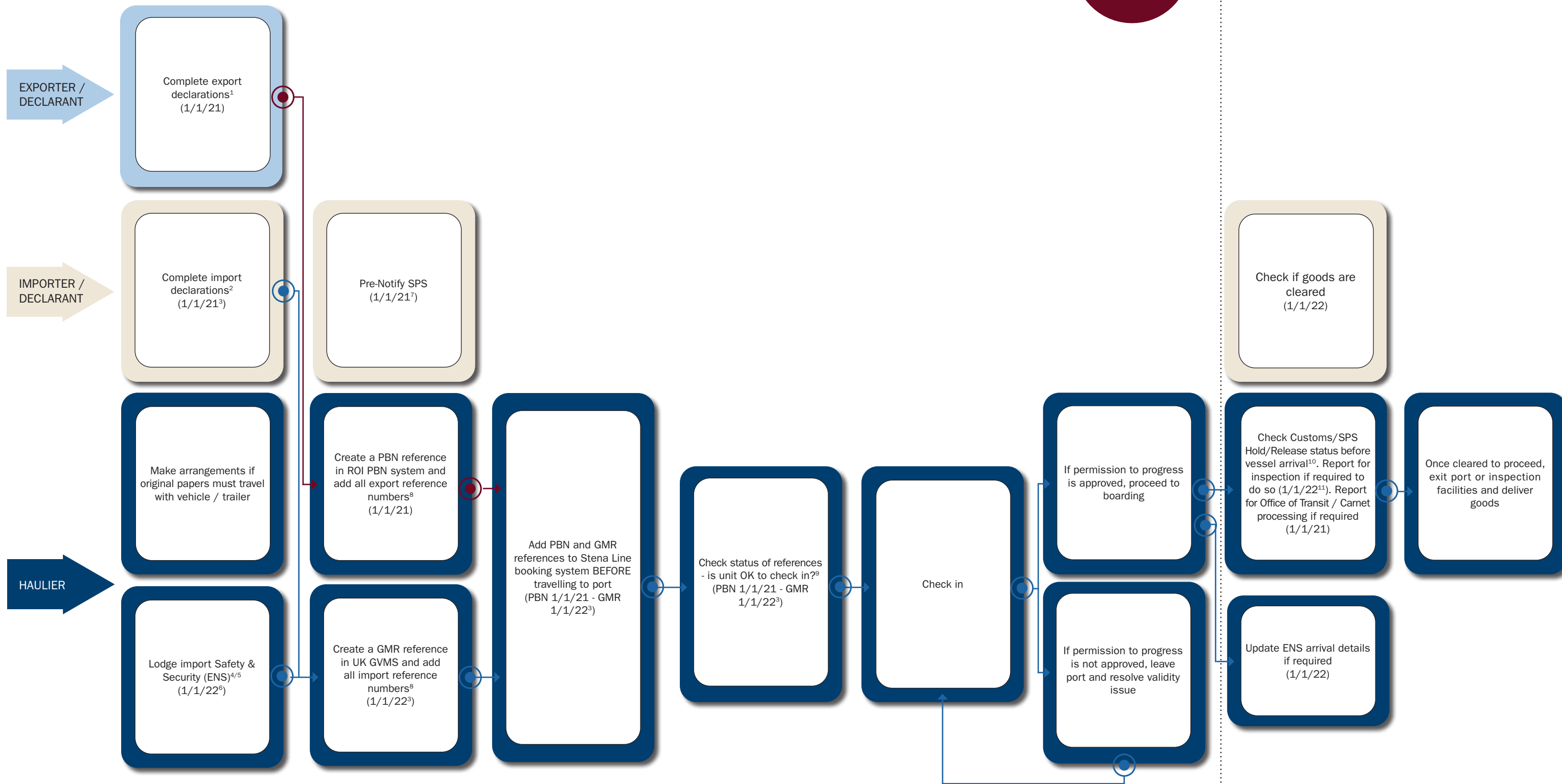
⁵ The 'Carrier' for unaccompanied movements is technically defined as the ferry operator, but to maintain consistency with accompanied shipments and to simplify information handling, this role is upstreamed to the haulier through Stena Line's Terms and Conditions; Stena Line will NOT act as declarant 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. 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.

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 implementation 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 from Stena Line terminal

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



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

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](https://www.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](https://www.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 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

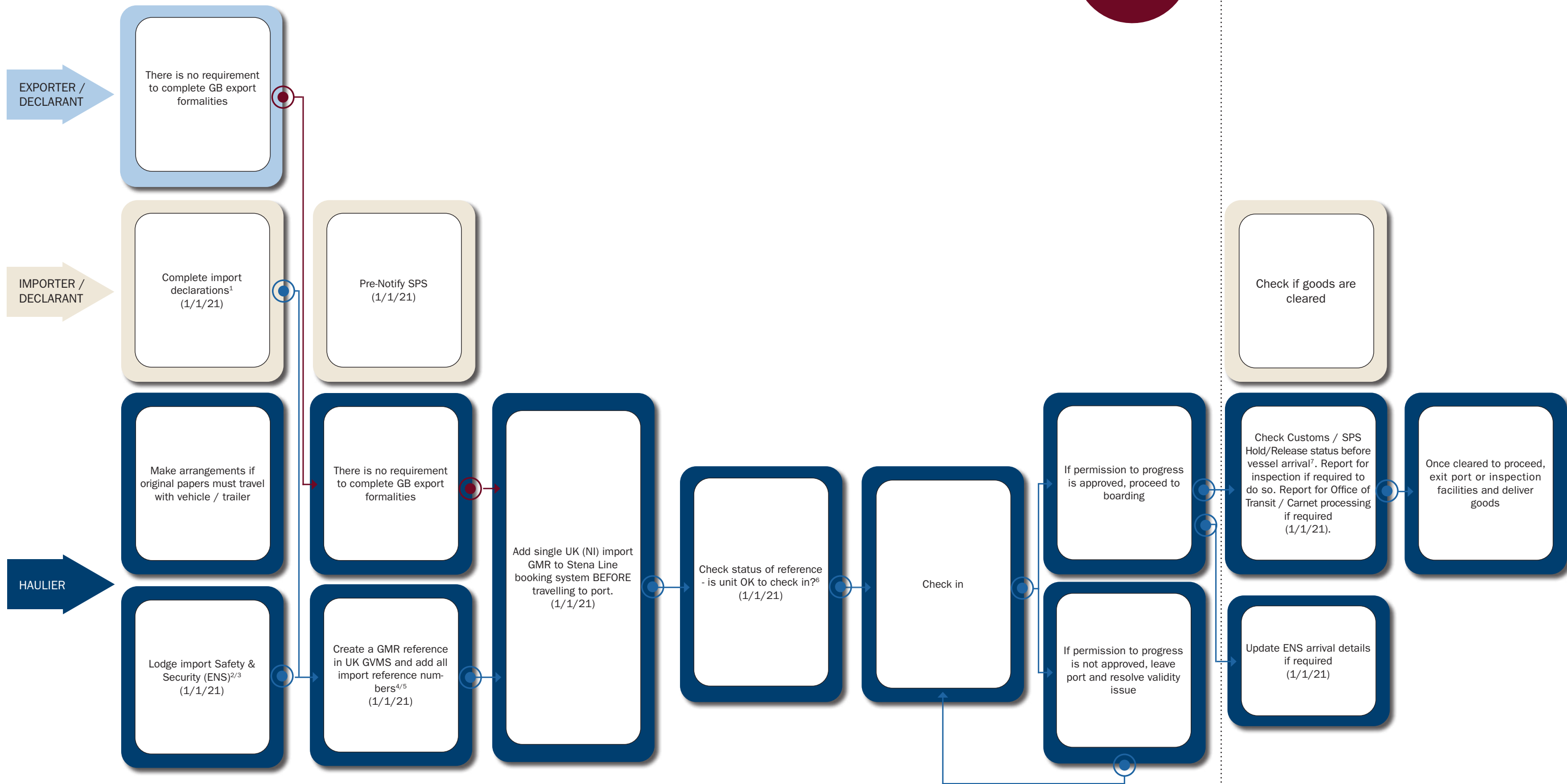
(it may be possible to appoint an intermediary to complete some tasks that otherwise require access to these systems)

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

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

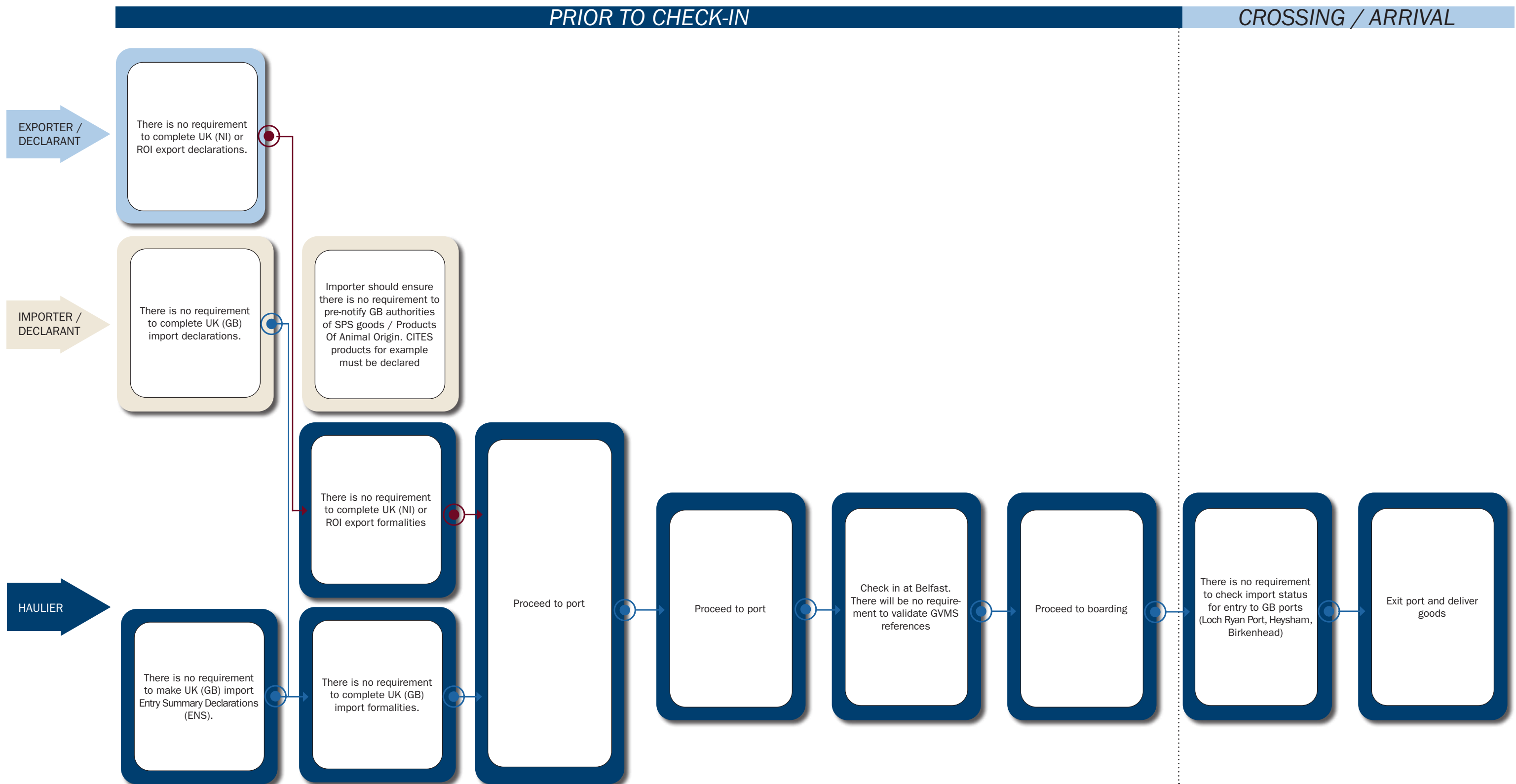
haulier has appointed to act on their behalf.

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 empty.

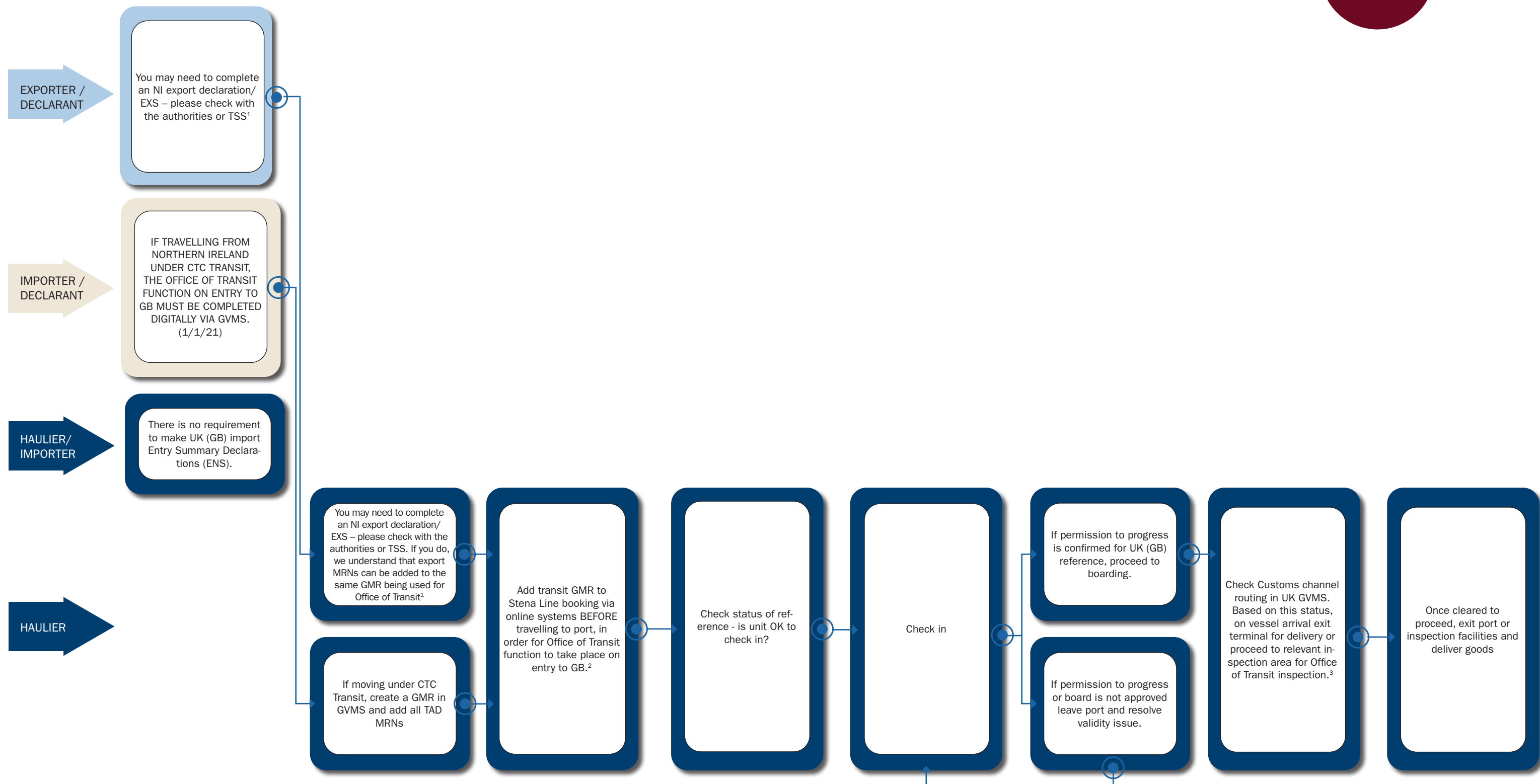
⁶ Status of load in GVMS will also be accessible via Stena Line Freight Portal from 1st January 2021.

⁷ Border Force/Customs inspection facility and DAERA BCP for Belfast; interim site at Duncrue St.



* 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.

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



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 awaiting clarification from UK Government.

² 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 - Common Transit	EU+ - Enables the movement of goods between the EU and Common Transit countries and also between the Common 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)