



INFO SHEET EXPORT (FROM EU TO UK)

AS OF 1 JANUARY 2022

TEMPORARY STORAGE AND PRE-LODGEMENT MODEL CHANGE UK IMPORTS

Due to Brexit, any party that exports goods to the United Kingdom (UK) will be confronted with stricter import rules at the British border as of the 1st of January 2022. This fact sheet will help you to optimally prepare for this. **Take note!** If you do not meet the requirements, your cargo will irrevocably come to a standstill in the British port or even already in the Dutch port. Avoid delays (and even returns)!

1 JANUARY MARKS END TO POSTPONEMENT IMPORT DECLARATIONS

In order to ensure a smooth Brexit transition, the British government has (under certain conditions) granted a six-month postponement of import declarations in 2021. **This will stop as of the 1st of January 2022.** From that date on, a full British import declaration is always required prior to the vessel's arrival.

Seek coordination with your chain partners in the UK

The new working method, which is effective as of the 1st of January 2022, makes it even more important that import declarations on the British side are always completed correctly and on time. Be sure to properly coordinate this with your British counterparts.

TWO DIFFERENT ACCESS MODELS

The submission of import declarations in the UK is usually performed by the UK importer or their representative. From the 1st of January 2022, the moment of submission and the required follow-up actions depend on which of the two available access models is selected:

1. **Temporary storage;** goods entering the UK under the temporary storage model can be stored at the border in a temporary storage facility for up to 90 days. In many cases, this is the terminal. After the importer or their representative have submitted the declaration to British Customs, the goods travel on to their final destination in the UK.
2. **Pre-lodgement;** in the pre-lodgement model, parties already submit their customs declaration before the cargo is put aboard the ship in the EU. **Attention!** Prior to the transport, the transporter in the European Union must link the British import declaration(s) to their trailer. Upon arrival in the UK, the cargo can next usually continue immediately, or the driver is referred to an Inland Border Facility (IBF) for inspection.

WHEN TEMPORARY STORAGE AND WHEN PRE-LODGE MENT?

EXPORT

The ports in the United Kingdom determine which access model(s) they want to use. All the British ports that are served from the Netherlands by ferry allow both temporary storage and pre-lodgement. The Dutch ferry operators use the following subdivision.

Ferry company	British ports of call	Access model
CLdN	Purfleet Killingholme	<ul style="list-style-type: none"> For import to the UK: the temporary storage model. Optionally, pre-lodgement is possible. For through transit documents with 'office of destination' in the UK: the pre-lodgement model. <p>Attention! No GMR upon arrival at the Dutch terminal means automatic processing according to the temporary storage model (changes no longer possible).</p>
DFDS	Felixstowe Immingham Newcastle	<ul style="list-style-type: none"> For import to the UK: the temporary storage model. Optionally, pre-lodgement is possible. For through transit documents with 'office of destination' in the UK: the pre-lodgement model. <p>Attention! No GMR upon arrival at the Dutch terminal means automatic processing according to the temporary storage model (changes no longer possible).</p>
P&O Ferries	Hull Teesport	<ul style="list-style-type: none"> For <u>unaccompanied traffic</u> to the UK: the temporary storage model. Optionally, pre-lodgement is possible for through transit documents with 'office of destination' in the UK. For <u>accompanied traffic</u> to the UK: the pre-lodgement model. <p>Please note! The following applies for pre-lodgement: no GMR upon arrival at the Dutch ferry terminal, no access</p>
Stena Line	Harwich Immingham Killingholme	<ul style="list-style-type: none"> For <u>accompanied traffic</u> to the UK: the pre-lodgement model. For through transit documents (accompanied and <u>unaccompanied</u>) with 'office of destination' in the UK: the pre-lodgement model. For import to the UK: the temporary storage model. Optionally, pre-lodgement is possible. <p>Attention! No GMR upon arrival at the Dutch terminal means automatic processing according to the temporary storage model (changes no longer possible).</p>



IMPORTS TO THE UK VIA TEMPORARY STORAGE

If the import into the UK takes place via temporary storage, the declarant - usually the British importer or their representative - is responsible for a timely declaration. Provided that all other conditions are met, cargo can always board the ferry in the Netherlands. If the declaration has not yet been submitted upon arrival in the UK, the cargo will not be permitted to leave the terminal here.

PRE-LODGEMENT REQUIRES ADVANCE ACTION FROM TRANSPORTER IN EUROPEAN UNION

YOU MUST ADDITIONALLY DO THIS WITH EVERY SHIPMENT

So in the pre-lodgement model, the customs declaration in the UK already takes place before goods are taken on board in the European Union. For the transporter in the European Union, this means the following:

1. **Prior to transport, the transporter links the notification(s) made in the UK to its trailer in the British Goods Vehicle Movement Service (GVMS).** For this purpose, they shall receive one or more MRNs from the UK importer or their representative in due time;
2. GVMS next generates a Goods Movement Reference (GMR);
3. The transporter provides this GMR to the ferry operator in their booking;
4. Upon arrival in the Dutch port, the ferry terminal checks for the presence of this GMR. In the table on page 2, you can read how the Dutch ferry terminals process this.
5. After the crossing, the goods can either immediately pass through the British port or the driver is referred to an Inland Border Facility (IBF) for inspection.

YOU MUST CHECK THIS WITH EVERY SHIPMENT

Which model does your client use?

As a transporter, ask for each shipment which model the British importer (or their representative) has selected: temporary storage or pre-lodgement. You need to indicate this in your booking with the ferry operator. This prevents unnecessary delays at the British border.

Please note! If you select the wrong model, this can often no longer be corrected after arrival at the Dutch ferry terminals. The shipment will automatically fall under the temporary storage model.

UK GOVERNMENT HELPS YOU ON YOUR WAY

An additional explanation on the use of GVMS is available in the [step-by-step user guide for GVMS](#) (English-language). Or watch the accompanying [webinar](#) about GVMS. An abbreviated [Dutch-language instruction](#) about GVMS is available as well.



YOU CAN DO THIS RIGHT NOW

One-time registration for GVMS as a transporter

For pre-lodgement, every transporter in the EU will need to register for GVMS once in the UK. You can read the procedure for this [here](#). After that, the transporter can generate a GMR in GVMS prior to every trip to the UK. [See the requirements for this here](#).

ARE YOU READY FOR 1 JANUARY?

With the obligation to directly submit import declarations and the use of two different access models, the 1st of January 2022 will bring a significant tightening of UK customs rules. Are you ready for this? Immediately take the necessary steps and carefully consult with your chain partners which data you need from each other prior to each transport. Together, we can prevent delays!

FREQUENTLY USED TERMS

When parties explain the more stringent British customs rules, many different terms are often used. The two most important ones are DESTIN8 and CHIEFF. DESTIN8 is the port community system of the British ports. British importers or their representatives use DESTIN8 to submit their declarations in CHIEFF, the customs system of the United Kingdom.

ALSO SEE GET READY FOR BREXIT

Do you have a Brexit question about another specific topic? Visit www.getreadyforbrexit.eu for a list of organisations that will gladly assist you. Here, you will also find the [frequently asked questions](#) about the consequences of Brexit for your transport via the Dutch ports as well as tips from our partners.