

Step 1: Live animals and germinal products must always be accompanied by an intra-Union health cert and the responsible operator must give 24 hours prior notification by submitting Part 1 of the Common Health Entry Document (CHED) in TRACES NT. Consignments of Animal by-products (ABPs) must be sealed. If the consignment includes products of animal origin, composite products, animal by-product and derived products, and hay and straw, France requires prior notification by submitting Part 1 of the CHED in TRACES NT.

Step 2: The logistics company submit a combined exit summary declaration (EXS) and transit declaration to the NCTS system. This generates an (S)TAD with a unique Movement Reference Number (MRN).

- A financial guarantee is required to underpin the transit movement.
- Include the TRACES reference number on the declaration where applicable.

Step 3: Create a Pre-Boarding Notification (PBN) on the Customs RoRo service. The PBN must include the MRN of the (S)TAD. If the vehicle contains several consignments, the MRNs of all the declarations must be included PBN.

Step 2: EXS & NCTS = TAD & MRN

Step 1: Intra Union Health Cert

Step 4: Once the PBN is completed, the driver can check if they may proceed to Dublin or Rosslare Port using the Customs RoRo Service. The hard copy (S)TAD must travel with the load. The driver provides the PBN details to the Ferry Operator at check in. If all in order, vehicle will be allowed to board the ferry.

Step 3: Create PBN
Step 2: EXS & NCTS = TAD & MRN
Step 1: Intra Union Health Cert

Step 5: The responsible operator (haulier) also must lodge the details of all the (S)TADs on the lorry onto UK's GVMS. This will require a UK EORI number to access the Government gateway containing the GVMS system.

- GVMS only used for transit on 01 January
- No S&S declaration needed on 01 January
- From 01 July GVMS will be used for all declaration types and a S&S declaration will be required

Step 4: Proceed to Port
Step 3: Create PBN
Step 2: EXS & NCTS = TAD & MRN
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Step 6: Upon arrival in GB, if all in order, driver does not have to interact with Border Force as the office of transit function will be completed digitally using the GVMS information. If GVMS is not operational, a call at an Office of Transit is required to have the (S)TAD stamped.

Step 5: UK GVMS
Step 4: Proceed to Port
Step 3: Create PBN
Step 2: EXS & NCTS = TAD & MRN
Step 1: Intra Union Health Cert



Step 7: EXS declaration must be submitted to HMRC.

Step 6: Arrival in UK
Step 5: UK GVMS
Step 4: Proceed to Port
Step 3: Create PBN
Step 2: EXS & NCTS = TAD & MRN
Step 1: Intra Union Health Cert

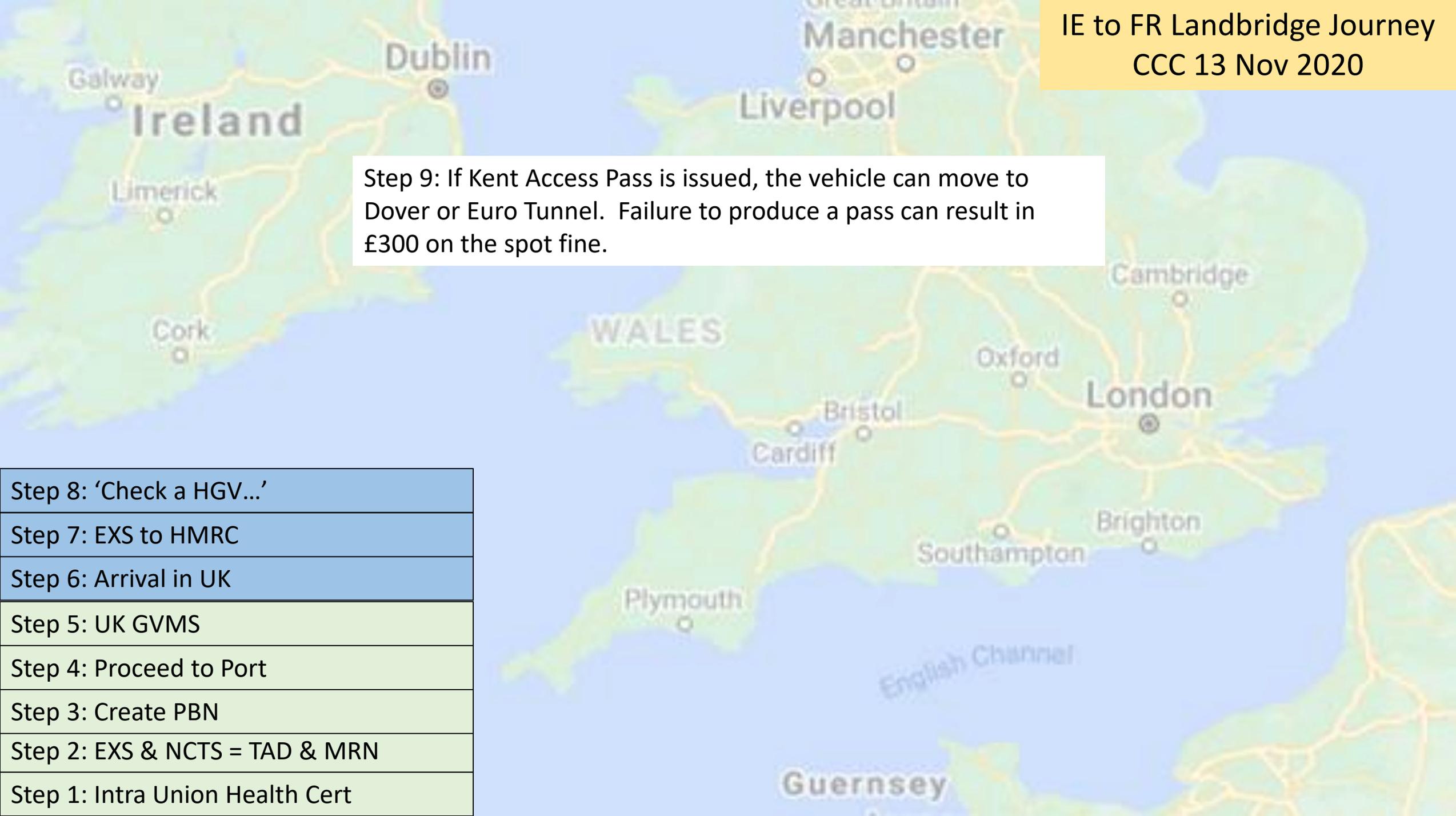
Step 8: If Transit is through Kent, trucks over 7.5 tonnes must complete the checks on 'check a HGV is ready for the border service' to confirm haulier has the relevant declarations available to proceed to France.

- MRNs are not entered into the service
- no link to GVMS

Step 7: EXS to HMRC
Step 6: Arrival in UK
Step 5: UK GVMS
Step 4: Proceed to Port
Step 3: Create PBN
Step 2: EXS & NCTS = TAD & MRN
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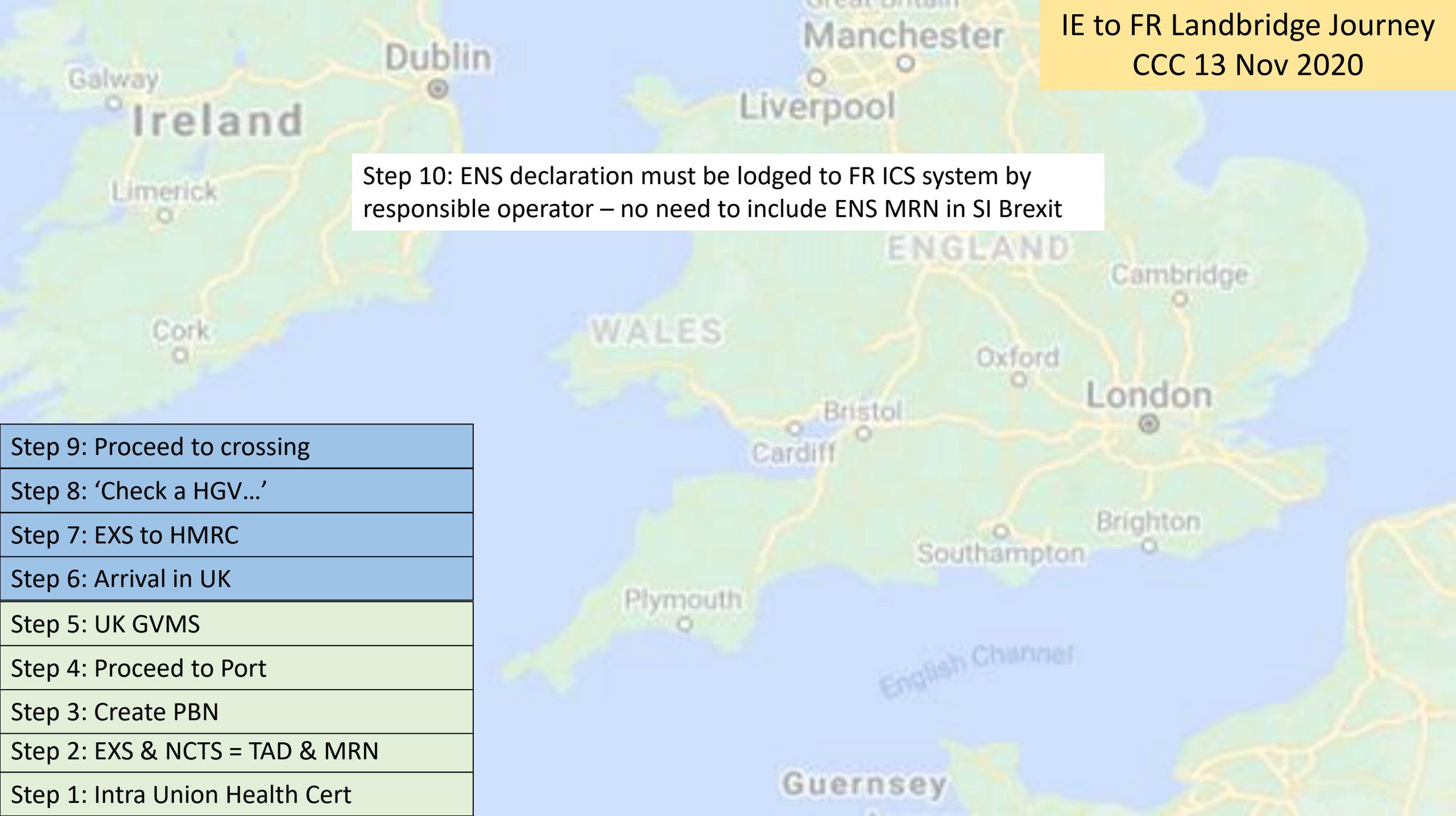
Step 9: If Kent Access Pass is issued, the vehicle can move to Dover or Euro Tunnel. Failure to produce a pass can result in £300 on the spot fine.

Step 8: 'Check a HGV...'
Step 7: EXS to HMRC
Step 6: Arrival in UK
Step 5: UK GVMS
Step 4: Proceed to Port
Step 3: Create PBN
Step 2: EXS & NCTS = TAD & MRN
Step 1: Intra Union Health Cert



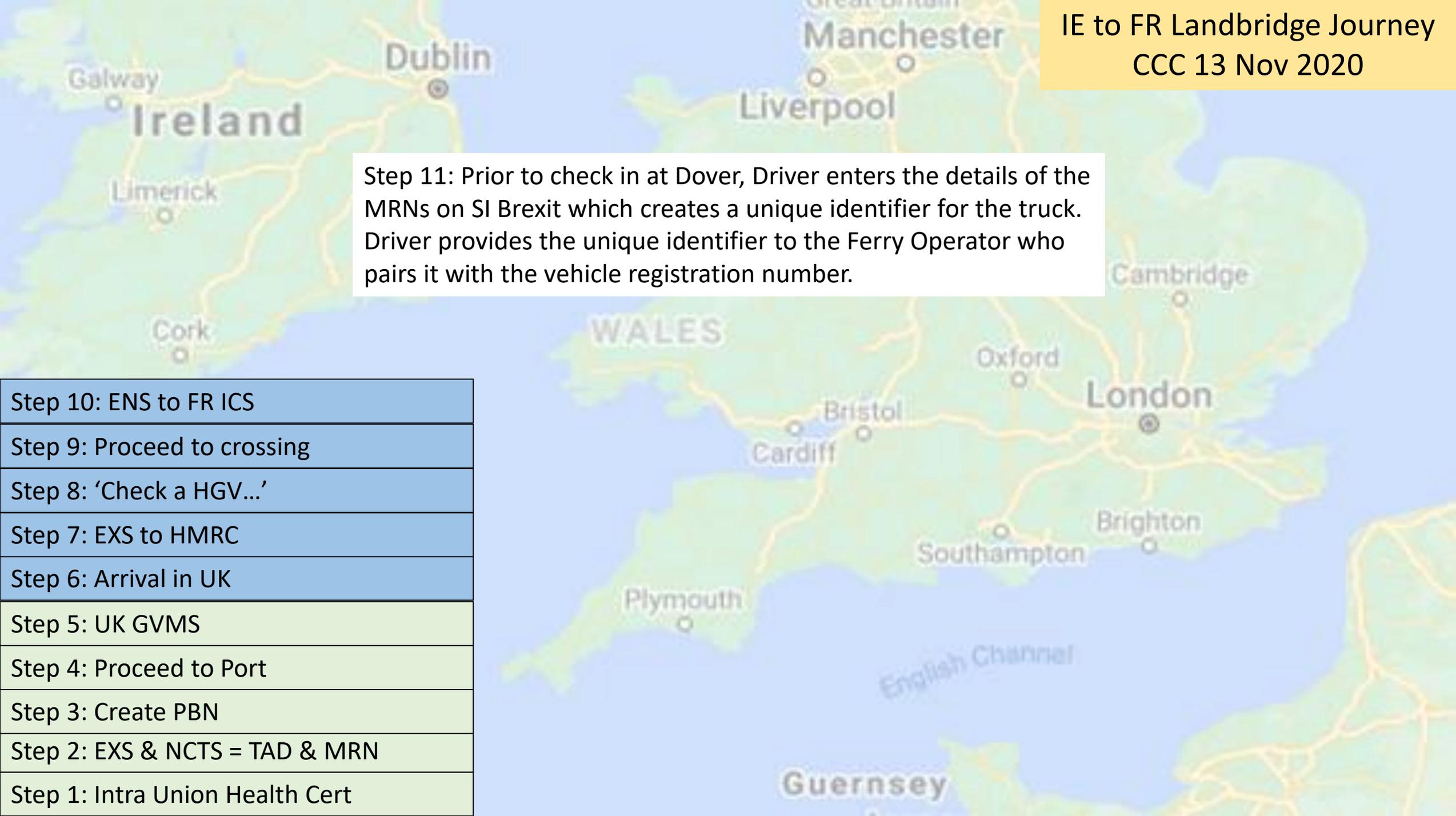
Step 10: ENS declaration must be lodged to FR ICS system by responsible operator – no need to include ENS MRN in SI Brexit

Step 9: Proceed to crossing
Step 8: 'Check a HGV...'
Step 7: EXS to HMRC
Step 6: Arrival in UK
Step 5: UK GVMS
Step 4: Proceed to Port
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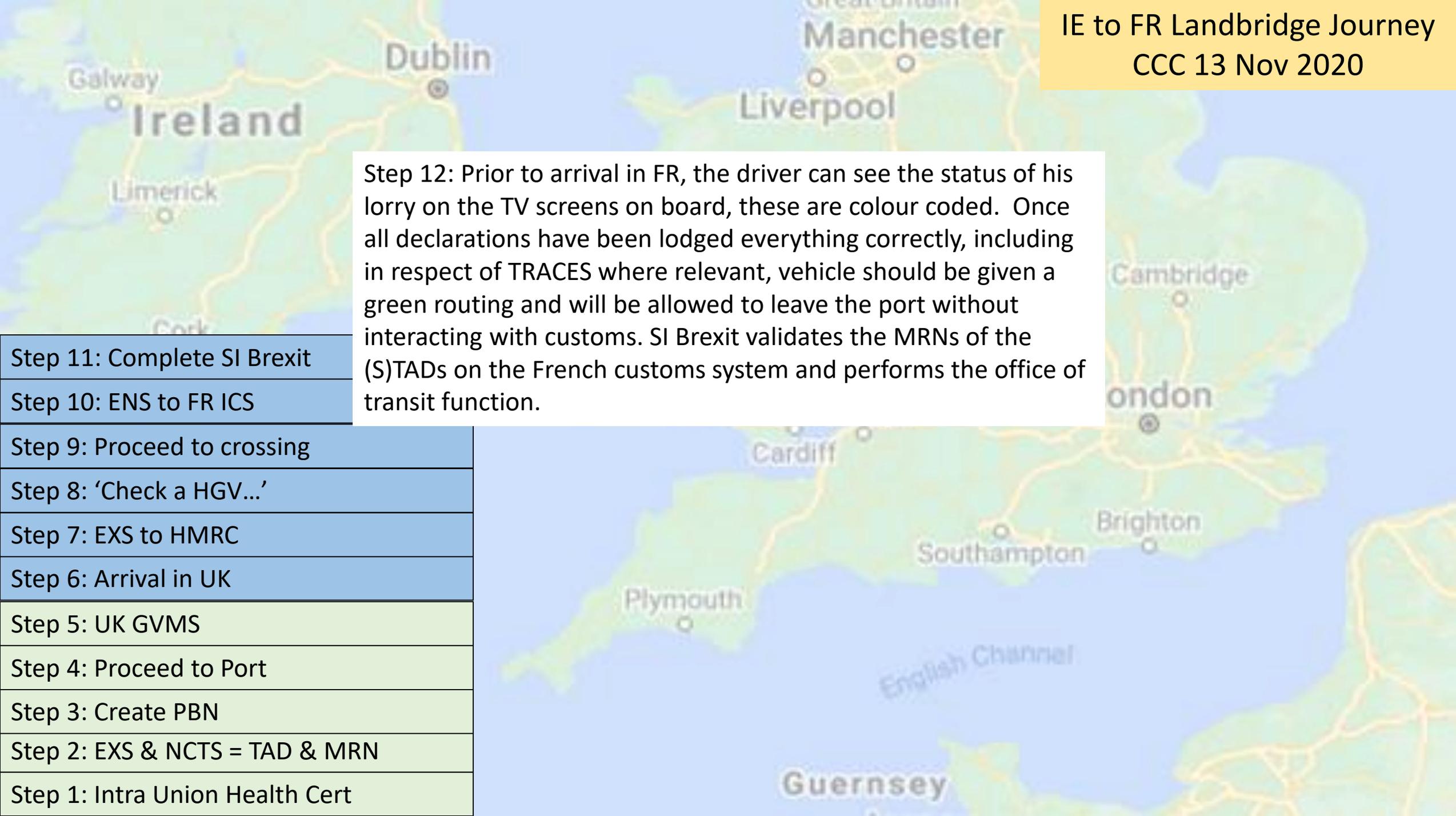
Step 11: Prior to check in at Dover, Driver enters the details of the MRNs on SI Brexit which creates a unique identifier for the truck. Driver provides the unique identifier to the Ferry Operator who pairs it with the vehicle registration number.

Step 10: ENS to FR ICS
Step 9: Proceed to crossing
Step 8: 'Check a HGV...'
Step 7: EXS to HMRC
Step 6: Arrival in UK
Step 5: UK GVMS
Step 4: Proceed to Port
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Step 12: Prior to arrival in FR, the driver can see the status of his lorry on the TV screens on board, these are colour coded. Once all declarations have been lodged everything correctly, including in respect of TRACES where relevant, vehicle should be given a green routing and will be allowed to leave the port without interacting with customs. SI Brexit validates the MRNs of the (S)TADs on the French customs system and performs the office of transit function.

Step 11: Complete SI Brexit
Step 10: ENS to FR ICS
Step 9: Proceed to crossing
Step 8: 'Check a HGV...'
Step 7: EXS to HMRC
Step 6: Arrival in UK
Step 5: UK GVMS
Step 4: Proceed to Port
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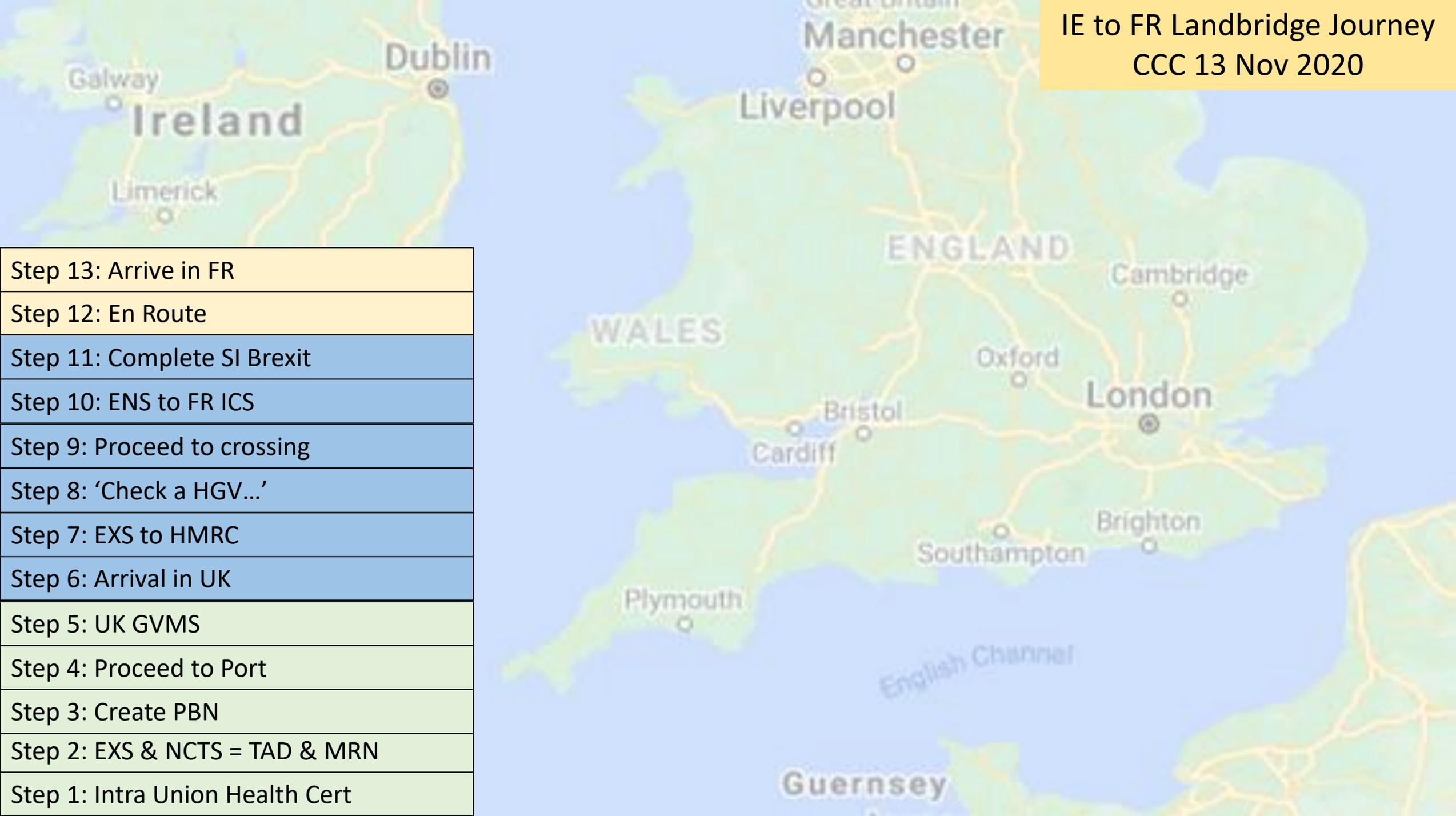
Step 13: If the goods are being delivered to an Authorised Consignee, the goods can proceed directly to the traders' premises. The Driver hands over the TAD with the delivery to allow closure of the Transit.

If the customer is not an authorised consignee, the Driver must call at an inland Office of Destination to complete the transit formalities.

Once all of the steps are performed, the transit is closed on the NCTS system and the financial guarantee is automatically released.

Step 12: En Route
Step 11: Complete SI Brexit
Step 10: ENS to FR ICS
Step 9: Proceed to crossing
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IE to FR Landbridge Journey
CCC 13 Nov 2020



Step 13: Arrive in FR
Step 12: En Route
Step 11: Complete SI Brexit
Step 10: ENS to FR ICS
Step 9: Proceed to crossing
Step 8: 'Check a HGV...'
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Step 6: Arrival in UK
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