



What haulier drivers should do moving goods through roll-on, roll-off (RORO) locations: EU to UK

(excluding Northern Ireland)

HAULIERS AND COMMERCIAL DRIVERS

No-deal Brexit pocket guide Moving goods through RORO locations: EU to UK and UK to EU

English

Check the changes to driver, vehicle, cargo and customs documents, at www.gov.uk/brexit-haulage
www.gov.uk/brexit-haulage-drivers
www.gov.uk/brexit-haulage-vehicles

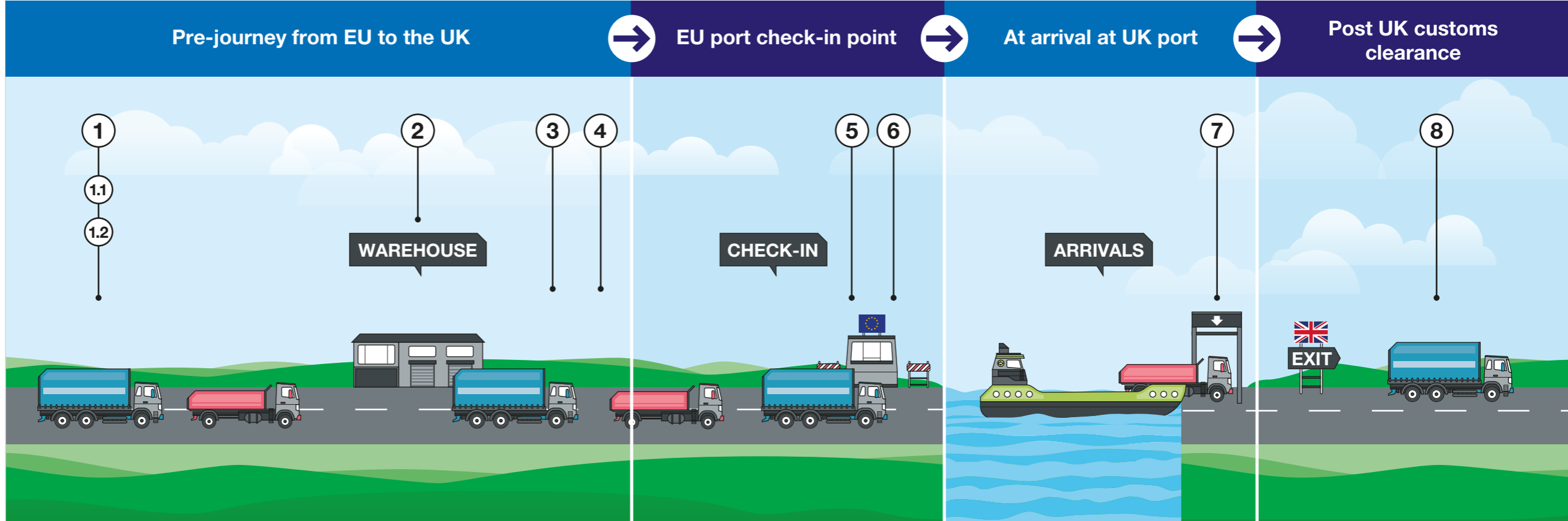
© Crown copyright 2019

This publication is licensed under the terms of the Open Government Licence v3.0 except where otherwise stated.

To view this licence, visit nationalarchives.gov.uk/doc/open-government-licence/version/3

This publication is also available on our website at www.gov.uk/brexit-hauliers

Product code: Brexit_FlowChart0919



If unsure of what documentation should be carried, refer to your transport manager.

1 EU driver and operator document requirements

There are **no additional** vehicle and driver document requirements for EU haulier and EU drivers entering the UK. However, there are additional customs and border requirements (steps 2–8).

1.2 UK driver and operators document requirements

UK drivers need to carry the same vehicle and driver documentation as before. In addition:

- passports must be valid for **at least 6 months**
- if driving in or through France, Italy or Cyprus get an international driving permit (IDP) from a UK Post Office. In other countries an IDP is not required as long as the driver has a photocard licence
- if the driver has an old style paper licence, check GOV.UK for requirements
- if towing a trailer, ensure it's been registered separately and registration plates are displayed
- drivers of all UK vehicles travelling to the EU need a Green Card showing evidence of valid insurance for the duration of the trip. Separate Green Cards are needed for a towing vehicle and trailer

- GB stickers must be displayed on the rear of all vehicles and trailers
- for some journeys, a European Conference of Ministers of Transport (ECMT) permit will be needed which requires Certificates of Compliance, a Certificate of Roadworthiness, a Logbook, and reflective plates

2 Prepare for UK import customs requirements

Drivers must receive confirmation from the exporting trader that EU export formalities have been met, and obtain copies of all necessary documentation so they can pass through EU customs at the border. This will likely be an export declaration or carnet.

Before reaching the EU-UK border the driver must ensure they have a CMR note and have 1 of the following for each of the consignments they're carrying:

- master/movement reference number MRN (also known as an entry number) for a UK import declaration
 - haulier or driver needs to provide details of the vehicle/trailer registration number to the UK importer if this hasn't already been provided

3 Additional requirements depending on the nature of the consignments

If the goods require additional checks the driver will be given instructions to go to the appropriate point of entry for inspection (for example, at a border inspection point (BIP)).

4 Collect goods and documents about the goods

The driver should then collect goods and documentation as instructed by the EU exporter.

- if delivering excise goods to an excise warehouse in the UK make sure that you hold a copy of the electronic Administrative Document (eAD), a commercial document containing the administrative reference code (ARC) or a pre-lodged customs declaration including the details of a suitable excise movement guarantee by the time you leave the UK port; or

- UK EORI number if goods are using the transitional simplified procedure (TSP) standard goods procedure; or
- Transit Accompanying Document (TAD), or a local reference number LRN in order to collect the TAD from an office of departure. A UK EORI under TSP or a MRN of declaration into UK import procedures will also be required for these movements at the end of the transit journey; or

- ATA Carnet; or
- TIR Carnet

5 Prepare for EU customs export requirements

Complete formalities at the EU port of exit. This will include presenting any carnet documents for stamping.

Drivers need to ensure that they are familiar with and have evidence necessary to meet processes at the EU port of exit.

6 Driver check-in

The driver can now check-in for boarding.

7 At UK customs

Be prepared to present evidence that the criteria in step 2 has been met to Border Force if requested.

There is no need to stop on arrival to carry out customs processes. Border Force will only stop trucks on risk-based intelligence of customs, smuggling or security offences. A Border Force officer will instruct the driver to stop in these cases.

Products subject to sanitary and phytosanitary checks coming from EU countries

Most animal and plant products from the EU will not be considered high-risk, therefore, they can enter the UK freely, without additional requirements.

Sanitary and phytosanitary checks coming from non-EU countries

Certain animal and plant products originating from non-EU countries transiting through the EU before entering the UK will have to enter the UK via specific points of entry.

The trader, haulier and driver must make sure the UK point of entry will be able to check the goods being transported.

Depending on the goods, this can be checked at:

- UK Border Inspection Posts (BIP)
- UK Designated Point of Entry (DPE)
- Place of First Arrival (PoFA) for plant and plant products originating from a non-EU country.

8 After leaving the UK Port

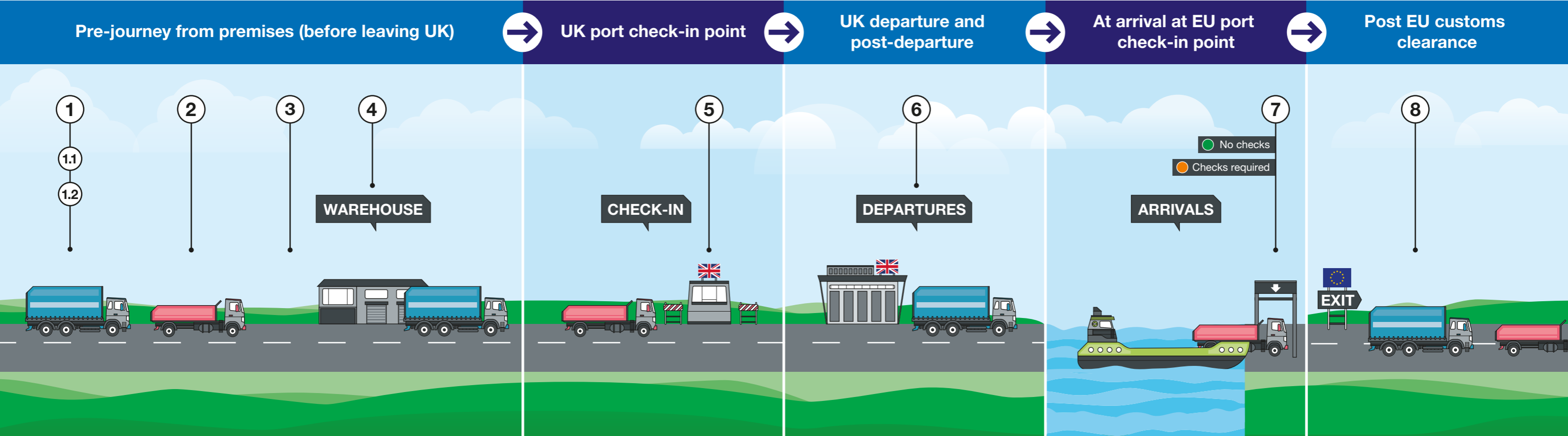
If the goods are attached to a MRN for a UK import declaration the driver must communicate their arrival to their company as soon as it is safe to do so, so they can inform the importer who can then complete their declaration requirements.

If goods are using transit or TIR Carnet procedure and they are not proceeding to an authorised consignee, or another customs territory, the goods must be taken to an office of destination.

If goods are travelling under ATA Carnet they should be taken with the carnet for stamping in accordance with local processes.



What haulier drivers should do moving goods through roll-on, roll-off (RORO) locations: UK to EU (excluding Northern Ireland)



1 EU driver and operator document requirements

There are **no additional** vehicle and driver document requirements for EU haulier drivers entering the UK. However, there are additional customs and border requirements (steps 2–8).

1.1 UK driver and operators document requirements

Drivers need to carry the same vehicle and driver documentation as before. In addition:

- UK passports must be valid for **at least 6 months**
- if driving in or through France, Italy or Cyprus get an international driving permit (IDP) from a UK Post Office. In other countries an IDP is not required as long as the driver has a photocard licence
- if the driver has an old style paper licence, check GOV.UK for requirements
- if towing a trailer, ensure it's been registered separately and registration plates are displayed
- drivers of all UK vehicles travelling to the EU need a Green Card showing evidence of valid insurance for the duration of the trip. Separate Green Cards are needed for a towing vehicle and trailer
- GB stickers must be displayed on the rear of all vehicles and trailers

- for some journeys, a European Conference of Ministers of Transport (ECMT) permit will be needed which requires Certificates of Compliance, a Certificate of Roadworthiness, a Logbook, and reflective plates

2 Customs formalities

Drivers must receive confirmation that the importing trader has met EU import formalities, and obtain copies of all necessary reference numbers and documentation needed to pass through EU customs at the border.

The driver must receive confirmation from the exporting trader that UK exporting formalities have been completed, and must receive a CMR. However, there is no need to stop on arrival at the UK border to carry out UK customs processes. Border Force may stop some trucks for intelligence led controls. A Border Force officer will instruct the driver to stop in these cases.

If goods have been collected from an excise warehouse this will include an eAD, commercial documentation clearly stating the ARC, a paper W8 form or a copy of the customs declaration. If the trader says the goods should be presented for export purposes, make the goods available to the UK Border Force at a customs office.

If goods are moving under the Common Transit Convention (CTC) the driver must either:

- receive the Transit Accompanying Document (TAD) that has been released to the transit procedures; or

- obtain a Local Reference Number (LRN) or TAD that hasn't been released to the transit procedure then present the goods to an office of departure to give the LRN or TAD to UK Border Force. They will provide a TAD to the driver if one has not already been made available

If goods are moving under the ATA Convention the driver must:

- obtain the ATA Carnet document
- take the goods and the carnet to an office of departure and present them to UK Border Force

If goods are moving under the Transport Internationaux Routiers (TIR) Convention, the driver must:

- have the TIR Carnet document
- take the goods and the carnet to an office of departure and present them to UK Border Force

The vehicle moving the goods must also hold an approval certificate of a road vehicle for the transport of Goods under Customs Seal.

It's also important to ensure arrangements are in place to declare the goods to the EU transit system at the EU border.

If goods are moving under French pre-clearance under the Douanes Smart Border system, drivers will need to be provided with French MRN numbers by their office.

3 Additional checks

The haulier plans a route that will use an appropriate point of entry if the goods require checks (for example, at a BIP).

Drivers need to make sure any documentation required is provided by the exporter.

Animals and animal products

When transporting animals or animal products from the UK to the EU, the driver should check that the route will allow for the consignment to be checked at the correct border inspection post (BIP) at the first EU country reached. The trader will also need to confirm with the EU-based import agent that the EU based import agent has told the relevant BIP about the arrival of the consignment at least 24 hours before intended arrival.

The driver must carry a physical copy of each export health certificate (EHC) for their consignment. The EHCs may be checked at the EU BIP.

When transporting live animals in the EU, drivers will need additional documentation as the EU will no longer be accepting UK-issued versions of these documents after Brexit.

The documents required are available from the relevant government department and include:

- a transporter authorisation
- a certificate of competence

- a vehicle approval certificate
- a journey log (where necessary)

CITES

Endangered or protected animal or plant species under the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) can only pass through designated points of entry. Traders should make sure their route incorporates these points of entry if required. Up-to date information on these points of entry can be found on GOV.UK.

4 Collect goods

The haulier collects goods as instructed by the exporter and provides details of the vehicle/trailer registration number if this hasn't already been provided. The driver then proceeds as instructed by the haulier.

5 Port Check-in

For goods moving to France only: prior to check in, if the haulier has multiple MRNs, the French smart border website should be used to combine these into a single MRN ready for scanning at check in at the UK port or Eurotunnel terminal.

The driver now checks in for boarding.

6 Follow directions

Follow Border Force directions at the point of exit from the UK, if instructed or follow any other directions you receive on board the ferry during the crossing.

7 Disembarking at the EU port

If disembarking in France the driver should refer to information screens for green or orange lane notification. Green means no checks are required and orange means checks are required. It is crucial to comply with these instructions and not doing so will be considered fraud.

For all other EU ports the driver may be required to present the goods to an EU import declaration, present the TAD of a movement under CTC or have an ATA/TIR Carnet stamped. Please check requirements for the port you are entering.

Goods can now leave from the EU port of arrival.

8 After leaving the EU port

If goods are still in transit and using transit or TIR Carnet procedure and they are not proceeding to an authorised consignee, or another customs territory, the goods must be taken to an office of destination. The office of destination may not be in the same EU member state as the place where the goods first arrive in the EU.

Notify the importer that goods have arrived and provide stamped carnets and copies of other documentation to the trader.