

GVMS Related Questions



Incomplete Data Questions:

What if I do not know the drivers phone number?

Simplest answer is to obtain the drivers number – you may be liable as a haulier if you don't take reasonable steps to pass messages on to your drivers .

What if the haulier has not got a mobile phone?

If there aren't processes in place to communicate the requirement for any inspections (we refer to this as a clear line of sight between declarants, hauliers and drivers) then it would be more difficult for a haulier to demonstrate that reasonable steps have been taken to ensure drivers arrive for their checks.

What if they swop drivers/vehicles?

GVMS is flexible to allow for changes right up until the point of check in. Where a vehicle has changed, the GMR must be updated with the vehicle details – individual driver details aren't recorded so the GMR could be transferred to another driver.

How can/do I test the system?

GVMS has been tested with volunteers as part of our live proving exercise. However GMR's can be created now for import movements in advance of 1/1/22 and you will be able to create GMR's for exports from 29/12

The linking of multiple MRNs to one GMR barcode- how will it be done?

When the haulier (or delegated third party) completes a GMR, they can then enter multiple different references to reflect the goods for say that make up a groupage load. You could therefore have a mix of common transit convention goods and import declarations. The one exception is TiR carnet where the load is sealed and you would never have a mix of different declaration types.

How does GVMS work at an Inventory linked port for unaccompanied goods?

Earlier this year HMRC initially allowed for GVMS to be used in IL locations for accompanied RoRo traffic only.

HMG have agreed to allow early arrival for unaccompanied goods at temporary storage locations from 1st January, both through inventory systems and through GVMS integration. This will apply for both LoLo and RoRo movements on EU short sea journeys.

We will legislate to rationalise this change for both accompanied and unaccompanied in the second half of 2022.

The easement for unaccompanied goods would need to include parameters on the timing of when goods can be arrived, or outcome messages can be shared. To balance the need to assist flow against other priorities such as compliance and legal risk, the arrival message cannot be triggered earlier than four hours before physical arrival at the berth. For journeys of less than four hours, the arrival message should be triggered on embarkation (bow doors up).

What are the liabilities for each party if something is wrong with a GMR?

Declarants have a legal obligation to pre-lodge declarations if they are moving their goods through a location using the pre-lodgement model.

Drivers in possession or control of the vehicle or trailer have a legal obligation to carry evidence that a pre-lodged customs declaration is in place for all of the goods they are moving. This is met by carrying a GMR which must include a declaration reference for each consignment as proof that a pre-lodged declaration has been made.

The haulier, in addition to a driver, must follow HMRC instructions and take reasonable steps to ensure that the goods arrive at an IBF. The responsibility for passing any messages regarding checks to drivers lies with hauliers; a haulier must ensure that their drivers are made aware or have the means to check if an inspection is required.