



26/11/2021

## End of Staged Customs Controls per 01/01/2022 – Booking changes summary

From 1 January 2022, Staged Customs Controls in the UK come to an end. This means that any shipment arriving in or leaving the UK is subject to **Full Customs formalities**, much in the same way as has been the case on the EU side since 1 January 2021. This newsletter is to inform you of the upcoming changes to C.WEB and C.WEB EDI to accommodate this and inform you of key changes to the current procedures, of which you can find a summary below. Additionally, we take the opportunity to introduce a number of enhancements and simplifications to booking procedures.

In line with the above, CLdN is pleased to inform you that we have successfully collaborated with HMRC to enable integration with GVMS for shipments moving through Purfleet & Killingholme. This allows you/your client to elect how to clear goods at the border in the way that is **most suitable for yourselves**, either through a conventional Inventory Linked Entry or through PreLodged declarations utilising GVMS.

### Changes from 1/1/2022

- UK Imports utilising Staged Customs Control EIDR, with supplementary declarations within 6 months after arrival are no longer possible by default and use of EIDR is subject to obtaining specific Customs Authorisations (CFSP) and procedures to be followed
- Utilising GVMS at Temporary Storage (Inventory Linked) locations (such as Purfleet / Killingholme) to facilitate the release of PreLodged Import declarations is enabled for both unaccompanied and accompanied movements
- UK Exports at Temporary Storage locations, such as Purfleet and Killingholme, **must legally** be Arrived and P2P cleared at the Port of Exit **by the Port operator**, meaning Arrived “EX-A” declarations should **not** be used
- In line with the above, any unit containing multiple export consignments **must** be consolidated into a MUCR, and the MUCR must be passed to CLdN in the booking

### To accommodate these changes, CLdN has made the following changes:

- GVMS is integrated to allow linking of PreLodged Import clearances with Destin8 inventory records to accommodate immediate release upon arrival in the UK
- Early arrival (4 hours before planned vessel arrival) of vessel to allow clearance process to commence earlier
- Introduction of field “Transport document” in C.WEB for **UK -> EU** movements to simplify booking process for units with both UK Export (EXS) formalities as well as Transit formalities
- Simplification of **EU -> UK** booking protocol by removing (defaulting for EDI) “UK Border Process” and “Type of Goods” fields
- Ability to nominate UK Import consignments to your (broker’s) badge on destin8 directly for all your bookings. Please contact your usual CLdN contact to discuss setup if you wish to utilise this enhancement.

### Further enhancements are planned for one of the next releases of C.WEB:

- Simplification of **UK -> EU** booking protocols by removing the field “Border Process”
- Ability to provide Importer/Broker Badge as part of your booking to allow you to nominate the clearance agent directly
- Provision of Destin8 UCN through the shipping confirmation
- Updates to “GetConsignmentInfo” EDI calls to collect the necessary information for your clearance in NL & BE via EDI, attuned to the specific requirements of BE/NL clearing agents

The updated “**CWEB EDI manual 16.6**” and “**UK Booking Matrix**” is available on [www.cweb.lu](http://www.cweb.lu) and the UAT environment will be available for testing purposes as of 1/12/2021. The updated “**UK Booking Manual**” will be made available in week 48.

The go live date on the Production Environment will be 01/01/2022. The changes related to Transport Document number will be available in the first week of December.

Should you have any questions at all, please do not hesitate to contact us through the normal channels.

## Clarifications for Specific Booking Scenarios

### Clarification on Westbound (EU -> UK) bookings from 01/01/2022

CLdN operates the “Temporary Storage Border Model” at Purfleet and Killingholme, with integration to GVMS. This allows for 2 ways to clear your goods at the border:

#### - Conventional Inventory Linked Entry

Any booking (except through transit) made will be entered onto Destin8 as a “TX” consignment which needs to be claimed and cleared by you/your customs broker in order for a release note to be generated.

In order to utilise this process, no new or additional steps are required. Please provide your consignment information (document type/number and goods details) as today.

#### - PreLodged Entry / GVMS

As per the latest [Border Operating Model](#) CLdN also allows entries that were PreLodged and loaded into a GMR. This will still create Inventory records, however these will be released automatically upon arrival (pending customs control) at the UK port of entry, thus allowing immediate collection.

In order to utilise this option, please provide the **GMR** in your booking **prior to arrival at the EU port**, and indicate for each Consignment whether it is covered by the import entries in the GMR by setting/ticking the GVMS Indicator (“gvmsInd”).

**UPDATED** 14/12/2022

**removed:** Any consignment marked as covered by the “gvmsInd”, and provided the GMR is valid, will release on that basis. Any other consignment will be created as TX and will require claiming and clearing.

**Added:** The combination of Temporary Storage and PreLodged entries (GVMS) within the same unit is not currently possible. If for a booking, 1 consignment is labelled with a GVMSindicator, the entire booking and all consignments are handled as a Prelodged movement with GMR. It is of critical importance that when you utilise the Prelodged (GVMS) process, all necessary entries are added to the GMR.

**It is of critical importance that the GMR is provided as well as the GVMS indicator before arrival at the EU port of Exit. If this did not happen, this CANNOT be corrected at a later time and a conventional inventory linked clearance will be needed.**

Contract	Route	S.O.	Sailing time	Your Ref.	Equip.	Unit Nr.	Full	CSTOFG	DERP	Goods description	Len	Ta.Wt.	C.Wt.	Haz?
HEADBIRD	ZEEPUR	N	03-01-2022 06:00	LEO21112201	SELF	LEO21112201	Y	R	?	Type Of Goods	15.80	2000	2000	N

Shipment Details - 1	Shipment Details - 2	Selfdrive Info	Imdg	Waste	Consignments	Request History	Movements	Contact	ENS confirmation info
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Uk Border Process: T **for EU -> UK bookings, this field is defaulted to "T" and no longer necessary**  
GmrId: GMRA12345678 **when you want your PreLodged entries to clear automatically, you must provide a valid GMR with the Import entries preloaded**  
Consignments confirmed, complete and correct. Show more ...

Upload Consignments [Get Consignments Template](#)

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EXPORT Consignment ID: CON37219 Consignment reference number:  
Detail custom document Detail Consignment  
Type of Goods: C

**GVMS-IND** use this checkbox to indicate that the consignment is covered by the GMR provided provide customs document information and consignment information as usual

UED	Doc. type	Doc. Number	Expiry date	Office of destination	Receipt Place	Consigned Place	EORI	Name	Address	Country	Zip	City	VAT
?	EU	12345678					Consignor						
							Consignee						
							Notify						

transport

Detail Consignment Items provide item details as usual

Nr Of Colli	Package	Item	Shipping Marks	Commodity code	Nett Weight (Kgs)	Gross Weight (Kgs)	Un Number	Primary Class	Technical Name (Imdg)
1	BX	Tools		00000000	10	20			

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## Simplification for UK – EU movements – Introduction of “Transport Document Type / Nr”

In order to simplify the booking protocols for UK – EU shipments covered by multiple customs documents (such as: GB Export (the Export document) and GB Transit formalities (the Transport Document)) the location of entering the T1 MRN/LRN has moved from the “**Other Requirements**” section of C.WEB to the “**Consignments**” section where all other Customs related information is currently entered.

For bookings with a sailing date of 01/01/22 onwards, it will be required to provide the Document Type and MRN/LRN of the **Transport document** in the **Consignments** section as below.

Contract	Route	S.O.	Sailing time	Your Ref.	Equip.	Unit Nr.	Full	CSTOFG	DERP	Goods description
HEADBIRD	PURZEE	<input type="checkbox"/>	01-01-2022 23:00					R	?	

[Consignments](#) | [Temperature](#) | [Shipper, Consignee, Notify](#) | [Other Requirements](#) | [Pre/On Carriage](#) | [Seal & Customs](#) | [Selfdrive](#) | [IMDG](#) | [Waste](#) | [At](#)

Uk Border Process:   
GmrId:

[Get Consignments Template](#)

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**EXPORT** Consignment ID: CON32997 Consignment ref

**Detail custom document** Detail Consigne

Type of Goods:

UED	Doc. type	Doc. Number	Expiry date	Office of destination	Receipt Place	Consigned Place	Consignor	EORI
?	T1	EXPORT DUCR/MUCR						
	Tpt. Doc	Transport Doc. Number					Consignee	
	T1	TRANSIT MRN / LRN					Notify	

New location to provide LRN/MRN in a Booking

## Simplification of EU -> UK Booking Protocol – Removal of UK Border Process and Type of Goods

In order to simplify the booking protocol, CLdN has changed C.WEB so we are now able to deduce the correct handling of your documents through the dataset that you provide. This means that for EU -> UK bookings, the fields “**UK Border Process**” and “**Type of Goods**” are **obsolete** for all bookings from 01/01/22 onwards.

When using C.WEB, the values will be removed. For EDI users, the values need to be defaulted to “T” and “C” respectively. Standard exports require no further action to be taken and in case of Transit bookings to the UK, there are 2 options available:

- **Ending Transit movement at the EU Port of Exit (with a view to clear immediately at the UK Border)**
  - o Provide document type (T1/T2) and MRN
  - o Provide Office of Destination code NL000510 for RTM or BE343000 for ZEE
  - o Provide expiry date of Transit document (document may not be expired)

→ CLdN will discharge the T form at the EU port of exit, and declare the consignments as TX on Destin8
- **Transit to final destination (ie: authorised consignee, inland location, republic of Ireland)**
  - o Provide document type (T1/T2) and MRN
  - o Provide Office of Destination (which may not be GB000149 or GB000074)
  - o Provide expiry date of Transit document (document may not be expired)
  - o Provide valid GMR

→ The T form will **not** be discharged by CLdN and must be performed by you / receiver at final destination

At a future date, a similar upgrade will be performed for UK -> EU bookings.

## **Choosing the correct UK Border Process in C.WEB For UK – EU movements**

**Temporary Storage:** CLdN will “arrive” the DUCR in Destin8 in order to obtain a Permission to Progress.

In case of units containing **multiple consignments**, these **must** be consolidated into a **MUCR reference**

- Consolidate DUCR's into a MUCR
- Enter the **MUCR in the DocumentNumber field of the first Consignment**
- Populate the DocumentNumber for the **other Consignments with a unique reference** within the booking (such as the individual DUCRs)

### **Transit Option 1: UK Export or EXS Formalities and Full Transit Formalities**

Use this option if your booking is subject to the following formalities

- A UK Export or standalone EXS declaration that is required to be arrived / p2p cleared at Port by CLdN and
- A valid Transit declaration including an MRN number

### **Transit Option 2: Transit Formalities only, CLdN to raise an EXS declaration on your behalf**

Use this option if your booking is subject to the following formalities

- A valid Transit declaration only and
- No UK combined Export / Safety & Security declaration or No standalone EXS declaration was raised

### **Transit Option 4: UK Export or EXS Formalities and Transit LRN**

Use this option if your booking is subject to the following formalities

- A UK Export or standalone EXS declaration that is required to be arrived / p2p cleared at Port by CLdN and
- A Transit declaration for which you only have an **LRN**, and would like to utilise the Office of Departure function

### **Transit Option 5: Transit LRN only, CLdN to raise an EXS declaration on your behalf**

Use this option if your booking is subject to the following formalities

- A Transit declaration for which you only have an **LRN**, and would like to utilise the Office of Departure function
- No UK combined Export / Safety & Security declaration or No standalone EXS declaration was raised

## **Clarification on Eastbound (UK -> EU) requirement for MUCR's for units containing multiple Consignments**

CLdN operates the “Temporary Storage Border Model” at Purfleet and Killingholme which imposes a requirement to **arrive and obtain P2P** upon Gate In at the UK port of exit for all Export declarations.

In order to be able to obtain P2P at the border for units containing **multiple** exports, we require the individual DUCR's to be consolidated into a MUCR reference, and the MUCR must be added to the first consignment of your booking.

If this does not happen, we will not be able to obtain P2P for all consignments in your unit and you are at risk of Exports not being finalized.

The use of “Arrived” (EX-A – Transport Mode at the Border 6) is **not** allowed.

## **Clarification on use of EORI numbers in bookings**

**Eastbound / UK -> EU:** Use EU EORI numbers OR if these are not available, which will be the case for most “consignors”, provide full address details

**Westbound / EU -> UK:** EORI numbers are optional. If they are used, they **MUST** be GB EORI numbers. European consignors will usually not have this, so if client wants to provide details, use full address details

From 01/07/2022, GB EORI or full address details will become mandatory as part of the introduction of ENS on the UK side.

## **Use of Community Systems in Belgium and The Netherlands**

CLdN allows for the provision of Customs Documents (MRN's) via community systems RX/Seaport (e-balie) and Portbase, as well as direct input in C.WEB.

Please ensure, when making a booking, that you only utilise **1 option**, and **do not** provide duplicate information by submitting this to both systems.

### Clearance process in Belgium – Correctly “writing off” of PLDA

It is of paramount importance to correctly clear the Manifest items from PLDA correctly, to prevent issues with non-clearances later on. CLdN therefore issues “**ENS Confirmation**” notices which contain all data required to perform this.

Below you can find an overview of the relevant fields and how to use these.  
Please pay particular attention to the correct references in Box 40 of your declaration.


1. Stay number (verblijfsnummer): Conveyance ref number
2. Lloyds number: Lloyds number
3. Agent code: COBELF
4. Article number: Last 4 digits of consignment reference number
5. Item number: See numbers under items
6. B/L: Consignment reference number (full number: 12 digits)
7. Gross weight: Gross weight in consignment in booking
8. Package code: Package code in consignment in booking
9. Number of packages: Number of packages in consignment in booking

### ENS Confirmation

Ms 'CELINE'	IMO Identifier: 9789233	Lloyd's Number: L9789233	2
ETS: 7/01/2021 18:30	- KILLINGHOLME		
ETA: 8/01/2021 9:00	- ZEEBRUGGE	Conveyance Ref. (UVI): 529561	1
Y/ref : [REDACTED]27	O/ref 55868137/3		
1 EX [REDACTED]238/1	DMO [REDACTED]R		

1/1		
Consignment ID	Export Doc.	Consignment reference number
CON76997	EX/0GB242686058000-3596019KBAW	558681370060
Items:		
1	382499	[REDACTED]


## Summary EU -> UK

CLdN - EU -> UK Bookings - Determine correct Booking Parameters				
	My Customs Documents	EU Export Formalities	Transit Formalities	Transit Formalities
What is in my Cargo Unit?	What processing is required at the UK Border?	EU Export Formalities	Import Clearance at the UK Port of Entry Transit movement to be discharged at EU Port of Exit	Clearance at Final Destination - UK Port of Entry acts as Office of Transit <u>only</u> ie.: Authorised Consignee / Inland location / Republic of Ireland
Loaded Unit  Unit itself being Sold	I want to clear Inventory Linked via Destin8	<p>Document Type: EX / EU / ATA / TIR / 302 Document No.: MRN or Carnet No.</p> <p>Consignment Details: yes Item Details: yes</p>	<p>Document Type: T1 / T2 Document No.: MRN <b>Office of Destination: must be NL000510 for RTM / BE343000 for ZEE</b></p> <p>Consignment Details: Yes Item Details: Yes</p> <p>Transit document may not be expired</p>	
	I want to clear my <u>PreLodged</u> Import using GVMS	<p>Document Type: EX / EU / ATA / TIR / 302 Document No.: MRN or Carnet No.</p> <p><b>GMR: Required</b> (of the PreLodged Import entries) <b>Indicate for each consignment whether it is covered by the provided GMR</b></p> <p>Consignment Details: yes Item Details: yes</p> <p><b>It is of critical importance that the GMR as well as the GVMS indicator for the applicable Consignments is set before arrival at the EU port of Exit. If this did not happen, this cannot be corrected and a conventional inventory linked clearance will be needed.</b></p>	<p>Document Type: T1 / T2 Document No.: MRN <b>Office of Destination: must be NL000510 for RTM / BE343000 for ZEE</b></p> <p><b>GMR: Required</b> (of the PreLodged Import entries) <b>Indicate for each consignment whether it is covered by the provided GMR</b></p> <p>Consignment Details: Yes Item Details: Yes</p> <p>Transit document may not be expired</p>	<p>Document Type: T1 / T2 Document No.: MRN <b>Office of Destination: cannot be GB000149 or GB000074</b></p> <p><b>GMR: Required</b> (of the Transit MRNs) T forms will <b>not</b> be discharged by CLdN</p> <p>Consignment Details: Yes Item Details: Yes</p> <p>Transit document may not be expired</p>

Booking Parameters		
Empty * and Empty Uncleaned Tanks **	<p>Full Indicator: No</p> <p>Consignment details: not allowed Item Details: not allowed</p>	<p>* Provided the unit itself is not the cargo being sold ** Provided the formal definition of Empty is met</p>
Durable Return packaging with simplified/oral declaration process in UK and EU *	<p>Document Type: EX Document No.: <b>blanc for BE / MRN for NL</b> Goods Description to begin with: "RETURN" Full indicator: Yes</p> <p>Consignment details: yes Item Details: yes</p>	<p>* For eligible cargoes - refer to legal conditions <b>Subject to confirmation by HMRC on applicable process</b></p>

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## Summary UK -> EU

CLdN - UK -> EU Bookings - Determine correct Booking Parameters						
	My Customs Documents	Export Only	Export or Standalone EXS declaration and Transit MRN or ATA/TIR/302	Export or Standalone EXS declaration and Transit LRN	Transit MRN or ATA / TIR / 302 and I request CLdN to raise EXS for me	Transit LRN and I request CLdN to raise EXS for me
What is in my Cargo Unit?	What processing is required at the Border?					
Loaded Unit  Unit itself being Sold	CLdN to obtain P2P at Port  "Arrived" Exports (EX-A / Mode of Transport 6) are not allowed!	UK Border Process: T  Document Type: EX / EU Document No.: DUCR/MUCR (preferred) or MRN  In case of multiple consignments, a MUCR must be provided in the first consignment  Consignment details: yes Item Details: yes	UK Border Process: 1  Document Type: T1 / T2 / ATA / TIR / 302 Document No.: DUCR/MUCR or MRN of <b>export/exs</b> declaration!  <b>Transport Document Type: T1 / T2 / ATA / TIR / 302</b> <b>Transport Document Number: Transit MRN or TIR/302 No.</b>  Consignment Details: Yes Item Details: Yes	UK Border Process: 4  Document Type: T1 / T2 Document No.: DUCR or MRN of <b>export/exs</b> declaration!  <b>Transport Document Type: LRN</b> <b>Transport Document Number: Transit LRN</b>  Consignment Details: Yes Item Details: Yes	UK Border Process: 2  Document Type: T1 / T2 / TIR / ATA / 302 Document No.: Transit MRN or ATA / TIR / 302 No.  Consignment details: yes (consignment must contain nad info) Item Details: yes	UK Border Process: 5  Document Type: T1 / T2 Document No.: Transit LRN  Consignment details: yes (consignment must contain nad info) Item Details: yes

	I will raise an EXS declaration myself	I want CLdN to raise an EXS declaration for me	
Empty * and Empty Uncleaned Tanks **	UK Border Process: T  Document Type: EX Document No.: DUCR of EXS Declaration  Consignment details: yes - max 1 *** Item Details: not allowed	UK Border Process: E  Document Type: EX  Consignment details: yes - max 1 *** (consignment must contain nad info) Item Details: not allowed	* Provided the unit itself is not the cargo being sold ** Provided the formal definition of Empty is met *** If you do not provide Consignor/Consignee, you request us to use the details in your Client Profile
Durable Return packaging with simplified/oral declaration process in UK and EU *	UK Border Process: T  Document Type: EX Document No.: DUCR of EXS declaration Goods Description to begin with: "RETURN" Full indicator: Yes  Consignment details: yes ** Item Details: yes	UK Border Process: E  Document Type: EX  Goods Description to begin with: "RETURN" Full indicator: Yes  Consignment details: yes ** (consignment must contain nad info) Item Details: yes	* For eligible cargoes - refer to legal conditions ** If you do not provide Consignor/Consignee details, you request us to use the details from your Client Profile

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