

# Customs Policy Group 10/02/2022

Igor Popvics  
Policy Adviser

# Competition Statement

- “Discussion at all BIFA meetings is confined to general industry/and or Association affairs. Persons chairing meeting, BIFA Secretariat Staff, or persons representing BIFA will not entertain discussion likely to contravene competition law, including but not limited to pricing, discounts, price timing and other sensitive information.



# Agenda point 2

## Agree the Minutes of 18/11/2021

- Are the Minutes an accurate reflection of the meeting of the 18/11/2021?
- Are there any amendments to the Minutes required ?
  - Any points to add ?
- Is it in order for the Chair to sign the Minutes?



# Agenda point 3

## Matters arising from the Minutes of 18/11/2021

- There were no action points
- We believe that today's Agenda covers all matters of concern for Members



# Agenda point 4

## Impact of changes implemented on 01/01/2022

- HMRC
  - GVMS –main focus of enquiries from Members
  - Rules of origin and preference
- DEFRA
  - IPAFFS



## Agenda point 4

### Impact of changes implemented on 01/01/2022

- GVMS- well the good news is that freight has continued to move
  - But there are significant issues
- Members have noted:-
  - System and procedural related problems
  - Procedural complexity particularly at “Dual” ports which are both using GVMS and an Inventory system
  - Compliance related issues
  - **Is most effective/accurate when the freight forwarder raises the GMR**



## Agenda point 4

# Impact of changes implemented on 01/01/2022

- GVMS relies on everyone doing everything correctly and in the right order:-
  - In an inventory environment the system provides the controls and checks to prevent non-compliance
  - In other modes there is a much greater division between those moving goods and those ensuring customs controls and release of the goods



## Agenda point 4

### Impact of changes implemented on 01/01/2022

- BIFA is receiving consistent reports of consignments arriving without being customs cleared :-
  - Hauliers not attaching all Entry Numbers to MRN
  - Some misuse by hauliers of EIDR in first two weeks
  - Belief that ferry companies are not scanning all GMRs
    - Their manifests do not accurately record all freight carried
- Very significant increase in Members workload correcting these mistakes:-
  - Fed up they are correcting others errors





## Agenda point 4

### Impact of changes implemented on 01/01/2022

- Messaging issues:-
  - Could include more information including visibility of individual shipments group under a GMR.
  - Who can see the data
- Many believe that non-compliance is under-reported:-
  - Code RRS01 retained when an entry is manually arrived creating false reporting



## Agenda point 4

### Impact of changes implemented on 01/01/2022

- Reports of shipments particularly from Spain and Italy arriving at UK destination with no customs declaration being submitted?:-
  - Confirmation of correct remedial action being sought- hope that it will be based on Option 1 of CIP1 of 2021
- Resolved the export issue surrounding the auto-departing of EXA in 6 days – **now extended to 15 days**
- BIFA is pressing for changes to facilitate the use of a C21 in conjunction with GMR movements



## Agenda point 4

### Impact of changes implemented on 01/01/2022

- There have been concerns raised by BIFA Members regarding the export departure message not being generated at time of departure
  - Official evidence of departure to permit zero rating of export inv.
- Goods exported under Transit – no S8 will be generated
- For direct exports using GVMS – it is anticipated that a S8 would be issued.
- VAT office aware and will accept commercial documentation as per VAT Notice 703
- BIFA Members face additional work due to problem.



## Agenda point 4

### Potential improvement to GVMS

- Still relatively early days but Members have concerns about GVMS functionality and capability
- Belief that GVMS needs :-
  - Changes in notification messages
  - Better visibility of entry numbers etc for driver etc
  - All messages to show timings
  - Check digit of total pieces covered by GMR matches piece count on entries attached to it
- Will others produce systems to provide a more compliant system?



## Agenda point 5

# Summary of changes due on 1<sup>st</sup> July 2022

- Stage 3 of implementation of Border Controls
  - Import Safety and Security Declaration - ENS
- DEFRA
  - Full IPAFFS
  - POAO shipments have to report BCPs
  - More inspections of SPS goods



# Agenda Point 6

## Single Trade Window

- BIFA wants to know on behalf of its Members:-
  - The purpose and proposed attributes of the Single Trade Window;
  - Who must/can use it
  - How will data be collected and used by government departments
  - What system changes will be required by users ?
  - Negative impacts on forwarders? The potential of self-declaration of border data into the STW is seen as detrimental
  - Community System Providers (CSPs) role of them
  - Are there opportunities around a supply chain visibility function through this STW and how will carriers react?



# Agenda point 7

## Plastic Packaging Tax

- Environmental tax aims to encourage the use re-cycled plastic
- Impact in freight forwarder:-
  - As clearance agent for importer-Negligible
  - As purchaser and user of in freight forwarding activities – Could be more significant
- To minimise impact ensure that plastic packaging containing at least 30% of recycled materials is purchased.



# Agenda point 8



- Training Updates from Carl Hobbis





# Agenda point 9

- Any other business

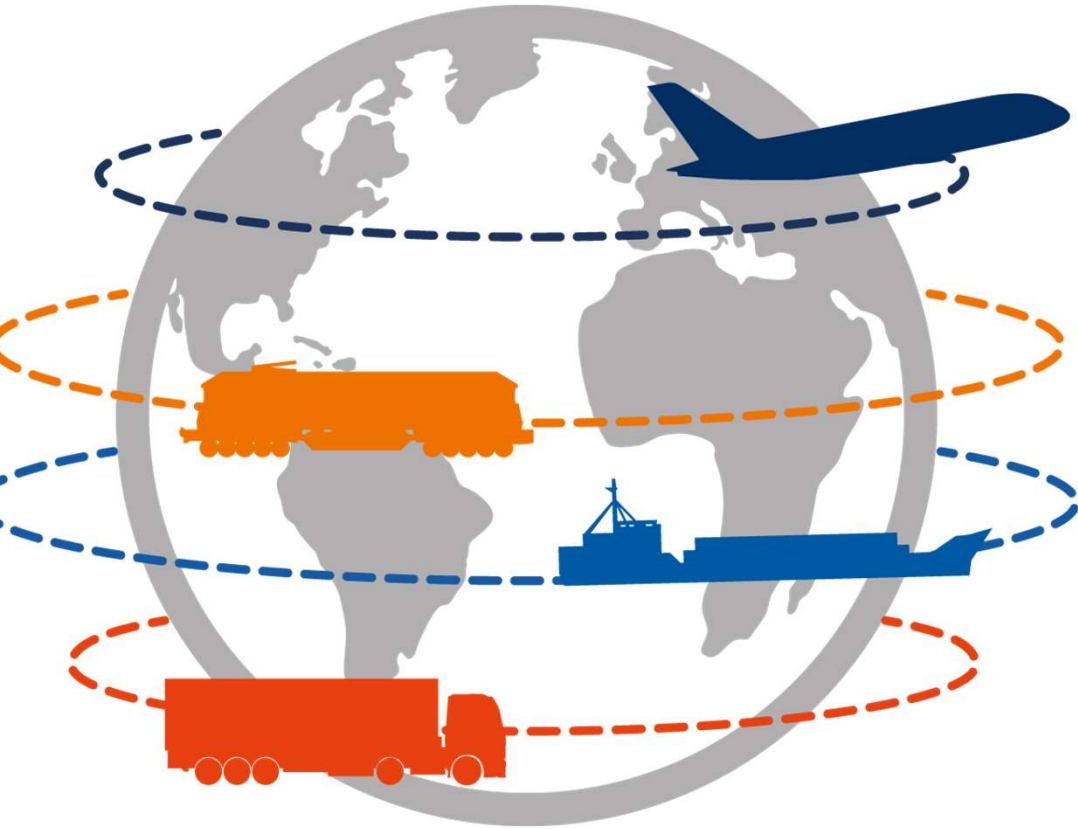


# Agenda point 10

- Date of next meeting 12<sup>th</sup> May 2022



RW1



# Thank you for attending

**Igor Popovics**

Policy Adviser

Email :- [i.popovics@bifa.org](mailto:i.popovics@bifa.org)

**Slide 19**

---

**RW1**

Robert Windsor, 25/06/2020