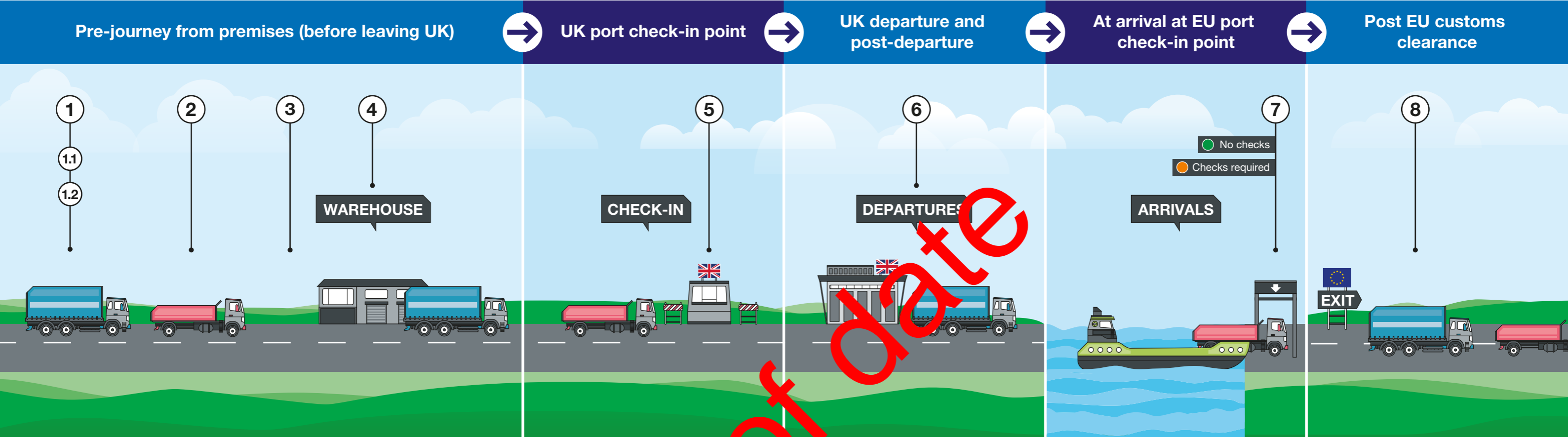






# What haulier drivers should do moving goods through roll-on, roll-off (RORO) locations: UK to EU (excluding Northern Ireland)



## 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).

## 1.2 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 a transit procedure, and 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.