

Export.

Supplementary information to;
HM Government's 'How to
export goods from GB into the
EU from January 2021.

For Hauliers/Forwarders.

ChannelPorts Ltd

As a haulier or forwarder working on behalf of UK exporters you could be asked to deal with some, or all of the export process.

Ideally all exporters will have completed the EAD and gained Permission 2 Progress, **P2P**, (clearance) before you collect the goods.

If the exporter has not, then we can work with you to create the EAD and get P2P prior to the goods being loaded to the international vehicle.

What Information Do I Need For An NCTS?

To be able to raise an NCTS on your behalf the additional information required is.

- **The intended border crossings.** The first EU border should be known based on the information used to create the NES document. Unless the goods are moving via a non-EU country no other border crossing will be needed. However if the goods are being delivered to, for example, Macon in France and the vehicle is going into Switzerland on route to deliver other goods we would need to know the intended border crossing points in to and then out of Switzerland.
- **The Office of Destination Code** – this is the code for the customs station at which the final customs clearance of the goods will take place. For instance, if the goods are going to Germany and the agent arranging the EU import documents is based in Arnsberg the code would be “DE008352”.

The Office of Destination code and the details of the agent responsible for the final clearance is **vital**.

Whilst it is technically possible for the destination to change it often causes issues with both Customs Officers and agents.

Knowing the agent who is going to clear the goods is vital as it protects you as, ultimately you are liable should the guarantee not be discharged.

The company who is buying the goods should have their own appointed customs intermediary or agent and you should request this information from the exporter.

Vehicle and Trailer Numbers

When an NCTS is issued a declaration is being made that the consignment(s) is loaded to the means of transport declared on the documents.

We must ensure we show on any NCTS movement, as a minimum, the trailer number which will transport the goods from the UK to the Office of Destination. It will be good practice to also quote the vehicle number provided this will not change on route.

What Is An LRN number?

LRN stands for “Local Reference Number” and this is a unique reference number used in the creation of the electronic data on the NCTS system.

Working with ChannelPorts When You Need An NCTS.

By allowing ChannelPorts to have Authorised Consignor simplifications at your premise(s) means that any NCTS document will be released, on average, within 60 minutes. Which means the haulier/driver can go directly to a ferry/Tunnel without the need to attend a specified transit site.

This will mean not only could you get Permission 2 Progress (P2P) for the EAD, you could also have the NCTS issued from your site, meaning before the driver leaves you can hand him all the documents to be able to complete the export of the goods.

The only proviso is that the goods are loaded to the international vehicle taking the goods through to Europe from the authorised site.

The benefit is simple, if there are queues getting documents issued by customs stations these are avoid altogether.

If you have your own guarantee this [link](#) will give you the information to become an Authorised consignor.

Simply email enquiries@channelports.co.uk telling us you wish to take advantage of this system.