

Automatic Licence Verification System (ALVS)

User Guide (v0.3)

Contents

Contents	2
Glossary	3
1. Introduction.....	4
1.1 What is ALVS?	4
1.2 Background to ALVS.....	4
1.3 How does ALVS work?	5
1.4 Benefits of ALVS.....	5
2. The “Do’s and the Don’ts” of ALVS.....	6
3. The IUU clearance process under ALVS.....	10
4. ALVS-related route codes on CHIEF.....	12
4.1 CHIEF OGD Route Codes	12
4.2 CHIEF OGD Route Code sequences	14
5. Import Entry (E0) Error Messages	16
5.1 What is an E0 Error Message?	16
5.2 How does an E0 message occur?.....	16
5.3 Example E0 error messages and action to take.....	18
5.5 PEACH applications - additional notes on mismatches	21
5.6 Additional ALVS Errors.....	21
6. ALVS Support Contacts	23
7. Frequently Asked Questions.....	25
7.1 General ALVS FAQ’s	25
7.2 Specific FAQ’s for Horticultural/Plant related imports on PEACH	26
7.3 Specific FAQ’s for live animal/POAO/FNAO/IUU imports on TRACES	28
Annex A: Extra information for Horticultural/Plant Imports via PEACH	30
A.1 Use of the ‘Part’ with the DUCR	30
A.2 Refusal of Entry Process under ALVS for PEACH applications.....	31

Glossary

Term/Acronym	What it means
AHVLA	Animal Health & Veterinary Laboratory Agency – an agency of Defra
ALVS	Automatic Licence Verification System - an IT system that links the RPA/PHSI "PEACH" and "eDOMERO" systems and the EU "TRACES" system to the HMRC "CHIEF" system resulting in faster clearance of consignments
CED	Common Entry Document
CFSP	Customs Freight Simplified Procedures
CVED	Common Veterinary Entry Document. CVEDP is used for Animal Product imports and CVEDA is used for Live Animal imports
CSP	Community Software Provider - companies who provide customs entry systems such as CNS, Destin8
Defra	Department of Environment, Food & Rural Affairs
DG Sanco	Department within the EU who administer the TRACES system
DUCR	Declaration Unique Consignment Reference - a common reference Number submitted on both CHIEF & PEACH
EU	European Union
HMI	Horticultural Marketing Inspectorate – part of the Rural Payments Agency
HMRC	Her Majesty Revenue & Customs
NCH	National Clearance Hub – part of HMRC
No Match	Alternatively known as "mismatch", this occurs when the data entered onto the customs declaration (DUCR/CVED/CED reference no, commodity code and/or weight) does not match with the same information entered onto the PEACH or TRACES application. When this happens, ALVS returns a "Route E" to CHIEF.
PEACH	Procedure for Electronic Application for Certificates from the Horticultural Marketing Inspectorate - IT system for submitting Import Notifications to HMI & PHSI
PHSI	Plant Health & Seeds Inspectorate
QRC	Quarantine Release Certificate - issued by PHSI upon completion of documentary, identity and physical inspection of consignments
RPA	Rural Payments Agency – an agency of Defra
SAD	
TRACES	TRAdE Control and Expert System – an IT system for control of 3 rd country imports of live animals, animal products and non-animal food products

1. Introduction

1.1 What is ALVS?

ALVS stands for Automatic Licence Verification System. ALVS is not a system that a user can see or log on to as they can with PEACH or TRACES. Instead, ALVS is a background messaging system that receives import control decisions from the HMI/PHSI PEACH and eDOMERO systems and the EU TRACES system and matches these to customs 'route 1' declarations submitted onto HMRC's CHIEF System. If ALVS can complete a match on specific data items then an automated customs clearance can occur delivering a substantial time and efficiency saving to Trade.

The following 3rd country imports are in-scope of ALVS:

- Horticultural products that require a Specific Marketing Standard (SMS) certificate
- A random percentage check of Horticultural products that fall under General Marketing Standards (GMS)
- Horticultural products and plant material that require a phytosanitary certificate
- Live Animals that require a Common Veterinary Entry Document 'A' (CVEDA)
- Products of Animal Origin that require a Common Veterinary Document 'P'(CVEDP)
- Food not of Animal Origin that require a Common Entry Document (CED)
- Marine fishery products requiring an IUU catch certificate and CVEDP

The following are out of scope for ALVS:

- Animals that enter under the PET Travel Scheme
- CITES imports
- Intra-EU imports
- Imports from the EEA Countries (Iceland, Faroes, Norway) ; Switzerland ; Lichtenstein or from EU Special Territories (the Åland Islands, the Canary Islands, the Channel Islands, French Guiana, Guadeloupe, Martinique, Mount Athos, and Reunion)
- Subsequent enforcement action by Lead Authorities after an import has been refused entry.
- Any additional customs checks that HMRC or Border Force instigate.
- Any import with a non GB destination address.

ALVS does not have any interface with Trade or Port Health Systems.

1.2 Background to ALVS

ALVS was originally introduced in 2009/10 for horticultural and plant related products that are regulated by HMI & PHSI and controlled via the PEACH System. ALVS was extended in 2013/2014 to cover imports controlled on the TRACES system. The system is hosted by Defra's IT supplier, IBM.

The Government Departments involved in the development and management of ALVS are HMRC, Defra, RPA Horticultural Marketing Inspectorate, Plant Health & Seeds

Inspectorate, Animal Health & Veterinary Laboratory Agency, Association of Port Health Authorities, UK Major Ports Forum.

1.3 How does ALVS work?

Prior to the introduction of ALVS an importer or agent of regulatory controlled goods would, have to wait for the inspection body to provide proof of the outcome of the checks, so that they could fax this to the NCH with their entry. This information would be used to manually clear the entry at the NCH.

Under ALVS the inspection decision is automatically collected and matched to the Customs entry so the agent/importer no longer faxes the release certificates (such as the CVED, CED or IUU) to the NCH. This is because ALVS collects the release/hold/refuse decision(s) from PEACH and TRACES and matches them to a relevant customs declaration entry that it has received from CHIEF. The inspection decision is transmitted electronically, and in near real time, directly into CHIEF. Where a 'release' decision is received this will result in **automatic** customs release of the consignment. The clearance time for "Route 1" consignments is therefore reduced to approximately 10-20 minutes.

To match a customs declaration to a PEACH or TRACES entry ALVS requires that on both submissions certain data must match exactly.

- For PEACH applications, the DUCR and weight (net mass) must both match what is entered on the equivalent customs declaration and in addition the commodity code used on the declaration must be the same as the commodity/variety description used on the PEACH application.
- For TRACES entries, the CVED/CED reference number, commodity code and weight (net mass) or number of animals must match that submitted on to the equivalent customs declaration.

When ALVS cannot perform a match e.g. due to a data entry error, the Agent or Importer will be notified immediately via an 'E0' report generated via their customs software. E0 reports are covered in Section X.

1.4 Benefits of ALVS

The biggest benefactors of ALVS are the Agents and Importers who import commodities that require a PEACH or TRACES entry. They benefit from the reduced customs clearance time that ALVS delivers (and the associated supply chain savings that arise from faster clearance such as reduced risk of demurrage charges or loss of commodity value) and also from the reduced administration (not having to fax/refax documents to NCH).

For Government, there are some efficiency savings as well as 'green' benefits from an estimated million+ less pages of paper being faxed between organisations.

2. The “Do’s and the Don’ts” of ALVS

We advise Agents and Importers to follow the below guidance to ensure their customs declaration receives a quick, automated clearance.

For <u>all</u> imports being routed through ALVS	
What you should do....	And why....
<p>Ensure that the DUCR (for PEACH applications) or CED/CVED Reference Number (for TRACES applications) is entered in the correct format on the customs declaration and that it <u>exactly matches</u> the DUCR entered onto PEACH or the CVED/CED Reference Number obtained from TRACES.</p> <p><u>PEACH</u>: For imports controlled on PEACH, the DUCR should be entered in the following format on PEACH and CHIEF (Box 44 Header Level) : <year> (e.g. '4' for 2014), <country> (e.g. GB), <EORI No>, <-> (i.e. a dash), <unique reference no> (for further info on creating a DUCR see http://www.fera.defra.gov.uk/plants/plantHealth/documents/howToCreateDucr0609.pdf)</p> <p><u>TRACES</u>: For imports controlled on TRACES, the CED/CVED Reference number should be entered onto the custom declaration (Box 44 item level) against the relevant document code, following the country code and licence type in the format YYYY.7 digit TRACES Ref Number <i>DO NOT</i> enter the 'GB' element of the TRACES CVED/CED Ref Number nor the version no, nor the words CVED or CED. <i>DO NOT</i> leave a space between the year and reference no and do not forget the full stop in between the year and 7 digit reference.</p>	<p>The DUCR (for PEACH entries) and the CVED/CED Reference number (for TRACES entries) is the first data item that ALVS will attempt to match. Any missing characters, characters in the wrong order, or the use of incorrect characters caused by typing mistakes will mean that ALVS cannot perform an initial match and will report an error (Route E on customs software – see section 4) and produce an E0 report (see section 5). <u>Customs clearance will not occur until the typing error is corrected.</u></p> <p>Be aware that your customs software may auto-generate a DUCR or Reference Number if you fail to enter the DUCR/Ref Number in Box 44, which would result in a mis-match.</p>
<p>Ensure that the correct 10 digit TARIC (commodity) code is used on the customs Entry.</p> <p><u>PEACH</u>: For imports controlled on PEACH, the commodity code entered on the customs declaration (Box 33, Item Level) MUST MATCH with the variety/class</p>	<p>After attempting to match the DUCR or CVED/CED Reference Number. ALVS will then attempt to match on the commodity code.</p> <p>If there are any typing errors (e.g. the commodity code on TRACES starts with a 4, but a code starting with a 3 is entered</p>

<p>combination entered on the PEACH application.</p> <p>TRACES: For imports controlled on TRACES, the commodity code entered onto the customs declaration (Box 33) MUST MATCH with the commodity code entered on TRACES. On the customs declaration, the Commodity code is 10 digits long but on TRACES the code is only 4, 6 or 8 digits. For imports controlled on TRACES, ALVS will only attempt to match the number of digits in the commodity code on the customs declaration according to how many digits were on the commodity code on TRACES (e.g. if the commodity code on TRACES had 6 digits, then ALVS would only attempt to match the first 6 digits of the commodity code on the customs declaration).</p>	<p>on the customs declaration) then ALVS will not be able to match them and will report an error (Route E on customs software) and produce an E0 report (see sections 5). <u>Customs clearance will not occur until the typing error is corrected.</u></p>
<p>Ensure the weight (kg) (net mass) entered in the customs entry (box 38 Item level) exactly matches that entered onto PEACH or on TRACES.</p> <p>Note: You cannot enter a weight for live animal imports on TRACES. Therefore the number of animals entered on the customs declaration (Box 41, Supplementary Units) <u>must match</u> the Number of animals entered onto the CVED A on TRACES.</p>	<p>Having completed matching on the CVED/CED Reference Number or the DUCR, followed by matching on the commodity code, ALVS will then attempt to match on the weight (for a CVEDP or CED) or Number of animals (for a CVEDA).</p> <p>If there is a typing error on the weight (e.g. 500kgs entered on TRACES, 450 Kgs entered on the customs declaration) then a mismatch will occur. ALVS will report an error (Route E on customs software) and produce an E0 report (see sections 5). <u>Customs clearance will not occur until the typing error is corrected and the weight matches on both the PEACH or TRACES application and the customs declaration.</u></p> <p>For imports of cut flowers, the number of stems is NOT taken into account by ALVS. The number of packages/boxes is also ignored by ALVS.</p> <p>Gross weight is also ignored by ALVS.</p> <p>Note, for imports on a CVED(A) there are 31 commodity codes under the 0301 and 0106 chapters where matching on weight or no. of animals does not apply (see annex B).</p>

<p>Ensure that when there are regulated products are on the same entry as non-regulated products you use a document status code of 'XX' in the customs declaration for the ex-heading goods.</p>	<p>If you failed to use the 'XX' document status code for the non-regulated goods you will incur a weight mismatch.</p> <p>For example: Rambutan (TARIC code 0810909590) and Mangosteen (TARIC code 0804500080) both share TARIC's with PHSI regulated products (rose apples and mangoes respectively) and should be reflected on the customs entry as separate items remembering to enter a a document status code of 'XX' for the ex-heading goods.</p>
<p>Ensure you enter the correct document code on the customs declaration in Box 44</p> <p>Document codes applicable to ALVS are:</p> <p>C640 – CVED A N853 – CVED P N852 – CED C673 – IUU Catch certificate N002 – Conformity Certificate C633 – Fruit & vegetables for processing N851 – Foreign Phytosanitary Certificate 9115 – Quarantine Release Certificate</p>	<p>Failure to use the correct document code could result in the customs clearance being delayed as CHIEF and ALVS uses these codes to determine which certificate types to match against.</p>

And some specific points you should consider for horticultural imports controlled on the PEACH system:

DO	Why...
<p>Consider delaying submission of your customs entry where multiple containers, possibly with mixed products, are entered on PEACH as multiple lines or applications.</p> <p>We advise you to submit the entry when all HMI/PHSI release decisions on the containers are known</p>	<p>This slight delay in completing your customs entry will enable you to consider, where you have mixed decisions (release and refused) against multiple containers, whether you want to separate those consignments given green release decisions on PEACH to ensure a quick customs clearance.</p>
<p>Ensure that, where an Item on a CHIEF entry is made for a product that is prepared, processed or intended for processing, an Additional Information statement of "GMSPR" is added at Box 44 of the SAD at Item level.</p>	<p>This indicates that the product is imported for processing and that the HMI's General Marketing Standard does not apply. Failure to use "GMSPR" may lead to the Item being selected for a PEACH application which will necessarily delay clearance of your goods.</p>

<p>Ensure that if you are authorised to use Customs Freight Simplified Procedures (CFSP) you complete Box 15a (Country of Dispatch) on your Simplified Frontier Declaration (SFD)</p>	<p>ALVS will be unable to accept your SFD if this information is not provided.</p>
---	--

And of course, there are some actions that we strongly recommend you not to do as these will delay customs clearance:

For all imports being routed through ALVS	
<u>DO NOT</u>	why...
<p>Enter multiple document codes per item on a customs entry</p> <p>Only one N002 and/or N851/9115 document code is required per item to satisfy HMI and/or PHSI checks. If, for example, you wish to reflect the existence of numerous conformity certificates for a single item on an import declaration this can be recorded as one document code (N002) with a document reference of GBCONVARIOUS.</p> <p>For recording multiple phytosanitary certificates the one N851 document code should have a document reference of the 2 alpha foreign country code followed by PHCVARIOUS.</p> <p>Note - for matching to multiple TRACES applications you must list each CVED/CED individually against each document code (Box 44). No use of short hand will work, each must be listed in the year.7 digit format described earlier.</p>	<p>it is an unnecessary practise and has no relevance to the ALVS matching process</p>
<p>Enter a 4, 6 or 8 digit commodity code on your customs declaration</p> <p>Always enter the full 10 digit commodity code on your customs entry. If the code is 4-8 digits on the Tariff then infill the remaining character spaces with zero's.</p>	<p>For horticultural products controlled via PEACH, ALVS will not be able to match the variety and type entered on the corresponding PEACH application</p>

3. The IUU clearance process under ALVS

Although IUU Catch Certificates are not controlled on TRACES, it is possible to transmit the result of this check making use of Box 42 on the CVED(P) Part 2. HMRC, Border Force, Defra & MMO have agreed to make a minor change to the release process so that fishery products also benefit from the implementation of ALVS removing the need for the National Clearance Hub (NCH) to undertake manual documentary checks on catch fish certification prior to granting Customs clearance.

From 1/5/14 the new IUU process will be as follows:

1. Agents and/or importers will continue to present IUU catch certificates to Port Health Staff as per existing procedures.
2. At the time that the CVEDP Part 2 is completed on TRACES, Port Health will manually input into TRACES the details of the IUU check status into Box 42. They will enter one of three message options:-
 - ❖ **IUU OK** for when the IUU certificate has been seen and verified as correct by PH
 - ❖ **IUU NA** for when an IUU certificate is not required
 - ❖ **IUU HOLD** for when the consignment is held by Port Health as the catch certificate check is ongoing.
3. For entries that are "IUU OK" or "IUU NA" the Agent or Importer will no longer be required to send any release information in respect of IUU check to the National Clearance Hub (NCH).
4. Where an "IUU HOLD" status has been entered the relevant **manual release** process, see Para 7 below, will need to be followed.
5. **Where a CVED is not required for a fish import where the import is out of scope for ALVS it is therefore not included in this process change.** In these circumstances the existing **manual release** process should be followed to ensure that the inspection decision is transmitted to the NCH. This includes :
 - Catch Certificates for fishery products from EEA Countries (Norway, Iceland, Faroe Islands, Switzerland and Liechtenstein) that do not require a CVED check.
 - Goods moving 'in transit' for final destination in another Member State.
6. In addition direct landings made by 3rd country fishing vessels are out of scope, as the IUU checks are carried out by the Marine Management Organisation (who do not have access to TRACES and the CVED).

7. Catch Certificate Manual Release Process

There are three recognised methods to notify the NCH of the outcome of catch certificate checks:

- the submission of a copy of the fully completed catch certificate(s) as validated by the competent authority
- the submission of a completed catch certificate release fax
- the transmission of a release message to the NCH via CNS or Destin8.

4. ALVS-related route codes on CHIEF

4.1 CHIEF OGD Route Codes

There are a number of 2-character “OGD” route codes on CHIEF at the header level which specifically relate to ALVS. These are described in the table below.

Route Code	What it means	Action to be taken
E	<p>An error has occurred which has been caused by one of the following :</p> <p>(1) A “no match” error caused by a DUCR / CVED / CED, weight or TARIC Code mismatch</p> <p>(2) An error on an IUU clearance if the Port Health Officer has not entered the result of the documentary check into Box 42 of the CVEDP Part 2 (or has keyed the words incorrectly)</p> <p>(3) The item has been refused entry</p>	<p>Check the “Import Entry Error Report” (DTIE0) report for details or alternatively view the entry in CHIEF, Transaction DEVD Option 5</p> <p>See section 5 for more details on E0 reports</p>
0A	Awaiting decision from AHVLA	<p>None – this is the initial route code displayed once the CVED A Part 1 has been completed and a Customs Declaration lodged. It shows that CHIEF is awaiting an update from ALVS.</p> <p>However, if you know that the CVEDA Part 2 has been completed on TRACES but route 0A has been showing on the customs entry for 1 hour - and has not been superseded by a Route E - then refer to the FAQ section of this guide as</p>

		it may indicate a that a wider IT outage has occurred.
0B	Awaiting decision from Port Health	<p>None – this will be the initial route code displayed once the CVED P or CED Part 1 has been completed and a Customs Declaration lodged. It shows that CHIEF is awaiting an update from ALVS.</p> <p>However, if you know that the CVEDP/CED Part 2 has been completed on TRACES but route 0B has been showing on the customs entry for 1 hour - and has not been superseded by a Route E - then refer to the FAQ section of this guide as it may indicate that a wider IT outage has occurred.</p>
0H	Awaiting decision from HMI	<p>None – this is the initial route code once a PEACH entry has been made and a customs declaration lodged.</p> <p>However, if PEACH has been showing a release (green traffic light) decision for all lines on the PEACH application but route 0H has been showing on the customs entry for 1 hour - and has not been superseded by a Route E - then refer to the FAQ section of this guide</p>
0P	Awaiting decision from PHSI	<p>None – this is the initial route code once a PEACH entry has been made and a customs declaration lodged</p> <p>However if PEACH has been showing a release (green traffic light) decision for all lines on the PEACH application but route 0P has been showing on the customs entry for 1 hour - and has not been superseded by a Route E - then refer to troubleshooting section of this guide</p>
0X	Awaiting decision (declaration contains item(s) that require inspection by more than one authority)	None - It shows that CHIEF is awaiting an update from ALVS for a declaration that contains items that are regulated by one than one authority.
2A	Awaiting results of inspection by AHVLA	None – await result of inspection by AHVLA
2B	Awaiting results of inspection by Port Health	None – await result of inspection by Port Health

2H	Awaiting results of inspection by HMI	None – await result of inspection by HMI
2P	Awaiting results of inspection by PHSI	None – await result of inspection by PHSI
2X	Awaiting results of inspection by more than one authority	None – await result of inspection by either HMI, PHSI, AHVLA or Port Health

4.2 CHIEF OGD Route Code sequences

This section describes the sequence of CHIEF OGD route codes for typical PEACH or TRACES applications:

You have	The CHIEF route code sequence will be	Action (if any) to take
<p>Submitted a PEACH application and all consignment lines have turned green</p> <p>OR</p> <p>You have completed a TRACES (CVED/CED Part 1) application and the PHA/AHVLA Inspector has completed Part 2</p> <p>You then submit a customs declaration.</p>	<p>When you submit the customs declaration the 'OGD' route will show as either Route 0P/0A/0B/0H or (for a jointly regulated item) 0X for a very brief moment before changing to either :</p> <ul style="list-style-type: none"> <input type="checkbox"/> A blank space (indicating customs clearance gained) <input type="checkbox"/> 'E' indicating a mismatch 	<p>If Route E appears then it signifies that a mismatch has occurred. Check the E0 report for details and take corrective action.</p>
<p>Pre-lodged a customs declaration but have not yet made an associated PEACH or TRACES (CVED/CED Part 1) application.</p>	<p>The OGD route will be shown as 'E' because ALVS has not received a PEACH or TRACES application so it cannot find a DUCR or CVED/CED to match to.</p>	<p>Complete the PEACH or TRACES (CVED/CED Part 1) application</p>
<p>Pre-lodged a customs declaration. Then made a PEACH application.</p> <p>(Note, an assumption is made that you</p>	<p>In between pre-lodging the customs declaration and making the PEACH or TRACES application you will see a Route E and, as per above, no action is needed.</p>	

<p>will not pre-lodge a declaration before a TRACES application as you will require the CVED/CED Reference Number generated by TRACES)</p>	<p>When the PEACH application is submitted you will see one of the following on the customs declaration:</p> <ul style="list-style-type: none"> <input type="checkbox"/> a blank space (indicating customs clearance gained - Green traffic light on PEACH) <input type="checkbox"/> 2P/2X/2H signifying that an Inspection is due (red traffic light on PEACH). If the inspection results in a release decision (green traffic light) then the 2P/X/H will be replaced by a blank space. If the inspection results in a refusal (red traffic light with white stripe) then route E will be displayed. <input type="checkbox"/> E (indicating a mismatch) 	<p>If Route E appears then it signifies that a DUCR, weight or TARIC mismatch has occurred and you need to take corrective action (review the E0 report)</p> <p>If the Route E is due to a refusal of Entry by HMI or PHSI then you will need to contact the relevant Help Desk.</p> <p>For Route 2P/2X/2H you will need to await results of the inspection.</p>
<p>Submitted a PEACH application - some lines are green 'release' and others are red traffic light (Inspection)</p> <p>You then pre-lodge the customs entry.</p>	<p>If only one customs entry has been made for all PEACH consignment lines, then even though some lines are showing a green (release) traffic light the overall OGD route will remain as 2P/2X/2H until such time the Inspection is complete.</p> <p>Once the inspection result is shown on PEACH the OGD route will change to either</p> <ul style="list-style-type: none"> <input type="checkbox"/> a blank space (clearance gained) or <input type="checkbox"/> Route E (refusal of entry). <input type="checkbox"/> Route E (indicating a mismatch) 	<p>If Route E appears then it signifies that a DUCR, weight or TARIC mismatch has occurred. Check the E0 report for details and take corrective action.</p> <p>For Route 2P/2X/2H you will need to await the results of the inspection.</p>

5. Import Entry (E0) Error Messages

5.1 What is an E0 Error Message?

An E0 Error Message is a message received by CHIEF which is viewable via your customs entry software. An error is indicated by the appearance of an 'E' in the route code space. You will need to check with your customs software provider that the software is set up to generate E0 reports.

5.2 How does an E0 message occur?

An E0 message arises when one of the following occur:

- There is a mismatch, caused by a typing error, between either the DUCR/CED/CVED Reference number, weight or commodity code entered onto PEACH or TRACES to the equivalent information entered into the customs declaration.
- For IUU imports, the Port Health Officer has not entered the results of the documentary check into Box 42 of the CVED(P) Part 2, or has typed the words incorrectly.
- The item has been refused entry
- The PEACH or TRACES application has been cancelled but the customs declaration still refers to the cancelled application.

When an item has been refused entry, it will be handled outside of the ALVS Process and when either a PEACH or TRACES application has been cancelled then it will either be replaced by a new application or the customs declaration will be duly amended to remove data relating to the refused item on the PEACH/TRACES entry from the declaration.

If the Port Health Officer has completed Box 42 on the CVED(P) in respect of IUU clearance incorrectly then a new TRACES application will have to be made and the customs declaration resubmitted. Alternatively, the Port Health Officer can contact NCH to inform them of the discrepancy to provide confirmation of the completed certificate so NCH can manually update the IUU check on CHIEF.

In most circumstances the bulk of E0 report will arise because of data entry keying mistakes. The action to take in the event of a keying error is shown in Section 4.3.

On very rare occasions, the software may show Route E but no E0 report is produced. This would occur if there was an error in the communications between HMRC's CHIEF & EDCS systems or it could mean that your customs software is not set up to generate E0 reports (if the latter please speak to your software provider). If this happens take one of the following actions:

1. Between Monday-Friday 08.00-18.00 contact CHIEF Operations by email (chief.operations@hmrc.gsi.gov.uk). They will be able to view CHIEF and tell you what is stated in the error. Outside of these hours ring the HMRC National Clearance Hub (NCH) on 0845 001 0085. You can then take necessary corrective action which

will depend on whether the cause of the problem is a DUCR, TARIC or weight mismatch, OR

2. You can also log into CHIEF (transaction DEVD, option 5) to view details of the Mismatch that has caused the Route E.

Note: The ALVS Support contacts of the relevant authorities who regulate the products of interest to ALVS are listed in Section 6.

5.3 Example E0 error messages and action to take.

The following are examples of the E0 messages that will be generated:

Example Error Message	What it means	Action to take on PEACH or TRACES	Action to take on the customs declaration
<p><i>A Customs Declaration has been submitted however no matching CVEDP(s) have been submitted to Port Health (for CVEDP number(s) 2013.0001234, 2013.0001235). Please correct the CVEDP number(s) entered on your customs declaration</i></p>	<p>A CVED mismatch has occurred.</p> <p>ALVS has received a CVED Reference but cannot find a customs declaration that contains the same CVED Reference Number</p> <p>Note the same message may occur if a CVED or CED is cancelled by either Port Health or Trade</p> <p>You need to review the CVED (or CED) Reference Number that has been entered on the customs declaration to make sure that it <u>exactly</u> matches the reference number generated by TRACES</p>	<p>No action needed on TRACES as it is TRACES that has generated the CVED (or CED) Reference Number</p>	<p>Amend the customs entry to reflect the CVED/CED Reference No generated by TRACES.</p>
<p><i>A Customs Declaration has been submitted (CED number(s) 013.0001234, 2013.0001235) but the item with Commodity code 0805102011 Oranges cannot be matched to a commodity on the CED submitted to Port Health.</i></p>	<p>A commodity mismatch has occurred on a TRACES application</p> <p>ALVS has received a CED from TRACES that it can match to a customs declaration, but the commodity code entered onto TRACES differs to that entered onto the customs declaration</p>	<p>If an incorrect commodity code has been entered onto the CED Part 1 or CVED Part 1 then providing the status is 'New' on TRACES then you can amend the application. Otherwise you will need to cancel the TRACES application and submit a new application.</p>	<p>If an incorrect commodity code has been entered on the customs entry amend the item on the customs entry to reflect the correct commodity code</p>

<p><i>Please review/correct the CED commodity details and/or correct the Commodity code on your Customs Declaration item</i></p>	<p>You need to review the TRACES application and the customs declaration and make sure the correct commodity code has been used on both.</p> <p>If you are unsure of the Commodity Code to use contact the HMRC Tariff classification team :</p>		
<p><i>A Customs Declaration has been submitted with DUCR 3GB123456789012-IMP1 and no Part Number which contains Commodity code 0805102011 Oranges. However, for this Commodity code, a net weight of 500 KGs has been entered on the PEACH application submitted to HMI but a net weight of 400 KGs has been entered on the matching customs declaration. Please review and correct where needed the net weight for the item on the Customs Declaration and/or the consignment box and net weights submitted to PEACH</i></p>	<p>A weight mismatch has occurred.</p> <p>ALVS has received and been able to match a DUCR and a commodity code from a PEACH application to a customs declaration containing the same DUCR and matching commodity code.</p> <p>However, the weight entered on to the PEACH application differs to that entered on the customs declaration.</p> <p>This message will occur more than once if the item is jointly regulated e.g. between HMI & PHSI</p> <p>Review the weight (net mass) on PEACH and on the customs entry and amend as appropriate</p>	<p>If there are multiple commodities of the same type, check they sum to the correct weight and are all on declarations with the correct DUCR on both the customs entry and PEACH.</p> <p>[Remember that for PHSI items the weight on the customs entry must not exceed that on PEACH]</p> <p>Note: A weight mismatch will also occur when one customs declaration covers multiple PEACH lines and one of those PEACH lines maps to an incorrect commodity code</p> <p>If the weight is incorrect on the TRACES application then providing the status is 'New' on TRACES then you can amend the application with the correct net weight. Otherwise you will need</p>	<p>If an incorrect weight has been entered on the customs entry amend the item to reflect the correct weight (net mass).</p>

		to cancel the TRACES application and submit a new application with the correct net weight	
<i>Clearance of the Customs Declaration has been withheld. Confirmation of the outcome of IUU catch certificate check (under Council Regulation 1005/2008) is required. To resolve this contact your local Port Health Authority (imports) or MMO (landings).</i>	The Port Health Officer has either not entered IUU OK or IUU NA in Box 42 of the CVED(P) Part 2 or has entered the wording incorrectly	Contact Port Health or MMO. The IUU check may need to be cleared manually by faxing the catch certificate to the National Clearance Hub.	

5.5 PEACH applications - additional notes on mismatches

Where a 'Part' (see Annex A) is supplied in the customs declaration then ALVS will attempt to match the customs declaration to PEACH Application(s) using both 'Single Rule' matching rules and 'Bulk Rule' matching rules. If no match can be made for any item using both Single and Bulk Rule matching then ALVS will generate the appropriate no match messages, which can be viewed in the Import Entry Error report (E0). The OGD route will become "Route E" as a result of the no match. The number of 'no match' messages generated and shown in the E0 report is dependent on the level of the no match i.e. is it at the customs entry header level (DUCR) or is it a mismatch at the item level and which authorities regulate the import of the items (HMI, PHSI or both)

DUCR Header Level Mismatch

Where it is a mismatch at the DUCR header level then an E0 report with a DUCR mismatch message will be created for HMI and/or PHSI depending on which authority regulates the items on your customs entry. So for HMI regulated goods, a single HMI mismatch message will be created, for a PHSI only regulated a single PHSI message will be created and for jointly regulated or a mixture of HMI and PHSI regulated items, two messages will be created. This is done once for Single Rule matching and if you supply a Part number in your customs entry then again for Bulk Rule matching. For example if your customs declaration contained Oranges (which are jointly regulated) and you entered a Part on the entry and there was a discrepancy between the DUCR on the PEACH Application and the customs declaration then you should expect to see four no-match messages in your E0 report, two messages from Single Rule matching and two from Bulk Rule matching.

Item Level Mismatch

Where a mismatch is at the item level (due to an incorrect commodity code being used or a discrepancy in weight) then the number of 'no match' messages generated will be per mismatched data item. Where the item is jointly regulated two 'no match' messages will be generated, one for the HMI and one for PHSI. If a Part is supplied in your Import Declaration then Bulk Rule matching will also be used as well as Single Rule matching. Each will produce 'no match' messages.

Paragraph removed as duplicated above

5.6 Additional ALVS Errors

On rare occasions, Route E may generate an E0 report with the following message:

- *ALV VAL 301/327/325*

This is caused when ALVS identifies a problem with the data from CHIEF, the system constructs an error record consisting of a Code (error code) and Description (error description). Both the error code and description are sent to CHIEF which is displayed as an error. In general there is no action to take - the Route E will be superseded when ALVS transmits the release decision.

- *Data Error - - Full declaration Used but Inspection Location defined to the Competent Authority is a CFSP location*

This is caused when a full customs declaration is completed but an approved inland location is entered on the PEACH application. If the intention is to use CFSP (Customs Freight Simplified Procedure) then cancel the full customs declaration and resubmit a Simplified Frontier Declaration (SFD). Alternatively, if the intention was not to use Simplified Procedures amend the PEACH application to remove the approved inland location.

6. ALVS Support Contacts

For advice relating to ALVS you should contact the relevant Authority who regulate the product that you are seeking clearance for.

Contact details are:

Consignment	Regulator	Telephone Number	Email Address
Plant or plant related products	PHSI	Plant Health Imports Help Desk : 0300-1000-313	planthealth.info@fera.gsi.gov.uk
Horticultural products	HMI	PEACH Help Desk: 0845 607 3224	Peachenquiries@rpa.gsi.gov.uk
Live animals	AHVLA	Gatwick BIP Heathrow BIP Manchester BIP Prestwick BIP Stansted BIP	lhr@ahvla.gsi.gov.uk ; Manchesterairport@ahvla.gsi.gov.uk; StanstedBIP@ahvla.gsi.gov.uk ; Imports@ahvla.gsi.gov.uk ; ahvla.scotland@ahvla.gsi.gov.uk.
Products of Animal Origin / Marine Products that require an IUU certificate / Food Not of Animal Origin that require a CED Certificate	Port Health Authorities	Dover etc	<u>Belfast PHA</u> porthealth@belfastcity.gov.uk <u>Bristol PHA</u> port.health@bristol.gov.uk <u>City of London</u> porthealth.charlton@cityoflondon.gov.uk porthealth.thamesport@cityoflondon.gov.uk porthealth.tilbury@cityoflondon.gov.uk <u>Dover</u> porthealth@dover.gov.uk <u>Felixstowe</u> port.health@suffolkcoastal.gov.uk <u>Gatwick:</u> imported.food@crawley.gov.uk <u>Grimsby & Immingham:</u>

			<p>environmental.health@nelincs.gov.uk</p> <p><u>Hull & Goole:</u> hullpha@cieh.org.uk</p> <p><u>Liverpool:</u> port.health@liverpool.gov.uk</p> <p><u>Manchester Airport</u> envh.airport@manchester.gov.uk</p> <p><u>Southampton</u> port.health@southampton.gov.uk</p> <p><u>Stansted</u> environmentalhealth@uttlesford.gov.uk port.health@suffolkcoastal.gov.uk</p>
Customs queries	HMRC – CHIEF Operations	not available to the trade	chief.operations@hmrc.gsi.gov.uk
Customs queries	HMRC – National Clearance Hub	03000 588454 (08:00-18:00) & 03000 588401 (out of hours)	nch@hmrc.gsi.gov.uk

Additional Help Lines:

HMRC Tariff Classification Line: 01702 366077

Support resources: www.gov.uk/browse/business/imports-exports/import-and-export-procedures

7. Frequently Asked Questions

7.1 General ALVS FAQ's

1. I have a release (confirmed by a green traffic light on PEACH or completed on CVED/CED Part 2 on TRACES) but the customs declaration has been showing Route 0A/0B/0H/0P/0X for over 1 hour. What has happened?

This is likely to have occurred due to a communications error between the ALVS & CHIEF systems. Take the following action:

- Step 1 – double check the customs declaration. Is Route E showing indicating a mismatch has occurred? If so, take action to correct the mismatch.
- Step 2 – if there is no Route E contact **the Lead Authority who regulate the consignment**. Tell them:
 - For HMI/PHSI regulated imports – the PEACH Application No and CHIEF declaration number, OR
 - For Live Animal/POAO/FNAO imports – the CVED/CED Reference Number and CHIEF declaration
- Step 3 – Explain that either that your customs declaration has been showing Route 0A/0B/0H/0P/0X for over 1 hour, but
 - PEACH has been showing HMI or PHSI green release decisions for 1 hour, OR
 - You have a copy of the completed CVED/CED Part 2
- Step 4 – Ask them to provide authorisation to NCH to give manual clearance. The Authority will then investigate and if they agree that the entry is stuck will email NCH to arrange for a manual clearance.

Note: This is the only manual clearance that PEACH or FERA Help desks can authorise. They WILL NOT grant manual clearances when the declaration has not cleared due to a mismatch (Route E).

- Step 5 - Print off the QRC(s) and/or Conformity Certificate(s) (for AIS imports use the supplied AIS Conformity Certificate) or the CVED/CED for the delayed application and fax them to National Clearance Hub together with usual paperwork for manual clearance. (NCH will only perform manual clearance once you have faxed through the relevant document for that specific customs declaration).

2. Can I cancel a customs declaration on CHIEF?

Yes. If you have good reason to cancel a customs entry of interest to ALVS you will need to send a cancellation request to CHIEF, via your CSP, specifying the reasons for cancellation (e.g. to correct a mismatch). The NCH will consider this request and manually update CHIEF with a cancellation accepted or refused response.

3. How do I get ALVS 'no match' information on the Import Entry Error Report (E0) when my customs entry has been keyed directly on CHIEF by Customs (CIE)?

CHIEF Print Routing Tables have been updated to ensure the E0 report is generated to the Customs Input Entry (CIE) team at the National Clearance Hub. When an E0 report is produced, NCH will fax it to the relevant agent. If the customs entry requires amendment to clear the mismatch, the agent should communicate the changes required to NCH via fax or email.

7.2 Specific FAQ's for Horticultural/Plan related imports on PEACH

4. How do I get part of a PEACH consignment line released when some of it is held for Inspection by HMI or PHSI?

If you have combined multiple containers into a single PEACH consignment line on a PEACH application then you may find that the consignment line is showing a **red** or **amber** PEACH traffic light. This will be because one of the containers is due to undergo a physical inspection. The PEACH consignment line will continue to remain on an **amber/red** traffic light until the inspection has been completed. Until the inspection is completed no containers represented by that PEACH consignment line can be released into free circulation. Once the inspection has been successfully passed then the PEACH traffic light for the consignment line will turn to **green**. It is at this point that those containers can be released into free circulation by a customs entry containing the correct DUCR, item TARIC and weight.

To avoid this situation occurring you should, where practically possible, consider entering your import consignments onto a PEACH application at an individual container level where one consignment line represents one container. The more containers you represent on a single PEACH consignment line, then you are increasing the chance that all those containers will be held.

5. How do I enter a declaration that is for processing-only e.g. oranges but has a PHSI interest?

If the item has a FERA interest then you must still make a PEACH Application:

- 1) On PEACH, use the 'Plant Health only' application form, Select the commodity (e.g. Oranges) and set the Variety to 'For Processing Only'
- 2) On your customs declaration DO NOT enter HMI document code N002. You are making a Plant Health only processed goods application and if you use N002 then you will incur a DUCR mismatch.
- 3) Instead use document code C633 on the customs entry with a document status code of 'XW' to indicate that a waiver to produce a document has been claimed. A document reference of GBCPR should also be entered.

6. Can I tell if a PEACH application has received Customs clearance?

Yes. You can gain this information by looking in either PEACH or through your Customs Entry software. In PEACH look for the 'FS-0' icon appearing in the completed applications screen and in your customs software, the declaration entry should show a Customs Route 3 or 6.

7. How do I know when a HMI conformity certificate has expired?

You can check this on PEACH - the **green** ball will have a red cross through it.

8. How do I handle shipments of horticultural/plant related goods where part of the consignment is for free circulation in the UK & the remaining part is for onward transit to a final destination within another Member State of the EU?

You must complete two PEACH applications, one for the final destination in the UK and the other to cover the remainder of the consignment destined for final destination in another Member State of the EU.

For example, a consignment has 32,000kgs of Oranges for free circulation into the UK and 68,000kgs for onward transit to another MS of the EU. You should complete two PEACH applications: one for 32,000kgs and other for 68,000kgs. To ensure ALVS can correctly match the PEACH application to the Customs declaration the entry should only comprise of the part consignment (32000Kgs) destined for free circulation in the UK.

Note: For Indirect imports where documentary, identity and physical checks have been undertaken at the first MS country and that MS country has cleared the consignment for free circulation within the EU, a Customs CHIEF entry is not required on import to the UK. As a result this type of transit movement does not interface with ALVS but, for control purposes, is declared on HMRC's New Community Transit System (NCTS).

9. How do I handle shipments of horticultural/plant related products initially entered to a Customs Warehouse (CPC 71 00 000) for eventual release into free circulation in the UK?

Your initial customs declaration for consignments entered to a Customs Warehouse using the above mentioned CPC will not be sent to ALVS for matching (CPC 71 00 000 is excluded on the ALVS CHIEF Profiles). If you are aware that partial consignments or containers are going to be removed from a Customs Warehouse, then to ensure ALVS matching on weight is successful you will need to split your PEACH application into individual lines to reflect the gradual release from storage. The subsequent entries submitted on the customs declaration should contain CPC 40 71 000 to reflect the removal from storage into free circulation. Selected data for Import declarations containing CPC 40 71 000 will be passed to ALVS for matching.

10. How do I complete a customs entry for an item that is PHSI regulated, but which is to be used in laboratory research/analysis and is therefore imported under cover of a FERA "Letter of Authority" with no associated PEACH application made?

You should enter document code "9117" on the customs entry and the appropriate Document Status Code and Reference details i.e. GBPHC and Letter of Authority number. Then fax the Letter of Authority over to the National Clearance Hub who will undertake a manual clearance.

7.3 Specific FAQ's for live animal/POAO/FNAO/IUU imports on TRACES

11. How do I create a Customs declaration when importing a large number of Live horses in a single consignment?

An individual CVEDA is required to be presented on TRACES for each live horse imported. Although a single consignment of live horses can often contain a significant number of animals in total, there are a number of different ways to handle the customs formalities of completing a customs import declaration.

Option 1 - single item declaration

As the CHIEF system can handle up to 99 individual document codes and associated references for each item of the SAD you can enter the whole shipment of live horses on a single item of an import declaration. You will need to enter the CVEDA document code (C640) each individual document reference generated by TRACES (e.g. 2014.1234567) when the CVEDA Part 1 is completed and the appropriate document status code for each individual horse in the item level of Box 44 of the SAD. You must ensure the number of horses entered in Box 41 Supplementary Units field matches the number of CVEDAs (1 Horse per CVEDA) declared for the single item.

All the CVEDA references would be passed to ALVS for data matching with the CVEDA information received from TRACES. If ALVS successfully matches the individual CVEDA document references, the number of horses imported and the CN code, an AHVLA decision is returned to CHIEF. Alternatively if ALVS fails to match one or more CVED document reference a no match response is returned to CHIEF highlighting the CVEDA document references that have failed the matching process.

In this situation Customs release of the full live horse consignment would be temporarily delayed until an amendment of a CVEDA reference on the import declaration had been made to resolve the no match problem reported by the CHIEF generated E0 report.

Option 2 - multiple items on a single import declaration

Alternatively you may wish to split the multiple live horse consignment over several items of a single import declaration. Again each CVEDA and the associated document reference and status code would need to be entered in the item level of Box 44 of the SAD to enable the process highlighted in option 1 to be undertaken. You must ensure the number of horses entered in Box 41 Supplementary Units field matches the number of CVEDAs (1 Horse per CVEDA) declared for each item.

Option 3 - use of separate import declarations

Similarly a third option would be to split the number of live horses being imported in the shipment over a number of separate import declarations. This option would presumably only be necessary if the importer or destination of a part of the live horse shipment were different although this option may be considered to reduce the chances of the whole live horse shipment being temporarily delayed by what could be a single error being made on a

CVEDA document reference entered on CHIEF. You must ensure the number of horses entered in Box 41 Supplementary Units field matches the number of CVEDAs (1 Horse per CVEDA) declared for each item.

As for options 1 & 2 above each CVEDA and the associated document reference and status code would need to be entered in the item level of Box 44 of each SAD to enable the process highlighted in option 1 to be undertaken.

12. How do I obtain customs clearance when AHVLA are unable to complete the CVED(A) Part 2 but have approved release of the animal/consignment into quarantine.

You should complete the customs declaration. When this completes an initial match to the CVED(A) Part 1 then ALVS will return a '0A' message for the CHIEF OGD Route Code.

Your local AHVLA BIP will need to email the National Clearance Hub and request that a manual clearance is processed. In addition, you will need to fax the CVED(A) Part 1 and any supporting AHVLA release documentation to NCH.

Annex A: Extra information for Horticultural/Plant Imports via PEACH

A.1 Use of the 'Part' with the DUCR

More than one PEACH Application can contain the same exact DUCR (with a Part or without one). This is to allow for cases where you have more than 4 consignments and they are entered over multiple PEACH Applications and you wish to record them under one customs entry.

Use of the Part is optional and in most circumstances there is no need to enter one on PEACH or the customs entry. However the Part can be useful if you wish to make multiple customs declarations using the same repeated DUCR. This will help in situations where some of your items are still being held by HMI or PHSI and you wish to release other items which do have release decisions, without waiting for the held items. You will also need to use the Part on the customs declaration if you are looking to utilise Bulk Rule matching (see Glossary) and complete PEACH applications on the basis of one application per container.

For Bulk Rule matching to work:

- (i) The same DUCR must be entered for each PEACH application
- (ii) No Part must be recorded on the PEACH application but a Part *must* be used on the customs declaration.

Care has to be taken when making use of a Part as CHIEF and PEACH allow the input of leading zeros. Therefore, ALVS will treat a Part of 1, 01 & 001 as three separate part numbers which it will treat differently. However neither PEACH nor CHIEF automatically infill zeros therefore a Part 1 will be recorded as a Part 1.

If you enter a Part in a PEACH Application you **MUST** use the **exact same part number in your customs entry**. If you don't, and you chose to only enter a Part on PEACH but not on the customs declaration, then ALVS cannot perform a match and a "Route E" will be generated. However, you can omit a Part from your PEACH Application and it will still match to a customs declaration that has no Part (under single rule matching) or where a Part is supplied (bulk rule matching)

A.2 Refusal of Entry Process under ALVS for PEACH applications

When an application is refused entry by HMI or PHSI, the subsequent entry procedures move outside of the ALVS process.

HMI have refused entry

Scenario 1: A PEACH application has been refused by HMI as consignment(s) have failed the requirements of the marketing standards and require:

- re-labelling or re-sorting corrections to conform to marketing standards or
- Transit inland for dumping/destruction.

PEACH will show a **red/white** traffic light and the HMI 'Refuse Entry' decision generated by ALVS will result in a Route 'E' on the customs entry. An HCG3 (refusal of entry) will have been issued to the importer by the HMI inspector at the import point. The following action should now be taken:

Step 1	Apply via the HCG4 application screen on PEACH to move affected consignment(s) to a suitable inland premise with PCC or a facility within the Port/Airport where corrective action may be completed (you will need to notify the inspector at the import point of which premises/facility you wish to use & date the consignment will be moved)
Step 2	<p>If the refusal covers the whole consignment and the customs entry has already been submitted to CHIEF in advance of original HMI inspection then the original customs entry should be cancelled (request cancellation via your entry software) and a new customs entry submitted using Customs Procedure Code 91 00 000 (Processing under Customs Control - PCC) or CPC 91 00 F11 if using simplified procedures. Fax the HCG3 (Refusal of entry) and HCG4 (movement inland) document to the NCH to support the new entry on CHIEF. (Documentation acts as confirmation that HMI have refused entry and are allowing movement of the consignment inland for corrective action).</p> <p>Alternatively, if part of a multi itemed declaration has been refused the original customs entry should be amended to remove the refused item to enable the remaining items to be automatically released. The refused item should then be re-entered on the customs entry using one of the PCC CPC's highlighted in the previous bullet.</p>
Step 3	After corrective action has taken place, the HMI inspector local to the site where corrective action takes place should be contacted and asked for a re-inspection of the re-labelled/re-sorted consignment(s) (contact to be made locally, not through PEACH). If the consignment is to be dumped/destroyed, the local inspector should be contacted prior to the action taking place – the inspector may need to witness the dumping.
Step 4	HMI re-inspect affected consignments and issue HCG6 Conformity Certificate (if satisfied).

Step 5	A second customs entry should be submitted to using Customs Procedure Code 40 91 002 (Removal of Processed Products into Free Circulation)
Step 6	Fax HCG6 to the NCH to facilitate customs clearance.

Scenario 2: A customs entry has already been submitted but multiple PEACH application lines have a mixture of release and refusal decisions by HMI as one or more consignment(s) have failed the requirements of the marketing standards and require:

- re-labelling or re-sorting corrections to conform to marketing standards or
- Transit inland for dumping/destruction.

Note : This problem can easily be avoided by following the final bullet point in the “Do” guidance on Page X

PEACH will show a **red/white** traffic light for one or more of the PEACH application lines and the HMI ‘Refuse Entry’ decision generated by ALVS will result in Route ‘E’ on the customs entry. An HCG3 (refusal of entry) will have been issued to the importer by the HMI inspector at the import point. The following action should now be taken:

Step 1	Apply via the HCG4 application screen on PEACH to move affected consignment(s) to a suitable inland premise with PCC or a facility within the Port/Airport where corrective action may be completed (you will need to notify the inspector at the import point of which premises/facility you wish to use & date the consignment will be moved)
Step 2	Utilise the DUCR amend facility on PEACH to amend the DUCR on the application lines that have been refused. If you wish to retain the original DUCR identity you will need to add a Part Suffix to the DUCRs on the refused consignments so that these can match when the second customs entry is made to CHIEF to gain release of the refused consignments. Alternatively the PEACH applications can be cancelled and new PEACH applications created to separate out released consignments from any refused ones. The new PEACH applications can either have the same DUCR as the original PEACH applications but with a DUCR Part Suffix entered or a completely new DUCR with no Part Suffix.
Step 3	Assuming, for commercial reasons, the method of adding DUCR Part Suffixes to the original PEACH applications is preferred; the original customs entry containing both released and refused consignments must be amended to either remove the refused items, if entered separately, or if entered under a single TARIC code, reduce the weight by the refused consignments. The amendment will create a new version of the customs entry and enable successful matching of the PEACH application lines that have been granted green release decisions.
Step 4	Refused items should then be re-entered on the customs entry on a separate declaration entering the DUCR and DUCR Part Suffix entered on PEACH under Step 2 and using Customs Procedure Code 91 00 000 (Processing under Customs Control - PCC) or CPC 91 00 F11 if using simplified procedures. Fax the HCG3 (Refusal of entry) and HCG4 (movement inland) document to the NCH to support the new customs entry n on CHIEF. <i>(Documentation acts as confirmation that HMI have refused entry and are allowing movement of the consignment inland for corrective action)</i>

Step 5	After corrective action has taken place the local inspector should be contacted and asked for a re-inspection of the re-labelled/re-sorted consignment(s) (contact to be made locally, not through PEACH). If the consignment is to be dumped/destroyed, the inspector local to the site where corrective action takes place should be contacted prior to the action taking place – the inspector may need to witness the dumping.
Step 6	HMI re-inspect affected consignments and issue HCG6 Conformity Certificate (if satisfied).
Step 7	A third customs entry should then be submitted using Customs Procedure Code 40 91 002 (Removal of Processed Products into Free Circulation). Fax HCG6 to the NCH to facilitate customs clearance.

PHSI have refused entry

PEACH application has been refused by PHSI as consignment(s) have failed to meet the requirements of the Plant Health legislation and require:

- re-treating to meet legislation
- Dumping or destruction.

PEACH will show a **red/white** traffic light and the PHSI 'Refuse Entry' decision generated by ALVS will result in a Route 'E' on the customs entry.

Step 1	For a single item import declaration, a cancellation request can be made through the customs entry software ; For a multi itemed import declaration where only one item has been refused entry, an amendment of the declaration will be required to remove the item to be destroyed.
Step 2	Fax a PHAR 5 destruction notice to the NCH to support the request for manual cancellation of the customs entry on CHIEF. (<i>Documentation acts as legal confirmation that PHSI is accepting legal responsibility for the control of the movement of the refused consignment</i>).
Step 3	Fax a PHAR 5 destruction notice to the NCH to support the amendment of the customs entry on CHIEF of the refused item. (<i>Documentation acts as legal confirmation that PHSI is accepting legal responsibility for the control of the movement of the refused consignment</i>).
Step 4	Data from the amended import declaration will be re-sent to ALVS for rematching against the remaining items on the corresponding PEACH application(s).
	<i>Notes: In all cases contact must be made with the local PHSI/HMI inspector & their approval obtained before dumping is completed.</i>

If the whole shipment/item/commodity is destroyed then a “destroyed” finalised state will be shown on PEACH. If it is only part of a shipment and this part is removed, then the remaining items/commodities will effectively be released to free circulation and the message would be a ‘released’ finalised state.

Annex B: Extra information for Live Animal/POAO Imports via TRACES

CVED(A) Commodity Codes for which there is no weight or number of animals matching requirement

0106 - Other Live Animals		
Rabbits and hares	Other	01061490 00
Other		01061900 00
	Other	01063980 00
Insects	Bees	01064100 00
	Other	01064900 00
Other		01069000 00
0301 - Live Fish	Ornamental fish: Freshwater fish	03011100 00
	Other	03011900 00
Other Live Fish:	Trout: Of the species (<i>Oncorhynchus apache</i>) or (<i>Oncorhynchus chrysogaster</i>)	03019110 00
Other	Trout (<i>Oncorhynchus mykiss</i>)	03019190 10
	Other	03019190 90
Eels (<i>Anguilla spp</i>):	Of a length of less than 12cm	03019210 00
	Of a length of 12cm or more but less than 20cm	03019230 00
	Of a length of 20cm or more	03019290 00
	Carp	03019300 00
Atlantic and Pacific bluefin tuna:	Atlantic bluefin tuna	03019410 00
	Pacific bluefin tuna	03019490 00
	Southern bluefin tuna	03019500 00
Other:	Freshwater fish: Atlantic salmon	03019911 40
	Other	03019911 80

Other		03019918 00
Other	Sharks	03019985 10
	Sea bass	03019985 22
	Porbeagle shark	03019985 30
	Lesser or Greenland halibut	03019985 40
	Atlantic halibut	03019985 50
	Gilt-head sea breams	03019985 60
	Swordfish	03019985 70
	Bigeye tuna	03019985 75
	Sea bream	03019985 80
	Other	03019985 90

