

National Motorcyclists Council

General Advice for moving motorcycles across the European Union border with the United Kingdom.

IMPORTANT NOTE: - This general advice is not a legal document and is not endorsed by the UK Government, the European Union, any individual EU Member State, or any other national administration. It provides general advice only and not official guidance. It is important to note that the situation on the border is subject to change. This advice has been created following dialogue with the UK Cabinet Office, but as mentioned above, is not officially endorsed by them and the situation continues to be subject to change. The NMC continues to urge the UK Government to issue specific official guidance on gov.uk.

We are aware that border problems with customs procedures have increasingly become the exception rather than a regular issue as 2022 has progressed. But there does continue to be negative individual experiences. This document therefore offers general advice about how to prepare for crossing the EU border in either direction if you are a UK or EU Member State citizen wanting to transport motorcycles in vans or on trailers. It may be the case that the paperwork outlined here will not be requested, but this advice will help you prepare in the case that paperwork is required at the border. The advice relating to ATA Carnets should be followed in all cases.

It remains the responsibility of all travellers/tourists to read and understand the most up to date guidance available on [gov.uk](https://www.gov.uk), ec.europa.eu and via ferry operators.

This general advice is also applicable in terms of basic principles for other international borders outside the EU. Each country has different procedures, so research in advance is strongly recommended. Some ask for paperwork to be prepared in advance (such as the EU), others have temporary import paperwork available at the border, where it is prepared by customs officers upon your entry. For Low and Middle Income Countries (LMIC), costs may vary, or there may be no costs. For international air and sea freight, we strongly recommend the use of a fully accredited freight forwarder who specialises in motorcycle freight, as many procedures and some paperwork is designed for their use.

This advice focuses on the EU/UK border and covers the following scenarios for both UK visitors travelling into the EU and for EU visitors travelling to the UK.

1. Tourism or travel where the owner is riding their motorcycle.
2. Tourism or travel where the owner carries their motorcycle in a van, motorhome or on a trailer.
3. Tourism or travel where the bike is in a van or on a trailer, where the owner is **not** present, but there is no commercial transaction involved.
4. Tourism or travel where the bike is in a van or on a trailer, where the owner is not present, but the movement is as a result of a commercial transaction.
5. A border movement where the motorcycle is intended to be used for the purposes of organised sport, organised shows, or related activities.

General Advice Before and as You Travel – all scenarios.

Border problems in any jurisdiction world-wide can be minimised if the following general points are observed.

- Always ensure that you carry original vehicle documents to demonstrate that your motorcycle is legal for use on the roads in the UK (VED, Insurance, evidence of MoT where applicable), presented in a clean folder. In the case of non-road registered competition motorcycles, carry all relevant paperwork for that vehicle. For MoT exempt classics, a print out of the gov.uk page 'Historic (classic) vehicles: MOT exemption criteria' may be useful if asked to demonstrate exemption.
- You may wish to carry photocopies of documents as 'spares', plus you may wish to have copies on your smartphone.
- Make sure you have your return travel tickets and a basic travel itinerary in case this is requested.
- If your purpose for travel is tourism and not sport, or display at an event, make sure that anything which could be construed as a race number or suchlike is not displayed. Otherwise, this may lead a customs officer to query the true purpose of your journey and then insist on an ATA Carnet.
- Travel insurance is strongly advised.
- Ensure you have the correct visa if you intend to work during your period within the EU or UK.
- Always conduct yourself in a polite and friendly manner when at a border.
- Never offer bribes or inducements (advice for Low and Middle Income Countries)

1. Tourism or travel where the owner is riding their motorcycle.

- No additional paperwork is needed.
- Carry originals of all vehicle documents
- Entry granted to the European Union for up to 90 days in any 180 days
- Be prepared to be asked if you have proof of return, plus possibly answer general questions about your reason for travel and your basic itinerary (both UK and EU customs may ask).
- Be prepared for possible additional checks by France Douane on the French internal road network (Douane often conduct ad hoc checks at toll plazas and major junctions) and also perhaps where you cross into a non- Schengen EU Member State if there are officials making random checks on the border.

2. Tourism or travel where the owner carries their motorcycle in a van, back of a campervan (personal goods in the campervan/motorhome also need to be declared by oral declaration or on a trailer

UK Visitors to the EU.

- A form-inventory to support an [Oral Customs Declaration for Temporary Admission \(Delegated Regulation \(EU\) 2015 / 2446](#) Articles 136, 163 and **165**) (page 537) must be submitted to the customs authorities. Forms are available online for this (see also appendix 1 and 2 of this document).

- Examples of forms can be found here:
 - France: [CERFA- 15678](#)
 - Ireland: [Oral Customs Declaration](#)
 - Spain: Download from the NMC website.
 - For a Form in English for comparison, to help you fill in a specific country form, please see appendix 1 and 2 of this document
- There are no restrictions when moving between RoI to Northern Ireland.
- While there are no fees for transporting a motorcycle in itself, there could be fees if the person transports certain goods, where they attract custom duties.
- Carry originals of all vehicle documents, presented neatly in a folder.
- Carry return tickets and a basic travel itinerary.

EU visitors to the UK – Also applicable to visitors from all other countries (non UK registered vehicles)

- Rules for moving personal goods (including motorcycles). When you arrive at the UK border, you can make an oral declaration by completing [form C110](#) in advance. Although the use of [Form C110](#) is not mandatory, it offers a practical way of documenting details of the vehicle for situations where vehicles may be stopped for checks.
- If the journey is starting from the UK or the goods are returning to the UK, the use of C110 will not be applicable.
- This should be completed before you travel.
- You should present 2 printed copies of the completed form to UK Border Force officers. Copy 2 will be returned to you.
- There are guidance notes on the C110 link. Please follow these carefully.
- There are no fees.
- Carry originals of all vehicle documents, presented neatly in a folder.
- Carry return tickets and a basic travel itinerary.

3. Tourism or travel where the bike is in a van or on a trailer, where the owner is not present, but there is no commercial transaction involved

For the scenario where a friend takes the motorcycles in a van across the border the following additional information is required. **This section applies for border movements in both directions (UK to EU and EU to UK).**

- Cover letter signed by the owner(s) of the motorcycle(s), authorising the movement of the motorcycle(s) containing the following:
 - “I XXX, of (contact details), for the purpose of the trip authorise YYY to transport my motorcycle to ### country. I have supplied evidence of my travel itinerary to the person carrying my motorcycle and a copy of my return ticket”
- The person moving the goods needs to carry the following:
 - A signed statement of declaration which includes details for each motorcycle carried: *‘I have read the [GOV.UK](#) guidance ‘Check how to declare personal goods you bring into or take out of the UK’ and I confirm I am not carrying commercial or chargeable goods which are subject to import or export customs declarations’*. They should include their name. **HMG advise that it would be beneficial to have this translated into the language of the country of entry.**
 - Original vehicle paperwork (V5) for each motorcycle carried.
 - Evidence of insurance for each vehicle being carried.

www.uknmc.org | 07979 757484.

C/O Business Box, 3 Oswin Rd, Brailsford Industrial Estate, Braunstone, Leicester, LE3 1HR

- Personal return tickets.
- Personal travel itinerary.
- Oral declaration form x 2 copies (EU and UK travellers).

4. Tourism or travel where the bike is in a van, or on a trailer, where the owner is not present, but the movement is as a result of a commercial transaction.

Such movements are subject to rules for freight forwarders and can carry additional costs. Please discuss the procedures carefully with any freight forwarder or other motorcycle transportation business which you decide to engage. Procedures can vary between different EU Member States, though they do follow a general pattern which is based on international 'norms'.

We will update this document if any 'easements' for commercial movements are granted.

5. A border movement where the motorcycle is intended to be used for the purposes of organised sport, organised shows, or related activities

This situation applies to motorcycles which are both road registered and non-road registered. It is likely that an ATA Carnet will be demanded at the border (at Eurotunnel this will be the French Douane on the UK side, before boarding), plus in the case of France, other Douane officers on the road network).

An ATA Carnet allows the temporary importation of goods into countries that are part of the ATA Carnet system (the EU and 40+ additional countries) and avoids you having to pay unnecessary taxes or duties.

ATA Carnets cover all goods that are leaving the UK and returning within a 12-month period. They do not cover consumable goods (oil, fluids) that will be used while out of the country or items that will not be returning to the UK.

The ATA Carnet simplifies the customs procedure into a single document and makes the border process much quicker and easier to handle. To avoid unnecessary border delays, customs checks and possible refusal to pass the border, the carnet should be acquired in advance of travel.

- **ATA Carnets** – If the motorcycles are intended to take part in an official event such as trade fair, exhibition or racing, then an ATA Carnet can be used. It is valid for one year and allows for movement of the goods shown on the Carnet as many times as required during the 12 months to any of the destinations applied for. Find out [how to apply](#)
- Multiple motorcycles can be entered into a single ATA Carnet
- In the UK, ATA Carnets are administered by the Chambers of Commerce and Industry. The use of an ATA Carnet is nominally optional, and a commercial decision depending on an individual/ business's specific circumstances.
- An ATA Carnet is also subject to an issuing cost, therefore it is advisable to contact the London Chamber of Commerce and Industry directly to discuss particular needs, or consult their websites for further information <https://www.londonchamber.co.uk/export-documents/ata-carnet>. The Auto Cycle Union offer an ATA Carnet service for their members here: <https://www.acu.org.uk/news/2022/01/acu-discounted-ata-carnet-for-movement-of-motorcycle/>
- More for commercial operators: If goods covered under an ATA Carnet are moving through ports using [Goods Vehicle Movement Service \(GVMS\)](#), an ATA Carnet reference number will need to be included in a Goods Movement Record (GMR) in the GVMS.

General Additional Notes about Border Protocols

- If personal items are not moving as freight, usually they wouldn't need a Goods Movement Reference (GMR). Please see the guidance below on this:
- If you're travelling on a ferry crossing, the ferry operator may ask you to confirm that you do not need a GMR.
- <https://www.gov.uk/guidance/check-how-to-declare-personal-goods-you-bring-into-or-take-out-of-the-uk>
- If you've checked this linked guide and are eligible to make your declaration orally or by conduct, you will not need a GMR for your journey. You may be asked to confirm this by agreeing with a statement such as:
- *'I have read the GOV.UK guidance 'Check how to declare personal goods you bring into or take out of the UK' and I confirm I am not carrying commercial or chargeable goods which are subject to import or export customs declarations'.*
- **Not all locations can allow oral or by conduct declarations, you should check ahead with the location you are moving through if you want to declare goods in this way and the port you intend to enter and ask them if you can proceed by oral or by conduct declaration.**

It is the responsibility of all travellers/tourists to read and understand the most up to date guidance available on [gov.uk](https://www.gov.uk), ec.europa.eu and ferry operators.

This document is general advice only. It is not official guidance. The National Motorcyclists Council does not operate a borders advisory service, so please check with the relevant authorities if you have any queries.

We would be very grateful if people could advise us about any experiences that they have which are problematical. The NMC is in regular contact with the Cabinet Office on this issue and they are keen to hear about rider experiences as part of their ongoing dialogue with EU Member State authorities.

Version 1 – November 2022

Appendix One:

Article 163

Application for an authorisation based on a customs declaration

(Articles 6(1), 6(2), 6(3)(a) and 211(1) of the Code)

1. A customs declaration shall, provided that it is supplemented by additional data elements as laid down in Annex A, be considered an application for an authorisation in any of the following cases:

- (a) where goods are to be placed under the temporary admission procedure, unless the customs authorities require a formal application in cases covered by Article 236(b);
- (b) where goods are to be placed under the end-use procedure and the applicant intends to wholly assign the goods to the prescribed end-use;
- (c) where goods other than those listed in Annex 71-02 are to be placed under the inward processing procedure;
- (d) where goods other than those listed in Annex 71-02 are to be placed under the outward processing procedure;
- (e) where an authorisation for the use of the outward processing procedure has been granted and replacement products are to be released for free circulation using the standard exchange system, which is not covered by that authorisation;
- (f) where processed products are to be released for free circulation after outward processing and the processing operation concerns goods of a non-commercial nature.

2. Paragraph 1 shall not apply in any of the following cases:

- (a) simplified declaration;
- (b) centralised clearance;
- (c) entry in the declarant's records;
- (d) where an authorisation other than for temporary admission involving more than one Member State is applied for;
- (e) where the use of equivalent goods is applied for in accordance with Article 223 of the Code;
- (f) where the competent customs authority informs the declarant that an examination of the economic conditions is required in accordance with Article 211(6) of the Code;
- (g) where Article 167(1)(f) applies;
- (h) where a retroactive authorisation in accordance with Article 211(2) of the Code is applied for, except in cases referred to in paragraph 1(e) or (f) of this Article.

3. Where the customs authorities consider that the placement of means of transport or spare parts, accessories and equipment for means of transport under the temporary admission procedure would entail a serious risk of non-compliance with one of the obligations laid down in the customs legislation, the customs declaration referred to in paragraph 1 shall not be made

orally or in accordance with Article 141. In that case the customs authorities shall inform the declarant thereof without delay after the presentation of goods to customs.

4. The obligation to provide additional data elements referred to in paragraph 1 shall not apply in cases involving any of the following types of declarations:

(a) customs declarations for release for free circulation made orally in accordance with Article 135;

(b) customs declarations for temporary admission or re-export declarations made orally in accordance with Article 136;

(c) customs declarations for temporary admission or re-export declarations in accordance with Article 139 deemed to be made in accordance with Article 141.

5. ATA and CPD carnets shall be considered applications for an authorisation for temporary admission where they fulfil all of the following conditions:

(a) the carnet has been issued in a contracting party to the ATA Convention or Istanbul Convention and endorsed and guaranteed by an association forming part of a guaranteeing chain as defined in Article 1(d) of Annex A to the Istanbul Convention;

(b) the carnet relates to goods and uses covered by the Convention under which it was issued;

(c) the carnet is certified by the customs authorities;

(d) the carnet is valid throughout the customs territory of the Union.

Article 164

Application for renewal or amendment of an authorisation

(Article 6(3)(a) of the Code)

The customs authorities may allow an application for renewal or amendment of an authorisation referred to in Article 211(1) of the Code to be submitted in a written form.

Article 165

Supporting document for an oral customs declaration for temporary admission

(Articles 6(2), 6(3)(a) and 211(1) of the Code)

Where an oral customs declaration is considered an application for an authorisation for temporary admission in accordance with 163, the declarant shall present a supporting document as set out in Annex 71-01.

ANNEX 71-01 Supporting document where goods are declared orally for temporary admission



European Union
Temporary Admission
Supporting document for an oral customs declaration
(Article 165 of the Union Customs Code Delegated Act)

Original For the customs office of placement	1 Declarant/holder of the authorisation <i>(name and address)</i>		
	2 Goods to be placed under temporary admission		
	Trade/technical description	Quantity	Value (and currency)
	a)		
	b)		
	c)		
	d)		
e)			
3 Place of use and kind of use of the goods and means of identifying them			
4 Period for discharge and customs office(s) of discharge			
5 Additional information			
6 Date	Name	Signature	

FOR CUSTOMS USE ONLY

Remarks of the customs office of placement			
Period for discharge	Date of release of goods	Relevant Article of UCC DA	
Means of identification			
Customs office(s) of discharge			
Other remarks			
Date	Name	Signature	Stamp/Address
Remarks of the customs office of discharge			
The goods have been re-exported on:			
Customs office of placement has been informed about the discharge on:			
Other remarks:			
Date	Name	Signature	Stamp/Address



European Union
Temporary Admission
Supporting document for an oral customs declaration
(Article 165 of the Union Customs Code Delegated Act)

Copy For the holder of the authorisation	1 Declarant/holder of the authorisation <i>(name and address)</i>		
	2 Goods to be placed under temporary admission		
	Trade/technical description	Quantity	Value (and currency)
	a)		
	b)		
	c)		
	d)		
e)			
3 Place of use and kind of use of the goods and means of identifying them			
4 Period for discharge and customs office(s) of discharge			
5 Additional information			
6 Date	Name	Signature	

FOR CUSTOMS USE ONLY

Remarks of the customs office of placement		
Period for discharge	Date of release of goods	Relevant Article of UCC DA
Means of identification		
Customs office(s) of discharge		
Other remarks		
Date	Name	Signature
		Stamp/Address
Remarks of the customs office of discharge		
The goods have been re-exported on:		
Customs office of placement has been informed about the discharge on:		
Other remarks:		
Date	Name	Signature
		Stamp/Address

Appendix 2

Example of a completed form (French). In this case a fictional journey and individual.

- One form per bike to be completed. The person carrying the bikes is the declarant.
- For question 4, we recommend that you enter more days than you actually need, this will allow for any unforeseen delays. The maximum allowable stay for your bike is six months.
- The office(s) of discharge is your exit port from the EU customs territory.

Union européenne
Admission temporaire
Document d'accompagnement d'une déclaration en douane verbale
(article 165 de l'acte délégué relatif au code des douanes de l'Union)

Copie pour le titulaire de l'autorisation	1 Déclarant/titulaire de l'autorisation (nom et adresse) <i>JOE SMITH, 5 THE STREET, THE TOWN, ZZ18 6XX</i>		
	2 Marchandises destinées à être placées sous le régime de l'admission temporaire		
	Désignation commerciale et/ou technique	Quantité	Valeur (et monnaie)
	a) <i>MOTORCYCLE</i>	<i>1</i>	<i>£5,000</i>
	b)		
	c)		
d)			
e)			
3 Lieu d'utilisation et type d'utilisation des marchandises et moyens de les identifier <i>EU, TOURISM, NUMBER PLATE - ZZ88 XYZ</i>			
4 Délai d'apurement et bureau(x) de douane d'apurement <i>(06/07/2023 - 31/07/2023) 26 DAYS, CALAIS.</i>			
5 Informations complémentaires			
6 Date	Nom	Signature	
<i>05/07/2023</i>	<i>JOE SMITH</i>	<i>[Signature]</i>	

RÉSERVÉ À L'USAGE DE L'ADMINISTRATION

Observations du bureau de douane de placement			
Délai d'apurement	Date de la mainlevée des marchandises	Article correspondant de l'AD CDU	
Moyens d'identification			
Bureau(x) de douane d'apurement			
Autres observations			
Date	Nom	Signature	Cachet/adresse
Observations du bureau de douane d'apurement			
Les marchandises ont été réexportées le:			
Le bureau de douane de placement a été informé de l'apurement le:			
Autres observations:			
Date	Nom	Signature	Cachet/Adresse