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# Movements between GB and EU - Safety and Security Requirements

Exit Summary Declaration information

Entry Summary Declaration information

# Introduction to Safety and Security

What we will cover:

- **Safety & Security requirements** when you're **exporting** goods in RoRo vehicles from Great Britain to the EU which require an Exit Summary declaration (EXS) to be submitted from **1<sup>st</sup> October 2021**.
- **Safety & Security requirements** when you're **exporting** empty pallets, containers and vehicles under transport contract from Great Britain to the EU which require an Exit Summary declaration (EXS) to be submitted from **1<sup>st</sup> October 2021**.
- **Safety & Security requirements** when you're **importing** goods from the EU into Great Britain which require an Entry Summary declaration (ENS) to be submitted from **1<sup>st</sup> January 2022**.



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# Exports – Exit Summary (EXS) Declaration Requirements

We will cover the following in this presentation:

- EXS overview
- Who is responsible for submitting the EXS
- Which HMRC system you will use and how to access it
- Which EXS process to follow
- Timing deadlines for submitting the EXS
- EXS waivers explained



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# EXS overview

- The Safety & Security requirements for an export out of the UK\* are 'usually' met by the safety and security information being entered into a combined customs export/safety and security declaration.
- EXS requirements have been in place for UK to Rest of World movements since 2011.
- A standalone EXS is not common but may be needed in cases where there is no requirement to submit any customs (fiscal) information, such as:-
  - Empty pallets, containers, vehicles being moved under a transport contract
  - Goods which have remained in temporary storage for more than 14 days
  - Goods which have remained in temporary storage for less than 14 days but the import ENS details are unknown or the destination consignee has changed
  - Goods being moved under transit using either a Transit Accompanying Document (TAD) or a Transit Security Accompanying Document (TSAD).

\*You do not need to submit safety and security export declarations for goods moving from Great Britain to Northern Ireland



# Who is responsible

- In the circumstance where a combined export/safety and security declaration is not appropriate and an EXS is required, the party responsible for ensuring safety and security information is submitted, is the 'active means of transport'.
- **RoRo accompanied** - Haulier or Haulage company that is contracted to drive the goods from A to B.
- **RoRo unaccompanied** - Ferry operator
- **Air** - Air carrier or air cargo operator
- **Rail** - Rail Freight operator
- **Deep Sea maritime** - Vessel operator
- You can instruct someone else to do this for you, such as someone within your supply chain, or a third-party representative like a customs intermediary.
- You will retain overall responsibility for making sure the declaration gets submitted so you will need to make sure this is covered within your commercial terms and conditions.
- If the third-party takes on the responsibility of submitting the EXS, then the content, accuracy and completeness of the EXS filing, is the third-party's responsibility.



# Which HMRC system to use and how to access it

Export declarations, including **EXS** declarations, are made on the HMRC Customs Handling of Import and Export Freight (CHIEF) based National Export System (NES). There are a number of ways in which you can do this.

If you're making the declaration yourself you'll need:-

- Access to CHIEF
  - You'll need to [apply to HMRC for access to CHIEF](#)
- Software that can submit declarations (available from [software developers providing customs declaration software](#)); or, to be [registered for the National Export System \(NES\)](#)
- You can use the NES to send declarations via:-
  - Web
  - Email
  - XML; or,
  - Community Systems Providers.
- [Community Systems Providers](#) run the major inventory-controlled ports around the UK. You can access the system indirectly through a Community Systems Provider using your own software or software provided by an independent software company.
- Alternatively, you can arrange for a third-party with CHIEF access to submit the declaration on your behalf.
- You can use [HMRC's checking process](#) to see what you need to do including further information and help around the steps mentioned above.



# Which EXS Process to follow

There are different processes to follow depending on **how** and **where** you move your goods or empties out of GB. *The term 'empties' refers to empty pallets, containers or vehicles.*

Submit a 'standard' EXS if:-

- you are exporting goods or empties from GB to the EU **by any transport mode**, via an **inventory linked location**; or,
- you are exporting goods or empties from GB to the EU **by any transport mode other than RoRo**, via a **non-inventory linked location**.

For this standard process, you should submit the EXS (you may notice it is called an IEXS) in the CHIEF system and you will need to enter the Customs Procedure Code (CPC) **10 00 046**.

There are certain data fields you need to complete and these can be found in the Business Requirements document V3.0.

Once the EXS is accepted, you will be issued with a Movement Reference Number (MRN). CHIEF will automatically assign a Declaration Unique Consignment Reference (DUCR) if you do not create your own.

The MRN and DUCR from the EXS declaration will need to be added to a Goods Movement Reference (GMR) if the Goods Vehicle Movement Service (GVMS) is being used.

You then need to 'present' your goods or empties to a customs Office of Export (OofE) and gain Permission to Progress (P2P). You can use the MRN or DUCR of the EXS declaration for the presentation.



# Which EXS Process to follow

At the departure frontier location, the EXS must be 'arrived' on CHIEF and this will be carried out by someone at the location who is an approved 'loader'. This may be :-

- a Port Operator, via an Inventory linked system
- a Port Operator, directly into CHIEF if they hold an approved 'loader' badge.

At non-inventory linked locations, if CHIEF arrival facilities are not available, the approved 'loader' can request HMRC input the 'arrival' status on the system by submitting the form C1601 to the National Clearance Hub (NCH)

When the arrival has been notified, CHIEF will complete a final risk analysis and inform the outcome of either clearance to depart (also referred to as Permission to Progress) or requesting further documentary or physical customs checks.

Once these checks are satisfied and CHIEF has been updated by HMG, the declarant will receive notification to indicate the goods can be shipped.

For accompanied movements, the haulier must present the GMR to the carrier for validation. Once validation has been completed the carrier can allow the haulier to embark.

When the goods have left the GB port, a 'departure' notification must be submitted in CHIEF and this will enable customs to further process the UCR.

At non-inventory linked locations, if CHIEF departure facilities are not available, the approved 'loader' can request HMRC input the 'departure' status on the system by submitting the form C1602 to the National Clearance Hub (NCH)





# Which EXS Process to follow ... GVMS key note

Some locations will be using the Goods Vehicle Movement Service (GVMS) as their chosen Customs Control Model and GVMS is already used for imports into GB when goods are moving under the Common Transit Convention (CTC) procedure.

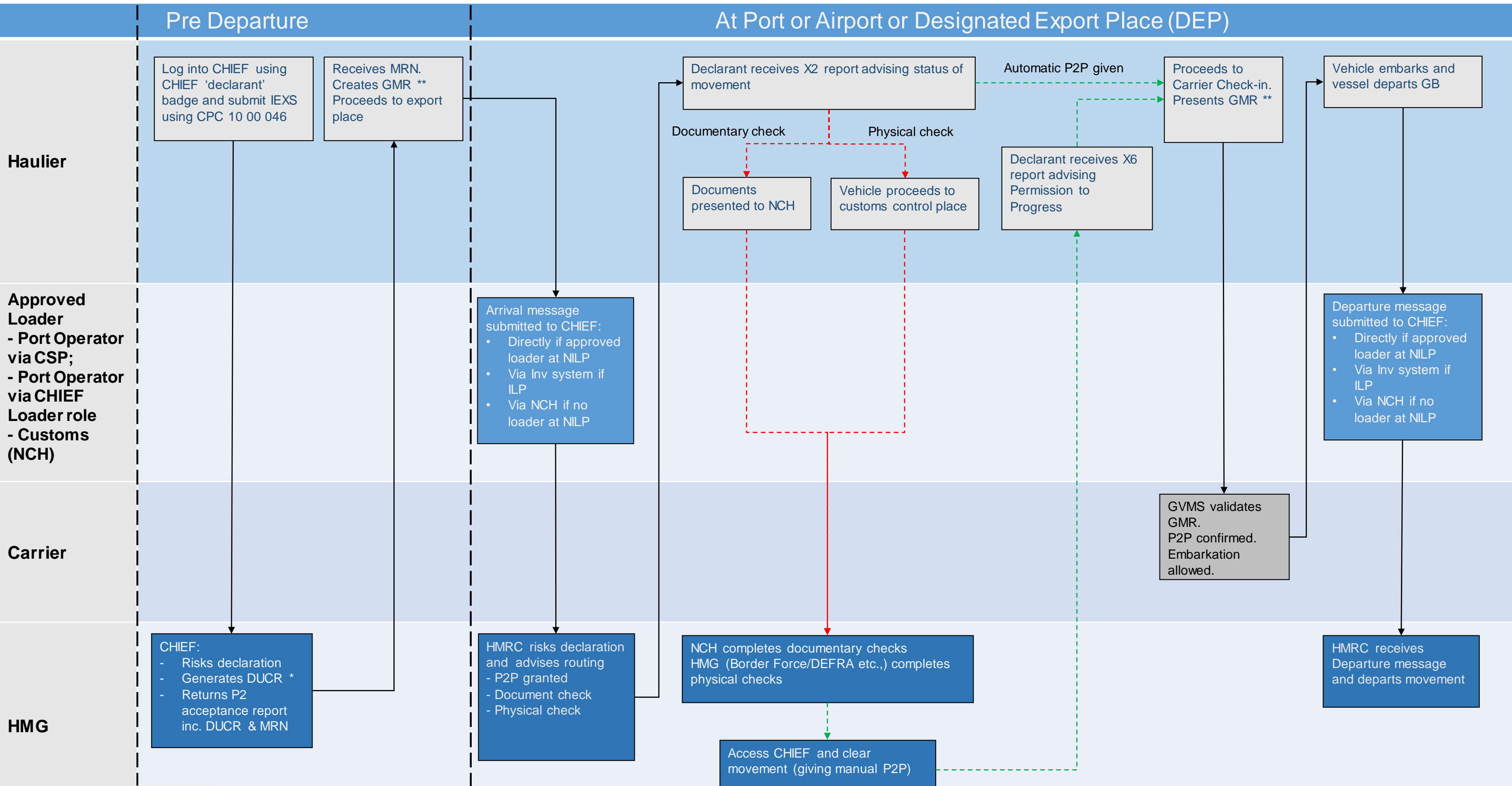
Currently, GVMS is not required to be used for exports out of GB but this [will be required from 1<sup>st</sup> January 2022](#).

From 1 January 2022, within the process outlined on the previous slides, once you have received the EXS MRN and DUCR, you will need to make sure you add them to the Goods Movement Reference (GMR).

You can create a GMR [up to 28 days](#) before the movement commences.

If you have already created your GMR so you can simply add the EXS MRN and DUCR to the existing GMR when you get them.





\* If not already created  
 \*\* from 01/01/22

# Which EXS Process to follow

Some ports lack the physical space to conduct customs checks within the location, therefore some locations are operating with Inland Border Facilities and will require an 'arrived' declaration to be submitted.

Submit an 'arrived' EXS (using the Full Declaration type) if:-

- you are exporting goods or empties from GB to the EU by RoRo, via a non-inventory linked location; or,
- you are exporting goods or empties from GB to the EU by any transport mode via Dover, Holyhead or the Eurotunnel.

For this 'arrived' EXS process, you should submit the Export Full Declaration (EFD) in the CHIEF system and you will need to enter the Customs Procedure Code (CPC) 10 00 056.

You will need to declare the declaration type (Box 1) as 'EXA'

There are certain data fields you need to complete and these can be found in the Business Requirements document V3.0.

Once the EXS is accepted, you will be issued with a Movement Reference Number (MRN).

The declarant will be notified by CHIEF whether Permission to Progress (P2P) has been given or if further checks are required.



# Which EXS Process to follow

You should not proceed to the border location until P2P is received, or you are asked to do so.

Because the EXS is submitted as 'arrived' you **do not** need to submit a separate 'arrival' notification into CHIEF

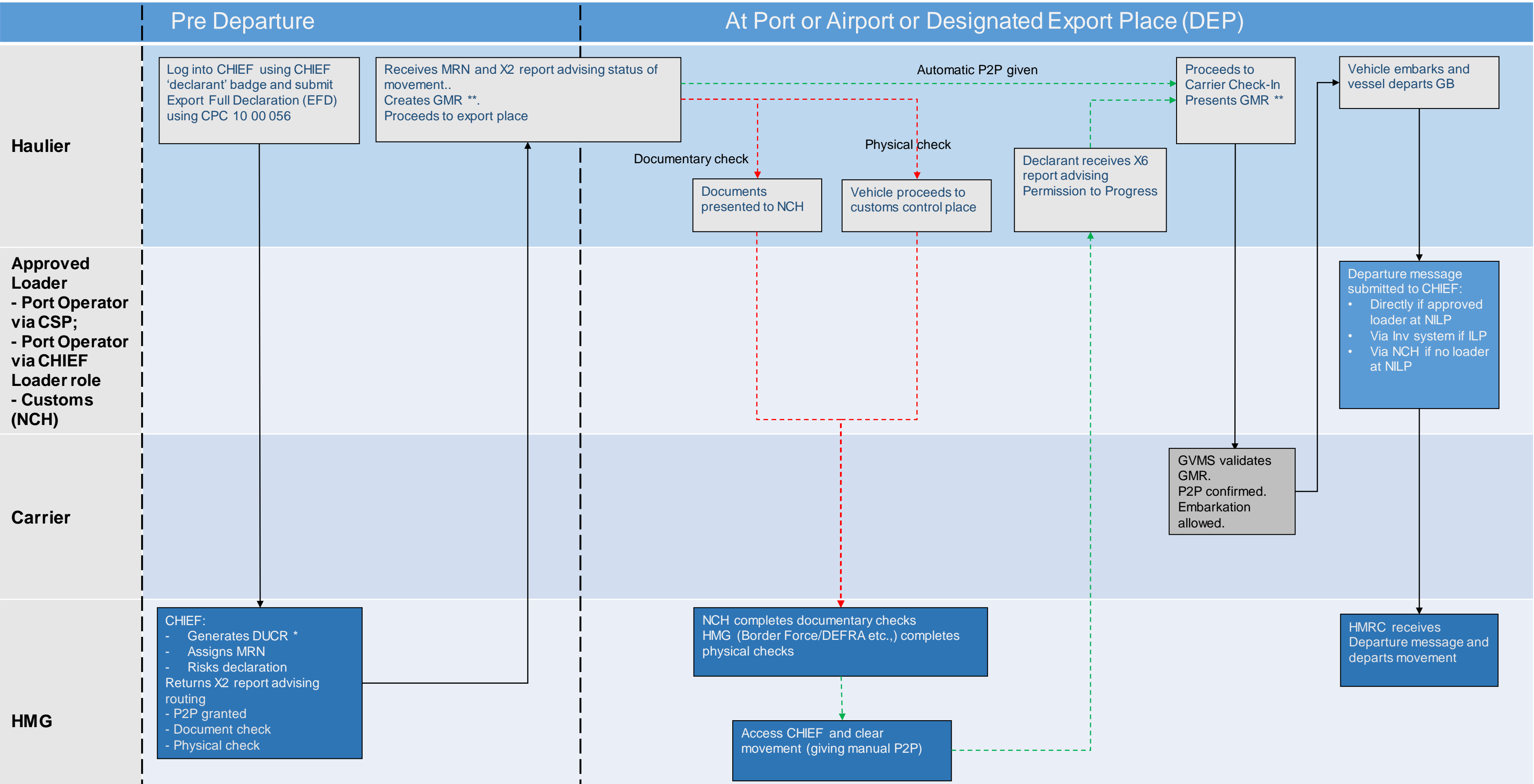
At non-inventory linked locations, with no CHIEF facilities, submitting the 'arrived' EXS means that **it is not necessary** to ask the National Clearance Hub (NCH) to submit an arrival notification on the loaders' behalf.

Once P2P is received you can proceed to the port of exit and depart GB.

Once the goods have left the GB port, a 'departure' notification must be submitted in CHIEF and this will enable customs to further process the UCR.

At non-inventory linked locations, if CHIEF departure facilities are not available, the approved 'loader' can request HMRC input the 'departure' status on the system by submitting the form C1602 to the National Clearance Hub (NCH)





\* If not already created  
 \*\* from 01/01/22

# Timelines for submitting the Exit Summary declaration (EXS)

- You must present your EXS to customs before export so that it can be risk assessed.
- Safety and security information must be submitted a specific number of hours in advance of the movement leaving a UK port. The way the goods, empty containers, pallets or vehicles are transported affects how far in advance the information must be provided.
- The table below shows the timelines:-

| How you're shipping your goods          | When to submit  |
|---|---|
| Maritime 'deep sea' containerised cargo | At least 24 hours before loading                            |
| Short sea voyages                       | at least 2 hours before leaving the port                    |
| Air traffic                             | at least 30 minutes before departure from airport           |
| Rail traffic                            | at least 2 hours before the goods leave the Union territory |
| Road traffic and inland waterways       | at least 1 hour before departure                            |



- You can amend export safety and security declarations after the initial submission if certain information changes, such as the ferry company used, or the time of arrival.
- You can only make an amendment up until the point of customs clearance.



# EXS temporary waivers

From 1<sup>st</sup> January 2021 Export safety & security requirements were introduced for goods being moved from GB to the EU.

- These were the same requirements that already applied to exports from GB to RoW.

A temporary waiver was introduced for two categories on 1 January:-

- Empty containers, pallets and vehicles being moved under a transport contract to the EU; and
- movements of goods in RoRo vehicles where there is a requirement for an exit summary declaration.

These waivers were due to expire on 31 March 2021. However, to help businesses focus on their recovery from Covid-19 and to give them more time to prepare for the new border requirements, the Government is extending the temporary waiver until 30 September 2021.

This means that :-

- RoRo movements that would otherwise require an EXS; and,
- Empty pallets, containers and vehicles that are being moved to EU under a transport contract (or to any other country for which these declarations were not required before Exit day, e.g. Norway)

are temporarily exempt from the requirement for an EXS under the above waiver until **1 October 2021**.

Empty pallets, containers and vehicles that are not being moved under a transport contract are already exempt from S&S declarations.

- This is permanent, retained from the Union Customs Code.

Empty pallets, containers and vehicles that are being moved to RoW under a transport contract already have to submit EXS declarations (and this has been the case since before 1 January 2021).



# Imports – ENS Requirements for 1<sup>st</sup> January 2022

We will cover the following in this presentation:

- **Who** is responsible for submitting the ENS – and who else can do it
- Which HMRC service you will use and how to access it
- Timing deadlines for submitting the ENS
- **What** data do you need
- Making an amendment
- What happens after submission
- Links to guidance





# Who is responsible..... And who else can do it

- The party responsible for ensuring safety and security information is submitted, is the 'active means of transport'.
- For **RoRo accompanied** goods, moving from the EU to Great Britain, the responsible party is the Haulier or Haulage company that is contracted to drive the goods from A to B.
- For **RoRo unaccompanied** goods, the responsible party is the Ferry operator.
- You can instruct someone else to do this for you, such as someone within your supply chain, or a third-party representative like a customs intermediary.
- You will retain overall responsibility for making sure the declaration gets submitted so you will need to make sure this is covered within your commercial terms and conditions.
- If the third-party takes on the responsibility of submitting the ENS, then the content, accuracy and completeness of the ENS filing, is the third-party's responsibility.



# Which HMRC service you will need to use

## EU to Great Britain imports

- From 1<sup>st</sup> January 2022, ENS declarations are required to be submitted via the **S&S GB service**. This service is used only for goods moving into Great Britain. Wherever possible we will encourage industry partners and provide support to enable submission of ENS declarations for these movements **before** 1st January 2022.
- You will need a GB EORI number to be able to submit your Safety & Security information into **S&S GB**.



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# How to access the S&S GB service

## S&S GB service

- You will need to register for **S&S GB** and then you can access the service through either:-
  - **Third-party software** – You need to purchase compatible software from software developers. You can find out which software developers provide safety and security support on the link included in Appendix 1.
    - You'll also need a Government Gateway user ID and password.
  - **Community System Providers**



# Timelines for submitting the Entry Summary declaration (ENS)

- The legislation requires that an electronic ENS must be lodged before arrival in Great Britain. Additionally, in the case of maritime deep-sea containerised shipments, before loading onto the vessel.
- The minimum time limits for submitting an ENS to S&S GB are as follows:-

| How you're shipping your goods                   | When to submit  |
|--|---|
| Maritime containerised cargo                     | at least 24 hours before loading at the port of departure |
| Maritime bulk or break bulk cargo                | at least 4 hours before arrival                           |
| Short sea voyages                                | at least 2 hours before arrival                           |
| Short-haul flights – less than 4 hours' duration | at the time of actual take-off                            |
| Long-haul flights                                | at least 4 hours before arrival                           |
| Rail and inland waterways                        | at least 2 hours before arrival                           |
| Road traffic                                     | at least 1 hour before arrival                            |



- If you're using Goods Vehicle Movement Service, the Entry Summary declaration will need to be submitted at the earliest of either:
  - by the minimum timing requirement
  - before check-in closes
- This is to allow for the Movement Reference Number from the Entry Summary declaration to be recorded in the Goods Movement Reference, which will be validated by the carrier at check in.



# Entry Summary Declaration – What data do you need ?

- There are a number of pieces of information you need to provide. There is a data table within the Business Requirements Document which details all the required data items, but some of the most important ones are as follows:-
- **Consignor/Consignee** - Safety and Security declarations should provide information on Consignor (this could also be information on the Seller), and Consignee (this could also be information on the Buyer), at the lowest level of the Bill of Lading or Air Waybill. This should be in the form of the valid EORI number or company name and full address details.
  - **To Note: If the ENS relates to a GB import and the Buyer/Seller EORI's are an EU EORI, then the Name and Address details are mandatory**
- **Carrier** – This will normally be entered into the 'Person Lodging' field and for **S&S GB**, it can only be a GB EORI.
  - For S&S GB if the carrier has passed the submission of the ENS to a representative and the carrier EORI is an EU EORI, then the carrier Name and Address details are mandatory.
- **Goods Description or Commodity Code** – This can be *either* the goods description *or* the Commodity Code.
  - This has to be clear, plain language descriptions to enable customs to identify the goods.
  - General terms like 'consolidated', 'general cargo' or 'parts' **cannot** be accepted
- **Date and time of arrival** – This must be the local time (GMT)
  - This should be the *scheduled* date and time of arrival which is a static reference point. It is the scheduled date and time of arrival at the first port (Sea), border post (land) or airport (air).



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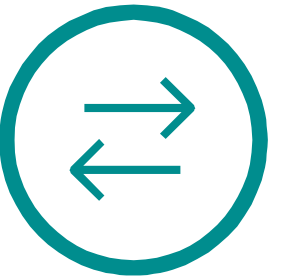
# Making an Amendment

- The legal requirement is that the ENS is complete and accurate.
- We understand some things might change – like a different crossing time for example.
- You **should not** attempt to amend details such as:-
  - the person lodging the ENS;
  - the representative
- An amendment can only be made by the person who lodged the original ENS.
- An amendment can only be made up until the point the goods arrive at the OoFE (such as the Port, land border, inland rail terminal or airport)
  - Risk analysis is performed on each ENS and therefore where an amendment is made, risk analysis is performed again. This will have an impact on the release of the goods where the amendment is made so shortly before arrival.
- An amendment contains all the data of the original ENS plus any amendment made and overwrites the first entry.



# What happens after submission

- Information in the ENS, submitted to the S&S GB service is subjected to various levels of validation.
- This is done on the structure and content of the information.
- Once the declaration is accepted, a Movement Reference Number (MRN) is issued.
- In **S&S GB**, the MRN is sent only to the person submitting the ENS.
- Once the ENS has been validated, accepted and an MRN issued it will be risk assessed against a set of risk rules.
- The results of the risk assessment are used by Border Force to:
  - Identify shipments they wish to prevent being loaded onto the vessel entering Great Britain;
  - Identify imports they may wish to control on entering Great Britain
- The MRN is required to be included in a GMR for ports using the GVMS model.



# Goods moving from EU to GB – process example

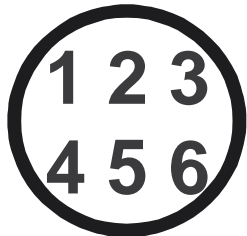


Carrier decides how they will complete the ENS:

- CSP
- 3<sup>rd</sup> party software
- Nominate a representative i.e. customer or intermediary



Carrier retrieves all required goods information from customer in advance of the movement.



Carrier completes and submits ENS once all goods information and journey details are known.



S&S GB validates the ENS submission and, when accepted, will issue a Movement Reference Number (MRN) back to the Carrier.



The Carrier includes the ENS MRN in the Goods Movement Reference (GMR) before they can check in at the port.



The goods continue on their journey.



The Carrier will be notified by Border Force officers if they want to inspect the goods on arrival in GB.



The Carrier has the opportunity to make an amendment if the crossing details are different, or if the goods details have changed.



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# Appendix 1 – Useful Links

## ENS

- [Get an EORI number - GOV.UK \(www.gov.uk\)](https://www.gov.uk)
- [Software developers providing entry summary declaration support - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

## EXS

- [Find out when to make an exit summary declaration - GOV.UK \(www.gov.uk\)](https://www.gov.uk)
- [Apply to access Customs Handling of Import and Export Freight \(C1800\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk)
- [Software developers providing customs declaration software - GOV.UK \(www.gov.uk\)](https://www.gov.uk)
- [Search the register of customs agents and fast parcel operators - GOV.UK \(www.gov.uk\)](https://www.gov.uk)
- [Register for the National Export System to make an export declaration - GOV.UK \(www.gov.uk\)](https://www.gov.uk)
  
- [CHIEF: trade and commercial contacts for Community System Providers - GOV.UK \(www.gov.uk\)](https://www.gov.uk)
- [Check if you need to declare goods you bring into or take out of the UK - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

