Freight Engagement and
Data Acquisition Team
(FEDAT)

Border Force

Safety & Security Data Compliance

Data Requirements and Data Quality – March 2025 (BIFA)

V1.0 Final

Safety & Security Data Quality – Road haulage sector

Border Force

➢ Safety and Security regulations mandate pre-arrival information for all consignments entering Great Britain (including Remain on Board goods). Accurate Safety & Security declarations are a critical part of Border Force's frontier risk assessment.

➢ Rest of World traffic has been required to submit Entry Summary declarations since 2011 and this has produced significant security benefits in terms of seizures. Whilst still early days with EU traffic, Safety & Security is starting to yield positive results.

➢ FEDAT have developed tools to monitor compliance with the S&S requirements and are identifying those road haulage movements without a valid Safety & Security declaration.

➢ Not all carriers/hauliers are meeting their legal requirement to submit a Safety & Security declaration.

Compliance activity

➢ All hauliers and intermediaries registered for GVMS have received a reminder of their obligations around Safety & Security and advised to take appropriate steps to be compliant if they have not already done so.

➢ 1000 plus hauliers are being contacted this week with instructions to take immediate steps to be compliant. This process will continue until all hauliers are meeting their legal obligations to submit Safety & Security declarations.

➢ As previously advised the compliance process:
   o Alert
   o Education
   o Repercussion

➢ Those hauliers failing to take appropriate action to be compliant will be subject to compliance action.

Safety & Security Data Quality – Road haulage sector

Border Force acknowledge those carriers and intermediaries who are engaging with this new process and seeking to get things right. Border Force is an intelligence led organisation and data accuracy is critical element of that approach enabling both improved security and the facilitation of legitimate traffic.

Border Force are responsible for the implementation of the Safety & Security compliance strategy. Several common data accuracy issues have been identified across the road haulage industry. Each carrier or intermediary should review their declarations to ensure that you are not replicating any of these common areas.

Common errors impacting data accuracy in the road haulage industry:

1. Identity of means of transport crossing the border

2. Container or Trailer Number

3. Mode of Transport at the Border

4. Place of Loading

5. Place of Unloading

6. Goods Description

7. Countries of routing

8. Expected date and Time of arrival at customs office of first entry

9. Notify Party

1 - Identity of means of transport crossing the border

Common non-compliant behaviour

➢ Use of holding or null values instead of the correct Vehicle Registration Number (VRN), or IMO ship identification number, i.e. TRAILER, TRUCK for RoRo or 11111111 for Maritime.
➢ Entering of the Trailer Registration Number (TRN) in this field rather than in the correct field.
➢ Entering both the VRN and TRN in this field.
➢ Non-provision of the VRN when Driver accompanied.
➢ Inclusion of spaces and special characters, including nationality prefix.

Expected behaviour

➢ For accompanied roll-on roll-off, the **Vehicle Registration Number.**
➢ For Road (Channel Tunnel), the **Vehicle Registration Number.**.
➢ For unaccompanied roll-on roll-off, the **IMO ship identification number** to be included.

➢ These should be entered with no spaces or special characters.

2 - Container or Trailer number:

Common non-compliant behaviour

- ➢ Use of holding or null values, i.e. TRAILER instead of the correct TRN.
- ➢ Failure to provide a container or trailer number.

Expected behaviour

- ➢ **This field must be provided when containers or trailers are being moved**. If a container is being moved on a trailer then the container number should be entered into this field in preference to the registered trailer number. The unique Container or trailer number (letters or numbers) which identifies the container/trailer is to be entered.
- ➢ However, where multiple consignments are carried in a single container provision of Marks and Numbers will assist identification of the relevant cargo and minimise delays.
- ➢ In particular this must be provided for Maritime Containers, Road (Channel Tunnel), Accompanied RoRo, and Unaccompanied RoRo. **The Trailer number provided should be the trailer number registered with the respective national authority in the country of registration**. (Refer to Trailer Registration Tab for details of your respective national registration schemes).
- ➢ These should be entered with no spaces or special characters.

3 - Mode of Transport at the border

Common non-compliant behaviour

- Use of incorrect modal code, i.e.;
    - Use of modal code 3 (Channel Tunnel) by Roll-on, Roll-off traffic.
    - Use of Modal code 1 (Maritime) by Roll-on, Roll-off traffic.
    - Incorrect use of Modal code 10 & 11 for Roll-on, Roll-off traffic.
    - Use of modal code 4 (Air) road flights

Expected behaviour

- **1 - Maritime**
- **2 - Rail**
- **3 - Road (Channel Tunnel)**
- **4 - Air**
- **10 - Roll-on Roll-off - Driver accompanied**
- **11 - Roll-on Roll-off - Unaccompanied**

4 - Place of loading

Common non-compliant behaviour

- ➤ Specifically with road haulage traffic which is driver accompanied.
    - ➤ Provision of the Nationality code and the name of the port.
    - ➤ Provision of the Nationality code and name of the town.
    - ➤ Provision of the Nationality code and name of the warehouse.

Expected behaviour

- ➤ For **unaccompanied goods** the place of loading will be the port of departure. The first 2 digits of the place of loading shall be the Country Code from the code list, detailing the country where the goods were loaded onto the means of transport. (Refer to Country code tab). This should be followed by the name of seaport, airport, freight terminal, rail station or other place at which goods are loaded onto the active means of transport that will cross the border.
- ➤ For **Accompanied RoRo and Road (Channel Tunnel**) goods the place of loading is the Freight Terminal, Warehouse or Other place of loading onto the trailer/container which will be the active means of transport that will cross the border. **In these circumstances you should provide the first 2 digits of the Country code from the code list, followed by the name of the warehouse or other place and then the post code.**

5 - Place of Unloading

Common non-compliant behaviour

- ➤ Specifically with road haulage traffic which is driver accompanied.
  - o Provision of the Nationality code and the name of the port.
  - o Provision of the Nationality code and name of the town.
  - o Provision of the Nationality code and name of the warehouse.

Expected behaviour

- ➤ For **unaccompanied good**s the place of unloading will be the port of arrival. The first 2 digits of the place of unloading shall be the **Country Code from the code list**, detailing the country where the goods will be unloaded from the means of transport. (Refer to Country code tab). **This must then be followed by the name of the seaport, airport**, freight terminal, rail station or other place at which goods are unloaded from the active means of transport used for their carriage to be presented to customs.
- ➤ For **Accompanied RoRo and Road (Channel Tunnel) goods** the place of unloading is the Freight Terminal, Warehouse or Other place of unloading off the trailer/container which was the active means of transport at the border. **In these circumstances you should provide the first 2 digits of the Country Code from the Code list, followed by the name of the warehouse or other place and then the post code.**

6 - Goods description

Common non-compliant behaviour

- ➢ Use of generic goods descriptions, i.e.; parts, food, garments, textiles, chemicals, fresh goods and white goods etc.
- ➢ Descriptions not in English.
- ➢ Use of Tariff heading descriptions.
- ➢ Use of trade/parts descriptions, i.e.; 06748 HYD ST PH

Expected behaviour

- ➢ **This is a plain language description precise enough for customs to be able to identify the goods without reference to other documents/materials.**
- ➢ General terms such as "consolidated", "general cargo", "parts" or "miscellaneous" **must not be** provided. Providing an inaccurate or general description of the goods may lead to unnecessary delays, such as physical examinations of goods to ascertain their real nature.
- ➢ You should refer to the 'Unacceptable goods description' tab on the 'Entry Summary data elements' guidance on Gov.UK (Making an entry summary declaration - GOV.UK) for examples of terms that should not be included. The tariff chapter heading should not be used as a substitute for a plain language goods description.

7 – Countries of Routing

Common non-compliant behaviour

> **Countries of routing is being provided as per the transport or consolidation points rather than the journey of the goods, i.e. FR, GB.**

Expected behaviour

> You must provide, in chronological order, the countries through which the **goods are routed** between the country of original departure and the country of final destination. The countries must be entered in the appropriate country code format. (Refer to country code tab.) Please note, as this information is only collected at header level it is important that all consignments included in the declaration have followed the same routing.
> See additional guidance:SS-GB-Countries-of-Routing-Guidance.pdf

8 - Expected date and Time of arrival at customs office of first entry

Common non-compliant behaviour

➢ Use of a generic time stamp of 00:01 dd/mm/yyyy

Expected behaviour

➢ The time must be GMT.
➢ Scheduled date and time of arrival of means of transport at:
  o (Road) 'Channel Tunnel' arrival at the Eurotunnel terminal in Coquelles, France.
  o (sea, unaccompanied RoRo, and accompanied RoRo) arrival at first port

9 – Notify Party

Common non-compliant behaviour

➢ This is often not being provided even in circumstances where one would be expected. Goods being moved, especially unaccompanied will often have an agent, buyer, haulier or other interested party who should be notified of arrival.

Expected behaviour

➢ Details of the party to be notified at entry of the arrival of the goods must be provided where applicable.
➢ Where the goods are carried under a negotiable bill of lading that is 'to order blank endorsed', in which case the consignee is not mentioned and special mentions code 10600 (from code list) is entered, the Notify Party shall always be provided.
➢ The notify party address must be provided and in the following format: Name/ Company, Building Number, Street, Town, Region, Postcode, Country.
➢ If the party to be notified has an EORI or Trader Identification Number (TIN) is held, this should also be provided. If a GB EORI is provided, the name and cannot be provided.

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BIFA members General Questions on Safety & Security

Border Force

What are the exceptions to providing an Entry Summary Declaration?

Entry summary declarations are not required for movements of qualifying Northern Ireland goods from Northern Ireland to Great Britain. Some goods do not need a declaration, including:
➢ electrical energy,
➢ entering by pipeline,
➢ letters, postcards and printed material, including those on electronic media,
➢ in a travellers personal baggage (£1500),
➢ Goods declared to customs orally,
➢ postal consignments being transported under UPU convention rules.

The above list is not exhaustive. A detailed list is available at article 104 of the retained Commission Delegated Regulation (EU) 2015/2446. Safety and security declarations - Safety and security import requirements: entry summary declarations - Guidance - GOV.UK

ATA Carnets
➢goods covered by ATA or CPD carnets provided they are not carried under a transport contract.

Household removals
➢personal effects, household linen, furnishings and equipment intended for the personal use of the persons concerned or for meeting their household needs, provided that they are not carried under a transport contract;

General questions:

Is it possible to declare a groupage consignment with multiple importers on a single declaration?

S&SGB allows multiple consignments per ENS declaration, where all of the consignments have followed the same routing for their whole journey, from their country of origin to their final destination, and that all of the required details about each consignment are provided at item level (more guidance is available on countries of routing:SS-GB-Countries-of-Routing-Guidance.pdf)

Is the provision of a CMR reference number mandatory?

You must provide all the applicable international and national documents, certificates and authorisations produced in support of the declaration, including their reference numbers, such as the Bill of lading, Airway bill, CMR etc. You must identify the type of document being produced using the relevant document type code, followed by the identification number of the document. (See data elements for Safety & Security: Making an entry summary declaration - GOV.UK).

How should number of packages be declared if several goods items are included on a pallet?

Total number of packages based on the smallest external packing unit. This is the number of individual items packaged in such a way that they cannot be divided without first undoing the packing, or the number of pieces, if unpackaged.

Where several goods are included on a single pallet these must be declared at the item level with the correct number of packages relating to each goods.

General questions:

Border Force

Who is responsible for the Entry Summary declaration?

The legal requirement to submit entry summary declarations, within the specified time limits, lies with the carrier. The carrier is the operator of the active means of transport on, or in, which the goods are brought into the customs territory.

Can an Entry Summary declaration be cancelled?

There is no cancellation message for S&S GB. However, an amendment can be made at any time up until arrival at the UK port/airport.

Does a haulier need a GB EORI?

If the haulier submits the ENS declaration, then a GB EORI is required. If the haulier uses an intermediary to submit on their behalf, then they will need to provide their details in the Carrier field.

Carrier field: This must be completed if the carrier is different from the person lodging the entry summary declaration. The person lodging the declaration must ensure they have the carrier's 'knowledge and consent' to submit the entry summary declaration on their behalf.
The true carrier address must be provided and in the following format: Name/ Company, Building Number, Street, Town, Region, Postcode, Country. If the consignor EORI or Trader Identification Number (TIN) is held, this should also be provided. If a GB EORI is provided, the name and address cannot be entered.

General questions:

Is GVMS optional for the Safety & Security MRN?

If goods are being moved into Great Britain through a port where the Goods Vehicle Movement Service is being used, the entry summary declaration movement reference numbers should be included in the goods movement reference, although this step is optional. Whilst the S&S MRN is currently optional within GVMS that position is being reviewed. The submission of an Entry Summary declaration remains mandatory.

How would we receive notification if a goods movements is identified for examination?

The notification of goods being subject to a Safety & Security check will vary across transport modes.
➢ Goods that arrive at an inventory linked port or airport: Notification of a hold will be held via the Community System Provider (CPS) inventory system.
➢ Goods arriving at a non-inventory linked RoRo port as Unaccompanied: Notification of a hold will be through the ferry company.
➢ Goods arriving at a non-inventory linked ports as Driver Accompanied will be stopped at the controls by Border Force officers in the same way that has historically happened for anti-smuggling checks.

General questions:

Who should we enter for Consignee and Consignor?

The **Consignee** (or the Buyer) is the recipient of the goods as stipulated at the lowest level of the Bill of Lading, Air Waybill, or CMR. The true Consignee must always be provided if known. When there is more than one consignee or true consignee — all must be added at item level. The true consignee address must be provided and in the following format: Name/ Company, Building Number, Street, Town, Region, Postcode, Country. If the consignee EORI or Trader Identification Number (TIN) is held, this should also be provided. If a GB EORI is provided, the name and address becomes an optional element.

The **Consignor** (or the Seller) is the party consigning the goods as stipulated at the lowest level of the Bill of Lading, Air Waybill, or CMR. The true consignor must always be provided when known. Where there is more than one consignor or true consignor — all must be added at item level. The true consignor address must be provided and in the following format: Name/ Company, Building Number, Street, Town, Region, Postcode, Country. If the consignor EORI or Trader Identification Number (TIN) is held, this should also be provided. If a GB EORI is provided, the name and address becomes an optional element.

The more precise the details provided the less likely Border Force are to request additional information and the less likely the consignment will be delayed.

Further Guidance:

Useful links:

[Making an entry summary declaration - GOV.UK](#)

[Entry summary declaration data elements for the S&S GB service](#)

[SS-GB-Countries-of-Routing-Guidance.pdf](#)