



HM Revenue
& Customs

Safety & Security

Movements from the EU to Great Britain

Effective from 1st July 2022

EU to GB Imports – Entry Summary (ENS) requirements

From 1 July 2022 you will need to provide safety and security information about goods you are bringing into Great Britain (GB) (England, Scotland and Wales) from the European Union (EU).

This presentation will cover:

- » **Who** is responsible for submitting the Entry Summary (ENS) declarations – and who else can submit them
- » Which HMRC service to use and how to access it
- » Timing deadlines for submitting the ENS
- » **What** data is needed
- » Making an amendment
- » What happens after submission



Who is responsible..... And who else can submit them

The party responsible for ensuring safety and security information is submitted, is the **operator of the 'active means of transport'**. The boxes below explain what this means for you: -

RoRo accompanied movements =
the Haulier or Haulage company that is contracted to drive the goods from A to B.

RoRo unaccompanied movements =
the Ferry Operator who runs the vessel/train that the containers/trailers have been loaded onto.

You can instruct someone else to do this for you, such as: -

- » your customer
- » someone else within your supply chain
- » a customs agent or intermediary

You will retain overall responsibility for **making sure the declaration gets submitted**. This means you need to make sure it's covered within your commercial terms and conditions.



Any third-party submitting the ENS on your behalf becomes responsible for making sure the content and accuracy of the ENS declaration is full and complete.



Which HMRC service to use and how to access it

From 1st July 2022, ENS declarations will be required to be submitted to 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 July 2022.

You will need a GB Economic Operators Registration and Identification (EORI) number to be able to submit your safety and security information into **S&S GB**



Timelines for ENS submission

The legislation requires an electronic ENS to 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 the S&S GB service 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 the Goods Vehicle Movement Service (GVMS), the Movement Reference Number (MRN) from the ENS must be recorded in the Goods Movement Reference (GMR) and validated by the carrier at check in. Therefore, the ENS declaration will need to be submitted by either: -

» the minimum timing requirement noted above; or,

» before check-in closes



Data requirements

There are a number of pieces of information you need to provide. The data table within the Safety and Security Business Requirements Document details all the required information, but some of the most important ones are here:-

Consignor/Consignee

Consignor (this could also be information on the seller) and **Consignee** (this could also be information on the buyer) Should be given at the **lowest level** of the Bill of Lading, CMR or Air Waybill. This should be a valid EORI number or company name and address details.

Note: If it is 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.

If the carrier has passed the ENS submission to a representative, and the carrier has an EU EORI, then the carrier name and address details are mandatory

Date and time of arrival

This must be the local UK time and must be the **scheduled** date and time of arrival at the first port (sea), border post (land) or airport (air) which is a static reference point.

Goods Description or Commodity Code

This can be **either** the goods description *or* the Commodity Code.

Must be clear, plain language descriptions to enable customs to identify the goods.

General terms like 'consolidated', 'general cargo' or 'parts' **cannot** be accepted



Making an amendment

You can amend an ENS declaration after it has been submitted but there are some restrictions you need to be aware of:

- » 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 Office of First Entry (such as the port, land border, inland rail terminal or airport)
- » An amendment will contain all the data of the original ENS plus any amendment made which will overwrite the first entry.
- » Risk analysis is performed on each ENS - where an amendment is made, risk analysis is performed on the whole declaration again.



You **should not** attempt to change details about

- the person lodging the ENS
- the representative



If you make an amendment very close to the arrival time in GB, **this will impact the release of goods** while they are risked again.



What happens after submission

When the ENS is submitted, the information is validated by the S&S GB service. This is to make sure the structure and content of the information is correct.

Once the declaration is accepted, a Movement Reference Number (MRN) is issued to the person who submitted the ENS.

After the MRN has been issued, the declaration will then 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



If the movement is coming into a border location in GB that uses the Goods Vehicle Movement Service (GVMS) for customs control, the MRN from the ENS declaration must be entered into the Goods Movement Reference (GMR) before you can check-in, in the EU.



Simple journey – Process example



Haulier/Carrier decides how they will complete the ENS:

- CSP
- Third party software
- Nominate a representative i.e. customer or intermediary



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



Haulier/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 Haulier/Carrier.



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



The Haulier/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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