

Safety and Security (S&S) import declarations – FAQs

Contents

End of the EU waiver	1
What information is required (including the reduced dataset)?	2
Submitting ENS declarations.....	3
Responsibilities for submitting ENS declarations.....	4
Timing requirements / amendments	5
When are ENS declarations required?.....	5

End of the EU waiver

Why are you delaying the introduction of S&S declaration requirements for EU imports?

- We have been working closely with Ministers to review plans for the introduction of Safety & Security declarations for EU imports, as well as listening to industry about the time it will take them to prepare.

Why are S&S declarations on EU imports needed if you've managed without them for this long?

- Those who export from Great Britain, or import from Rest of World, are already required to make S&S declarations. The Government introduced a temporary waiver on S&S declarations for EU imports into Great Britain due to concerns about trader burdens, lack of trader readiness, and potential disruption exacerbated by COVID-19.
- Border Force already have robust anti-smuggling measures in place. The introduction of Safety & Security declarations on EU imports was only possible following EU Exit, as we were previously part of the EU's Safety & Security Zone. Once implemented, Safety & Security declarations on EU imports will bring an important source of mandatory, pre-arrival data to assist Border Force in identification of the highest risk traffic to detect high harm goods and support the facilitation of legitimate traffic.

Isn't this just placing unnecessary burdens on businesses?

- As we move towards an increasingly digital border, data collection is essential for targeted interventions, enabling the more efficient flow of legitimate goods. The new model seeks to minimise trader burdens as far as possible, but we are aware that for some (for example those who only import from the EU), the ending of the waiver will result in a completely new requirement to submit S&S declarations. We will continue to work closely with industry over the coming months to support businesses in preparing for the new requirements.

How are you supporting businesses to get ready for these changes?

- We continue to engage regularly with a range of border industry stakeholders in the UK and the EU, including the groups representing carriers, hauliers and software companies, to

ensure they understand the new requirements. This includes providing updated guidance on [GOV.UK](https://www.gov.uk), updated technical specifications and information via a range of Government channels including media, social media and specialist trade media. We are also ensuring that existing routes for addressing stakeholders' queries and technical issues are working optimally.

- Where stakeholders are ready to submit their S&S declarations ahead of 31 January 2025, they are encouraged to do so. We will provide support for those who adopt the S&S requirements early to make sure they are able to meet the requirements and get the process right, to make sure they are able to be fully compliant from 31 January 2025.

What will happen if someone tries to import goods without an S&S declaration from 31 January 2025?

- We recognise that some stakeholders will have been preparing for the introduction of S&S declarations on EU imports for some time, and those who are ready to do so are encouraged to start making declarations on your EU imports from now. We are prepared to assist you in doing so, and our IT system, Safety and Security Great Britain (S&S GB) is ready to accept declarations. Over the coming months, HMRC and Border Force will help with supporting carriers to prepare to fulfil their obligations.
- If you have not prepared to make S&S declarations for your EU imports, you should prepare for requirements to start on 31 January 2025. Although we will take a supportive approach, and work with carriers, there will be repercussions for those who do not comply once requirements become mandatory from 31 January 2025. We will work with those carriers who have made genuine mistakes to support them into compliance.

What information is required (including the reduced dataset)?

Are you reducing the size of the S&S dataset overall, or just the number of mandatory fields?

- The overall number of fields will remain the same, but the number of mandatory fields is being reduced. Under the new dataset:
 - There will be 20 mandatory fields, which are security-critical.
 - There are also up to 8 conditional fields, which need to be completed in certain circumstances.
 - The remaining 9 data fields will be optional, but can be voluntarily submitted.

Do I need to change my existing processes/systems if I'm already set up to submit the current dataset?

- If your business is already submitting S&S declarations for either non-EU imports, or voluntarily for EU imports, you do not need to make any changes to your systems or procedures.
- All businesses, including those who will be required to complete Safety and Security declarations for the first time when the EU waiver ends on 31 January 2025 can choose to complete only the mandatory and any relevant conditional fields.

Will information about the revised dataset be published, so I can make sure I'm providing the right information?

- We are engaging with a range of border industry stakeholders in the UK and the EU, including the groups representing carriers, hauliers and software companies in the lead up to 31 January 2025, to ensure they understand and are prepared for the new requirements. This will include providing updated technical specifications and information via a range of Government channels including media, social media and specialist trade media.
- We will publish updated guidance on [GOV.UK](#) once the reduced dataset comes into effect, with clear information about the new requirements.
- This will ensure carriers know what information is required of them, as well as promoting a high level of data quality to ensure legitimate trade is not held up unnecessarily.

What should I do if the haulier does not provide me with a CMR?

- Declarants are required to provide all applicable international and national documents, certificates and authorisations produced in support of the declaration, including relevant reference numbers under the data element 'Transport Document Number'.
- Our guidance here: <https://www.gov.uk/guidance/safety-and-security-requirements-on-imports-and-exports> sets out (at Appendix 1) that there are 604 different 'Document Type' codes that would hold reference numbers that should be provided. This includes, but is not limited to, the CMR.

Submitting ENS declarations

How do I submit S&S ENS declarations?

- You can choose to submit ENS declarations yourself, or you can use a third-party such as a [customs agent](#) to submit entry summary declarations on your behalf.
- To submit your entry summary declaration directly, you must be [registered for the Safety and Security \(S&S GB\) service](#). The S&S GB service does not have a user interface and therefore the declaration will need to be lodged by either:
 - purchasing compatible software: <https://www.gov.uk/guidance/list-of-software-developers-providing-customs-declaration-support>
 - developing compatible software in-house – see further information on the developer hub: [API Documentation - HMRC Developer Hub - GOV.UK](#)
 - employing the services of a Community System Provider: [Trade and commercial contacts for Community System Providers - GOV.UK \(www.gov.uk\)](#)

Can I submit S&S declarations if I don't have a GB Economic Operators Registration and Identification (EORI) Number?

- Organisations that submit entry summary declarations need a GB EORI number. If your business is not established in GB and you wish to submit declarations directly, you can apply to register for a GB EORI number at this link: <https://www.gov.uk/eori>.

Do I need to include my S&S Movement Reference Number (MRN) in my Goods Movement Reference (GMR)?

- The inclusion of any safety and security declaration reference numbers in the Goods Vehicle Movement Service is currently an optional step.

Are we able to use groupage for S&S?

- S&S GB does not support multiple consignments under one declaration, therefore a declaration per consignment is required.

What should I do if the S&S GB service is temporarily unavailable?

- You can check the availability and any issues affecting the Safety and Security GB (S&S GB) service here: <https://www.gov.uk/government/publications/safety-and-security-gb-service-service-availability-and-issues>.
- You should continue submit declarations where possible, until HMRC confirms that S&S GB is available again. These declarations will be queued until the system is restored.
- If you cannot send declarations during a service outage, you must send any entry summary declarations retrospectively when the S&S GB service is restored.

Why aren't you introducing combined import declarations?

- We understand having to submit multiple customs documents, including a Safety and Security entry summary declaration (ENS), to different IT platforms can be burdensome and duplicative.
- We have considered the possibility of introducing combined declarations, however this is complicated by the differences in the purpose of the customs declaration regime and the safety and security regime, as well as the different particulars required, different IT systems, and the responsibilities between traders and carriers. Consequently, the decision was made to require a separate Safety & Security ENS declarations.

Does this mean the Single Trade Window will also be delayed?

- The Single Trade Window programme will provide an update to stakeholders in due course.

Responsibilities for submitting ENS declarations

The carrier does not always hold the information needed to make an S&S declaration. Why haven't you changed the legal responsibility / accountabilities from the carrier to another actor in the supply chain?

- We have engaged extensively through the development of the Border Target Operating Model under the previous government. Whilst we acknowledge some industry feedback on liability, we will be maintaining existing practices in line with our international obligations under World Customs Organisation (WCO) SAFE framework and aligned to other countries also operating under this framework. Supply chains are generally set up for the carrier to provide data.
- A party other than the carrier, such as the importer or an intermediary, can lodge the declaration (with agreement) on the carrier's behalf. The declarant must provide the information known to them at the time of lodgement of the entry summary declaration. They are entitled to base their declaration filing on data provided by the trading or contracting parties. Where a third party submits the declaration, the carrier retains the legal responsibility for ensuring the declaration is submitted.
- We will continue to work with carriers to ensure they are able to meet the requirements, including through ensuring that our safety and security guidance (available [here](#)) about responsibilities and accountabilities is clear.

Timing requirements / amendments

Why do I sometimes need to submit my S&S declaration before I know all the transport details?

- For Ro-Ro, the time the ENS must be lodged is 2 hours before arrival at GB for ferry crossings, or 1 hour before arrival at the Eurotunnel terminal in Coquelles.
- The majority of ferry crossings would allow enough time from arrival at the port to submit their declarations within the prescribed time limits. For Calais-Dover ferry crossings and the Eurotunnel, where the time limit for submission is before arrival at the port, hauliers must submit their declaration within the legal timeframes with the intended crossing route and details. These details must be to the best of your knowledge be accurate at the time of submission. If the route changes, they can amend their declaration with the actual route, as amendments can be done up to the point of arrival at the GB border.

When are ENS declarations required?

Which imports require S&S declarations? Is this just for Sanitary and Phytosanitary (SPS) movements?

- From **31 January 2025**, any goods imported from the EU to Great Britain must be covered by a Safety & Security declaration (also known as an Entry Summary Declaration or ENS) unless otherwise covered by an existing waiver. Further information on existing waivers can be found here: [Making an entry summary declaration - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/making-an-entry-summary-declaration).
- S&S requirements are a form of customs control and completely separate from SPS checks.

Do recovery vehicles require entry summary declarations?

- Recovered UK vehicles are re-imported into the UK via an 'oral' or 'by conduct' declaration. However, the exemption from the requirement to submit ENS declarations under Article 104 of the retained [Commission Delegated Regulation \(EU\) 2015/2446](#) (paragraphs e and f) which normally applies to goods declared to customs orally or by conduct, does not apply if the goods are being moved under a transport contract. Therefore, if the vehicle is being moved by a third party and the owner of the vehicle does not accompany the movement, then they are not covered by the ENS waiver and must submit an ENS declaration.

Do household removals require entry summary declarations?

- Personal effects and other household items for the personal use of the persons concerned are exempt from the requirement to submit an ENS under Article 104 of the retained [Commission Delegated Regulation \(EU\) 2015/2446](#) (paragraph d). There is an exception to this waiver for goods being carried under a transport contract, so if a removals company is carrying the goods on behalf of the owners, the goods are being moved under a transport contract and the waiver does not apply and an ENS declaration must be submitted.
- If the owner of the goods is moving their goods themselves (whether in their own vehicle or a hired vehicle) these goods are not being moved under a transport contract and so the waiver does still apply and an ENS is not required.