Freight Engagement and
Data Acquisition Team
(FEDAT)

Border Force

Safety & Security Data Compliance

Data compliance approach

V1.0 Final

Freight Engagement and Data Acquisition Team

➢ FEDAT has responsibility for monitoring and improving freight data quality and data compliance. This function is undertaken by the FEDAT Data Compliance Team, (DCT).

➢ **Home Office and HMRC joint compliance strategy for Safety & Security Data compliance.**

   ➢ Safety & Security Data Compliance Capability to monitor data compliance.

   ➢ FEDAT DCT engage with carriers to address that non-compliance and encourage the development of systems and processes to prevent future non-compliance.

➢ Safety & Security data compliance is already monitored for Rest of World traffic and on the 31st January 2025 this activity will be extended to European Union traffic also.

➢ Early adoption ahead of 31/01/2025 is recommended where Carriers have the capability. FEDAT will work with those carriers to support them with any early compliance issues.

➢ Safety and security declarations are a critical part of Border Force's frontier risk assessment processes. It allows Border Force to use its intelligence resources to focus on the highest risk traffic.

Safety & Security: Benefits of Compliance

Border Force

➢ Border Force is an intelligence informed organisation. Provision of accurate and timely data enables Border Force to assess risk pre-arrival in support of border security.

➢ The provision of accurate and timely data also supports the facilitation of legitimate traffic, reduces friction at the border and associated costs.

➢ Compliance with Safety & Security (S&S) regime supports applications or retentions for Authorised Economic Operator (AEO) status.

➢ Working with Border Force to maintain a high level of compliance minimises the exposure of a company's own supply chain to organised crime groups.

Safety & Security: Data Compliance monitoring

FEDAT have developed tools to actively monitor data compliance against the following stages.

Compliance is measured against 5 steps.

1. **Connectivity:** Carriers not providing data – not registered for S&S GB or have failed to connect having been previously connected.

2. **Comprehensiveness:** Carriers not submitting declarations for all operations and for all consignments on all journeys.

3. **Timeliness:** Carriers not submitting declarations within mandated timeframes.

4. **Completeness:** Fields within S&S declarations are not fully completed.

5. **Accuracy:**

    a. The declaration contains null values, generic descriptors or otherwise doesn't meet the data standards required.

    b. The declaration is inaccurate and does not match the goods being imported.

➢ FEDAT will engage with carriers when non-compliance has been identified to rectify that position.

➢ The safety and security regulations mandate pre-arrival information for all consignments entering Great Britain (including Remain on Board goods).

Safety & Security: Connectivity

Border Force

Connectivity

➤ The legal requirement to submit a declaration lies with the carrier. This is the operator of the active means of transport on, or in, which the goods are brought into the customs territory.

➤ It is the carrier's responsibility to make sure that the declaration is submitted within the legal time limits, and it must only be done by a representative or third party with the carrier's knowledge and consent.

➤ This can be done by either:

  o **Developing compatible software in-house.**

  o **Purchasing compatible software.**

  o **Employing the services of a Community System Provider or other intermediary.**

➤ Information on how to meet these obligations can be found in slide 14, see useful links.

Safety & Security: Comprehensiveness
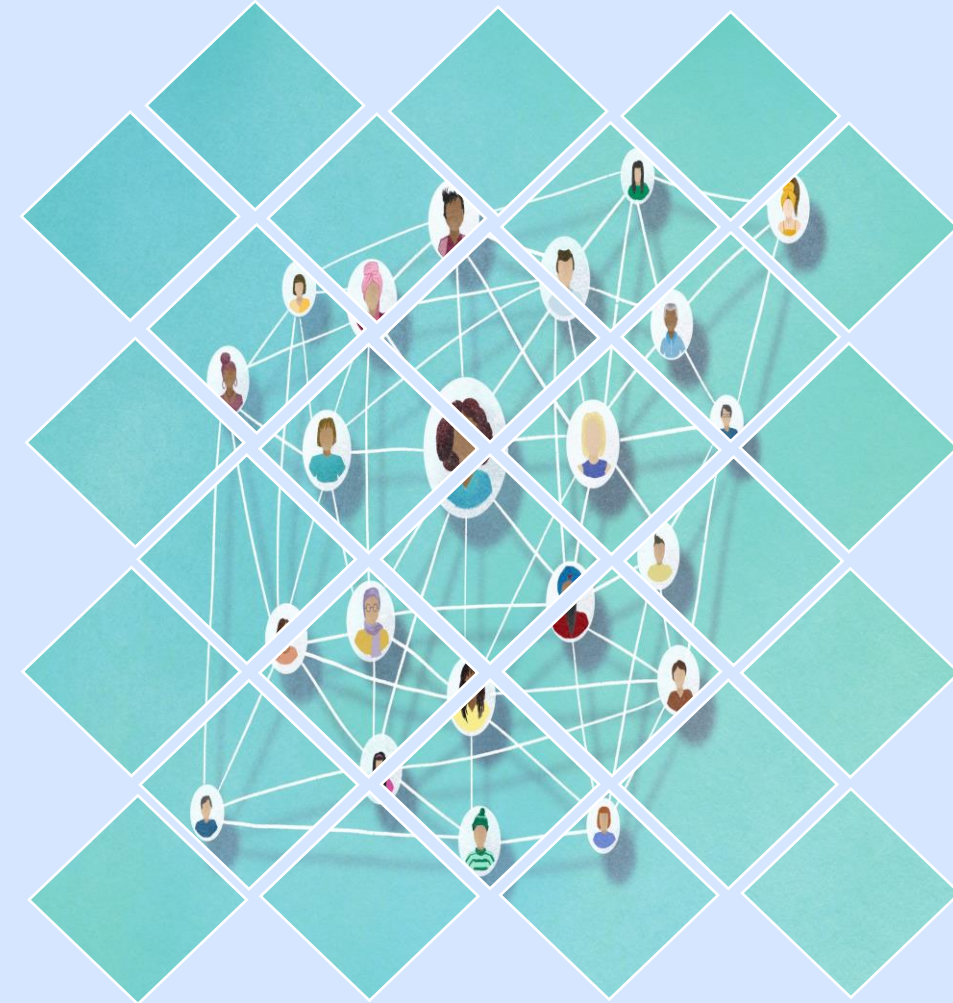
Comprehensiveness

➢ The Carrier must ensure declarations are made for **all** importations and for **all** consignments on **all** operations.

➢ That includes Remain on Board consignments.

➢ The declaration must be made at the lowest level of the Bill of Lading, Air Waybill, or CMR.

➢ Depending on the contract of carriage Carriers may choose to submit multiple items (999) on a single declaration (MRN) or provide multiple individual declarations (MRN's).

➢ FEDAT would recommend that Carriers implement training and adopt systems to ensure that they are able to comply, i.e.;

   o Some carriers have implemented a no MRN, no load policy.

Safety & Security: Timeliness

Timeliness

➤ Declarations are mandated to be submitted pre-arrival within the timeframes appropriate for modal traffic.

How you're shipping goods	When to submit (minimum timing requirement)
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
Roll on roll off (RoRo) – accompanied freight	at least 2 hours before arrival of the ferry operator
RoRo – unaccompanied freight	at least 2 hours before arrival of the ferry operator
Short sea journeys	at least 2 hours before arrival
Short-haul flights – less than 4 hours' duration	at least 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
Channel Tunnel (Road traffic)	at least 1 hour before arrival at the Eurotunnel terminal at Coquelles, France

Amendments can only be made up until the point the goods arrive in Great Britain.

Safety & Security: Completeness & Accuracy

Incomplete or inaccurate completion leads to unnecessary delays and costs at the border.

➢ **Completion of the optional fields will reduce the chance of legitimate goods being held at the UK border because it will improve Border Force's ability to risk the goods.**

Common occurring issues

➢ **Carrier details:** Where the lodging party is different to the carrier, the carrier's details must be provided.

➢ **Consignee/Consignor.**

- o The Consignee/Consignor (or the Buyer/Seller) must be the party stipulated at the lowest level of the Bill of Lading, Air Waybill, or CMR. The true consignee/consignor must always be provided when known. Where there is more than one consignee/consignor or true consignee/consignor — all must be added at item level. The address must be provided and in the following format: Name/ Company, Building Number, Street, Town, Region, Postcode, Country.

➢ **Place of Loading/Unloading**

- o **For Driver Accompanied RoRo and Road (Channel Tunnel) this will be the warehouse or other place where the goods are loaded/unloaded on to/from the trailer/container crossing the border.** You must 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**. Where there are multiple places of loading/unloading this must be declared at the item level.

- o For other modes this will be the port, airport or freight terminal where the goods are loaded/unloaded from the active means of transport. You must provide the first 2 digits of the country code followed by the port/airport.

Safety & Security: Accuracy continued

Transport details

➢ **Modal codes:** Hauliers must use the appropriate modal code 3 (Road – Channel Tunnel), 10 (roll-on roll-off — accompanied) or 11(roll-on roll-off — unaccompanied).

➢ **Vehicle Registration Number**: Hauliers - Driver accompanied (modes 3 & 10) must enter the VRN in the identity of means of transport crossing the border field. (No spaces, hyphens or special characters should be used).

➢ **Trailer Registration Number:** Hauliers - driver accompanied (modes 3 & 10) must enter the registered trailer number as captured by individual national trailer registration schemes in the Container/Trailer field. If a container is being transported as driver accompanied the container number should be entered in this field. (No spaces, hyphens or special characters should be used).

➢ The UCN/UCR must be provided by Fast Parcel Operators and Express Operators, to enable the identification of the consignment.

Goods descriptions

➢ **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, groupage, parts, white goods, fresh goods or courier material must not be used. 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 'Acceptable goods description' tab for examples of terms that should be included.

Safety & Security: Who has Liability?

Connectivity/Provision and Comprehensiveness

➢ The legal requirement to submit a declaration lies with the carrier. This is the operator of the active means of transport on, or in, which the goods are brought into the customs territory.

Timeliness

➢ It is the carrier's responsibility to make sure that the declaration is submitted within the legal time limits.

Completeness and Accuracy

➢ If responsibility for submitting is passed to a third party, the legal liability to make sure that an entry summary declaration has been submitted remains with the carrier. However, the responsibility that the information provided is accurate lies with whoever is submitting the entry summary declaration.

➢ If responsibility is passed to a representative or third party, declarations must be submitted with the carrier's knowledge and consent.

➢ Liability is underpinned by the following legislation: Safety and security requirements on imports and exports - GOV.UK (www.gov.uk)

Compliance Approach – What to expect

The current compliance approach for Rest of World traffic will be extended to include EU traffic in October. There is an understanding that for many EU carriers this will be a new activity and as such the intention is to work with those carriers to support them in becoming compliant.

The Process:

➢ **Identification** – activity which identifies a carrier's non-compliance.

➢ **Alert** – making carriers aware that they are being non-compliant in some form.

➢ **Education** – Making carriers aware of their obligations and supporting them to be compliant.

➢ **Repercussion** – Steps to penalise continued and/or deliberate non-compliance. This may include;
   ➢ **Warning Letter.**
   ➢ **Customs Civil Penalty Notice.**
   ➢ **Compliance information will be shared with HMRC teams responsible for schemes such as AEO**

A supportive approach will be taken, but there is an expectation that carriers/intermediaries act on the recommendations made in good time to ensure future compliance.