



HM Revenue
& Customs

Business Requirements for Safety & Security – GB and NI

Border Systems Transition Programme

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Section one - Background

The UK officially left the EU on 31 January 2020 and has now entered a transition period, during which entry and exit summary declarations are not required on UK-EU trade.

The Transition period ends on 31 December 2020, after which, Great Britain (GB) will no longer be a part of a Safety and Security zone with the EU.

The Government has been clear that it will not extend the transition period that ends on the 31 December 2020 but it does recognise the impact that COVID-19 has had on businesses, so will be introducing border controls at the end of transition period in stages - starting with some controls from 1 January 2021 and moving to full controls for all goods from 1 July 2021.

This means that most traders importing most goods from the EU to GB will now have longer to prepare and will not be required to submit Safety and Security declarations on imports from the EU for 6 months. After this, Safety and Security declarations will become automatically due on goods moving between GB and EU. This will reflect the existing model already in place for Rest of World (RoW) trade with GB.

Safety and Security requirements for goods moving between GB and Northern Ireland (NI) are contained in the next section.

GB will leave the EU's customs area and the EU's single market. We will not seek alignment with the EU in any way, except where required for NI under the Northern Ireland Protocol (NIP).

This means that there will be new processes that exporters and importers will have to comply with, whether we reach a free trade agreement or not.

The NIP sets out the relationship between the UK and EU on the island of Ireland, specifically that NI will also form part of a single regulatory zone with Ireland to ensure that goods moving between Northern Ireland and Ireland are not subject to any further checks or requirements.

On 20 May 2020, the Government published its approach to implementing the NIP as part of meeting, in full, its obligations under the Withdrawal Agreement with the European Union and set out how the UK will implement the NIP while upholding Northern Ireland's place in the UK and respecting the Belfast (Good Friday) Agreement.

The UK is committed to upholding the principles of the World Customs Organisation (WCO) SAFE framework.

As highlighted earlier, entry and exit summary declarations will continue to be required for goods entering and leaving the UK from non-EU countries.

The Legislation

The requirements for Safety and Security declarations are underpinned by the following articles of legislation: -

- The European Union (Withdrawal) Act 2018
- The Customs Safety and Security Procedures (EU Exit) Regulations 2019
- The Customs Safety and Security Procedures (EU Exit) (No 2) 2019

The Safety and Security regulation makes the provision that pre-arrival information to the UK will be mandatory for all consignments entering the territory, with exception for certain consignments entering GB from NI.

The Government will legislate to guarantee unfettered access for Northern Ireland's business to the whole of the UK internal market.

For safety and security that means: -

- No Entry Summary declaration (ENS) as goods enter the rest of the UK from Northern Ireland
- No requirement to submit export or Exit Summary declarations (EXS) for goods leaving Northern Ireland for the rest of the UK.

The only exceptions to these arrangements will be goods falling within the very limited number of procedures relating to specific international obligations binding on the UK and the EU - for example, obligations on the movement of endangered species - and where traders want to use special procedures like duty suspense where we would continue to provide facilitations.

ENS will be required for goods entering NI from GB.

These arrangements will not cover goods travelling from Ireland or the rest of the EU being exported to Great Britain.

Safety and security obligations are facilitated by the lodgement of an Entry Summary Declaration (ENS), for all goods imported as follows:-

- For goods imported into Great Britain (GB), from RoW countries and current EU Member States, the ENS will be submitted into the **S&S GB** service.
- For goods imported into Northern Ireland from GB and RoW countries, the ENS will be submitted into the **ICS NI** service.
- For certain consignments imported into GB, for example those goods movements from ROI to NI to GB, the ENS will be submitted into the **S&S GB** service

All information submitted will be assessed against a set of risk rules, allowing HMG to continue to secure its borders effectively.

This guidance will apply to all imports using the following Modes of Transport; Sea/Maritime, Air, RoRo (Accompanied and Unaccompanied) and Rail

Section two: Submitting the ENS

Responsibility

The legal requirement to submit an ENS declaration lies with the operator of the active means of transport (e.g. the vessel, aircraft, train or road vehicle) on or in which the goods are brought into the Customs territory (i.e. Great Britain) We will refer to this party as the carrier.

- For **rail**, this means the Rail Freight Operator who is authorised to traction the train through the Channel Tunnel, into GB.
- For **maritime and air**, the legal requirement is with the party that has contracted and issued the bill of lading or an air waybill, for the carriage of the goods into the UK. For sea, this means the shipping company is responsible and for air, the airline.
- For **RoRo**, this means the Haulage Company is responsible for lodging the declaration for 'Accompanied' goods and the ferry operator for 'unaccompanied' goods.

In the case of 'combined transport' (for example, a truck carried on a ferry) where means of transport entering the UK (the ferry) is only transporting another means of transport (e.g. a truck-accompanied trailer) which, after entry into the UK, will move by itself as an active means of transport (the truck-accompanied trailer), the obligation to file an ENS lies with the operator of that other active means of transport (the trucking company). Where a ferry is transporting an unaccompanied trailer or container, the active means of transport is the ferry, even where the trailer or container could be attached to a truck when it arrives at its destination.

Who else can submit an ENS?

Someone other than the carrier may lodge an ENS. However, as it is the carrier's responsibility to ensure that it is submitted within the legal time limits, it must only be done by a representative or third party with the carrier's knowledge and consent. This can be through the use of commercial terms and conditions which can be part of new and existing contractual agreements. If responsibility is passed on to a third party, the legal liability to ensure that an Entry Summary declaration is submitted, remains with the carrier. However, the responsibility that the information provided is accurate lies with whomever the declarant is – in this case, the third party.

Where a third party or representative is authorised by the carrier to submit ENS's on its behalf, the third party must include, precisely, certain data provided by the carrier (for example, identity of the vessel and the date of arrival at first port of entry, as notified by the carrier).

Arranging for such an alternative third party ENS filing may involve the third-party declarant and the carrier making a contractual agreement that the third party is to file the ENS instead of the carrier. How the carrier's consent to the third party ENS filing is to be evidenced and under which conditions and terms, for example, time for submission of the ENS, the shipments involved, and the duration of the filing arrangement, are subject to contractual agreement between the commercial parties. Except where there is evidence to the contrary, the customs authorities may assume that the carrier has given its consent under contractual arrangements and that the third party's lodging of the ENS is made with the carrier's knowledge and consent.

Once the third party, with the carrier's knowledge and consent, undertakes the responsibility of making the ENS filing, the content, accuracy and completeness of the ENS filing is the third party's responsibility, which can be part of new and existing contractual agreements.

Which service to use

The current ICS service is used for goods imported into the UK from RoW countries. At the end of the Transition period there will be 2 services for submitting ENS declarations.

The current ICS service will be repurposed and used for goods imported into NI from RoW countries and from GB. It will be referred to as **ICS NI**.

You will use:

- **S&S GB** to submit ENS for goods imported into GB from RoW and EU member states.
- **ICS NI** to submit ENS for goods imported into NI from RoW and GB.

Neither of these services have a User Interface and therefore data will need to be lodged using compatible software.

This can be done by:

1. Employing the services of a Community System Provider (CSP), or;
2. Purchasing compatible software, available from software developers.

It is your choice regarding the option that best suits your business needs and we will be happy to provide further information and support where necessary.

For both services the ENS should be submitted as an XML message and all technical documentation for third-party software providers and CSPs, including API (Application Platform Interface) specification, message types and authentication protocols, will be shared via the Developer Hub.

Both services will carry out a series of validations before accepting the message and issuing a Movement Reference Number (MRN). These include validations of the structure and content of the message.

Some small changes are being made to **ICS NI** and a testing environment will be made available to allow CSPs and software developers to test that their software continues to work with the **ICS NI** service.

A testing environment will be made available to allow CSPs and software developers to test that their software works with the **S&S GB** service.

If you require further details on technical specifications, please contact SDSTeam@hmrc.gov.uk

Accuracy and completeness

Customs authorities and economic operators must be able to identify the person (or persons) responsible for compliance with this requirement.

The declarant (Person lodging) is obliged to provide the information known to them at the time of lodgement of the ENS. Thus, the declarant is entitled to base its ENS filing on data provided by its trading or contracting parties.

All the data elements prescribed in **Appendix 1** must be contained in the ENS filing. If the declarant learns later that one or more particulars contained in the ENS filing have been incorrectly declared, the provisions on amendments will apply.

Time limits for submissions

Legislation requires that an electronic ENS must be lodged before **arrival** in the UK, additionally, in the case of maritime deep-sea containerised shipments, **before loading** onto the vessel that will carry the goods into the UK.

The time limits for submitting an ENS to the UK can be found in **Appendix 2** attached to this document. Time limits for **S&S GB** and **ICS NI** are the same.

Submitting an amendment

The legal requirement is that the ENS is complete and accurate. There are a number of principles regarding what can be amended in the ENS and when the amendment can take place. From a legal point of view, there is no restriction in the Customs Code or the Customs Code Implementing Provisions.

The time limits for the lodging of the ENS do not start again after the amendment since, legally, it is the initial declaration that sets them. Amendments can only be made up until the point of arrival in the UK.

There is no cancellation message for either **S&S GB** or **ICS NI**. ENS's submitted can be amended but not cancelled. An amendment contains all the data of the original ENS plus any amendment made and is linked to the first entry. Where goods are no longer to be shipped it is not necessary to inform the **S&S GB** service or **ICS NI**.

ENS declarations spanning the end of the transition period 31/12/2020

Goods movements from RoW that are destined for GB and will span the end of the Transition period may have to be dealt with differently.

If an ENS declaration is submitted into ICS prior to 11pm on 31/12/20 and subsequently needs to be amended before the goods arrive in GB after 11pm on 31/12/20, an ENS amendment cannot be submitted into ICS.

This is because there will be a specific switch-over for GB goods, from ICS to **S&S GB**. Therefore, any amendments will need to be facilitated by submitting a new complete ENS declaration, with the correct data, into the **S&S GB** service.

As there are ongoing negotiations between the UK and the EU, we will work with you to ensure you are updated with any changes these negotiations may have, to this requirement.

There will be no impact on ENS declarations submitted into ICS for goods destined for NI.

Unintentional dual filing

If the carrier has contractually agreed that a third party will file the ENS instead of it, the carrier should not make its own ENS filing for that same shipment. Similarly, a third party may not file without the carrier's prior knowledge and contractual agreement.

In cases where dual filings for the same shipment nonetheless occur, i.e. the carrier and a third party both file an ENS for the same shipment, customs authorities may decide to use both filings for their safety and security risk analysis. Otherwise, they will consider that the ENS lodged by the carrier takes precedence.

Dual filings may affect compliance with the legal requirement that an ENS is made if the information is not compliant with the relevant authority, or within the specified time limits.

Section 3: Data Requirements

What data is needed?

The data to be provided on an ENS, for risk assessment in the UK, includes information on:

- the vessel/conveyance/container/vehicle bringing the goods into the UK;
- the route the conveyance takes to get to the UK;
- the persons/companies involved in the transaction (i.e. consignor, consignee, carrier, agent etc); and
- the goods being brought into the UK.

The specific data elements required for an ENS are set out in the table in **Appendix 1** within this document.

An ENS declaration should be submitted for every individual consignment. For example, a trailer or container may be carrying one, two or many different consignments and therefore, an ENS declaration is required for each consignment.

Data held by other parties in the supply chain

Although the carrier has the responsibility to ensure the submission of the ENS, some of the data required may be held by other parties, such as freight forwarders or individual traders/importers. It is, therefore, for the carrier to decide who should submit the ENS for individual shipments.

If a carrier decides to allow a third party to submit an ENS on their behalf, they will need to arrange to pass the relevant conveyance and routing information to that third party.

Where a carrier decides to allow a third party to submit the information, it will need to advise the third party to include some information on all ENS's submitted on its behalf, including:

- The EORI number of the carrier;
- The vessel/aircraft identification number;
- The date and time of the first place of arrival in either GB or NI.

In all circumstances the carrier's **EORI number** and the **carrier's transportation document number** (e.g. for maritime - ocean (master) bill of lading if known (or the booking reference number supplied by the carrier) or, for air - (master) air waybill number) must **always** be included in any **third party ENS filings**.

Among other required data elements are several that the third-party representative would need to obtain from the carrier prior to lodging the ENS. These include:

- mode of transport at the border;
- expected date and time at first place of arrival/entry in GB or NI;

- first place of arrival/entry code;
- the IMO vessel number (in the case of maritime shipments), the flight number
- (for air), Trailer number or Vehicle Registration number (for RoRo);
- the nationality of the active means of transport entering GB or NI.

The carrier will need to make such data elements available to the third-party declarant preferably at the time of booking or as logically required for a timely submission of that party's ENS filing.

If a carrier decides to submit all ENS's themselves then they may need to gather the required, more detailed, data on the goods and persons involved in the movement from other sources (such as freight forwarders or individual traders) further down the supply chain.

What happens after submission

Validation of data

Information submitted in the ENS will be subjected to various levels of validation (on the structure and content of the information) before an MRN is issued. Once the ENS has passed all levels of validation, an MRN is issued to the person who submitted the ENS.

Risk assessment

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 will then be used by the UK Border Force to:

- identify shipments they wish to prevent being loaded onto the vessel entering GB or NI (see Do Not Load message); or
- identify imports that they may wish to control on entering GB or NI.

Do Not Load (DNL) message

For deep-sea containerised shipments only, a Do Not Load (DNL) message, the IE351, may be issued. This will be sent to the person submitting the declaration.

There are a number of steps which must be followed to ensure that the carrier will be made aware that a DNL has been issued where a third party (e.g. a freight forwarder) has made the ENS filing:

- the third-party may only file the ENS with the ocean carrier's **knowledge and consent**;
- in its ENS filing, the third-party must identify the ocean carrier with the **ocean carrier's EORI number**;
- the third-party must also include both the **container number(s)** and the **ocean carrier's transport document number (that is, the master bill of lading number/booking reference number)** in addition to its own (house) bill of lading number in its ENS filing.

Provided these data elements are included in the ENS, and provided that the ocean carrier is IT-connected to S&S20 or ICS the ocean carrier would automatically be notified not only of the MRN for the forwarder filing (which will serve as proof that the carrier's obligation that an ENS is filed has been met) but also of any DNL messages.

Based on the container and transportation document numbers included in the DNL message, the ocean carrier would be able to identify the containerised shipment that may not be loaded. Moreover, it is not unrealistic to expect that if a Customs Administration believed that a consignment posed such

a serious threat that a DNL is appropriate then they would not simply rely on the sending of an electronic message to interested parties.

Penalties relating to ENS

Information on penalties can be found in the schedule to The Customs Safety and Security (Penalty) Regulations 2019.

Customs simplifications

Authorised Economic Operator (AEO) authorisation

There are 2 types of authorisation:

- Safety and security (AEOS), and
- Customs simplifications (AEOC)

AEOS is relevant in the context of these requirements and is issued to any business that fulfils the criteria of customs compliance, appropriate record keeping standards, financial solvency, and maintains appropriate security and safety standards.

A business can apply for both types of AEO status and no charges are made for the processing of applications or the issue of authorisations.

If you hold AEO status for safety and security purposes, it will enable you to benefit from certain facilitations of customs controls at the entry of the goods into the customs territory of the UK or EU, or when your goods leave the customs territory of the UK or EU. These will include:

- A lower risk score which will be incorporated into customs' risk management systems and be used to determine the frequency of customs physical and documentary checks
- Consignments may be fast tracked through customs controls – holding an AEO safety and security authorisation does not mean that your consignments will not be subject to examination for prohibited or restricted goods or on behalf of other government agencies – however if it is selected for examination it will receive priority over non AEOs
- Recognised status across the UK and EU
- An industry 'kite mark' and useful marketing tool
- Potential for reciprocal arrangements and mutual recognition with countries outside the UK and EU, for example, USA or trading partners that have adopted the WCO Safe framework.

You can apply for AEO status using the [online forms C117 and C118](#). You will need a Government Gateway user ID and password.

If you do not have a user ID, you can create one when you apply.

If you need to apply for AEO status in an EU member state other than the UK, you will have to apply in that EU member state using their application/authorisation forms.

Further information on both of these authorisations can be found either:

- On the gov.uk website

- By contacting our Imports and Exports: general enquiries on: 0300 200 3700
- On the EU Commission website where detailed EU AEO guidance is available.

Appendix 1

Entry Summary Declaration - data elements for air, sea, RoRo and rail

Key

An = Alpha Numeric

A = Alpha

N = Numeric

A2 = 2 characters only (NB there is usually a code list to go with these)

An.7 = up to 7 characters etc.

ENTRY SUMMARY DECLARATION DATA ITEMS Air, Sea, RoRo and Rail			
Data Item	Header (H) and/or item (I) level	Notes and further info	Mode
<i>Reference Number (LRN)</i>	H Mandatory	An..22 This number may be used by HMG to reference the specific Entry Summary Declaration if there are any queries/questions around the submitted declaration, therefore must be unique per declarant submitting the declaration	All
(*Number of items) <i>Total number of items (n..5)</i>	H Mandatory	Total number of items declared in the Entry Summary Declaration.	All
(*Unique Consignment Reference Number) <i>Commercial Reference Number</i>	H/I Optional	Alpha numeric up to 70 characters. (an...70) This field is optional – If further reference numbers are available to support identification of declaration for commercial purposes please use this field.	All
(*Transport document number) <i>Produced Documents /Certificates</i> - <i>Document type (an..4)</i> - <i>Document reference (an..35)</i>	H/I Mandatory	Identification or reference number of international and national documents, certificates and authorisations produced in support of the declaration and additional references. This can include; Bill of lading, Airway bill, CMR It includes the relevant code for the type of transport document, followed by the identification number of the document. Where the person lodging the declaration is different from the carrier the transport document number of the carrier shall also be provided. Document code list to be referred to.	All
(*Consignor) <i>(Consignor) Trader</i>	H/I Mandatory	<u>Consignor</u> This information takes the form of the consignor EORI number whenever this is available to the person lodging the ENS. Alternatively include; Company Name, Building No, Street, Town, Region, Postcode, Country. <u>True Consignor (True Seller)</u> Information regarding the True Consignor (True Seller) should also be provided. This is the party consigning the goods as stipulated in the lowest	

		<p>House Bill of Lading or in the lowest House Air waybill. This person must be different to the carrier, freight forwarder, consolidator, postal operator, or customs agent.</p> <p>This information takes the form of the true consignor EORI number whenever this is available to the person lodging the ENS.</p> <p>Alternatively include; Company Name, Building No, Street, Town, Region, Postcode, Country.</p> <p>Where there is more than one consignor / true consignor – all must be added at <u>item level</u></p> <p>The consignor <u>must</u> be identified by an EORI number and the Consignor name and address is conditional as per rules below.</p> <ul style="list-style-type: none"> - The name and address are optional if the EORI is a GB EORI. - The name and address are mandatory if the EORI is an EU EORI. 	
(*Person lodging the summary declaration) (Lodging Summary Declaration) Person	H Mandatory	Declare the EORI number of the person lodging the ENS.	All
(*Consignee) (Consignee) Trader	H/I Mandatory	<p><u>Consignee</u> This information takes the form of the Consignee EORI number whenever this is available to the person lodging the ENS. Alternatively include; Company Name, Building No, Street, Town, Region, Postcode, Country.</p> <p><u>True Consignee (True Buyer)</u> Information regarding the True Consignee (True Buyer) should also be provided. This is the party consigning the goods as stipulated in the lowest House Bill of Lading or in the lowest House Air waybill. This person must be different to the carrier, freight forwarder, consolidator, postal operator, or customs agent.</p> <p>This information takes the form of the True Consignee EORI number whenever this is available to the person lodging the ENS.</p> <p>Alternatively include; Company Name, Building No, Street, Town, Region, Postcode, Country.</p> <p>Where there is more than one consignee / true consignee – all must be added at <u>item level</u></p> <p>The consignee <u>must</u> be identified by an EORI number and the Consignee name and address is conditional as per rules below.</p> <ul style="list-style-type: none"> - The name and address are optional if the EORI is a GB EORI. - The name and address are mandatory if the EORI is an EU EORI. 	All
(*Carrier) (Entry Carrier) Trader	H Conditional	<p>This information must be provided if the carrier is different from the person lodging the ENS. The person lodging the ENS must have the carrier's 'knowledge and consent'.</p> <p>The carrier <u>must</u> be identified by an EORI number and the carrier name and address is conditional.</p> <ul style="list-style-type: none"> - The name and address are optional if the EORI is a GB EORI. - The name and address are mandatory if the EORI is an EU EORI. 	All
(*Country(ies) of routing codes) <i>Itinerary</i> - Country of routing code	H Mandatory	<p>Alpha..2 (country codes to be taken from code list).</p> <p>Identification, in chronological order, of the countries through which goods are routed between the country of original departure and final destination. It should include the countries of departure and destination.</p>	All
Notify party	H/I Conditional	Party to be notified at entry of the arrival of the goods. This information needs to be provided where applicable.	All

		<p>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.</p> <p>Cannot be used if True (buyer) consignee and True (seller) consignor information available.</p> <p>EORI number should be used where available.</p> <ul style="list-style-type: none"> - The name and address are optional if the EORI is a GB EORI. - The name and address are mandatory if the EORI is an EU EORI. 	
<p>(*Mode of transport at the border) <i>Transport mode at border</i> For S&S GB: 1 - Maritime 2 - Rail 3 - Road 4 - Air 8 - Inland water transport 10 - RoRo – accompanied 11 - RoRo – unaccompanied For ICS NI: 1 - Maritime 3 - Road 4 - Air</p>	H Mandatory	<p>n1 The mode of transport corresponding to the active means of transport in which the goods are expected to enter the customs territory of the Community.</p> <p>Where air cargo is transported on modes of transport other than air, the other mode of transport shall be declared.</p> <p>However, IATA number must be completed in the “conveyance reference number” field and Airway bill number must be provided in “Produced Documents”</p>	All
Identity of means of transport crossing border	H Mandatory for all modes excluding Air	<p>An..27</p> <p><u>Sea</u> Where sea transport is concerned, the IMO ship identification number shall be declared.</p> <p><u>RoRo</u> For RoRo this will be the Vehicle Registration Number and Trailer number. A space must be entered between Registration number and trailer number. Registrationnumber[space]trailernumber <i>No other spaces, hyphens or other special characters to be included.</i></p> <p><u>Rail</u> For Rail this will be the wagon number.</p> <p><u>Air</u> <u>Not to be used for air</u> – the IATA flight number should be included in the data field 'Conveyance Reference number'.</p>	All (excluding air)
(Nationality of active means of transport crossing the border)	H Mandatory	<p>a..2 Nationality of the active means of transport</p>	All
Conveyance reference number	H Mandatory where applicable	<p>An..35 Identification of the journey of the means of transport for example voyage, flight or trip number, if applicable.</p> <p>Air – the IATA number should be in this field. If 'Transport mode at border' = '4' (Air) then format is Alpha-numeric 8, and must contain the carrier code (AN3), the flight number (N4) and an optional suffix (a1) without any separator between the two or three elements</p> <p>Sea - If 'Transport mode at border' = '1' (Sea/Maritime) and the Conveyance reference number is used, and the first four digits consist of XFER in uppercase, then it must be followed by the lorry registration plate number, without any separator between 'XFER' and the lorry plate. Otherwise XFER cannot be used in the first four digits of the Conveyance reference number.</p> <p>RoRo – Intended Ferry company name to be provided if known.</p>	Air Sea

(*First place of arrival code) (First Entry) Customs Office - Reference number	H Mandatory	An..8 Identification of the customs Office of First Entry (OoFE) in the UK. (To be taken from Code lists) codes structured as follows: - the first 2 characters (a2) serve to identify the country by means of the country code - the next 6 characters (an..6) stand for the office concerned in that country. Codes will be set up for the Identification of all potential customs Offices of First Entry (OoFE).	All
(*Date and time of arrival at first place of arrival in the Customs territory) (First Entry) Customs Office - Expected date and time of arrival	H Mandatory	n..12 Format (YYYYMMDDHHMM) shall be used. Local time of first place of arrival shall be used. This must be GMT. Scheduled date and time of arrival of means of transport at (for air) first airport (land) arrival at first border post and (sea) arrival at first port. The scheduled date and time of arrival is a static reference point. It should be the same on all ENS's submitted for consignments on that vessel/aircraft regardless of whether they are submitted by the carrier or by representatives on his behalf. Representatives should, therefore, obtain this information from the carrier.	All
Place of loading	H/I Mandatory	an.35 The first 2 digits of the place of loading shall be the Country Code from the code list. This should be followed by the name of seaport, airport, freight terminal, rail station or other place at which goods are loaded onto the means of transport being used for their carriage, including the country where it is located.	All
(*Place of unloading code) Place of unloading	H/I Mandatory	an. 35 The first 2 digits of the place of unloading shall be the Country code from the code list. This should be followed by the name of seaport, airport, freight terminal, rail station or other place at which goods are unloaded onto the means of transport being used for their carriage, including the country where it is located. For both unaccompanied and accompanied goods the place of unloading will be the Port of First Entry.	All
Goods description	I Mandatory	An.280 This is a plain language description precise enough for customs to be able to identify the goods. General terms such as 'consolidated', 'general cargo' or 'parts' cannot be accepted.	All
(*Type of packages (code)) Kind of packages	I Mandatory	An.2 From a list of available codes.	All
Total number of packages	H Mandatory	n..7 Enter figures of the total number of packages for goods declared within declaration. The total number of packages is equal to the sum of all 'Number of packages' + all 'Number of pieces' + a value of '1' for each declared 'bulk'.	All
Number of packages	I Mandatory	n..5 Number of individual items packaged in such a way that they cannot be divided without first undoing the packing; or number of pieces if unpackaged. This information does not need to be provided where goods are in bulk.	All
Number of pieces	I Mandatory	n.5 Number of individual "pieces" if unpackaged.	All

	where applicable		
(*Shipping marks) <i>Marks and numbers of packages (long)</i>	H/I Mandatory	an.140 Free form description of the marks and numbers on transport units or packages. <i>This should include information/description that will allow the ability to identify an individual package within the load.</i> This information shall only be provided for packaged goods where applicable. Where goods are containerised, the container number can replace the shipping marks.	All
<i>Container Number</i>	H/I Mandatory where applicable	an.17 Marks (letters and/or numbers) which identify the container. Where goods are containerised the container number can replace the 'shipping marks'.	All
(*Goods item number) <i>Goods item - Item Number</i>	I Mandatory	n.5 The number of the item in relation to the total number of items contained in the declaration.	All
(*Commodity code) <i>Code (Commodity)</i>	I Conditional	an. 8 Commodity Codes list is available in Part 2 of the UK Tariff (and on-line). For ENS, the first 4 digits of the 8-digit commodity code may be used. <i>It is not necessary to provide this information if a goods description is provided.</i>	All
(*Gross mass (kg)) <i>Gross mass (n..11,3)</i> NB this means up to 11 digits then 3 following the decimal point.	H/I Mandatory	Weight (mass) of goods including packaging but excluding the carrier's equipment for the declaration. The declarant should provide this data at item level as well as header level.	All
UN Dangerous Goods code UNDG code list available.	I Mandatory where applicable	n4 The United Nations Dangerous Goods Identifier (UNDG) is a unique serial number (n4) assigned within the United Nations to dangerous substances and articles. This element shall be provided where it is relevant. From the code list available.	All
(*Seal number) <i>Seals ID - Seals identity</i>	H/I Mandatory	An.20 The identification numbers of the seals affixed to the transport equipment, where applicable. If no seal attached please complete field with "No Seal"	All
Transport charges method of payment code <i>Transport charges/ Method of Payment (a1)</i>	H/I Mandatory	Enter the relevant code specifying the payment method for transport charges. Codes to be used: A Payment in cash B Payment by credit card C Payment by cheque D Other H Electronic credit transfer Y Account holder with carrier Z Not pre-paid	All
(*Other specific circumstance indicator) <i>Specific Circumstance Indicator</i>	H Mandatory where applicable	a1 Code to be used E authorised Economic Operators	All
<i>Special Mentions - Additional information coded</i>	Mandatory where	an.5 Code list for available codes.	All

	applicable		
(*Declaration date) <i>Declaration date and time</i>	H Mandatory – Provided by declarant system	n.12 Date at which the respective declarations were issued and when appropriate, signed or otherwise authenticated. YYYYMMDDHHMM 1. Date and time of declaration submitted 2. Must be provided by trader system 3. This must be GMT	All
<i>Declaration place</i>	H	an.35 Text describing where the declaration was completed (office address etc).	All
Signature/Authentication	H Mandatory – Provided by declarant system		All

Appendix 2

Time limits for lodging an Entry Summary Declaration

Please note that these time limits are the same for ENS submissions into both S&S GB and ICS.

Transportation Mode	Time Limit
Maritime / Sea Containerised maritime cargo (except short sea containerised shipping)	At least 24 hours before loading onto the vessel that will carry the goods into the UK
Maritime / Sea Bulk/ break bulk maritime cargo (except short sea bulk/ break bulk shipping)	At least 4 hours before arrival at UK Office of Entry
Maritime / Sea Short sea shipping (less than 24 hours):	At least 2 hours before arrival at the UK Port of Entry
Short haul flights (less than 4 hours duration)	At least by the time of the actual take off of the aircraft
Long haul flights (more than 4 hours duration)	At least 4 hours before arrival at the UK Office of Entry
Rail	At least 2 hours before arrival at the UK customs office of entry
RoRo Accompanied RoRo listed Ports https://www.gov.uk/guidance/list-of-roll-on-roll-off-ports	This must be lodged at least two hours before the goods are due to arrive in the UK, (for Channel Tunnel, due to Juxtaposed controls this must be lodged at least one hour before arrival at the Eurotunnel EU terminal), by the: <ul style="list-style-type: none"> • Haulage company if goods are Accompanied
RoRo Unaccompanied RoRo listed Ports https://www.gov.uk/guidance/list-of-roll-on-roll-off-ports	This must be lodged at least two hours before the goods are due to arrive in the UK, <ul style="list-style-type: none"> • Ferry Operator if goods are Unaccompanied