

Freight Engagement and
Data Acquisition Team
(FEDAT)



Border Force



Safety & Security Data Compliance

Data compliance approach

V1.0 Final



- 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 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.



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: 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 \(www.gov.uk\)](https://www.gov.uk/government/legislation/safety-and-security-requirements-on-imports-and-exports)

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.

Useful Links

Connectivity Support and Guidance:

- [Search the register of customs agents and fast parcel operators - GOV.UK \(www.gov.uk\)](https://www.gov.uk)
- [Software developers providing customs declaration software - GOV.UK \(www.gov.uk\)](https://www.gov.uk)
- [Get an EORI number: Apply for an EORI number - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

Completeness and Accuracy Guidance:

- [Postal geographies - Office for National Statistics \(ons.gov.uk\)](https://ons.gov.uk)
- [Safety and security requirements on imports and exports - GOV.UK \(www.gov.uk\)](https://www.gov.uk)
 - Appendix 1: entry summary declaration data elements for the S&S GB service - this document provides complete overview of data requirements and examples of acceptable goods description which users should familiarise themselves with.

Overall support

- HMRC helpdesk – can provide support and guidance in exceptional circumstances ('force majeure'): ics.helpdesk@hmrc.gov.uk

Freight Engagement and
Data Acquisition Team
(FEDAT)



Border Force

**Thank you, any
questions?**

