Freight Engagement and
Data Acquisition Team
(FEDAT)

Border Force

Safety & Security Data Compliance

Data Quality

V1.0 Final

Q&A feedback for Border Force on Safety and Security.

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Safety & Security Data Quality – Road haulage sector

Border Force

Safety and Security regulations mandate pre-arrival information for all consignments entering Great Britain (including Remain on Board goods). Accurate Safety & Security declarations are a critical part of Border Force's frontier risk assessment.

Several common data accuracy issues have been identified across the road haulage industry. Border Force are responsible for the implementation of the Safety & Security compliance strategy. Each carrier or intermediary should review their declarations to ensure that you are not replicating any of these common areas.

Common errors impacting data accuracy in the road haulage industry:

1. Identity of means of transport crossing the border:
2. Container or Trailer Number
3. Mode of Transport at the Border
4. Place of Loading
5. Place of Unloading
6. Goods Description
7. Countries of routing
8. Expected date and Time of arrival at customs office of first entry
9. Notify Party

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Common non-compliant behaviour

> ➢ Use of holding or null values instead of the correct Vehicle Registration Number (VRN), or IMO ship identification number, i.e. TRAILER, TRUCK for RoRo or 11111111 for Maritime.
> ➢ Entering of the Trailer Registration Number (TRN) in this field rather than in the correct field.
> ➢ Entering both the VRN and TRN in this field.
> ➢ Non-provision of the VRN when Driver accompanied.
> ➢ Inclusion of spaces and special characters, including nationality prefix.

Expected behaviour

> ➢ For accompanied roll-on roll-off, the **Vehicle Registration Number.**
> ➢ For Road (Channel Tunnel), the **Vehicle Registration Number.**.
> ➢ For unaccompanied roll-on roll-off, the **IMO ship identification number** to be included.
>
> ➢ These should be entered with no spaces or special characters.

2 - Container or Trailer number:

Common non-compliant behaviour

> ➢ Use of holding or null values, i.e. TRAILER instead of the correct TRN.
> ➢ Failure to provide a container or trailer number.

Expected behaviour

> ➢ **This field must be provided when containers or trailers are being moved**. If a container is being moved on a trailer then the container number should be entered into this field in preference to the registered trailer number. The unique Container or trailer number (letters or numbers) which identifies the container/trailer is to be entered.
> ➢ However, where multiple consignments are carried in a single container provision of Marks and Numbers will assist identification of the relevant cargo and minimise delays.
> ➢ In particular this must be provided for Maritime Containers, Road (Channel Tunnel), Accompanied RoRo, and Unaccompanied RoRo. **The Trailer number provided should be the trailer number registered with the respective national authority in the country of registration**. (Refer to Trailer Registration Tab for details of your respective national registration schemes).
> ➢ These should be entered with no spaces or special characters.

3 - Mode of Transport at the border

Common non-compliant behaviour

- ➢ Use of incorrect modal code, i.e.;
  - o Use of modal code 3 (Channel Tunnel) by Roll-on, Roll-off traffic.
  - o Use of Modal code 1 (Maritime) by Roll-on, Roll-off traffic.
  - o Incorrect use of Modal code 10 & 11 for Roll-on, Roll-off traffic.
  - o Use of modal code 4 (Air) road flights

Expected behaviour

- ➢ 1 - Maritime
- ➢ 2 - Rail
- ➢ 3 - Road (Channel Tunnel)
- ➢ 4 - Air
- ➢ 10 - Roll-on Roll-off - Driver accompanied
- ➢ 11 - Roll-on Roll-off - Unaccompanied

4 - Place of loading

Common non-compliant behaviour

> ➤ Specifically with road haulage traffic which is driver accompanied.
> > ➤ Provision of the Nationality code and the name of the port.
> > ➤ Provision of the Nationality code and name of the town.
> > ➤ Provision of the Nationality code and name of the warehouse.

Expected behaviour

> ➤ For **unaccompanied goods** the place of loading will be the port of departure. The first 2 digits of the place of loading shall be the Country Code from the code list, detailing the country where the goods were loaded onto the means of transport. (Refer to Country code tab). This should be followed by the name of seaport, airport, freight terminal, rail station or other place at which goods are loaded onto the active means of transport that will cross the border.
>
> ➤ For **Accompanied RoRo and Road (Channel Tunnel**) goods the place of loading is the Freight Terminal, Warehouse or Other place of loading onto the trailer/container which will be the active means of transport that will cross the border. **In these circumstances you should 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.**

5 - Place of Unloading

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Common non-compliant behaviour

> Specifically with road haulage traffic which is driver accompanied.
> - Provision of the Nationality code and the name of the port.
> - Provision of the Nationality code and name of the town.
> - Provision of the Nationality code and name of the warehouse.

Expected behaviour

> For **unaccompanied good**s the place of unloading will be the port of arrival. The first 2 digits of the place of unloading shall be the **Country Code from the code list**, detailing the country where the goods will be unloaded from the means of transport. (Refer to Country code tab). **This must then be followed by the name of the seaport, airport**, freight terminal, rail station or other place at which goods are unloaded from the active means of transport used for their carriage to be presented to customs.

> For **Accompanied RoRo and Road (Channel Tunnel) goods** the place of unloading is the Freight Terminal, Warehouse or Other place of unloading off the trailer/container which was the active means of transport at the border. **In these circumstances you should 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.**

Common non-compliant behaviour

> ➢ Use of generic goods descriptions, i.e.; parts, food, garments, textiles, chemicals, fresh goods and white goods etc.
> ➢ Descriptions not in English.
> ➢ Use of Tariff heading descriptions.
> ➢ Use of trade/parts descriptions, i.e.; 06748 HYD ST PH

Expected behaviour

> ➢**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", "general cargo", "parts" or "miscellaneous" **must not be** provided. 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 'Unacceptable goods description' tab on the 'Entry Summary data elements' guidance on Gov.UK (Making an entry summary declaration - GOV.UK) for examples of terms that should not be included. The tariff chapter heading should not be used as a substitute for a plain language goods description.

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Common non-compliant behaviour

> **Countries of routing is being provided as per the transport or consolidation points rather than the journey of the goods, i.e. FR, GB.**

Expected behaviour

> You must provide, in chronological order, the countries through which the **goods are routed** between the country of original departure and the country of final destination. The countries must be entered in the appropriate country code format. (Refer to country code tab.) Please note, as this information is only collected at header level it is important that all consignments included in the declaration have followed the same routing.
> See additional guidance:SS-GB-Countries-of-Routing-Guidance.pdf

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Common non-compliant behaviour

➢Use of a generic time stamp of 00:01 dd/mm/yyyy

Expected behaviour

➢ The time must be GMT.
➢ Scheduled date and time of arrival of means of transport at:
   o (Road) 'Channel Tunnel' arrival at the Eurotunnel terminal in Coquelles, France.
   o (sea, unaccompanied RoRo, and accompanied RoRo) arrival at first port

Common non-compliant behaviour

➢ This is often not being provided even in circumstances where one would be expected. Goods being moved, especially unaccompanied will often have an agent, buyer, haulier or other interested party who should be notified of arrival.

Expected behaviour

➢ Details of the party to be notified at entry of the arrival of the goods must be provided where applicable.

➢ 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.

➢ The notify party address must be provided and in the following format: Name/ Company, Building Number, Street, Town, Region, Postcode, Country.

➢ If the party to be notified has an EORI or Trader Identification Number (TIN) is held, this should also be provided. If a GB EORI is provided, the name and address becomes an optional element.

Further Guidance:

Border Force

Useful links:

Making an entry summary declaration - GOV.UK

Entry summary declaration data elements for the S&S GB service

SS-GB-Countries-of-Routing-Guidance.pdf