



POST-BREXIT  
ICS - GB S&S  
SECURITY DECLARATIONS

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# SAFE via conex™

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**SAFE** via conex™ is the solution developed by CONEX to manage security declarations for the importation of goods into certain territories and countries. Our solution complies with the World Customs Organisation's SAFE Framework of Standards.

# ADVANCE SECURITY DECLARATIONS

**SAFE via conex™** is a solution developed by CONEX to manage security declaration required upon importing goods into certain customs territories and countries.

With **SAFE via conex™**, you benefit from a unified solution in accordance with the customs systems of the countries concerned.

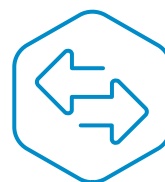
**SAFE via conex™** ensures electronic exchanges of messages through its own EDI platform without any intermediary.



Compliant with the  
WCO\* SAFE  
Framework of  
Standards



Regulatory  
compliance



Communicates  
with your tools

\* World Customs Organisation

# INTERNATIONAL COVERAGE

**SAFE via conex™** covers a number of advance security systems such as the European Union Import Control System with its diverse and varied systems of the 27 Member States, the AFR in Japan and the CRI in Israel.

From 1<sup>st</sup> January 2021, **SAFE via conex™** includes a solution for and communications with the GB S&S (GB Safety & Security system).



**EU**

**IMPORT CONTROL SYSTEM**



**GB**

**SAFETY & SECURITY**



**JP**

**ADVANCE FILING RULE**



**IL**

**CARGO REPORT IMPORT**

# A SOLUTION ADAPTED TO YOUR ACTIVITY



## FULL WEB

Simple to put in place, an Internet connection is all you need. The required data elements that constitute your Entry Summary declaration (ENS) are input manually on the screens. Think of duplicating messages to save time!



## EDI/WEB MIX

You have reliable data that you wish to integrate into our Web App? You can transmit an xml file to prepare your ENS, with just the missing data to input manually to complete the declaration.



## FULL EDI

The ideal configuration for those handling large volumes and with the IT capacity to develop interfaces. This solution gives no access to a screen and functions uniquely through the exchange of EDI messages between your IT system and our communication platform.

**SAFE**

via conex™

# THE SAFE VIA CONEX™ PROCESS

**SAFE via conex™** ensures that the entered or interfaced data is compliant and formulates your ENS (ENTRY Summary declaration).

**SAFE via conex™** transmits the security declaration electronically to the customs administration concerned in accordance with the regulations and communication protocols.

**SAFE via conex™** ensures all electronic exchanges between the filer and the customs administrations. (ENS filing, MRN (Movement Reference Number) transmission)





# ICS – IMPORT CONTROL SYSTEM

27 EU

Member States

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Advance security declarations for goods arriving in the EU  
customs territory.



## REGULATORY CONTEXT

The legal foundation of ICS, applicable in the European Union are found in "Security amendments" (R648 / 2005 of April 13, 2005 / R1875 / 2006 of December 18, 2006), in the modernised Community Customs code and in the Implementing Regulation of the CCC.

**SAFE via conex™** ICS has existed since 2010, when this regulation came into effect.

**SAFE via conex™** allows for the preparation of the ENS (ENtry Summary declaration) which is the responsibility of the carrier or its representative, the importer or its representative, or any person able to present or have the goods presented.

Thanks to its electronic connections with European customs systems, the **SAFE via conex™** exchange platform ensures the safe transmission of all messages between the ICS system of the Member State at the first point of entry into EU territory and the person filing the ENS.

## CONTROLS ON DATA

The ENS is addressed to the Import Control System for the purpose of having **advance controls performed on its constituent data**. The risk analysis carried out by the country at the first point of entry into the European Union authorises or not the goods to be brought into EU customs territory.

**There are 3 levels of risk.**

### **Risk A or the Do Not Load:**

It is forbidden to load the goods onto the long-distance maritime vessel.

### **Risk B:**

A customs control is required at the customs office of entry.

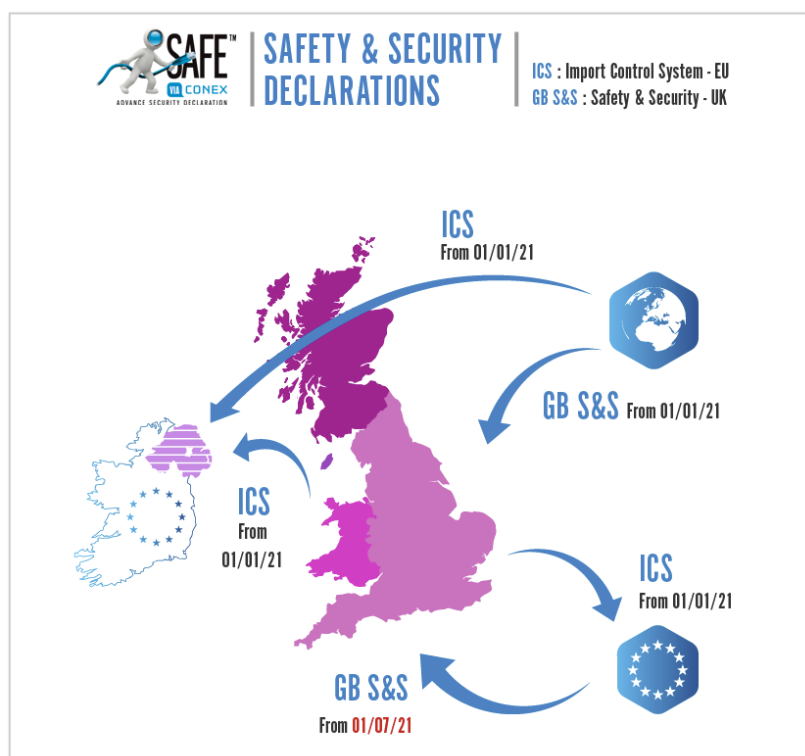
### **Risk C:**

The control is transferred to the port or airport of unloading of the goods (subsequent office or next office) at the request of the office of first entry. Risk C applies when the goods are unloaded in a Member State other than the Member State of first entry.

# TRANSPARENT COMMUNICATION WITH ALL EUROPEAN COUNTRIES

**SAFE** via **conex™** ICS communicates with the 27 European customs administrations, meaning as many communication protocols to put in place, almost as many languages to master, not forgetting that sometimes there are also local rules to apply.

Access conditions for filers are also as varied and as they are variable... **SAFE** via **conex™** ICS is a **one-stop-shop** which, in total transparency for the filer, addressed the ENS to the country considered as the first point of entry into the EU.



## 1<sup>st</sup> JANUARY 2021

The panorama changes... By cutting all ties with the European Union, the United Kingdom is also leaving the European advance security system, **ICS**, and is creating its own system, **GB S&S**.

It's also from this date that the formulation and electronic transmission of an ENS becomes mandatory for all import movements coming from the United Kingdom, regardless of the means of transport.



# ICS - IMPORT CONTROL SYSTEM

EUROPEAN UNION

&

NORTHERN IRELAND

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Due to the Northern Ireland Protocol, this territory, albeit British, is considered as a European territory from 1<sup>st</sup> January 2021 in terms of security declarations.

## NEW BORDER



On 1st January 2021, a physical border between the European Union and the United Kingdom has been established.

It marks the obligation to lodge an **electronic** advance security declaration for **all movements coming from Great Britain towards the European Union**, regardless of the mode of transport.

## A MANDATORY ICS SECURITY DECLARATION



All goods entering the European Union and Northern Ireland must be covered by an ENS, ENtry Summary declaration.



Controls are performed by the customs administration of the EU Member State which is the first point of entry into the EU and/or Northern Ireland.



There are regulatory timeframes for lodging ENS, depending on the mode of transport.

## WHICH PREREQUISITES?

To communicate with any one of the 27 European Union customs administrations from January 1<sup>st</sup>, 2021, the filer lodging the ENS, the carrier or its representative, must have an **EU EORI (Economic Operator Registration & Identification)** issued by one of the Member State administrations.

EORIs are centralised in the EU EORI database. This database makes it possible, by means of **a unique number, to identify each economic operator who has dealings with the European Union (EU) customs administrations** or who carries out activities covered by customs legislation.

- The **ENS filer** must have his/her own EORI and the carrier's EORI (mandatory in any event for filing ENS or amendments).
- The EORIs of consignors/consignees are not mandatory and should only be provided if available. An ENS cannot be rejected because the consignor/consignee EORI is missing.



The United Kingdom having left the European Union, after January 1<sup>st</sup>, 2021, GB EORIs are no longer recognised by the European Union database.

If you have an EORI starting with GB, it has now been deleted from the EU EORI database.

**Our advice:** apply now for an EORI that can be identified as an EORI issued by an EU Member State.

Operators established in the EU should contact their own administration.

Operators based outside the EU should contact the Member State to which their first declaration will be lodged.

## DEADLINES

| Shipping of goods via ...                                    | ENS to be transmitted to<br>1st country of entry into EU ...                 |
|--|--|
| <b>MARITIME</b><br>(Container, bulk, unaccompanied trailers) | No later than <b>2hr before</b> the arrival of the vessel                    |
| <b>COMBINED TRANSPORT</b><br>(road/sea/road)                 | No later than <b>2hr before</b> the arrival of the ferry                     |
| <b>COMBINED TRANSPORT</b><br>(road/tunnel/road)              | No later than <b>1hr before</b> the arrival of the<br>rail shuttle in Calais |
| <b>AIR</b>   | No later than the <b>actual time of take-off</b><br>of the aircraft          |
| <b>RAIL</b><br>(wagon, container, swap body, wagon, etc.)    | No later than <b>1hr before</b> the arrival<br>of the train at the border    |

## WHO CAN LODGE AN ENS?

The actor liable for lodging an ENS is the carrier. With the carrier's permission, any other economic operator may submit the required messages in its place.

| Shipping of goods via ...                                    | Who is responsible?     |
|--|-------------------------|
| <b>MARITIME</b><br>(Container, bulk, unaccompanied trailers) | <b>Maritime</b> carrier |
| <b>COMBINED TRANSPORT</b><br>(road/sea/road)                 | <b>Road</b> carrier     |
| <b>COMBINED TRANSPORT</b><br>(road/tunnel/road)              | <b>Road</b> carrier     |
| <b>AIR</b>   | <b>Air</b> carrier      |
| <b>RAIL</b><br>(wagon, container, swap body, wagon, etc.)    | <b>Rail</b> carrier     |

# THE MAIN DATA ELEMENTS TO BE TRANSMITTED

- Filer's EORI, Carrier's EORI

- Transport details

  - Mode, Identity and Nationality

  - Method of payment (of the transport)

  - Complete itinerary (list of countries)

  - Customs office of first entry and Scheduled date of arrival

- Economic operators

  - Consignor

  - Consignee

- Goods item details

  - TARIC (HS 6 minimum) or Description

  - Mass, Packages (Nb and type), Marks and Numbers, Danger Code (if applicable)

  - Place of loading and unloading

  - Documents (transport)

- Commercial reference

- Total mass

# NORTHERN IRELAND & GREAT BRITAIN



From 01/01/21, the ICS EU formalities are required between Great Britain and Northern Ireland, even though the latter is part of the United Kingdom.

This particularity is due to the Northern Ireland Protocol, signed between the United Kingdom and the European Union after the “Backstop”, or safety net proposed by Theresa May, was rejected.

# NORTHERN IRELAND & REPUBLIC OF IRELAND



According to the Northern Ireland Protocol:

No physical border between Northern Ireland and the Republic of Ireland.

No security declaration between Northern Ireland and the Republic of Ireland, in either direction.

Advance security declarations are unthinkable.





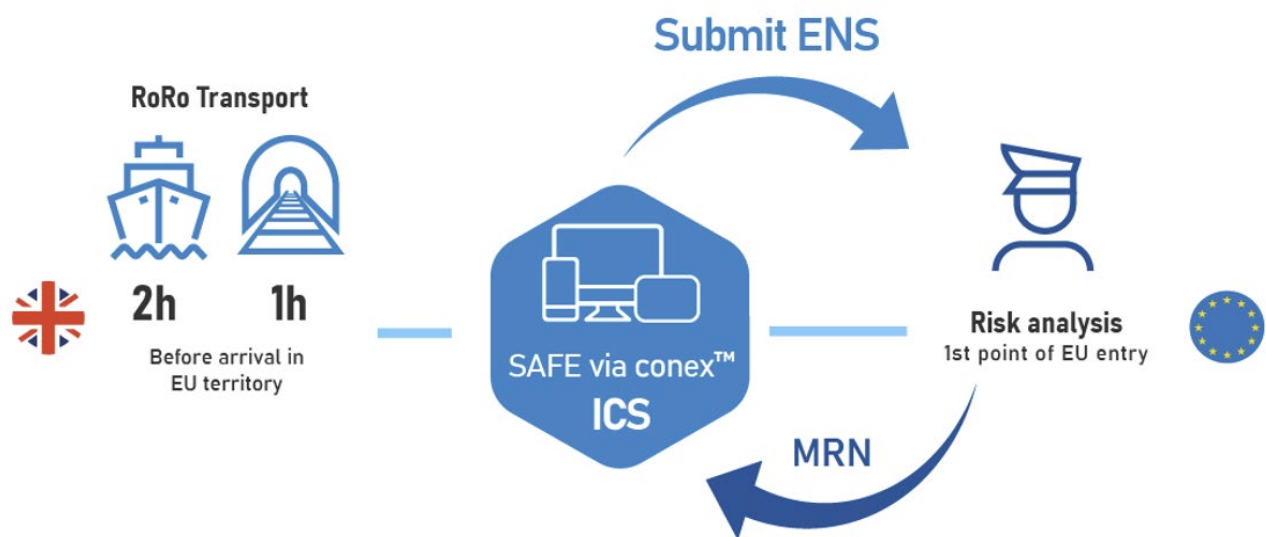
# ICS - IMPORT CONTROL SYSTEM

## CROSS-CHANNEL RoRo CONTEXT

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In the RoRo context, the ENS process has been simplified compared to the general ICS process.

## THE SAME PROCESS!



ENS declarations are submitted to the ICS IT system of the Member State of the first point of entry into the European Union customs territory.

An MRN is then returned to the filer and a risk analysis is performed by the Member State in question. This may lead to a control upon the arrival of the goods into the EU customs territory.

# SECURITY OBLIGATIONS

## Accompanied RoRo (Tractor and trailer)



### Ferry crossings

The type of ENS to be submitted is "maritime" (mode of transport = 1) **with the obligation** to provide the trailer's licence plate, at least two hours before the arrival of the ferry.



### Tunnel crossings

The type of ENS to be submitted is "rail" (mode of transport = 2) **with the obligation** to provide the trailer's licence plate, at least one hour before the arrival of the shuttle.

## Unaccompanied RoRo NON (Non-towed trailer)



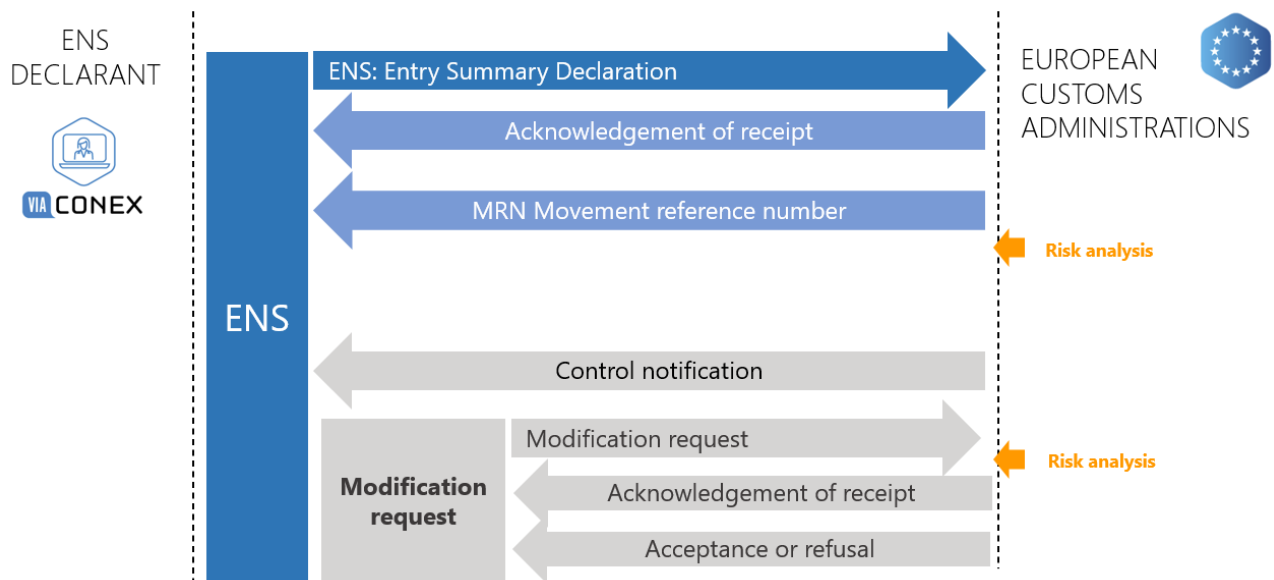
The shipping or ferry company is the only actor responsible for the ENS. The type of ENS to be submitted is "maritime" (mode of transport = 1), at least 2 hours before the arrival of the ferry.



The ENS concerning trailers on wagons are the responsibility of the rail carrier itself (SNCF ...)

## THE VARIOUS MESSAGES

Whether accompanied or not, the formalities to be completed by the filer for RoRo transport are reduced in comparison to other modes of transport. Only an ENS is required, as well as a modification request if applicable.





# GB S&S

# SAFETY & SECURITY

## NEW

## GB SECURITY SYSTEM

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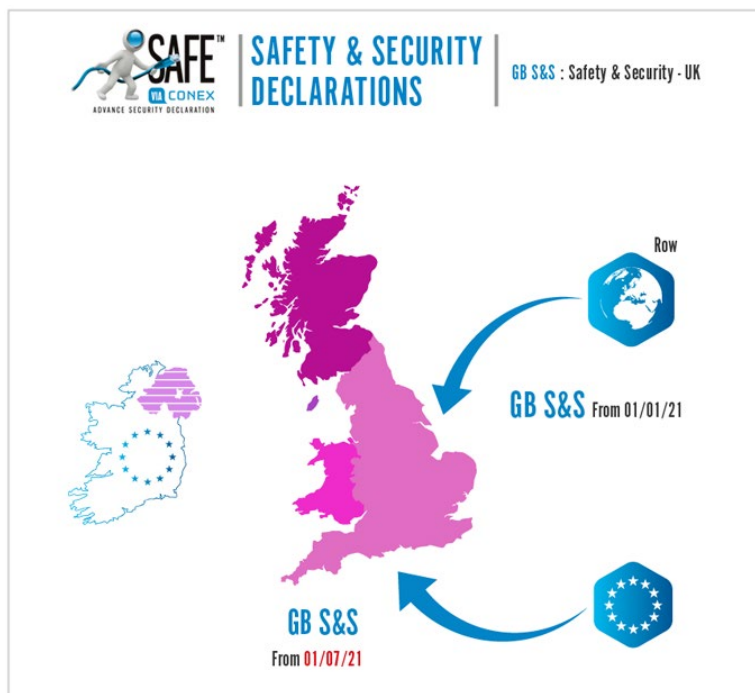
The UK approach to Safety / Security reflects (like ICS) the World Customs Organisation (WCO) SAFE Framework of Standards, which require pre-arrival information in order to assess risk of all goods entering the British territory.

# CONEX IN THE STARTING BLOCKS FOR YOU

From 1<sup>st</sup> January 2021, all importations into the British territory coming from third countries (other than the EU) must be the object of an advance security declaration in the GB S&S system.

Only from 1<sup>st</sup> July 2021 do goods arriving from the European Union become subject to this regulation.

**SAFE** via **conex™** GB S&S already communicates with UK Customs to enable you to complete your security declarations and ensure secure electronic communications with the UK administration.



### 01/01/2021

Advance Safety & Security Declarations are required for all goods imported from third countries (with the exception of the EU) by air or by sea.

### 01/07/2021

Advance Safety & Security Declarations are required for all goods imported from the European Union, regardless of the mode of transport.

EU ICS: IMPORT CONTROL SYSTEM  
GB S&S: SAFETY & SECURITY  
ROW: Rest of the World

## DEADLINES

| Goods imported via ...          | Deadline for submission of the ENS before arrival |
|---------------------------------|---|
| <b>EUROTUNNEL*</b>              | <b>1hr</b>  |
| <b>SHORT DISTANCE CROSSINGS</b> | <b>2hr</b>  |
| <b>RAIL</b>                     | <b>2hr</b>  |
| <b>AIR**</b>                    | <b>4hr</b>  |
| <b>BULK OR BREAK-BULK CARGO</b> | <b>4hr</b>  |
| <b>CONTAINERISED CARGO***</b>   | <b>24hr</b>                                       |

\* Time of arrival at Folkstone

\*\*For flights of less than 4 hours, the ENS must be submitted at the time of take-off at the latest.

\*\*\*24 hours prior to the loading of the vessel

WHO CAN LODGE AN ADVANCE  
SECURITY DECLARATION?

The carrier is defined as the actor who manages the "active means of transport". He/she can agree to pass this obligation on to another economic operator; however, the carrier will always have the legal responsibility.

| Shipping of goods via ...                                    | Who is responsible?     |
|--|-------------------------|
| <b>MARITIME</b><br>(Container, bulk, unaccompanied trailers) | <b>Maritime Carrier</b> |
| <b>COMBINED TRANSPORT</b><br>(road/sea/road)                 | <b>Road carrier</b>     |
| <b>COMBINED TRANSPORT</b><br>(road/tunnel/road)              | <b>Road carrier</b>     |
| <b>AIR</b>   | <b>Air carrier</b>      |
| <b>RAIL</b><br>(wagon, container, swap body, wagon, etc.)    | <b>Rail carrier</b>     |

The data required for an entry summary declaration include consignor, consignee, description of the goods, itinerary (list of countries), transport information (e.g., flight reference) and time of arrival.



### **A few reminders if you want or need to lodge ENS**

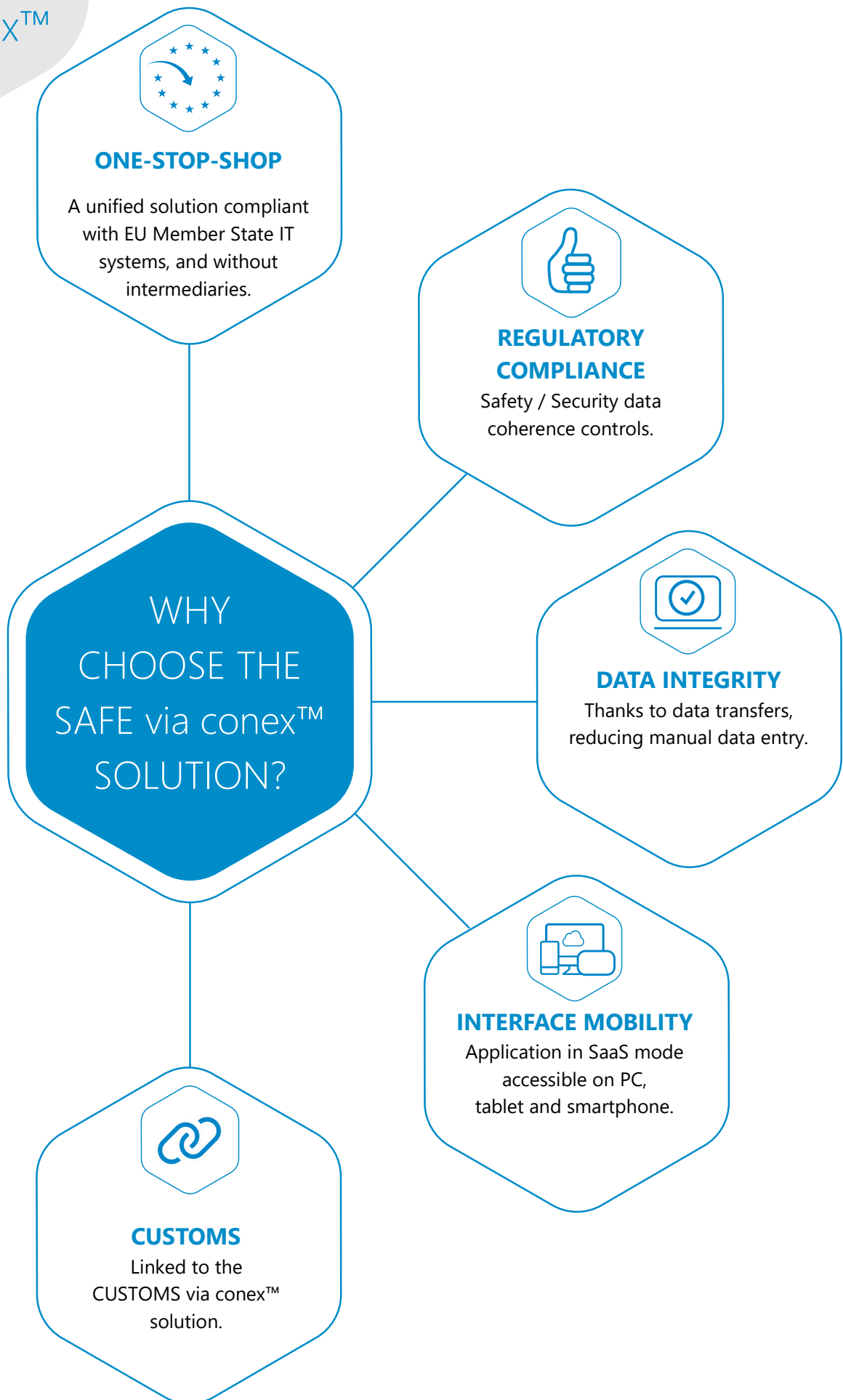
- \* Have you analysed your physical movements?
- \* What are the first points of entry into the EU customs territory? France, Belgium, others?
- \* Do you think you can automate or semi-automate your ENS?
- \* When do you have knowledge of the licence plate of the actual trailer which will cross the border?
- \* What are your volumes and what do they represent in equivalent ENS?
- \* Do you only have an EORI beginning with GB? If yes, remember that this is no longer valid in the EU. However, this EORI remains valid in the UK system; this will enable you to lodge advance safety and security declarations to the British security system, GB S&S.
- \* Do you have an EU EORI, meaning one that does not begin with GB?
- \* Do you have a solution which adapted to your context enabling you to comply with ICS and GB S&S regulations?

Turn a constraint into a business  
opportunity with **SAFE via conex™**



# SAFE

via conex™



## OTHER SOLUTIONS



A solution for all customs management needs:  
Import-Export, Special Procedures



A customs encyclopaedia compliant with customs regulation requirements:  
Customs Tariff, Official Publications, Classification Opinions, Regulatory Surveillance, Customs Publication Library.



Customs Tariff and the Harmonised System Explanatory Notes



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**[sales@conex.net](mailto:sales@conex.net)**