

Exit Summary (EXS) Declaration Webinar / walk through 25 August 2021 – Frequently Asked Questions

1. What are the Safety and Security (S&S) and Goods Vehicle Movement Service (GVMS) requirements from 1 October 2021 and 1 January 2022?

- a. Pre-departure S&S information, using full export declarations or exit summary (EXS) declarations has been required since 1 January 2021 for goods moving from GB to EU, with the exception of the following categories, for which there was a temporary waiver in place until 30th September 2021: -
 - i. Empty pallets, containers and vehicles being moved under a transport contract, and;
 - ii. Goods in RoRo vehicles where there would otherwise be a requirement for an EXSGVMS is not required for GB to EU movements at this time.
- b. From 1 October 2021 EXS declarations will be required for all movements from GB to EU for which the S&S information is not already included in a full export declaration, such as: -
 - i. Empty pallets, containers, vehicles being moved under a transport contract (including empty reusable packaging such as stillages, roll-cages etc.)
 - ii. Goods which have remained in temporary storage for more than 14 days
 - iii. Goods which have remained in temporary storage for less than 14 days but the import ENS details are unknown or the destination consignee has changed
 - iv. Goods being moved under transit using either a Transit Accompanying Document (TAD), a Transit Security Accompanying Document (TSAD) or TIR (Transports Internationaux Routiers)GVMS is not required for GB to EU movements from 1 October 2021.
- c. From 1 January 2022 movements departing from locations using GVMS will need a GMR created with either the EXS or the full export declaration DUCR included.

2. Will you change the 1 October date for the introduction of these requirements?

- a. The requirement to submit EXS declarations for empty movements has been in place for a number of years for Rest of World exports. S&S requirements have also been in place for most GB to EU movements from 1 January 2021. However, to help businesses to prepare and recover from the COVID pandemic, a temporary waiver was put in place for the two categories of movement above.

CHIEF / EXS Declarations

- 3. Why is CPC 10 00 046 required? What if goods are under some form of customs control in UK? If an export entry has been completed do you also have to submit an EXS declaration?**
 - a. An EXS declaration is required in certain circumstances only. If 'goods' are being exported, then the S&S information will normally be included in the full export declaration submitted by the trader or their representative and a separate EXS is not required.

- 4. Can we submit an EXS 10 00 046 as an arrived declaration rather than using a C1601 each time?**
 - a. The standard process to submit an EXS using CPC 10 00 046 cannot be lodged as an 'arrived' declaration. The standard process must be used in the following circumstances: -
 - i. All modes of transport departing via inventory linked locations
 - ii. Any mode except RoRo (for example Rail or Air) departing via non-inventory linked locations

- 5. If we need to request HMRC to input an EXS 'arrival' notification in CHIEF, using form C1601, what is the turnaround time/SLA to complete this?**
 - a. The service level agreement in place for the National Clearance Hub (NCH) acting as the customs loader in this circumstance is 2 hours.

- 6. Can we use a single administrative document (SAD) for all EXS instead of into CHIEF?**
 - a. The SAD, also referred to as a C88 is completed when you are providing full customs information and includes the relevant S&S data. If you are providing full customs information including the relevant safety and security data then a separate EXS is not required.
 - b. You cannot use the C88 SAD to provide only S&S information. If you are not providing customs information, such as in the case of moving empty containers, where customs information is not required, then you must use the EXS to provide the S&S data.

- 7. If I already have links to CHIEF or if I develop a new link to CHIEF, will the same interface work with CDS?**
 - a. CHIEF and CDS are housed on different platforms and therefore they will need separate connections. You should contact our Software Developer Support Team for further information, at SDSTeam@hmrc.gov.uk

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8. Are CHIEF arrival facilities available at Dover, Eurotunnel/Folkestone?

- a. You should check with individual port/border locations to confirm what facilities are available at their location.
- b. For RoRo movements through a non-inventory linked location, as well as any movements through Dover, Holyhead and Eurotunnel, the 'Arrived' EXS process will be followed which means there is no requirement to notify 'arrival' at that border location.

9. Is there a combined code for the Short Straits, in the same way there is a combined code for creating a GMR/using CHIEF?

- a. You should check information on gov.uk, within the customs [Trade Tariff for CHIEF](#), to verify location codes.

10. Are you able to share user manuals for ECS/EXS?

- a. Technical specifications for connecting to CHIEF or the National Exports System (NES) are available on gov.uk or by contacting our Software Developer Support Team, at SDSTeam@hmrc.gov.uk

11. When we complete an export entry is it possible to combine an EXS with the entry summary (ENS) declaration?

- a. ENS declarations are used to provide S&S information on goods arriving in GB from the EU and cannot be combined with any other declaration – they are submitted into the S&S GB service.
- b. An EXS is only required in an export scenario where a full export declaration is not being submitted, as described in Question 1.

12. If a truck is carrying 100 shipments for 100 customers how many EXS declarations will be required?

- a. EXS declarations should be submitted at consignment level. A consignment is defined by the transport contract, such as the CMR, airway bill or bill of lading.

13. For non-inventory linked ports, who will depart the EXS?

- a. All EXS declarations will automatically be assumed as departed, on CHIEF, so there is no requirement for carriers to facilitate the departure notification for EXS declarations.

14. Do we need an EXS if an ENS or equivalent Safety and Security/Phytosanitary declaration has been completed for entry into the EU?

- a. S&S information must be provided for all movements departing GB, in addition to any documents that are provided to EU customs authorities.
- b. An EXS is used to satisfy the provision of S&S information to UK customs on exiting GB in the circumstances noted at Question 1.

15. Will an EXS create a new MRN or is it the same MRN and DUCR as the export declaration?

- a. If a full export declaration has been submitted it will include the safety and security information and a separate EXS is not required.

16. Is the EXS a physical document with a scannable QR code?

- a. The EXS is an electronic submission into the CHIEF system and is not a physical document.

17. We currently apply for an MRN for exports using ATA carnets for temporary exports. Does the EXS now supersede the current MRN application.

- a. An EXS is not required in the case of temporary exports using an ATA carnet.

18. When transporting empties via Dover, Holyhead or Eurotunnel, is an EXS enough or is an EXA necessary?

- a. An EXA is an EXS which has been submitted as 'arrived' to meet the requirements for exporting at some locations. There would never be a need to submit an EXA as well as an EXS.
- b. To submit an EXA you will need to complete an Export Full Declaration (EFD) in CHIEF and use the Customs Procedure Code 10 00 056 listing the declaration type as EXA in Box 1.
- c. Empty units only have S&S requirements when they are being moved under a transport contract.

19. Will you be sending a guide of how to use CHIEF to submit EXS?

- a. You can find comprehensive guidance on how to access and use CHIEF, [here](#).

Customs control / presentation / clearance and departure Notifications

20. At Dover, will ferry operators send the 'departure' message to CHIEF?

- a. There is a requirement to notify the customs Office of Exit (OoE) about goods departing the customs territory. All EXS declarations will automatically be assumed as departed, on CHIEF, so there is no requirement for carriers to facilitate the departure notification for EXS declarations.

21. When you need to 'present' documents to the NCH is that physical presentation, or electronic?

- a. Documents requested by the NCH will normally be by electronic means, unless advised otherwise.

22. Will there be a list of the customs-controlled places for export locations?

- a. A list of Inland Border Facilities (IBFs) can be found [here](#).

23. What is the definition of customs clearance on an export?

- a. When goods are 'presented' to customs, otherwise described as being 'arrived', the customs systems will risk the declaration and provide an outcome which could be: -
 - i. Route 1 – documentary check required
 - ii. Route 2 – physical check required
 - iii. Route 6 – Permission to Progress
- b. Permission to Progress is confirmation that movements have been granted customs clearance.

24. Does the declarant need to be 'established' in the UK?

- a. If your business is not based in the UK, you should still get an Economic Operators Registration and Identification (EORI) number if you're making EXS or ENS declarations into GB systems. You can find more information [here](#).

Common Transit Convention (CTC) / TIR

25. If CTC goods are created from an export declaration which is then ceased by raising the Transit document, does this fulfil the requirement?

- a. If goods are covered by a full export declaration, which is then cancelled in favour of starting a Transit movement on NCTS, then a standalone EXS will still be required as well as any Transit declarations. The original S&S information will have been cancelled with the export declaration, so it is no longer applicable.

26. If I open a T1 in GB that includes Security data set, do I need to submit separate EXS?

- a. Goods being moved under transit using a TAD, TSAD or TIR will still require a separate EXS declaration to be submitted where there is no full export declaration.

27. We need to create a DUCR and MRN for the TAD in a Transit movement – do we need to do EXS as well?

- a. If your movement is not covered by a full export declaration, which may be the case in a Transit movement, then you need to create an EXS for the S&S information. This is in addition to any TAD you create
- b. If you're moving through a border location that uses GVMS, you will need to create a GMR and include the DUCR from the TAD as well as the DUCR from the EXS declaration.

28. When moving multiple consignments using TIR, you have one Transit declaration. How many EXS declarations do you need, and do you need a GMR for each consignment?

- a. Although you can have one TIR that covers a whole vehicle, which may have multiple consignments, there needs to be an EXS declaration for every consignment that is not already covered by a full export declaration.
- b. When GVMS is required you will create one GMR and input the TIR MRN as well as the DUCR from one of the EXS declarations.

29. From 1st January 2022, will a Transit movement need a GMR to exit UK? If yes what should it include? Is the transit MRN sufficient?

- a. Yes, a GMR will be required for any movements through a port that has adopted GVMS.
- b. A Transit MRN will be required as well as an EXS DUCR if the movement is not already covered by an EFD which includes the Safety and Security information.

Responsibility

30. For a container shipping line, would our own empty equipment being repositioned be exempt from EXS?

- a. Empty vehicles, containers or pallets *not* being moved under a transport contract i.e. the shippers' own containers, are permanently exempt from the requirement to submit EXS.

31. What happens if a driver decides to change to an alternative departure port?

- a. If Permission to Progress has already been granted, such as in the case of an 'arrived' EXS, then a new EXS would need to be submitted in order to allow customs to risk the declaration again.
- b. If the movement is one that requires 'arrival' to be notified at the departure port, then whichever port the driver chooses, will undertake the 'arrival' notification function.

32. It is stated that the responsible party for filing the EXS is the Vessel Operator, but this is not always the case where there are vessel sharing arrangements in place. A container of cargo may be moved by one entity, on a ship operated by another entity.

- a. The EXS is only used in those circumstances where the movement is not already covered by a full export declaration which includes the S&S information, such as those circumstances noted in Question 1.
- b. The responsible party for submitting an EXS declaration is the carrier, defined as 'the operator of the active means of transport' so this is whoever is operating that particular vessel.

- c. If that operator does not have the required information to complete the EXS, they can put business processes in place to ensure they retrieve that information prior to submitting the EXS; or alternatively, they can pass the responsibility for filing the EXS to another party within their supply chain, or a customs agent.

33. Why would RoRo Accompanied and Unaccompanied be different? Shouldn't responsibility rest with haulier or haulage company for both?

- a. Legal responsibility for submitting S&S information lies with the 'operator of the active means of transport'. In the case of an accompanied movement the haulier/driver is in charge of the vehicle he/she is driving. That cannot be the case for unaccompanied movements, and it is the ferry operator that is in charge of ensuring the container gets loaded on and off their vessel as there is no haulier/driver at the location at that time.

Definition of 'empty' vehicles, containers, pallets

34. Does the term 'empties' include empty stillages?

- a. The requirement for EXS is for any empty vehicles, containers or pallets. As a stillage is another form of pallet this would also be included.

35. Does 'empty vehicles' include trade cars?

- a. No, trade cars would be moved under other customs procedures. The EXS only applies to empty vehicles that would ordinarily be carrying goods but are empty of goods on that particular movement.

36. What is the definition of an empty vehicle being moved under a transport contract?

- a. A transport contract, or contract of carriage, is an agreement between a carrier and shipper or passenger, setting out each party's duties and rights; for example, a CMR, Bill of Lading or Airway bill.
- b. If the empty vehicle belongs to the carrier who is moving it, such as in the case of a haulier/driver driving their own vehicle, then this is not being moved under a transport contract.

Example: If a haulier is contracted by a trader to move goods from France to GB and deliver them to a destination point. Once those goods have been delivered, the contract has been satisfied and therefore the haulier is driving his own vehicle back to France and no EXS is needed.

37. Does an empty ship need EXS?

- a. An EXS would only be required if the empty ship was being moved by someone other than the owner of the ship, under a transport contract.

38. Do we need to complete EXS for every container or can we log multiple containers on one EXS?

- a. EXS declarations should be submitted at consignment level. A consignment is defined by the transport contract, such as the CMR, airway bill or bill of lading.

39. What are the EXS requirements for moving cargo from Ireland, to the EU under Transit via GB?

- a. For the Ireland to GB movement GVMS would be required now.
- b. You should check with EU authorities what the EXS requirement would be on leaving Ireland
- c. For the GB to EU movement an EXS would be required from 1 October 2021 (if the movement is not covered by a full export declaration). Use of GVMS would be required from 1 January 2022.

EXS and Goods Vehicle Movement Service (GVMS)

40. Why is an 'arrived EXS' (10 00 056) required after 01/01/22 when GVMS will be in place to arrive the EXS, like a CSP would for a 10 00 046?

- a. The 'arrived' EXS process is to be used at all non-inventory linked locations, as well as Dover, Holyhead and Eurotunnel. However, it is a decision for each individual location to make, whether they adopt the use of GVMS.

41. How will this EXS process work between 1 October 2021 and 1 January 2022 while we do not have GVMS?

- a. EXS declarations are a mandatory requirement from 1 October 2021 when the current waiver has ended. The EXS process is separate from any GVMS process. The EXS declaration will be risked by HMRC and Permission to Progress must be granted before the movement is allowed to depart the UK.

42. As a Customs Agent or Freight Forwarder, do we need to register for GVMS?

- a. Any Economic actor who will be responsible for creating a GMR should register for GVMS

43. As a RoRo carrier, do we need GVMS?

- a. The integration and use of GVMS at individual port locations is a commercial decision taken by that port location. Carriers should check with their Port Operators and, if applicable, their CSP, to understand if they need to integrate GVMS.

44. Will GVMS depart the EXS as it was not on the process flow shared?

- a. We previously advised that in both the Standard and Arrived EXS processes, it would be necessary to send a departure notification to customs once the movement departed GB. HMRC have now reviewed this step in the process and agreed it will no longer be a requirement for someone at the location to notify departure. HMRC's CHIEF system will automatically assume departure after 15 days.

45. Can we have a list of what scheme each port in the UK is adopting?

- a. Some port locations are still in the process of implementing their new customs control model. We would advise you check with individual port locations to find out which model they will be introducing.