

ICS2

GB – EU/NI Suppliers



HM Revenue
& Customs



OFFICIAL

Poll #1 How prepared are you for ICS2 implementation for road and rail movements?

How prepared are you for ICS2 implementation for road and rail movements?

- Fully prepared
- Somewhat prepared
- Neither
- Somewhat unprepared
- Unprepared

ICS2

Safety and Security declaration systems

The following systems are in place for the submission of Safety and Security (S&S) declarations in Great Britain and Northern Ireland:

Great Britain

Safety & Security GB

The S&S GB system is used to process and risk S&S import declarations in GB.

The S&S GB system has different interfaces and risk rules to ICS NI/ICS2 and is an entirely separate standalone system.

The S&S GB service has been live and in use since the UK's exit from the EU.

Northern Ireland

ICS NI

Northern Ireland continues to operate the Import Control System (ICS – now ICS NI).

ICS NI is gradually being replaced by a new S&S system called ICS2.

ICS NI remains in place until ICS2 is fully delivered

ICS2

ICS2 is new S&S system replacing ICS NI. It has been delivered over three releases, with Releases 1 & 2 already going live for air and maritime movements.

The final phase of ICS2 bringing on board road movements is now live, with carriers having until 31 December 2025 to onboard to ICS2.



Import Control System 2 (ICS2) onboarding for road movements

- ICS2 is the new advance cargo information system for collecting and risking Safety and Security Entry Summary (ENS) declarations for movements into Northern Ireland and other EU Member States.
- Air, maritime (cargo/bulk) and most parcel movements already submit ENS declarations into ICS2 for movements from Great Britain into Northern Ireland, and movements from Great Britain into the EU
- From 31 December 2025, ICS2 will also become mandatory for all road movements (this includes accompanied + unaccompanied RoRo) into Northern Ireland. For some EU countries this date may vary, if you're moving goods into the EU then you need to check the guidance for that country.
- It the carrier moving the goods who is responsible for making the declarations, but you might need to start providing more information to them to ensure they can complete this accurately.
- ENS declarations are made before the goods depart, so you also need to make sure this info is available at the right time.

ICS2 onboarding for road movements

- ENS must be submitted no later than 2 hours before the goods arrive in Northern Ireland or the EU.
- The carrier is legally responsible for submitting the entry summary declaration (ENS) in ICS2 for all goods, although they may use a representative or TSS to do this. For unaccompanied movements, the ferry operator is the carrier, for accompanied movements the haulier is the carrier
- If you currently use the Trader Support Service (TSS), you can continue to use it to submit your ENS into ICS2 for movements from Great Britain to Northern Ireland
- If you do not use the TSS, or you are moving goods into the EU from Great Britain, you must update your software or speak to your software provider to ensure they are ready for ICS2

ICS2 process

ICS2 has additional data requirements and introduces 2 new notifications that must be submitted to customs authorities – Arrival and Presentation of Goods Notifications

1. ENS declaration – submitted into TSS or into ICS2 before goods arrive in the territory
 2. Arrival Notification ***new *** - submitted into ICS2 when the goods arrive in the territory
 3. Presentation of Goods Notification ***new *** - submitted into ICS2 after Arrival Notification, when the goods get to temporary storage (or before goods leave the port if there is no temporary storage)
- The full set of ENS data requirements for an ENS in ICS2 can be found at:
 - [UCC Delegated Act](#) - Annex B, Section 5 onwards
 - [EUDCM 7.0](#) – Information on ICS2 data requirements can be found in the ‘Source text’ section of UCC Annex B tab

ICS2 – New ENS Data Requirements

- As well as the current data fields, ICS2 has some new data requirements including:
 - Accurate description of your goods
 - Commodity Code (6 digits)
 - Buyer and Seller information
 - Place of Delivery
- The EU is improving data quality through ‘stop-words’. Goods descriptions must contain more details than just the generic ‘stop words’ or the ENS will be rejected. List of stop words: [Guidance on acceptable and unacceptable terms for the description of goods](#)
- **You must speak to those in your supply chain or those moving goods on your behalf to ensure the correct information required in the ENS declaration is available to whoever is making the ENS declaration, at the correct time, to ensure your goods move as smoothly and efficiently as possible**

ICS2 new data requirements

In previous engagement calls, we've seen significant interest in the following new ICS2 requirements

Commodity Codes?

- In ICS2 you must be able to include a 6–8-digit commodity code at item level for all your ENS declarations. Without this ICS2 will reject your declaration. Please make use of the NI Online Tariff Tool (OTT) to help you identify the appropriate commodity codes.
- [Northern Ireland Online Tariff: Look up commodity codes, duty and VAT rates - GOV.UK](#)

Stop Words?

- The EU is improving data quality through 'stop-words'. Goods descriptions must contain more details than just the generic 'stop words' or the ENS will be rejected. The list has been recently been updated and is available here:
- [Guidance on acceptable and unacceptable terms for the description of goods](#)

Online Tariff Tool (OTT)

- Commodity codes are internationally recognised reference numbers. A commodity code describes a specific product when importing or exporting goods.
- HMRC has developed this tool to help you accurately classify your goods. For ICS2 this only needs to be to 6 digits though can be 8 (commodity codes do go to 10 digits)
- Steps for searching the tariff:
 1. Be specific about the product you are looking for. It's often not enough to describe a product as 'clothing' or 'electronics'. You must specify what the product is, for example, 'cotton shirt', 'car tyres', or 'laptop'.
 2. For raw materials and manufactured products, it can be useful to search for products by the material or what they are made from. For example, steel, wood, stone or glass.
 3. The search tool will suggest a number of sections. Select the section which best describes the product you are importing or exporting.
 4. You will be shown the relevant commodities based on your section. Choose the one which most closely matches your product.

Trader Goods Profile (TGP)

What is a Trader Goods Profile?

The Trader Goods Profile is a new system that HMRC has developed which stores information including commodity codes and other information regarding goods that a trader regularly moves and will allow the trader to provide a simple goods description to identify this information as the goods move.

Requirements of using a Trader Goods Profile

- Use of the TGP is optional, meaning traders must ensure they have access to the database.
- Traders maintain their profile with goods they frequently move.
- Traders must share access to their profile with their agent/intermediary or TSS (whichever they choose to use).

Benefits of using a Trader Goods Profile

- Simplified declaration process, reducing burden on trader as they are no longer required to submit a commodity code on a per movement basis.
- Direct access from the Trader Goods Profile to the supportive tools of the Online Tariff Tool, Classification Digital Assistant, and Webchat.

What needs to be submitted into ICS2 for road movements?

Entry Summary (ENS) Declaration

To be submitted by the carrier **at least 2 hours prior to arrival** in Northern Ireland:

- For accompanied Roll-on Roll-off movements the carrier is the haulier
- For unaccompanied Roll-on Roll-off movements the carrier is the ferry operator

Notification of Arrival

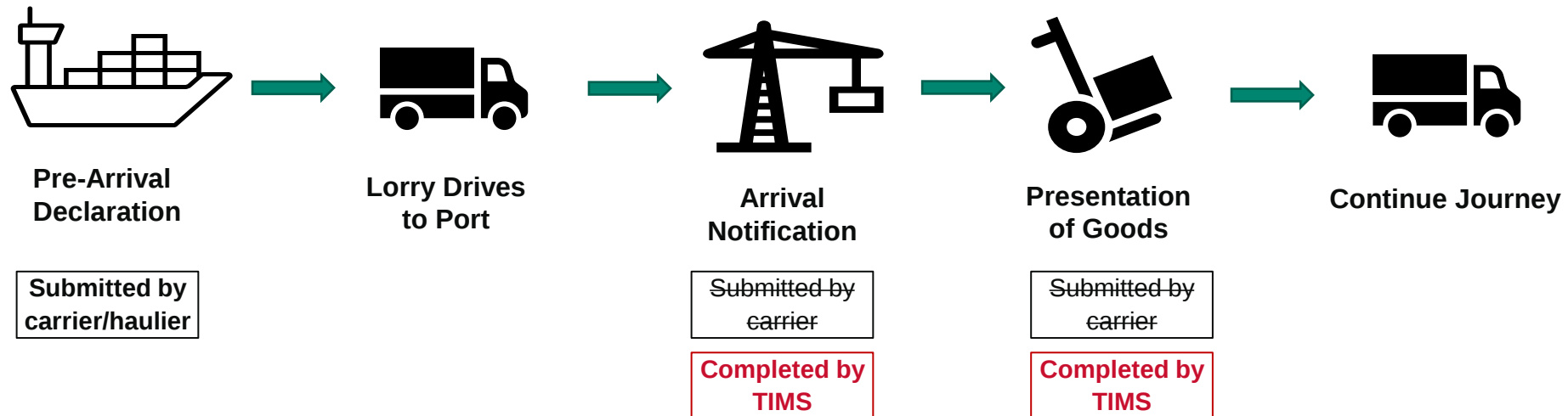
For unaccompanied Roll-on Roll-Off movements only. To be submitted by the haulier/ carrier / port system **when the ship docks**

Presentation of Goods

To be submitted by the haulier / carrier / person in control of the goods after the Arrival Notification and before goods leave the port boundary

How to submit Arrival and Presentation of Goods Notifications into ICS2 using TIMS

- HMRC is building the Trader Integration Micro Service ('TIMS') that will complete ICS2 Arrival and Presentation Notifications on behalf of hauliers/carriers moving goods into Northern Ireland via GVMS ports.
- For TIMS to work, you **must include all relevant S&S MRNs in your GMR**. TIMS will then automatically Arrive and Present goods.
- Other than entering the S&S MRNs in the GMR, you do not need to take any additional action for TIMS to work.
- You can use TIMS if you are using the TSS – you just need to ensure you have asked TSS to enter the S&S MRNs in the GMR.



Poll #2 - I feel better prepared for the ICS2 arrangements and what I need to do than I did at the start of the webinar

I feel better prepared for the ICS2 arrangements and what I need to do than I did at the start of the webinar

- Agree
- Somewhat agree
- Neither
- Somewhat disagree
- Disagree

Poll #3 - How do you or the relevant person in your supply chain plan on submitting ICS2 declarations for Road and Rail movements?

How do you or the relevant person in your supply chain plan on submitting ICS2 declarations for Road and Rail movements?

- Via an Agent
- Via TSS
- With my own Software
- I don't know

Poll #4 - Are you or the relevant person in your supply chain operationally ready to submit ICS2 declarations?

Are you or the relevant person in your supply chain operationally ready to submit ICS2 declarations?

- I understand and currently receive all data required to submit ICS2 Declarations
- I understand but do not currently receive all data required to submit ICS2 Declarations.
- I don't understand what is required to submit ICS2 declarations.
- I don't know what ICS2 is

Take Action

Take Action

- You must be able to provide the relevant information to the person in your supply chain who will be completing the ENS.
- It is important you speak to those moving goods on your behalf as soon as possible to ensure they have the correct information, at the correct time.
- This will ensure your goods continue to move as smoothly and efficiently as possible.

ICS2 – Links to further information

EU guidance on ICS2:

- [CIRCABC - Information, including Technical Specifications and Operational Guidance](#)
- [EU Overview of ICS2 and Frequently Asked Questions](#)
- [Guidance on acceptable and unacceptable terms for the description of goods](#)

GOV.UK guidance on Safety & Security Requirements in Northern Ireland:

- [Safety and security declarations - Guidance - GOV.UK](#)
- [Register to use the Import Control System 2 - GOV.UK](#)
- [Make an entry summary declaration using the Import Control System 2 - GOV.UK](#)
- [Technical Specification for HMRC Presentation of Goods API Service](#)
- [Northern Ireland Online Tariff: Look up commodity codes, duty and VAT rates - GOV.UK](#)

Where can I find more information on TSS for GB-NI movements?

You can find information on how to submit an Entry Summary declaration on both GOV.UK and NICTA:

GOV.UK guidance on [Making an entry summary declaration](#)

- Current Ro-Ro guidance on NICTA: [Entry Summary Declaration: Step-by-Step guide](#)
- Current Maritime guidance on NICTA: [ENS step-by-step guide for maritime movements from GB to NI](#)

There are also a number of webinars you can access through NICTA showing you how to complete an ENS for ICS2 in the TSS portal

Contact Us

If you have any enquiries about ICS2 or any other NI customs policy queries, please send an email to:
nistakeholderengagementteam@hmrc.gov.uk

Pre-submitted Questions

Why are some ICS2 countries allowing businesses to onboard from 1 June 2026 instead of 31 December 2025? Why isn't the UK delaying onboarding to June 2026 in NI?

Derogations offered by the EU are linked to the delivery of NCTS-6 TSADs. Countries not delivering TSADs can delay ICS2 for road movements up to a maximum of 31 December 2025. Countries that are delivering NCTS-6 TSADs can delay ICS2 for road movements up to a maximum of 1 June 2026.

The UK has opted out of delivering TSADs, therefore 31 December 2025 is the maximum delay available in Northern Ireland.

What should I do if there is traffic / breakdowns / unforeseen circumstances and have to board a later ferry to that listed in my ENS declaration? Do I need a new ENS?

HMRC appreciates the 'just-in-time' supply chain nature of some movements and that in the course of organising these movements, the ferry used to transport the goods into NI can change at very short notice. HMRC has therefore agreed not to require an amendment/new ENS for movements between GB-NI in the case of last-minute changes as we can access the new ferry information through GVMS. Carriers/hauliers must still provide accurate vessel information in the ENS to the best of their knowledge at the time of submission and you must include your ENS MRN in the GMR.

Where can I find more information on ICS2 if I'm moving goods from Great Britain to an EU country?

If you move goods from Great Britain into the EU you may need to use ICS2 now depending on the country you are moving goods into. A list of all ICS2 territories and the date from which ICS2 becomes mandatory for road and rail movements is available online at the link we will provide called: [Guidance for the submission of an ENS for road and rail during the ICS2 and NCTS P6 derogation period.](#)

If you are moving goods by transit you will need to meet safety and security requirements for the relevant system (ICS, ICS2 or NCTS6-TSADs) of the country you are moving goods into.

You must check with the customs authority of the ICS2 territory you are moving goods into for details on which systems to use and any specific ICS2 processes to follow (for example, use of the ELO system for movements into France).

Are ICS2 and S&S GB interoperable? Can I use the same S&S data for both systems?

S&S GB is used to submit Entry Summary Declarations for movements into Great Britain, while ICS2 is used for movements into NI. Whilst the information required for both systems is largely the same, ICS2 has introduced a new dataset with additional data elements being added.

Where relevant, the same data can be included in both declarations but will need to be entered separately as ICS2 and S&S GB are not interoperable.

Does the haulier need an XI/EU EORI or will a GB EORI suffice?

No – Economic Operators must apply for an Economic Operators Registration and Identification (EORI) number from their national customs administration if they do not already have one. EORI numbers starting GB are not recognised by ICS2.

Can I enter a mixture of ICSNI and ICS2 ENS MRN's in my GMR whilst I am transitioning to ICS2?

Yes, you can enter a mixture of ICSNI and ICS2 MRNs in your GMR up to the 31 December 2025. After this time ICS2 is mandatory and only ICS2 ENS MRNs can be used.

We are interested to know the effects ICS2 will have on EU goods, travelling from Germany (for example) on an EU-based haulier, transporting goods to Northern and Southern Ireland, through the UK.

For the leg of the journey from the EU to Great Britain, you will need to submit an ENS declaration into the S&S GB system.

For the leg of the journey from Great Britain to Northern Ireland or the Republic of Ireland, you will need to submit an ENS declaration into ICS2

You will also need to use GVMS in both cases and if you are moving goods into the Republic of Ireland, use their equivalent PBN system.

When Exporting goods from UK to FR/EU, what actions do we have to be for ready as a Exporter?

You will need to submit a combined export declaration and a standalone exit summary declaration for the movement out of the UK.

On entry to France/any European country carriers will need to submit an ENS declaration into ICS2 at least 2 hours before the goods arrive in the territory.

You will need to ensure whoever is moving the goods has the correct information available to complete the ENS declarations.

If you are moving the goods yourself, you will also need to check for any local arrangements in specific EU countries, for example France operates it's ELO service which is similar to GVMS.

So you must check with the customs authority of the ICS2 territory you are moving goods into for details on which systems to use and any specific ICS2 processes to follow.

What happens if ICS2 goes down (as all systems do). Will the drivers be able to cross into the EU or will there be a backlog at the ports?

You should check with the country you are moving goods into for details of their specific Business Continuity Plans should ICS2 go down, as each ICS2 country may have different arrangements.

Do I need an EU EORI to complete the ICS2 declaration?

Yes, the person submitting the declaration must have an EU EORI or XI EORI. If you already have for example, a French or Belgian EORI, you can use this for ICS2.

If you only have a GB EORI, you may be able to request an XI EORI or you can request an EORI from the country you are moving goods into.

Q & A

Contact Us

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nistakeholderengagementteam@hmrc.gov.uk