

# The Landbridge

## – New Regulatory and administrative requirements from 1 January 2021



### PRE-BOARDING NOTIFICATION



- Pre-Boarding Notification (PBN) reference number will be needed to board a ferry in Ireland.
- Includes Movement Reference Numbers (customs declaration and safety and security declaration).
- Check PBN status – Good to check in – Not good to check in (directed to leave the port).
- PBN is also required for empty trailers

### COMMON TRANSIT CONVENTION (CTC)



- Allow transit between a union country through a third country (UK) to another union country.
- Declarations under the common transit system must be made electronically at the place of departure, using the New Computerised Transit System (NCTS) which is used by all common transit countries.
- A Transit Accompanying Document known as a TAD must accompany the goods during transit and be presented along with the goods at an office of transit or at the office of destination.
  - The movement of goods under common transit ends when the goods and the TAD are presented at the approved office of destination.
- Products of animal origin must be presented at a designated border control post (BCP).
- If arriving into Ireland using the landbridge from the continent and have food of animal origin, notification must be logged on TRACES. Customs data will be used by DAFM to complete documentary checks on the load re-entering the EU at the BCP.

### SEALED VEHICLES



Sealed Vehicles – vehicles using the landbridge must transit under seal. The seal cannot be broken therefore multi-drop logistics in Britain on the way to the continent will not work seamlessly.

### BONDS AND GUARANTEES



A bond is required (under CTC) and transit between Authorised consignor and consignee is recommended.

In order to avail of a Comprehensive Guarantee SMEs must have a Bank Guarantee in place – this requires a credit application for a Contingent Liability.

<https://business.aib.ie/my-business-is/brexit-support>

### AUTHORISED ECONOMIC OPERATOR



This is a 'trusted trader scheme' and can facilitate simplifications and faster access through borders.

- Authorised Consignor can issue transit documents and operate simplified procedures.
- Authorised Consignee can accept goods moved under Union transit procedure at an authorised place to end the procedure.
- AEO is primarily a trade facilitation measure that recognises

reliable operators and encourages best practice in the international supply chain.

### CHECK AN HGV IS READY TO CROSS THE BORDER



UK requirement for international haulage operators.

- Kent access permit.
- Goods Vehicle Movement Service (GVMS) – This is a pre-notification service to HMRC and will service to automate the Office of Transit function, marking the entry of goods into the UK customs territory.
- UK EORI number is required
- Uncertainty of getting held up with traffic delays or diverted to HGV holding areas on the way to British ports.
- No plans for 'green lanes' for Irish vehicles transiting Britain under CTC. Vehicles utilising the landbridge will potentially get caught in the traffic congestion around GB ports.

### PORTS



Risk of delays at ports as transit traffic is not prioritised.

- Need to transit 2 ports in Great Britain en-route to market.
- Traffic management – ease of access and egress of ports is important in assessing the continued viability of existing routes to market.
- Are resources at ports adequate to facilitate the free flow of traffic?

### PRODUCTS OF ANIMAL ORIGIN



The responsible operator must register with the Department of Agriculture, Food and the Marine (DAFM) and with TRACES NT.

- The responsible operator must give 24 hours prior notification of the arrival of the consignment by submitting Part 1 of the Common Health Entry Document (CHED) on TRACES NT.

### ALTERNATIVE ROUTES TO MARKET



Ireland-Continental EU direct will not incur any of the requirements outlined above.

- Increased services to France.
- Cherbourg/Roscoff.
- Will new routes to Dunkirk/Calais for roll on roll off traffic come on stream?
- Working time/tachograph rules influence routes used by haulage operators.
- Arrival times of ferries into Dublin mean that there will be serious challenges to dealing with immigration, documentary checks, SPS checks (physical and documentary checks) with limited space and time between the arrival of the main ferry operators. Upwards of 400 vehicles arrive into the port between 4.30am and 5:45am each day and between 16:50 and 17:15.
- Other unforeseen complications such as immigration checks for non Irish or British nationals driving Irish trucks to GB may incur additional checks that result in delays.

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