



Moving Goods by Ro-Ro w.e.f. 1 January 2021



Customs Roll-On Roll-Off Service

Service that will be available on Revenue website



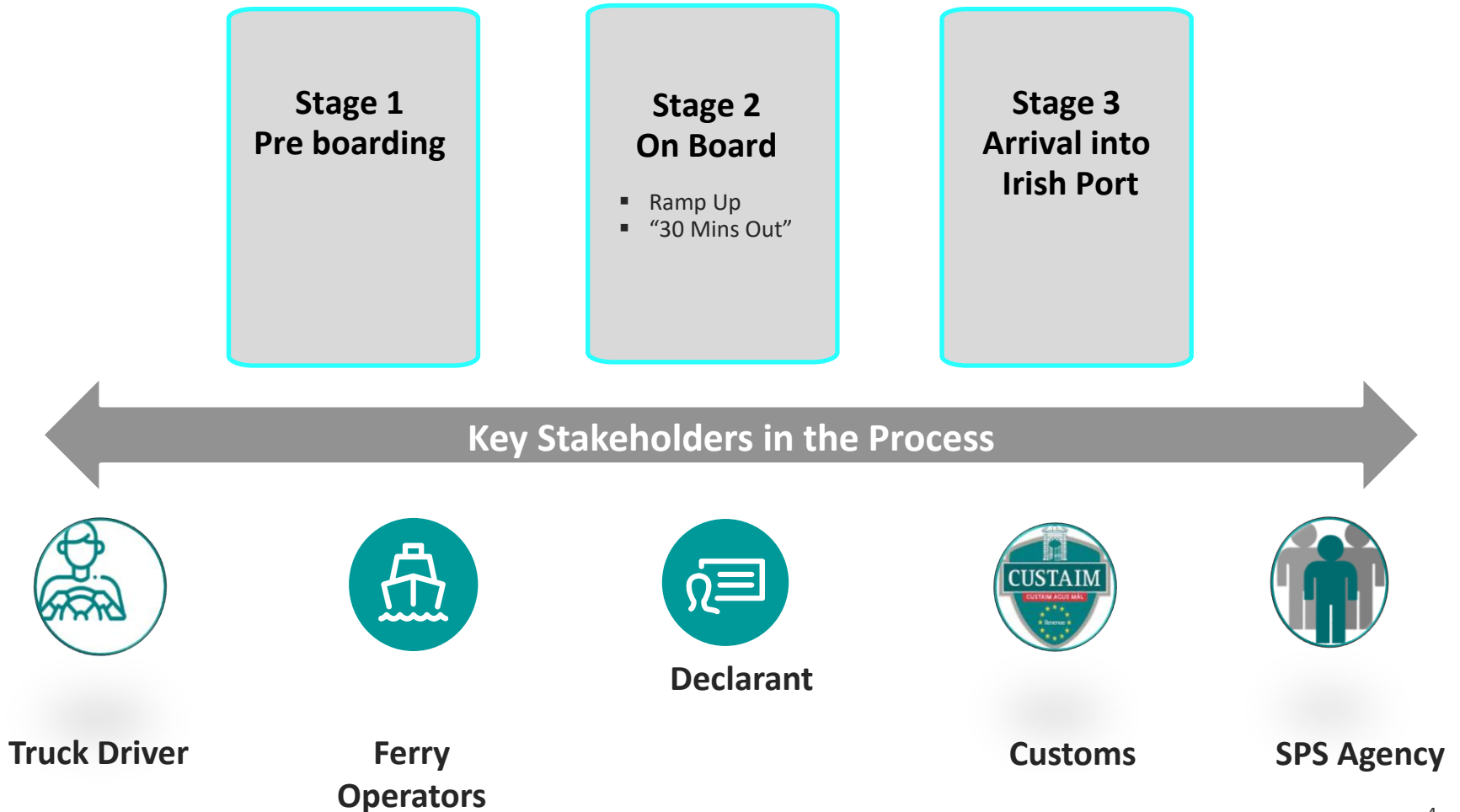
It will consist of 3 functions:

- Pre Boarding Notification (PBN)
- Channel Look Up Facility
- Parking Self Check In Facility



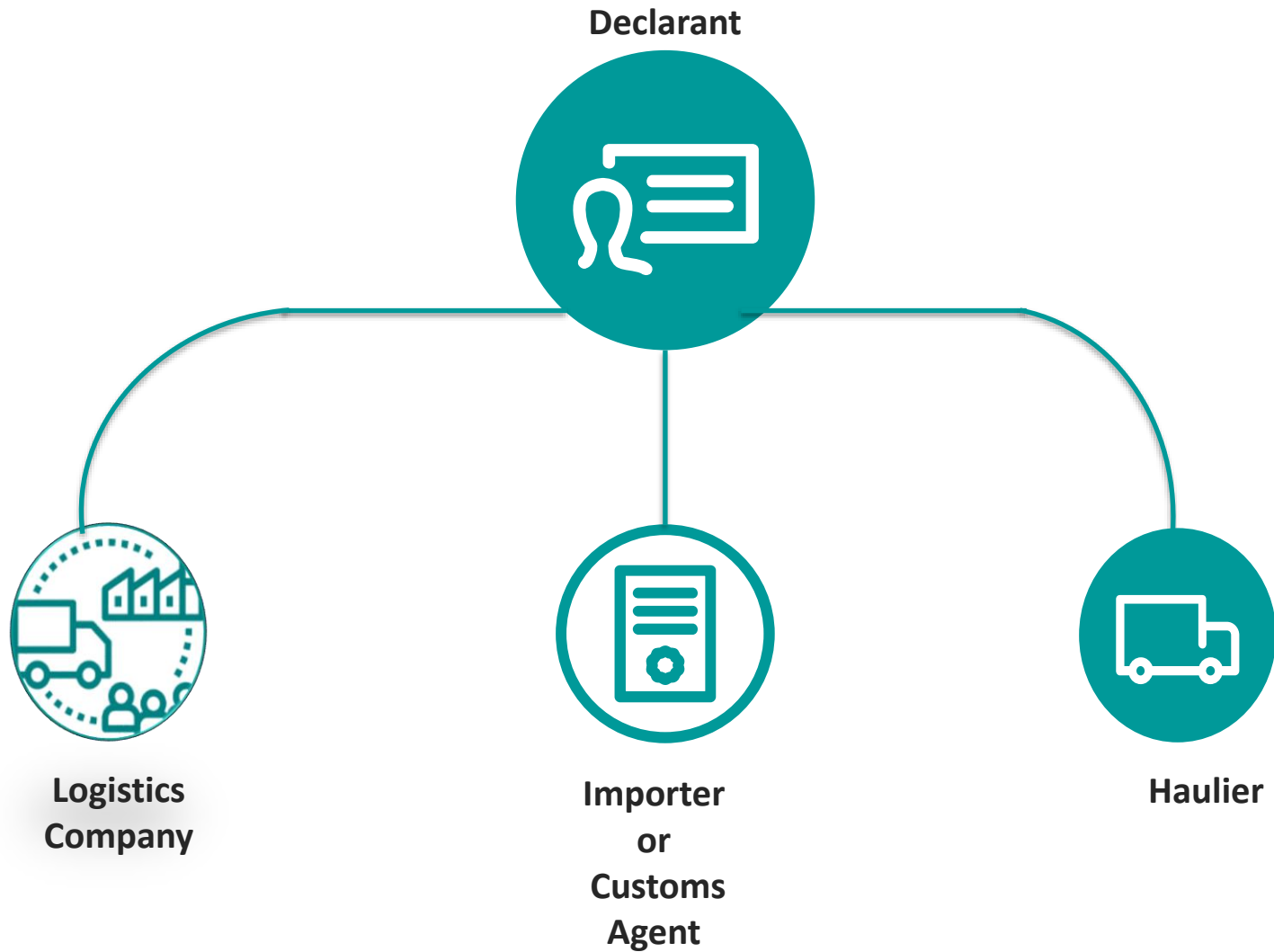
Inbound Vessels from GB

The following slides will highlight the process and changes from 1 January 2021 for various stakeholders. This will be discussed as three distinct stages.



Who can be a Declarant?

Declarant submits the customs declarations



Stage 1

Pre-Boarding

(in the UK)

Pre-Boarding Formalities In the UK – RoRo Traffic

Revenue Message to Trade:

- Pre-Lodge your customs declarations
- Create your PBN
(Pre-Boarding Notification)



Pre-Boarding Formalities In the UK – RoRo Traffic



Message to trade: Pre Lodge all Declarations

All sanitary and phytosanitary (SPS) requirements to be met if relevant (pre-notification on TRACES etc)

<https://www.agriculture.gov.ie/brexit/preparingforbrexit/>

Customs declarations submitted to Revenue to cover all of the goods on the vehicle.

- Safety and Security Declaration (ENS)
- Transit
- Import Declarations

MRNs for all declarations supplied to the person completing the Pre-Boarding Notification

Pre-Boarding Formalities In the UK – RoRo Traffic



What is a PBN?

The PBN is a ‘virtual envelope’ into which details (MRNs) of all of the customs declarations for all of the goods being carried in that vehicle/trailer for that journey are placed

Note: Only One PBN per vehicle/trailer per journey

Pre-Boarding Formalities In the UK – RoRo Traffic



What purpose does the PBN serve?

- It gathers together all of the declarations for a vehicle for a particular journey
- It enables a channel to be assigned to that vehicle based on all of these declarations
- The PBN data is re-used by Revenue to create the Presentation Notification

Pre-Boarding Formalities In the UK – RoRo Traffic



Who Can Create a PBN?

Anyone in the supply chain can create the PBN, including:

- Logistics Company or
- Vehicle Driver or
- Declarant or
- Importer or
- Customs agent

Pre-Boarding Formalities In the UK – RoRo Traffic



How is a PBN created?

The PBN is created on the Revenue Website in the Customs Ro-Ro Service

What is needed to create a PBN

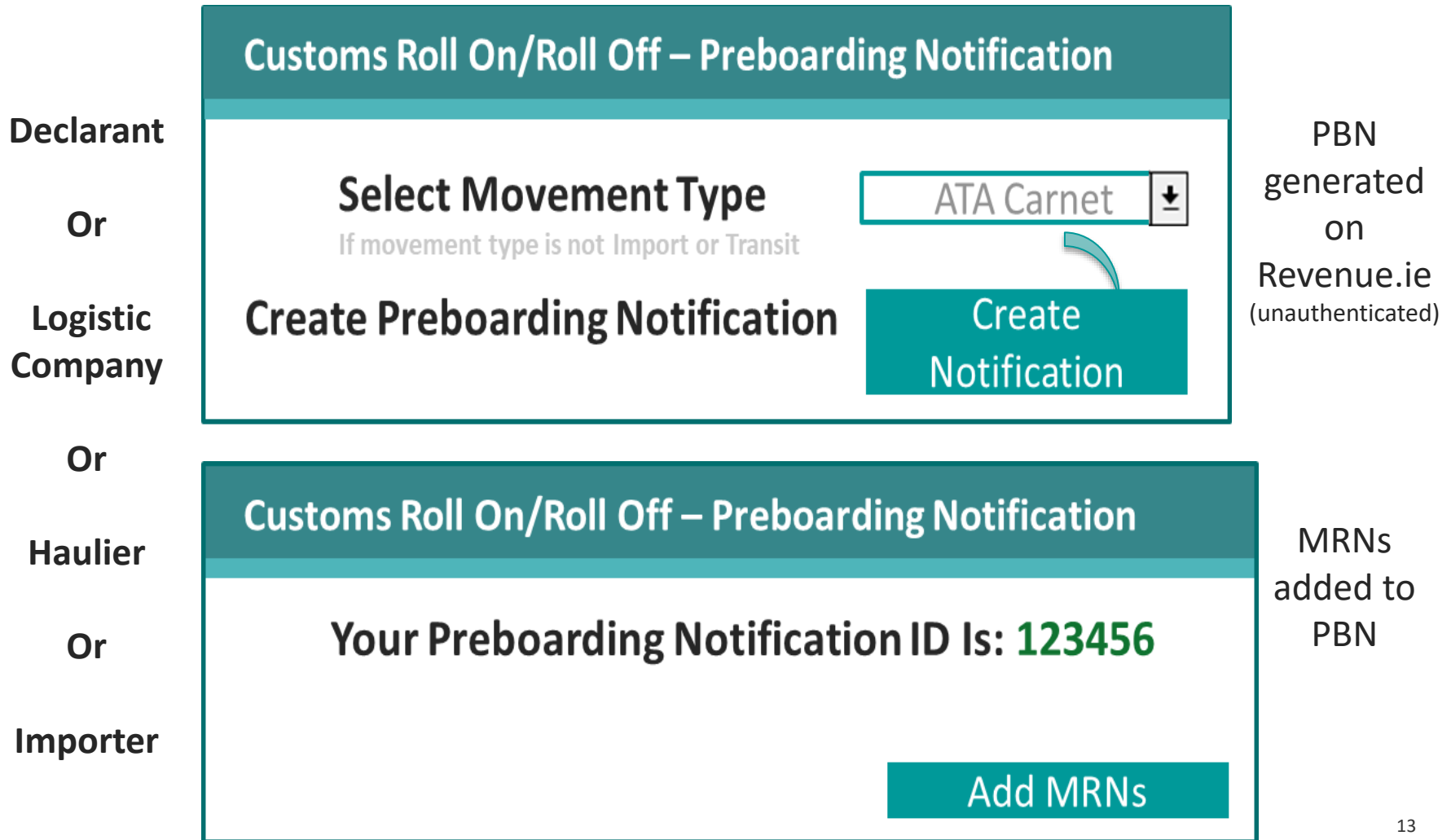
At least one MRN (depending on the movement type)

How do I get a 'Good to Check-In' Status

Depending on the movement type a minimum number of MRNs must be included in the PBN

Creating the Pre Boarding Notification (PBN)

Using at least 1 MRN a PBN is created on the Revenue Website.




At Booking

PBN ID is part of the required booking details for all ferry operators – to be added to the booking details when PBN is available

Ferry Booking System

Booking Screen

01/08/2018 

Vehicle ID	SHIP NAME	Time	Envelope ID
AB3567Y	DUBLIN SWIFT	04:00	123456

Pre-Boarding: Before arrival in port

Driver checks the Customs Ro-Ro Service to confirm status of the PBN

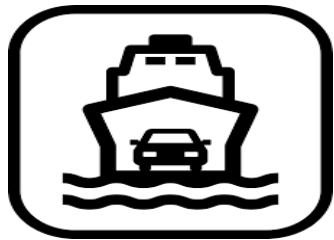
Good to Check-In



Pre-Boarding: Check-In



Checks-in at ferry terminal



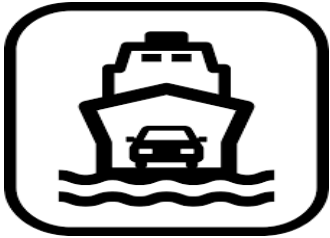
- Confirms the vehicle/trailer registration number (updates booking system where necessary)
- Confirms the PBN Reference ID and that it is for that vehicle/trailer
- Confirms with Revenue electronically that PBN has 'a good to check-in' Status:
 - If yes – vehicle allowed to board
 - If no – vehicle refused boarding



Boards ferry

**Stage 2 – On Board
From Ramp Up
to
Arrival into Irish Port**

On Board: Ramp Up - Ferry Operator Tasks



The ferry operator submits the NIMS manifest to Revenue electronically which will contain:

- the correct vehicle registration number for each truck on board paired with
- the PBN Reference ID associated with each of these vehicles

On Board:

Key Tasks For Declarant, Revenue & Agencies



Revenue

In advance of ship's arrival Revenue sends notification of routing to declarant



Declarant

If consignment routed orange or red, declarant provides supporting documentation



Revenue & SPS Agencies

Where relevant, interventions completed and status or routing of the declaration is updated

On Board: 30 Mins Out - Arrival



Driver made aware of vehicle channel

- Driver checks the Channel Look-Up on the Revenue website to see vehicle channel: or
- Logistics company checks the Channel Look-Up on the Revenue website and informs vehicle driver: or
- Customs agent checks the Channel Look-Up on the Revenue website and informs vehicle driver: or
- Declarant checks the routing of their declarations and informs driver



Ferry Operator
Ship arrives



Vehicle Driver

Driver ready to disembark ferry
Knows what channel to follow

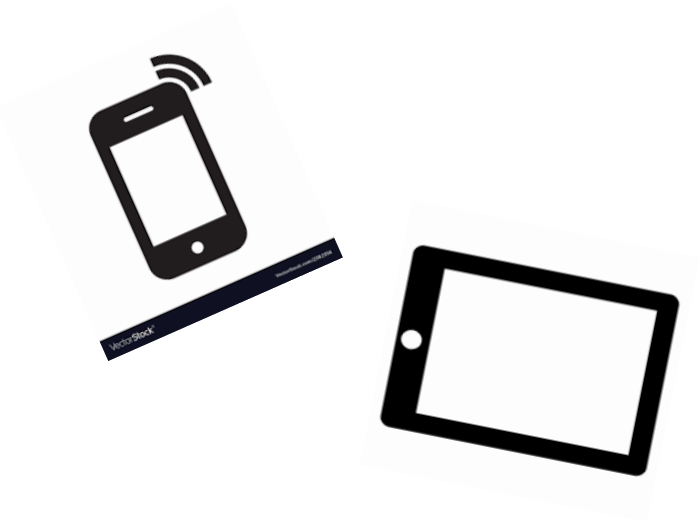
Customs Ro-Ro Service - Channel Look-Up



 **Exit the Port**



 **Call to Customs**



Call to Customs – Live Animals
Call to Customs – Seal Check
Call to Customs – Transit
Call to Customs

Stage 3

Arrival into Irish Port

On Disembarkation in Dublin– Driver Follows Signage



- **Green Channel:**
Vehicle leaves the port directly
- **Call to Customs - Live Animals:**
Vehicle goes directly to the BCP
- **Call to Customs - Seal Check:**
Vehicle goes directly to T7 and is directed to one of the Seal Lanes
- **Call to Customs – Transit:**
Vehicle goes directly to T7 and is directed to one of the Transit Lanes
- **Call to Customs:**
Vehicle goes directly to T11 and is directed to Park-Up

On Disembarkation in Rosslare– Driver Follows Signage



- **Green Channel:**
Vehicle leaves the port directly
- **Call to Customs - Live Animals:**
Vehicle goes directly to Kilrane Site and follows signs for the BCP
- **Call to Customs - Seal Check:**
Vehicle goes directly to Kilrane Site and follows signs for Seal Lane
- **Call to Customs – Transit:**
Vehicle goes directly to Kilrane Site and follows signs for Transit Lane
- **Call to Customs:**
Vehicle goes directly to Kilrane Site and follows signs to Park-Up

Call to Customs: Parking Self Check-In



Where a vehicle gets a **Call to Customs** channel and the driver knows that the goods are subject to a physical inspection then the driver can use the Parking Self Check-In function.

The driver inserts the

- PBN Reference ID or Vehicle Reg Number or Trailer ID; and
- Parking Bay Number; and
- Their mobile phone number

When space becomes available in the relevant inspection area, the driver:

- will receive a text message with details of the inspection area they should proceed to; and
- will follow signage to the relevant inspection area.

Outbound Vessels to 3rd Country

Pre-Boarding Formalities In Ireland – RoRo Traffic



Message to trade: Pre Lodge all Declarations

Customs declarations submitted to Revenue to cover all of the goods on the vehicle.

EXPORT:

- export declaration (containing S&S data) is submitted prior to departure of goods;
- where a control is required this may be done at the traders premises; or carried out in the port

MRNs for all declarations to be supplied to the person completing the Pre-Boarding Notification

Pre-Boarding Formalities In Ireland – RoRo Traffic

Message to trade: Pre Lodge all Declarations



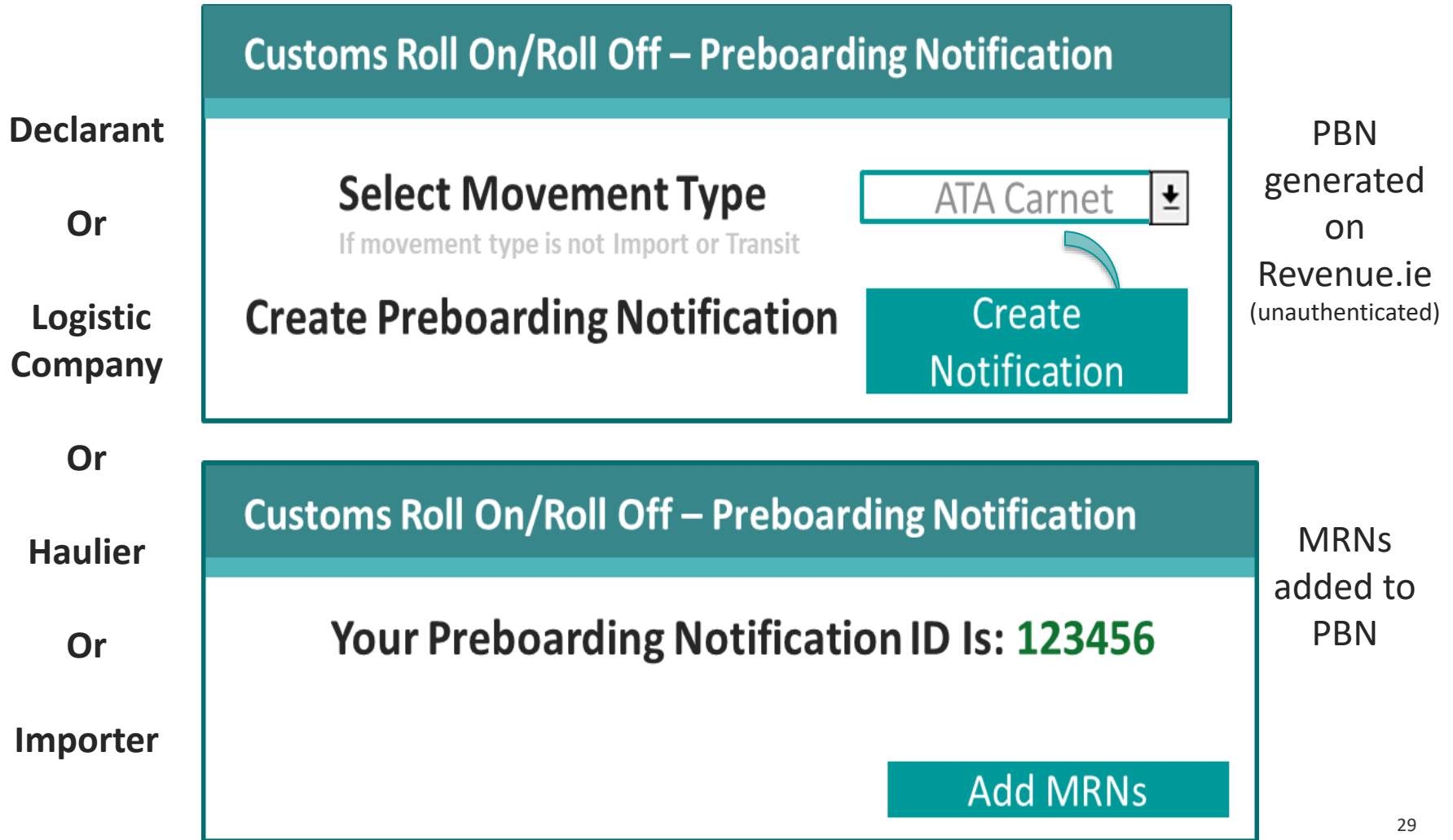
TRANSIT:

- Declarant submits combined STAD Declaration prior to departure of the goods; or
- Declarant submits Transit Declaration and separate S&S declaration (EXS)
- where using Simplified Transit, all formalities are completed at traders premises
- where using Normal Transit, driver brings the LRN to customs export station and customs creates TAD, prints it out and gives to the driver

MRNs for all declarations to be supplied to the person completing the Pre-Boarding Notification

Creating the Pre Boarding Notification (PBN)

Using at least 1 MRN PBN Created on the Revenue Website.




At Booking

PBN Reference ID is part of the required booking details for all ferry operators – to be inserted to booking details when PBN is available

Ferry Booking System

Booking Screen

01/08/2018 

Vehicle ID	SHIP NAME	Time	Envelope ID
AB3567Y	DUBLIN SWIFT	04:00	123456

Pre-Boarding: Before driving to Port

Driver checks the Customs Ro-Ro Service to confirm status of the PBN

Good to Check-In



Ferry Check-In and Ramp Up



Vehicle driver

Checks-in at ferry terminal



Ferry operators

Confirms the vehicle /trailer registration number (updates booking system where necessary)

Confirms with Revenue electronically that PBN has a 'good to check-in' status

If yes – vehicle allowed to board

If no – vehicle refused boarding



Vehicle Driver

Boards ferry



Ferry Operators

Submits the NIMS manifest to Revenue electronically which will contain:

- the correct vehicle registration number for each truck on board; and
- the PBN Reference ID associated with each vehicle

Reminder of Revenue's Message to Trade for RoRo Traffic



- Pre-Lodge your customs declarations
- Create your Pre-Boarding Notification (PBN) – One PBN per vehicle/trailer per journey
- Input the MRNs of all of the declarations for all of the goods on the vehicle/trailer into the PBN
- Provide the driver with the PBN
- Provide the PBN to the ferry operator

Northern Ireland Protocol

Implications of the Protocol

- NI is part of UK customs territory
- In order to avoid a hard border on island of Ireland NI will:
 - apply UCC to trade with 3rd countries including GB
 - continue to implement a limited set of EU rules in relation to SPS and product safety
- This means that trade between IE and NI will continue as it does at present
- Customs formalities will not be required for North/South trade

Movement of consignments - Inbound

- **Goods moving from GB through NI to IE:**
 - being Customs cleared in NI
 - being Customs cleared in IE
- **Goods moving from GB through IE to NI:**
 - being Customs cleared in IE
 - being Customs cleared in NI



Goods being imported from GB through NI to IE:

- being Customs cleared in NI
- being Customs cleared in IE



Goods being cleared in NI

- S&S declaration (ENS) submitted to NI Customs to cover all of the goods
- Import declaration submitted to NI Customs to cover all of the goods
- Goods customs cleared by NI Customs and all relevant formalities complied in NI (including controls and payment of all duties)

Goods being cleared in IE

- S&S declaration (ENS) submitted to NI Customs to cover all of the goods
- Transit declaration submitted to GB NCTS with Office of Destination in IE
- Goods presented to NI Customs and S&S control completed if required
- Transit ended at OoDestination in IE
- Import declaration submitted to IE Customs and all relevant formalities completed in IE (including any fiscal controls and payment of all duties)

Please note discussions are ongoing in the Joint Committee in relation to the specifics of the NI Protocol with finalisation required on some aspects and subsequent agreement between EU and UK

Goods being imported from GB through IE to NI

- being Customs cleared in IE
- being Customs cleared in NI



Goods being cleared in IE

- S&S declaration (ENS) submitted to IE Customs to cover all of the goods
- Import declaration submitted to IE Customs to cover all of the goods
- Goods customs cleared by IE Customs and all relevant formalities complied in IE (including controls and payment of all duties)

Goods being cleared in NI

- S&S declaration (ENS submitted to IE Customs to cover all of the goods)
- Transit declaration submitted to GB NCTS with Office of Destination in NI
- Goods presented to IE Customs and S&S control completed if required
- Transit ended at OoDestination in NI
- Import declaration submitted to NI Customs and all relevant formalities completed in NI (including any fiscal controls and payment of all duties)

Please note discussions are ongoing in the Joint Committee in relation to the specifics of the NI Protocol with finalisation required on some aspects and subsequent agreement between EU and UK

Movement of Consignments – Outbound

- Not yet clear what formalities will be required for NI-GB trade, decisions required from Joint Committee
- NI to rest of EU movements via the landbridge will be the same as IE to rest of EU movements via the landbridge therefore transit will be required
- NI to rest of EU movements on a direct shipping route will be the same as IE to rest of EU movements on a direct shipping route therefore will not require any customs declarations
- NI to rest of world movements will be subject to UCC therefore export and S&S declarations will be required

Please note discussions are ongoing in the Joint Committee in relation to the specifics of the NI Protocol with finalisation required on some aspects and subsequent agreement between EU and UK

Q&A