



Brexit – Important update for road transport operators on the EU-UK Trade and Cooperation Agreement & important customs information

BREXIT: EU-UK Trade and Cooperation Agreement

Many of Ireland's key concerns in the area of international road haulage have been addressed in the EU-UK Trade and Cooperation Agreement, and these are summarised below:-

- **Point to point** transport of goods between both Parties (EU-UK) is included. This is quota-free and means that ECMT licences are not required.
- **Transit** from Ireland/EU through the territory of the UK is included.
- **Cabotage provisions are included too, meaning EU operators can undertake up to 2 cabotage operations within the UK (including Northern Ireland).** While nothing can replace the UK's membership of the Single Market, these arrangements provide crucial underpinnings for the business model of many Irish international haulage operators. A no-deal scenario would not have guaranteed any of these rights and would have created a significantly more difficult situation for Irish industry. For UK hauliers, these additional operations can be composed of two cross-trade operations (i.e. transport operations between two Member States) or one cross-trade and one cabotage operation (i.e. a transport operation within two points of a single Member State). Special provisions are made in the case of Ireland, as Northern Irish hauliers will be able to perform up to two cabotage operations in Ireland.

However, while there is now a very welcome Agreement, there are still some steps that hauliers and HGV drivers need to take – as not everything will stay the same. The advice as contained in our previous communications where we outlined that certain steps should be taken whether there was a deal or no-deal therefore remains:-

- **Transport Manager CPC:** As advised previously, those holding UK-issued Transport Manager CPCs and working for an Irish operator and residing in Ireland should by 31 December have applied to the Chartered Institute of Logistics and Transport to be issued with a corresponding Irish Transport Manager CPC. A UK-issued Transport Manager CPC is no longer valid to work for an EU operator.
- **Driving Licences:** the Minister for Transport, Eamonn Ryan TD, on 31 December signed an agreement with the UK that will allow for the exchange of UK driving licences for an Irish licence, for holders of UK licences resident here. This will allow anyone who had not exchanged their UK licence in time, before the deadline of 11pm on the 31 December, to exchange it under this new agreement. It is important to note though that for anyone in this situation who did not exchange their UK licence by the deadline, their UK licence will no longer be valid to drive here in Ireland, it is only valid for exchange purposes. It is imperative that it be exchanged immediately.

- **Driver CPC:** From 1 January 2021 UK/NI Driver CPC cards are no longer recognised if you are working as a driver for an Irish road haulage/passenger operator, and it is no longer possible to exchange for an Irish Driver CPC card. In the event that a driver has not made an application to the RSA to exchange their UK/NI Driver CPC card before 31 December 2020, the driver will be required to 're-establish' their entitlement to a Driver CPC qualification by completing five days of Driver CPC periodic training in an RSA approved Driver CPC Training Organisation before obtaining a new Driver CPC card. For more information please see [here](#).
- **Driver Attestation:** The European Commission published Notices in relation to the implications of Brexit for road transport as far back as January 2018, with an update published in July 2020. Both these Notices outlined EU law in relation to driver attestation and the implications of this for UK nationals working for Irish haulage operators. The Department sent a Notice to all Irish licensed operators in March 2019 which also referred to the driver attestation requirements along with a number of other Brexit implications for the road haulage sector. A similar notice was sent in December to all Irish international licensed operators. It too referred to driver attestation and we outlined that the Department was seeking further clarification on this matter and that we would communicate further with licensed operators as soon as possible.

The EU-UK Trade and Cooperation agreement does not contain any provision 'waiving' this requirement to hold a driver attestation if a HGV driver working for an Irish/EU haulage operator is a UK national, and therefore any affected operators should apply to the Road Transport Operator Licensing Unit and complete a driver attestation form for any drivers who are UK nationals.

Temporary relaxation of EU driving and resting time rules to assist HGV drivers facing delays at Dublin and Rosslare ports

The Road Safety Authority (RSA), in consultation with the Department of Transport, has agreed to grant a temporary derogation from certain provisions of the EU driving and resting time rules. It will apply to all drivers subject to the EU drivers' hours and tachograph rules engaged in the carriage of goods, when operating on the territory of Ireland from 1 January for a period of 30 days. This should assist HGV drivers in dealing with the consequences of potential delays at Dublin and Rosslare ports arising from Customs and SPS checks. Drivers should not deviate from the rules if it jeopardises road safety nor should they be expected to drive whilst tired - employers remain responsible for the health and safety of their drivers.

Information on Ireland's temporary derogation from the EU drivers' hours rules is available on the RSA website – [here](#).

Customs – Inbound to Ireland from Great Britain

Before arriving at the port of departure in Great Britain, the driver must have a valid Pre-Boarding Notification (PBN). **If the driver does not have a valid PBN he or she will not be allowed to check-in by the ferry operator, and will be advised to leave the port.** You will find further information in the Customs Roll-on Roll-off (Ro-Ro) Service <<https://www.revenue.ie/en/customs-traders-and-agents/customs-electronic-systems/customs-ro-ro-service/index.aspx>> section on Revenue's website.

A Pre-Boarding Notification (PBN) user guide has been added to the website. This is available on <https://www.revenue.ie/en/online-services/support/documents/help-guides/ros/pbn-user-guide.pdf>

Revenue has also set up a dedicated email support service to deal with all PBN related queries at customsPBN@revenue.ie.

In addition, Revenue has issued a press release with advice to hauliers and truck drivers moving goods from Great Britain (GB) into Irish ports. Full details are available here: <https://www.revenue.ie/en/corporate/press-office/press-releases/2021/pr-010521-advice-hauliers-goods-gb-irish-ports.aspx>

Drivers travelling on ferries from Great Britain to Ireland are also reminded to check their customs channel 30 minutes out from arriving into Dublin or Rosslare ports. The customs channel will not be available before that as Revenue's risk analysis process will be running while the ship is travelling between GB and Ireland. A drivers' information leaflet which sets out specifically what drivers need to do is available here <<https://www.revenue.ie/en/customs-traders-and-agents/brexit/advice-for-truck-drivers/inbound-to-ireland-from-great-britain-gb.aspx>>

In relation to ongoing updates for customs systems, you can request to sign up to the eCustoms emailing list. The notifications found here: <https://www.revenue.ie/en/customs-traders-and-agents/customs-electronic-systems/aep/ecustoms-notifications/index.aspx> are sent out and these give advance notice of any changes in relation to customs systems. You can email ecustoms@revenue.ie to be added to the list.

You can contact **Revenue's Customs Helpline** on 01-7383685.

Other useful information: COVID tests for HGV drivers in Great Britain and travelling to France

HGVs leaving England for France can only cross the Channel with evidence of an [authorised negative COVID test](#) for the driver that has been conducted within the 72-hour period before their departure.

The UK has 46 haulier advice sites and free **COVID tests for HGV drivers are available at some of these sites**. COVID testing will be available at more sites soon. A map of all sites can be found [here](#). Haulier advice sites are at motorway service stations and truck stops. Most haulier advice sites are open between 6am and 10pm, 7 days a week. As well as delivering testing, staff at the sites can also provide guidance on new border/customs processes and check whether drivers have all the right paperwork.

There are currently 23 COVID test centres available for HGV drivers and some of the sites, such as those near Chester and Warrington may suit HGV drivers travelling from Ireland to France via the landbridge route.

HGV drivers using Dover and Eurotunnel will get fast-tracked past some queues if they get tested before arriving in Kent.

HGV drivers must have correct documentation, including Kent Access Permits, before arriving in Kent to ensure they can cross the Channel.

ENDS

Road Transport & Freight Policy Division

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