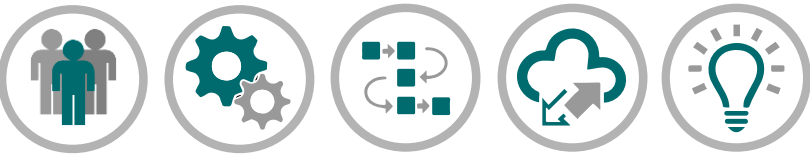




Port Operations Overview Session

4th September 2019



State Of Play

Updates Since Last Discussion



Updates since previous meeting

Facilities

- T7 facilities



Available Sites In Port








- Location confirmed for T7, T9, T10, BCP, Yard 4, Yard 5
- Additional overflow parking
- Exports



Simulation Exercise

- Phased simulation exercise
- Will include Agencies, Port Operations & Dept of Transport

Concerns

	Possible Issue	Update On Issue
	Business Readiness	<ul style="list-style-type: none"> • Intensive Revenue awareness campaign involving 92k businesses; involves issuing letters and making follow up phone calls • Impact to date – 600% increase in EORI registrations
	Driver Facilities	<ul style="list-style-type: none"> • Facilities confirmed: <ul style="list-style-type: none"> • T7 bathroom facilities • Pedestrian walkway to existing local facilities
	Access to Routing	<ul style="list-style-type: none"> • Recommendation provided to declarant to ensure drivers have access to a smart phone or ensure someone in their own office can text the driver the routing
	Availability of Customs Agent	<ul style="list-style-type: none"> • Government support scheme being rolled out by DBEI via Skillnet Ireland
	Internet Quality	<ul style="list-style-type: none"> • Pilot test conducted on board ships • Ferry Operators, Port Company & Dept of Transport have all been briefed on the importance of high quality WIFI availability
	UK Formalities	<ul style="list-style-type: none"> • To be confirmed
	North/South	<ul style="list-style-type: none"> • To be confirmed

Review Of Process

Review of Process

The following slides will highlight the process and changes post Brexit for various stakeholders. This will be discussed as three distinct stages.



Truck Driver



Ferry
Operator



Declarant

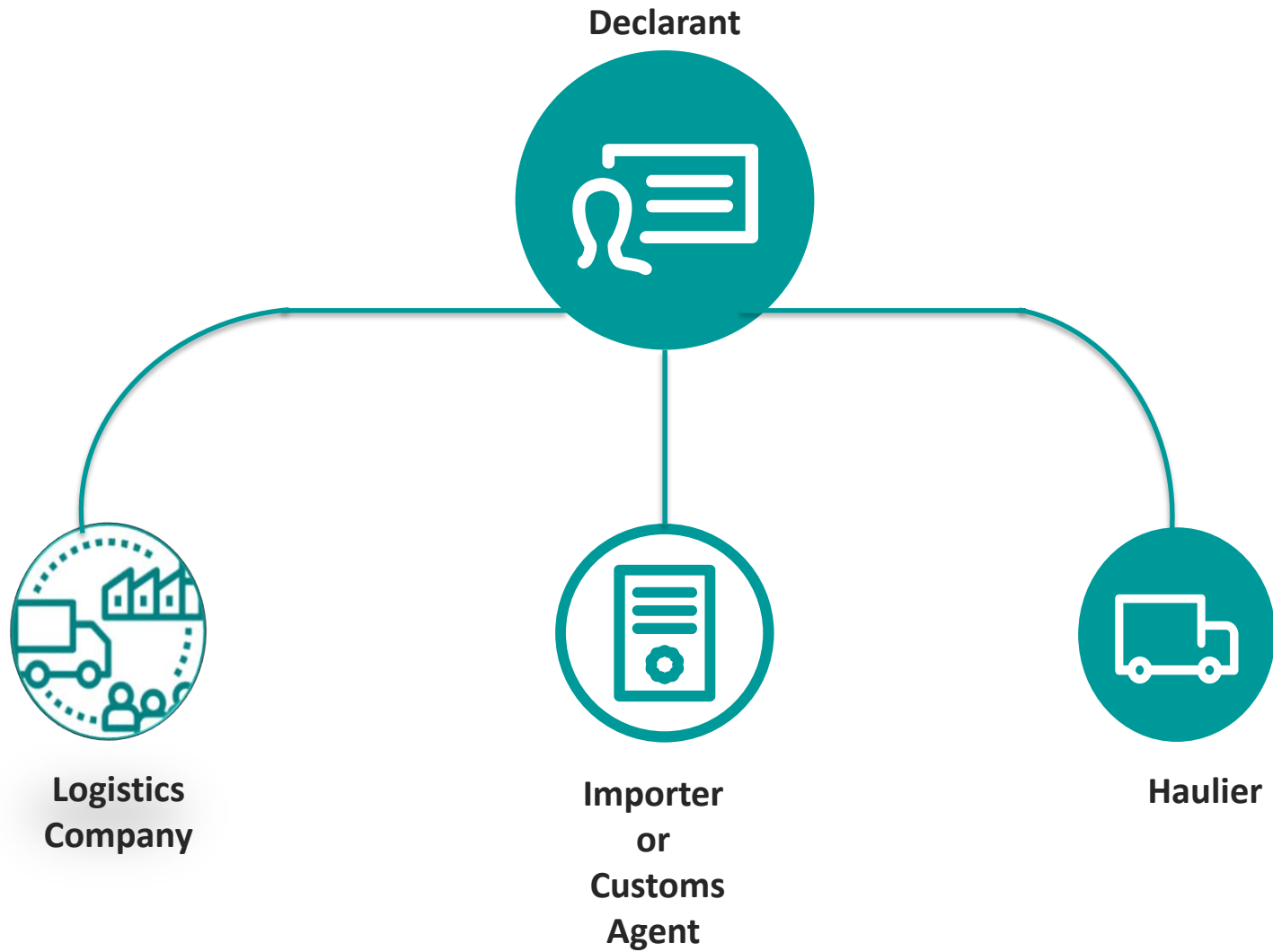


Customs



SPS Agency

Who can be a Declarant?



Stage 1

Pre- Boarding

Pre-Boarding: Formalities



Declarant

Adheres to agency time limits if moving SPS goods
(usually 24h advance notification)



Declarant

Completes all customs formalities for Revenue



Declarant

Provides MRN's to Truck driver



Truck driver

Presents two MRNs @ ferry check in



Ferry operators

Check MRN against checklist



Truck driver

Allowed to board Ferry

Pre-Boarding: Formalities



Declarant

Adheres to agency time limits if moving SPS goods
(usually 24h advance notification)



Declarant

Completes all customs formalities for Revenue



Declarant

Provides MRN's to Truck driver



If custom formalities or MRNs not complete or not provided by logistics company, it will result in truck driver being denied access onto ferry.



Truck driver

Presents truck MRNs @ ferry check in



Ferry operators

Check MRN against checklist



Truck driver

Allowed to board Ferry

Stage 2

On Board

Ramp Up

On Board: Ramp Up Ferry Operator Tasks



Ferry Operator
Ramp Up



Ferry operator
Submits Manifest to
Revenue

On Board: Ramp Up Manifest Impact



Ferry Operator
Ramp Up



Ferry Operator
Submits Manifest to
Revenue



**If manifest
not received!**

- Revenue makes contact with relevant ferry operator(s)
- If manifest not received at departure or quality of data inaccurate – impact on truck routing!

On Board: 2 Hours - 30 Mins Out

Key Tasks For Declarant, Revenue & Agencies



Revenue

Two hours in advance of ship arrival
Revenue sends notification of routing to declarant



Declarant

If routed orange or red declarant provides supporting documentation to Revenue
(If not SPS)



Revenue & SPS Agencies

Interventions completed and status/routing updated

On Board: 2 Hours - 30 Mins Out

Key Tasks For Logistics Company or Customs Agent/Importer



Revenue

Two hours in advance of ship arrival Revenue sends notification of routing to declarant



Declarant

If routed orange or red declarant provides supporting documentation Revenue (If not SPS)



Revenue & SPS Agencies

Interventions completed and status/routing updated



If supporting documentation not submitted controls cannot be completed and a call to customs channel will be given leading to unnecessary delays.



- If importer/customs agent does not operate 24/7 supporting documentation cannot be submitted.
- If SPS documents are not submitted 24hrs in advance trucks will be red routed.
- In the case where importer/customs agent has submitted the declaration this should be communicated to haulier as they will have no visibility of routing.

Stage 2

On Board

30 Mins Out - Arrival

On Board: 30 Mins Out - Arrival



Declarant/Truck Driver/Logistics Company/Customs Agent/Importer
Checks Revenue website for channel information



Ferry
Arrives



Truck Driver
Disembarks and follows channel as indicated on the website or as notified by declarant/employer



Truck Driver
Green Channel – Clear to exit the Port

Red Channel 3 options:

- Red Call to Customs*
- Red Transits*
- Red Seal Check*



Live animals go to BCP

On Board: 30 Mins Out - Arrival



Declarant/Truck Driver/Logistics Company/Customs Agent/Importer
Checks Revenue website for channel information



Ferry
Arrives



Truck Driver
Disembarks and follows channel as indicated on Revenue website



If website is not checked for routing



Truck Driver
Green Channel – Clear to exit the Port
Red Channel 3 options:

- Red call to customs*
- Red transits*
- Red seal check*



If website is not checked for routing

If a truck contains live animals and reports to T7, breach of health and safety. Must report directly to Live Animal BCP.

Truck driver does not know their customs status. Result: potential unnecessary call to Customs; or risk of not calling to Customs when required to, thus removing goods from customs control unauthorised. Must check website for information.

Stage 3

On Arrival

into Irish Port

Truck Driver Disembarking Ferry

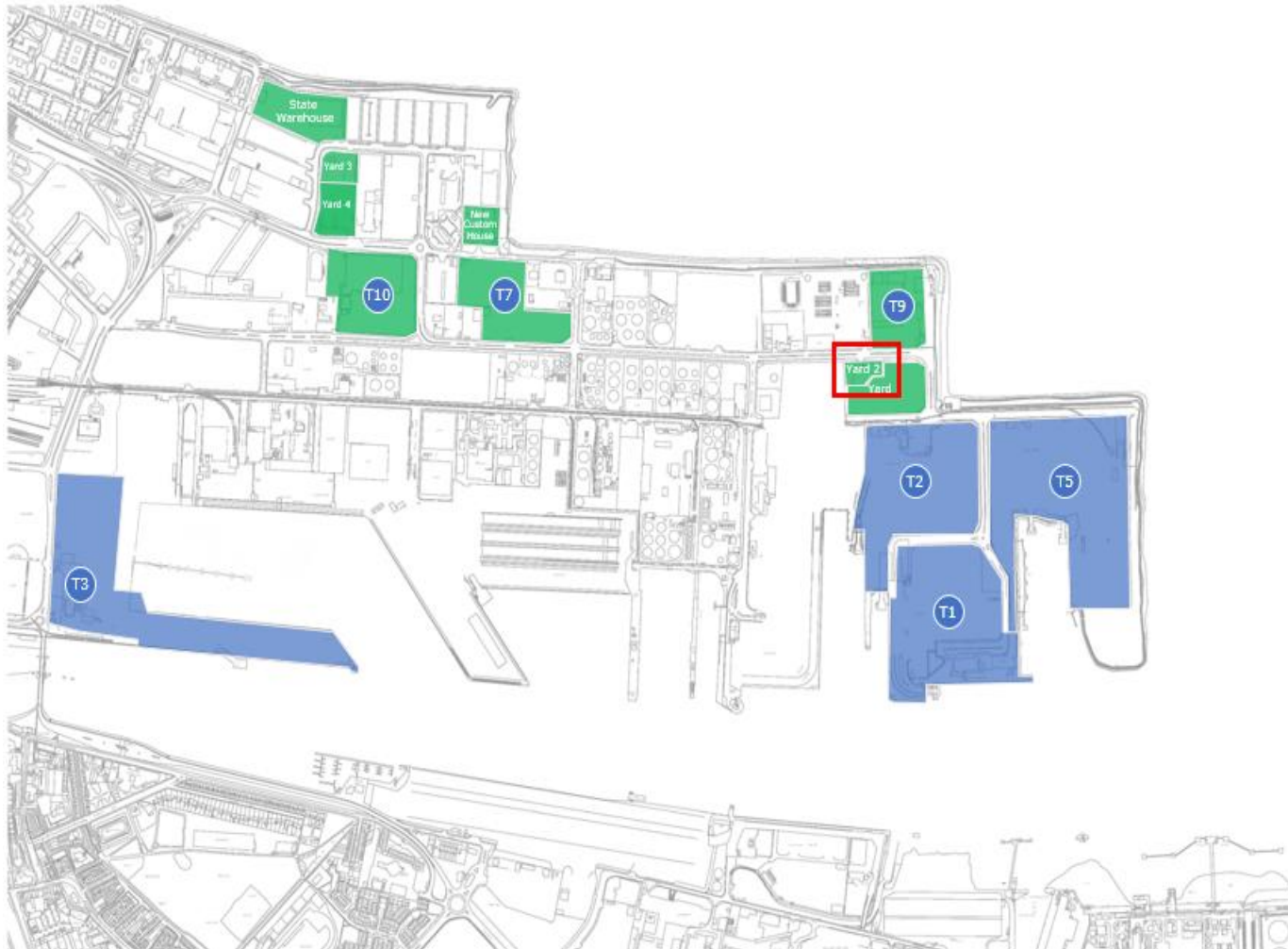
Two Channels



✔ Exit the Port

🚚 Call to Customs

Live animals



Transit Movement- On arrival into T7

T2 Transit



Truck driver enters T7 & directed to transit lane



If T2 transit – Movement Closed



Truck driver exits the Port

T1 Transit



Truck driver enters T7 & directed to transit lane



Truck driver provides TAD & import declaration



If all ok, transit is closed and import declaration is released



Truck driver exits the Port

T1 Transit



Truck driver enters T7 & directed to transit lane



Truck driver provides TAD but has no details on the import declaration



Transit cannot be closed



Truck driver parks up in T7



Truck driver contacts employer to lodge import declaration

T1 Transit



Truck driver enters T7 & directed to transit lane



Truck driver provides TAD & import declaration



Stop Red/Orange Routed on import declaration



Truck driver parks up in T7

Agriculture Seal Check on arrival into T7

Three possible scenario's on arrival into T7 for Seal Checks

Scenario 1



Truck driver enters T7 & directed to Seal Check lane



Truck driver presents original health cert



Seal check completed by agency



All Ok



Truck driver exits the Port

Scenario 2



Truck driver enters T7 & directed to Seal Check lane



Truck driver presents original health cert



Seal check completed by agency



Documents not in order



Truck driver parks up in T7

Scenario 3



Truck driver enters T7 & directed to Seal Check lane



Truck driver presents original health cert



Seal check completed by agency



A Revenue issue



Truck driver parks up in T7

Inspection

If Sent for An
Inspection

Scenario 1

Driver presented
with map of Port and
directed where to go

Scenario 2

If a multi agency
control, both controls
will be conducted in
one location

Scenario 3

If a Revenue interest,
Revenue will go to
agency control area

Routing = Call To Customs



Truck driver drives to T7



Truck driver directed to park up

What to do when “parked up” in T7



Truck driver goes to Customs Office



Truck driver provides Customs Office with the following:

1. bay number parked in
2. MRN
3. vehicle reg/trailer ID
4. vehicle type
5. driver mobile number



Truck driver awaits text to advise where to proceed



Truck driver receives text and advised to proceed to:

- Free transit lane
- Free seal check lane
- Exam bay for agency control



Follow instructions to

- Seal check
- Transit check
- Exam bay

What to do when “parked up” in T7



Truck driver goes to Customs Office



Truck driver provides Customs Office with the following:

1. bay number parked in
2. MRN
3. vehicle reg/trailer ID
4. vehicle type
5. driver mobile number



Truck driver awaits text to advise where to proceed



Truck driver advised to continue to check routing status (where no declaration submitted or orange routed)

Outbound

Outbound: Export



- Logistics company submits export declaration (includes EXS data) prior to departure of goods
- Where control is required this may be done at the traders premises



At check-in driver submits minimum 1 MRN

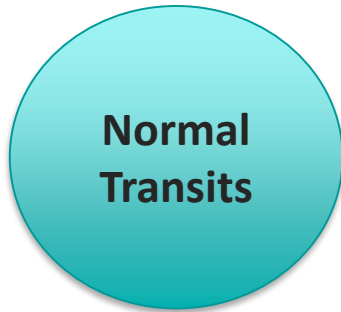


Ferry operator checks MRN against checklist



At ramp up ferry submits manifest to Revenue

Outbound: Normal Transits



- ❑ T2 Union goods: Transit opened by declarant. Driver brings the LRN to customs and customs creates TAD and provides to the driver.
- ❑ T1 Non-Union goods: declarant completes export formalities and opens transit. Driver brings the LRN to customs and customs creates TAD and provides to the driver.



At check-in driver submits minimum 1 MRN



Ferry operator checks MRN against checklist



At ramp up ferry submits manifest to Revenue

Outbound: Simplified Transits

Simplified Transits

- T2 Union goods: Transit opened by authorised consignor. TAD accompanies goods.
- T1 Non-Union goods: Declarant completes export formalities and transit is opened by authorised consignor.
- No need to interact with Customs at departure.



At check-in driver submits minimum 1 MRN



Ferry operator checks MRN against checklist



At ramp up ferry submits manifest to Revenue

Outstanding Obstacles

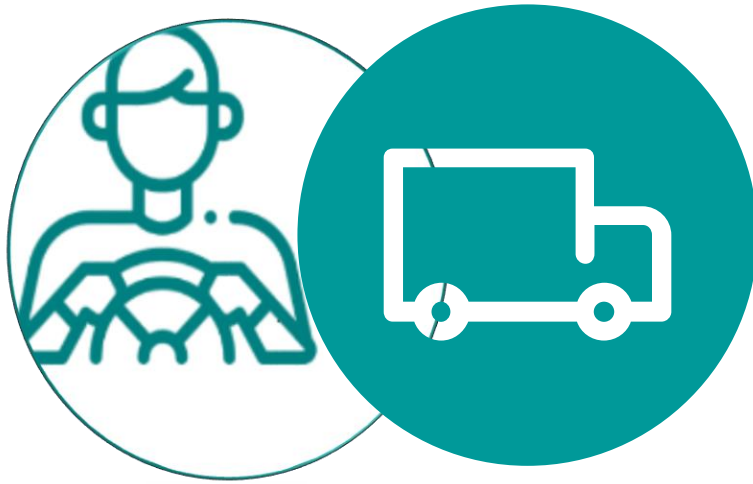
Outstanding Obstacles



Issue	Impact	Ways to minimise issue
Truck travels on a different ferry to that declared on customs declarations	Mismatch in truck movement details which could result in Call to Customs	Manual workaround process by Revenue to identify when this occurs
Incorrect registration number or trailer ID provided on customs declaration	Mismatch in truck movement details which could result in Call to Customs	Declarant to have a governance process in place to assure accuracy of data
No customs declaration	No match in truck movement details which will result in Call to Customs	Declarant to adhere to timelines for submission of declarations
Incorrect/no registration number or trailer ID provided on transit declaration	Mismatch in truck movement details which could result in Call to Customs	Communicate requirement to authorised consignees

Roles & Responsibilities

Roles & Responsibilities



**Truck Driver
/Haulier**

Outbound Journey From Ireland

Prior to check-in

- Needs to have MRN for export declaration
- Transit: needs TAD (includes MRN)
- Exceptional handling

Inbound Journey From UK

Prior to check-in

- Import: MRNs for the import declaration and ENS
- Transit: MRNs for the transit declaration & ENS
- Exceptional handling

30mins out from arrival

- Check channel information (red/green) on revenue.ie/ro-ro website or verify with employer
- Follow the red/green directions, this will apply to both unaccompanied/accompanied
- Green: Exit the Port
- Red: Call to Customs, go to T7
- Live animals@ go to BCP

Other

- Access to a smart phone

Roles & Responsibilities



Ferry Operator

At check-in ensure truck driver presents required MRNs

- For outbound = 1 MRN
- For inbound = 2 MRNs
- Exceptions as per Revenue checklist

At ramp up

- Submit NIMS manifest to Revenue
- Respond immediately if asked for NIMS manifest
- Ensure quality of data in NIMS

30 Mins Out from arrival

Quality of internet access @ 30mins out

Roles & Responsibilities



Declarant

Inbound

- Notify relevant agency for SPS products within notification period (~24hours)
- Submit customs declarations in a timely manner
- Provide MRNs to the relevant agency
- Provide MRNs to haulier/driver in advance of check-in
- Where goods moving under transit TAD must accompany goods
- Ensure original health cert etc. accompanies SPS goods
- Supporting documents available
- Where orange/red routing submit supporting documentation to Revenue ASAP
- At 30mins out ensure truck driver is aware of red/green instruction
- Ensure truck driver is aware of information to be supplied to Customs in T7
- Ensure truck driver has access to a working mobile phone to receive text messages when in T7

Roles & Responsibilities



Declarant

Outbound/Prior to Check-In

Transit

- Where goods are moving under transit the TAD must accompany the movement
- Provide MRN of the TAD to haulier/driver

Export

- Provide the MRN of the export declaration to the haulier/driver

Roles & Responsibilities



SPS Agency

- On receipt of confirmation of a movement en route, agency begins risk analysis
- Agency advises Revenue in a timely manner of any intervention required

Roles & Responsibilities



Revenue

- Facilitate the flow of legitimate trade through the port, whilst meeting our EU obligations
- Revenue to make immediate contact with Ferry operator where NIMS manifest is not received
- Where truck does not travel on planned ship, Revenue will complete manual process to avoid red call to customs
- Revenue to commence intervention on receipt of supporting documents from declarant

Q&A