

# SGS TransitNet

## BENEFITS OF SGS TRANSITNET SERVICES



### € 750 MLN

Access to over €750 Million Euro in Guarantees



### Authorised Consignor

Authorised Consignor Status in Ireland, France, the Netherlands and many more.



### Transit & Guarantees

Transit & Guarantees available 24 hours a day 365 days per year.



### 15,000 clients

Delivering over 1 Million Transits annually for over 15,000 clients.



### Partnership

Partners in Calais France for Opening and Closing T-2s to and from Ireland



### Customs procedures

T-1 and T-2 Transits (including Guarantee) available to and from the EU and UK

It has been just over a year since Brexit requirements were introduced, changing how we move goods to, from and through the UK. We thought we would share some of our learnings and experiences during the first year of trading in the post Brexit world.

Jan 1st, 2021 saw new systems, new customs officers plus new procedures for using the Landbridge. There was anticipated traffic build up around Ports in Ireland and the UK and additional Direct Ferry routes between Ireland and the EU. Throw in Brexit Stock Piling and of course COVID-19 implications and we were in uncharted waters. The traditional easy access to the EU via the Landbridge was "Dead"..... or maybe not. After a very slow start in QTR 1 2021 impacted by all the above, there was a shift back to the Landbridge for its faster Transit times and efficiency.

In total, 2021 seen 98,581 Transits travel across the Landbridge between Ireland and Europe. This is compared to the 150,000 Trucks estimated by IMDO in 2017 (pre-Covid and pre-Brexit). As 2021 evolved, the Landbridge traffic began to return to normal.

Why? The reason is simple, as a faster and more efficient route, the Landbridge helps the business community access the mainland European markets in an efficient and timely manner. The total Transit by month extract below shows how 2021 progressed.

Month	Jan	Feb	March	April	May	June	July	August	Sept	Oct	Nov	Dec	Total
IE - EU Transits	3852	5784	7840	7777	8292	9482	9145	8494	9468	9344	9608	9495	98581

2022 has started where 2021 left off with over 10,000 transits in January alone. The Landbridge is alive and well and delivering access to the EU and Irish Markets as efficiently as ever.

What is new on the Landbridge since Brexit and why is it all working so well?

One of the early new requirements if traveling by Ferry between Ireland and the UK was the introduction of the PBN system (Pre Boarding Notification). PBN captures the required information about goods and vehicle identity communicating this back to Irish customs helping keep traffic flowing through the correct channels in Irish Ports. The PBN system also electronically closes Green routed T-2s entering Ireland. It is working very well.

In the UK the infamous Kent Access Pass (KAP) was introduced in early 2021. This was brought in to manage all the Traffic that was going to block up the roads in Kent on the way to Folkstone/ Dover. KAP was retired as the Traffic jams never materialised.

The UK GVMS (Goods Vehicle Movement Service) system came into operation in Jan 2021. Accordingly, a GMR (Goods Movement Reference) is now required by HMRC to register the goods on your vehicle being driven through the UK. Using the GMR, Drivers can present one reference number to Ferry operators/authorities as opposed to several details about your truck and goods. In Jan 2022 an exit GMR was also introduced to alert HMRC that the vehicle and goods have left the UK Territory.

EXS Notifications (Exit Notifications) to UK Customs systems came into effect in October 2021 (after an 8-month easement). EXS is required for Export and Transit declarations leaving the UK.

There were a few false starts with POAO (Products of Animal Origin) requirements, and after postponements in April and October 2021, a light touch approach was introduced on Jan 1st, 2022 for POAO goods coming from Mainland Europe into the UK with no changes required for Irish Goods. Further announcements around POAO requirements are due later in 2022.

What does 2022 have instore for us using the Landbridge?

POAO requirements are being reviewed and we expect more updates on these later in the year.

An Entry Notification (ENS) to HMRC will be needed for Goods entering the UK from July onwards.

There is additional Ferry capacity due on the Dover/ Calais route in 2022 which points towards support and belief that the competitiveness and efficiency of the Landbridge will continue to attract Exporters and Hauliers for many years to come.

Overall, after a tentative start to trading post Brexit and the challenges involved, all things considered Irish businesses have adapted very well and continue to do so. The Landbridge is "Alive & Kicking" with new requirements very manageable and becoming part of everyday life.....Its is the new norm.

*"The Landbridge provides faster and more efficient access for Importers and Exporters and will continue to do so. If your business would like to hear more about requirements and how to use the UK Landbridge please don't hesitate to get in touch by email on [transitnet.ireland@sgs.com](mailto:transitnet.ireland@sgs.com)."*

## BREXIT. CUSTOMS. SIMPLE.

Make your trade frictionless

### SGS Ireland Ltd

Hazel House,  
Millennium Park,  
Naas, Co. Kildare

Email: [transitnet.ireland@sgs.com](mailto:transitnet.ireland@sgs.com)  
[ecustoms.sgs.com/ireland](https://ecustoms.sgs.com/ireland)

WHEN YOU NEED TO BE SURE

SGS