

GB to EU Haulage – Kent Traffic Management

Check an HGV is Ready to Cross the Border

UK Government is developing a new web service, known as “Check an HGV is Ready to Cross the Border” (the Service) for the Roll on Roll off (RoRo) Freight Industry. From 1 January 2020, the Service will be introduced for RoRo freight leaving GB for the EU and will help ensure that only vehicles carrying the correct customs and import/export documentation for the EU’s import controls travel to the ports. For HGVs over 7.5 tonnes, the service is mandatory and it must be used in order to obtain a digital document, known as a Kent Access Permit.

For industry users: GOV.UK Web Service

A GOV.UK web service for industry to self-assess border compliance



- It asks questions and provides **signposting to guidance** on GOV.UK for businesses and individuals to understand new requirements for end of 2020.
- Enables advanced submission of industry data, and provides a Kent Access Permit for those with correct documentation and the intention to travel to ET or Port of Dover. These details include Vehicle Registration Number, travel date and time, and port of departure
- Enables industry to provide **border readiness submission** that goods are ready to cross the border and correct documentation is held. A successful submission will be needed in order to receive a Kent Access Permit electronically

For HMG Users: HMG Operator API/App

A mobile application for HMG users to have access to data regarding whether an HGV has a KAP



- The app enables HMG staff to view **data about the HGV including whether it has a Kent Access Permit**
- **VRN scan functionality** to the HMG Operator app so that HMG operators can scan the VRN to see the submitted data and readiness confirmation.

Integration into the ANPR network to allow for traffic camera captures to check against compliance submissions.



Kent Access Permits

Kent Access Permits are granted electronically for HGVs that are intending to travel from Great Britain to the EU via Port of Dover or Eurotunnel (the Short Straits in Kent). Instructions on the GOV.UK web service will clearly inform the user that a permit has been issued and that the HGV is able to travel to the Port of Dover or Eurotunnel. Access to key roads, as specified in legislation, will be prohibited for HGVs that do not have a KAP obtained from the service and this will be communicated to drivers on the road network. HGVs travelling to an Office of Departure or Authorised Consignor to obtain their customs documentation are given an Amber Permit.



Vehicles that Need a Kent Access Permit

- ✓ All large HGVs (over 7.5 tonnes) travelling from Great Britain to the EU via Port of Dover or Eurotunnel (the Short Straits in Kent)
- ✓ It does not matter which country the driver or HGV are registered in. All HGVs need a KAP if they meet the criteria above



Vehicles that Do Not Need a Kent Access Permit

- ✗ HGV drivers doing domestic journeys that start, travel through, or end in Kent
- ✗ Drivers of HGVs transporting trailers that will be moved unaccompanied are doing domestic journeys (as they will not be leaving GB)
- ✗ Light Goods Vehicles (under 7.5 tonnes)
- ✗ HGVs travelling to other GB ports (who can use it on an advisory basis)
- ✗ HGVs going from Great Britain to Northern Ireland.

Data Sets Requested via C-HGV Web Service on GOV.UK

Journey Specific Data

Destination:

- Port of Dover/Eurotunnel or other Ports
- Date and time of 24hr period of permit validity

Questions On Documents/Commodities Carried

Customs Document/Status

- TAD
- Import Declaration
- ATA Carnet
- TIR Carnet
- Vehicles travelling to an OOD or Authorised Cons.
- Vehicles that don't need a customs declaration

Commodities

- Live Animals
- Animal Products
- Fishery Products
- Plant and Plant Based Products
- Certain other restricted goods

Vehicle Specific Data

Details of the Vehicle

- Vehicle Registration Number
- Email address to send a record of the electronic permit

Strengthened traffic management plans are in place

- Operation Brock was developed by Highways England, the Kent Resilience Forum and DfT in 2018 as a better alternative to Operation Stack.
- It forms part of the Kent Resilience Forum's (KRF) wider Operational Fennel plan which also contains plans for responding to non-freight traffic congestion surrounding Kent ports including for welfare provision.
- This includes use of Moveable Barrier technology to implement a contraflow within a matter of hours at specific points, enabling the KRF to manage disruption while keeping the M20 open for general use.

Operation Brock: activation and operation

- In the event of disruption, the decision to initiate elements of Operation Fennel (including Brock) is taken by the KRF
- The decision will be based on a series of previously agreed trigger points around activation of the traffic management system.
- DfT is legislating to make possession of a Kent Access Permit mandatory for HGVs travelling to the EU via Dover and Eurotunnel.

Kent-based hauliers

- Revised arrangements for Local Haulier Permits. LHPs will be available for hauliers with 'Standard International' O licence based in East Kent and Faversham who are operating locally.

Domestic journeys

- Domestic journeys to, through, or from Kent will not require a Kent Access Permit

Operation Brock

Moveable Barrier on the M20

- Highways England have procured a Movable Barrier which will see concrete blocks stored at the side of the northbound carriageway, from where they could be deployed swiftly to form safe contraflow. Once a specialist vehicle is in place, the barrier can be deployed in a matter of hours compared to the previous steel barrier which required a month of overnight closures.
- The moveable barrier also allows for normal motorway conditions prior to deployment, unlike the fixed steel barrier which placed 50mph speed limits on motorists.
- If HGVs are queued on the south-bound carriageway the barrier will enable other traffic – coast and London-bound – to use the contraflow.



Inland Border Facilities in Kent

- For, example, the Sevington site in Ashford will be available to the Kent Resilience Forum for their traffic management plans, for use as a temporary contingency lorry holding area for lorries heading to the Kent ports
- It will also be used by other Government departments for other border-related functions, including Office of Departure for goods moving under Transit arrangements