



Keeping goods moving post-Brexit

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Ferry traffic freight volumes, 2016



8,000,000 freight units total

Dover Strait

- *2,600,000 by ferry*
- *1,600,000 through tunnel*

Dublin corridor

- *430,000 via Holyhead*
- *390,000 via Liverpool*

Humber 1,000,000

Thames 550,000

Harwich 350,000

Portsmouth 250,000

Dover Strait

Ferries

- 52 sailings per day

Trucks carried (2016)

- 2,591,286 per annum
- 7,000 average per day
- 10,558 peak (23.11.16)
- 290 per hour

Value of goods carried

- £119bn (per annum)

300% growth since 1992



Channel Tunnel

- *1,641,638 trucks carried*
- *£91.4bn value of goods*

Holyhead

Ferries

- 20 sailings per day

Trucks carried (2016)

- 428,623 per annum
- 1,175 average per day
- 4 pulses per day:
 - 2 x 360 trucks
 - 2 x 230 trucks
- 9% increase on 2015

700% growth since 1992



Ferry terminal processes

On disembarkation

Free flow

- from ship's ramp
- through terminal
- to dock exit
- without stopping
- unless pulled aside

Terminal facilities

- no dock exit barrier
- no parking space
- no stopping facilities
- sheds for exceptional exams only



Container traffic

3.3m containers to/from EU

9.8m total through UK ports

Process

- Cargo pre-notified
- Dwell time on quay
- Cargo held until released

Terminal facilities

- Extensive stacks
- Inventory system
- Large examination sheds



Just in time logistics

- No static inventory
- Punctuality is vital
- No delays at port!

Time-sensitive cargo

- 43% of all lorries on Continental sailings for which the driver declares the cargo contain perishables
- Higher percentage on Irish Sea sailings



USA / Mexico border (Laredo, Texas)



Port health

Border Inspection Posts

All products of animal origin and certain plant products may enter the EU only via a Border Inspection Post

None at

- Calais
- Channel Tunnel
- Hook of Holland
- Caen
- St Malo
- Rosslare



London Gateway container terminal

Specified for an annual throughput of 3.5m containers

- 22 port health inspection bays
- 8 Customs inspection bays

Post-Brexit...?

Ferry facts

- Free flow of ferry traffic is vital, for port operations and for just-in-time logistics
- Ferry terminals do not possess facilities for routine customs / port health controls, nor spare land for any
- Current trade volumes cannot be maintained if conventional border controls are imposed



Supply chain issue

- All stakeholders need to be aware of risk
- All stakeholders need to speak up