

United Kingdom



Source: GOV.UK

12.10.2020

Local COVID alert levels: what you need to know

Information on local COVID alert levels, including what they mean, why they are being introduced and what the different levels are.

From: Department of Health and Social Care

Applies to :England (see guidance for Wales, Scotland, and Northern Ireland)

Contents

- [What local COVID alert levels mean](#)
- [Why the government is introducing local COVID alert levels](#)
- [Local COVID alert level: medium](#)
- [Local COVID alert level: high](#)
- [Local COVID alert level: very high](#)

What local COVID alert levels mean

Local COVID alert levels set out information for local authorities, residents and workers about what to do and how to manage the outbreak in their area.

Find out what you can and cannot do if you live, work or travel in each local COVID alert level.

Check the [local COVID alert level of your local area](#) to see which level applies to you.

Why the government is introducing local COVID alert levels

The government is committed to ensuring the right levels of intervention in the right places to manage outbreaks. Working with local authorities through the [contain framework](#), our approach has been simplified so that there are now 3 local COVID alert levels.

Local COVID alert level: medium

This is for areas where national restrictions continue to be in place.

This means:

Remarks from the International Road Transport Union

19.01.2021

Covid-19 Update : Constraints in the capacity of Inland Border Facilities in the UK

United Kingdom

The site at Waterbrook is facing capacity constraints. Drivers and hauliers must, where possible, be **'border ready'** before arriving in Kent using sites at Birmingham and Warrington. Further, sites at Ebbsfleet and North Weald continue to operate below capacity.

HMRC's inland border facility app shows when facilities are busy, so hauliers are aware if delays are possible or expected. This app is available on Google Play and in the Apple Store. Further guidance on Inland Border Facilities in the UK can be found [here](#).

Source: UK Government

Covid-19 Update : Testing for drivers travelling by ferry to the Netherlands from UK

Netherlands (the) - United Kingdom

From **00.01 Tuesday 19 January 2021**, all drivers travelling from the UK to the Netherlands by ferry will be required to show evidence of a negative lateral flow test obtained within 24 hours of boarding a service departing for a Dutch port. As part of the support to hauliers and to ensure goods and people can continue to flow, free testing is already available at 35 [Information & Advice sites\(I&A\)](#) across the UK, where hauliers and drivers can also get support with documentation requirements. Alternatively, hauliers and drivers can get an authorised negative COVID test from a [private testing facility](#) and firms may have their own arrangements.

Hauliers travelling to all ports are able to use these I&A sites, including those making onward journeys to the Netherlands. To avoid delays, drivers and crew of HGVs, and drivers of LGVs and vans must get tested before they arrive at their port of departure.

Source: UK Department for Transport

15.01.2021

Covid-19 Update: Bus and Coach Drivers removed from the list of exemptions for mandatory testing when entering UK

In an updated information, it is learnt that **Bus and Coach Drivers** are no longer included in the list of exempted professions that do not need a mandatory testing when entering the UK.

This means drivers **need to take a test**, though they **do not need to self-isolate**. More detailed guidance on this can be found [here](#).

Revised list is as follows.

- Hauliers

- Border and customs officials
- Channel tunnel system workers
- Defence personnel, visiting forces and government contractors
- Air, maritime and rail crew
- Civil aviation inspectors

- you must not socialise in groups larger than 6, indoors or outdoors (other than where a legal exemption applies)
- businesses and venues can continue to operate, in a COVID-secure manner, other than those that remain closed in law
- certain businesses are required to ensure customers only consume food and drink while seated, and must close between 10pm and 5am
- businesses and venues selling food for consumption off the premises can continue to do so after 10pm as long as this is through delivery service, click-and-collect or drive-through
- schools and universities remain open
- places of worship remain open, subject to the [rule of 6](#)
- weddings and funerals can go ahead with restrictions on numbers of attendees
- exercise classes and organised sport can continue to take place outdoors, or indoors if the [rule of 6](#) is followed

You must:

- [wear a face covering in those areas where this is mandated](#)

You should continue to:

- follow social distancing rules
- work from home where you can effectively do so
- when travelling, plan ahead or avoid busy times and routes. Walk or cycle if you can

[Find out more about the measures that apply in medium alert level areas](#) to help reduce the spread of COVID-19.

Local COVID alert level: high

This is for areas with a higher level of infections where some additional restrictions are in place.

This means on top of restrictions in alert level medium:

- you must not socialise with anybody outside of your household or support bubble in any indoor setting, whether at home or in a public place
- you must not socialise in a group of more than 6 outside, including in a garden or other spaces like beaches or parks (other than where specific exemptions apply in law)
- businesses and venues can continue to operate, in a COVID-secure manner, other than those that remain closed in law
- certain businesses are required to ensure customers only consume food and drink while seated, and must close between 10pm and 5am
- businesses and venues selling food for consumption off the premises can continue to do so after 10pm as long as this is through delivery service, click-and-collect or drive-through
- schools, universities and places of worship remain open
- weddings and funerals can go ahead with restrictions on the number of attendees
- exercise classes and organised sport can continue to take place outdoors. These will only be permitted indoors if it is possible for people to avoid mixing with people they do not live with or share a support bubble with, or for youth or disability sport
- you can continue to travel to venues or amenities that are open, for work or to access education, but should look to reduce the number of journeys you make where possible

You must:

- People transporting human cells and blood products
- Seamen and masters and inspectors and surveyors of ships
- Specialist technical workers doing emergency works

Source: **UK Department of Transport**

Covid-19 Update : Procedure for Covid Positive Drivers in UK - Update

Drivers who are tested positive can travel to the accommodation in their own vehicle and parking is available at the hotel site.

Trailers or vehicles can then be collected from there.

Note - As informed by DfT, it will be appreciated if the trailers can be removed, as the parking space is limited.

Source - **UK Department of Transport**

14.01.2021

Covid-19 Update : Compulsory test for anyone travelling from UK to the Netherlands

United Kingdom - Netherlands (the)

Travellers from the United Kingdom and South Africa who want to travel to the Netherlands by plane or ferry will soon have to undergo a corona rapid test at the airport or ferry terminal before they leave.

The Dutch government has stated that a negative PCR test is not mandatory.

However, **a negative result of a rapid test not older than 72 hours is obligatory!**

The obligation will ***also apply to truck drivers*** and the crew of ferries and aeroplanes.

The measure is intended to prevent the spread of the new variants of the coronavirus in the Netherlands.

According to the Ministry, the measure will enter into force **15th of January, 2021 00:00h**.

The [UK government's website](#) lists the locations where transport drivers can get tested free of charge.

A list of [private testing facilities](#) where professional drivers can get tested is also published.

The compulsory rapid test already applies to passengers travelling by train from the UK to Netherlands and to drivers using the tunnel between Dover and Calais.

The Netherlands is joining forces with France and Belgium to prevent the import of virus variants from the UK.

Further read : <https://www.government.nl/latest/news/2021/01/13/rapid-test-compulsory-for-people-entering-the-netherlands-from-the-uk-ireland-and-south-africa>

Source : **TLN**

Covid-19 Update: Brexit - Guidance on French customs procedures

United Kingdom - France

- [wear a face covering in those areas where this is mandated](#)

You should continue to:

- follow social distancing rules
- work from home where you can effectively do so
- walk or cycle where possible, or plan ahead and avoid busy times and routes on public transport

[Find out more about the measures that apply in high alert level areas](#) to help reduce the spread of COVID-19.

Local COVID alert level: very high

This is for areas with a very high level of infections and where tighter restrictions are in place. The restrictions placed on areas with a very high level of infections can vary, and are based on discussions between central and local government. You should therefore [check the specific rules in your area](#).

At a minimum, this means:

- you must not socialise with anybody you do not live with, or have formed a support bubble with, in any indoor setting or in any private garden or at most outdoor hospitality venues and ticketed events
- you must not socialise in a group of more than 6 in an outdoor public space such as a park or beach, the countryside, a public garden or a sports venue
- pubs and bars must close. They can only remain open where they operate as if they were a restaurant, which means serving substantial meals, like a main lunchtime or evening meal. They may only serve alcohol as part of such a meal
- schools and universities remain open
- places of worship remain open, but household mixing is not permitted
- [weddings](#) and [funerals](#) can go ahead with restrictions on the number of attendees. However, wedding receptions are not allowed
- exercise classes and organised sport can continue to take place outdoors. These will only be permitted indoors if it is possible for people to avoid mixing with people they do not live with (or share a support bubble with), or for youth or disability sport
- you should try to avoid travelling outside the very-high alert level area you are in or entering a very-high alert level area, other than for things like work, education or youth services, to meet caring responsibilities or if you are travelling through as part of a longer journey
- you should avoid staying overnight in another part of the UK if you are resident in a very-high alert level area, or avoid staying overnight in a very-high alert level area if you are resident elsewhere

You must:

- [wear a face covering in those areas where this is mandated](#)

You should continue to:

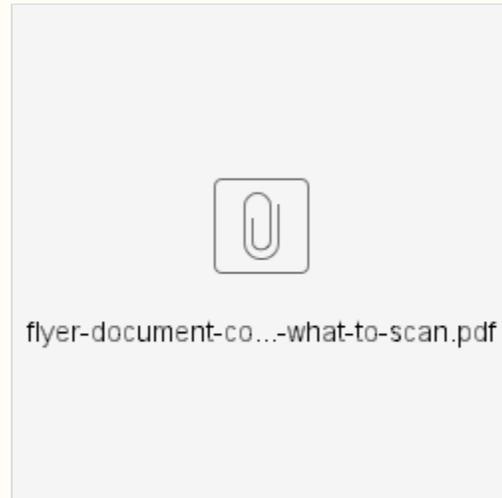
- follow social distancing rules
- work from home where you can effectively do so
- travel to venues or amenities that are open, for work or to access education, but aim to reduce the number of journeys you make

This is the baseline in very-high alert level areas. The government will also seek to agree additional interventions in consultation with local authorities, in order to drive down transmission of the virus. These could include the following options:

With the picking up of the traffic between the EU and the UK, the French competent authorities wish to remind all economic operators, including road goods transport companies that all relevant import/export and other formalities such as documentation for sanitary and phytosanitary controls should be ready before arriving at the border in order to guarantee traffic fluidity as much as possible.

It has been noted that the passage of some vehicles has been slowed down because too many customs documents were scanned in the system which rendered all provided information unreadable. Guidance on which documents to scan and which not to scan can be found attached.

Further guidance on French customs procedures will be posted on [douane.gouv.fr](#) in French and English.



Source: French government/AFTRI

Covid-19 Update: Exemptions from mandatory testing when entering UK

People doing the following jobs do not need to take a test when entering UK.

- **Hauliers**
- **Bus and Coach Drivers**
- Border and customs officials
- Channel tunnel system workers
- Defence personnel, visiting forces and government contractors
- Air, maritime and rail crew
- Civil aviation inspectors
- People transporting human cells and blood products
- Seamen and masters and inspectors and surveyors of ships
- Specialist technical workers doing emergency works

Read more [here](#).

Source: UK Department of Transport

Covid-19 Update: Procedure and treatment of Covid positive drivers in UK

- restrictions preventing the sale of alcohol in hospitality or closing all hospitality (except takeaway and delivery)
- closing indoor and outdoor entertainment venues and tourist attractions
- closing venues such as leisure centres and gyms (while ensuring provision remains available for elite athletes, youth and disabled sport and physical activity)
- closing public buildings, such as libraries and community centres (while ensuring provision remains available for youth and childcare activities and support groups)
- closing personal care and close contact services or prohibiting the highest-risk activities
- closing performing arts venues for the purposes of performing to audiences

You should therefore [check whether additional restrictions apply in your area](#).

[Find out more about the measures that apply in very high alert level areas](#) to help reduce the spread of COVID-19.

22.09.2020

Entering the UK

Contents

- Coronavirus (COVID-19) and entering or returning to the UK
- [What else happens when you arrive](#)
- [Before you leave for the UK](#)
- [At border control](#)
- [Baggage checks](#)
- [Layovers and transiting through a UK airport](#)

Coronavirus (COVID-19) and entering or returning to the UK

If you're a resident or visitor travelling to the UK from any country, you must [provide your journey and contact details](#). If you do not do this before you arrive it might take you longer to enter the UK.

You'll also need to self-isolate in the place you're staying for the first 14 days after you arrive, unless you're travelling from certain countries or territories.

You may be fined up to £100 if you refuse to provide your contact details. You may be fined more if you break this rule more than once. You may also be fined up to £1,000 if you refuse to self-isolate, or you could face further action.

There are different self-isolation rules and penalties depending on whether you are travelling to:

- [England](#)
- [Scotland](#)
- [Wales](#)
- [Northern Ireland](#)

When you do not need to self-isolate

You may not need to self-isolate for 14 days if you're travelling from some countries or territories.

- Following the Lateral Flow Test (quick), if positive, the drivers then have to take a PCR test which is not so quick.

- This is conducted onsite (in the car park) and there is a wait of 24-36 hours (it is getting better/quicker) for the result.

- During this time the driver is isolated in their cab as only a small percentage of the 2nd tests are recorded positive.

- Following the PCR test Negative result drivers are sent on their way and Positive result drivers are escorted to the hotel.

- Whilst at the hotel (10 days mandatory isolation) accommodation, food and in some instances health costs are all met by the UK Government.

Source: UK Department of Transport/RHA

13.01.2021

Coronavirus (COVID 19) outbreak: Road haulage drives are exempted from mandatory testing when entering UK

We confirm that, according to the UK rules on mandatory COVID-19 testing when entering the UK (<https://www.gov.uk/government/news/mandatory-covid-19-testing-introduced-to-bolster-border-measures>), road haulage drivers are **EXEMPTED** from mandatory testing.

Source: UK Department of Transport(DfT)/RHA

12.01.2021

Coronavirus (COVID-19) outbreak: All UK passport holders to have Covid-19 Test report to enter France from Ireland

The French Authorities have directed that all UK passport holders entering France from Ireland will need to present printed evidence of a negative result from a privately undertaken (not NHS) pre-departure COVID-19 PCR or other antigen test taken up to 72 hours prior to their arrival.

A COVID-19 Declaration Form must also be completed. UK passport holders who permanently reside in the Irish Republic are exempt but must have proof of Irish residence (e.g. scanned utility bill).

- The French decree extending the testing regime states that all people coming from the UK should present a declaration saying that they do not have Covid symptoms and that they have not been in contact with a confirmed case in the 14 days preceding their journey and be in possession of a negative PCR / Antigen Covid test taken less than 72 hours before embarking on their journey. The test has to be carried out on British territory (includes NI).

- HGV/LCV drivers arriving in Cherbourg with UK passports are now being asked to prove that they are resident in Ireland to be allowed into France without a negative COVID test. The French authorities are aware that a driver could hold a UK passport and still work and live in the South. If the driver can prove by showing proof of address in Ireland – a scanned version of a utility bill etc. - they will be allowed in without proof of a negative test. There have been a number of cases of UK passport holders driving Irish trucks and who could prove they lived in Ireland that have been allowed in.

- Drivers with UK passports driving NI registered trucks or working for NI haulage companies may have more difficulty in entering France. They risk being sent back if they do not have a valid PCR / antigen test.

The [list of antigen tests approved by France](#) is available here.

Source: Motis/AFTRI

You still have to [provide your journey and contact details](#).

These countries or territories are different depending on whether you're travelling to:

- [England](#)
- [Scotland](#)
- [Wales](#)
- [Northern Ireland](#)

You'll still need to self-isolate if you've visited or made a 'transit stop' in the previous 14 days in any country that is not on the list. A 'transit stop' is a stop where passengers can get on or off a coach, ferry, train or plane. Your ticket should say if a stop is a transit stop.

The 14 days begin from the date you left that country.

When you do not need to provide your details or self-isolate in the UK

You do not need to complete the form or self-isolate if you're travelling from one of the following places, and you were there for 14 days or more:

- [Ireland](#)
- [the Channel Islands](#)
- [the Isle of Man](#)

There are other reasons why you might not need to complete the form or self-isolate. [Read the list of who does not need to complete the form or self-isolate](#).

What else happens when you arrive

Your [passport or identity card](#) will be checked when you arrive at a UK port or airport to make sure you're allowed to come into the country. It should be valid for the whole of your stay.

You may also [need a visa](#) to come into or [travel through the UK](#), depending on your nationality.

[What you can bring with you](#) depends on where you're travelling from. You must declare to customs:

- anything over your [duty-free allowance](#)
- [banned or restricted goods](#) in the UK
- goods that you plan to sell
- [more than €10,000](#) (or its equivalent) in cash, if you're coming from outside the EU

You and [your baggage may be checked](#) for anything you must declare.

Before you leave for the UK

Check what documents you'll need to enter the UK.

You're from an EEA country or Switzerland

You can enter the UK with either a valid passport or national identity card issued by an [EEA country](#).

You're not from an EEA country

Coronavirus (COVID-19) outbreak - Requirements for drivers before leaving the UK - update

United Kingdom - France

HGV drivers travelling to or via France must continue to have proof of an authorised negative COVID test, conducted within 72 hours of travelling across the border.

Government urges drivers to get an authorised test at an independent site, or one of 34 information and advice sites before travelling to ports.

Those using Kent ports are now also legally required to have a Kent Access Permit.

- HGVs leaving England for France can only cross the Channel with evidence of an [authorised negative COVID test](#), that has been conducted within the 72-hour period before their departure. **This measure is mandated by the UK and French governments, and will stay in place until further notice.** Hauliers without an authorised negative COVID test taken within the 72-hour period will be turned away

- HGV drivers arriving in Kent with proof of a negative Covid test and a Kent Access Permit will now be 'fast tracked', with quicker access to the port or Eurotunnel terminal

You should get tested before you arrive at a port:

- Hauliers also can get an authorised negative COVID test (<https://uk.ambafrance.org/List-of-antigen-tests-authorized-for-entry-to-France-from-UK-29434>) from a private testing facility (<https://www.gov.uk/government/publications/list-of-private-providers-of-coronavirus-testing>)

- Testing is also now available at the Information & Advice sites across the country. Testing is being offered at 34 sites today (Friday 8 January), but please check [gov.uk](#) for the latest opening hours and information: [gov.uk/guidance/haulier-advice-site-locations](#)

Remember to get your Kent Access Permit:

Hauliers using the Short Straits (Port of Dover or Eurotunnel) must also use the [Check an HGV is Ready to Cross the Border](#) service to:

- apply for a Kent Access Permit

- check you have the paperwork you need to cross the border between Great Britain and the EU via the Port of Dover or Eurotunnel

You can be fined £300 if you do not use the service when travelling through Kent ports, or if you provide a fraudulent declaration. Hauliers who arrive at port without the correct Import and Export documents will be turned away.

Covid Protocol

Please ensure you are familiar with and following the correct Covid Protocol rules when travelling. Full guidance available here: [gov.uk/guidance/coronavirus-covid-19-hgv-operators-and-drivers-crossing-an-international-border](#)

Testing Positive

If your test result is positive you will need to take a confirmatory PCR COVID test; you will not be able to leave the UK or access any UK port until you have done so or have isolated for 10 days.

You should leave the site immediately and obtain a confirmatory PCR COVID test at one of the NHS Testing Facilities (<https://www.gov.uk/get-coronavirus-test>).

You must have a valid passport to enter the UK. It should be valid for the whole of your stay.

You may also need a visa, depending on which country you're from.

Check if you [need a visa to enter the UK](#).

You may also need a visa if you're ['transiting' or travelling through the UK](#), for example you're changing flights at a UK airport.

Applying for a visa

You must [apply for your visa](#) before you arrive in the UK.

Travelling with children

You may be asked at the border to prove the relationship between yourself and any children travelling with you, if you do not seem to be the parent, for example if you have a different surname.

You can prove this with:

- a birth or adoption certificate showing your relationship with the child
- divorce or marriage certificates if you're the parent but have a different surname from the child
- a letter from the child's parent giving permission for the child to travel with you and providing contact details, if you're not the parent

Before you board

Your 'carrier' (for example airline or transport provider) will check your passport and other travel documents. They'll send this information electronically to [Border Force](#).

You can [ask to see the information about you](#) that's been sent by carriers. You'll have to pay a £10 fee.

At border control

Your passport or identity card will be checked.

You must:

- have your passport or identity card ready - remove it from a holder or wallet if you use one
- remove your sunglasses if you're wearing them
- move through passport control together if you're in a family

Arriving by bus or coach

You have to leave the bus when you arrive at border control.

Make sure you:

- are ready to get off the bus when you arrive
- have your travel documents ready

Read the [guidance for school parties and groups coming to the UK by coach](#).

If you're from an EEA country or Switzerland

You will need to self-isolate until you receive a negative test result, or for 10 days.

Get support and further information

Use our Live Chat Function (<https://transport-goods-to-and-from-eu.dft.gov.uk/>) or visit one of our Information and Advice sites <https://www.gov.uk/guidance/haulier-advice-site-location> to conduct a **free advisory border readiness check** today.

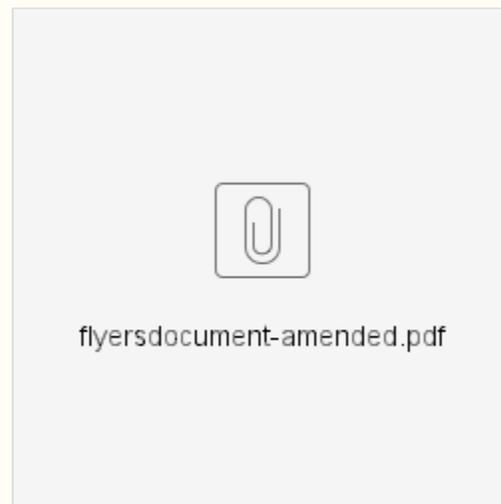
Source: UK Department for Transport

11.01.2021

Brexit : France - Guidance on customs documents to scan in order to enter France from the UK

United Kingdom - France

The French Customs authorities have issued further guidance on which customs documents to scan in order to be able to enter into France when coming from the UK (see attachment for further details).



Source: French Customs and the UK Department for Transport

08.01.2021

UK - Brexit: Advice on Moving Goods from Great-Britain to the Republic of Ireland / Northern Ireland

The UK Department for Transport (DfT) issued some new advice to transport operators on moving goods between Great-Britain and the Republic of Ireland/Northern Ireland.

Moving Goods from Great Britain to the Republic of Ireland

Pre-Boarding Notification (PBN) – Irish Revenue requirement:

If you carry goods from GB to Ireland using a RoRo ferry service (accompanied or unaccompanied), a PBN must be submitted to Irish Customs. This notification must be submitted in advance of the goods leaving GB.

The haulier is responsible for ensuring that the PBN is submitted using information provided by the importer. However, the PBN may be created by anyone in the supply chain that has the required information.

You can use the [EU/EEA](#) channel to get your passport or identity card checked - this is usually faster than the other channels.

The EEA includes the EU countries and also Iceland, Liechtenstein, and Norway.

You can use automatic ePassport gates at some airports if your passport has a 'chip' on it and you're 12 or over. If you're between 12 and 17, you must be accompanied by an adult.

These gates use facial recognition technology to check your identity against the photo in your passport.

If you're from a non-EEA country

You no longer have to fill in a landing card. Your passport (and visa if you have one) will be checked at border control. You'll usually be asked why you're coming to the UK.

Because of coronavirus (COVID-19) there are changes at border control. You cannot currently use the automatic ePassport gates if you're from any non-EEA country.

You should see a border control officer and follow the UK/EEA immigration lanes if you're from:

- Australia
- Canada
- Japan
- New Zealand
- Singapore
- South Korea
- United States

When else you must see a border control officer

You must see a border control officer and get a stamp in your passport if you're from a non-EEA country and entering the UK:

- on a short term study visa up to 6 months
- with a Tier 5 Creative or Sporting certificate of sponsorship for up to 3 months (and you want to enter without a visa)
- on a permitted paid engagement
- to accompany or join your EEA family member

You cannot get a stamp if you use the ePassport gates. Without a stamp you will not be allowed to carry out the activities you came to the UK to do.

Registered Travellers

You should see a border control officer and use the UK/EEA channels.

Because of coronavirus (COVID-19) there are changes at border control. You cannot currently use the automatic ePassport gates.

Travelling with a UK biometric residence permit

You'll have a biometric residence permit if your fingerprints were taken when you applied.

Your fingerprints will be checked at border control - they'll be checked against the ones stored on your visa document.

Vehicles will not be allowed to board ferries in GB without a valid PBN.

PBNs are created on Irish Revenue's [Customs RoRo Service](#)

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

Irish Revenue put a temporary arrangement in place that allowed for the creation of a PBN for goods movements that began before the end of the transition period (31 December) and ended after that date. This temporary arrangement is no longer available for all sailings departing GB on or after 18:00 hours on 5 January 2021.

Irish Revenue has issued a press release with advice to hauliers and truck drivers moving goods from GB into Irish ports. Full details are available [here](#):

A PBN user guide has been added to their website. This is available [here](#) and access the [video](#) here.

Entry Summary Declarations (ENS) – EU requirement:

We also understand that some hauliers moving goods between GB and Republic of Ireland have not met the requirements for submitting an import Safety & Security Entry Summary Declaration (ENS), required by the EU for imports. We would urge hauliers to please ensure they are aware and take steps to meet this EU requirement.

Moving goods from Great Britain to Northern Ireland

Information for hauliers:

Import declarations and safety and security (ENS) declarations must be made before moving goods from Great Britain to Northern Ireland.

From 00:01 am (GMT) on 8th January 2021 all goods crossing from Great Britain to Northern Ireland using a GVMS location (Belfast, Larne, Warrenpoint) will require a Goods Movement Reference (GMR).

To get a GMR you will need to:

- [Have a GB EORI number and an XI EORI number](#)
- [Register for GVMS](#)

You can use the free [Trader Support Service](#) (TSS) to generate and submit ENS safety & security declarations to HMRC. After submitting these, TSS will provide you with the information you need to input into GVMS to receive authorisation to move goods.

Help and support is available to guide you through new requirements.

Register for the [Trader Support Service](#) to get information and advice to help you prepare for new processes.

You can find out more about GVMS in [GOV.UK guidance](#).

Source: UK Department for Transport

Coronavirus (COVID-19) outbreak - Testing of professional drivers in the UK - Update

The UK Department for Transport (DfT) announced on Thursday, 7 January 2021 that following a decision of the French Government, the current testing arrangements for hauliers crossing the Channel, where **they must have had a negative coronavirus test within 72 hours of crossing** – are set to continue.

The continuation means that hauliers, including drivers and crew of HGVs, drivers of LGVs and van drivers, planning to cross the Channel should get a negative test before travelling to Kent or other Channel Crossing points.

If you're joining or travelling with an EEA or Swiss family member

You should see a border control officer instead of using the automatic ePassport gates.

If you're refused entry

You'll be told in writing:

- why you've been refused entry to the UK
- if you can appeal against the decision
- when you will be removed from the UK

You'll usually have to leave the UK immediately.

You may be allowed into the UK temporarily (usually for up to a week) but your passport will be taken from you and you must report to immigration officers at set times.

- [Previous](#)

Baggage checks

You must co-operate if you're stopped and asked about your baggage.

If you break [the rules](#) your goods and any vehicle you use to transport them may be [seized](#).

If your baggage is checked

Your baggage is usually checked in front of you.

Customs officers keep a record of:

- all baggage they open and check
- any damage to your baggage or belongings during a check

If your things are damaged

You may be offered compensation if your baggage or belongings are damaged during a customs check.

Making a complaint

You can:

- ask for the duty manager if you want to complain about a customs check while you're at the border
- [send your complaint to Border Force](#) if you want to complain later

Layovers and transiting through a UK airport

Passing through a UK airport while on the way to another country is called 'transiting'. Some travellers call it a 'layover'.

There are 2 types of transiting:

- 'airside' - you do not pass through UK border control before you leave on your connecting journey
- 'landside' - you do pass through UK border control, but come back through it and leave the UK within a short amount of time (usually 24 hours)

Please see the link below for an updated map of the advice sites where HGV drivers and crew, and drivers of LGVs and vans can get a free COVID test - [Haulier Information and Advice sites on gov.uk](#)

Source: UK Department of Transport

07.01.2021

Coronavirus (COVID-19) outbreak: Safer transport guidance for operators and Safer travel guidance for passengers in UK

The UK government issued guidance to help transport organisations understand how to provide safer workplaces and services for themselves, their workers and passengers. It outlines measures to assess and address the risks of coronavirus (COVID-19). Separate safety guidelines are issued for [operators](#), [passengers](#) and [taxis/PHVs](#). Operators should consider this guidance alongside the general advice to the public on [national lockdown](#) that applies in England from 6 January 2021.

Please note that there's different guidance for [Northern Ireland](#), [Scotland](#) and [Wales](#).

Source: UK Department for Transport

06.01.2021

Coronavirus (COVID-19) outbreak : HGV's carrying certain dangerous goods will not be accepted for entry into the Manston or Sevington sites (UK)

HGV's carrying certain dangerous goods **will not be accepted** for entry into the Manston or Sevington sites because of the terms of use of those sites (see the list in the link below). In addition, the drivers of those HGV's will also be refused access to Manston or Sevington unless they get tested before arriving in Kent, as they cannot be made border ready at these sites. Should such a vehicle enter these sites in Kent then they would be asked to go back.

As informed earlier, testing is available at various Information and Advice sites across the UK. The latest list can be found here: <https://www.gov.uk/guidance/haulier-advice-site-locations>. Some companies are also providing private testing for their drivers. Please do check whether the motorway service station or truck stop where a driver plans to visit, has any restrictions for certain dangerous goods.

Confirmed list of prohibited loads at these sites are:

- Vehicles carrying explosives only
- Vehicles carrying Polymerizing Substances
- Vehicles carrying Infectious Substances
- Vehicles carrying Radioactive Substances
- Vehicles carrying goods that are High Consequence from a Terrorism point of view.

Source: UK Department for Transport

05.01.2021

Coronavirus (COVID 19) outbreak: New Testing Centers for Transport Drivers - New test sites announced by the UK Government - Update

Find out [if you need a UK visa](#) for your layover.

Announcements

- [What has changed – 22 September](#)
 - Published 22 September 2020
 - [North East England local restrictions](#)
- [Published 17 September 2020](#)
- [Prime Minister announces new coronavirus \(COVID-19\) safety rules](#)
 - Published 9 September 2020

Freight, bus and road transport businesses

- [Coronavirus: dangerous goods vehicle \(ADR\) annual inspections](#)
 - 19 June 2020
 - [Guidance](#)
- [Coronavirus \(COVID-19\): Advice for Heavy Goods \(HGV\) and Public Service Vehicle \(PSV\) Operators](#)
 - 1 September 2020
 - [Statutory guidance](#)
- [Traffic commissioners: contingency and emergency planning, coronavirus \(COVID-19\)](#)
 - 31 July 2020
 - [Statutory guidance](#)
- [Coronavirus \(COVID-19\): advice for the freight transport industry](#)
 - 15 May 2020
 - [Guidance](#)
- [Packaging and transport requirements for patient samples – UN3373](#)
 - 26 March 2020
 - [Guidance](#)

Source: <https://www.gov.uk/uk-border-control/print>
<https://www.gov.uk/coronavirus>

The UK Department for Transport (DfT) announced an additional **thirteen more Information and Advice sites**. A full list of locations where testing is available can be found [here](#). To support in communicating these updates, the UK government developed a new [infographic](#) which is now live and available for use.

Source: UK Department for Transport

04.01.2021

Coronavirus (COVID 19) outbreak: New Testing Centers for Transport Drivers Leaving the UK - New test sites announced - Update

United Kingdom

The UK Department for Transport (DfT) announced this morning that Covid-19 testing for HGV and LGV drivers is now available at an additional **eight more Information and Advice sites**. A full list of locations where testing is available can be found [here](#).

Source: UK Department for Transport

03.01.2021

Coronavirus (COVID 19) outbreak: UK - testing of van drivers doing international operations

United Kingdom

From 4 January 2021 onwards, van drivers doing international, cross-border operations will have to be tested in the UK.

The Lydden site for testing vans will also close on 4 January 2021.

Source: RHA

United Kingdom

The UK Department for Transport (DfT) announced 5 new COVID testing centres across the UK, so drivers can get a lateral flow test **before** travelling to Kent.

The location of the sites can be found here: <https://www.gov.uk/guidance/haulier-advice-site-locations>

Source: UK Department for Transport

Coronavirus (COVID 19) outbreak: New Testing Centres for Transport Drivers Leaving the UK

United Kingdom

On 2 January the Transport Secretary [announced 10 new testing centres for HGV drivers](#) and van drivers, to help them get a COVID test [before](#) travelling to Kent. The COVID tests are being carried out at motorway service stations and truck stops across the country – they have been set up at the Information Advice Sites originally established to provide advice about the requirements for travelling to the continent after leaving the EU.



Source: WCO/Her Majesty Revenue and Customs

23.04.2020

The Covid-19 outbreak is the biggest public health emergency in a generation. The United Kingdom (UK) is doing everything it can to tackle the pandemic and mitigate its impact. The UK has already taken several steps. These include reducing dwell times for shipments to allow for quicker permission to progress, assessing the need for personnel to be on site if such functions can be discharged remotely and changes to site opening hours to allow for greater facilitation.

We have also introduced the use of email in lieu of postal applications for authorisations to reduce cross contamination and viral spread and we are allowing the use of estimated figures for the completion of supplementary declarations.

We are advising traders, their agents and relevant government agencies to exchange documents electronically. This can be by email, fax or digital photograph. Traders may also apply for their existing authorisations to apply to additional locations. We will also be publishing online an exhaustive list of government agencies at the border and their email addresses and contact details.

We have also taken a number of measures in relation to transit movements. These include goods moving under transit procedures being taken directly to any approved Temporary Storage Facility even if the facility is not located with a Transit Office of Departure.

Providing relief from import duties (customs and import VAT) for medical equipment to assist in the fight against Covid-19 has been a key part of the UK response. We have also activated our disaster relief clearance route to allow for faster clearance through the ports of goods to combat Covid-19.

The Chancellor has announced an unprecedented package of support for businesses. This includes enhanced Time to Pay arrangements, £330 billion worth of government-backed and guaranteed loans and a workers' support package. VAT registered businesses can also defer their domestic VAT payments due with their VAT returns between now and the end of June and will have until the end of the financial year to pay the VAT due.

These changes have been published on the [Gov.uk](https://www.gov.uk) site and we have interacted with trade bodies to maximise the distribution to businesses across the country. Please follow these links to the relevant guidance:
<https://www.gov.uk/guidance/moving-goods-through-customs-during-the-coronavirus-covid19>
<https://www.gov.uk/guidance/customs-authorisations-during-the-coronavirus-covid-19>
<https://www.gov.uk/difficulties-paying-hmrc>

- Reading – M4 Eastbound
- Sutton Scotney – A34 Southbound
- Peterborough Services – A1M
- Wetherby – A1M
- Watford Gap – M1 Southbound
- Donington Park – M1
- Doncaster North – M18 / M180
- Tamworth – M42
- Carlisle Stobart Truck Stop – M6
- Rugby Stobart Truck Stop – A5 (close to J 19 on M6)

These new centres are open in addition to those tests which are carried out on the M20 for the Channel Tunnel and at Manston for Dover departures, which will still be available for those drivers entering Kent without a test.

10 testing sites will be open from 2 Jan, with a further 10 opening on 3 Jan.

You can find out the locations of these sites and follow updates here: <https://www.gov.uk/guidance/haulier-advice-site-locations>

These sites are in addition to the support being offered by the Government to help firms establish their own testing centres at depots – which is still encouraged.

Source: UK Department for Transport

01.01.2021

Change in operation of UK international bus and coach services in the EU

United Kingdom - European Union

Occasional passenger journeys by coach

On 1 January 2021 the UK joined the Interbus Agreement, ensuring international bilateral (point-to-point) occasional (i.e. unscheduled) journeys to and from the EU to continue.

Operators will not be able to transport passengers between two locations within the EU (known as cabotage), except as part of services between Northern Ireland and the Republic of Ireland. Interbus does not yet allow regular (scheduled) or special regular services.

Regular and Special Regular services

The UK-EU Free Trade Agreement will allow international bilateral (point-to-point) regular (i.e. scheduled) and special regular services to continue to operate.

Operators will not be able to transport passengers between two locations within the EU (known as cabotage), except as part of services between Northern Ireland and the Republic of Ireland.

Island of Ireland services

Services operating between Northern Ireland and the Republic of Ireland will continue to operate with no changes. Operators will continue to be able to transport passengers between two locations within the Republic of Ireland as part of a service between Northern Ireland and the Republic of Ireland.

Operators' licences

Regardless of what kind of international service you are running, from 1 January 2021 drivers will need to carry a certified true copy of their Operators' Licence on board at all times. Certified copies are being sent to operators in the post automatically.

Driver CPC

Drivers will still need Driver CPC to drive professionally in the UK and the EU after Brexit. UK drivers must still complete their [Driver CPC periodic training](#).



Source: European Commission

08.04.2020

Information about travel restrictions and impact on transport

The UK Department for Transport has sent a letter outlining COVID-19 response [actions that are being taken in relation to road transport](#):

<https://ec.europa.eu/transport/sites/transport/files/uk-actions-road-tra...>

Further information:

https://ec.europa.eu/transport/sites/transport/files/uk_covi...

16.03.2020

Temporary and limited relaxation of the enforcement of driving and rest times for the drivers of vehicles transporting essential goods

The UK has notified to a temporary and limited relaxation of the enforcement of driving and rest times for the drivers of vehicles transporting essential goods. This relaxation is granted pursuant to Article 14(2) of Regulation (EC) No 561 /2006 and the purpose of this document is to notify the Commission accordingly. It will apply to those drivers involved in the delivery of food, non-food (personal care and household paper and cleaning) and over the counter pharmaceuticals when undertaking certain journeys in England, Scotland and Wales.

Start date: 18.03.2020

End date: 16.04.2020

Further information: [https://ec.europa.eu/transport/sites/transport/sites/transport/files/temporary-relaxatio...](https://ec.europa.eu/transport/sites/transport/files/temporary-relaxatio...)

Source: https://ec.europa.eu/transport/coronavirus-response_en

Source: UK Driver and Vehicle Standards Agency

31.12.2020

Brexit: "fast track" available from tomorrow to international lorry drivers provided the driver can show evidence of a negative COVID test

United Kingdom - France (31 December 2020)

The Department for Transport has advised that from tomorrow, 1 January 2021, a "fast track" is going to be available for international lorry drivers moving to the Channel Tunnel and Dover who arrive in Kent with proof of a valid negative COVID test. The driver must have evidence of a negative test within the previous 72 hours to access the fast track. The plan is to also use some of the Brexit advice centres for testing HGV drivers too, but this is not in place yet. If HGV drivers arrive in Kent without a test it will still be possible to obtain tests in Manston for those entering France through Dover or on the M20 for those using the Channel Tunnel. The Government list of private testing centres is available at <https://www.gov.uk/government/publications/list-of-private-providers-of-coronavirus-testing/list-of-private-providers-of-coronavirus-testing>



haulage-sector-let...ber-2020-final.pdf

29.12.2020

EU-UK borders – Update of the situation in Kent

United Kingdom - European Union

FREIGHT HEADING TO KENT

Freight for Dover Port **MUST** go to Manston Airfield CT12 5BL. Follow the signage – A299.

Freight for Eurotunnel – Join BROCK on M20

Eurotunnel – freight below 7.5tns

The testing site located at **Lydden Hill Circuit, Wootton, Kent CT4 6RX** has been reopened this morning. It will only remain if the demand is there.

If drivers can be tested before heading out, and have the evidence of a negative test with them eg the stick , then the need to have a test redone is unlikely, but drivers will still need to report to Manston or the Brock queue to be checked, but will be waved through if evidence is accepted. The wait for a negative test result is approx 30-40mins.

Source: RHA

28.12.2020

Coronavirus (COVID-19) outbreak - Update on the situation regarding goods transport traffic flows between France and the UK

France - United Kingdom

Commercial goods transport continues to operate between France and the UK. On the way to the UK, it is expected that spot COVID test might be organised on the French side, to be applicable at least until 30 December 2020.

Up-to-date information on the traffic situation on the French side can be found in English and French at the following websites:

- The Calais Port - on their dedicated [Twitter account](#);
- the Eurotunnel Calais terminal - available [here](#);
- General traffic information in the Calais region is available [here](#).

Sources: AFTRI and FNTR

Brexit – update on permits and guarantees for customs

United Kingdom - European Union

According to the latest Brexit deal, unlimited bilateral transport will be possible, permits will not be needed as of 1.1.2021. For furnishing guarantees for customs duties and taxes, hauliers can use either CTC or TIR. The UK customs authorities (HMRC) have successfully tested TIR for transport between the EU and the UK and confirmed their readiness to continue handling it effectively as of 1 January 2021.

27.12.2020

Brexit – Coronavirus (COVID 19) outbreak: EU-UK borders – Update of the situation in Kent

United Kingdom (27 December 2020)

Freight heading to Kent

Ideally Kent should still be avoided, but freight movements are on the increase.

Latest update

- Freight for Dover Port **must** to go Manston – Follow the signage. Freight arriving at the Port without a test **will** be directed back to Manston.
- Freight for Eurotunnel – Join BROCK on M20
- Official [UK Government site](#) information regularly updated.
- The testing site located at **Lydden Hill Circuit, Wootton, Kent CT4 6RX** - for Eurotunnel traffic below 7.5 tonnes is currently shut, but it may be re-established or an alternative site found. We wait developments.

Source: UK Road Haulage Association (RHA)

Brexit – Coronavirus (COVID 19) outbreak: EU-UK borders – Update of the situation in Kent

United Kingdom - European Union (27 December 2020)

Our Member Association in the UK, the RHA, reports that the advice remains that **hauliers must avoid traveling to Kent ports (including Eurotunnel) and other routes to France until further notice**. Urgent work continues to resolve the matter. Unaccompanied freight will continue to be able to travel to France and inbound freight will still be allowed to come to the UK.

Source: UK Road Haulage Association (RHA)

26.12.2020

Brexit - Draft EU-UK Trade and Cooperation Agreement published

European Union - United Kingdom

The European Commission has just published the full draft text of the EU-UK Brexit Trade and Cooperation Agreement, which can be downloaded at https://ec.europa.eu/info/files/eu-uk-trade-and-cooperation-agreement_en.

The chapter on road transport (freight and passenger) starts on page 246.

A formal approval is expected in the days to come on both sides, starting at EU side, by the Council, acting by the unanimity of all 27 Member States, adopting a decision authorising the signature of the Agreement and its provisional application as of 1 January 2021.

For more information on the issue, please see https://ec.europa.eu/info/european-union-and-united-kingdom-forging-new-partnership/future-partnership/draft-eu-uk-trade-and-cooperation-agreement_en.

The IRU Secretariat shall come up with an analysis in due course.

Source: European Commission

Brexit – Coronavirus (COVID 19) outbreak: Update on the situation in Kent and Eurotunnel

United Kingdom

According to information from this morning (10:15), the situation in Kent is improving, but if freight levels pick up dramatically again, the situation could change. The number of vehicles remaining in the UK in Manston and BROCK has greatly diminished overnight, therefore the immediate requirement for COVID testing has reportedly reduced and a decision will be made by the UK Government as to whether the testing of freight drivers heading to Eurotunnel or Dover will continue. There is still the 72-hour limit of validity for the test to be valid.

Eurotunnel announced yesterday, 25th December, that a testing site had been organised for vehicles below 7.5 tonnes (only: no heavier trucks will be accepted there), that can then use their Folkestone terminal. This testing site is located at **Lydden Hill Circuit, Wootton, Kent CT4 6RX**.

Source: UK Road Haulage Association (RHA)

25.12.2020

Brexit – Coronavirus (COVID 19) outbreak: UK temporary relaxation of the enforcement of driving and rest time rules for national and international transports

United Kingdom

The UK Government issued a temporary relaxation in the enforcement of driving and rest time rules for national and international transports.

These relaxations started on 23 December 2020 and will continue until 22 January 2021.

More information can be found in the attached documents.



doc-1-uk-notificat...-relaxation-eu.pdf



doc-2-uk-notificat...-relaxation-eu.pdf

Source: European Commission and the UK Government

24.12.2020

Coronavirus (COVID 19) outbreak: Return of vehicles and drivers from the UK - update

United Kingdom

The UK has now reached an agreement with the French that the border at Eurotunnel, Dover and Calais will remain open over Christmas period to help transport people home as soon as possible. Please monitor our [live news story](#) page on [GOV.UK](#) where we will continue to feed updates. You can also find [multi-lingual travel advice from the Port of Dover](#) for Hauliers.

Kent Resilience Forum (KRF) are closely monitoring the situation in accordance with their Driver Welfare Plan. If you are not already aware, you may be interested to know that KRF have an email for driver welfare support which is fennel.welfare@kent.gov.uk.

Source: UK Department for Transport

Coronavirus (COVID 19) outbreak: UK Department of Transport update for hauliers and passengers

United Kingdom

“All leaflets have been handed out at Manston, and are being distributed with welfare provisions on the M20 and via police at Dover. The text of the leaflet can be found [here](#) in Dutch, Romanian, Polish and Russian.

The latest assets are available [here](#) and this site will be continually updated as new messages develop. Please do use these resources to share updates on social media. There is also a [live news story](#) page on GOV.UK where we will continue to feed updates throughout.

You can also find [multi-lingual travel advice from the Port of Dover](#) for Hauliers based on our assets attached above (twitter account with tweets in Dutch, Romanian, Polish and Russian and materials attached).

We have reached an agreement with the French that the border at Eurotunnel, Dover and Calais will remain open over Christmas period to help transport people home as soon as possible.

Please note that the message remains that people should not travel to Kent. Please continue to cascade this message to your members and relevant contacts. “

Source: UK Department for Transport

Coronavirus (COVID-19) outbreak - Italy entry restrictions for people coming from the United Kingdom

Italy - United Kingdom

The Order of December 23, 2020 of the Ministry of Health (attached), decided jointly with the Ministry of Infrastructure and Transport and the Ministry of Foreign Affairs, identifies urgent measures to contain and manage the health emergency, and specifically the entry into the national territory of people from the United Kingdom and Northern Ireland. The Ordinance is published in the Official Journal of the Italian Republic of December 23, 2020 - n.318.

Article 1 - paragraph 2 of the Ordinance (unofficial translation) states that:

Provided that no COVID-19 symptoms arise, and without prejudice to the declaration obligations under Art.7 of the Decree of the President of the Council of Ministers of December 3, 2020, the provisions of the Order of the Minister of Health of December 20, 2020, as supplemented by the new order, do not apply to the crew and traveling personnel of means of transport of persons and goods, without prejudice to the obligation to undergo a molecular or antigenic test, to be carried out by means of a swab, upon arrival at the airport, port or border location, where possible, or within 48 hours of entry into the national territory at the local health authority of reference.

The rule does not mention the obligation to the fiduciary isolation or quarantine.

These provisions apply until January 15, 2020.

FIAP suggests (only) to those who are interested, and are not resident in Italy and have reasons of absolute necessity to enter the Italian territory, at least to:

- to fill in the attached self-declaration (attached text available only in Italian language);

- to have the result of a molecular or antigenic test, carried out within 72 hours of arrival at the border, with a negative response;

At this moment FIAP is not aware of any specific operative dispositions sent to the Border Control Bodies. The eventual issuance of these provisions may be decisive.

The situation is constantly evolving. Any updates will be transmitted as soon as available.

Useful links:

<http://www.viaggiasesicuri.it/country/GBR>

<https://www.esteri.it/mae/it/ministero/normativaonline/decreto-ioristoacasa-domande-frequenti/focus-cittadini-italiani-in-rientro-dall-estero-e-cittadini-stranieri-in-italia.html>



ordinanza-23-dicem...o-della-salute.pdf



modulorientrosint...ico21 dicembre.pdf

Source: FIAP

Coronavirus (COVID-19) outbreak - Slovakia - extended the exemption from driving ban

Slovakia - United Kingdom

Let me inform you that due to the release of restrictions on the borders of Great Britain and France on 30 December and in an effort to help truck drivers not to stand on the borders of the Slovak Republic and go home to their families, the Police of Slovak Republic extended the exemption from driving ban in connection with the upcoming public holidays for transit through the Slovak Republic on 24 December, 25 December and 26 December 2020.

Source: Association of Slovak Hauliers

Coronavirus (COVID-19) outbreak - France - Temporary lifting of traffic bans due to the COVID-19 situation and special lifting of traffic bans and derogation on driving and rest time rules for vehicles returning from the UK

France - United Kingdom

Lifting of Traffic Bans : 84 Decree of 22 December 2020 lifting the ban on the movement of certain types of goods transport vehicles on Saturday 26 and Sunday 27 December 2020 for the supply of shops with essential products in the context of the epidemic crisis of the coronavirus " covid-19 ".

<https://www.legifrance.gouv.fr/jorf/id/JORFTEXT000042731489>

Lifting of Traffic Bans : 85 Decree of 23 December 2020 lifting the ban on the movement of certain types of goods transport vehicles from Thursday 24 to Sunday 27 December 2020 to allow the return of road drivers from the United Kingdom.

<https://www.legifrance.gouv.fr/jorf/id/JORFTEXT000042731493>

Derogation on Driving and Rest Times: 86 Order of 23 December 2020 temporarily derogating from the rules on driving time and rest for road transport of goods from the United Kingdom.

<https://www.legifrance.gouv.fr/jorf/id/JORFTEXT000042731497>

23.12.2020

Please find attached the guidance provided by the UK Department of Health & Social Care to COVID testing for hauliers.



guidance-for-hauliers-v7-dhsc.pdf

Coronavirus (COVID 19) outbreak: UK guidance for hauliers

[GOV.UK guidance for hauliers](#) awaiting access to the Port and Eurotunnel has now been translated into Dutch, Polish, Romanian, and Russian.

An information leaflet outlining guidance for hauliers with the above translations can be found [here](#).

Physical copies of these leaflets will arrive at Manston, M20 J11 and Dover shortly.

Source: UK Department for Transport

The UK Government established a special webpage with test [guidance](#) for the drivers.

The testing of drivers has started at the Manston Airport site.

The UK Government strongly advises **NOT TO TRAVEL TO KENT AT THIS TIME.**

For any haulage or freight that is arriving in Kent, please note **that Manston is at capacity and you will be directed to join Operation Brock. Drivers should not travel to Port of Dover without a negative test.**

Source: UK Department for Transport

Testing expected to [start at 06:00](#) UK time at Manston. Trucks (& vans) will be released in batches after negative antigen tests. Tests are expected to be organised and carried by by NHS, potentially with military support. Staff already in Dover ready to [start](#). The UK Government sends a strong message to drivers to avoid Kent area.

Source: RHA

Coronavirus (COVID 19) outbreak: Measures taken in Kent (UK)

Kent Resilience Forum (KRF) agencies continue to work closely with central government to manage the ongoing traffic disruption in the county.

The priority of all partners, including Kent Police, Kent County Council and Highways England, and the Department for Transport, is to keep people safe and look after those who are stuck in queues as they wait for borders to re-open and cross the Channel.

In the meantime, the advice remains that freight or tourist traffic should not head into Kent.

On the M20, Kent County Council continues to ensure drivers are provided with snacks, drinking water and hot food. We are also grateful to KRF agencies and partner organisations who are helping deliver provisions. Portable toilets were rolled out Monday at 1 km intervals between junctions 10a-11 and these are being regularly cleaned.

A further 150 toilets are available for drivers at Manston, where there are also hot food trucks and water. 70 additional toilets will arrive at Manston tomorrow morning.

Though hauliers are routinely well prepared for disruption and following the traffic management plans while we work to manage the disruption, it remains important that people currently avoid travelling to Kent.

If you must travel, come prepared for delays and carry food, water and blankets. Road-side welfare can only be provided to stationary traffic for safety reasons and it is not a long term option.

Source: Kent local authorities (KRF) <https://kccmediahub.net/kent-resilience-forum-statement-on-traffic-disruption745>

09.11.2020

Non-UK resident freight drivers who have travelled from or through Denmark in the last 14 days can no longer enter UK. UK residents who arrives in England after 4am 6 November after travelling from or through Denmark in the last 14 days – including HGV drivers - must self-isolate along with their household.

The ban is effective and there are no special conditions for road transport. From what we got from the Danish Transport Ministry a road transport from DK to UK via France can therefore be performed like this:

Driver takes trailer from DK to DE. Another driver then takes the trailer from DE to UK (provided this driver has not been in Denmark the last 14 days and is not Danish resident.

Further information is available [here](#).

Source: ITD / RHA

02.11.2020

It is mandatory for everyone coming into the UK to complete the UK Passenger Contact Locator form, and this does include drivers delivering freight. They must have a consignment note and community authorisation (assuming the vehicle is big enough to require one). They should also be carrying the EC International Workers COVID document.

When they complete the Contact Locator form, they can indicate on it that they are exempt, stating that they are freight delivery drivers and where it asks for an address where they are staying, in the box they can either put an address if they are going to be using one and this can be a depot. If they are going to be staying in their cab for rest periods, which should be taken in recognised parking areas, and not on the side of the road, they can state they are staying in the cab and put the vehicle registration number in. They will already be including a mobile phone number.

Source: RHA

24.09.2020

Update on Flash info posted on 17 September 2020; 15:30.

Operation Stack on the M20 has been deployed again today as a result of the strike action in Calais.

Source: RHA

17.09.2020

Operation Stack (Stage 1) has been implemented on the M20 between J8 - J9 coast-bound. The Operation is designed to prevent gridlock while anti-terrorism checks are in place.

All freight traffic heading for the Port of Dover or Channel Tunnel must join Operation Stack at J8 of the M20, where it will be separated into two queues on either side of the coast-bound carriageway.

All non-freight traffic will leave the M20 at J8 to join the A20 and follow the diversion signs with yellow circles.

The coast-bound diversion route for non-freight traffic will be M20 J8 - A20 Ashford Road - A20 Maidstone Road Drovers Roundabout - A28 Templar Way - A28 Chart Road - B2229 Brookfield Road - A2042 Romney Marsh Road - A2070- M20 J10 - A20 Hythe Road - M20 J11.

Link to map: <http://moorl.uk/?1xidwpl>

Non-freight traffic and tourist traffic travelling to east Kent are also advised to use the A2 and M2 to reduce congestion on the A20 diversion route.

Freight traffic travelling to East Kent, but not heading for the Channel Tunnel or Channel Ports is also advised to use the A2 and M2.

Please expect delays across the county and allow extra time for your journey.

Source: RHA

02.09.2020

In order to prepare effectively for Brexit, Dutch stakeholders involved in Brexit, including TLN, have launched a mini-campaign to inform the public of the procedures for transport to the United Kingdom from 1 January 2021.

Digital pre-notification of customs documents will be mandatory at all ferry terminals and most short-sea terminals. Without this pre-notification, trucks will not be allowed to enter the ferry terminal and will be diverted to parking areas.

Attached you will find information in English and German and a YouTube video on how transport to the United Kingdom will work from 1 January 2021.

Dutch website with information on Brexit:

- English: <https://www.getreadyforbrexit.eu/en/>
- German: <https://www.getreadyforbrexit.eu/de/>
- The YouTube movie in both languages:
 - English: <https://youtu.be/4lp0mpP11q4>
 - German: <https://youtu.be/o5BYDKSK8X0>
- A short outline of the five steps to be taken:
 - English: <https://www.getreadyforbrexit.eu/en/brexit-in-5-steps/>
 - German: <https://www.getreadyforbrexit.eu/de/der-brexit-in-5-schritten/>



20200831-get-read...-for-brexiten.pdf

Source: TLN

14.08.2020

More countries have been removed from the UK Travel Corridor list, this includes France and the Netherlands.

To re-iterate, international drivers who are actively engaged in cross border work ARE exempt from the requirement to isolate, but must still carry the evidence of their status, community authorisation, consignment note and COVID movement documents.

International drivers who have been on holiday and returning to the UK from a country that has been removed (or is not on the list) after 4am Saturday 15th August, WILL have to follow the rules and isolate. Their tourist/holiday maker status supersedes their driver status.

Also, don't forget that the UK Passenger Contact Locator form STILL needs to be completed by ALL returning to the UK. <https://www.gov.uk/provide-journey-contact-details-before-travel-uk>

<https://www.gov.uk/guidance/coronavirus-covid-19-travel-corridors>

The following countries and territories will be removed from the travel corridor list at 4am, Saturday 15 August 2020:

- Aruba
- France
- Malta
- Monaco
- the Netherlands
- Turks and Caicos Islands

Source: RHA

06.07.2020

On 6 July, the UK Home Office published the [list of travel corridors](#) from which people arriving into the UK will not have to isolate for 14 days upon arrival, unless they have visited or stopped in any other country or territory in the preceding 14 days. Those arriving in the UK whose journey started from a country that is not on the list will still have to follow the isolation requirements. It is expected that the list will grow as time goes on. Rules on travel corridors will apply from 10 July onwards.

Members are reminded that anyone entering the UK (drivers included) is still required to fill the [passenger locator form](#). In case of multiple entries in the UK within 48 hours, multiple journey can be included in the form. Drivers are still exempt from the isolation requirements.

Source: RHA

30.06.2020

On 28 June, the Government announced that the [HGV Road User Levy](#), which is applied to HGVs of 12 tonnes or more, will be suspended for a year. The suspension runs **from 1 August 2020 to 31 July 2021**.

A Levy rate of zero will automatically apply at a vehicle's normal VED/Levy renewal date from August onwards.

The suspension is applied to UK and overseas-registered HGVs using the UK's roads.

Foreign operators who have already paid the levy as an annual payment will be able to claim a refund for the period 1 August 2020 to 31 July 2021, through their [user account](#). Foreign operators who would normally 'pay as they go' will not be charged for use of the UK network between 1 August 2020 and 31 July 2021.

More information can be found [here](#).

Source: RHA

26.06.2020

UK authorities have provided guidance in several languages about the contact locator form that individuals need to fill in upon entry into the UK territory. Members are reminded that these documents have been drafted to cover all passengers, not only freight drivers. Whilst freight drivers are exempt from the 14-day self-isolation requirement, referred to in the document, they do have to fill in the form.

The following languages are available:

- Italian: [guidance](#) and [instructions](#)
- French: [guidance](#) and [instructions](#)
- German: [guidance](#) and [instructions](#)
- Romanian: [guidance](#) and [instructions](#)
- Czech: [guidance](#) and [instructions](#)
- Dutch: [guidance](#) and [instructions](#)
- Lithuanian: [guidance](#) and [instructions](#)
- Polish: [guidance](#) and [instructions](#)
- Portuguese: [guidance](#) and [instructions](#)
- Russian: [guidance](#) and [instructions](#)
- Slovak: [guidance](#) and [instructions](#)
- Spanish: [guidance](#) and [instructions](#)
- Turkish: [guidance](#) and [instructions](#)
- Bulgarian: [guidance](#) and [instructions](#)
- Hungarian: [guidance](#) and [instructions](#)

Members are reminded that the locator form can only be filled out [online](#).

Sources: FTA and RHA

17.06.2020

Since 8 June, new border measures as well as a 14-day quarantine apply to most arrivals in the UK.

Drivers of goods vehicles and bus/coach drivers are exempt from the 14-day quarantine requirement. Drivers have to demonstrate that their travel into the UK is part of their job. They can do this in a number of ways (e.g., a letter from their employer, a consignment note or the operator licence). UK authorities also confirmed that annex 3 is acceptable proof.

Even though they are exempt from quarantine, drivers will have to fill in an [online locator form](#) with their contact details and details of their journey. A recent update now allows drivers to **complete the form for multiple journeys to the UK over a 48 hour period**. UK authorities have confirmed that they are currently working to further improve the process for hauliers and freight workers, particularly for those travelling to and from the UK multiple times during a one-week period.

Official guidance is available [here](#).

Source: FTA

12.06.2020

Following the enter into force of measures set out by the UK government earlier this week, members and drivers are reminded of the following:

- Drivers need to prove that the travel is part of their job. This can be done by, for example, a letter from their employer, the EC International Workers Declaration, a consignment note or the operator's licence.
- In addition, the UK [locator form](#) must be completed by **any one arriving in the UK**, including all professional drivers and freight workers. Other documents that drivers must have are the consignment note and the True Certified Copy of the Community Licence
- The locator form declaration cannot be submitted more than 48 hours before the arrival in UK.

Source: RHA

05.06.2020

The UK has introduced new border measures that will be implemented from 8 June:

- Drivers of goods vehicles and bus/coach drivers will be exempt from the new 14-day quarantine requirement that will apply to most arrivals in the UK. Drivers will have to demonstrate that their travel into the UK is part of their job. They can do this in a number of ways, for example a letter from their employer, a consignment note or the operator licence would be acceptable. UK authorities provided an [indicative template](#) for a letter from the employer; using this template is not mandatory.

- Even though they are exempt from quarantine, drivers will have to fill in an [online locator form](#) with their contact details and details of their journey. Officials confirmed the "address" field will be optional. Drivers can complete the form no more than 48 hours in advance and will have to show either the digital version or the printed version of the form upon arrival at the UK border.

Official guidance is available [here](#).

Source: FTA

02.06.2020

On 29 May, the British Government advised that the relaxations of the EU driving and rest times rules would cease to apply on 13 May, at 23:59. Therefore, **Regulation (EC) 561/2006 fully applies from 1 June at 00:00**. The relaxations of the GB driving and rest times rules have been extended to 14 June at 23:59, but will be kept under review. Further information can be found [here](#).

Source: RHA

25.05.2020

The government has announced new plans for passengers arriving in the UK from abroad. As expected, these introduce new measures at the UK border to guard against a second wave of coronavirus (Covid-19) infections and include 14 days self-isolation for anyone entering the UK, bar a short list of exemptions.

FTA is pleased to confirm that road haulage and freight workers are exempt from the requirements in order to ensure the supply of goods is not impacted. Exemptions also include anyone travelling within the Common Travel Area, covering Ireland, the Channel Islands and the Isle of Man. The Home Office announcement may be found [here](#).

Source: FTA

22.04.2020

In response to unprecedented pressures on local and national supply chains, the Department for Infrastructure has introduced a temporary and limited urgent relaxation of the enforcement of EU drivers' hours rules **in Northern Ireland**. It has also introduced a temporary and limited urgent relaxation of the enforcement of NI drivers' hours rules in Northern Ireland.

This relaxation began on 23 March 2020 and was due to end on 21 April 2020.

A specific review of the continuation of the relaxations past 21 April 2020 has been conducted and on the basis of the current evidence, a decision has been made to continue with the relaxations (**apart from the relaxation on break requirements**) **until 23:59 on Sunday 31 May 2020**.

The Department will keep these temporary arrangements under review and the relaxation may be amended or brought to an end earlier if circumstances change.

The Department would like to remind all transport operators and the customers who influence their practices that:

- The standard drivers' hours rules are important safety-related rules. They are in place to improve road safety and the working conditions of drivers, and reduce the risk of drivers being involved in fatigue-related accidents.
- Therefore, these temporary relaxations should only be used where absolutely necessary. Operators should, wherever possible, attempt to recruit additional drivers from other sectors who are out of work or facing being furloughed
- The temporary relaxations are designed to support the transport of vital goods, including the supply chains related to medicines, health, fuel, food and other necessities.

The current situation is being kept under review and the relaxation may be amended or withdrawn earlier than 31 May 2020 if circumstances change. Operators should use this period to increase resilience.

If any drivers or operators consider that they are being asked to use the relaxation without correct justification then they can email their concerns to drivershours@infrastructure-ni.gov.uk.

Retrospective checking of the use of these relaxations will take place as necessary, including by the Driver and Vehicle Agency (DVA).

Please note that the previous relaxation of the EU drivers' hours rules on breaks (i.e. the requirements for daily breaks of 45 minutes after 4.5 hours driving replaced with a break of 45 minutes after 5.5 hours of driving) was applicable from 23 March 2020 until 21 April 2020 only.

Those wishing to use this relaxation should read the full notice [here](#) and must follow its requirements.

Source: FTA

17.04.2020

Following a recent review of the current relaxation of the enforcement of the driver hours' rules; which is due to end on 21 April, a decision has been made, based on the current evidence, to continue with the relaxations (apart from the relaxation on the EU break requirements) **until 23:59 on Sunday 31 May**.

Detailed information has been provided by UK DFT and is available [here](#).

Source: RHA

09.04.2020

In cases of non-resident drivers becoming unwell with the coronavirus (Covid-19) symptoms while in the UK, the national authorities recommend the following:

1. If emergency/clinical care is needed, an ambulance should be called;
2. The official guidelines must be followed, ie. immediate self-isolation; it is the responsibility of the freight company to safeguard employee well-being and therefore place them in suitable individual accommodation;
3. Foreign nationals can also approach their embassy for assistance;
4. In exceptional circumstances, depending on capacity, it may be possible to arrange accommodation at the London Isolation Centre.

Source: FTA

22.03.2020

The Department for Transport (DfT) has introduced a temporary and limited urgent [relaxation](#) of the enforcement of EU drivers' hours rules [in England, Scotland and Wales](#). It has also introduced a temporary and limited urgent relaxation of the enforcement of GB drivers' hours rules in England, Scotland and Wales.

This applies to those undertaking carriage of goods by road in all sectors, between 00.01 on Monday 23 March and 23.59 on Tuesday 21 April (continuation of the relaxation past 5 April is subject to review).

The EU drivers' hours rules can be temporarily relaxed as follows:

- a) Replacement of the EU daily driving limit of 9 hours with one of 11 hours.

- b) Reduction of the daily rest requirements from 11 to 9 hours.
- c) Lifting the weekly (56 hours) and fortnightly driving limits (90 hours) to 60 and 96 hours respectively.
- d) Postponement of the requirement to start a weekly rest period after six-24 hours periods, for after seven 24 hours period; although two regular weekly rest periods or a regular and a reduced weekly rest period will still be required within a fortnight.
- e) The requirements for daily breaks of 45 minutes after 4.5 hours driving replaced with replaced with a break of 45 minutes after 5.5 hours of driving.

Drivers must not use relaxation 'a' and 'd' at the same time. This is to ensure drivers are able to get adequate rest. DfT guidance can be found [here](#).

From Monday 23 March all road user charging schemes in the capital will be temporarily suspended until further notice. This includes the Congestion Charge, the central London ULEZ and the London-wide LEZ.

Source: FTA

20.03.2020

The Department for Infrastructure (DfI) has issued notification of a relaxation in the [drivers' hours rules for Northern-Ireland](#). This temporary relaxation applies from 00:01 on Wednesday 18 March 2020 and will run until 23:59 on Thursday 16 April 2020. Initially, this will apply for the drivers of vehicles involved in the [delivery of food, non-food \(personal care and household paper and cleaning\) and over the counter pharmaceuticals](#) when undertaking the following journeys:

- Distribution centre to stores (or fulfilment centre).
- From manufacturer or supplier to distribution centre (including backhaul collections).
- From manufacturer or supplier to store (or fulfilment centre).
- Between distribution centres and transport hub trunking.
- Transport hub deliveries to stores.

This exemption does not apply to drivers undertaking deliveries directly to consumers.

Operators are reminded that this relaxation does not excuse them from their duty of care to drivers and that drivers should not be allowed or required to drive whilst tired. Operators seeking to use the exemption should read the DfI notice in detail; this can be found [here](#).

Source: FTA

18.03.2020

On March 17th, the government has taken new measures, which include advising British nationals against all non-essential international travel.

The advice against non-essential travel is not intended to apply to international and domestic freight transport. Thus, [haulage continues under no extra restrictions in the UK officially](#).

A [guidance note](#) on Coronavirus (Covid-19) and freight transport has been published by the UK Department for Transport

Sources: RHA and FTA

