

Tuesday  
19<sup>th</sup>  
December  
2023



# FTA Ireland ENews

Latest news and information  
update for members

Issue  
#22



I hope this enews finds you well. This edition will include information on the following:

1. [Christmas Greetings](#)
2. [New Trade requirements with Great Britain \(GB\)](#)
3. [Charity donation](#)
4. [FTA Ireland Council Meetings 2024](#)
5. [Logistics Supply Chain Skills Week](#)
6. [Alternative Fuels Working Group](#)
7. [Apprenticeships](#)

*Happy Christmas*

***As we near the end of 2023, all of us here in FTA Ireland would like to wish you our members, colleagues and family a very happy and peaceful Christmas and best wishes for 2024.***

2023 has been a good year for FTA Ireland, however there remains significant considerations, for all in the freight distribution and logistics sector, where inflation averaged just under 6% in 2023 and continued uncertainty linked with the war in Ukraine and other supply chain issues due to geopolitical tensions are culminating in ongoing uncertainty and increased operational costs. Representing our members to the best of our ability is at the forefront of everything we do.

The Irish economy is performing very well, and credit and appreciation to all in our industry and within our membership that continue to demonstrate resilience in the face of unprecedented challenges. Full employment is creating problems for recruitment of suitably qualified personnel across all levels within organisations and coupled with wage inflation

these persistent issues are requiring businesses to rethink their staff retention and recruitment policies.

FTA Ireland are supporting members interests through our active engagement with Government and stakeholders in the areas of skills shortage (including non EU work permits; supporting the annual Logistics Supply Chain Skills week), operational costs, decarbonisation (participation in national demand management strategy consultation; Heavy Duty Vehicle Committee with ZEVI and submission of consultations impacting our members in this regard) and our participation in the Freight Forum. Our engagement demonstrates our ethos for collaborative approach that delivers not only for our members but for the freight distribution logistics and passenger service sectors on key issues .

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## New Trade requirements with Great Britain (GB)

*From 31 January 2024, the UK Government will introduce a new controls on goods entering Great Britain from the EU (including Ireland). The UK [Border Target Operating Model \(TOM\)](#) outlines the new rules. **All Irish traders exporting to and through Great Britain must take action to prepare for the changes.***

Persons responsible for the load are required to make import notifications for the movement of animal products into Great Britain (GB) from other countries. The import notifications must be submitted one working day before the consignments arrive in GB, using the [IPAFFS system](#), online at GOV UK.

From **31 January 2024**, IPAFFS will prompt those moving animal products from EU and EFTA countries to complete the CHED Part 1 import notification, in place of the current IMP notification.

IPAFFS already prompts those moving animal products from non-EU/EFTA countries in GB to submit the Common Health Entry Document (CHED) Part 1 import notification. This change aligns the import notifications for both EU and non-EU countries, with just one process for both.

**Making an import notification:** If your animal products are from EU/EEA/EFTA countries, you

must make sure that you are making import notifications on IPAFFS. If you are not already using IPAFFS, register at [Import of products, animals, food and feed system \(IPAFFS\) - GOV.UK \(www.gov.uk\)](#)

**Get ready for this change\*:** From 12:01am on **31 January 2024**, you will be able to log in to IPAFFS as usual, and it will automatically prompt you to complete the CHED Part 1 import notification.

**Join DEFRA for an online information session :**  
If you import animal products from Ireland to GB and are new to making import notifications on IPAFFS, or would like to learn more about how the CHED compares to the IMP notifications you currently make on IPAFFS, register for the live online session [Importing animal products from the EU to GB: New CHED Part 1 notification](#) on **Thursday 11 January 2024, 2.00pm to 3.00pm.**

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## Top Tips for preparing for New Export requirements to GB from the 31<sup>st</sup> of January 2024

1. **Attend webinars. Understand classification of goods**
  - a. High and medium products need health certificates.
2. **How to apply for export health cert**
  - a. Takes approx. 40minutes to generate export health certificates.
3. **Who is responsible for [IPAFFS](#) system. Hauliers will need a GMR to board ferries at Irish ports destined for Britain.**

The Department of Agriculture have advised that Members may be interested in two generic training sessions for the TRACES system which have been uploaded on the Department's YouTube channel -

1. [How to create an Export Health Certificate](#)
2. [How to create an EU login and Operator Role Request](#)

They can either be accessed directly through the links above or on the Department's [TRACES website page](#), along with guidance documents.

It is important that Food Business Operators ensure they are registered on TRACES, with a connected user account to their Operator Profile, if they plan to create an Export Health Certificate, including for exports to Great Britain, or other health certificate document on TRACES NT.

### Aidan Flynn: Brexit headaches loom for €5.5bn in Irish food exports at British ports

Some of the complexities include a 24-hour pre-notification of imports from Ireland into Britain on the so-called UK Import of Products, Animals, Food and Feed System



Ferry operators in Rosslare and Dublin have been advised not to allow trucks to board ferries moving from Ireland to Britain without a valid Goods Movement Reference.

5/10/23, 17:09C, 2023 - 10:48

4/10/23 10:08

The long-delayed implementation of the next phase of the EU Brexit trade deal with Britain will deliver more costs for Irish exporters, with safety and security controls, and sanitary and phytosanitary controls at British borders applying to imports of live animals, germinal products, animal products, as well as plants and plant products.

<https://www.irishexaminer.com/business/economy/arid-41292097.html>

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## CHARITY DONATION

On behalf of our members FTA Ireland have made a donation to two charities this Christmas



To Donate visit:

<https://www.idonate.ie/cause/capuchindaycentre>

<https://www.barnardos.ie/>

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## FTA Ireland Council Meetings 2024

FTA Ireland Council Meetings 2024	
February	Wednesday 28th February 11.30am
May	Thursday 30 <sup>th</sup> May 11.30am (AGM)
August	Tuesday 20 <sup>th</sup> August 2023 11.30am (regional)
November	Thursday 7 <sup>th</sup> November 11.30am

### New Working Groups:

To further enhance the work FTA Ireland, do on behalf of members and to ensure that members interests are prioritised with all stakeholders, it is proposed to establish 3 working groups in 2024. The title and focus area of the working groups are to be agreed by council.

#### Suggested titles

1. Decarbonisation.
2. Compliance (including Road Safety, Health and Safety, Road Transport Law)
3. International trade (including post Brexit trade issues)

#### Proposed Terms of Reference for discussion

- Working Group is to focus on an area of significant interest and value for members.
- Working group to be chaired by a representative of the FTA Ireland Board and or FTA Ireland Member Representative.
- FTAI CEO will support the chair of each working group.
- The working group will meet (min) three times per year, (determined by the demand of members and the issues to be reviewed)
- The meetings will ideally be in person but Hybrid options will be available for members that cannot travel.
- Each working group will deliver a presentation to the FTAI Council once per year, details areas of focus.

We would be delighted to hear from you if you would like to participate in one of the working groups in 2024. Please email [aflynn@ftai.ie](mailto:aflynn@ftai.ie) with stating your working group of preference.

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In conjunction with the Department of Transport and as a member of the [Logistics and Supply Chain Skills Group \(LSCSG\)](#), we are excited to announce that the second [National Logistics and Supply Chain Skills Week](#) will be held between the [26th of February and the 2nd of March 2024](#).

Logistics Week aims to promote careers and educational opportunities in the Irish logistics and supply chain sector. The Skills Week 2024 is focused on three themes: Digital, Diverse, and Green.

**As part of our efforts to promote the sector and showcase career opportunities, we are seeking support and would like to invite industry employers to participate in the following events:**

**Transition Year event on Friday 1 March 2024, at National Indoor Sports Arena, Dublin 15:**

- TY, LCA, and 2nd-level students from secondary schools across Ireland will attend this event
- The Minister of State for Transport, Jack Chambers TD, has also been invited and will make an appearance
- **To make the public aware of the types of companies involved in the Logistics and Supply Chain Sector, a number of companies' stands will be provided. This creates a unique opportunity for companies to showcase entry-level career opportunities in their business e.g. apprenticeships, and connect with young talent. The company stands will be in the same general area as the education stands, tying the understanding together**

for the students that there are many career and educational opportunities in this sector available to them.

- At the venue, there will be an outdoor display area to showcase sustainable road transport vehicles as well as an indoor display area to exhibit some of the industry's newest equipment and technology in use. Therefore we are looking for companies from the sector that would be interested in taking part and be able to provide interactive/automation equipment that could be displayed at this event.
- Please note that there are a limited number of employer stands available at the venue, so companies interested in displaying and securing a stand are advised to ASAP contact Denise Cuffe, Assistant Principal at the Road Transport and Freight Policy Division, Department of Transport, at [lscsg.week@transport.gov.ie](mailto:lscsg.week@transport.gov.ie)

**National Recruitment Events hosted by the Department of Social Protection:**

- The DSP plans to host 3 to 4 recruitment fairs exclusively for logistics and supply chain industries during the LSCH Skills Week.

For more information and to book a stand for your company at the recruitment events hosted by DSP during LSCH Skills week, please contact ASAP: Sandra Grant, Key Account Manager, Employer Relations at the Department of Social Protection at [sandra.grant@welfare.ie](mailto:sandra.grant@welfare.ie)

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## Alternative Fuels Working Group

We hosted our final working group meeting in early December and look forward to a packed agenda for 2024. We will update members on meeting dates for 2024 in due course.



This is the FTAI ~~All~~ All Fuels Working Group

All fuels welcome (non-members & suppliers alike) priority is given to FTAI member companies.  
<https://www.ftai.ie/alternative-fuels-working-group>

### 2019-2022 fuels covered

- Liquids
  - B20
  - B100 (HVO)
- Gases
  - CNG & LNG
  - Biomethane
  - Hydrogen
- Electric
  - Battery Electric
  - Hydrogen electric

### 2023 topics proposed (poll follows)

- Bus Depot charging (Athlone)
- Infrastructure — Ten T Buildings
- Logistics Hubs
- Ports (low carbon routing & fuelling)
- Electric Bikes / cargo eBikes
- Irish made HVO
- Rail freight



## Decarbonisation Report

FTA Ireland have commissioned a report to position FTAI and prioritise climate actions for TDs, Senators, Councillors, Planners and other stakeholders. The report will also serve as an advisory document for our members.

- Collate FTAI members' actions and papers to date into a single short paper that helps stakeholders understand the progress being made by transport operators and help them support climate actions for freight in the order of priority that members need.

The report covers each of the Alternative fuel options Opportunities as follows:

- Electric— provider of rolling stock or infrastructure / energy solutions
- CNG/Biomethane - provider of rolling stock or infrastructure / energy solutions
- HVO – Supplier of HVO
- Hydrogen - provider of rolling stock or infrastructure / energy solutions

## 'ESG' [Environmental, Social & Governance]

- EU Parliament has passed into law the CSRD – Corporate Sustainability Reporting Directive – for large organisations from 1st January 2024 for those already subject to the NFRD (reporting in 2025) and from 01 January 2025 for all other large companies (reporting in 2026).

*"EU law requires all large companies and all listed companies (except listed micro-enterprises) to disclose information on what they see as the risks and opportunities arising from social and environmental issues, and on the impact of their activities on people and the environment. This helps investors, civil society organisations, consumers and other stakeholders to evaluate the sustainability performance of companies, as part of the European green deal." – EU Finance.*



Figure 1 All of the directives contribute to delivering on the EU target of -55% CO2 by 2030 vs 1990 and to a climate neutral economy by 2050.

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## Apprenticeships



**Congratulations to our Apprentice of the Year 2023 recipients. One winner each from the Transport Operations & Commercial Driving Apprenticeship and the Logistics Associate Apprenticeship**

**(LAA apprentice Kelsey McGahan of Joe McGovern Transport and Transport Operations & Commercial Driving Apprenticeship apprentice Ronan Dunne from Polar Ice Ltd were pictured with their trophies 🏆)**



# Managing compliance

In the context of day-to-day operation of a fleet and drivers compliance relates to understanding the legislation, developing systems based on the applicable legislation, implementing systems, communicating your requirements to staff and others, and auditing those systems to ensure the company is operating to minimum legal requirements.

## Managing compliance

Compliance with the regulations within the transport sector, must be managed.

It will not come about without operational managers applying their skills and knowledge to the task of managing their employees.

Good management techniques allied to the use of effective training, the application of regular checks on relevant driver activities, and the use of technological applications can all help transport managers to achieve the legal compliance aims of the business.

## Main areas of compliance

- **Driver Fatigue management** – Drivers hours, route planning, data downloading.
- **Vehicle Roadworthiness** – CVRT, periodic checks, servicing, maintenance.
- **Driver competence** – Licencing, CPC, driver declarations, training, communications.
- **Road traffic rules** – Tax, insurance, accident monitoring, penalty points.
- **Safe and legal loads** – Load securing, weight distribution.
- **Dangerous goods** – Driver qualifications, Tanker certification.
- **Road haulage operator licencing** – RTOL conditions.
- **Professional competence** – Transport manger contract.
- **Sustainable operations** – Monitoring, reducing, reporting, managing fuel usage.
- **Contractor and agency management** – SLA, Auditing, KPIs, registered agencies.
- **Health and safety** – Risk assessments, safety statements, monitoring, improving.

## Record keeping

When deciding how long is appropriate to keep records to evidence compliance, to comply with legislation we use the 1, 2, 3 method!

- 1 Year for tachograph data.
- 2 Years for vehicle maintenance documents.
- 3 Years for documentation in relation to the working time directive.

These are only the minimum required durations to hold documents, it is recommended that the operator puts in place a policy of document retention.

## Legislation

The following is a sample of some of the legislation transport operators must adhere to when running their transport operation These apply to licenced operators and own account operators.

- Road Traffic Act 1961, 1986, 1999.
- Road Traffic and Transport Act of 2006.
- Road Transport Act 2011 - Rules of the road.
- Working Time Mobile Road Transport Activities Regulations 2005/EU Directive 2002/15/EC – lays down basic standards and limits on working time including night work, specifies rest + break periods between work & record keeping.
- EC Regulation 3821/85 – Tachograph specifications and rules and regulations governing their use.
- EC Regulation 561/06 – Drivers hours regulation & carrying out roadside checks.
- S.I. No. 36/2012 – European Communities (Road Transport) (Organisation of Working Time of Persons Performing Mobile Road Transport Activities) Regulations 2012.
- SI 348 of 2013 – Vehicle maintenance and walkaround checks

- SI 16 of 2012 – Commercial vehicle roadworthiness Act.
- SI 25 of 2010 - Intoxicated driving offences.
- SI 74 and 75 of 2012 - Motorway driving.
- SI 299 of 2017 – Use of tailboards.
- SI 10 of 2005 - Health and Safety.

## Training

Training is a vital part of ensuring that all policies put in place are understood. It ensures you have communicated your requirements to your staff. It is essential that all training is recorded and is revisited on a regular basis.

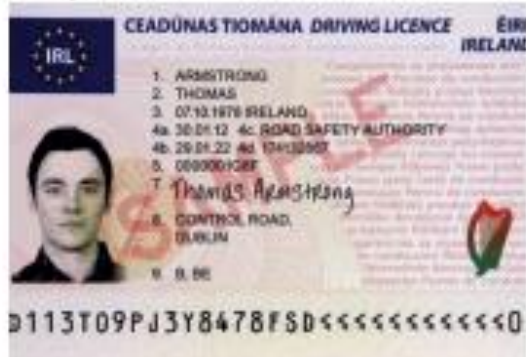
Toolbox talks carried out regularly are a great way to ensure updates and revisions are communicated to staff.

Don't rely on the driver CPC syllabus to cover your training needs.

## Regular checks

Driver licence checks should be carried out at least every 12 months. Checks should cover:

- Entitlements
- Renewals dates
- Medical standards
- Photographs
- Addresses
- Penalty points



A licence status declaration should be signed by the driver and copies of the licences should be taken and held

## 2. Managing compliance

on file. The declaration should include changes in the status to drive, penalty points, prohibitions, bans or new medical conditions. A record of the checks should be kept.

<https://www.ndls.ie/about/licence-categories-and-codes.html>

## CPC training and monitoring

Drivers operating vehicles over 3.5t Maximum Authorised Mass must hold a Certificate of Professional Competence (CPC). Checks must be made to ensure all drivers hold the correct driving entitlement and Driver CPC prior to employment.

CPC modules must be completed as defined by the RSA.

Completed modules should be added to the training matrix.

Module No.	Module Name	Training Status	Score	Valid	Days Completed
1	Issues in commercial driving	Done	100%	Completed	01/10
2	Managing risk and managing emergencies in the transport industry	Done	100%	Completed	11/10
3	Health and Safety for Professional Driver	Done	100%	Completed	01/10
4	How to Use Professional Driver in the Transport Industry	Done	100%	Completed	01/10
5	Health and Safety for Professional Driver	Done	100%	Completed	01/10

## Fatigue management

Whether drivers are in or out of scope fatigue is still an issue and must be managed.

Drivers out of scope of the EU drivers' hours are required to adhere to the domestic hours regulations as laid down in the Road Traffic Act 1963 section 114.

Drivers are also subject to S.I. No. 36 of 2012 – EUROPEAN COMMUNITIES (ROAD TRANSPORT) (ORGANISATION OF WORKING TIME OF PERSONS PERFORMING MOBILE ROAD TRANSPORT ACTIVITIES) REGULATIONS.



Working time records must be kept for at least three years after the end of the reference period covered.

Reference period is how the year is broken down under legislation.

Drivers must have a method of recording their working time, driving time and breaks – a day sheet or app is recommended.

### Safe work practices

Operators must be able to demonstrate that appropriate systems are in place to ensure basic legal obligations in line with health and safety requirements.

Documented risk assessments must be undertaken and, where appropriate, mitigating action taken in relation to interaction in and around vehicles. Employers are required to do all that is reasonably practicable to minimise the risk of injury or damage to the safety and health of their employees.

Employers will have done all that is reasonably practicable if they have:

- Exercised care in putting in place necessary preventive measures.
- Identified the hazards and risks relating to the place of work.
- Put in place appropriate measures such that it would be grossly disproportionate to do more.

### Vehicle maintenance

Managers/Supervisors must ensure all vehicles under their control are compliant in the area of vehicle maintenance (including leased vehicles and trailers). This includes:

- Tax.
- Insurance.
- CVRT.
- Auxiliary equipment (tail lifts, cranes, etc).
- Walkaround checks are carried out.
- Maintenance schedules are complied with.

There must be always a responsible person available with sufficient authority to ensure appropriate action is taken following a defect being reported.

Defects identified by drivers or inspectors must be assessed and appropriate action taken and recorded. This can include:

- Completed defect sheets showing faults have been checked and rectified.
- Defect sheets signed off by competent person to confirm vehicle was roadworthy.
- Defect register (held on a spreadsheet, handwritten register, etc).
- An App linked to an electronic fleet management system.

Records of maintenance must be held for 2 years.

**All defect reports must be acted on and drivers must not be made to drive vehicles that are unsafe or do not comply with the regulations.**

### Enforcement

At the premises of an owner of commercial vehicles, authorised officers may:

- Enter a premises for inspection.
- Search premises to locate vehicles.
- Inspect vehicles/facilities/equipment.
- Inspect and take extracts from records.
- Remove and retain records for further examination.
- Require the operator to produce records or documentation.

It is an offence to:

- A Fail or refuse to comply with any request or requirements made by an authorised officer,
- B Obstruct, impede, interfere with, or assault an authorised officer exercising their powers,
- C Give false or misleading information, or
- D Alter, suppress, or destroy any statements, documents data or records which were required to be produced for inspection.



FTA Ireland Training Courses: <https://www.ftai.ie/public-courses>

Managers Guide to Distribution Costs Report 2023 - Highlights