

Additional Information on UK-EU Border Flows

The management information set out below shows further background information on the key 'border flow' metrics being used by the government in real time to assess the situation and inform decision making on a day to day basis, and published by the Cabinet Office in a blog (available [here](#)) on 7 February 2021.

They are not official statistics and are not, therefore, to be treated as such. The official January 2021 UK Overseas Trade in Goods Statistics are due to be published at 9.30am on 12th March, and previous statistical releases are available [here](#). These official statistics are published monthly, and include import and export trade values by summary product and partner country, which it is not possible to establish from the 'border flow' metrics referenced here.

Our management information shows that:

National Flow

- The Border Operations Centre in the Cabinet Office produces estimates of the national inbound and outbound volume of accompanied and unaccompanied Roll on Roll off (RoRo) freight by vehicle, by analysing ferry manifest data provided by operators to HMRC, alongside information on other key ports, in particular Eurotunnel, not covered by the ferry manifest data. This data contains information about the ports of departure and arrival for individual RoRo freight. This data is compared to data from equivalent sources from the previous year to provide a comparison in national flows. The analysis is adjusted to compare equivalent days from 2020 and 2021 - for example, the week commencing 4 January 2021 is compared to the week commencing 6 January 2020.
- Estimates of outbound flows for the Short Straits are calculated using the same methodology, with 2021 and 2020 flow rates on the Port of Dover derived from ferry manifest data, and information provided by Eurotunnel¹.
- For the period reported, 30 January to 5 February, both outbound and inbound flows (factoring all GB ports and Eurotunnel but excluding flow between GB and Northern Ireland) were close to normal, at 95% outbound and 96% inbound. For the same week, flows outbound specifically across the Short Straits were at 82%.
- Figures 1 and 2 show outbound and inbound flows respectively, for January and February, compared to 2020 levels. For the full month of February outbound and inbound flows across all GB ferry ports (excluding NI and Eurotunnel) were at 101% and 104% of the equivalent period in 2020. This information indicates that the volume of RoRo has returned to normal levels at a national basis, this does not provide the levels of trade in goods or services.

¹ Eurotunnel flow data for 2020 is unavailable from 4th February 2020, (which is the equivalent day to 2nd February 2021). Thus from 2nd February 2021, the previous year equivalent flow data is based on 2018 data uplifted to 2020 volumes.

- Direct comparisons to years prior to 2020 are not available. Official Port Freight Statistics covering the relevant period will be published later in 2021, and previous publications are available [here](#). These official statistics are derived separately from operators and published on a quarterly basis, and therefore direct comparisons between the sources cannot be made.
- For the Short Strait routes, both the [Port of Dover](#) and [Eurotunnel](#) have published monthly summaries of freight flow which can be accessed on their respective websites.
- The ferry manifest data on which the border flow metrics are based has certain limitations, including a time lag relating to full data being received, analysis indicates that the time lag in receipt of full ferry manifest data is most significant up to 08:00 on the day following sailing, with approximately 99% of information received by 20:00 the following day. As such, the information provided on 7 February was likely to be 99+% complete when compared to the equivalent underlying data for the 2020 estimates.
- We are also aware that a small proportion of total ferry routes, from a small number of ports (estimated to represent 6% of usual RoRo traffic) are excluded because the data source does not have complete coverage.

Empty HGVs

- We reported that for the Short Straits specifically, carriers had estimated an average of 30% of outbound HGVs being empty in normal times. This was based on operator estimates provided to the Cabinet Office in 2020. This estimate is in line with data derived by the Border Operations Centre from ferry manifests during the equivalent period in 2020.
- In January, French officials provided an updated estimate that the proportion of empty HGVs travelling via the Short Strait ports was around 50%. We understand that this data was derived from data inputted by operators onto the French border system - *SI Brexit*.

Customs Intermediaries

- We reported that survey data has shown the sector expected to see a near fourfold increase in their ability to process declarations and that there are intermediary businesses who currently have spare capacity. This information is taken from a survey conducted by IPSOS MORI for HMRC (available [here](#), see section 5.2).

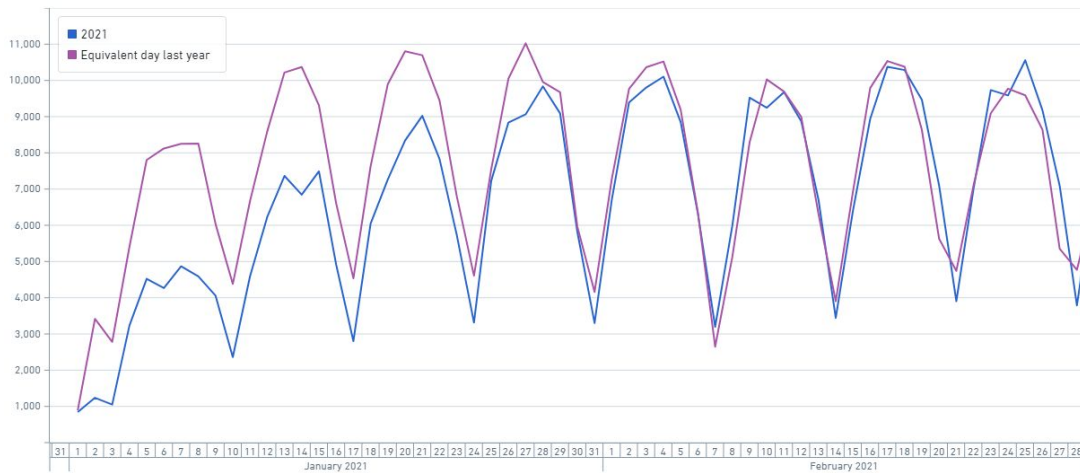
Compliance with Border Requirements

- The Cabinet Office's estimate of the percentage of vehicles travelling with a valid Kent Access Permit (KAP) is derived from scans of Vehicle Registration Numbers by Automatic Numberplate Recognition (ANPR) Cameras, which are compared to a database of valid KAPs.
- We reported information on compliance with our Check an HGV and Kent Access Permit (KAP) requirements, noting around 85% compliance and the low turnback rate

at Dover and Eurotunnel, where turnbacks for the period covered (30 January to 5 February) were consistently below 5%. Both metrics indicated a high level of trader readiness for the new border requirements following the end of the Transition Period. For the month of January, turnbacks averaged at 4% of total outbound flow, for February this decreased to 2%.

- The Cabinet Office uses a measure of non-GB HGVs as the most accurate measure of compliance with KAP requirements, as ANPR cameras will capture domestic vehicles travelling within Kent which are not destined for outbound travel, and therefore do not require a valid KAP. Including GB registered vehicles within the measurement of compliance with KAP requirements would therefore provide an inaccurate measure of compliance. As the majority of non-GB HGVs within Kent are likely to be destined for outbound travel, and therefore required to have a valid KAP, recording the level of non-GB HGVs with a valid KAP, as measured by ANPR cameras, is considered a more accurate representation of actual compliance.
- It is worth noting that whilst our management information showed for the reported period that approximately 85% percent of non-GB HGVs had a valid KAP, as reported by ANPR cameras. Turback figures at Short Straits ports for the same period were, however, below 5%. This is because many vehicles which arrive in Kent without a KAP are made border ready prior to arriving at the point of departure.
- The Cabinet Office is aware that there are some limitations in the reliability of scans of vehicle registration numbers by ANPR cameras, under certain circumstances. For instance, during the period of significant snowfall in early February, we saw a notable drop in reported compliance with KAP requirements in our Management Information derived from ANPR scans.
- Information on the level of turnbacks at the Short Straits is provided by operators (P&O, DFDS and Eurotunnel). These reflect the proportion of vehicles turned back at Port of Dover and Eurotunnel when compared to the flow of vehicles through those routes. The Government recognises the commercial sensitivity of this information, and has therefore provided an aggregated percentage figure rather than specific figures for each route.

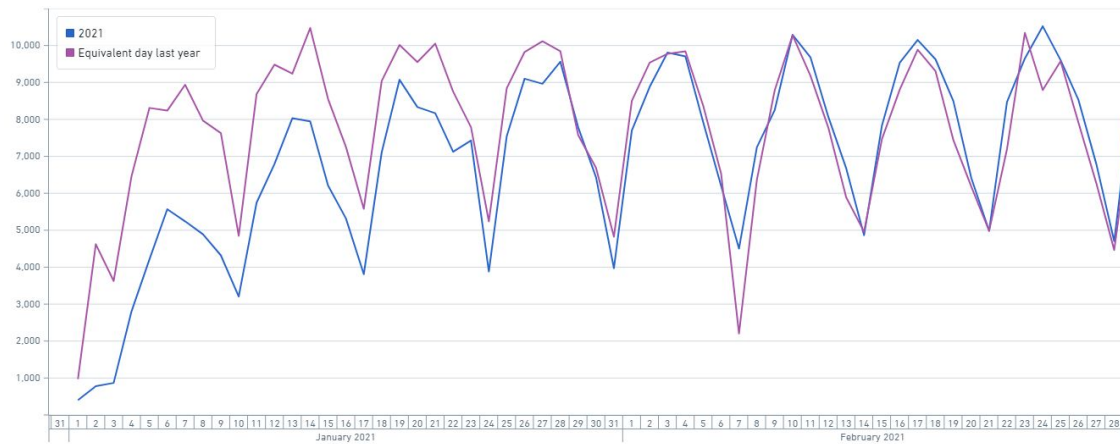
Figure 1 - Total outbound RoRo freight



Source: Border Flow Service Analysis 08/03/21.

Data includes outbound RoRo freight movements from ferry ports. Data excludes freight volumes via Eurotunnel and between Great Britain and Northern Ireland.

Figure 2 - Total inbound RoRo Freight



Source: Border Flow Service Analysis 08/03/21.

Data includes outbound RoRo freight movements from ferry ports. Data excludes freight volumes via Eurotunnel and between Great Britain and Northern Ireland.