Twitter Thread by Michael M. ■■■■■■■■■■



Michael M. ■■■■■■■■■■
@vivamjm

"It is day eight in a depot in Lymm just outside Warrington, Cheshire and a lorry carrying frozen carrots and mixed herbs is still waiting for clearance to board a ferry from Birkenhead to Belfast".
"because the paperwork for a single pallet of carrots is missing key information"

Guardian Report

Hundreds of miles away in Lisburn in Northern Ireland, the haulage firm's operations team have had no luck in persuading the British supplier that the carrots that were ordered on 27 December are now, in the third week in January, classed as an export

and must be accompanied by a litany of documents and certificates before the trailer can be cleared to board the ferry at Birkenhead.
Another supplier on the lorry had been struggling with the documentation requiring it to supply what is known as an "Incoterms", which determines

who pays the duty in any tariff but also establishes a specific record as to who is the importer. But that was resolved on day seven.
Then there was also the supplier who had provided a commodity code that was two digits short. A simple key stroke mistake could be difference

between the lorry getting the red or the green light for entry to NI.
"It took half a day yesterday for me to clear the supply chain. I've got one more issue to go," says the visibly stressed operations man simultaneously dealing with a sheaf of about 30 documents for

another order of mixed fish stuck in England.
"It's absolutely criminal what has been allowed to happen between these two islands that have traded with each other for so long," says Peter Summerton, managing director of McCulla Refrigerated Transport, one of Northern Ireland's

biggest frozen and chilled food specialist haulage firms.

THAT IS ENTIRELY BECAUSE Of UK DECIDING TO PULL ITSELF OUT OF THE SHARED CUSTOMS TERRITORY AND

SHARED POLICED STANDARDS TERRITORY EU OF COURSE ...& JOHNSON'S "VICTORY"

Under the N. Ireland protocol, which was designed

to obviate the need for infrastructure on the Irish border, all goods passing from GB to NI are subject to the EU customs code with sanitary and phyto sanitary (SPS) checks applied to 100% of food entering the region.
Such is the dizzying array of new data that suppliers need

to provide for transport across the Irish Sea that McCulla has devised its own “triage” crib sheet with a team of 6 new staff taking customers through a check list of 39 data fields to ensure flow of goods across the Irish Sea. Another 14 staff been taken on to help with customs.

Out in the yard the issues he faces are plain to see. As drivers fill trailers with a vast array of pallets carrying everything from meatballs to vegan ready meals and halloumi cheese for supermarkets shelves,
a Dutch driver rolls in with a delivery of frozen chicken.

Martel Ten Dam left Hook of Holland the day before, drove across England to Holyhead & cleared Dublin port “in five minutes” dropping off in Dundalk, Newry and Belfast before reaching McCulla’s in Lisburn.
“He’s allowed in just like that because he has come from the EU to the EU

but we can’t get goods in from GB,” says Summerton.

YEP BECAUSE GB NOW *NON EU* CLOSER TO (OUT OF SM&CU) BELARUSSIA TRYING TO SHIP INTO EU

Overnight the company has been forced to turn itself into to “a data cleaning centre” as it cajoles and sometimes rows with customers

to convince them of the new data they have to provide for goods going to NI.
With a population of just 1.9 million, supplies are always going to be sent in mixed loads, or groupage, meaning entire lorry loads at risk if one supplier gets one item wrong. Summerton has two lorries

delayed in Dublin because of the words “drumsticks” and “eggs” appeared in the paperwork.

They were given the all clear after it was clarified that the drumsticks were not chicken but Swizzels sweets and the eggs were Cadbury’s Creme Eggs.

They have transposed deep water sea container regulations on a just in time supply chain,” he says. “This is how Poland relates to Russia. This is not how Scotland should relate to Northern Ireland.”
NO ..BUT THAT IS THE PRICE OF BREXIT.

RUSSIA TO POLAND IS A *NON* EU TO EU MOVEMENT ACROSS AN EU EXTERIOR BORDER...

BUT THANKS TO BREXIT/IRISH PROTOCOL
(JOHNSON'S "VICTORY")

SO TOO IS A SCOTTISH TO N.IRELAND MOVEMENT

It is going to take a while for GB suppliers/hauliers to
N.Ireland to realise they will gradually lose out to EU suppliers/hauliers...
Full Guardian Report https://t.co/zktuLQKMbJ