

Brexit – jetzt also amtlich. Heute am 5. Tag.

Immerhin – es bleibt doch mehr in Kraft wie zuvor gedacht.

Der europäische Tieraussweis bleibt zum Beispiel gültig. Das ist eine gute Sache für alle Hundebesitzer – und damit für uns.

Dafür steigen die „Briten“ aus Erasmus aus: schlecht für viele jungen Leute..

Der Personalausweis wird ab 1.10.2021 nicht mehr genügen: Pass also rechtzeitig beantragen – noch ist die Zeit dafür da.

Und dann: neue Fährverbindungen – toll? Siehe Artikel aus der Irish Times.

Sie gehorchen der Brexit-Not, nicht neuen touristischen Überlegungen (oder Alternativen) für mehr Komfort bei Irlandurlaubern.

Dünkirchen – Rosslare mit der DFDS muß man so einschätzen wie die wunderbare P&O - Nachtstrecke von Liverpool nach Dublin (und andere): sie ist eine reine Frachstrecke. Natürlich haben wir gleich Tod und Teufel in Bewegung gesetzt. Antwort: NO .

Selbst wenn sie von DFDS ab und an eine sehr kurzfristige Ausnahme machen würden und einen PKW mit Insassen akzeptierten: So kurzfristig müßten Sie und Du dann deine eigentliche (Schutz-) Buchung stornieren. Und das wäre Aufwand – und teuer.

Deshalb: am besten keinen Kopf machen, lieber abwarten und irischen Tee trinken. Vielleicht tut sich da noch mehr? Wenn's einer weiß, dann wir.

Brexit, amtlich ja. Heißt aber nicht, dass da keine weiteren Überraschungen folgen. Solche und solche.

Euer Gaeltacht Team

<https://www.irishtimes.com/business/first-day-of-sailings-between-rosslare-and-dunkirk-booked-out-1.4448217>

First day of sailings between Rosslare and Dunkirk booked out

Danish shipping company DFDS says three direct sailings on Saturday are full up

Fri, Jan 1, 2021, 12:19

[Simon Carswell](#)



DFDS ship Optima Seaways doing berthing trials earlier this week at Rosslare Europort, in preparation for the new direct service to Dunkirk.

The first day of sailings on the new direct ferry service by shipping operator DFDS between Rosslare and Dunkirk in [France](#) are fully booked, the company has said.

The shipping company will begin the new route on Saturday to offer a sea bypass around Britain and new EU-UK border checks put in place after [Brexit](#) took effect on Thursday night.

Fears about delays from the new customs and agricultural checks at ports have encouraged importers, exporters and transport firms to use the new direct service to mainland [Europe](#).

DFDS is launching the new six-times weekly direct service from Rosslare Europort to Dunkirk in northern France as an alternative to the British landbridge route.

The voyage time will be 24 hours, which is longer than the normal journey time on the landbridge, though post-Brexit checks raise the prospects of delays at British ports on that route.

[Aidan Coffey](#), route director of DFDS, said the two ships leaving Rosslare on Saturday, at 2pm and 11pm, were fully booked, as is the 10pm sailing from Dunkirk on the same day.

Mr Coffey said there were about 120 freight units on each sailing with a mix of both driver-accompanied trucks and unaccompanied trailers including refrigerated and ambient units.

The DFDS ships are already in place, the MS [Visby](#) in Dunkirk and Kerry and Optima Seaways in Rosslare, and have carried out berthing exercises in recent days in the [Wexford](#) port.

The first direct sailing to mainland Europe by shipping operator [Stena Line](#) after Brexit came into effect at 11pm on Thursday **is also fully booked.**

The Stena Horizon sailing on Saturday will carry more than 50 driver-accompanied lorries along with between 40 and 50 unaccompanied trailers on the sailing from Rosslare to Cherbourg.

Arrivals into Dunkirk will put Irish hauliers into the key road network on continental Europe within a three-hour drive of Paris and 20 minutes of the French-Belgian border and onward access to important economic markets for Irish traders in the [Netherlands](#) and [Germany](#).

The certainty of a set time schedule on the direct ferries make them more appealing to transport companies concerned about the impact of new border checks, particularly in the wake of France's travel ban on road freight before Christmas in response to the coronavirus strain in the UK.

"It takes the problems of the UK landbridge out of EU transport for us. We have a definite timeline to Europe," said David McArdle of Dublin-based firm DG McArdle International.

Minister for Foreign Affairs [Simon Coveney](#) urged businesses before Christmas to use direct ferries to and from mainland Europe "for the foreseeable future" for the "certainty" of avoiding traffic logjams at British ports as a result of the post-Brexit border checks and inspections.

<https://www.irishtimes.com/news/ireland/irish-news/brexit-truckers-arrive-fresh-and-well-fed-after-first-rosslare-dunkirk-sailing-1.4449238>

Brexit: Truckers arrive 'fresh and well-fed' after first Rosslare-Dunkirk sailing

Danish firm DFDS running direct service seen by many as a means to avoid landbridge 'chaos'

about 23 hours ago Updated: about 22 hours ago
Sharon Gaffney Dunkirk

- [Video](#)
- [Images](#)

Current Time 0:39

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Duration 0:39

A new ferry service linking Rosslare Europort in Co Wexford to Dunkirk in northern France completed its first crossing on Sunday. Signage installed at Dunkirk port wished drivers 'céad míle fáilte'. Footage: Sharon Gaffney

With his lorry decked out with Irish, French and EU flags, truck driver John Carroll was among the first to alight from the maiden DFDS direct sailing from Rosslare Europort in Co Wexford to Dunkirk in northern France.

The service, which is to run six times a week with each crossing taking about 24 hours, was introduced after [Brexit](#) took effect. This makes it a longer journey for hauliers but it means they do not have to make customs declarations or face additional checks and inspections crossing from Britain to the UK.

It is seen by truckers as a means of avoiding 'red tape' issues on the UK landbridge such as the lengthy delays seen for many vehicles seeking to board ferries going England into the EU.

"It was great," said Carroll, who works for DG McArdle International, of his overnight journey. "It may have taken a bit longer, but I'll be at my delivery point in Germany by 9pm tonight... We're feeling well-rested and ready for the drive ahead."

Tom Bermingham was another of the 65 truckers who made the trip on the Danish shipping company's vessel.

"We're fresh and well-fed, it was a great service," he said. "We were wrecked before Christmas after being stuck in the chaos at Dover. We've avoided all the hassle of driving through the UK."

The head of the company that operates Irish Ferries, Eamon Rothwell, has insisted that businesses will continue to rely on the landbridge, which he maintains is cheaper, faster and less prone to cancellations caused by bad weather.

'Awful mess'

But Eoin Gavin, who runs a transport company based in Bunnahally, said he had "three trucks stranded all last week" **because Irish Ferries' services into Cherbourg were fully booked.**

"We'd have been in an awful mess if it hadn't been for the direct sailings into Dunkirk."

Gavin said that in order to use the landbridge he would need to navigate six different IT systems.

"Would you do all that, without taking into account Covid tests and potential delays, or just drive down to Rosslare and hop onto a direct sailing to France?" he asked.

Gavin says his clients have insisted that their goods should not be transported via the landbridge.

"They're questioning why they should bother with all the extra paperwork involved. If clients refuse to provide us with the necessary invoices and declarations we have no choice but to avoid the UK."

This point is reinforced by Aidan Coffey, managing director of DFDS Seaways Ireland.

“It’s not just hauliers who decide which routes the trucks should take. It’s also the manufacturers and producers who are telling drivers not to travel through the UK,” he says.

“By using the landbridge, some of them risk being subject to veterinary checks, or even having their products contaminated if the trailers are opened and checked.”

Added bonus

An added bonus, he says is that “direct sailings also allow drivers to take their rest periods during the 24-hour crossing, rather than when they land in France.”

Daniel Deschodt, chief executive of Dunkirk Port, said the new route put Irish drivers “straight into the ‘blue banana’ as we call it in France, straight into Northern Europe”.

“That compares to trucks arriving into Cherbourg, which is a six-hour drive from here. Dunkirk is just 20 minutes from the Belgian border,” he says.

Seamus McKeegan, director of Co Antrim firm McKeegan International, says he is “avoiding Calais like the plague” following the backlog that faced drivers transiting from Dover in the run-up to Christmas.

He says the direct sailings appear to be the best option for hauliers, but would continue to monitor the situation to see how it evolves.

Signage has been installed at Dunkirk port wishing drivers ‘a céad míle fáilte’, but there was also a local man on hand to welcome the ship. Herve Tembuysen (49) was, despite the cold, decked out in just jeans, a leprechaun hat and an Irish rugby jersey.

“I’m French but I feel a little bit Irish,” he said. “I spent a week in Dublin once and I’m engaged to an Irish woman...I hope they launch a passenger service to Rosslare soon. I’ll be the very first customer.”