



Holyhead Port Plans for a No Deal Brexit – FAQs

Why do we need contingency planning if there's a No Deal Brexit?

If the UK leaves the EU without a deal then goods travelling from the UK will be subject to extra checks before they are allowed to enter the EU. As Ireland is part of the EU HGVs travelling from Holyhead to Dublin may be subject to extra checks. This could lead to delays, which means plans need to be in place to deal with the backlog of HGVs as they wait to travel to Ireland. Facilities also need to be in place for the drivers while they wait. The port has space for 660 HGVs but more space may be needed if there are delays, and we need to plan for this.

How do you know this is enough space to deal with any delay?

Department of Transport analysis suggests the impact of HGVs is likely to be minimal due to the capacity of existing facilities within Holyhead Port, however as there could be a risk of longer delays contingency plans are necessary. Analysis suggests the plans will provide more than enough space with the A55 option to be used only in the very unlikely event of Roadking and roads around Parc Cybi reaching capacity.

What happens if there is a deal?

If there is a deal then things will continue as they are and goods from the UK will be able to enter the EU with the same checks as they do now. There would be no change.

How will this plan affect people living and working in Holyhead?

The aim of this plan is to ensure there is minimum impact on people living and working in Holyhead, as well as providing facilities for HGVs and drivers. To enable us to use Roadking and Parc Cybi there may be a need to close a small section of the A5153 between the Parc Cybi and Kingsland Road roundabouts. This will cause some inconvenience to local traffic. Signage will be in place if this option is used.

Will we still be able to travel to and from Holyhead?

Yes, although some disruption may occur, particularly in the early days of a no deal exit. Plans will be monitored and adjusted to minimise that disruption.

What are the plans?

If there are delays and we need more space than that available at the port, HGVs will be directed to Roadking services at Parc Cybi, close to the port's entrance. 175 HGVs can be accommodated on this site, which also includes welfare facilities for drivers. Parking will be free at the site under these arrangements, and traffic management will be in place to direct HGVs seamlessly to the site. Additional Traffic Officers will be on hand to assist 24/7. This capacity will only be available to those freight vehicles heading for Dublin.

Road space around Parc Cybi can also be used if necessary with space for a further 30 stacked HGVs. This might include the closure of a small section of the A5153 between the two roundabouts which are between Parc Cybi and Kingsland Road. This is not expected to cause significant traffic problems. Traffic using Junction 2 of the A55 to access Trearddur Bay would need to use Junction 1 instead if these measures are put in place. Signage will in place if this option needs to be used.

In the unlikely event of all these spaces not being sufficient a further contingency plan has been developed using the westbound carriageway of the A55 at Holyhead (Jct 2 -3) to stack HGVs. This is the quietest section of the A55 and even if this option is used the impact on the travelling public is expected to be minimal.

The Roadking and Parc Cybi options will be operational in the event of a No Deal while the A55 option can be operational in the unlikely event that it becomes necessary.

What about car and foot passengers, what arrangements are being made for them?

Extra checks at the border with the EU will apply to goods, which is why HGVs are affected. Car and foot passengers will not be affected and, in the event that ferries are delayed, the port has informed us there will be sufficient space to accommodate passenger vehicles.

What about vans carrying goods?

Will they be delayed and what are the plans for these?

Only freight HGVs will be directed to stacking sites external to the port. Vans can continue into the port to wait for their ferry there.

How long will these arrangements be in place for?

It is difficult to predict for how long these arrangements will be in place. We have initially planned for a period of 6 months from exit day. The contingency measures we have planned are based on assumptions and it may be that the Port can accommodate all delayed traffic. We will monitor the situation and will remove the measures if it is deemed that they are not required.

How much does all this cost?

The cost will depend on how long and at what scale the arrangements need to be in place for. We estimate that the facilities could, in the very worst case, be needed for 6 months but this is subject to change.

What if HGVs don't park in the designated areas, what will you do then?

Our plans are designed to minimise the risk of HGVs parking in other areas, this is the reason why we are making the parking free to Dublin-bound HGVs. We have chosen a site right next to the port entrance, so HGVs do not need to alter their travel plans. We will then be able to easily communicate with drivers to let them know when it is their turn to head into the Port (the ferry companies will have staff at Roadking to communicate with drivers). Any drivers who ignore the signing will be turned away by the authorities at the Port entrance. We have also asked the local authority to increase parking enforcement in and around Holyhead.

How will HGV drivers know where to go?

We will be providing advance information packs to hauliers via the ferry companies. Traffic management will be in place so that HGVs travelling to the port of Holyhead will be directed to the right place. The Roadking site is very close to the port entrance, so HGVs will not need to alter their usual route. There will also be extra Traffic Officers in place to make sure HGVs are directed to the right place.

Who is paying for this?

Will the hauliers have to pay for parking?

The Welsh Government is covering the cost of the plans. It has entered into an agreement with Roadking which means there will be no parking costs for the hauliers.

What about other ports in Wales?

In respect of Pembroke Dock and Fishguard, Wales' other ferry ports, analysis indicates that delayed vehicles resulting from hold-ups at Rosslare could be held and managed within the port environs and any increased congestion on public roads would not be significant. However the assumptions underpinning the analysis are again finely balanced and are being kept under constant review in order to react quickly if necessary in putting in place any additional contingency measures and support the smoothest possible flow of goods between Welsh ports and Ireland.

Container ports, such as Cardiff, Port Talbot and Newport, are already engaged with international goods movement and are not expected to experience any significant disruption.

Can we still travel to Ireland if there's a No Deal Brexit?

Yes. Full details on what to do if you're travelling to the EU after the UK has left are available on the Preparing Wales website.

beta.gov.wales/preparing-wales

How can we keep up to date with what's happening?

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