



## **BPIF Summary of Technical Notice published by the Department for Transport**

### **Commercial Road Haulage in the UK if there's no Brexit deal**

The Government's Technical notice provides guidance for UK haulage companies and businesses using freight services on the implications for accessing EU markets if Brexit happens with no deal in place.

The Government states that its negotiating objective in this area is to maintain and develop existing levels of transport connectivity with the EU without the need for new transport documents or systems.

#### **Current situation**

Currently, UK hauliers carrying out international journeys must hold a Standard International Operator's Licence along with a Community Licence for journeys to, from or through the EU.

A Community Licence gives UK hauliers access to unlimited international journeys 'for hire and reward' (carrying other people's goods in return for payment) for operations in the EU. This includes cross trade (between EU countries) and transit across the EU. It also allows for limited cabotage (the haulage of goods within a country by a foreign haulier) within the EU.

There is a wider European Conference of Ministers of Transport (ECMT) permit scheme that allows UK hauliers to carry goods to or through 43 countries (including all EU countries except Cyprus) with a limited number of permits available to the UK.

Professional drivers are required to hold a Certificate of Professional Competence (CPC). CPCs issued in the UK comply with EU standards and are currently recognised across the EU, allowing drivers to operate without the need of an additional qualification. A CPC will continue to be required in the UK.

Vehicles under 3.5 tonnes (including vans) and hauliers operating on own account (carrying their own goods) do not require an operator's licence or CPC.

#### **After March 2019 if there's no deal**

##### *Community Licences, ECMT permits and market access*

In the event of no deal, UK hauliers could no longer rely on automatic recognition by the EU of UK-issued Community Licences. Hauliers may therefore no longer be able to access EU markets with their Community Licence alone. This would also end the ability of UK hauliers to perform cabotage.

EU countries *may* choose to recognise that UK-issued operator licences and associated authorisations are based on the same standards as EU Community Licences and do not require further authorisations. This would ensure continued cross-border trade - but it cannot be guaranteed.

If they do not, UK hauliers will be able to use ECMT permits if there is no deal. In addition, some old bilateral agreements between the UK and specific EU countries may come back into force. The UK would continue to work with those EU countries should these agreements be required and provide further details to hauliers. The UK would also seek to put in place new bilateral agreements with EU countries to provide haulage access. Some of these bilateral agreements would also require the possession of a permit to allow access to the EU country concerned.

### **Driving licences**

UK drivers will be able to continue driving in EU countries after we have left. If there is no deal, you may require an International Driving Permit appropriate for the countries to be visited to be obtained before departure and carried whilst driving for both commercial and private purposes in the EU.

### **Certificate of Professional Competence**

If there's no deal, automatic recognition by EU countries of UK-issued CPCs will cease. As with Community Licences, EU countries may choose to continue to recognise UK-issued CPCs in practice, but this cannot be guaranteed.

### **Action businesses can take now to prepare include:**

#### *Haulage permit applications*

- Hauliers should consider whether they need permits to haul goods internationally. The Government expects demand for ECMT permits will exceed supply. A range of other permits may become available if existing or future bilateral arrangements with EU countries require them.
  - The Driver and Vehicle Standards Agency (DVSA) is developing new systems for the allocation of permits needed from 29 March 2019. The Government expects them to be taking applications for ECMT permits from November 2018.
- To apply for permits, hauliers will need to have a Vehicle Operator Licence (VOL) online account.
- Hauliers should consider how many permits they may require to operate internationally so they are ready to apply later in the year.
- Hauliers and businesses should consider what contingency plans they need to have in place for the movement of goods if they do not receive the number of permits they applied for.
  - This may include planning for alternative routes to move goods, or using different vehicles or modes of transport.
- Hauliers, and businesses who use hauliers, should consider the implications of possible impacts on supply chains including reduced capacity at ports, reduced reliability and potential higher rates.
- Hauliers and businesses will of course need to ensure their logistics and transport arrangements ensure the correct documentation and permissions are carried to be able to trade, including any permits, licences and proof of qualification. Businesses should also ensure they have the correct customs documentation.

#### *Trailer registration requirements*

The new trailer registration requirements reduce the risk of UK trailers being subject to enforcement action in EU countries. Registration will be required only for trailers travelling to, or through, a foreign country that has ratified the 1968 Vienna Convention.

This will apply for commercial trailers with a gross weight over 750kg and all trailers with a gross weight over 3,500kg. Trailers used solely domestically or used only for journeys between the UK and Ireland will not need to be registered. Voluntary registration is however available for other trailers with a gross weight over 750kg.

Hauliers should register trailers that fall within the scope of regulations and that they plan to use internationally. DVLA will put in place systems to register trailers. Trailers travelling internationally should be registered and displaying plates by 28 March 2019.

Further details on the process for registering trailers will be made available on GOV.UK in due course. In the interim, register for updates on GOV.UK and via the DVLA notification system.

### *Driver CPC*

Little will change in practice regarding how UK drivers can obtain their CPC certification. The government is putting in place a CPC scheme to reflect the fact that we will have left the EU, but the Government has no immediate plans to change any of the standards that drivers have to meet and, until further notice and giving due warning, existing CPC qualifications will continue to be valid. The UK will continue to recognise the EU CPC for EU drivers, including EU drivers working for UK businesses.

In a no deal scenario, possession of a UK-issued CPC would in practice continue to allow a UK driver to drive a UK truck in the EU when using an ECMT permit or other bilateral deal. However, if UK CPC is not formally recognised in future by the EU, UK drivers wishing to work for an EU operator may need to acquire a new CPC qualification issued by an EU country.

Before March 2019 hauliers with a UK CPC who wish to swap to an EU CPC can exchange their CPC. To do this you should apply to the relevant body in the EU country you wish to issue the CPC.

### *Borders and traffic management*

There are likely to be new requirements at borders with the EU if we leave without a deal. It is possible that EU required checks at EU ports could create delays and also affect routes.

In particular, agrifood goods may not be able to enter the EU except via a port with a Border Inspection Post (BIP).

Hauliers should check if the requirements for safety and security declarations for importing and exporting goods apply to them.

Hauliers and businesses should consider what contingency plans they need to have in place for the movement of goods if there are delays at ports. This may include consideration of:

- alternative routes to move goods by roll-on-roll-off haulage
- alternative modes of transportation, such as containerisation or unaccompanied trailers
- appropriate arrangements to allow for disruption to supply chains

In the event of delays caused by increased checks at EU ports, the UK government will implement contingency arrangements to manage the flow of traffic across the UK. Further communications will be issued in the autumn.

**More information**

[Full Government Technical Notice.](#)

[Technical Notice - Driving in the EU if there's no Brexit deal](#)

[Technical Notice - Importing and exporting if there's no Brexit deal and its BPIF summary](#)