



**Government Brexit “No Deal” Technical Papers
24 September – Road Haulage**

Information Note

25 September 2018

Main points this round of technical papers relating to road haulage

Commercial road haulage in the EU technical paper

Community Licences, ECMT permits and market access

- 1. The RHA would like to highlight that the current system of Community Licences will be in place until 23:00 on the 29 March 2019 – at least.**
2. Under no deal Community Licences for international road haulage in the EU, and the right to undertake cabotage will end when the UK exits the EU on the 29 March 2019 or at the end of any agreed transition period.
3. The Government is seeking replacement arrangements, such as recognition of UK operator licences or bilateral agreements with EU Member States, but no agreements have been made yet.
4. If no agreements are made UK operators undertaking commercial haulage under a standard international licence will be required to obtain international permits through a system called ECMT. (The ECMT system has existed since the 1950's and provides access for road haulage across 43 countries where other arrangements are not in place. The number of vehicles entitled to use ECMT permits is limited by quota for each participating State).
5. “ECMT permits can be used for different vehicles at different times but must be carried in a vehicle whilst it is making an international journey. The permit allows transit (though this is restricted in Italy, Austria, Hungary, Greece and Russia) and allows cross trade.”
6. “Transit arrangements and the application of permit requirements to own account haulage (carrying your own goods) under bilateral agreements would also depend on the outcome of negotiations with other EU countries”.

7. The Government has decided to split up the permits into 984 annual permits for Euro VI lorries, 2,592 monthly permits for Euro VI lorries and 240 monthly permits for Euro V lorries. If no other agreements are put in place, that will be the total number of international road haulage permits available for UK international standard licence holders.
8. Under the ECMT arrangements adopted by the UK Government no permits will be available for any lorry at Euro IV or older.
9. Through DVSA, the Government has said it intends to open the application process in November 2018. The Government plans to allocate permits according to criteria set out under the Haulage Permits and Trailer Registration Act 2018 (however that criteria is somewhat vague at the moment – we expect further guidance before applications open).
10. Demand for ECMT permits will be greater than the available supply if ECMT is the only available option for operators.
11. **The RHA would also like to highlight that all international road haulage operations will require operators to take responsibility of Safety and Security declarations after the UK exits the EU. Along with requirements for customs clearance, this will be a major change all international operators (UK and EU) should be aware of. Current detailed guidance regarding compliance with this is not available.**
12. The Government is advising that “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”.
13. Given the scale of change required, and the lack of qualified competent staff and facilities to operate customs and other border controls in the EU and the UK. The RHA would advise that a no deal, with no transition, WILL result in significant delays at the channel tunnel and all ferry ports that handle international road freight.
14. There is no information regarding the requirements for EU operators needing to obtain ECMT permits in the event of a no deal.

Driving Licences and CPC

15. Under a technical paper published on the 13 September 2018 the Government advised that in the event of a no deal it is likely that International Drivers Permits will be required to drive in some or all EU member states after UK exit from the EU. No action is currently needed for drivers as new processes for obtaining international driving permits will be put in place later this year.
16. For Driver CPC qualifications, the UK Government has confirmed that UK and EU Driver (and Transport Manager) CPC qualifications will be recognised in the UK. This means that all CPC holder can continue to work for UK operators as now – this

includes when driving in the EU for a UK operator providing the UK vehicle has the appropriate permits.

17. The EU has indicated that after the UK exits the EU it will no longer recognise UK Driver or Transport Manager CPC qualifications. This disqualification will apply to any driver or transport manager with a UK CPC employed in the EU. (Example, a driver with a UK CPC employed by a Polish haulier based in Poland). The disqualification does not apply to any driver working for a UK operator.
18. The UK Government has advised that “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”.

UK Trailer Registration

19. From 28 March 2019 UK commercial trailers over 750kgs moving internationally (except Ireland) will need to be registered with the Driver and Vehicle Licensing Agency (DVLA) and will have to display their own registration plate (separate from the vehicle towing them).
20. This registration requirement will happen regardless of any deal with the EU.
21. Further information on the application process will be made available by Government later in the year.

Vehicle insurance if there's no Brexit deal technical paper

22. The paper outlines that without a deal that UK operators will be required to obtain a “Green Card” from an insurance company as proof of third party motor insurance cover when driving in the EU, EEA, Andorra, Serbia, and Switzerland.
23. A Green Card will be required for each vehicle.
24. The Government advises that no action should be taken yet regarding Green Cards, they will alert the industry at an “appropriate time”.
25. As this arrangement is reciprocal, EU operators entering the UK will also be required to obtain a Green Card.

24 September 2018
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