

Brexit - No Deal Checklist from the RHA

27 March 2019

Version 7

This checklist applies to a no deal and no transition Brexit only. **As things stand at the time of writing, that will be the new time and date of 23:00 on the 12 April.** If a withdrawal agreement is put in place the information and actions will no longer apply. **New text highlighted in red.**



More Information: www.rha.uk.net

Issue	When	Action	Notes
Register for Government Updates	Now	hauliers can register to receive updates from the various dept eg DVSA, HMRC	https://www.gov.uk/help/update-email-notifications
Hauliers - Provide advice to customers	Now	Hauliers need to ensure their customers who have no customs experience at least do the following three things:- <ul style="list-style-type: none"> • Obtain an EORI number (it is easy & free), • Once they have an EORI, register for Transitional Simplified Processes, • Arrange for an agent to undertake customs formalities (difficult, but essential). 	Many traders have not yet taken basic actions to prepare for no deal Brexit. If customers do not do their bit, operators will be held at borders. It is essential that all traders start to prepare. If they do not, their goods will not be able to move across borders and they will add to delays.
Hauliers - protect yourself	Now	Operators should discuss with their customer about liability for Brexit delays at borders and on the road network.	No deal Brexit delays are inevitable. Operators should discuss the circumstances and conditions under which demurrage charges will be passed on to customers. The level of demurrage charges should be made clear to customers.
Customs and Road Network Management	Watch for further info	Customs processes WILL need to take place before export movements take place. Detailed traffic management will be put in place for transport via Dover Straits and other major ro-ro routes. M20 infrastructure now in place.	Locations where scanning for Common Transit Convention movements and any other processes are yet to be finalised. BUT - it is expected that ALL lorries will be checked at check-in for compliance with customs rules before being able to cross the channel. Any lorries without correct paperwork WILL be refused boarding.

International Permits (Community Licence alternative)	Action only if ECMT needed	UK operators will be allowed to continue to operate permit free between the UK and the EU in 2019. Limited cabotage and cross-trade between UK States by UK operators will be allowed for 7 months. Transit to non-EU countries will require ECMT permits.	Short term (monthly) ECMT permits will be open for application soon. Follow news from the RHA web site for updates. https://www.rha.uk.net/policy-campaigning/brexit-and-the-uk-haulage-industry
ECMT Certificates of Conformity	Now	Operators who use ECMT permits will need to obtain certificates of conformity for the vehicles they will be using. These should be obtained from manufacturers.	An ECMT 'certificate of compliance' must be in a vehicle, these confirm the vehicle and trailer any technical requirements. More information will be given to those who obtain permits.
Medicines - Government ferry capacity for Category 1 goods	Now	Operators should insist that customers wanting to use Government capacity for category 1 goods must pay for the ferry crossings	As things stand, Government capacity sold on a use it or lose it basis. Any missed ferry, for whatever reason, will still be charged. No change of booking is permitted. Unless this changes the RHA recommends that operators refuse to take this risk.
Drivers - UK Passport holders	Now	All drivers should check and make sure there is 6 months validity on passports from March 2019	
Driving Licences (Lorries) in the EU	Now	International Driving Permits will be needed by drivers holding UK licences. Drivers need to apply in person at selected post offices with photo ID eg passport/driving licence and a passport photo. Click on link for post office info.	Given the limited time until a potential no deal - it is recommended that drivers act now to avoid potential backlog in late March/early April. https://www.postoffice.co.uk/international-driving-permit
CMR Notes	Now	CMR notes will form part of the pre-checking processes at ports. Incomplete CMR's may result in refusal to board. Operators need to ensure that CMR Notes are routinely completed to a high standard - with correct goods descriptions and other details.	CMR notes also form part of a hauliers trading conditions - there is an obligation on the customer to fulfil formal processes that may assist operators establishing liabilities for delays at ports. Further information is available at https://www.gov.uk/guidance/moving-goods-by-road CMR notes can be obtained from the RHA Shop http://www.rhaonline.co.uk/shop.php

EORI - UK (Economic Operator Registration and Identification number)	<u>Now</u>	International operators MUST apply for Economic Operator Registration and Identification number - this will be needed for customs. We tested this and application for a VAT registered business is almost instant. If you have a VAT number, you can check to see if it has EORI status. This will be a requirement for the Safety & Security Declaration when it becomes applicable.	This costs nothing to do - if not done or checked ACT NOW. Check here to establish if you have a number www.ec.europa.eu/taxation_customs/dds2/eos/eori_validation.jsp?Lang=en To apply for one visit https://www.gov.uk/eori
Employer Toolkit (EU Settlement Scheme)	<u>Now</u>	The Government has produced guidance for employers on the new "Settled Status" scheme for employers who have staff from the EU. Employers with EU Staff should review the documentation provided.	https://www.gov.uk/government/publications/eu-settlement-scheme-employer-toolkit?utm_source=7057ffdc-5bae-4f45-8db1-a4b98b87fc26&utm_medium=email&utm_campaign=govuk-notifications&utm_content=daily
Import/Export Declaration Data (Exporters and Importers)	<u>Now</u>	Exporters and Importers need to be preparing for using customs codes for their commodities and ensure that paperwork is of sufficient standard for processing in customs.	See above
Trailer Registration	<u>Now</u>	The website is now live for application https://www.gov.uk/register-trailer-to-take-abroad	ACT NOW. Regardless of Brexit, all UK trailers in international commercial road haulage (except Ireland) above 750kgs will need to be registered by 28 March.
UK Transport Manager CPC - working in the EU	<u>Now</u>	For those working in the EU, routine recognition of UK held CPC qualifications will end.	EU States may chose to continue to recognise UK issued CPCs, but this cannot be guaranteed. UK transport managers working in the EU need to contact authorities in the State they are working in.
Driver CPC - UK drivers working for EU operators	<u>Now</u>	For those working in the EU, routine recognition of UK held CPC qualifications will end.	EU States may chose to continue to recognise UK issued CPCs, but this cannot be guaranteed. UK transport managers working in the EU need to contact authorities in the State they are working in.

Insurance - Green Card for Tractors & Trailer	Now	From 12 April 2019, if there is no EU Exit deal and the European Commission does not make a decision ensuring that UK registered vehicles will not be checked for proof of insurance, drivers of UK registered vehicles will need to carry a motor insurance Green Card when driving in the EU and EEA. With the uncertainty, RHA advises members to get the green cards.	https://www.gov.uk/guidance/prepare-to-drive-in-the-eu-after-brexit
Common Transit Convention	Now	CTC is strongly favoured by EU/UK authorities as the preferred method of customs control for post Brexit road haulage. Operators should investigate the requirements for setting up to use CTC if they have not already done so. This may involve working with partners in the EU.	There is uncertainty from HMRC over processes. It will be complex for operators and our understanding is that authorisation processes are such that they will stretch well beyond Brexit no deal day. Information is available - https://www.gov.uk/government/publications/uk-trade-tariff-community-and-common-transit-outwards/uk-trade-tariff-community-and-common-transit-outwards
TIR	Consider	TIR is available for transport between the UK and the EU.	All TIR rules will apply for TIR movements in the event of a no-deal Brexit. For some operators this will be a practical option, especially for groupage operations, given the "per lorry" guarantees rather than the "Per shipment" guarantees under CTC.
Export Safety & Security Declaration (also known as the Entry Summary Declaration)	Wait	All operators (EU and UK) will be responsible for making Safety and Security declarations unless using Common Transit Processes.	Clear guidance is not in place. French processes are well developed and appear practical. When possible, detailed advice will be provided to operators.
EU EORI Numbers	Apr-19	Operators will also require an EU EORI number to undertake haulage between the EU and the UK for EU Safety & Security Declarations unless using Common Transit.	HMRC to advise when / how this should be done. Until then UK operators should take no action other than ensuring they have a UK EORI. EU operators will need to obtain a UK EORI number after Brexit.
International Permits (ECMT Annual)	Closed	For now, applications for annual ECMT permits have closed. As many will not be needed for EU trade in 2019, more EMCT permits may become available later in the year.	Those who have not received an annual ECMT permit already and may need to access a non-EU destination in late April or May should consider applying for a monthly ECMT permit.

Restricted Operator Licences in the EU	No Action	The proposed EU legislation covering permits will also authorise restricted operators to carry goods between the EU and the UK.	
Vans	No Action	The proposed EU legislation covering permits will also authorise vans to carry goods between the EU and the UK.	
International REMOVAL Permits (ECMT Annual)	No Action	ECMT will not be needed for most UK <> EU removal operations as it will be covered by the new "Community Licence" replacement. ECMT will be needed for NON-EU removals	The system is in place - removal companies will be able to use ECMT removal permits post Brexit.
Import Safety & Security Declaration (also known as Entry Summary Declaration)	No Action	The inbound Safety & Security declaration requirement has been suspended until September 2019	The requirement has not 'Gone Away', but HMRC have accepted the industry is not in a situation to be able to comply with it.
Cabotage in the UK for EU operators	No Action	UK Government has agreed to allow EU Operators to continue to undertake cabotage in the UK	The Government has said this may change if the EU does not reciprocate.
EU Transport Manager CPC in the UK	No Action	UK recognising EU qualifications	
Driver CPC - for drivers working for UK operators	No Action	No action needed	UK drivers working for UK operators will still be able to drive in the EU - the UK CPC remains valid when working for UK Operators. (Drivers will require an International Driving Permit). EU Driver CPC's will still be recognised in the UK.
International Permits (Bilateral)	Wait	There are no bilateral permits to apply for at this time.	No action on this will be possible until any new bilateral permits are introduced. Unlikely to be required in 2019.
AEO (Authorised Economic Operator)	Wait	It may be advantageous for some hauliers to obtain AEO status. However, the advantages may be limited.	Some shippers and/or consignees may wish operators to obtain AEO status.
Carry on board paperwork	Wait	To be clarified	Will update when known.
VE103 Certificates (Vehicles on hire or lease)	Wait	To be clarified as soon as possible	Possible problem if these are no longer recognised after Brexit
Driver 3rd Country attestation forms	Wait	To be clarified	
Driver Attestation of Activities (Tacho records)	Wait	To be clarified	
VAT - Fuel rebate claims	Wait	To be clarified	

Fuel - cross border limits	Wait	Current EU rules will end. Many States impose limits on fuel allowed in without being subject to duty. This can be as low as 200 litres, but does vary State to State	More information will be obtained and shared as known.
Fines	Wait	To be clarified	
Tolls	Wait	To be clarified	
Euro rating evidence	Wait	To be clarified	
Further topics will added in updates			

If there are topics that should be added to this check list please email h.wallace@rha.uk.net