



Brexit

International Road Transport Permit (EU Exit) Regulations

Information Note

14 September 2018

Summary - the main points, international haulage permits

Background

1. The Government has laid before Parliament the Statutory Instrument “International Road Transport Permit (EU Exit) Regulations”. It has also published its response to the consultation regarding Haulage Permits and Trailer Registration Bill¹.
2. This consultation response and Statutory Instrument support from the Haulage Permits and Trailer Registration Act 2018.
3. The consultation response sets out Government proposals, and next steps, that will be taken regarding the management and allocation of permits to allow UK road haulage operators to move goods by road after the UK leaves the EU.
4. The legislation provides powers for the Government to issue and allocate permits to UK operators for the operation of international road haulage if it becomes necessary. The legislation does not apply to the operation of vehicles between Northern Ireland and Ireland.
5. If there is a comprehensive deal covering international road haulage with the EU then the processes outlined here will probably change. The objective of this legislation is to deal with the introduction of bilateral haulage permits between the UK and other countries and the allocation European Council of Ministers of Transport (ECMT) permits that allow movement across 43 member countries.
6. The RHA has noted that the UK Government has been silent on the requirements for EU hauliers entering the UK, it is uncertain if the UK will require EU hauliers to obtain permits of any sort to enter the UK or will continue to allow entry based on the EU Community Licence.

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https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/740304/provisions-in-the-haulage-permits-and-trailer-registration-bill-government-response.pdf

Permit Schemes (No EU wide deal)

7. The Government is preparing a new allocation scheme for international road haulage permits that will embrace the current international road haulage permits (bilateral agreements and ECMT) and any new regime that replaces the current Community Licence for international road haulage.
8. **Current bilateral schemes** operate without quota and will not require an allocation processes to apply – any international operator will continue to be able to obtain as many permits as they need. Overall costs will be unchanged, but will be made up of an application fee and a permit fee.
9. **Future bilateral permits with the States currently covered by Community Licence arrangements are uncertain. There is no certainty that any given State will agree to a bilateral permit arrangement with the UK or what form that may take.** Some may not even require a “permit” at all if the model currently used for Turkish haulage applied (where UK licences and Turkish licences are accepted for international road haulage between the UK and Turkey).
10. Most existing bilateral agreements the UK currently has (with Russia, Tunisia, Georgia, Ukraine, etc) are trip based – which means one permit is allocated for each trip made). Morocco also allows multi trip permits. Future bilateral agreements could be trip based, multi-trip, annual or even multi-year.
11. **New unlimited bilateral permits** would work along the lines of the current bilateral schemes. Operators should be able to access as many permits as they need.
12. **Quota Limited Bilateral Permits** might be much more difficult. In such circumstances the Government will use an allocation process to distribute permits. (please see allocation section below).
13. If any State does not wish to establish a bilateral agreement for road haulage with the UK, or is not able to introduce a scheme quickly enough, the ECMT permit regime will be available for hauliers to use.
14. **However, ECMT permits are quota limited.** Only a limited number of permits can be issued by member countries of the ECMT. They system only allows permits to be issued to lorries at Euro IV or newer. More permits can be issued to newer Euro V and Euro VI lorries – for the UK up to 1,224 lorries can have an ECMT if all are EURO VI.

Allocation system

15. Where there are limited permits available the Government will decide which operators will be allowed to work internationally. The consultation response says allocations will be based on the following criteria;
 - Intensity of use;
 - Industrial sector in which the haulier operates;
 - Vehicle emissions; and
 - Existing International Business.
16. Not all quota limited permits will be issued, some will be retained for “moving goods that are strategically or economically important”. Separate application to Secretary of State will be needed for these.
17. There is only general information in the consultation response on how the allocation process will use the criteria. But, there is no detail in the legislation or the consultation response on what information will be required by the Secretary of State when an application is made.

Transit

18. There is no information on transit through intermediate countries. We do not know if separate permits will be required to transit with goods or if allocation of transit will be tied to other bilateral permits.

Fees

19. Please refer to the consultation response document² available [here](#).
20. The Government has decided to split the fees for application and for the issue of the permits. There is a smaller application fee that is not refundable, and a higher fee for all permits issued.

14 September 2018
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