



Department  
for Transport

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# Road Haulage EU Exit Preparations

Paul O'Sullivan  
Department for Transport

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## Roads EU Exit Context

EU and UK businesses rely on a highly integrated cross-border road haulage market to support imports and exports, and the maintenance of integrated supply chains.

### GOODS VEHICLES

In the year ending March 2018, 2.4 million powered goods vehicles travelled from Great Britain to Europe; the number of **UK registered** powered vehicles travelling from Great Britain to Europe was 300,000.

### FREIGHT

Over 80% of the freight transported by HGVs between the UK and continental Europe are operated by EU hauliers.

### COACH TRAVEL

In 2016, 1.4m visitors from the EU arrived in the UK by coach and 1.5m UK residents travelled by coach to the EU.

### PRIVATE MOTORISTS

In 2016, there were 5.8 million UK to EU car journeys.

## Road transport: stakeholder views

There is widespread industry support for continued liberalised flow of road haulage, in both UK and EU27.

### International Road Transport Union (IRU)

“Frictionless trade and road transport movements between the UK and the EU in a post-Brexit scenario will be absolutely key”

“... low administrative burden including red tape will be paramount in a post-Brexit world in order to sustain competitiveness and efficiency in the carrier and logistics industry in the EU and UK.”

### Road Haulage Association (RHA)

“The effectiveness of the road haulage industry in enabling the efficient working of the UK/European supply chain is built on the ability of goods vehicles to move freely through borders without the need for permits or limited by quota. It is essential that these conditions be maintained.”

### Freight Transport Association (FTA)

“Throughout the negotiating process to date, FTA has been very clear on the need to ensure no barriers to trade with the European Union, and this includes checks imposed on trade at the border, as well as non-tariff barriers and red tape for traders and logistics companies alike.”

A responsible government should prepare for all potential outcomes, including the unlikely scenario in which no mutually satisfactory agreement can be reached.

### Road Haulage and Passenger Transport

#### Issues:

- Market access
- Qualifications

#### Contingency:

##### Legislation:

- Haulage Permits and Trailer Registration Bill  
This will enable a permit scheme if required to allows hauliers access to the EU and establish a trailer registration scheme to ensure UK operators can comply with the requirements of the Vienna convention.
- Programme of EU Exit SIs

##### Delivery:

- Road haulage permit scheme
- Trailer registration scheme

### Private Motoring and Insurance

#### Issues:

- Recognition and exchange of licensing
- Private motoring insurance

#### Contingency:

##### Legislation:

- Ratification of the 1968 Vienna convention
- EU Exit SIs

##### Delivery:

- IDP issuing processes
- Continued access to the free circulation area

## UK Wide Negotiations

As the Prime Minister has said, our decision to leave the EU does not mark an ending. It marks a new beginning for our relationship with our European allies.

### The Implementation Period

The implementation period will start on 30 March 2019 and last until 31 December 2020. During the implementation period, the UK will no longer be a Member State of the European Union, but market access will continue on current terms.

### The Withdrawal Agreement

Rapid progress has been made across the Withdrawal Agreement - reaching agreement on much of the legal text, and locking down the full chapters on citizens' rights and the financial settlement. Work is being carried forward to agree the remaining areas of the Withdrawal Agreement, alongside the development of the future partnership.

### The Island of Ireland

The UK is committed to turning all of the commitments made under the Joint Report into legally binding text. The UK and EU negotiating teams are undertaking discussions to negotiate in detail on all the issues and scenarios set out in the Joint Report.

## Roads EU Exit Negotiation Progress

The UK has been working hard to progress the negotiations with the EU and develop a framework for our future partnership.

### Implementation Period

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### Withdrawal agreement

The withdrawal Agreement has reached agreement on much of the legal text, and locked down full chapters including citizens' rights. Work is being continued to agree the remaining areas of the Withdrawal Agreement, alongside the development of the future partnership.

### The Island of Ireland

The UK and EU negotiating teams are now engaged discussions to negotiate in detail on all the issues and scenarios set out in the Joint Report. For transport we are conducting official level discussion for the North South Ireland bilateral agreement

### Taskforce 50 Meeting

A positive step forward in the negotiations was the recent meeting with Taskforce 50 regarding road transport and aviation. This was a constructive discussion that gave some clear indications of both the UKs and the EUs starting position.

## The UKs Roads Negotiation Position

The UK wants an enduring solution that negates the need for permits, additional documents, and systematic document checks for all road users.

