



Impact of Brexit on Land Transport

TRAN Hearing

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FTA: the voice of the supply chain & logistics



We are also members of:



EU / UK trade in numbers

- EU = UK's 1st trade partner
- Value of EU's goods exports to the UK = 8x trade with Canada
- 185,000 traders will make customs declarations for the 1st time
- EU-27 hauliers perform 80% of UK/EU haulage movements in t.km

Key points for today

1. Border issues
2. Market access for land transport
3. Ireland's specific situation

Implications for borders

- Controls at the border = delayed deliveries & longer lead times
- Extra 2 min / shipment = 27km of queues
- Lack of space at major nodes on BOTH sides
- Restrictions in access points for fresh produce?
- Millions additional customs declarations
- Hundreds of new customs officials needed
- Big challenge for SMEs



An aerial photograph of the English Channel, showing the coastline of France on the right and the UK on the left. The water is a deep blue, and the land is a mix of green and brown. A white box with a blue border is overlaid on the left side of the image, containing text.

Importance of Dover-Calais

- 4.23 million freight vehicles / year
- 11,600 vehicles / day
- 75 min (ferry) / 1h (Eurotunnel)
- Alternatives: 3 to 4 x longer
- Unmatched capacity & frequency of service

Vehicle permits: no WTO fallback for road haulage

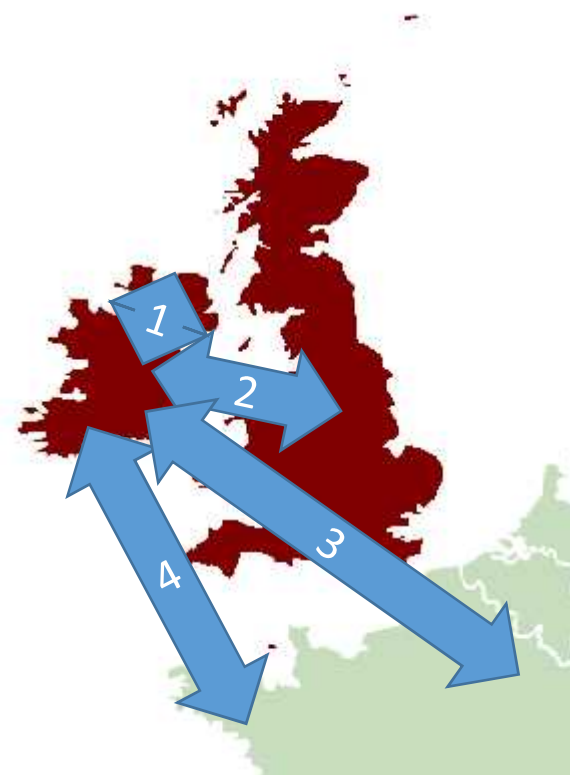
- No 'free market' in international haulage
- Default option = access restrictions
- ECMT permits system: less than 5% of the needs
- Biggest issue: volume of permits
- Over 90% of ECMT quotas are already used
- Mutual recognition of drivers' qualifications & licenses?



Ireland's specific challenges



- Only EU-UK land border
- More border crossing points than EU from Arctic Circle to Black Sea
- Multiple border crossings
- High integration of trade
- Many businesses operate on an 'island of Ireland' basis
- Promise of no hard border
- GB land-bridge & transit challenge



International Rail Freight

- Small volumes but similar issues
- Customs controls & other checks: space?
- Access to the market for international rail freight services?
- Train drivers qualifications
- Technical standards (TSIs...)



Key take-aways



- Customs declarations & conformity checks will be required
- Need for UK and FR, BE, NL, DE, IE, ES authorities to act - Implementation Period required?
- Simplify and automate procedures in longer term – FTA 10-Point Plan shows how
- Vehicle permits may be bigger issue than Customs - ECMT quotas non-viable!
- Mutual recognition of driver qualifications and licences also essential
- UK balance of trade means more EU27 hauliers affected than UK hauliers

