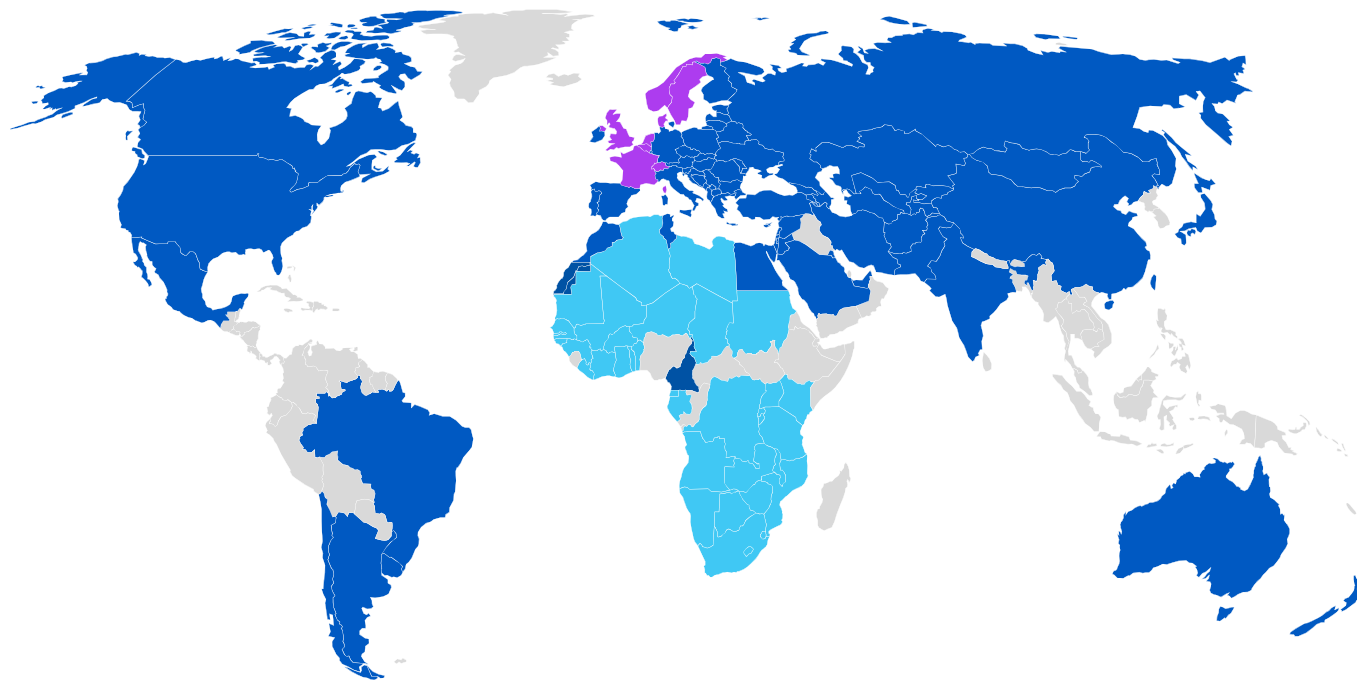




# Public hearing on the impact of Brexit on land transport – EP TRAN

Brussels, 22 November 2017

# Active in over 100 countries



- 14 Founding IRU Members in 8 countries
- IRU Members
- CRIPA and FESARTA members

# Mobility in Europe

## Mobility in Europe / Key facts and figures



The Mobility sector employs more than 11 million people, accounting for 5% of total employment.

Almost **50%**  
of freight transport



Road transport accounts for almost half of the total freight transport activity.



**13%**  
of household  
expenditure

Transport accounts for 13% of the total household expenditure.

2010



+42%  
→



2050



+60%  
→



From 2010 to 2050, it is estimated that passenger transport will grow by about 42 per cent. Freight transport is expected to grow by 60 per cent.

## IRU's priorities in the EU

- EU Mobility Package
- Brexit
- Decarbonisation



# What do we as IRU want and not want ?



- IRU Political Position Papers on Brexit have been released
- Focus on:
  - Market Access and
  - Customs



# Brexit – Some key points

## IRU Task Force

- Focus on Customs and Market Access
- Safeguarding of the status quo and transition period
- No deal is no option

## No go Areas

- Quotas with regard to Market Access

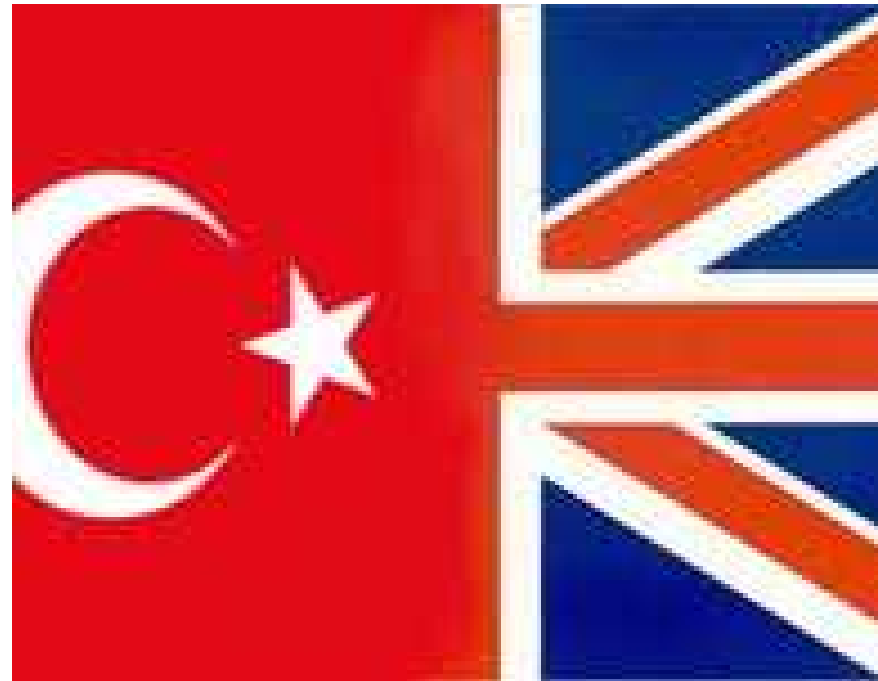
## The Future of Brexit ?

- No classical and known scenario (Turkey, Switzerland or Norway ?) is fully convincing
- Potentially very innovative solution needed in order to address the matters well

## A. Customs – The Turkey case 1/4



- UK not a member of EU but (partial) a member of the customs union
- Turkey and UK are G-20 economies and have a land border with the EU

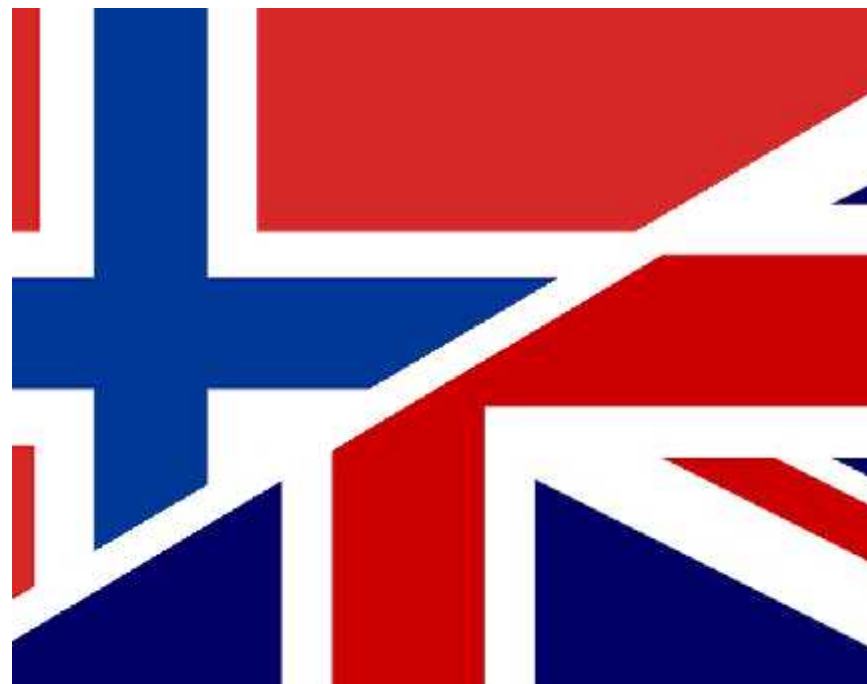


# Customs scenario – The Norway case

## 2/4



- UK out of the customs union, but easy access to the internal market and applying EU road transport rules
- Customs checks at the border, import/export declarations.



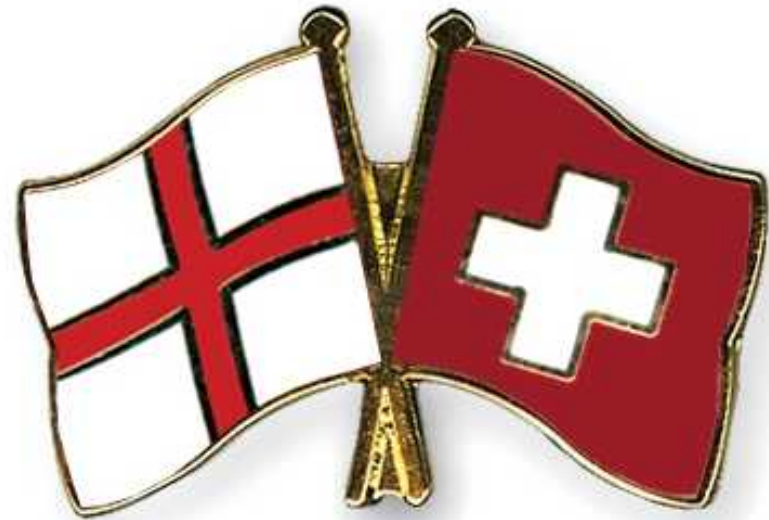


# Customs scenario – The “Swiss” Case

## 3/4



- Around 100 bilateral agreements have been signed between the EU and Switzerland
- EU Swiss agreement on land transport (road – rail)
- Very complex, plus customs checks, but also potentially most flexible solution



# Customs Scenario – “Full divorce” 4/4



- UK in “full” control of its laws (UN, WTO etc.)
- A fairly independent UK
- Potentially very disruptive scenario



## B. Market Access - Qualitative grounds



- Bilateral Agreement between UK and EU
- Scope ? Road transport market access or wider
- Cabotage/cross-border services could be in – No authorisation needed compared to a quota based system



# No deal between EU and UK with regard to Market Access



- 27 individual agreements would be needed between the UK and the 27 EU MS
- The European market could be unnecessarily fragmented.



# Main messages of IRU



- Frictionless road transport movements
- Sufficient transition and safeguarding of status quo
- Qualitative criteria for market access and no quotas
- SME driven industry, hence no additional red tape post Brexit
- Predictability and legal certainty





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# Thank you very much

Daniel Kern, Senior Manager  
Trade Policy Affairs

[daniel.kern@iru.org](mailto:daniel.kern@iru.org)

[iru.org](http://iru.org)



**Helping the world  
get where it needs to  
be**