



BREXIT HUB

HAULAGE AND TRANSIT

Introduction

The transition period between the UK and the EU will end on 31 December 2020. This means that the UK will no longer be a member of the EU's Single Market nor the Common Customs Union. These changes will result in a series of significant, and depending on the timing, abrupt changes to how rural businesses operate. How international haulage, transit, and trade operates from 1 January 2021 will change.

This briefing note, and others on different subjects that can be found on the CLA Brexit Hub - <https://www.cla.org.uk/brexit> - provides rural business owners with a detailed framework for the steps which will need to be taken and where you can find more information relating to international haulage and transit after transition and has been independently compiled by CLA experts. It covers:

- The licences required by hauliers and traders;
- Registering vehicle trailers;
- Vehicle registration documents needed;
- Motor insurance and accidents;
- Movement of goods in transit.

Of course, the decision about what actions to take will be unique to every businesses' needs. This guidance is not intended to make a judgement on the specific activities you should be undertaking, or about the longer-term effects of the UK's exit from the EU.

What kind of operator licence will I need?

From 1 January 2021, the operator licensing requirements for journeys to, through or from the EU, Iceland, Liechtenstein and Norway will change.

The Community Licence will be phased out and replaced with a UK Licence for the Community. The new licence and certified copies will be issued automatically and must be carried when driving abroad.

However, you will still need a standard international operator licence. This licence means you can carry your own goods, and other people's goods, both in the UK and on international journeys. These allow:

- trips between all EU member countries;
- transit traffic through EU member countries;
- cabotage (journeys entirely within one EU country).

From 1 January 2021, you may need an ECMT (European Conference of Ministers of transport) or other additional permits for journeys to or through the EU. You should apply for these in case they are needed.

You can apply for ECMT permits for 2021 between 2 November and 20 November 2020.



You will need to:

1. Check if you need ECMT permits
2. Check if you're eligible to apply
3. Apply for ECMT permits
4. If you get permits, get an ECMT 'certificate of compliance' for your vehicle or trailer from its manufacturer
5. Apply for an ECMT 'certificate of roadworthiness' for your vehicle or trailer

More details relating to ECMTs can be found at:

<https://www.gov.uk/guidance/ecmt-international-road-haulage-permits>

How do I register my vehicle trailers?

You must register these types of trailers before you drive to or through most EU countries, Iceland, Liechtenstein and Norway:

- commercial trailers weighing over 750kg;
- non-commercial trailers weighing over 3,500kg.

For more information go to: <https://www.gov.uk/register-trailer-to-take-abroad>

If you are using an abnormal load trailer, you now need a keeper's certificate to use it abroad and keep this certificate in the vehicle to show at border crossings.

Some countries measure abnormal loads differently from the UK. You will need to check with each country you are travelling through to find out if the load you are transporting counts as abnormal there. To apply for a keeper's certificate for an abnormal load trailer for use abroad go to:

<https://www.gov.uk/government/publications/get-an-abnormal-load-trailer-keepers-certificate-to-use-it-abroad>

What kind of vehicle registration documents will I need from 1 January 2021?

Drivers will need to carry all vehicle registration documents when driving abroad for less than 12 months. This can be either:

- the vehicle log book (V5C), if they have one; or,
- a VE103 to show you're allowed to use a hired or leased vehicle abroad.

It will also be important that the HGV being used is ready to cross the border.

The intention is that hauliers will be able to use the 'check an HGV is ready to cross the border' service established by the Government to prove that an HGV has the right EU import and commodities documents for the goods it is carrying before it crosses the GB / EU border.

You must use this service for HGVs travelling via the Port of Dover or Eurotunnel to get a 'Kent Access Permit' before they enter Kent. Failure to use the service can result in a £300 fine. Details of the demonstration of the service can be found at:

<https://check-an-hgv-is-ready-to-cross-the-border-demo.fbplatform.co.uk/>



It is thought that the service should be fully operational by December 2020. Full details will be posted on the CLA Brexit Hub when they are available (<https://www.cla.org.uk/brexit>)

It will be optional to use the service for all other GB ports.

Do I need to display a GB sticker on my vehicle?

Yes. You will need to display a Great Britain (GB) sticker on the rear of the vehicle and trailer, even if the vehicle has a number plate with the Euro symbol or a GB national identifier.

However, this will not be required for journeys to the Republic of Ireland.

What kind of motor insurance will I need in the future?

A 'green card' is proof of motor insurance cover when driving abroad. Drivers will need to carry one for the vehicle they are driving in the EU and EEA from 1 January 2021.

Drivers will need to carry multiple green cards if:

- you have fleet insurance: you will need a green card for each vehicle;
- the vehicle is towing a trailer - they will need one for the towing vehicle and one for the trailer (separate trailer insurance is needed in some countries);
- there are 2 policies covering the duration of the trip, for example, if the policy renews during the journey.

You should contact your vehicle insurance provider at least 6 weeks before you need green cards.

What happens if the vehicle is involved in a road accident?

If drivers are involved in a road accident in an EU country they should in the first instance contact their insurer.

From 1 January 2021, any legal proceedings against either the responsible driver or the insurer of the vehicle will need to be brought in the EU or EEA country where the accident happened. You might have to make your claim in the local language.

You may not get compensation in some countries if the accident is caused by an uninsured driver or if the driver cannot be traced.

What are common transit countries?

The Common Transit Convention is used for the movement of goods between or through Common Transit countries. The Common Transit countries are:

- Iceland;
- Norway;
- Liechtenstein;
- Switzerland;
- Turkey;
- North Macedonia;
- Serbia.

The EU is also a member of the Common Transit Convention.



The advantage of using Common Transit is that you can move your goods quicker as:

- customs declarations and duties are not required at each border crossing;
- you can complete some customs processes away from the border.

You need to plan the route your goods will take and choose the:

- office of departure or authorised consignor where your transit movement will start;
- office of destination or authorised consignee where your goods will end their transit.

Your goods must go to the offices of transit at border crossing points every time they enter a different customs territory along your selected route.

For Union and Common Transit, the different customs territories are:

- the EU;
- each Common Transit country;
- each EU special territory;
- San Marino;
- Andorra.

You do not need to go to an office of transit when your goods cross the border between the UK and EU or when your goods cross the borders between EU countries.

You need to ensure you check the following:

- the list of offices of transit for each country;
- if you need to complete an export declaration.

You will need to submit a UK export declaration before completing your transit declaration if your goods are:

- going to an office of destination in a Common Transit country;
- being exported outside the EU once your transit movement has ended.

For more information go to:

<https://www.gov.uk/guidance/customs-declarations-for-goods-taken-out-of-the-eu?step-by-step-nav=e169b2ac-8c90-4789-8e6c-3657729e21b2>

Following submission of the export declaration a transit declaration will need to be completed. You will need to know the status your goods have under transit.

Goods are T1 status if they are:

- non-union goods;
- union goods where a refund of duties applies.

Your goods are T2 status if they are union goods going:

- through a Common Transit country;
- to San Marino;
- to Andorra - industrial goods only.

Your goods are T2F status if they are union goods going to EU special territories.

To complete the transit declaration, you will need the reference numbers for:

- the office of departure or authorised consignor (your own or an agent's premises);
- offices of transit (based on the route your goods are taking);
- the office of destination or authorised consignee (your own or an agent's premises).

To find the reference numbers for offices of departure, transit and destination, go to:

https://ec.europa.eu/taxation_customs/dds2/col/col_home.jsp?Lang=en



If you are using an authorised consignor or consignee they will give you the reference number.

What is a consignor and a consignee?

The consignor is the sender of goods and the consignee is the receiver of the goods (this can be the buyer or their agent).

Are there any other requirements?

You will need:

- your EORI number
- the status of the good
- your local reference number (a unique number less than 22 characters that you create yourself)
- your guarantee reference number
- The estimated time it will take for your goods to reach the office of destination
- the master reference number from your UK export declaration - if you needed to submit one
- the master reference number from the previous declaration for the goods – if you made one and do not need to submit an export declaration

If you do not need to submit an export declaration and your goods are moving through a Common Transit country (apart from just Norway or Switzerland), you will need to include safety and security data on your transit declaration or you must submit an exit summary declaration.

What happens when I submit the transit declaration?

When you have submitted the transit declaration through the New Computerised Transit System (NCTS) this will give you a movement reference number (also known as master reference number) for the transit movement which you will need to keep a copy.

If you can print barcodes, print off the transit accompanying document. If you cannot print barcodes the office of departure or authorised consignor will print it for you.

How do I start the transit of goods?

Start the movement of your goods at either:

- an office of departure;
- the premises of an authorised consignor (your own or an agent's premises).

At the office of departure or authorised consignor, your goods must be presented with the transit accompanying document.

If you are unable to print the transit accompanying document at your premises, present your goods with the movement reference number from your transit declaration and your local reference number. The office of departure or authorised consignor will then print the document for you.



The following documents must be with the goods at all times:

- the transit accompanying document with the movement reference number;
- any licences (if required).

What happens if the goods are travelling through a country outside the EU?

You must tell the haulier to present your goods with all accompanying documents to the offices of transit listed on the transit declaration.

When your goods reach the country they are moving to the haulier must present your goods with all accompanying documents, at either:

- an office of destination (a customs office);
- the premises of an authorised consignee (your own or an agent's premises).

Even if the goods have been presented to an office of transit at the border in the country of destination, the haulier must still go to an office of destination or premises of an authorised consignee.

Your guarantee will be released when customs end the transit movement.

