



Department
for Transport

International Passenger Transport

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- ▶ **Brexit Scenarios – UK to EU travel**
 - ▶ Deal
 - ▶ No-Deal

- ▶ **Preparing for Brexit**
 - ▶ Accessing Third Countries
 - ▶ Required Documentation – drivers and vehicles





- ▶ Extension of Article 50 to January 31 2020

- ▶ Withdrawal Agreement ratification
 - ▶ Existing arrangements for both occasional and regular international passenger transport would continue after Brexit until at least the end of the ‘implementation period’ on 31 December 2020

- ▶ Continued EU market access

- ▶ Continued recognition of existing documentation, licenses, qualifications





- ▶ Covered by the **Interbus Agreement**
- ▶ Allows liberalised access for occasional services between the Contracting Parties
 - ▶ The EU, Albania, Bosnia and Herzegovina, North Macedonia, Moldova, Montenegro, Turkey, Ukraine
- ▶ UK will accede to the Interbus Agreement as an independent party on 1 February (no gaps)
- ▶ Interbus due to extend services to cover regular and special regular services (TBC)
- ▶ No cabotage, no cross-trade





- ▶ Covered by the contingency **EU Regulation 2019/501**
- ▶ Continued access to EU and EEA from exit day until 31 July 2020, or until the scope of the Interbus Agreement has been extended to cover them
- ▶ Only services with existing authorisations allowed
 - ▶ Renewals, alterations allowed until 31 July 2020
 - ▶ No new services allowed from 31 January 2020
 - ▶ Once Interbus is extended, new authorisations will be permitted
- ▶ Cabotage is only permitted in 5 Irish border counties for six months from exit day
 - ▶ Donegal, Leitrim, Cavan, Monaghan, Louth





No-Deal – Accessing Third Countries

- ▶ **Interbus Agreement** does not allow transit through EU to:
 - ▶ Countries not within Interbus
- ▶ Does allow transit *through* but not *to* these countries
- ▶ **EU contingency measure** does not allow transit through to:
 - ▶ Countries not in EU or EEA
- ▶ e.g. Switzerland (outside of EU, EEA, Interbus)
- ▶ Workaround: subcontract part of any journeys to Switzerland with EU operators in order to cross the EU-Switzerland border and complete the journey.





▶ Occasional services

- ▶ Certified true copy of **Operators Licence**, to be carried on board the vehicle and presented to authorised examining officers
 - GB operators – from Office of the Traffic Commissioner (OTC)
 - NI operators – from Driver Vehicle Agency (DVA)
- ▶ Top copy of the **Interbus waybill** to be kept on board the vehicle, every journey
 - Confederation of Passenger Transport (CPT)
- ▶ Copy of the **Vehicle Registration Certificate (V5)** should be retained within vehicles

▶ Regular / special regular services

- ▶ Documentation will remain the same
- ▶ When Interbus extended to cover these services, existing authorisations will have to be replaced with a new form
- ▶ No **visas** needed for short trips (i.e. up to 90 days in any 180-day period) or to Ireland





▶ Drivers

- ▶ UK Driver Certificates of Professional Competence (**CPC**) will continue to be recognised in the EU
 - Consider exchanging to EU CPC before Brexit if work for EU company or want to in future
- ▶ **International Driving Permits (IDP)**
- ▶ **Motor Insurance Green Card**
- ▶ **Travel Insurance** with healthcare cover
- ▶ Valid **passport**

▶ Vehicles

- ▶ **Trailers** must be registered for international journeys outside the UK and Ireland after exit day
- ▶ **GB stickers** will need to be displayed on the main vehicle and any accompanying trailers for journeys outside of UK and Ireland





- ▶ Deal – no changes during implementation period
- ▶ No Deal – changes in documentation, access to third countries
- ▶ Guidance available at:
 - ▶ <https://gov.uk/brexit-operating-buses>
 - ▶ <https://gov.uk/brexit-driving-buses>
- ▶ **Any questions?**

