

Operating bus or coach services abroad if there is no Brexit deal

Guidance Notes

Community Licences & Access

If there is no deal post 29th March 2019. UK bus & coach operators could no longer rely on automatic recognition by the EU of UK issued Community Licences. EU countries may choose to recognise that UK-issued operator licences and associated authorisations are based on the same standards as EU Community Licences and not require further authorisations. This would automatically ensure continued passenger movement, but cannot be guaranteed.

The UK's participation in the Interbus Agreement by virtue of EU membership would also cease to have effect. However, the UK intends to re-join Interbus as an independent member and to have this in place for 29th March 2019, or as soon as possible thereafter should this prove necessary. This would enable UK operators to run occasional services into the EU. It cannot be guaranteed at this stage that the agreement would be extended to cover regular services, or if it is extended, whether that would come into force before 29th March 2019.

Driving Licences

UK drivers would continue to be able to drive in all EU countries after we have left, however, deal or no deal, drivers would require international driving permits as well as a UK issued licence in order to do so. International permits need to be obtained before departure and carried whilst driving for both commercial and private purposes in the EU. International permits are available from larger Post Offices in the UK.

Certificate of Professional Competence (CPC)

The UK will maintain a CPC scheme. EU issued CPC documentation will be recognised in the UK after we leave the EU. This includes both transport manager CPC's and driver CPC's. If there is no deal, automatic recognition by EU countries of UK-issued CPC qualifications may cease to exist. When we join the Interbus Agreement, UK bus and coach drivers holding a UK CPC would be able to drive for work in the EU. If there is any delay to the UK joining Interbus (e.g. if there is a time gap between 29th March 2019 and Interbus coming into force) then, as with Community Licences, EU countries would continue to recognise UK-issued CPC qualifications in practice. UK legislation will still continue to comply with the requirements of the European Conference of Ministers of Transport (ECMT) Quality Charter and the separate European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR). Little will change in practice regarding how UK drivers can obtain their CPC qualification within the UK. The government is currently reviewing the

CPC scheme and will put into place a scheme to reflect the fact that we have left the EU, but have no immediate plans to change any of the standards that drivers have to meet and all existing CPC qualifications will remain valid.

Access to the EU market

In a no deal scenario, UK operators may be unable to access the EU. The risk of this happening differs by the type of coach service involved. The UK intends to join the Interbus Agreement as an independent member and the UK government is already taking the necessary steps to ensure that this happens once we cease to be a member through the EU. In its current form the agreement will provide access for occasional services in the EU by UK operators, so coach holidays and tours would be able to continue. Requirements on operators would be largely the same as current EU rights. E.g. a waybill (green journey form) would need to be carried.

Borders and Traffic Management

There are more than likely to be new requirements with the EU if we leave without a deal and there could be impacts for coaches using EU ports, excessive traffic & delays whilst officials check documentation. In the event of delays caused by increased checks at EU ports, the UK government intend to implement contingency arrangements to manage the flow of traffic. Further communication will be issued in the autumn. Emissions stickers & documentation are currently required by France & Germany when travelling to & from. Post Brexit, other EU countries will require emissions stickers. E.g. travelling through Slovenia in order to access Croatia. The Slovenian government is already making inroads into checking vehicle emission levels and may impose on the spot fines if the vehicle is not displaying a sticker direct from Slovenian officials. Smaller EU countries may see this as a way of making additional financial gain from UK tour operators.

Number Plates and National Identifiers

Under international conventions, GB is the distinguishing sign to display on UK registered vehicles when driving outside of the UK. Following the UK's exit from the EU, it is recommended that a GB sticker is displayed on the rear of your vehicle, irrespective of whether you currently have a number plate which includes the GB identifier.

Vehicle Registration Documents

From the 29th March 2019, in the event of a deal or no deal, you should continue to carry your vehicle registration documents with you when driving in the EU. This will consist of the V5C Document.

Vehicle Insurance for UK registered Vehicles in the EU

From March 29th 2019, in the event that there is a no EU exit deal and the European Commission does not make a decision ensuring that UK registered vehicles will not be checked for proof of insurance; drivers of UK registered vehicles will need to carry a motor insurance Green Card when driving in the EU or EEA. Some countries may also require a separate Green Card for trailers as well as separate insurance.

Trailer Registration

From the 29th March 2019, you must register commercial trailers weighing over 750kg and non-commercial trailers weighing over 3,500kg before they can travel to or through most EU and EEA countries.

Passenger Travel by Air, Rail or Sea

From March 2019, if there is no EU exit deal, you will not be affected and will continue to be protected by EU regulation on bus and coach passenger's rights, which will be brought into UK law.

Summary/Implications

- a) The purpose of the Interbus Agreement is generally to agree domestic routes as set out in the EU by a UK operator; therefore as our services in the EU are classified as "International Occasional Services" they should remain the same and not suffer from any negative impact.
- b) Potential delays within EU ports due to additional checks of documentation.
- c) Additional vehicle Emission documentation & appropriate stickers dependant on individual countries requests.
- d) Number plates showing "GB" only with additional sign to rear of vehicles aside of the vehicle registration plate.
- e) International Driving Permits obtained by drivers and used in conjunction with UK licence, CPC card & driver's tacho card.
- f) Additional motor insurance "Green Cards" as well as valid motor insurance policy to be carried by drivers when driving in the EU or EEA. (Euro Folder).
- g) Registration of commercial trailers over 750kg and separate motor insurance "Green Cards" for trailers.