



Department
for Transport

DEPARTMENT FOR TRANSPORT

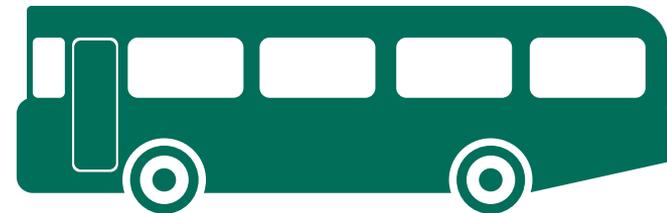
RUPESH MEHTA

Deputy Director, Roads EU Exit Policy

Department for Transport

Prepare your business now to ensure you, your customers and suppliers are ready for EU Exit

- **Transport documentation** for EU hauliers and passenger operators will remain the same, with no new documents or processes.
- The UK Government has confirmed it will:
 - Continue with existing driver hour arrangements;
 - Recognise driver and transport manager Certificate of Professional Competence (CPC);
 - Recognise EU issued driving licences;
 - Recognise EU Community licences – you will not need an ECMT permit to access the UK.
 - Recommend a Green Card as proof of third party insurance. One Green Card is sufficient for both your cab and trailer/caravan.
- In response to the EU Regulation on basic connectivity, the UK has put in place laws to reciprocate the levels of access:
 - We will maintain the current rights for EU hauliers and bus operators after exit day, including on cabotage and cross-trade.



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Drivers Hours

- Department for Transport is able to respond rapidly to urgent situations by temporarily relaxing the drivers' hours rules where it is in the public interest to do so.
- The details, including the scope of the relaxation, are determined on a case-by-case basis following close engagement with affected industry sectors.
- In the past this facility has been made use of during roads disruption caused by events such as adverse weather conditions and disruption to cross-Channel traffic.

Driver CPC

- The EU has indicated that UK-issued CPC will not be recognised for employment in the EU.
- Holders of a UK Driver CPC who are currently working for an EU company may want to exchange their UK CPC for an EU CPC before Exit Day.
- Exchanging CPC in this way will have no effect on a driver's ability to work in the UK because the UK will continue to recognise EU-issued CPC.



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What is Operation Brock?

Operation Brock is a set of measures to keep the M20 open in both directions between junctions 8 and 9 in the event of disruption to services across the English Channel, by using different holding areas. The queuing system only applies to lorries heading to mainland Europe from Kent. All other drivers should check conditions before setting out and, if they're crossing the channel, check with their service operator for updates.

Phase 1

In the event of excessive disruption to services across the English Channel, improved holding capacity in the Port of Dover and Eurotunnel, as well as on the A20 approach to the port (Dover TAP), would be used.

Phase 2

If phase 1 capacity is reached, we will start queuing Europe bound lorries that are 7.5 tonnes and over on the coast bound section of the M20 between junction 8 and 9 with cars and other vehicles using a contraflow on the London-bound carriageway.

Phase 4

If the M20 holding area and Manston becomes full, the M26 could be used to hold additional lorries heading for Eurotunnel.

Phase 3

If phase 2 becomes full, lorries heading for Port of Dover will be directed to Manston Airfield, while the M20 is used to hold traffic for Eurotunnel. Traffic lights on the A256 after Manston Airfield will help to manage traffic travelling to the port.