



A.B.S.E.A.
ASSOCIAZIONE BOLOGNESE
SPEDIZIONIERI E AUTOTRASPORTATORI

Brexit – Modifiche delle condizioni per l’accesso al mercato

Il Ministero dei Trasporti del Regno Unito con nota del 2.12.2022 ha comunicato che a partire dal 2023 saranno modificate alcune delle possibilità attualmente previste per le imprese comunitarie di autotrasporto merci che effettuano operazioni in territorio britannico.

Nello specifico è stato previsto che le imprese stabilite negli Stati membri UE:

- non potranno effettuare operazioni di cabotaggio quando i veicoli entrano scarichi in territorio britannico (mentre in base all’accordo di cooperazione tra Unione Europea e Gran Bretagna siglato il 24.12.2020 alle imprese comunitarie è consentito effettuare fino a due operazioni di cabotaggio entro i sette giorni successivi a un trasporto internazionale effettuato nel territorio britannico);
- non potranno effettuare trasporti combinati;
- non potranno eseguire traffici triangolari (carico delle merci in territorio britannico e relativo trasporto con destinazione in altro Stato extra UE) con licenza comunitaria, bensì con autorizzazione CEMT.

È possibile ricevere maggiori informazioni contattando il Ministero dei Trasporti britannico all’indirizzo email cargo@dft.gov.uk.

Si fa riserva di tornare sull’argomento per comunicare eventuali successivi aggiornamenti.

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Department for Transport

ECMT Road Transport Group officials

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International Road Haulage Access to the United Kingdom

I am writing to let you know that the UK will be amending domestic legislation shortly to fully implement some of the international road transport provisions in the EU-UK Trade and Cooperation Agreement (TCA), particularly in the area of international road haulage access to the UK for operators based in EU Member States. This change will come into effect at the beginning of 2023.

To reflect the access rights covered in the TCA, the UK is removing from domestic legislation:

- a) the right of operators based in EU Member States to conduct cabotage movements when entering the UK unladen¹;
- b) the right of operators based in EU Member States to conduct combined transport (i.e., certain types of intermodal transport where goods are transported in the same loading unit or vehicle using two or more modes of transport);
- c) the right of operators based in EU Member States to pick up goods in the UK and then go to a non-EU country to drop off those goods (known as “triangular traffic”) through the use of a Community Licence.

The UK has decided to remove these rights in the context that the TCA does not offer equivalent rights on a reciprocal basis to UK hauliers operating in EU territory.

Operators based in EU Member States can still conduct triangular traffic journeys without these rights, but they will need to hold a permit issued by the European Conference of Ministers of Transport (ECMT). ECMT permits support UK operators making similar triangular traffic movements between EU States and other countries.

¹ Changes to the main cabotage right (two cabotage journeys for EU operators within 7 days of unloading further to a laden international arrival) have already been made.

Please feel free to disseminate this information to parties which you believe will be affected by these changes. We appreciate that this will require some adjustments to working practices for some businesses.

If you need more information, please contact me via email at: freight@df.gov.uk

Yours sincerely,

A handwritten signature in black ink, appearing to read "M. Rethans". The signature is written in a cursive, slightly slanted style.

Morag Rethans
Head of Operator Licensing and Market Access
Road Freight Regulation