



D: Logistics and transport

No deal Brexit: Impact and measures



Aviation

Impact: The UK will no longer be part of the European Common Aviation Area. Measures will need to be taken, otherwise air traffic will not be possible. As a non-EU country, the UK will no longer be part of the One Stop Security (OSS) system. This will mean extra security checks for transfer passengers at Amsterdam Schiphol airport. Aviation safety certificates and licences issued in the UK will no longer be valid without further measures. There will be problems with the validity of certificates for certain aeronautical products, parts and equipment and aviation businesses.

Measures:

- The EU has prepared measures including: a unilateral temporary solution for aviation, inclusion of the UK in the OSS system, and temporary recognition of certificates and licences.



Road haulage

Impact: Dutch freight transport from, to, through or in the UK will not be possible without further measures.

Measures:

- The EU has prepared a regulation that will temporarily allow British hauliers to operate into the EU on condition that the UK reciprocates.
- The UK will adopt the procedure provided for under the TIR (Transports Internationaux Routiers) Convention, as a result of which freight transport between Ireland and other EU members states via the UK will not be impeded.



Logistics and transport

The UK's withdrawal from the EU without a deal will affect transport by road, air and sea. Air travel, for example, will not be possible unless certain measures are taken. Solutions are being prepared at EU level. In order to minimise traffic congestion at

ports, the Dutch government is drawing up traffic circulation plans with local and regional authorities and other partners.

[> Read more here](#)

Ferry terminals

Impact: Border controls may lead to congestion at and around ferry terminals.

Measures:

- Central government-wide ferry consultations.
- Smart IT solutions for the rapid customs processing of freight carried by lorries.
- A consultative platform involving local and regional stakeholders to devise traffic circulation plans to mitigate congestion.
- Various operational and other meetings to discuss responsibilities, tasks and mutual expectations.
- Consultations with ferry companies on access to the port (if formalities have been complied with).



Maritime transport

Impact: International regulations on maritime transport will continue to apply with regard to safety, the environment and port state control. Rescue operations at sea and mutual assistance are also based on international agreements. If freight transport between Ireland and the rest of the EU can no longer pass unhindered through UK territory, maritime transport will become more important.

Measures:

- The European Commission has proposed to amend the TEN-T Regulation so that the North Sea-Mediterranean Corridor no longer runs via the UK, but by sea between the ports of Ireland and those of France, Belgium and the Netherlands.





Elaboration D: Logistics and transport

No deal Brexit: Impact and measures

Sub-theme	Impact of a <i>no deal</i> scenario	National measures	Measures at EU level	Ministry	Further information (parliamentary papers, EU proposals)
Aviation	The UK will no longer be part of the European Common Aviation Area: no flights possible.		The EU has taken temporary measures to ensure basic air transport connectivity. These measures require reciprocity from the UK side. Rules are also in place to make sure that flying between the EU and the UK remains safe.	Infrastructure and Water Management	> https://www.consilium.europa.eu/en/press/press-releases/2019/03/19/brexit-council-adopts-a-series-of-contingency-measures-for-a-no-deal-scenario/
	The UK will no longer be part of the One Stop Security (OSS) system: extra security checks.		The EU has taken measures to add the UK to the One Stop Security system.	Justice and Security / Infrastructure and Water Management	> https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=OJ:L:2019:073:FULL&from=EN > Letter to parliament from the Ministry of Justice and Security on various Brexit scenarios
	Aviation safety certificates and licences issued by the UK will no longer be valid: aircraft will be grounded.		The EU has taken temporary measures to recognize safety certificates issued by EASA to UK parties for nine months after Brexit. Moreover, safety certificates issued by the UK for parts and appliances before Brexit will be recognized after.		> https://www.consilium.europa.eu/en/press/press-releases/2019/03/19/brexit-council-adopts-a-series-of-contingency-measures-for-a-no-deal-scenario/
	Legal basis for air traffic management agreements will cease to exist: possible disruption affecting safety/capacity.	<ul style="list-style-type: none"> • Agreements between service providers. • Service providers to apply to competent EU/UK authorities for certification. • Operational measures will be taken to ensure air traffic management can continue to be delegated. 	<ul style="list-style-type: none"> • Certification of UK service provider. • Oversight of EASA certification. cert 		> COM(2018) 890 of 19 December 2018 on the Commission's Contingency Action Plan
Road haulage	Dutch freight transport from, to, through or in the UK will not be possible.		The EU has taken temporary measures to ensure basic road freight and road passenger connectivity. These measures require reciprocity from the UK side.	Infrastructure and Water Management	> https://www.consilium.europa.eu/en/press/press-releases/2019/03/19/brexit-council-adopts-a-series-of-contingency-measures-for-a-no-deal-scenario/
Ferry terminals	Border controls may cause congestion at Europoort, Rozenburg, Hook of Holland, Vlaardingen and IJmuiden.	<ul style="list-style-type: none"> • Central government-wide ferry consultations (including ferry companies) to streamline ferry operations in order to minimise congestion at seaports. • Rijkswaterstaat will initiate, coordinate and implement traffic circulation plans in consultation with all stakeholders (municipal and provincial authorities, ferry companies, customs, port authorities, police, the Royal Military and Border Police (KMAR), the Netherlands Food and Consumer Product Safety Authority (NVWA) and the safety region). • Various operational and other meetings to discuss responsibilities, tasks and mutual expectations. • Ferry companies have agreed that access to the port will only be granted if formalities have been complied with. 		Infrastructure and Water Management	> Letter to parliament on <i>no deal</i> contingency planning and preparedness from the Minister of Infrastructure and Water Management > Answers from the Minister of Infrastructure and Water Management to questions in parliament about Brexit > www.getreadyforbrexit.eu
Maritime transport	<ul style="list-style-type: none"> • International regulations on maritime transport will continue to apply with regard to safety, the environment and port state control. Rescue operations at sea and mutual assistance are also based on international agreements. • If freight transport between Ireland and the rest of the EU can no longer pass unhindered through UK territory, maritime transport will become more important and additional facilities will be needed at EU ports. 		The Commission has proposed to amend the TEN-T Regulation so that the North Sea-Mediterranean Corridor no longer runs via the UK, but by sea between the ports of Ireland and those of France, Belgium and the Netherlands.		
Informing the sectors	The various sectors must prepare for a <i>no deal</i> scenario.	<ul style="list-style-type: none"> • Brexit impact scan • Stakeholder meetings • Communication with industry bodies • Communication using matrix signs on roads 			