

## Hear from specialists on the implications of EU Exit on fleets

Members attending the BVRLA's [free-to-register Fleets in Charge digital event](#) on Tuesday 6 October will have the opportunity to take part in an EU Exit breakout session where there will be discussion about what the fleet sector needs to be aware of and what businesses can be doing now to prepare.

BVRLA representatives will be joined by specialists from the CBI, SMMT and the Automotive Unit at the Department for Business, Energy and Industrial Strategy, as well as a senior government official specialising in business preparedness for EU Exit.

## Motorists advised to check documentation requirements for travelling abroad

The Government has confirmed that, although the UK wants to remain part of the Green Card-free circulation area, this is subject to the European Commission issuing an implementing decision that would ensure that UK motorists can drive in the EU without a Green Card.

In the absence of this decision, UK motorists wishing to travel to EEA member states, Switzerland, Serbia and Andorra may need to carry Green Cards or other valid proof of motor insurance from 1 January.

Motorists are advised to contact their motor insurance provider a month before travel in order to be provided with a Green Card for their vehicle and trailer. New rules on Green Cards mean that if they are required, they can now be printed out by policy-holders on white paper.

For updates on documentation requirements when driving rented or leased vehicles abroad, check the [Taking a Vehicle Abroad](#) page on the BVRLA website.

## Government warns of potential delays affecting the flow of goods

The Government has published a [Reasonable Worst Case Scenario](#) outlining the potential disruption to freight travelling between Great Britain and the EU at the end of the transition period, stating that on 1 January 2021, 40-70% of trucks travelling to the EU might not be ready for new border controls.

The lack of capacity to hold unready trucks at the French ports, or to turn away freight prior to boarding in the UK, could reduce the flow rate to 60-80% of normal levels.

While the assumption is that the risk of long queues and a constraint to flow would diminish in the first three months, the actual flow of goods would depend on the length of time it takes those exporting/importing businesses that were not ready on 1 January to get ready for new requirements. There also remains a risk of continuing disruption caused by Schengen controls being applied rigorously at the juxtaposed controls at the Port of Dover and Eurotunnel.

# EU Exit Bulletin

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## UK businesses urged to prepare now for 1 January

Marking just 100 days before the UK leaves the Single Market and the Customs Union, the Chancellor of the Duchy Lancaster, Michael Gove MP [made a statement](#) to the House of Commons on preparations for the end of the Transition Period, urging people to prepare now.

Mr Gove made clear that whatever the outcome of the UK/EU trade negotiations, things will change for businesses and individuals as they trade with and travel to the EU – and people need to take steps now to ensure that they are adequately prepared for when the transition period ends on 31 December.

## Free resources to support businesses preparing for EU Exit

The Department for Business, Energy and Industrial Strategy is hosting a [series of free business support webinars](#) to help business leaders to check the new rules and understand the actions they need to take.

Members will be particularly interested in the [Automotive webinar taking place at 2pm on Wednesday 14 October](#) and the [Services and investment webinar at 11am, Tuesday 13 October](#)

A collection of useful [videos](#) on trading with the EU beyond 1 January have also been published and there is a simple [checker tool](#) to help individuals and businesses to find out what steps they need to take to get prepared for 1 January.