European and External Relations Committee

The EU referendum and its implications for Scotland

Written submission from the Freight Transport Association

Britain’s decision to leave the European Union raises fundamental issues for logistics and FTA members that need to be resolved during negotiations.

**Access:** What will be the conditions and procedures for future trade with the European Single Market? And which countries are prioritised for new trade deals?

**Borders:** What is the contingency plan if the UK border is repatriated to Kent?

**Customs:** What are the UK’s ideal customs tariffs and trade procedures for the new trade deals, including the one with the EU Single Market?

**Domestic:** What mechanisms, if any, will be used to review the application of EU Directives and Regulations in UK law?

**Enforcement:** What arrangements need to be put in place to protect and support UK drivers, vehicles and their loads against ‘local’ enforcement initiatives when abroad, once we lose the right of appeal to the EU?

**Fuel:** Should the UK introduce limits on the amount of diesel brought into the UK in the fuel tanks of foreign-registered vehicles once we have left the EU, with a possible exception made for Irish registered vehicles?

**Global:** What modelling has been undertaken of the capacity and capability of UK ports to ensure they can continue to accept the next generation of container ‘mega-vessels’ of 18,000 teu and above?

**Heathrow:** What account has been taken of the need and justification for a world class international air cargo hub in the South East of England following Brexit?

**Ireland:** Under what structure and in which forums could the special and distinctive arrangements needed for trade between the UK and Ireland, especially across the land border with NI, and for the transit of Irish traffic through GB, be discussed and agreed?