



## Brexit Readiness Update

### 29 September 2020

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#### Last week's highlights

- A [statement](#) from Cabinet Office Minister Michael Gove has warned up to 70% of Heavy Goods Vehicles (HGVs) could arrive at the UK border without appropriate documentation completed in a **“reasonable worst case scenario”** following the end of the transition period. Gove also added **“such circumstances could lead to queues of up to 7,000 HGVs in Kent”**.
- **Environment Secretary George Eustice has [suggested](#) at this week's Environment, Food and Rural Affairs Committee that any post-transition period traffic disruption could be a result of a “failure of the EU to plan”**. Eustice warned the UK could do “all the work in the world” and still be subject to delays that are “beyond our control”.

- EU Chief Negotiator Michel Barnier arrived in London on Wednesday to continue trade talks with the UK. **Speaking** to the BBC about the ongoing negotiations he said **“we will remain calm, respectful, determined, and realistic”**.
- **Speaking** to the Financial Times, European Commission Vice President Maroš Šefčovič has warned the EU is “studying all legal options on the table” with regards to the UK’s Internal Market Bill. **Šefčovič made clear he did not believe recent proposed amendments to the bill changed the EU’s position.**
- A recent **post** from the London School of Economics and Britain in a Changing Europe has warned the long-run effects of Brexit may outstrip the impact of COVID-19 on the UK economy. **They also predict a no-deal Brexit reducing GDP in present value terms by 5.7% relative to a FTA Brexit reduction of 3.7%.**

## Logistics UK warns UK Government for border delays

Logistics UK has **responded** to Michael Gove’s letter on the worst case scenario for potential border delays, stating it is “incumbent on government to ensure logistics businesses have details of and access to the UK’s own logistics systems [...] in good time so that adequate training and testing can be carried out”.

The response also stressed the need for “full working guidance on the port systems” of other EU member states, notably Ireland and France, in order to minimise potential delay and disruption.

## Significant unanswered questions remain for UK businesses

The British Chamber of Commerce (BCC) has **revealed** only 38% of firms surveyed had carried out a Brexit risk assessment this year. They also found of those surveyed 51% had not carried out any of the eight steps recommended by government to prepare for changes in the movement of goods.

BCC Director General Adam Marshall said “significant unanswered questions remain for businesses, and despite recent public information campaigns, base levels of preparedness are low”.

## Truck drivers will need a permit to enter Kent after transition period

Last week, the **UK government announced that a permit would be required from lorry drivers** in order to enter the region of the Kent after the end of the transition period. This announcement follows the statement of Michael Gove warning that 7000 trucks could be stuck in the region after January 1<sup>st</sup> 2021.

This measure is intended to ensure drivers have all the paperwork they need and will be put in place irrespective of whether there is a deal agreed between the UK and the EU on their future relationship.

## Stay tuned

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15 September | [Brexit: Trade Negotiations Update](#)

17 September | [Brexit: Tax Readiness](#)

23 September | [Brexit: UK Borders after Brexit](#)



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