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quality management system ISO 9001:2008 - multisite certificate n. 223874 Bureau Veritas

Dear Client

By now we had hoped to be able to provide our customers with a definitive guide to the implications of Brexit as far as international transport is concerned. However, as you will know from media reports, the current situation is still far from clear.

As it seems increasingly likely that we should all be prepared for a Hard Brexit, we have decided to take this opportunity to explain how we at Transmec are getting ready for the future outside of the EU.

AUTHORISED ECONOMIC OPERATOR – FULL CERTIFICATION (AEOF)

There is a general opinion that AEO status this will be vital for all operators and forwarders as it will enable them to offer their clients full customs services in the event of a Hard Brexit.

By January 2019 Transmec will have gained the highest level of certification, which includes both customs simplification, security and safety. This will give us opportunity to operate our own customs warehouses.

We already have members of our management team who have many years' experience dealing with customs (currently for shipments to/from outside the current EU) and it would be our intention to establish a dedicated team to manage all customs formalities for Transmec UK.

LONGER TRANSIT TIMES DUE TO PORT DELAYS

Unlike many of our competitors, Transmec is an actual operator of trucks. As a consequence one of our greatest concerns is the potential for delays in both Dover and Calais due to an increased number of customs checks of vehicles.

It has already been well documented by business leaders of some of the largest UK manufacturers that even the slightest delays at the ports can have a catastrophic impact on the supply chain.

We hope that common sense will prevail and that we will see minimum delays or disruption post Brexit. However, we are continuing to expand and develop our intermodal

services across Europe and the UK and in the event of major problems in Dover we have the capability to move more freight onto rail with our own swap bodies/Huckepack trailers.

ROAD PERMITS / LICENCES

Currently trucks registered in one EU state can travel freely around another EU state. Once the UK leaves the EU there is likely to be a requirement for foreign registered trucks to apply for permits for every trip they make into the UK. If that happens then UK-registered trucks will no doubt have to apply for permits to work in Europe.

Nothing has yet been decided but as an operator with more than 800 trailers working around Europe and with more than 300 trips being made to and from the UK each week this is something that we are following very closely.

STORAGE AND CONTINGENCY PLANS FOR OUR CLIENTS

Speaking to some of our clients who are importing from Europe on a regular basis, it seems that they intend to increase stock levels in the period leading up to the end of March 2019 as a precaution in case of severe delays at the ports.

Transmec has in total 40,000 square metres of warehouse space across four sites in the UK. For clients who have limited space for storage we would be pleased to discuss your requirements.

During the next few weeks and months the likely scenario of life outside the EU should become clearer. It is our intention to provide our clients with updates and relevant news when we think it appropriate. The Government [website link](#) to a Brexit no deal or Hard Brexit can also provide some important information.

In the meantime please do not hesitate to speak to your regular contact at Transmec on any matter relating to Brexit and they will arrange for a member of our Brexit Team to call you.

Kind regards

John Simkins

General Manager

Transmec UK