



Department  
for Transport

# International Road Haulage Permits Guidance on Determining Permit Allocations

**Moving Britain Ahead**



**November 2018**

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# Contents

- 1. Introduction 4
  - Principles 4
- 2. Permit Allocations 6
  - Criteria for Allocating Permits 6
  - How the allocation process works 12
- 3. Summary 13

# 1. Introduction

When the UK leaves the European Union, the market access arrangements will depend upon the future deal that we secure with the EU. We are confident that this will be in the form of an EU-wide deal and are seeking continued levels of access which do not require permits or transport checks at borders. But it is possible that the new future economic partnership will require permits. If we were to leave the EU without a deal, we would aim to have bilateral agreements set up with individual Member States; in this instance, permits may be required for some of these agreements. Hauliers may also want to use ECMT permits, which provide greater flexibility, depending upon the new access arrangements. In the short term, they will also provide greater certainty over market access as new arrangements are being negotiated.

There are a limited number of ECMT permits available for UK hauliers. For 2019 there are 984 annual permits for Euro VI emission vehicles, 2,592 monthly permits for Euro VI emission vehicles, and 240 monthly permits for Euro V or VI emission vehicles. Annual permits cover all journeys made using the permit between 1 January and 31 December 2019. Monthly permits are valid for all journeys within 30 days of the start date listed on the permit. You will be able to apply for annual ECMT permits from November 2018 and these will be issued in early 2019.

DfT expects the number of applications for ECMT permits will exceed the number of permits available. Therefore, criteria will be applied to permit applications to determine which applications will receive a permit. This notice provides details on how this process will work for annual ECMT permits and any other potential permit schemes if they are oversubscribed.

## Principles

The criteria are intended to maximise the amount of goods being moved and to protect the interests of UK operators.

The criteria are:

- Emissions level of your vehicle
- Number of international journeys made in the last 12 months
- Proportion of your haulage that is international

- The goods you carry.

The information you provide in your application will determine whether you will be allocated a permit.

These criteria have been selected as they ensure that we get the maximum number of permits we can and that we get the greatest benefits for the UK economy from these permits, while being fair and equitable to UK hauliers.

## 2. Permit Allocations

To apply for a permit you must hold a valid Standard International or Restricted Goods Operator Licence. You will still be required to have a valid Operator's licence after 11 April 2019. A restricted licence allows you to carry your own goods, but not other people's goods.

### **What do I need to do?**

Decide which of your current valid Standard International or Restricted Goods Operator licence(s) you wish to use when applying for an ECMT International Road Haulage Permit. Each licence can apply for ECMT permits. Base this decision on your actual business requirements since the permit can only be used under the operator licence that applied for it.

### **Criteria for Allocating Permits**

Your permit application will ask for details of your businesses operations. You must provide true and accurate information. We may contact you to verify the information you have provided so you must be able to demonstrate that the information is accurate. If you do not, you may lose any permits you have been allocated and may be prosecuted. If it appears that the data you have provided is not consistent with other information then DVSA may undertake a closer investigation of the application and supporting records.

### **Emissions Level**

Annual ECMT permits can only be used in vehicles with a Euro VI emissions standard. Monthly ECMT permits will be primarily for Euro VI vehicles. However, there will be a small number of Euro V monthly permits available. In 2019 there will be 2,592 monthly Euro VI permits and a further 240 monthly permits which may be used for Euro V or VI vehicles. Further guidance will be provided next year on how these monthly permits will be allocated.

### **Why is this criterion being used?**

ECMT permits may only be used by vehicles of specific vehicle emissions standards. The number of ECMT permits available depends on the emissions standard of the vehicle used. To maximise the number of ECMT permits for UK hauliers following EU Exit, the annual permits available may only be used by vehicles of the Euro VI emissions standard. A very small number of monthly Euro V ECMT permits will be available in 2019. These can be used in either Euro V or Euro VI vehicles. You cannot apply for Euro V permits yet.

### **What do I need to do?**

Before applying, you should check whether your vehicles are Euro VI emissions standard. You can find out the emissions standard of your vehicle directly from your vehicle manufacturer or from the Driver and Vehicle Standards Agency.

Annual ECMT permits can only be used in Euro VI emissions standard vehicles. If you do not have suitable vehicles to use these permits, do not apply for these permits.

### **Number of international journeys made in the last 12 months**

You will be asked to provide the number of international journeys made using your operator licence in the last 12 months. This is to measure how frequently an operator hauls goods internationally and therefore how often we expect the permit to be used.

### **Why is this criterion being used?**

There are a limited number of ECMT permits available. To maximise the amount of goods that can be hauled by UK hauliers, we want to maximise the number of journeys UK hauliers will make using permits. Therefore we intend to prioritise applications from hauliers who make the most international journeys.

Based on the information you provide, we will calculate how many international journeys will be made per permit applied for. The information you provide will provide a score for how frequently a permit will be used.

### **What do I need to do?**

Calculate how many international journeys you made in the last 12 months using your chosen goods operator licence. You need to exclude journeys made from Northern Ireland to the Republic of Ireland if you are a Northern Ireland operator licensed by the Department for Infrastructure.

When calculating the number of international journeys:

- One journey is the 'round trip' including the outward and return journey, even if you pick up and drop off goods at different points or places during this journey.
- Remember to exclude all journeys from Northern Ireland to the Republic of Ireland

You need to tell us about all journeys that:

- start and finish inside the UK and go to or pass through any EU country, Iceland, Liechtenstein or Norway
- start and finish outside of the UK but in any EU country, Iceland, Liechtenstein or Norway
- start and finish outside any of the countries listed above but your journey passes through any of these countries

Here are some example journeys to help you to calculate:

- Your truck leaves the UK, drives through France, Germany and Poland to reach Ukraine and returns via Hungary, Austria, Switzerland and France. This is counted as one international journey.
- Your truck leaves the UK, drives through France, Belgium and Switzerland to reach Liechtenstein and returns via Austria, Germany, Switzerland, Italy and France. This is also counted as one international journey.
- Your truck gets a ferry to Ireland to pick up goods, drives through the UK and France to reach Spain and returns through France to the UK. This is counted as one international journey.
- Your truck gets a ferry to Ireland to pick up goods and delivers them to the UK. Your truck then drives to France to pick up goods and returns to the UK. This is counted as two international journeys (one to Ireland and one to France).

You should only apply for the number of permits you need. Permits are transferrable between vehicles on the same operator licence but must be carried in the vehicle when it is travelling on an international journey. The number of permits required is likely to be roughly equal to the maximum number of vehicles you have working in the EU at any one time. If you apply for more than this then you are reducing the number of international journeys made per permit, so are reducing your chances of being allocated a permit.



## Proportion of your haulage journeys that are international

You will be asked to provide the percentage of journeys you made during the last 12 months using your specified operator licence which were international journeys. This is the number of international journeys made compared to the total number of journeys (international plus domestic journeys).

### Why is this criterion being used?

A big concern for hauliers is whether they will be allocated permits. This is important for hauliers whose operations are dependent on international haulage. Those hauliers who have been able to specialise in the international freight business, despite low-cost competition from some foreign hauliers, are often transporting the most high value economic loads and ones where there is a particular benefit from the high quality service offered by specialist UK hauliers. We want the allocation criteria to protect any strategic national interests for the UK and protect the interests of UK operators. Therefore we will prioritise hauliers with a greater proportion of international business when allocating permits.

You will be asked whether less than 60%, between 60% and 90%, or more than 90% of your total journeys are international journeys. Each of these options will provide hauliers with a score between zero and one, prioritising those with the greatest proportion of international journeys.

### What do I need to do?

Calculate what percentage of journeys made during the last 12 months were international using your specified operator licence. This is the number of international journeys made compared to the total number of journeys (international plus domestic journeys). You will need to provide a percentage bracket and will be given percentage bandings to make one choice.

For example, if you completed 300 journeys in the last 12 months using your specified operator licence and 120 of these journeys were international journeys, then less than 60% of your journeys were international journeys. ( $120 \div 300 = 40\%$ ).

## The goods you carry

You will be asked which type of goods you mainly carry on international journeys, or whether you mainly carry goods for different sectors or mixed loads.

### Why is this criterion being used?

We want to ensure all sectors of the economy have hauliers available to move their goods. To achieve this, a proportion of the available permits will be allocated specifically to hauliers who specialise in that sector. The majority of permits will be allocated to hauliers who do not specialise in one particular sector.

Most hauliers carry mixed loads or goods for different sectors at different times. If a haulier is unable to say which sector represents the main bulk of their international journeys, they should choose 'none/more than one of these sectors'.

Applications for a specific sector will be compared against other applications in the same sector. For example the applications from hauliers who specialise in textiles will be compared with other hauliers who specialise in textiles. The number of permits for hauliers specialising in a sector are based on how many specialists hauliers there are and the proportion of goods moved that fall within that sector. This means that selecting a specific sector or selecting 'none/more than one of these sectors' will not make it more or less likely that you will receive a permit. This question is not asked to prioritise hauliers who specialise in some sectors or those who carry mixed loads over others – it will just ensure that some permits are allocated to each sector overall.

The proportions of international haulage by sector is shown in the table below. The proportion of permits allocated to each specialist sector will match this.

Commodity	Proportion
Food Products	39%
Unrefined Fuels	1%
Metals	10%
Textiles	1%
Wood	5%
Refined Fuels	2%
Chemicals	10%
Other non-metallic mineral products	10%
Transport Goods and Machinery	12%

Furniture	4%
Waste and Raw Materials	4%
Mail	2%

Proportion of international haulage by sector

### What do I need to do?

Determine if you mainly transport goods in one of these sectors. You will be asked to select one of the categories below which represents the main bulk of your international journeys. If you don't transport goods mainly in one of these categories, you can select the last category (None/more than one of these sectors):

- *Chemicals*
- *Food products*
- *Furniture*
- *Metal*
- *Mail and parcels*
- *Raw materials and waste*
- *Refined fuels*
- *Transport and machinery*
- *Textiles*
- *Unrefined fuels*
- *Wood*
- *Other non-metallic mineral products*
- *None/more than one of these sectors*

### Including an element of random selection

The criteria above will be used to prioritise hauliers who will use permits the most and who are most reliant on international haulage. In addition to this, we have included an element of weighted random selection within the allocation process. This does not mean that permits will be allocated by chance and without considering the criteria above. All permits will be allocated to maximise the amount of goods being moved and to protect the interests of UK operators.

### Why is an element of random selection being used?

If used in isolation, the criteria above would cause all the available permits to be allocated to a small number of operators who would receive all the permits they apply for. Other hauliers would not receive any permits. We want to avoid this and make sure permits will

also be allocated to more hauliers including small and medium sized operators who also carry out significant amounts of international haulage.

We believe it is important that a large number of UK hauliers can continue to haul goods internationally. Including a weighted random element to the scoring of applications will give the highest scoring operators many, but not all, of the permits they applied for. Instead, those permits are allocated to a larger number of operators who have also scored highly on the other criteria. It also gives a fair and equitable chance for small and medium sized operators to receive permits. We estimate that around four times as many operators will receive permits if an element of weighted random selection is included in the allocation process.

## How the allocation process works

The information you provide in your application will determine your scores for how frequently a permit will be used and the proportion of your business that is international. These will be combined to give a score for your application.

To distinguish between the permits, each permit you have applied for will be given a random score. This will be combined with the score for your application based on the other criteria to give an overall score for each individual permit.

Permits will be allocated to the highest permit scores across all applications in a sector, and for the applicants who selected 'none/more than one of these sectors'. This means you may receive all, some or none of the permits you applied for. However it does mean that permits are allocated to operators who will use them most frequently, for whom permits are most important and to a larger number of hauliers.

Some European countries limit the number of ECMT permits that can be used there. You will be asked in your application if you are travelling to any of these countries. Permits for those countries will be allocated to the highest scoring applications first, allowing haulage to the restricted countries if the applicant requires it.

## 3. Summary

- You will need to hold a valid Standard International or Restricted Goods Operator Licence
- You can only use these permits in Euro VI vehicles
- We will prioritise hauliers who will use permits most frequently
- We will prioritise hauliers whose business is mostly international
- A minimum number of permits is available for hauliers operating in each sector of the economy
- An element of random selection is included in the process to give permits to a larger number of operators, including small and mediums sized operators.

# 4. Annex A

## ECMT Permit Allocation Process

