



## European Transport Sector calls for Brexit deal

### ECG signatory of IRU open letter to Michel Barnier and David Frost

Brussels, Friday 25 September 2020

**ECG – the Association of European Vehicle Logistics** and 32 transport business groups and road transport associations from across Europe call on EU and UK negotiators to reach a Brexit deal for the sake of the consumers and the economy.

In an **open letter** to Michel Barnier and David Frost co-ordinated by the IRU, the signatories of the letter have called on both parties to reach a deal which protects the ongoing movement of heavy goods vehicles between the EU and UK, as well as allowing transit through their respective territories without the introduction of haulage permits and quota systems. A free trade agreement between the two sides would protect the supply chain and support economies right across the EU as, every year, more than 2.3 million trucks travel to and from the UK and EU.

“Commercial road transport has heavily suffered during the COVID-19 pandemic, with an annual loss for operators revenue in the EU in 2020 estimated at €64 billion for goods transport. Additional costs occurred by the absence of a UK-EU agreement at the end of the year would be another uppercut for businesses and should be avoided by all means.” said Raluca Marian, IRU General Delegate to the EU.

The pan European automotive industry has been particularly hard hit with around €100 billion in lost production value so far this year because of the coronavirus crisis. It is estimated that ‘no deal’ would cost the pan-European automotive industry a further €110 billion over the next 5 years. This would severely put jobs at risk in a sector that supports 14.6 million livelihoods, representing one in 15 of EU and UK jobs.

“Failing to find a deal that ensures the smooth and continued flow of goods between the EU and the UK would be a terrible outcome for the automotive sector even in normal times, and in the current circumstances it would be disastrous” said Mike Sturgeon, Executive Director, ECG.

Without a free trade agreement, the European and UK operators would face a patchwork of fragmented national arrangements, with higher costs, slower journey times and potential disruption to supplies for all customers.

Time is of the essence.

#### **Note to editors:**

ECG is the established platform for the outbound automotive logistics sector bringing together logistics service providers, manufacturer logistics managers and suppliers to the sector. ECG aims to facilitate non-commercial collaboration between member companies and assist them in sharing best practices in many operational areas, especially the harmonisation of operational standards.

For more information, please contact:

**Mike Sturgeon**

**Executive Director**

ECG – The Association of European Vehicle Logistics

+32 2 706 82 80

[info@ecgassociation.eu](mailto:info@ecgassociation.eu)

[www.ecgassociation.eu](http://www.ecgassociation.eu)

#### **About ECG**

ECG, the Association of European Vehicle Logistics, has been the voice of the Finished Vehicle Logistics industry in Europe since 1997. ECG represents the interests of over 130 member companies and partners, from family owned SMEs to multi-nationals, and is the major champion of the European vehicle logistics sector. ECG represents all transport modes at EU level – road, rail, maritime and fluvial. ECG Members provide transport, distribution, storage, preparation and post-production services to manufacturers, importers, car rental companies and vehicle leasing operators across the EU as well as in Norway, Switzerland, the United Kingdom, Turkey, Russia, Ukraine and beyond. They own or operate more than 380 car-carrying ships, 14,900 purpose-built railway wagons, 28 river barges and more than 27,800 road transporters.

As a major employer, the finished vehicle logistics sector plays an important role in

contributing to the economic success of the European Union. ECG members have an aggregate turnover of around €24.5bn and their economic impact on companies associated with the sector is estimated at €64bn. [More than 112,000 Europeans are employed directly by the vehicle logistics industry and an additional 230,000 are indirectly employed in this sector.](#)

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