Thank you for your letter of 6 February in which you ask about “no deal” Brexit preparations.

In your letter, you asked first about train driver and operator licences. The position set out in the guidance issued on 12 October 2018, which you highlighted in your correspondence, remains valid; if there is no deal in place when the UK leaves the EU, train drivers who currently drive trains into an EU country on a UK licence would need a new EU licence and certification documents from the national safety authority of the country they wish to drive into. Obtaining the necessary driving licences is a matter for international train drivers and their employers, the rail operators, although, as explained below, the Department is actively supporting discussions between operators and relevant authorities in this area to ensure as smooth and non-disruptive a process as possible.

During recent months, since international train drivers and operators were advised to begin making these arrangements, the Department and the independent safety regulator, ORR, have worked closely with the relevant authorities to agree an approach to re-licensing UK drivers in the EU in order to prepare for all scenarios. The intention of these preparations is to ensure that UK-licensed international train drivers can obtain EU licences without undue reassessment requirements, balanced against the need to comply with the relevant legislation of the member state(s) concerned.

ORR has also engaged closely with relevant operators and held discussions with local and national representatives of the Aslef trade union to facilitate the application process and to try and minimise the impact on those individuals affected by these licensing issues.
The Department understands that good progress has been made between ORR, relevant operators and the French authorities with a view to keeping to a minimum the personal disruption and impact on services of any potential relicensing requirements. The Government is continuing to engage with relevant operators and authorities to ensure they are as prepared as possible for all scenarios, including in the areas of train driver licensing, in order to ensure cross-border services continue to operate as smoothly as possible, which is in both the UK’s and EU’s mutual interests.

In terms of ongoing bilateral discussions, the Government is actively engaging with a range of European counterparts, including relevant Member States, to secure bilateral arrangements for cross-border rail services for both passengers and freight once the UK leaves the EU to secure the continuation of services. Discussions to date have been productive and, on this basis, we remain confident about appropriate arrangements being in place so that these mutually-beneficial cross-border services continue in the event of no deal.

Your other question related to the “no deal” Brexit guidance and specifically the guidance on aviation security. For the last few months, departments had been asked by DExEU to review their technical notice publications with the intention of updating policy where appropriate, and embedding the information into the central Public Information Campaign pages. The aim of these updates is to make the information more accessible to the business community and the public.

The main information for the aviation industry can now be found here: 

Information for passenger travelling by air can be found here:


During this process of updating our pages, some of the information on aviation security was not carried across onto these new pages. This has now been rectified and the very latest information on aviation security can be accessed here as well as from the above central pages.


While we wait for further clarity on the EU Proposed Regulation on Air Services Connectivity we have not updated our air services technical notice which can still be accessed here:
RT HON CHRIS GRAYLING MP
SECRETARY OF STATE FOR TRANSPORT