

## **Written evidence submitted by Peter D Blackburn (TB01)**

My Name is Peter D Blackburn, formerly owner of my own company The Peter Blackburn Group Transport and Warehousing, Belfast Warehouse, Blackburn, Lancashire. Now retired

To the Committee examining the Trades Bill: -

**Dear Committee Members.**

**I would like you to take into consideration some of the following points regarding (future) trade with the EU. This is based solely on my past experience of transport by my company to the Greater EU mainly Germany**

**My experience in European trade, import /Export is based over a 25year period 1980 until 2005, I held long term contracts with a variety of companies in Gt Britain and Europe, for transport to and from Europe and warehousing for a mixture of goods from engineering products to imported Base Rolls of Wet strength paper, all connected with export / import from the then smaller EU mass.**

**By far the greatest profit for my company was derived from the Transport (which we controlled) to and from the European mainland irrespective of the EU Country of destination.**

**We only ever had two problems, but they were ongoing and still today have not been remedied by either the British Government or the EU and are becoming a huge problem of accidents and incidents now being recorded more accurately by the Police and MOT officials.**

### **Problem No 1**

Credit terms given to EU companies were nearly always exceeded and NO EASY REMEDY FROM ANY COURTS, in fact to chase money in Germany we had to use German Lawyers and German Courts who sadly always leaned towards the German Companies when issuing and enforcing any remedy to outstanding monies or breach of contracts. BIG Problem

### **Problem No 2**

Since the inclusion of :- Romanian, the Slovakian/Balkan States, Hungarian and Polish Countries into the EU we have seen revenue for transport fee's for British based companies disappearing simply due to the huge amount of cost undercutting of transport by the companies in these aforementioned states, simply due to those States using unfair and dangerous ways of creating transport for their own home grown companies, the simply way of saying this is ..None of the aforementioned states demand HGV Drivers undergo rigorous training to obtain what we refer to as a FULL HGV License, indeed many of these emerging Countries drivers are simply using a car license or as in the Romanian state No license at all (in the UK this is normally based on experience mated to Schooling in transport subjects) and drivers here are subject to a MOT testing system which in the UK is vigorously enforced. Also, the states allow RED Diesel to be used...which in the UK we are banned from using, again this is vigorously enforced (with huge penalties for any breach) ... these aforementioned states also allow a second driver to accompany the first driver( to take over driving duties), this is highly illegal in the UK, but simply due to a lack of MOT officials/Police who would check this, once again there is no enforcement of this type of unfair advantage used by these new EU states, also the Cabotage rules mean they can undercut UK transport company's in exporting product back into the entire EU.

This creates a situation where UK Transport companies cannot compete with these new Mid-Eastern EU Countries and their un-educated and unlicensed (as the UK companies are) emerging Transport Companies.....

This is totally unfair competition and should be stopped, yes we are leaving the EU consortium. But this situation will continue, for we will still trade with the EU, and this will create new problems for the UK if you people in parliament do not make adequate noises in Europe whilst we are still able to do so, or if you are sat on your hands and mute about this problem, then the UK will need to arrange for the impounding of thousands of HGVs and trailers at the points of entry here in the UK, especially from the states.... Will become a very big problem

The above needs the "wisdom of Solomon". Which I hope you all have!

My regards,

*January 2018*