

Such Excitement In Such An Old Parliament

Today in Parliament should be very interesting indeed!

But let's consider a few other things first.

Her Majesty's Treasury has confirmed that the UK will remain in the **Common Transit Convention** after Brexit. Continued membership of the convention will ensure the continuation of the current simplified cross-border trade for UK businesses exporting their goods. This was confirmed in an official statement by the Treasury on the 18th of December, 2018.

Let me say that again: the UK will remain in the **Common Transit Convention** (CTC) after Brexit, ensuring continuing simplified cross-border trade for UK businesses exporting or importing goods.

The CTC is the agreement that is used for moving goods between the EU member states, the EFTA countries (Iceland, Norway, Liechtenstein and Switzerland) as well as ensuring the free movement of goods between all of the above (including the UK) and Turkey, Macedonia and Serbia.

The UK is currently a member of the CTC while it is in the EU, and has successfully negotiated continuing membership in its own right after Brexit **no matter what sort of Brexit happens**. This has happened because those who run the CTC (and the CSFTG, see below) have no authority or right in law to exclude the UK. Her Majesty's Treasury has confirmed this on the 18th of December, 2018. This would apply to any new trading relationship with the EU or, as I've already said, even if there is no deal. You will notice, however, that not one of the various mainstream media organisations has seen fit to

publicise this. Instead, they are all busy promoting 'project fear'. Why? Well, I'm sure you can work that one out!

Let's consider the following quote from H.L. Mencken:

"The whole aim of practical politics is to keep the populace alarmed (and hence clamorous to be led to safety) by menacing it with an endless series of hobgoblins, most of them imaginary."

Ha! 'Project fear' in a nutshell! And, oh boy, if one has listened to the utter rubbish that Al-Beeb has seen fit to broadcast over the last two and a half years then you are probably preparing for the end of the world and the second coming preceded by four strange horsemen. Honestly, they must think we're stupid . . . oh, wait, they do! They've said as much! For something that is at least a partial antidote to the crap pushed by the BBC and the rest of the lamestream media take a look at <http://news-watch.co.uk/> .

And maybe everyone should consider reading David Sedgwick's (badly written but tolerable) book "BBC: Brainwashing Britain?" It gives a refreshingly different take on the way that an institution like Al-Beeb operates as well as a demonstration of the Beeb as a case study for the "long march through the institutions". One shouldn't take everything in the book exactly as it is written, but it is worth reading.

Anyway, membership of the CTC will ensure that trade moves freely between the UK and **ALL** CTC members after the UK leaves the EU. It will, as it has always done, provide cash flow benefits to traders and aid trade flow at key points of entry into the UK and exit from it, as traders will only have to make customs declarations and pay import, or export, duties when they arrive at their final destination, as they always have done.

Membership of the CTC, and its supplementary Convention the **Convention on the Simplification of Formalities in the Trade**

of Goods (CSFTG) also in use in its present form since the 20th of May, 1987, reduces administrative burdens on traders by removing the need for any additional import/export declarations when transiting across multiple customs territories. It also provides cash flow benefits by allowing the movement of goods across a customs territory without the payment of duties until the final destination – countries that are not in the Convention would normally have to pay each time their goods crossed a border.

Similar provisions exist within the World Trade Organisation's rules and when the UK exits the EU then that provision would, under the WTO rules, be automatically activated and the UK would be able to trade with countries not in the CTC with the same ease that it will trade with those that are – in fact with the same ease that it is already using in its existing trade with countries not in the CTC. Further, the UK will be able to continue trading with countries that are not in the EU on exactly the same bases as are now used, or on WTO terms, or the UK can implement new trade agreements if it so chooses.

Now, add to this the fact that all the ports on both sides of the Channel and the North Sea use highly automated interlocking, computerised and international (world wide actually) systems to process both goods and passengers and it is easy to see there will be no problems with trade – contrary to the idiotic 'project fear' propaganda. To use just one example, the UK Customs Service together with the Port of Dover Authority have said many, many times that there will be no increase in the current processing time of just a few seconds (yes, you read that correctly – just a few seconds). Only trucks that they are interested in for obvious reasons to do with smuggling and tax evasion and such like will, as already happens, take longer. The same applies at Calais, as the authorities there have said many, many times as well. All other ports and authorities have repeatedly said the same thing. Why are the Remainiacs not listening? Why are they busy

fabricating unfounded scare stories?

Note, however, that trucks and goods that require sanitary checks or other cargo clearance checks on plant material, meats, animals or other prohibited or legally controlled items will, as happens now on both sides of the channel and the north sea, will take the usual much longer time to clear customs – usually, on an ordinary day, about eight to twenty minutes, if everything is in order that is. But, note, there are no proposals to change anything.

Also, let's take a quick look at what the Port of Bristol has just announced (joining the long list of British and European ports that have said more or less exactly the same sort of thing). Whilst absurd Project Fear scare stories continue inside the bubble, inside the M25 London ring road that is, outside (elsewhere in the country, that is) there is great optimism about the opportunities of Brexit, even at Bristol Port. Declaring themselves 'Brexit ready', Chief Executive David Brown has said:

“We remain confident that our systems and operations will continue to function smoothly and efficiently once we leave the EU and whether there is a deal or not.

“We have had excellent dialogue with the relevant government departments and we expect any additional administrative burden to be kept to a minimum.

“And the one thing that Brexit cannot change is our geography and we strongly believe our West coast gateway will enable us to thrive and flourish in the post-Brexit trading climate.”

He has also pointed out that:

“65% of the cargo that Bristol Port deals with is non-EU, with the majority imported under World Trade Organisation rules.

“We remain confident that our systems and operations will continue to function smoothly and efficiently once we leave the EU and whether there is a deal or not.

“Bristol Port does not deal with food for people nor with accompanied roll-on roll-off trailers. We expect any additional administrative burden to be kept to a minimum and we anticipate that activity levels will increase in the years ahead – whatever the final Brexit outcome.”

With a recent £7 million investment, he went on to say the Port has:

“considerable extra capacity to handle an increase in container traffic”

if traffic is diverted from Dover. And he pointed out that more than 65% of Bristol Port’s goods come from the rest of world, with the vast bulk traded under WTO rules.

Let’s look at port facilities generally since the ‘project fear’ propaganda about our ports exemplifies the sort of rubbish about Brexit that is being spouted.

Writing to the *Telegraph* newspaper “on behalf of the United Kingdom’s major port operators, responsible for handling 75 per cent of the country’s seaborne trade”, Mr. Tim Morris, the Chief Executive of the United Kingdom Major Ports Group, was [“free ports”](#) around the United Kingdom after Brexit, which could create tens of thousands of jobs and turn Britain’s coastal communities into real growth engines – especially if coupled with the management of