

# The Department of Transport is not on track for Brexit

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I am not sure a [National Audit Office report on the Department of Transport](#) is standard holiday reading. But in the light of my comments on the [potential for traffic issues to create crippling cash flow issues](#) for UK business this one could not pass me by, and is out today.

These are the issues thatDepartmentnment for Transport is working on with regard to Brexit:

[And this is the state of progress:](#)

Figure 1	
The 18 work streams for which the Department for Transport is responsible	
Mode of transport	Summary of work streams
Aviation	Six work streams covering: <ul style="list-style-type: none"><li>air traffic management systems;</li><li>the air service agreement with the European Union (EU);</li><li>future access to the European Aviation Safety Agency;</li><li>air service agreements with other countries;</li><li>the future of security regimes; and</li><li>UK participation in the EU-wide emissions trading scheme.</li></ul>
Roads	Four work streams covering: <ul style="list-style-type: none"><li>rights for UK private motorists to drive in the EU;</li><li>rights for UK hauliers to carry goods in the EU;</li><li>rights for UK bus and coach companies to carry passengers in the EU; and</li><li>motor insurance and frictionless travel to the Green Card free zone.</li></ul>
Maritime	Two work streams covering: <ul style="list-style-type: none"><li>the Marine Equipment Directive; and</li><li>future access to the European Maritime Safety Agency.</li></ul>
Vehicles	Two work streams covering: <ul style="list-style-type: none"><li>vehicle type approval for manufacturers; and</li><li>emissions and manufacturers' CO<sub>2</sub> targets.</li></ul>
Rail	One work stream covering ongoing recognition of documentation of operators and drivers to support continuation of cross-border rail services.
Cross-cutting	Three work streams covering: <ul style="list-style-type: none"><li>funding for projects in the Connecting Europe Facility, an EU-funding instrument that targets infrastructure investment;</li><li>Operation Stack, the plans to manage traffic congestion on the M20 motorway; and</li><li>transport infrastructure at the border.</li></ul>

Source: National Audit Office analysis of Department for Transport and Department for Exiting the European Union documents

And this is the state of progress:

Note that as yet they have no idea what to do about borders.

And the only way to control the problems at Dover is to turn the M20 into a giant car park on a scale not previously imagined, with consequent transport chaos.

Maybe 7 million new driving licences are required. No one knows if they will be available by 29 March.

Or if UK lorry trailers will be allowed on the continent then.

Or if planes really will fly.

Am I right to predict chaos, when all this is dependent on a Department with an appalling track record? I think so. I strongly suspect the NAO shares the view, overall. As they say:

In essence, the NAO are saying that the official DExEU line is hopelessly optimistic; that the reality is nothing is safely on track for delivery; the border issue is being ignored and quite a lot is causing concern. What is more, the NAO imply they think this assessment too optimistic.

It's not looking good.

I stick by my forecast of chaos.