

Briefing - Brexit- Are We Ready?

Post Event- Briefing Note

Participants	<ul style="list-style-type: none"> • Ronan Gargan, <i>Director EU-UK Unit</i>, Department of Foreign Affairs and Trade • Alma Ni Choighligh, <i>Director for Brexit Preparedness</i>, Department of Foreign Affairs and Trade • Peter Donnelly, <i>Senior Manager</i> in BDO Customs and International Trade Services • Yvonne Mullooly, <i>Assistant Chief Executive</i>, Chemicals & Prevention Division, Health and Safety Authority • Ray O' Leary, <i>Assistant Secretary</i>, Roads and Road Safety, DTTAS • Eddie Burke, <i>Principal Officer</i>, Policy Governance and EU Division • Mary Lally, <i>Principal Officer</i>, Maritime Transport Division • Martin Diskin, <i>Principal Officer</i>, Road Transport and Freight Policy Division
Date and time	10 January 2019
Location	St Stephen's Green Hibernian Club
Organiser contact(s)	Emma Kerins, +353 1 400 4303
10:00-11:00	<p>Ronan Gargan</p> <p><i>Ronan, in his capacity as Director of the EU-UK unit, gave attendees an overview of what had been achieved in the negotiations, as well as an overview of the challenges remaining in ratification of a Withdrawal Agreement.</i></p> <p><u>Positive achievements</u></p> <ul style="list-style-type: none"> • Cabinet and parliament agreed on a draft agreement <ul style="list-style-type: none"> ○ Delivered a transition period 2020 with a possible extension • Protocol on Northern Ireland (NI) /Ireland and backstop negotiated <ul style="list-style-type: none"> ○ Hard border is not an option ○ Nothing will/can affect the good Friday agreement or Principle of consent • EU conceded on single customs union, tariffs in NI and no rules of origin • Land bridge is in the protocol • Legal commitments to the single electricity union <p><u>Negative aspect</u></p> <ul style="list-style-type: none"> • Debate on who has control Parliament vs. Government • Numbers to pass the agreement are still not there <p>Alma Ni Choighligh</p>

	<p><i>Alma as the Director for Brexit Preparedness gave a detailed synopsis of what a no-deal entails and what it means for Ireland. She also illustrated the opportunities that will arise if Ireland were to become the largest English-speaking country within the EU.</i></p> <p>No Deal</p> <ul style="list-style-type: none"> • Britain becomes 3rd country – outside the single market and customs union • Chambers and members should read all Brexit documents to get Brexit Ready <ul style="list-style-type: none"> ○ Look at Brexit with a sectoral focus ○ Plan for a no deal as the UK will leave either in March or in two years • If no deal - Irish government will implement temporary measures to respond to the crisis <p>Positive</p> <ul style="list-style-type: none"> • Ireland remains in the EU with all benefits <ul style="list-style-type: none"> ○ Legal certainty still applies ○ Economic benefits of free movement • Government has explained the totality of the legislative corpus <ul style="list-style-type: none"> ○ Special extension of legislative changes may be given in light of Brexit • Actions to deal with GDPR transfers of data to 3rd countries have been planned
<p>11:00 – 12:00</p>	<p>Peter Donnelly</p> <p><i>Peter Donnelly, as Senior Manager at BDO, gave a detailed insight into the potential customs scenarios that may play out as a result of a no-deal Brexit.</i></p> <p>Businesses should prepare for the change in customs considering a no deal Brexit</p> <ul style="list-style-type: none"> • Various changes such as obtaining an EORI number or trade declarations may be necessary • If declarations are needed companies will have to have interface systems that match the various systems such as revenues Customs Decisions System (CDS) • Clearance agents may be required by some businesses <ul style="list-style-type: none"> ○ While clearance agents may be useful for filing, businesses will still need to know how to guide the agent, therefore, knowledge is required • Import Vat will probably change • Customs classification of products will be essential <p>Yvonne Mullooly</p> <p><i>Assistant Chief Executive, Yvonne Mullooly in her presentation, focused on chemicals in relation to a no-deal Brexit. She particularly highlighted the shift that will occur in chemical responsibilities for Irish importers if the UK becomes a third country.</i></p> <p>Reviewing Supply chain is fundamental leading up to Brexit</p> <ul style="list-style-type: none"> • Not just distribution but the producer • R.E.A.C.H is EU legislation that aims to improve the protection of human health and the environment through the better and earlier identification of the intrinsic properties of chemical substances. <ul style="list-style-type: none"> ○ Many products including household products are included I n EU legislation. If the UK leaves the EU, the legislation that protects EU chemical substances will no longer be included and approved. Thus, will be subject to market access changes

	<ul style="list-style-type: none"> ○ A lot of Irish products come from the UK and depend on British registration ○ If Ireland importers become the EU importer of these chemicals (in the case that the UK is a third party), then the Irish importer bears the responsibility for product safety, packaging, safety and etc. ● Machinery – same obligations apply for machinery and parts if they become the EU importer <ul style="list-style-type: none"> ○ A notified body has to be approved by the EU bodies, therefore the UK cannot be used unless approved by EU
<p>12:00 – 13:00</p>	<p>Ray O' Leary</p> <p><i>Assistant Secretary Ray O' Leary moderated the last hour of the Brexit event. In addition to his moderator role, he also gave contributions about Irish transport in a no-deal Brexit scenario.</i></p> <p>There are many issues that transport faces in light of Brexit</p> <ul style="list-style-type: none"> ● Ports, roads, airports, road safety, licenses, insurance, bridges and tourism to name a few- which were explained in more detail by his colleagues- see below. <p>Eddie Burke</p> <p><i>Eddie Burke as Principle Officer spoke about the importance of connectivity for Irish transport. He reflected on how Brexit will pose as a risk to Irish transport and he identified which modes of transport will likely be the most effected.</i></p> <p>The Transport department has completed its Brexit assessment of all transport and has met all relevant counterparts</p> <p>Connectivity is the key value of Irish transport</p> <ul style="list-style-type: none"> ● Department has been looking into how Brexit disruptions connectivity ● Public services such as trains may have to operate on a cross-service/provider basis ● Many areas of transport are subject to EU law, such as aviation. However, tourism remains an area where the EU only supports Ireland in. <p>The Land bridge has become an identified risk</p> <ul style="list-style-type: none"> ● Trucks must get through as an estimated 23 million worth of trade uses the land bridge each year ● Economy is significantly reliant on the land bridge route ● Basic connectivity has been guaranteed by the EU for a year <p>Ports and airports will be impacted by Brexit</p> <ul style="list-style-type: none"> ● Anything imported or exported to the UK will need a declaration ● Assessment has been carried out <p>Mary Lally,</p>

Assistant Principle Mary Lally presented the changes in port operations and potential problems under the assumption of a no-deal Brexit.

Irish ports will undergo change in operations

- 150,000 vehicles use the land bridge
- Imports such as pets and plants are very Brexit sensitive

There are 5 main export scenarios

1. Goods go to the EU directly
 2. Goods go to the EU then out to international destinations
 3. Goods go to the UK
 4. Goods go to the UK then to Europe
 5. Goods go through the land bridge
- Issues arise particularly when goods travel to the EU as it becomes a third-party export

Irish Ports

- Dublin and Rosslare are most effected ports
- Department has checked the shipping capabilities of all Irish ports to manage potential congestion issues (option to maybe bypass UK)
- New vessels are coming
- Calais and Dover will experience delays

Not only should Ports, shipping firms and transport companies prepare for Brexit but businesses using these services should prepare too.

Martin Diskin

Martin Diskin in his role as Principal Officer shed light on the impact of a no-deal Brexit on road transport and freight in Ireland.

Transport

- 30,000 trucks have been covered for international movement within the EU
- Issues will occur when trucks will be covered in the EU but not in the UK vice versa
- There is an international system that deals with international movement (permit system)
 - However, this is subject to membership and there are only 43 members
 - Rolo vs. Lolo will also be affected