

IMPLICATIONS OF EU REFERENDUM RESULT

1. Provide details of any potential challenges faced as a result of the EU Referendum.

TransportNI (John Irvine) – Network Services

1. Arc Atlantique Corridor Project

Traffic Information Control Centre (TICC) on behalf of TNI is a partner in an EU part funded project called the Arc Atlantique Corridor (formerly EASYWAY). The objective is to promote the use of Intelligent Transport Systems (ITS) and to provide opportunity for the roll out of traffic control and travel information to be undertaken in a co-ordinated and compatible manner across the Member States of the EU. Any expenditure under the Arc Atlantique project draws a 20% rebate from the EU.

As an exit from the EU is at least two years away the UK position is that we will continue with the current Arc Atlantique2 (AA2) project which runs until the end of 2017, as we are contracted to participate in EU EIP during the eligibility period and to close out the project. TNI still requires to spend £2.7M on ITS to meet its programme as set out for AA2.

2. EU Directives, Specifications and Standards

The EU is trying to ensure that there is a common standard for ITS across all of the Member States. Being outside the EU will mean that we will have limited influence on the future direction of travel of ITS. There is a risk of the UK being left behind / excluded.

We share ITS data with Southern Ireland (e.g. journey times on the Belfast to Dublin corridor). If the intention is for this to continue (or indeed expand) we may have to adopt EU operating platforms, protocols, standards and systems by default.

All ITS standards are European, specialist products and are Conformance Europeene (CE) marked etc. Are we going to adopt these, develop our own, or follow Highway

England etc. Clear direction will be required.

3. Procurement

Due to the specialist nature of ITS, TICC carries out its own procurement using a Highways England Framework Contract. TICC runs competitions from this Framework in conjunction with TNI Procurement Branch (CoPE). A significant number of our Contracts are due for renewal in the very near future. It is assumed that it will be business as usual until the UK actually leaves the EU but again clear guidance is needed.

4. Datex2

ITS information is shared on an EU developed operating protocol called Datex2. This is a developing area of work and links into sharing of travel related data across a number of mediums and industries. It is very closely linked to the UK (Transport) National Access Point portal being developed by Highways England, on behalf of the UK, as part of the bigger EU project.

Being outside of the EU means we will no longer have any influence or input into Datex2 development or deployment.

At the same time the NICS is introducing Open Data for all information in NI.

5. General

The biggest difficulty is the decision making inertia that will be caused during the intervening period from now until the exit. We need a clear direction as soon as possible as to whether or not we are going to continue with developing an EU compatible ITS strategy, operating platforms, protocols, systems and standards. Ultimately NI will have to fall in line with any UK wide policy direction which could raise funding issues especially given the loss of the EU rebate.

If we sit outside of the EU in trade terms there is a risk that the specialist ITS companies will reduce their investment in services and equipment due to the limited market size in the UK and the increased complexity of doing business with the UK.

TransportNI (Pat Doherty) – Strategic Road Improvements

Immediate concerns over potential inflation effects on costs for fuel, materials and other supplies. This could have a potential widespread affect that would include fleet and ferry fuel costs.

Post Brexit there are potential cost impacts of tariffs on vehicles, plant and supplies coming from EU.

Post Brexit there could also be more strict regulations imposed on emigration which could affect how we manage Port Security at Strangford and Portaferry harbours.

There is a potential for legislation to be amended for sea going passenger vessels and crew qualification requirements.

There is now major uncertainty about the potential to secure EU funding for major infrastructure projects such as the York Street Interchange. Uncertainty could jeopardise these projects.

There could also be a degree of uncertainty around cross border projects such as the A5 where there is a commitment to funding from the Southern Government, although this commitment was not made in an EU context.

There may also be changes in the following areas which would impact on our business:

- Procurement regulations
- Environmental regulations (possible affect depending on article 50 trigger date, plus negotiation time frame)
- Employment law (eg working time regs, drivers hours regs)
- H&S
- Design Standards, such as Eurocodes (used for the design of structures).

Finance Division (John McNeill)

Financial Services – Procurement Issues

Potential challenges in the short term. Expected to be Nil as the current procurement rules will apply until a successful conclusion of exit negotiations is ascertained.

Longer term challenges? It is too early to assess the longer term procurement implications as these are contingent upon the conclusion of the exit negotiations.

Financial Planning

The loss of EU funding will have detrimental impacts on Dfl budgets. If the projects still go ahead there will be the question of where the funding will come from?

Budgets are already constrained and over committed so any further pressure will have severe consequences.

Financial Accounts

As at 31st March 2016 there were EU/TEN-T debtors of £31m. We need to ensure these amounts are still recoverable from the EU.

There is a challenge in trying to predict exchange rate movements as the EU claims are submitted in euro.

Will there be a delay in paying these EU monies?

Transport Projects (Ciaran de Burca)

European Funding

The Belfast Rapid Transit (BRT) programme was recently identified as the frontrunner from NI for European funding under the '2014-20 ERDF Programme: Thematic Objective 4 - Low Carbon'. Whilst the delivery of BRT has never been predicated on securing EU funding, the potential fund of approximately 46m Euros is significant and we are currently unclear if this is attainable.

Increased Belfast Rapid Transit vehicle cost

Given the recent fluctuations in exchange rates, additional features or options that may be selected, over and above those included in the contract, are likely to be more expensive. This is not expected to have a significant impact on the budget.

Vehicles for Phase 2 of Belfast Rapid Transit

The contract for the purchase of the BRT vehicles, with a Belgian based company, included an option to purchase the vehicles for phase 2 of BRT. The contract was let on the basis of the current EU common market arrangements. If there is a change to taxation and levy arrangements between the UK and EU then this will impact on the contract.

Blue Badges

The Blue Badge Scheme provides a wide range of parking concessions for people with severe mobility problems. Badge holders can also take advantage of the parking concessions available to people with severe walking difficulties whenever they are in a member country of the European Union. Other countries outside the European Union also allow disabled visitors to take advantage of parking concessions provided for their own citizens by displaying the Blue Badge.

Similar concessions apply to European Union citizens who hold Blue Badges when visiting Northern Ireland.

The Disabled Persons (Badges for Motor Vehicles) Regulations (Northern Ireland)

1993 specifies the format of the Blue Badge. This includes the use of a country of origin identifier – in this case the letters UK surrounded by 12 stars followed by the words 'European Communities Model'. The format of the badge would require amendment following withdrawal from the European Union and the associated legislation would require amendment.

Other Regulations that recognise badges from other countries may also require amendment.

There are currently over 120 000 valid Blue Badges issued to Northern Ireland residents. Potentially, these would not be valid outside the UK following a withdrawal from the European Union. There may be a requirement to withdraw the current badge and issue new badges with the EU references deleted.

Comments

It is considered that it would be best to maintain the informal arrangement where parking concessions are afforded to Blue Badge/Disabled Parking card holders, regardless of what jurisdiction the person using the concession comes from. To do otherwise would give negative publicity which could harm tourism and cross border economic activity, particularly in border towns. This would probably be more important for the island of Ireland and if it was considered necessary a Memorandum Of Understanding (MOU) could be considered to formalise the approach.

Penalty Charge Notices issued in Northern Ireland on vehicles registered in the Republic of Ireland (ROI)

A MOU was drawn up between the Department of Transport (UK) and the Department of Transport, Tourism and Sport (ROI) for a pilot project for the exchange of vehicle keeper data to assist the relevant authorities in Northern Ireland and the Republic of Ireland in the collection of charges due in relation to specified traffic contraventions (PCNs issued in N Ireland and M50 tolling in ROI).

This permitted a Service Level Agreement (SLA) to be drawn up to deal with the operational and technical exchange processes. The project has been extended on a number of occasions and is beneficial to all stakeholders.

Comments: This process should be unaffected by an exit from the EU.

Central Claims

There are six widely quoted health and safety regulations that came into effect after six European Directives , collectively known as the 'six-pack', were introduced by the European Commission. Therefore, leaving the EU may have an impact on dealing with Employer Liability (EL) claims. The challenge will be gauging the Courts' attitude in upholding the Directives post Brexit. It is likely that this issue will also be raised by DSO in its return on the exercise relating to the 'implications of EU referendum'.

There may also be some changes in respect to how the courts' interpret pre-Brexit case law, which could have implications for public and employer liability claims. However, it is difficult to predict if and what this may mean going forward. It could create challenge and/or opportunities.

Human Resources and Corporate Services (Michaela Glass)

Information Systems Branch

No specific issues in respect of the EU referendum result except reduced EU grants may place greater pressure on NI capital budgets which ISB Branch rely heavily to complete numerous I.T Projects across the Department (if the UK Government does not replace EU Grants with 'UK Grants').

There will however be a knock on effect in terms of system changes resulting from how the Departmental business areas decide to implement or amend their systems in view of the fact that EU Directives will no longer apply.

Human Resources

The Minister of Finance will lead on any proposals for reducing paybill costs or efficiency measures to be introduced as a result of the referendum. Subject to the outcomes of any central negotiations, Departments will be required to implement necessary changes.

Public Transport & Services Division (Ciaran Doran)

EU Regulation 1370/2007 underpins the Transport Act 2011. This meant a formal contract with Translink from October 2015 onwards. It is expected that the Transport Act (NI) 2011 will remain in place and the contract/ service agreement should remain although we may need to confirm this.

It may be that to gain access to the Single market or alternative trade deals procurement rules/law will remain largely as is. Whether this means EU regulations on Public Transport which partly derive from these remain applicable is unclear.

Operational issue for NI Railways as Public Service Obligation (PSO) subsidy (currently £17,820k) is paid to Translink by the department under EU directive 1370/2007. A review of UK legislation, in particular the Transport Act of 1967, will need to be completed.

Operational issues for Translink in relation to its cross-border train and bus services (provided in partnership with Iarnród Éireann and Bus Éireann) due to potential changes to border controls if implemented. Operationally this is likely to be very difficult.

Potential financial impact on Translink's operational finances if there is a significant long-term change to the Euro exchange rate as a result of Brexit, e.g. in relation to fuel costs and hedging. This is more a long term issue as contracts are in place for next few years. The lower sterling rate currently could benefit Translink with more visits to NI from Republic of Ireland..

Significant financial impact on Translink's capital expenditure programme if EU funding lost. Existing EU-funded projects such as Coleraine-Derry Phase II and Knockmore-Lurgan should not be affected but Brexit would remove potential TEN-T funding for the Belfast Transport Hub, Integrated ticketing, York Street Interchange and New Trains 3. It is also likely to affect the potential Interreg V funding for the Derry Transport Hub given the likely timing of Brexit (c. September 2018) and that

this project is due to be completed during 2020. Ultimately the impact of EU funding sources being withdrawn will depend on the extent to which the NI Block is or isn't compensated by HM Treasury for any relative losses.

Water Drainage & Policy (Linda MacHugh)

The number and degree of challenges and the time we would have to address these will largely depend on the nature of the exit deal that is reached. If the UK opts to have access to the Single market in some form, it is likely that the UK will have to continue to abide by EU regulations. Some specific issues are:

- (i) NI Water has been developing North / South capital projects under the Interreg VA programme in conjunction with Partners including Irish Water. The two capital projects are seeking approximately €35 million. Applications are at an advanced stage and are currently with SEUPB for approval / issue of letter of offer. Significant resources have been and continue to be deployed in planning for the projects. Ongoing plans include establishing contracts and recruiting staff to progress the projects on a timely basis. This could be significant nugatory expenditure. Certainty will be required on funding given that these are long term projects expected to extend to 2022.
- (ii) In the short term, NIW's operating costs could increase as a result of a weaker Sterling as chemicals and kit are bought in Europe and oil will cost more, impacting on energy prices.
- (iii) The ongoing economic uncertainty may impact on the value of the NIW pension fund, and therefore increase the accounting charge for the pension.
- (iv) Uncertainty as to whether transposition of Directive 2014/52/EU relating to Environmental Impact Assessments still needs to take place, although we are assuming it does – transposition date is 16 May 2017 and advice from DEFRA is to continue with the work until the outcome of negotiations is clearer.
- (v) If the UK opts out of the Single Market, there may be a call for new or amended legislation, particularly in relation to environmental standards.

- (vi) We may face a tighter timescale to deal with the threat of infraction over water charging for domestic consumers under the Water Framework Directive. If the EC decides to proceed with this before we leave the EU – EC currently expects an update by 16 September 2016. If the UK opts to be a member of the European Economic Area (along with Norway, Iceland and Liechtenstein), we will fall under European FreeTrade Agreement regulations. These mirror EU regulations and EFTA has a parallel court process which follows EU law, so infraction is still a possibility.

Transport Policy, Strategy & Legislation (Tom Reid)

Cycling Unit

No specific issues in respect of the EU referendum result except insofar as reduced EU grants may place greater pressure on NI capital budgets (if the UK Government does not replace EU Grants with 'UK Grants') and therefore reduce available funding for cycling infrastructure projects.

European Programming & Gateways (EPG)

The referendum outcome is of great significance to the future of EPG. There is little clarity in terms of a timetable for EU exit and the processes for doing so. At Member State level (*i.e.* DfT), a 'business as usual' approach has been adopted to ensure continued engagement and ongoing involvement in policy development work. A question remains for DfI in terms of EPG's continuation of preparatory work for future project funding applications; we are aware of the general timetable for future calls for applications within the CEF Programme, and it is now appropriate to determine if (perhaps limited) resources are used to prepare material that may be of value in the event of UK (*i.e.* Northern Ireland) applications being accepted for consideration prior to exit.

In the longer term, and presuming that the exit materialises as envisaged, the long-term continuation of a unit which is solely focused on accessing EU programmes cannot be justified. It is clear that there will be a requirement to manage the closure of a small number of projects that are in receipt of funds. This is likely to be limited

to four or five projects and will continue until full delivery is completed and assured. The timetable for this is likely to be 2018-2019 (with the exception of the Derry Hub, which may extend into 2020 before completion).

The Ports and Airports responsibility currently lying in EPG is predominantly legislative, regulatory and stewardship related. As such, the Brexit would have only limited impact, and the possibility for a future reorganisation/reassignment of this function is open.

Transport Policy Unit (TPU)

TPU is responsible for developing the Department's Public Transportation Strategy which is likely to focus on two key strands, e.g. public transport related infrastructure and low capital strategies. The removal of EU funding from public transport infrastructure projects would impact on the how the Strategy develops. Reduced EU funding could result in a greater emphasis being placed on low capital strategies to help achieve the Executive's desired modal shift to public transport. Potential low capital strategies could include, Traffic System Management, Travel Demand Management and Voluntary Travel Behaviour Change.

Inland Waterways

Inland Waterways is the Sponsor Branch for Waterways Ireland (WI), one of the six North South Implementation Bodies. WI work to maximise the benefit of EU funding opportunities. Applications are made by WI, some in collaboration with other stakeholders. There are currently two applications outstanding with decisions due in Autumn 2016 under the following programmes:-

- INTERREG VA in collaboration with other stakeholders - €6.0 million for the Ulster Canal Greenway; and
- INTERREG Transnational Atlantic Area lead by Fermanagh & Omagh District Council with the aim of creating a unique Atlantic Area regional visitor experience - €2.77m over a three year period

WI had hoped to apply for funding under the LEADER funding stream, in

collaboration with the Lagan Canal Trust and Local Area Action Groups.

It also hoped to have match funding to support an application under the BioSecure LIFE in September 2016.

There is now uncertainty around the position with these applications. It is unlikely that WI will be in a position to proceed with these proposed projects without EU funding.

Going forward, there is the possibility that Waterways Ireland will still be able to access EU funding for projects in the Republic of Ireland. The absence of such funding in Northern Ireland could lead to the navigable waterways being less well developed.

Integrated Transport

The Integrated Passenger Transport Project is considering how best to integrate publicly funded passenger transport services here, in order to provide more effective, efficient and sustainable public transport arrangements over the long term. Funding provided for such services are not derived from the EU and therefore the outcome of the EU Referendum is not expected to have an impact on the Project.

Transport Planning & Modelling

No specific issues although there may be requirements for additional testing and appraisal if 'established' schemes were to be dropped through withdrawal of EU funding.

Legislation Branch

The Legislation Branch introduces required Primary, Secondary legislation and a range of Byelaws and other instruments covering Rail, Public Transport, Air & Sea Ports, Roads Operational Orders and other items. A number of these instruments, especially in the Railway field, transpose EU Directives and are made under Section 2(2) of the European Communities Act 1973. There may be a substantial impact on this set of legislative arrangements should the 1973 Act be repealed.

The section presently acts as the Rail Safety Authority and Rail Regulator for Northern Ireland, both under EU requirements. The Rail Regulation function is shortly to be transferred to the Office of Rail and Road in GB and the section will continue with the Safety Authority functions. It remains to be seen what arrangements will be put in place post-Brexit and whether this will impact on the existing arrangements.

DVA (Paul Duffy)

Vehicle testing requirements are set out in a range of EC Directives and Regulations. Any change to these requirements will be taken forward by the UK Department for Transport (DfT) for example, Individual Vehicle Assessments (IVA) are based on European Whole Vehicle Type approval.

For driver testing, clarity in terms of implementing existing Directives, for example the Recognition of Professional Qualifications. Do we proceed with amending primary and subordinate legislation and complete implementation now?

For other EC Directives, such as the Driving Licence Directive, Driver CPC Directive, Services Directive, Roadworthiness Directive and Mutual Recognition, the repealing of the European Communities Act 1972, which provided the powers under which some Northern Ireland legislation has been made, will disappear. Domestic primary legislation may need to be amended accordingly, with the potential for a major impact on resources which, in turn, could impact on the passage of major domestic initiatives such as Graduated Driver Licensing.

Current EU driven mandatory requirements such as Driver CPC may have to be reviewed to establish if UK drivers would still have to comply with the current requirements if they chose to drive only in the UK. Would we have to retain the option of CPC to enable UK professional bus and lorry drivers to continue to drive throughout Europe? While we remain part of the EU, drivers from other Member States who live or work here can complete their periodic training here and can be issued with a UK DQC.

Any change to the driving test which would make it non compliant with EC Directives could result in the loss of mutual recognition of UK driving licences.

In terms of Driver Licensing, the recognition across the EU of driving licences and the ability to exchange licences within and across the EU would be impacted, but that recognition and the ability to exchange is based on the licence being a community licence and a community licence is one that is issued by an EEA state rather than by a state which is a member of the EU. The final determination of this issue may depend on whether the UK remains a member of the EEA.

Rivers Agency (David Porter)

Uncertainty in relation to the implementation, reporting and the next cycle progression of the EU Floods Directive.

Strategic Planning (Carol Ramsey)

Crumlin Road Gaol and St. Lucia

Potential loss of inward investment from non EU and EU countries for regeneration projects like the regeneration of historic sites, former military and industrial sites that are likely to be more challenging and costly to regenerate.

Withdrawal of unsecured foreign investors in the A Wing Distillery Project at Crumlin Road Gaol; potentially placing the project into jeopardy as the export of product to EU countries is a key aspect of the business proposition.

Loss of EU funding for regeneration could result in fewer regeneration projects being completed and increased reliance on public sector finance for regeneration and in particular for the more challenging sites.

Loss of EU grant schemes could result in not being able to secure private investment for more challenging brown field regeneration sites like the Crumlin Road Gaol in

Belfast and St. Lucia in Omagh. This could result in a greater reliance on public sector funding for the regeneration of more challenging and costly sites. A further consequence could be a greater and more rapid loss of significant historic structures and sites.

Removal of the principle of free movement could result in a reduction in tourists visiting Northern Ireland. Travel systems, controls, taxes and exchange rates have a direct impact on visitor/tourist numbers. Tourists from the South of Ireland are particularly important for the continued viability of leisure and tourism sites like Crumlin Road Gaol.

2. Provide details of the scope of opportunities as a result of the EU Referendum.

TransportNI (John Irvine) – Network Services

Far too early to say – ultimately it depends on the specific arrangements that the UK negotiates as part of its exit.

TransportNI (Pat Doherty) – Strategic Road Improvements

There may also be a potential to simplify policy for our business:

- Procurement regulations
- Environmental regulations
- Employment law
- H&S
- Eurocodes – these have been accepted in many parts of the world as good practice and over time have now become 'the norm'. Potential to maintain these codes within the UK as an acceptable standard.

(CEN, the European Committee for Standardization, is an association that brings together the National Standardization Bodies of 33 European countries. It has been officially recognized by the European Union and by the European Free Trade Association (EFTA) as being responsible for developing and defining voluntary standards at European level. UK is a member of Conformite Europeene (CE) and that membership is independent of our membership of the EU. The UK would therefore presumably continue to contribute to these Eurocode standards).

At this early stage it is difficult to assess the opportunities (and impacts) of exiting from the EU, but the feeling is that most changes such as legislation and regulations can be managed, although it will take time to understand newly implemented changes.

Finance division (John McNeill)

Financial Services – Procurement Issues

Potential opportunities in the short term and medium term? It is expected that existing procurement rules/regulations will continue until there is a successful conclusion to the exit negotiations.

The longer term opportunities will be assessed as exit negotiations are progressed. This is likely to require engagement with Department of Finance in Northern Ireland, other COPEs, and engagement with UK Crown Commercial Services.

Financial Planning

None

Financial Accounts

Possible exchange rate gains on EU debtors.

Transport Projects (Ciaran de Burca)

Brexit may have an impact on Employer Liability (EL) claims and how they are dealt with. There may be opportunities for employers to argue that the 'six-pack' Directives no longer apply, therefore, escaping the strict liability that they bring to EL claims.

Human Resources and Corporate Services (Michaela Glass)

It is too early to say as it depends on the specific arrangements that the UK negotiates as part of its exit however there is potential for the faster completion of the procurement process in large projects as there may no longer be a need to adopt the EU journal approach.

Public Transport & Services Division (Ciaran Doran)

There would have to be a review of current compliance with EU regulations and decisions made about whether or not equivalent UK regulations should be introduced. The potential exists for lower standards and less regulations. This could apply to areas such as emission standards, procurement, state aid and passenger refunds.

In relation to Community Transport it is unclear what status an EU infraction letter sent to DFT iro licensing now has and whether this has or has not an impact on our funding arrangements. CPD guidance notes on Grant/Procurement which was suppose to issue soon could clarify this.

Water Drainage & Policy (Linda MacHugh)

- (i) The threat of infraction over water charging for domestic consumers under the Water Framework Directive may no longer be an issue if the UK leaves the Single Market.
- (ii) Subject to Government direction / agreement with EU on the way forward regarding Interreg VA programme capital projects, there may be savings if

projects are 100% funded through government without the need for EU financial monitoring and procurement regulations to be complied with. This will save administration costs, but would clearly cost the UK Government more to fund.

- (iii) Subject to Government direction / agreement with EU on the way forward, potential resource savings could be realised in the long term through not having to deal with EU issues such as transposing EU Directives, investigating EU funding opportunities and reporting to the EC on the Floods Directive.
- (iv) Subject to consideration of EU legislation and what elements will remain/ be rescinded, there may be areas of work that no longer have to be progressed with the potential for resources to be diverted to other priorities. Risks associated with any rescinding of legislation would need careful consideration given the potential for significant impacts on the environment / water quality etc.
- (v) Under a full Brexit scenario there may be opportunity for the public procurement regime to be amended so as to be less onerous for public authorities and utilities alike. For example, certain contentious areas such as poor prior contractual performance could be clarified and amended in favour of the contracting authority/ utility or the restrictions on contract modifications could be eased further, thus allowing a more pragmatic level of flexibility for contracting authorities/ utilities to vary contracts during the term.

Transport Policy, Strategy & Legislation (Tom Reid)

Cycling Unit

Northern Ireland could expect an allocation from the reduction in EU contributions.

European Programme & Gateways (EPG)

The experience held within the unit in terms of securing funding opportunities could possibly be utilised in a different context. The potential for identifying international funding and investment partners may be worth exploring specifically in infrastructure terms (e.g. Ireland, USA, Middle East, China etc).

Transport Policy Unit (TPU)

There are no potential opportunities identified at this time

Inland Waterways

There are no potential opportunities identified at this time.

Integrated Transport

There are no potential opportunities identified at this time.

Transport Planning & Modelling

If the EU funding, was replaced by similar levels of funding but without the focus on TEN-T routes and cross-border, there may be greater flexibility in the range of schemes to be assessed and advanced.

Legislation Branch

There are no potential opportunities identified at this time.

DVA (Paul Duffy)

All UK driving examiners currently have to comply with Annex 4 of the Driving Licence Directive which sets the minimum entry requirements for driving examiners, and calls for mandatory periodic training. This will give us the option to consider if we wish to continue with mandatory periodic training in its current format. This could also apply to other areas such as Mutual Recognition.

In terms of North / South arrangements the UK Department for Transport is in the process of negotiating a bilateral agreement with Ireland to reinstate the mutual recognition of driving disqualifications (some changes to both UK and Irish legislation were required). However the agreement is not an EU agreement but a UK and Ireland agreement, the Department for Transport will advise if there is any reconsideration of the agreement.

Rivers Agency (David Porter)

No significant opportunities, identified at this stage, as a result of the EU Referendum.

Strategic Planning (Carol Ramsey)

Potential for more flexible and tailored control of public finance to address local priorities and challenges as well as for enabling the creation of regional significant new technologies, industries and capabilities.

Removal of State Aid threshold could enable high risk regeneration projects in deprived areas to receive higher levels of financial assistance.

Potential for financial contribution to EU to be reallocated to regional regeneration grant schemes that are able to be more regionally significant; i.e. address regional priorities and challenges.

Potential to ensure promotion of flexible travel arrangements that encourage foreign tourists to visit the UK and Northern Ireland.

There is potential for the faster completion of procurement processes as there may no longer be a need to adopt the EU journal approach.