Twitter Thread by Edwin Hayward ■ ■

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@uk_domain_names

THREAD: Here are the essential points from the EU's time-limited, limited effect no-deal Brexit mitigation offer.

(Most concessions are unilateral measures it will implement. Some require UK cooperation - not clear what happens if we refuse to do

Air travel
"Unless there is a contingency measure in place on air transport at the end of the transition period, air traffic between the EU and the United Kingdom will be interrupted."

The EU is proposing 6 months of reciprocal concessions to keep (most) planes flying.

> This measure would allow, **for a maximum duration of up to 6 months,** air carriers from the United Kingdom to fly across the territory of the Union without landing, make stops in the territory of the Union for non-traffic purposes, and perform scheduled and non-scheduled international passenger and cargo services between points in the United Kingdom and points in the EU (third and fourth 'Freedoms of the Air'). These arrangements would be subject to the United Kingdom conferring equivalent rights to air carriers from the Union, as well as providing strong guarantees on fair competition and on the effective enforcement of these rights and guarantees.

However, they're not offering any concessions on airline ownership requirements, so BA for one may come unstuck here (depending on how its restructured shareholding is going). Its message: you already had plenty of time to prepare, including a grace period.

of six months so that air carriers could take the necessary action to ensure full compliance with the ownership and control requirements. That grace period was conditional on air carriers submitting a satisfactory plan for remedial action to the national competent authorities. That obligation applied as of the entry into force of the Regulation. Some air carriers have taken the necessary actions, and contingency measures should not give unfair advantages to those stakeholders and business that may have omitted to adapt on time to the new situation.

Road transport

A) Haulage

With no agreement, hauliers would have to use ECMT permits to provide any freight transport between the UK and the EU. But there aren't nearly enough of those to go around. So they're giving a basic grace period of 6 months, as long as we reciprocate.

The proposed Regulation would ensure continued basic road freight connectivity **for a maximum duration of up to 6 months.**[14] This is conditional on the United Kingdom conferring equivalent rights to Union road haulage operators, and subject to the application of rules equivalent to those of the EU on fair competition as well as social and technical rules.

B) Bus services

"Furthermore, in the absence of an agreement on a future partnership between the EU and the United Kingdom by 1 January 2021, regular bus services to and from the United
Kingdom would have to be interrupted"

Here too, offer is 6 months of continued connectivity.

The proposed Regulation would ensure **continued bus service connectivity for a duration of up to 6 months.**[16] Fair competition, social and technical rules would apply in the same way as for road haulage.

C) Eurotunnel

Summary, paraphrased: we both want the tunnel to keep working just as much as each other, so let's sort out the administrivia to make sure that happens. In the meantime, let's extend safety certifications for a bit to keep it flowing.

Fishing

The EU want a reciprocal agreement to allow EU and UK vessels access to each other's waters until the end of 2021. (Not clear what happens to all the other proposed mitigations if the UK tells them to get lost on this point.)

The Commission continues to attach great importance to an agreement on fisheries in the framework of the future EU-UK partnership. Ending the transition period without an agreement on the future relationship could be very disruptive for the economic livelihoods of coastal communities, and threaten the sustainable nature of fishing in the waters concerned.

With the aim of protecting the interests of EU fishermen and -women, **the Commission has adopted a proposal to amend Regulation (EU) 2017/2403 on fishing authorisations for the period until the end of 2021.**

The proposal allows for reciprocal access by EU and UK vessels to each other's waters. Its legal provisions, once adopted, would make it possible for the Union to grant authorisations to UK vessels to enter EU waters and to manage authorisation requests by EU vessels for entering UK waters, where sustainability conditions are fulfilled and subject to reciprocity. Fishing opportunities provided under such arrangements and set by both parties combined would have to be in line with the sustainable management of the relevant stocks.

And that's the lot. Anything not covered by the short list of measures will fall by the wayside come 1 January 2021 if we don't have a deal.

So, assuming the UK agrees to the above, we now have the shape of no-deal clear at last. Most things will break. A few basics carry on.

One more thing to point out: the EU explicitly asks member states not to freelance their own side-mini-mitigations in parallel to the EU's overall offer. Assuming that EU members respect that requirement, nobody will come galloping to our rescue.