

PART 2 EFTA and FURTHER ISSUES FOR ENHANCEMENT from concordanceout.eu; and www.eurosceptic.org.uk campaignforanindependentbritain.org.uk; campaignforanindependentbritain.org.uk And See also EUReferendum.com and Dr R North and Fishing for Leave ffl.org.uk vf 23 5 2018

THERE ARE MANY OTHER ISSUES AND ALL SHOULD BE REVIEWED FROM AN UK PERSPECTIVE. IN SUMMARY there are so many that this is not the place to deal effectively with them. However here is a taster that explains why EFTA is the only bridge or stepping stone to a genuine and seamless Brexit:-

FISHING Joining EFTA returns UK fishing to national control up to the 200 nautical mile/median line limit. The May Transition agreement would be a disaster. Fisheries Protection, like Border Force, is not fit for Brexit. The river type vessels and ex North Sea BP rubber sided fast small craft are not at all fit for the 6,000 miles of UK coastline let alone the Western Approaches in a bad sea and high winds. Nor do they show that any lessons have been learnt from the vulnerability of Destroyers when up against Ocean fishing boats as we learnt to our embarrassment in the Cod Wars with Iceland.

DEFENCE and BORDER FORCE The UK can use provisions within the EEA agreement to curtail migration from the EU but as the border Force is not fit for purpose under either Labour or Tories it is in reality an issue that will take some years to solve. The force, its computers and all its equipment have been repeatedly shown to be not fit for purpose..... [Remember Lord Reid's comments on the Home Office? Nothing has improved under Cameron or May]let alone fit for Brexit.

CONFORMITY, SANITARY AND PHYTOSANITARY CERTIFICATES AND ASSESSMENTS These issues are vital in any consideration of Brexit yet this Tory Government has done next to nothing to prepare solutions for them. Even the immediate use of the Emergency Powers (as in wartime) would not solve issues arising on Brexit for some years. Please see the Brexit Exit leaflet on concordanceout.eu. The container system **CHIEF** will cope says the official at Southampton JUST, and the enhanced CHIEF system is only coming into force at the beginning of 2019 if on time and in effective operational capacity. Elsewhere, we are likely to be facing chaos without a change of plan. There will be lengthy delays and an almost permanent "Operation STACK" on the M20 until adequate resources are in place – and this could take years.

STANDARDS, BSI, CEN, CENELEC Others These are vital issues that run parallel with Conformity issues. Co-operation between the EU and the UK is important for both parties. The BSI works as a lead organisation in these EU bodies as well as a lead party in the WTO trade bodies. Certification for Notifiable Bodies is essential and would be solved by the EFTA route. Brexit will need all trade agreements to have treaty status with Memoranda of Understanding, which may have treaty status if so intended, and/or Mutual Recognition Agreements dealing with these matters. These take time. They could, however, be sorted now if we took the EFTA route. The May EU proposals in this area are just not workable, as the CIB set out clearly in the pamphlet **BREXIT RESET** on their web site and this one too.

LEGAL The EU has issued over 62 NOTICES TO STAKEHOLDERS. These are essential technical guidance for the Brexit negotiations. The UK Government has issued none. When the UK was joining the EEC, these notices were issued over 12 months in advance, as Edward Spalton of CIB remembers. EFTA countries are free from the long reach of the ECJ. The Regulations and Directives which are marked "EEA relevant" amount to between a max of 15-20 % of those issued and they only involve trade within the Single Market. EFTA has its own court but it lacks enforcement powers.

THE CITY The City and Brexit is doable! The City size and business practices are so far ahead of any EU competition. It is no longer a main issue and preparations are already on foot to cope.

Gov. BREXIT IMPACT ASSESSMENTS Where are they? "Answer came there none!"