

# HOUSE OF LORDS

## Secondary Legislation Scrutiny Committee (Sub-Committee B)

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20th Report of Session 2017–19

### **Proposed Negative Statutory Instruments under the European Union (Withdrawal) Act 2018**

Drawn to the special attention of the House:

### **Draft Common Rules for Access to the International Market for Coach and Bus Services (Amendment etc.) (EU Exit) Regulations 2019**

### **Air Navigation (Amendment) Order 2019**

### **Includes information paragraphs on:**

Draft Flags (Northern Ireland)  
(Amendment) (EU Exit) Regulations  
2019

Conformity Assessment (Mutual  
Recognition Agreements) Regulations  
2019

National Health Service (Clinical  
Negligence Scheme for General  
Practice) Regulations 2019

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## *Secondary Legislation Scrutiny Committee (Sub-Committee B)*

The Committee's terms of reference, as amended on 11 July 2018, are set out on the website but are, broadly:

To report on draft instruments and memoranda laid before Parliament under sections 8, 9 and 23(1) of the European Withdrawal Act 2018.

And, to scrutinise –

- (a) every instrument (whether or not a statutory instrument), or draft of an instrument, which is laid before each House of Parliament and upon which proceedings may be, or might have been, taken in either House of Parliament under an Act of Parliament;
- (b) every proposal which is in the form of a draft of such an instrument and is laid before each House of Parliament under an Act of Parliament,

with a view to determining whether or not the special attention of the House should be drawn to it on any of the grounds specified in the terms of reference.

The Committee may also consider such other general matters relating to the effective scrutiny of secondary legislation as the Committee considers appropriate, except matters within the orders of reference of the Joint Committee on Statutory Instruments.

### *Members*

Lord Cunningham of Felling (Chairman)	Rt Hon. Lord Janvrin	Lord Sherbourne of Didsbury
Baroness Donaghy	Lord Kirkwood of Kirkhope	Rt Hon. Lord Rooker
Lord Goddard of Stockport	Baroness O'Loan	Baroness Watkins of Tavistock
Lord Hodgson of Astley Abbotts	Baroness Redfern	

### *Registered interests*

Information about interests of Committee Members can be found in the last Appendix to this report.

### *Publications*

The Sub-Committee's Reports are published on the internet at <http://www.parliament.uk/seclegapublications>

The National Archives publish statutory instruments with a plain English explanatory memorandum on the internet at <http://www.legislation.gov.uk/uksi>

### *Committee Staff*

The staff of the Committee are Christine Salmon Percival (Clerk), Helen Gahir (Adviser), Nadine McNally (Adviser), Philipp Mende (Adviser), Jane White (Adviser), Louise Andrews (Committee Assistant), Ben Dunleavy (Committee Assistant) and Paul Bristow (Specialist Adviser)

### *Information and Contacts*

Any query about the Committee or its work, or opinions on any new item of secondary legislation, should be directed to the Clerk to the Secondary Legislation Scrutiny Committee, Legislation Office, House of Lords, London SW1A 0PW. The telephone number is 020 7219 8821 and the email address is [hseclegscrutiny@parliament.uk](mailto:hseclegscrutiny@parliament.uk).

# Twentieth Report

## PROPOSED NEGATIVE STATUTORY INSTRUMENTS UNDER THE EUROPEAN UNION (WITHDRAWAL) ACT 2018

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### Proposed Negative Statutory Instruments about which no recommendation to upgrade is made

- Civil Aviation (Amendment etc.) (EU Exit) Regulations 2019
- Customs (Revocation of Retained Direct EU Legislation, etc.) (EU Exit) Regulations 2019

## INSTRUMENTS DRAWN TO THE SPECIAL ATTENTION OF THE HOUSE

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### Draft Common Rules for Access to the International Market for Coach and Bus Services (Amendment etc.) (EU Exit) Regulations 2019

*Date laid: 26 February 2019*

*Parliamentary procedure: affirmative*

*This instrument enables current bus and coach operators from the EU to operate in the UK after exit day. However, reciprocal rights for UK operators operating in the EU after exit day cannot be guaranteed. The Government intend the UK to join “Interbus”, a multilateral treaty between the EU and seven other contracting parties, as a contracting party in its own right to provide for coach travel after exit day. However, Interbus only allows for “occasional” travel. Although a Protocol to Interbus has been proposed to extend the treaty to allow for “regular” and “special regular” services, the Protocol has not yet been signed and could take at least three months before it comes into force. Interbus also does not provide for cabotage services.*

**We draw this instrument to the special attention of the House on the ground that it gives rise to issues of public policy likely to be of interest to the House.**

#### *Background*

1. The EU Regulation on common rules for access to the international market for coach and bus services (“the EU Regulation”),<sup>1</sup> provides reciprocal liberalised market access for “regular” (scheduled) and “occasional” (non-scheduled, for example, holiday and tour) coach services between the UK and the EU.
2. The EU Regulation also establishes the conditions for the international carriage of passengers by coach and bus within the EU, and within Member States, by non-resident EU operators (cabotage).
3. There are approximately 3.6 million journeys to and from Great Britain (GB) by coach each year. 1.6 million overseas visitors travel to GB by coach (4% of all visits) and 1.1 million GB residents travel abroad by coach (1.5% of all visits). There are an additional 900,000 border crossings between the Republic of Ireland and Northern Ireland.<sup>2</sup>
4. The majority of coach travel from the UK is to the EU: 83% of coach visits to GB are from EU countries and 99% of coach visits from GB are to the EU.<sup>3</sup>

#### *Draft Common Rules for Access to the International Market for Coach and Bus Services (Amendment etc.) (EU Exit) Regulations 2019*

5. These draft Regulations have been laid by the Department for Transport (DfT) with an Explanatory Memorandum (EM) and an Impact Assessment (IA). The instrument unilaterally provides access for current bus and coach operators from the EU to operate in the UK after exit day. EU operators who

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1 (EC) No [1073/2009](#).

2 Impact Assessment (IA), p 5.

3 *Ibid.*

wish to run a new regular service in the UK after exit day will need to obtain an authorisation in the UK.

6. The Sub-Committee considered this instrument when it was laid as a proposed negative and recommended that it should be upgraded to the affirmative resolution procedure.<sup>4</sup> This recommendation was accepted by DfT.

### *EU operators to the UK*

7. These Regulations provide unilateral access to EU operators to the UK. However, the conditions for entering the UK will vary between service types. EU operators providing “occasional” services will be allowed to access the UK with vehicles holding a certified copy of their operator’s Community Licence, and a control document (a form detailing their route).
8. EU operators providing “regular” services, and “special regular” services (cross-border services taking specific passengers to school or work) must apply for an authorisation directly to the International Road Freight Office (IRFO) or the Driver and Vehicle Agency (DVA) in Northern Ireland. This replaces the authorisation they would currently receive through their home Member State authority, as the current system of liaison between Member State authorising bodies will no longer apply after exit day.
9. As EU coach operators will need to apply to the IRFO directly for authorisations of regular services, this will impose additional costs on the IRFO. The IA estimates these costs under three scenarios: low, medium, and high. It is anticipated that there will be between 150 and 600 applications for authorisations. The number of hours taken to approve authorisations is estimated to be between 3.5 and 14 hours with the cost to Government ranging from £5,500 to £95,500.<sup>5</sup>
10. DfT has informed us that a separate instrument (Proposed Negative International Road Passenger Transport (Amendment) Northern Ireland (EU Exit) Regulations 2019) will be laid for Northern Ireland and the impact for the DVA in Northern Ireland has been considered for that instrument. We have not yet seen this instrument.
11. **The House may wish to seek assurances from the Minister that the IFRO has adequate capacity and resources to deal with the increased volume of authorisations.**
12. There will also be additional costs for EU operators who will need to send the documents for their authorisations to a foreign government body rather than domestically. This means they may face additional costs such as familiarisation, postage and translation.
13. **The House may wish to ask the Minister what support will be available to EU operators operating in the UK who may need assistance in completing these documents for authorisation.**

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4 [17th Report](#), Session 2017–19 (HL Paper 293).

5 This includes both undiscounted and discounted figures. See p 9 of the IA for more information.

*Interbus*

14. There is currently a multilateral treaty between the EU and seven other contracting parties (the Interbus Agreement). It allows for “occasional” coach travel between the parties.
15. As reciprocal rights for UK operators operating in the EU market after exit day cannot be guaranteed, the Government intend the UK to join the Interbus Agreement as a contracting party in its own right. As a full member of the European Conference of Ministers of Transport, the UK is eligible to join independently once it is no longer an EU Member State, and this would provide reciprocal rights to run “occasional” services only between the UK and the EU.
16. The UK deposited its instrument of ratification on 30 January 2019, and will formally accede to the Interbus Agreement on 1 April 2019.<sup>6</sup> There will therefore be a two-day gap between exit day and the Interbus Agreement coming into force, during which UK-operated “occasional” services will not be able to operate in the EU.
17. **The House may wish to ask the Minister to explain this two-day gap and if it could have been avoided by the Government laying the instrument of ratification at an earlier date.**
18. A Protocol to the Agreement was opened for signature in July 2018 to extend Interbus to allow “regular” and “special regular” services. Four contracting parties need to sign the Protocol, including the European Community, with the Protocol then coming into force in the third month after the fourth signature is made. As of 11 January, no contracting party had signed the Protocol, so “regular” and “special regular” services will not be able to take place immediately after exit day. It could take at least three months for this Protocol to come into effect.
19. **The House may wish to ask the Minister about the potential impact of this situation on “regular” and “special regular” coach services between the UK and the EU after exit day.**

*Cabotage*

20. The Interbus Agreement does not provide for cabotage. There are UK operators who provide cabotage services in the EU. These are primarily National Express and, in Northern Ireland, Translink. In response to our question about what will happen to these services after exit day, DfT explained: “the Interbus Agreement does not allow for cabotage, and it is unlikely that we will be able to secure an agreement which will allow for cabotage. Currently, there are no plans for cabotage to be covered by the EU Regulation.”
21. **The House may wish to ask the Minister about the potential impact of the situation on UK operators providing cabotage services after exit day.**

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6 See Secondary Legislation Scrutiny Committee, [41st Report](#), Session 2017–19 (HL Paper 190).

*Relationship with the EU*

22. The IA explains that “the Government’s wider policy objective for international coach travel after EU Exit is to negotiate a comprehensive deal with the EU which provides for continued reciprocal rights ...”

23. In response to our question about what the proposal is from the EU, DfT explained that:

“... [there is a] European Commission proposal for a Regulation to maintain basic road connectivity in a no deal scenario. Initially, this just covered freight but has recently been extended to allow regular and special regular bus and coach services to continue until the end of December 2019, or until Interbus is extended whichever is sooner. The same Regulation also allows for cabotage in the border counties of Ireland until the end of September 2019. However, the EU Regulation is conditional on the UK providing reciprocal arrangements, which is what this SI does. If reciprocal arrangements are not in place the European Commission can suspend the relevant provisions of the EU Regulation, which would mean UK operators could not run services to the EU. Negotiations are near their conclusion, a provisional agreement has been reached which will now be put to the European Parliament Plenary for approval on 13 March and then to a Council of Ministers for final adoption as soon as possible after that. The draft proposal has not been published.”

24. In response to our question about the progression of bilateral agreements, DfT explained:

“If the EU Regulation is approved this would reduce the immediate need for bilateral agreements, although we continue to prepare for such arrangements with Member States in case the Regulation is not adopted in time. We have secured bilateral agreements which include passenger transport with Switzerland and Norway, and are engaging with Serbia and Kosovo.”

*Conclusion*

25. Given the potential impact on cross-border services after exit day, these Regulations are **drawn to the special attention of the House on the ground that they give rise to issues of public policy likely to be of interest to the House.**

**Air Navigation (Amendment) Order 2019 (SI 2019/261)***Date laid: 20 February 2019**Parliamentary procedure: negative*

*In amending earlier instruments, this Order extends the existing flight restriction zone for the flying of drones and other small unmanned aircraft at airfields from one kilometre to five kilometres, in order to enhance the protection of airfields and the travelling public from the disruption that can be caused by such craft. The House will be interested to see the way in which the Department for Transport is responding to the incidents at London's Gatwick and Heathrow Airports over Christmas 2018, as well as to views expressed in a consultation exercise held in summer 2018.*

**We draw this Order to the special attention of the House on the ground that it gives rise to issues of public policy likely to be of interest to the House.**

26. Orders laid by the Department for Transport (DfT) in 2016 and 2018<sup>7</sup> already impose restrictions on the flying of drones and other “small unmanned aircraft” (SUA) near airports, prohibiting all drones from flying above 400 feet or within one kilometre of airport boundaries.
27. In the Explanatory Memorandum (EM) to this latest Order, DfT explains that, in amending the earlier instruments, it extends the existing flight restriction zone for the flying of SUA at “protected aerodromes”<sup>8</sup> from one kilometre to five kilometres. The new, extended flight restriction zone will, in most cases, include:
  - the Aerodrome Traffic Zone (ATZ)<sup>9</sup> or a shape similar to that (a circle with a radius of two or two and a half nautical miles centred on the airport: the size of the circle depends on the runway size); and
  - runway protection zones one kilometre wide (or one and a half kilometre at Heathrow Airport), extending five kilometres from the runway thresholds.
28. Where the new flight restriction zone does not cover all areas within one kilometre of the aerodrome boundary (for example, if an aerodrome is particularly large), then the restriction has also been drafted in such a way as to extend to those areas. The inclusion of the ATZ within the restriction zone is intended to protect helicopters, which may approach an airport from any direction, and other aircraft conducting low circling patterns.
29. Permission of the Civil Aviation Authority (CAA) is always required before a SUA is flown within a flight restriction zone. Flying an SUA within the flight restriction zone without the relevant permission could attract a fine up to level 4 on the standard scale, currently £2,500.

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<sup>7</sup> Air Navigation Order 2016 ([SI 2016/765](#)) and Air Navigation (Amendment) Order 2018 ([SI 2018/623](#)).

<sup>8</sup> A “protected aerodrome” can be one of the following: 1) an aerodrome certified by the European Aviation Safety Agency (what would typically be called an airport); 2) a Government aerodrome (that is, a military airfield); 3) a national licensed aerodrome (that is, most smaller “General Aviation” airfields, where the Civil Aviation Authority has issued a licence to the airfield operator). Additionally, there is scope for other aerodromes to be specifically nominated in law as protected aerodromes at a later date. In most cases, a “protected aerodrome” can be readily identified as an aerodrome that has an Aerodrome Traffic Zone established around it, and so it is already recognised in aviation circles as an aircraft operating location that warrants some additional safeguarding.

<sup>9</sup> As defined in Article 5 of the Air Navigation Order 2016.

30. Depending on the circumstances, a person could be found guilty of acting recklessly or negligently in a manner likely to endanger an aircraft or any person in an aircraft, with a penalty of an unlimited fine or up to five years in prison.
31. In the EM, DfT says that the Government have chosen to extend the flight restriction zone for a number of reasons. It refers in particular to the incidents at London's Gatwick and Heathrow Airports over Christmas 2018, which reinforced the need to ensure that aerodromes and the travelling public are fully protected from the use of SUAs and their potential to cause significant disruption. It says that the extended flight restriction zone will reduce the airspace where it is possible for SUAs to come into close proximity with manned aircraft.

### *Consultation*

32. DfT held a consultation on the use of SUA in the UK from 26 July to 17 September 2018: a total of 5,061 responses were received. The Department acknowledges that feedback from the consultation was varied in relation to restrictions around aerodromes, but says that there was strong consensus among airports and airlines that a larger restriction zone around aerodromes was necessary to ensure that SUA do not come into unsafe proximity with manned aircraft. As DfT set out in the response to the consultation (published in January 2019),<sup>10</sup> the Government therefore decided to extend the flight restriction zone.
33. DfT has confirmed that the Government intend to introduce a new Drones Bill, which will give police officers powers to stop and search people suspected of using drones maliciously above 400ft or within five kilometres of an airport. It will give additional new powers to the police to deal with the misuse of drones (including the power, with a warrant, to access electronic data stored on a drone).<sup>11</sup>
34. In the EM, DfT also says that it has instructed the CAA to carry out a review of the effectiveness of restrictions around aerodromes, due to take place later this year. As part of this review, the CAA will be considering the extent of any burden on businesses caused by the requirement to have permission before flying an SUA in a flight restriction zone, and whether there are any means to reduce this, for example, through more efficient processes, digital means or guidance.

### *Conclusion*

35. While there have, for some years, been restrictions on flying drones and other small unmanned aircraft in the proximity of airfields, this Order introduces an extended flight restriction zone in order to enhance the protection of airfields and the travelling public from the disruption that can be caused by drones. The House will be interested to see the way in which, through this Order, DfT is responding to the incidents at London's Gatwick and Heathrow Airports over Christmas 2018, as well as to views expressed in a consultation exercise held in summer 2018.

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10 Department for Transport, *Taking Flight: The Future of Drones in the UK - Government Response* (January 2019): <https://www.gov.uk/government/publications/government-response-to-future-of-drones-in-the-uk-consultation> [accessed 13 March 2019].

11 HM Government, *News Story: New drone safety partnership with business launched as government sets out plans to limit drone misuse* (20 February 2019): <https://www.gov.uk/government/news/new-drone-safety-partnership-with-business-launched-as-government-sets-out-plans-to-limit-drone-misuse> [accessed 13 March 2019].

## INSTRUMENTS OF INTEREST

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### Draft Flags (Northern Ireland) (Amendment) (EU Exit) Regulations 2019

36. Under existing legislation, there are a set number of designated days on which the Union flag must be flown on specified government buildings in Northern Ireland. On Europe Day, which falls on 9 May, there is currently a requirement to fly the Union flag and, where a building has two flagpoles, the European flag. This instrument, laid by the Northern Ireland Office (NIO), seeks to remove the existing legal requirement to fly any flag on 9 May after the UK has withdrawn from the EU. Flag flying is a controversial issue in Northern Ireland and, given the political and legal sensitivity of this matter, the Secondary Legislation Scrutiny Committee recommended when this instrument was laid as a proposed negative, that it should be upgraded to the affirmative resolution procedure to allow the House the opportunity to debate the issue.<sup>12</sup> The NIO accepted the Committee's recommendation in September 2018, nearly six months ago. **The House may wish to ask the Minister to explain the reasons for the delay in laying this affirmative instrument, particularly given the imminence of exit day and the number of instruments which have to be approved by the House before that deadline.**

### National Health Service (Clinical Negligence Scheme for General Practice) Regulations 2019 (SI 2019/334)

37. All healthcare professionals are required to have appropriate indemnity or insurance arrangements in place before they are able, lawfully, to practise. Currently, most purchase such cover from medical defence organisations, which are private companies that operate on a not-for-profit, mutual basis. However, the cost of such indemnity subscriptions has risen sharply over a number of years, by approximately 10% per annum, and was being cited as one of the reasons why GPs were reducing their hours. To address this, these Regulations, laid by the Department for Health and Social Care, establish the Clinical Negligence Scheme for General Practice to provide indemnity cover for healthcare professionals and others (including locums, trainees, dispensing doctors, nurses and clinical pharmacists) working in general practice as part of the NHS in England. The Scheme will automatically cover liabilities for clinical negligence arising from 1 April 2019 and no payment into the scheme is required. It is understood that the Welsh Government are in the process of establishing a similar state indemnity scheme for general practice in Wales.

### Conformity Assessment (Mutual Recognition Agreements) Regulations 2019 (SI 2019/392)

38. As a Member State of the EU, the UK is currently subject to bilateral agreements between the EU and third countries which allow conformity assessment bodies in these third countries to assess certain products against EU regulations or equivalent national regulations. The Department for Business, Energy and Industrial Strategy (BEIS) says that these arrangements remove product safety compliance as a key barrier to trade, and that the EU has such bilateral agreements with Australia, New Zealand, Canada, the USA, Japan, Switzerland, Turkey, South Korea and Israel. According to the Department,

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<sup>12</sup> Secondary Legislation Scrutiny Committee, [39th Report](#), Session 2017–19 (HL Paper 183).

the purpose of this instrument is to give the agreements explicit grounding in UK law before exit day, so that it is clear that conformity assessments in these third countries should be treated as if they had been carried out by the relevant body under EU law. BEIS says that this will also ensure that products can continue to be placed on the UK market for a time limited period after exit under separate EU exit legislation.<sup>13</sup> BEIS adds that the Government are seeking to replicate the effect of the EU's current agreements and are progressing reciprocal continuity agreements with the same third countries to provide a more permanent arrangement after exit. According to a factsheet that the Department has provided on this instrument, continuity agreements were signed earlier this year with Australia, New Zealand, the USA and Israel, and discussions to provide continuity of an agreement with Japan are ongoing. In addition, an agreement with Switzerland was signed in February which includes mutual recognition of conformity assessment for three product sectors. We are publishing the factsheet at Appendix 1.

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13 The relevant EU exit legislation includes the Product Safety and Metrology etc. (Amendment etc.) (EU Exit) Regulations 2019 which Sub-Committee B considered in its [17th Report](#), Session 2017–19 (HL Paper 293).

## **INSTRUMENTS NOT DRAWN TO THE SPECIAL ATTENTION OF THE HOUSE**

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### **Draft instruments subject to affirmative approval**

Electronic Commerce and Solvency 2 (Amendment etc.) (EU Exit) Regulations 2019

Flags (Northern Ireland) (Amendment) (EU Exit) Regulations 2019

Railway (Licensing of Railway Undertakings) (Amendment etc.) (EU Exit) Regulations 2019

Regulatory Reform (Scotland) Act 2014 (Consequential Modifications) Order 2019

Scotland Act 1998 (Transfer of Functions to the Scottish Ministers etc.) Order 2019

### **Instruments subject to annulment**

SI 2019/285 Personal Injuries (NHS Charges) (Amounts) (Amendment) Regulations 2019

SI 2019/334 National Health Service (Clinical Negligence Scheme for General Practice) Regulations 2019

SI 2019/353 Food (Amendment) (Northern Ireland) (EU Exit) Regulations 2019

SI 2019/377 Roads (Environmental Impact Assessment) (Amendment) (Northern Ireland) (EU Exit) Regulations 2019

SI 2019/378 Police and Firefighters' (Pensions etc.) (Amendment) (England and Wales) Regulations 2019

SI 2019/387 Education (Student Fees and Support) (Amendment) (Northern Ireland) (EU Exit) Regulations 2019

SI 2019/392 Conformity Assessment (Mutual Recognition Agreements) Regulations 2019

## APPENDIX 1: CONFORMITY ASSESSMENT (MUTUAL RECOGNITION AGREEMENTS) REGULATIONS 2019

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### Factsheet provided by the Department for Business, Energy and Industrial Strategy

Delivering the settlement negotiated with the EU remains the UK Government's top priority.

However, it is the responsible course of action to ensure the country is prepared for every eventuality and the Government has committed to minimising disruption for business, consumers and citizens in the event of a no deal EU exit.

In the event that the UK leaves the EU without a deal agreed by both sides, the Government will continue to accept certain goods that meet relevant EU regulatory requirements as valid to be placed on the UK market. This approach was set out in the Technical Notices published by the Government in September 2018. The Product Safety and Metrology Etc. (Amendment Etc.) (EU Exit) Regulations 2019, laid before Parliament on 7th February, is one of the legislative instruments that will, if approved by Parliament, enact this policy. The Government's intention is that this policy will be time-limited.

Some of the EU's trade agreements with Third Countries provide for conformity assessment bodies in the Third Country to assess products against EU regulatory requirements. These products can then be placed on the EU market. For example, a body in the USA can assess radio equipment to ensure it conforms with EU regulatory requirements before it is exported to the UK. The countries with agreements covered by this measure are Australia, New Zealand, Canada, USA, Japan, Switzerland, Turkey, South Korea and Israel.

This Statutory Instrument will enable those products within scope of these agreements, which are assessed by third country conformity assessment bodies against EU regulatory requirements, to be placed on the UK market. In the case of Switzerland, Turkey and Israel, this Statutory Instrument will also enable certain goods assessed against their national regulations, which are deemed equivalent to EU regulations and which are acceptable on the EU market, to be placed on the UK market.

#### *The relationship between this Statutory Instrument and new UK trade agreements*

This Statutory Instrument gives explicit grounding in UK law to the conformity assessment provisions in the current agreements between the EU and Third Countries and ensures that the outputs of conformity assessment by bodies covered by the EU Agreements will be treated as if issued by a body under EU law. This, in turn, will also ensure that products within scope of the Agreements, where conformity assessment has been carried out by specific third country bodies, can continue to be placed on the UK market after exit under the separate relevant EU Exit legislation.

The Government is seeking, as far as possible, to continue the effect of the EU's existing agreements with Third Countries. These new continuity trade agreements will provide a reciprocal and more permanent future trading arrangement with these third countries after the UK leaves the EU. These agreements will allow UK exporters to ensure products are compliant with the export market's technical regulations before they depart the UK, saving businesses time, money and

resources. The same applies to third country exporters selling to the UK, focused on UK regulatory requirements, benefiting UK consumers.

New continuity agreements have been signed with Australia (18 Jan 2019), New Zealand (21 Jan 2019), the USA (14 Feb 2019) and Israel (18 Feb 2019). Discussions to provide continuity of the Japan Agreement are ongoing. In addition, an agreement with Switzerland was signed on 11 February 2019, which includes mutual recognition of conformity assessment for three product chapters. These agreements are expected to enter into force once the UK leaves the EU, either in a no deal scenario or at the end of an Implementation Period.

**28 February 2019**

## APPENDIX 2: INTERESTS AND ATTENDANCE

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Committee Members' registered interests may be examined in the online Register of Lords' Interests at <http://www.parliament.uk/mps-lords-and-offices/standards-and-interests/register-of-lords-interests>. The Register may also be inspected in the Parliamentary Archives.

For the business taken at the meeting on 12 March 2019, Members declared the following interests:

### **Draft Common Rules for Access to the International Market for Coach and Bus Services (Amendment etc.) (EU Exit) Regulations 2019**

Baroness O'Loan  
*Close relative drives coaches*

### **Attendance:**

The meeting was attended by Lord Cunningham of Felling, Baroness Donaghy, Lord Goddard of Stockport, Lord Hodgson of Astley Abbotts, Lord Janvrin, Baroness O'Loan, Baroness Redfern, Lord Rooker and Lord Sherbourne of Didsbury.

