



## Kent Resilience Forum EU exit threat and risk assessment

5 August 2019

### Current Context

The Brexit referendum vote for United Kingdom leaving the European Union (EU) occurred on 23 June 2016 with negotiations commencing 19 June 2017.

Formal withdrawal from the EU was due to take place on 29 March 2019. This was extended to 12 April 2019, and on 11 April a further extension to Article 50 until 31 October 2019 was agreed.

A withdrawal agreement for the UK's exit from the EU, detailing the terms of the UK's exit and its future relationship with the EU, is still yet to be finalised and agreed. The Prime Minister has stated his intention for the UK to leave the EU on 31 October regardless of whether a deal has been agreed.

As there is still no agreed deal between the UK and EU in place, Kent Resilience Forum planning remains focussed on a 'day 1 no deal' scenario.

### 'No Deal'

In a 'no deal' Brexit scenario we expect the UK to be treated by the EU as a third country and would be subject to full third country controls. This would mean businesses who currently trade with the EU would need to be subject to the controls and processes which we currently apply to all trade with the rest of the world, including completing customs declarations and being subject to a variety of border checks.

Port of Dover and Eurotunnel both experience very high volumes of traffic on a daily basis. If any new controls or additional checks are introduced, this could cause delays at the border leading to queues on the transport network in Kent.

Kent continues to work with Government departments to ensure that risks associated with a 'no deal' scenario are understood and managed, and that traffic through Dover and Eurotunnel can continue to flow.

In a 'no deal' scenario, traders will need to be signed up to new customs processes in order to cross the border. A large number of traders may not be 'border ready' on 31 October and will not be permitted to cross the Channel from Port of Dover or Eurotunnel. As a result, non-compliant freight may fill the ports and reduce flow.

### Threat and Risk Assessment

The Kent Resilience Forum Risk Assessment Group has reviewed the [Kent Community Risk Register](#) and identified some Local Risk Assessments that will need to be monitored as the impacts of the worst case scenario of Day 1 No Deal are realised.

The Local Risk Assessments have been reviewed and this has provided assurance that the KRF has the capabilities in place to respond to the risks in the table below. There has been no increase to the likelihood or impact of these risks and the Kent Resilience Forum has extensive and robust plans in place to respond.

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<b>Impact</b>	5 Severe					
	4 Significant				Cross-channel disruption	
	3 Moderate				Transport Accident – Road  Plant Health	
	2 Minor		Maritime Accident or deliberate blockade  Animal Disease		Industrial Action  Public Disorder  Influx of British Nationals	Food Supply Contamination
	1 Limited					
		1 Limited	2 Medium /Low	3 Medium	4 Medium High	5 High
<b>Likelihood</b>						

**New Risk**

As part of the KRF's assessment of threat and risk surrounding Brexit, one new Local Risk Assessment has been completed and it has informed the ongoing work of the KRF to respond to the impacts of a Day 1 No Deal worst case scenario:

Risk Title	Risk Level
Prolonged disruption of one or more channel crossing routes for a period of more than three months	Very High

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### **Risk Description:**

This risk relates to potential disruption at the border, in the event of a 'no deal' scenario, which may cause delays at the Port of Dover and Eurotunnel.

The Port of Dover and the Channel Tunnel are facilities of national importance. As the shortest crossing point between the UK and mainland Europe, the Dover Straits ports (Dover, Channel Tunnel) account for 69% of all goods vehicles and 89% of all powered goods vehicles that travel between the UK and mainland (Freight fluidity for UK gateways to Europe paper 2015).

Prolonged disruption to one or more channel crossing could have the following impacts:

- Traffic – disruption on the major and minor road network;
- Environmental – noise, air pollution and waste stockpiling;
- Economic – impact on local businesses and the tourist industry;
- Medicines & consumables – distribution of medication within NHS around the county along with supply chain and medication from outside of the UK;
- Supply chain – businesses within Kent that supply EU countries or receive goods from EU/non-EU countries may have a delay in import and export, including food, medicines and medical consumables.

KRF has robust plans in place across the partnership to mitigate the impact of this risk on Kent's communities, businesses, KRF responders and wider partners. These plans will ensure that partners can respond to adverse impacts as well as continue to deliver their most critical services.