



Partial Regulatory Impact Assessment

Marine Plan for Northern Ireland

March 2018



Department of
**Agriculture, Environment
and Rural Affairs**

www.daera-ni.gov.uk



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IN PEOPLE**

Front cover image - Tourism NI

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Abbreviations

Business	All business sectors including charitable, voluntary and social enterprise sectors.
EU	European Union.
IA	Impact Assessment.
Marine Act	Marine Act (Northern Ireland) 2013.
Marine Plan	The Marine Plan for Northern Ireland.
MCAA	Marine and Coastal Access Act 2009.
UK MPS	UK Marine Policy Statement.
MSP Directive	EU Maritime Spatial Planning Directive 2014/89/EU[1] establishing a framework for maritime spatial planning.
NI	Northern Ireland
OSPAR	Convention for the Protection of the Marine Environment of the North-East Atlantic.
RIA	Regulatory Impact Assessment.
(R)IA	Collectively referring to Regulatory Impact Assessments (RIA) and Impact Assessments (IA).
SMB	Small and micro-businesses.
UK	United Kingdom

Regulatory Impact Assessment

What is this Regulatory Impact Assessment?

1. A Regulatory Impact Assessment (RIA) is a key element of policy development and is a fundamental tool in the Northern Ireland Better Regulation Strategy¹. This partial RIA considers the potential economic impact of the draft Marine Plan for Northern Ireland (the Marine Plan) on business. It is used alongside other tools, such as the Sustainability Appraisal (SA), to assess the economic, environmental and social impacts of the Marine Plan. The scope of this partial RIA includes all business sectors including charitable, voluntary and social enterprise sectors, hereafter collectively called business.
2. The Marine Plan is technically two plans in one document²; this partial RIA considers both plans.

How can I comment on this Regulatory Impact Assessment?

3. The Marine Plan Team welcomes any comments on this partial RIA as part of the Marine Plan consultation process. Representations should be sent by email to: marineplanteam@daera-ni.gov.uk

Postal responses should be sent to:

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¹ <https://www.economy-ni.gov.uk/articles/northern-ireland-better-regulation-strategy>

² As outlined in paragraph 3 of the Marine Plan.

Intervention, Objective and Requirement for RIA

Marine Plan for Northern Ireland

Background

Northern Ireland and UK Context

4. The preparation of the Marine Plan for Northern Ireland (Marine Plan) is the culmination of a number of advancements in the management of the UK marine area. These include (but are not limited to):
 - Our Seas - a shared resource: High Level Marine Objectives;
 - The Marine and Coastal Access Act 2009 (MCAA);
 - The UK Marine Policy Statement (MPS); and
 - The Marine Act (Northern Ireland) 2013 (Marine Act).
5. The legislation places a statutory requirement³ on the Department of Agriculture, Environment and Rural Affairs (DAERA), as the Marine Plan Authority, to produce marine plans for the Northern Ireland marine area⁴.
6. Previous assessments on marine plans in the Northern Ireland (and UK) marine area are documented within the Impact Assessments (IA) of the MCAA and UK MPS and the Regulatory Impact Assessment (RIA) of the Marine Act. Copies of these (R)IA's can be provided on request.
7. The Marine Plan and this partial RIA must be considered within the suite of UK marine management measures. This partial RIA does not assess or reiterate previously documented intervention requirements, rationale or impacts for marine planning. It also does not assess or reiterate previously introduced policy measures. This partial RIA should be considered as an extension of the (R)IAs carried out on the MCAA, Marine Act and the UK MPS or other sector specific policies.

³ Section 51 (2) of the MCAA states that: 'Where an MPS governs marine planning for a marine planning region, the marine plan authority for the region must seek to ensure that every part of the region is within an area for which a marine plan is in effect.'

⁴ The Marine Area, as defined in legislation, is outlined in paragraph 10 of the Marine Plan.

8. In addition to the legislative requirements, the Marine Plan addresses specific issues that were identified through early stakeholder engagement and in discussion with other NI and UK Government Departments that have responsibilities in the NI marine area. These include:
- providing greater clarity and coherence in marine policy;
 - improving stakeholder engagement in the marine area;
 - supporting the sustainable development of the marine area; and
 - supporting the environmental management of the marine area.

European Context and Other Requirements

9. Marine planning sits within an international regulatory framework that governs a number of aspects of marine management.
10. This includes the EU Maritime Spatial Planning Directive (MSP Directive) 2014/89/EU⁵, which establishes a framework for maritime spatial planning. This requires Maritime Member States to have marine plans for their marine area by 31 March 2021.
11. Other EU Directives and Policy with which marine planning interacts include, but are not limited to, the Marine Strategy Framework Directive, the Water Framework Directive, the Habitats Directive, the Wild Birds Directive, the Floods Directive, Environmental Impact Assessment, Strategic Environmental Assessment and the Common Fisheries Policy.
12. International obligations include, but are not limited to, OSPAR, Valletta Convention and the UN Convention on the Law of the Sea (UNCLOS).

Rationale for the Intervention and Objective

13. The rationale underpinning marine plans was previously documented in the (R)IAs of the UK MPS, MCAA and Marine Act.
14. An overarching theme of the Marine Plan is the presumption in favour of sustainable development. This reflects the presumption in favour of sustainable development in marine planning outlined in the UK MPS. The Marine Plan also promotes the co-existence of marine activities and the avoidance, minimisation and/or mitigation of potential adverse impacts. This reflects the principles for decision making as outlined in the UK MPS and other policy and legislative requirements.

⁵ http://ec.europa.eu/maritimeaffairs/policy/maritime_spatial_planning/index_en.htm

15. Other specific areas of intervention, such as stakeholder engagement and marine litter were identified through evidence gathering and stakeholder engagement, during the initial stages of the Marine Plan development.
16. The objective of the Marine Plan is:
‘A healthy marine area which is managed sustainably for the economic, environmental and social prosperity of present and future generations.’
17. To achieve its vision, the Marine Plan has outlined eight integrated and cross-cutting objectives⁶. Departments with marine responsibilities will contribute to the achievement of these objectives.

Intended Period of Intervention

18. Marine plans for the Northern Ireland marine area are required:
 - when a Marine Policy Statement is in place for the Northern Ireland marine area; and/or
 - by the EU MSP Directive.
19. It is a statutory requirement that marine plans are in place for the Northern Ireland marine area on an ongoing basis.
20. The Marine Plan is subject to a review process as set out in the MCAA and the Marine Act. Outside the statutory review periods, the Marine Plan can be amended or replaced should there be a significant change in the evidence underpinning the policies.

⁶ Listed in Annex C of the Marine Plan

Screening

21. Pre-screening has determined that a Regulatory Impact Assessment is required.

Options to Achieve Objectives

22. Producing marine plans was predetermined by the MCAA, Marine Act and the UK MPS. Other options, such as, doing nothing, self-regulation, co-regulation, codes of practice, information and education campaigns and mediation services have previously been assessed in the (R)IAs of previous measures.

Cost/Benefits

The Impact of the Marine Plan on Business

23. The Marine Plan will have a positive impact on business by providing clarity, advice and guidance (including spatial guidance and information) across a wide range of issues, within a single document.
24. The Marine Plan consolidates existing legislation, policy measures and practices in the Northern Ireland marine area. For example, the Marine Plan promotes a number of marine activities and uses, such as marine energy; however, this is a reflection of national and regional energy policy⁷ and the presumption in favour of sustainable development in the UK MPS. The Marine Plan emphasises the contributory role it has with other programmes and measures in marine management. The Marine Plan makes clear that the policy and legislative responsibility of marine activities and uses remains with the relevant public authorities. The potential impact of the Marine Plan on business must be considered within the context of existing policy.
25. This partial RIA does not quantify the impact of existing policy and legislation. It does however, document any potential impacts on business (positive or negative) arising from the additional clarity, advice and guidance (including spatial guidance and information) provided by the Marine Plan.
26. This partial RIA should be read in conjunction with the Sustainability Appraisal of the Marine Plan.

Adopting a Qualitative Approach

27. As the Marine Plan is a strategic document, this partial RIA has adopted a qualitative approach in assessing the potential impacts on business. A quantitative analysis is not possible, as detailed baseline economic evidence is not available across the majority of marine activities and uses. The Marine Plan also affects a wide range of decision making processes, with many case-by-case variables⁸. This factor is in addition to the uncertainties associated with the high number of other variables⁹, which might affect activities and uses. Such variables can severely limit the accuracy and value of a quantitative assessment. Adopting a qualitative approach reflects the methodology used for the IA of the UK MPS.

⁷ In the form of the MPS, National Policy Statements and Energy - a strategic framework for Northern Ireland: <https://www.economy-ni.gov.uk/publications/energy-strategic-framework-northern-ireland>

⁸ Such as: spatial location, environmental conditions or the type, scale and nature of proposal.

⁹ Such as: the referendum vote to leave the EU; changes in tax regimes and tariffs; market fluctuations; changes in government policy; or environmental factors.

Costs to Government

28. The costs associated with the establishment and preparation of marine plans was estimated in the (R)IA of the Marine Act and MCAA. Some costs identified in the production of the Marine Plan have already been incurred. The implementation of the Marine Plan should not impose any additional costs on government as there is already the requirement to implement the UK MPS. The Marine Plan consolidates existing legislation, policy measures and practices in the Northern Ireland marine area.

Costs to Business

29. It is expected that there will be no or minimal additional costs to business, as a result of introducing the Marine Plan. Any additional costs that may arise should be offset or exceeded by the benefits of using the Marine Plan.
30. The additional clarity and guidance (including spatial guidance and information) provided by the Marine Plan, will benefit business by informing the concept, planning, and design of proposals. In addition, the Marine Plan clarifies the evidence requirements of decision making processes. This can lead to more efficient and effective decision making processes, thus reducing the risk of uncertainty and increasing the potential for a positive outcome. Providing clarity around decision making processes and reducing uncertainty should encourage business and reduce costs.
31. A breakdown of the expected cost/benefits of Marine Plan topics is provided in Table 1.

Competition Assessment

32. As the Marine Plan clarifies existing policy and legislation, it will not affect the ability of suppliers/businesses to compete or reduce their incentives to compete vigorously.

Competition with other Jurisdictions

33. Marine plans are being prepared across the UK, under a common framework provided by the UK MPS. It is unlikely that any Northern Ireland business or any business operating in the Northern Ireland marine area will be prejudiced by the introduction of the Marine Plan.
34. The EU MSP Directive requires Member States to produce marine plans for their marine areas. The UK is a leader in Marine Spatial Planning and had introduced a framework for Marine Spatial Planning through the UK Marine Policy Statement in 2011, prior to the introduction of the EU MSP Directive in 2014. Both the UK and EU are committed to producing marine plans for their marine areas.

35. Having a Marine Plan in place will provide greater certainty for businesses wishing to make investment decisions. This will help make the Northern Ireland marine area more attractive for business than areas that do not have a marine plan¹⁰.

Small and Micro-Business Impact

36. Many sectors operating in the Northern Ireland marine area include small and micro-businesses (SMB). Fisheries, aquaculture and tourism, all have large proportions of SMBs. As the Marine Plan clarifies existing policy and legislation it is unlikely that it will have any additional or disproportionate adverse impact on SMBs.
37. The additional clarity, advice and guidance provided by the Marine Plan will benefit SMBs by making marine information (policy, spatial and administrative) more accessible. This is particularly the case for SMBs that have limited experience of operating in the Northern Ireland marine area.
38. The additional spatial information and guidance provided by the Marine Plan and the supplementary Mapviewer, may help SMBs make better investment and siting decisions. This will allow them to direct resources to optimal locations for their activities, taking account of the full range of other marine interests. This can lead to more efficient and effective decision making processes, thus reducing the risk of uncertainty and increasing the potential for a positive outcome. Providing clarity around the requirements of decision making processes and reducing the potential for uncertainty, should reduce costs and encourage SMBs.

Enforcement and Sanctions

39. Authorisation and enforcement decisions must be in accordance with marine policy documents¹¹ unless relevant considerations indicate otherwise. As the Marine Plan clarifies existing policy and legislation it is unlikely that it will result in significant changes to enforcement or sanction proceedings or procedures.
40. The enforcement of marine activities remains the responsibility of the relevant public authority.

Expected Review Date

41. The MCAA and the Marine Act require a review of the Marine Plan at three yearly intervals. At this time the Marine Plan Authority may amend or replace the Marine Plan.

¹⁰ It is noted that the presence of a marine planning regime is one of a wide range of factors that may influence business investment decisions.

¹¹ The UK MPS and any relevant marine plans.

42. In addition, both the MCAA and the Marine Act require the Marine Plan Authority to produce a report within 6 years from the commencement of the respective marine legislation. The report is to describe any intention for the amendment of any existing Marine Plans or any intention to prepare and adopt any further Marine Plans. The first report¹² was submitted to the Northern Ireland Assembly in October 2015.
43. The EU MSP Directive requires the review of Marine Plans at least every ten years. This review may be incorporated into other reviews conducted under the national legislative requirements.
44. Whilst the legislation prescribes review dates, marine planning is an iterative process and the Marine Plan for Northern Ireland will be reviewed on a regular basis.

¹² <https://www.daera-ni.gov.uk/publications/report-marine-plan-process-northern-ireland>

Impact Summary - Mapping and Approach to Policy

Plan Section	Sector/Groups affected	Business Impact Additional Costs/Benefits
Mapping and spatial guidance.	All.	The Marine Plan will not create new zonings for activities and uses. The plan will provide spatial information on the location of existing marine activities and uses. This guidance will help inform proposers of optimal locations for their activity and uses, taking account of the full range of other interests in the marine area. Identifying spatial constraints early, can inform the concept, planning, and design of proposals. This can lead to a more efficient and effective decision making process, thus reducing the risk of uncertainty and increasing the potential for a positive outcome.
		Impact assessment: Positive
Policy Approach: Presumption in favour of sustainable development.	All.	The presumption in favour of sustainable development within the Marine Plan reflects the presumption in favour of sustainable development in marine planning outlined in the UK MPS. The approach will support business and reflects the Programme for Government outcomes. This clear direction for public authorities in their decision making will benefit business.
		Impact assessment: Positive

Impact Summary - Core Policies

Plan Section	Sector/Groups affected	Business Impact Additional Costs/Benefits	
Stakeholder Engagement.	All.	<p>Provisions exist for stakeholder engagement within existing policy and legislation; however, this is the first time it is presented in a written form for some marine sectors. Some proposers may experience additional costs associated with the requirement to demonstrate that stakeholder engagement has taken place. However, as proportionality is central to the policy, these costs should be minimal and offset by the potential benefits of engagement.</p> <p>Potential additional costs as a result of the policy, if any, will be offset by more efficient concept and design processes that take account of local knowledge and concerns. Addressing stakeholder concerns may reduce the likelihood of third party objections or legal challenges to decision making processes. This can lead to more efficient and effective decision making processes, thus reducing the risk of uncertainty and increasing the potential for a positive outcome.</p> <p>For communities and community groups, there may be marginal additional costs associated with preparing for, and travelling to, pre-application stakeholder engagement events. These costs should be offset by the benefit of a greater and more comprehensive community engagement process that constructively influences proposals and decision making processes.</p>	
		Impact assessment	Positive

Plan Section	Sector/Groups affected	Business Impact Additional Costs/Benefits	
Air Quality.	All.	<p>The Air Quality policy within the marine plan reflects existing policy and legislation. It does not introduce any new burdens on business.</p> <p>The clarity, advice and guidance provided by the policy will benefit business by informing the concept, planning and design of proposals. The policy also clarifies the evidence requirements of decision making processes. This can lead to more efficient and effective decision making processes, thus reducing the risk of uncertainty and increasing the potential for a positive outcome.</p>	
		Impact assessment	Positive
Climate Change.	All.	<p>The Climate Change policies reflect existing policy and legislation. They do not introduce any new burdens on business.</p> <p>The clarity, advice and guidance provided by these policies will benefit business by informing the concept, planning and design of proposals. It can also help identify risks and opportunities from changing conditions as a result of climate change. In addition, the policies clarify the evidence requirements of decision making processes. This can lead to more efficient and effective decision making processes, thus reducing the risk of uncertainty and increasing the potential for a positive outcome.</p>	
		Impact Assessment	Positive

Plan Section	Sector/Groups affected	Business Impact Additional Costs/Benefits	
Coastal Processes.	All.	<p>The Coastal Processes policies reflect existing policy and legislation. They do not introduce any new burdens on business.</p> <p>The clarity, advice and guidance provided by these policies will benefit business by informing the concept, planning and design of proposals. It can help develop effective resilience measures and avoid costly remedial works resultant from poor risk management. In addition, the policies clarify the evidence requirements of decision making processes. This will lead to more effective and efficient decision making processes, thus reducing the risk of uncertainty and increasing the potential for a positive outcome.</p>	
		Impact Assessment	Positive
Co-Existence.	All.	<p>The Co-Existence policy reflects existing policy and legislation. It does not introduce any new burdens on business.</p> <p>The clarity, advice and guidance provided by the policy will benefit business by informing the concept, planning and design of proposals. Promoting co-existence may result in some marine activities and uses incurring additional costs to enhance co-existence. This should be offset by reducing potential conflict with other marine activities and uses and the likelihood of third party objections or legal challenges to decision making processes. Co-existence can provide cost sharing opportunities for businesses. In addition, the policy clarifies the evidence requirements of decision making processes. This will lead to more effective and efficient decision making process, thus reducing the risk of uncertainty and increasing the potential for a positive outcome.</p>	
		Impact Assessment	Positive

Plan Section	Sector/Groups affected	Business Impact Additional Costs/Benefits
Cumulative Impacts.	All.	<p>The Cumulative Impact policy reflects existing policy and legislation. It does not introduce any new burdens on business.</p> <p>The clarity, advice and guidance provided by the policy will benefit business by the informing the concept, planning and design of proposals. The policy also clarifies the evidence requirements of decision making processes. This will lead to more efficient and effective decision making processes, thus reducing the risk of uncertainty and increasing the potential for a positive outcome.</p>
		<table border="1"> <tr> <td data-bbox="678 813 1061 864">Impact Assessment</td> <td data-bbox="1061 813 1442 864">Positive</td> </tr> </table>
Impact Assessment	Positive	
Heritage Assets.	All.	<p>The Heritage Assets policies reflect existing policy and legislation. They do not introduce any new burdens on business.</p> <p>The clarity, advice and guidance provided by the policies will benefit business by informing the concept, planning and design of proposals. The policies also clarify the evidence requirements of decision making processes. This will lead to more efficient and effective decision making processes, thus reducing the risk of uncertainty and increasing the potential for a positive outcome.</p>
		<table border="1"> <tr> <td data-bbox="678 1391 1061 1440">Impact Assessment</td> <td data-bbox="1061 1391 1442 1440">Positive</td> </tr> </table>
Impact Assessment	Positive	

Plan Section	Sector/Groups affected	Business Impact Additional Costs/Benefits	
Invasive Alien Species.	All.	<p>The Invasive Alien Species policy reflects existing policy and legislation; however, this is the first time it is presented in a written form for some marine sectors. The policy does not introduce any new burdens on business.</p> <p>The clarity, advice and guidance provided by the policy will benefit business by informing the concept, planning and design of proposals. This can help avoid costly remedial works resultant from poor risk management of alien invasive species. The policy also clarifies the evidence requirements of decision making processes. This can lead to more efficient and effective decision making processes, thus reducing the risk of uncertainty and increasing the potential for a positive outcome.</p>	
		Impact Assessment	Positive
Land and Sea Interaction.	All.	<p>The Land and Sea Interaction policy reflects existing policy and legislation; however, this is the first time it is presented in a written form for most marine sectors. The policy does not introduce any new burdens on business.</p> <p>The clarity, advice and guidance provided by the policy will benefit business by informing the concept, planning and design of proposals. The policy also clarifies the evidence requirements of decision making processes. This can lead to more efficient and effective decision making processes, reducing the risk of uncertainty and increasing the potential for a positive outcome.</p>	
		Impact Assessment	Positive

Plan Section	Sector/Groups affected	Business Impact Additional Costs/Benefits	
Marine Litter.	All.	<p>The Marine Litter policy reflects existing policy and legislation; however, this is the first time it is presented in a written form for most marine sectors. The policy does not introduce any new burdens on business.</p> <p>The clarity, advice and guidance provided by the policy will benefit business, including land based business, by informing the concept, planning and design of proposals. The policy also clarifies the evidence requirements of decision making processes. This can lead to more efficient and effective decision making processes, thus reducing the risk of uncertainty and increasing the potential for a positive outcome.</p>	
		Impact Assessment	Positive
Marine Noise.	All.	<p>The Marine Noise policy reflects existing policy and legislation; however, this is the first time it is presented in a written form for most marine sectors. The policy does not introduce any new burdens on business.</p> <p>The clarity, advice and guidance provided by the policy will benefit business by informing the concept, planning and design of proposals. The policy also clarifies the evidence requirements of decision making processes. This can lead to more efficient and effective decision making processes, thus reducing the risk of uncertainty and increasing the potential for a positive outcome.</p>	
		Impact Assessment	Positive

Plan Section	Sector/Groups affected	Business Impact Additional Costs/Benefits	
Natural Heritage.	All.	<p>The Natural Heritage policies reflect existing policy and legislation. They do not introduce any new burdens on business.</p> <p>The clarity, advice and guidance provided by these policies will benefit business by informing the concept, planning and design. The policies also clarify the evidence requirements of decision making processes. This will lead to more efficient and effective decision making processes, thus reducing the risk of uncertainty and increasing the potential for a positive outcome.</p>	
		Impact Assessment	Positive
Seascape.	All.	<p>The Seascape policy reflects existing policy and legislation; however, this is the first time it is presented in a written form for most marine sectors. It does not introduce any new burdens on business.</p> <p>The clarity, advice and guidance provided by the policy will benefit business by informing the concept, planning and design of proposals. The policy also clarifies the evidence requirements of decision making processes. This can lead to more efficient and effective decision making processes, thus reducing the risk of uncertainty and increasing the potential for a positive outcome.</p>	
		Impact Assessment	Positive
Use of Evidence.	All.	<p>The Use of Evidence policy reflects existing policy and legislation. It does not introduce any new burdens on business.</p> <p>The clarity, advice and guidance provided by the policy will benefit business by informing the concept, planning and design of proposals. The policy also clarifies the evidence requirements of decision making processes. This can lead to more efficient and effective decision making processes, thus reducing the risk of uncertainty and increasing the potential for a positive outcome.</p>	
		Impact Assessment	Positive

Plan Section	Sector/Groups affected	Business Impact Additional Costs/Benefits	
Water Quality.	All.	<p>The Water Quality policy reflects existing policy and legislative. It does not introduce any new burdens on business.</p> <p>The clarity, advice and guidance provided by the policy will benefit business by informing the concept, planning and design of proposals. The policy also clarifies the evidence requirements of decision making processes. This can lead to more efficient and effective decision making processes, thus reducing the risk of uncertainty and increasing the potential for a positive outcome.</p>	
		Impact Assessment	Positive

Key Activity Policies

Plan Section	Sector/Groups affected	Business Impact	Additional Costs/Benefits
Aquaculture.	Primarily aquaculture producers, secondary and supportive businesses. Also of interest to businesses interacting with the aquaculture sector.	<p>The Aquaculture policy reflects existing policy and legislation. It does however encourage new marine shellfish aquaculture activities to locate within existing shellfish water protected areas; this is the first time this spatial guidance has been presented in a written form. The policy does not introduce any new burdens on business.</p> <p>The clarity, advice and guidance provided by this policy will benefit business by the informing the concept, planning and design of proposals. It will encourage new shellfish aquaculture to locate within those areas most suitable for future activity. The policy does not preclude new shellfish aquaculture outside these areas. In addition, the policy clarifies the evidence requirements of decision making processes. This can lead to more efficient and effective decision making processes, reducing the risk of uncertainty and increasing the potential for a positive outcome.</p>	
		Impact Assessment	Positive
Carbon Capture and Storage.	-	<p>The Marine Plan does not introduce any new provisions for Carbon Capture and Storage (CCS). The UK MPS will continue to provide the policy and guidance for CCS decisions.</p>	
		Impact Assessment	Positive

Plan Section	Sector/Groups affected	Business Impact Additional Costs/Benefits	
Commercial Fishing.	All.	<p>The Commercial Fishing policy reflects existing policy and legislation. It does not introduce any new burdens on business.</p> <p>The clarity, advice and guidance provided by this policy will benefit business by informing the concept, planning and design of proposals that could impact on commercial fishing. This can help reduce any potential conflict with commercial fishing activities and the likelihood of third party objections or legal challenges to decision making processes. In addition, the policy clarifies the evidence requirements of decision making processes. This can lead to more efficient and effective decision making processes, thus reducing the risk of uncertainty and increasing the potential for a positive outcome.</p>	
		Impact Assessment	Positive
Defence and National Security.	All.	<p>The Defence and National Security policy reflects existing policy and legislation. It does not introduce any new burdens on business.</p> <p>The clarity, advice and guidance provided by this policy will benefit business by informing the concept, planning and design of proposals that could interfere with defence and national security. This can help reduce potential conflict with defence and national security activities and the likelihood of objections to decision making processes from the responsible defence and national security authorities. The policy also clarifies the evidence requirements of decision making processes. This can lead to more efficient and effective decision making processes, thus reducing the risk of uncertainty and increasing the potential for a positive outcome.</p>	
		Impact Assessment	Positive

Plan Section	Sector/Groups affected	Business Impact Additional Costs/Benefits	
Dredging.	Primarily dredging operators and activities and uses which rely on dredging activities. Also of interest to businesses interacting with the dredging sector.	<p>The Dredging policy reflects existing policy and legislation. In addition to other requirements the disposal of dredged waste at sea is directed to existing registered disposal sites. Whilst the policy could limit the potential for dredging businesses to reduce travel distance to disposal sites, the policy does not preclude the opening of new disposal sites and will not introduce any new burdens on business.</p> <p>The clarity, advice and guidance provided by the policy will benefit business by informing the concept, planning and design of proposals. The policy also clarifies the evidence requirements of decision making processes. This can lead to more efficient and effective decision making processes, thus reducing the risk of uncertainty and increasing the potential for a positive outcome.</p>	
		Impact Assessment	Positive
Energy.	Primarily the energy sector and supportive businesses. Also of interest to businesses interacting with the energy sector.	<p>The Energy policy reflects existing policy and legislation. The policy does not introduce any new burdens on business.</p> <p>The clarity, advice and guidance provided by this policy will benefit business by informing the concept, planning and design of proposals. The policy also clarifies the evidence requirements of decision making processes. This can lead to more efficient and effective decision making processes, thus reducing the risk of uncertainty and increasing the potential for a positive outcome.</p>	
		Impact Assessment	Positive

Plan Section	Sector/Groups affected	Business Impact Additional Costs/Benefits	
Marine Aggregates.	Primarily the aggregates sector and supportive businesses. Also of interest to businesses interacting with the aggregates sector.	<p>The Marine Aggregate policy reflects existing policy and legislation. It does not introduce any new burdens on business.</p> <p>The clarity provided by this policy will benefit business by informing the concept, planning and design of proposals. The policy also clarifies the evidence requirements of decision making processes. This can lead to more efficient and effective decision making processes, thus reducing the risk of uncertainty and increasing the potential for a positive outcome.</p>	
		Impact Assessment	Positive
Ports, Harbours and Shipping: <i>Navigation Safety and Shipping.</i>	All	<p>The Potential to Impact on Navigational Safety and Shipping policies reflect existing policy and legislation. It is first time some specific issues, such as disruption, travel time and fuel costs have been presented in a written policy. The policies do not introduce any new burdens on business and will not prevent ships accessing ports or infringe navigation rights or freedom of the seas.</p> <p>The clarity, advice and guidance provided by these policies will benefit marine business by informing the concept, planning and design of proposals that could impact on navigational safety and shipping. This can help reduce any potential conflict with shipping activities and the likelihood of third party objections or legal challenges to decision making processes. The policies also clarifies the evidence requirements of decision making processes. This can lead to more efficient and effective decision making processes, thus reducing the risk of uncertainty and increasing the potential for a positive outcome.</p>	
		Impact Assessment	Positive

Plan Section	Sector/Groups affected	Business Impact Additional Costs/Benefits	
Ports, Harbours and Shipping: <i>Ports & Harbours.</i>	Primarily the aggregates sector and supportive businesses. Also of interest to businesses interacting with the aggregates sector.	<p>The Ports and Harbours policy reflects existing policy and legislation. It does not introduce any new burdens on business.</p> <p>The clarity, advice and guidance provided by the policy will benefit marine business by informing the concept, planning and design of proposals. It also clarifies the evidence requirements of decision making processes. This can lead to more efficient and effective decision making processes, thus reducing the risk of uncertainty and increasing the potential for a positive outcome.</p>	
		Impact Assessment	Positive
Telecommunications Cabling.	Primarily the telecommunication businesses, cable laying and repairing businesses and other supportive businesses. Also of interest to businesses interacting with the telecommunication cable sector.	<p>The Telecommunication Cabling policy reflects existing policy and legislation. It does not introduce any new burdens on business.</p> <p>The clarity, advice and guidance provided by the policy will benefit marine telecommunication business by informing the concept, planning and design of proposals. The policy also clarifies the evidence requirements of decision making processes. This can lead to more efficient and effective decision making process, thus reducing the risk of uncertainty and increasing the potential for a positive outcome.</p>	
		Impact Assessment	Positive

Plan Section	Sector/Groups affected	Business Impact Additional Costs/Benefits	
Tourism and Recreation.	Primarily the tourism and recreation sector and supportive businesses. Also of interest to businesses interacting with the tourism and recreation sector.	<p>The Tourism and Recreation policy reflects existing policy and legislation. It does not introduce any new burdens on business.</p> <p>The clarity, advice and guidance provided by this policy will benefit tourism and recreation business by informing the concept, planning and design of proposals. The policy also clarifies the evidence requirements of decision making processes. This can lead to more efficient and effective decision making processes, reducing the risk of uncertainty and increasing the potential for a positive outcome.</p>	
		Impact Assessment	Positive



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