

UK and South Korea go underground for innovative new 5G partnership

Digital Minister Margot James has announced the winners of a £2.4 million project with South Korea to explore new 5G experiences for tourists and commuters on public transport.

5G RailNext has been chosen to test how 5G can provide uninterrupted 'infotainment' services across the Seoul Metro system. The project will deliver Augmented Reality (AR) and Mixed Reality (MR) content – including travel information, video streaming and gaming – through wearable devices such as headsets.

A follow-up demonstrator in the UK will take place on the Glasgow Metro, with the 5G RailNext consortium outlining plans to explore future use on the London Underground and New York Metro.

5G RailNext is a private and public sector consortium led by Cisco and consisting of British SMEs Soluis and Ampletime as well as the University of Strathclyde and Glasgow City Council.

Digital Minister Margot James said:

5G is the future of connectivity and we want the UK to be a world leader. This collaboration with South Korea will explore innovative ways to use the technology to deliver content and services on transport networks in Seoul and Glasgow.

I'm delighted that this will create new partnership and business opportunities for UK SMEs, academia and local government.

The UK and South Korean Governments will give up to £1.2 million grant funding each to support the scheme, which aims to demonstrate how new interactive experiences, including travel services, entertainment and advertising can be delivered through 5G.

The competition was launched in April 2019 as a drive for South Korean investment in the UK and to create new opportunities for UK businesses in South Korea.

It is part of the Government's £200 million [5G Testbeds & Trials Programme](#), which aims to maximise the opportunities for UK businesses, especially SMEs, to develop new 5G applications and services for both domestic and global markets.

Through its modern [Industrial Strategy](#) the Government is making sure that the UK has the right infrastructure in place to be a world leader in new 5G technology.

The project demonstrates a continued collaborative relationship between UK and South Korean industry, one which the Government hopes to develop following EU exit.

The project will run from August 2019 to March 2021.

Tony Gribben, Country Manager, Cisco Scotland, said:

We're delighted to be working with DCMS and such innovative partners on this project. More so than any other wave of connectivity, 5G presents an opportunity to ensure every industry can benefit from connectivity and the added value it provides to society. With Glasgow Metro one of the oldest in the world, what more challenging and relatable environment to trial than a moving metro train, equipped with the latest in augmented reality technology.

Jon Kingsbury, Head of Digital Economy & Creative Industries at the Knowledge Transfer Network, one of the founding partners of UK5G, said:

The 5G RailNext project is an exciting and innovative collaboration between the UK and Korea – deploying world-class British advertising and digital expertise to develop new and useful services for commuters. We especially look forward to the project bringing back insights from its trial on the Seoul Metro to benefit passengers in the UK.

ENDS

Notes to Editors

The competition ran from 27 April 2019 – 1 June 2019, and was administered by UK5G (through the Knowledge Transfer Network), using an agreed assessment process, based on the Innovate model. UK5G used their knowledge and experience to work with the lead South Korean delivery organisation to agree the scope of the project.

For more information on the 5G Testbeds and Trials Programme please see the recently published [Programme Update](#). This provides a brief update on the progress made by the 5GTT Programme in delivering projects that drive towards its targets and objectives and provides a forward look of what activities the 5GTT Programme is planning over the next 12 months to continue to make good progress on those objectives.

About the 5G Testbed and Trials Programme

The 5G Testbeds and Trials Programme (5GTT Programme) is the Government's nationally coordinated programme of investment in 5G testbed facilities and application trials. The Government has allocated £200 million from the

National Productivity Investment Fund (NPIF) to it. The Programme has made investments in projects covering a range of industry sectors and use cases such as healthcare, tourism and manufacturing. The 5GTT launched in late 2017 and will run until the end of March 2022.

The 5GTT looks to harness areas where the UK has a competitive advantage – such as in scientific research, engineering talent and our rich variety of technology businesses.

The Programme is working to deliver the following objectives:

- Accelerate the deployment of 5G networks and ensure the UK can take early advantage of the applications those networks can enable.
- Maximise the productivity and efficiency benefits to the UK from 5G.
- Create new opportunities for UK businesses at home and abroad, and encourage inward investment.

The 5G Programme's vision is to foster, build and lead.

- Foster – the development of the UK's 5G ecosystem and help boost the UK's digital infrastructure.
- Build – the business case for 5G and the ideal conditions needed to deploy it efficiently.
- Lead – the way in 5G R&D to drive UK 5G leadership

While funded by DCMS, [UK5G](#) is an independent and impartial national innovation network dedicated to the promotion of research, collaboration and the commercial application of 5G in the UK.

[PHE issues advice to people travelling to Egypt](#)

All travellers had been to the Hurghada region of Egypt. Public Health England's (PHE's) scientists are gathering further information to understand the cause of these infections.

E. coli can cause an unpleasant diarrhoeal illness with stomach cramps and occasionally fever. Most people will recover without the need for medical treatment, but younger and older people may go on to develop complications of the infection, leading to kidney failure. This rare condition is called haemolytic uraemic syndrome (HUS), which in very rare circumstances can be fatal.

E. coli is caught through ingesting contaminated food or water.

PHE recommends travellers to the region to:

- where possible, avoid eating salads and uncooked vegetables
- only eat fruit they can peel
- avoid unpasteurised milk, cheese and ice cream
- avoid food that has been left uncovered in warm environments and exposed to flies
- ensure all meat is cooked thoroughly before you eat it, avoiding any meat that is pink or cold
- avoid ice, unless made with filtered or bottled water, and tap water, even when brushing teeth
- only drink bottled water or use ice made from bottled/filtered water
- wash your hands thoroughly after visiting the toilet, and always before preparing or eating food. Alcohol gel can be helpful (but not entirely effective) when hand washing facilities are not available
- when swimming, try and avoid swallowing water where possible and supervise children when swimming.
- don't swim whilst ill

For more information, visit [NHS.UK](https://www.nhs.uk).

Dr Nick Phin, Deputy Director, National Infection Service, Public Health England, said:

We are aware of people returning from Egypt with E. coli infections, some with a serious kidney complication called haemolytic uraemic syndrome (HUS). We are gathering information about those affected to better understand the cause.

There are simple precautions that travellers can take. These include ensuring meat is cooked thoroughly, not drinking tap water or ice made from tap water and trying to avoid swallowing water when swimming.

Anyone suffering from diarrhoea and vomiting should ensure they keep well hydrated and seek medical advice if their symptoms don't improve within 48 hours. They should also avoid preparing or serving food while they have symptoms and thoroughly wash their hands after using the toilet to stop the bug being passed to others. Individuals with symptoms after returning from holiday should seek medical advice from their GP or NHS 111.

Background

There have been 18 cases of Shiga toxin-producing Escherichia coli (STEC) in individuals returning from Egypt in 2019.

Symptoms of infection with STEC can include diarrhoea, including bloody diarrhoea, which may be accompanied by nausea, vomiting, abdominal pain and cramps. In most cases of STEC, symptoms will resolve without treatment.

A small number of cases, go on to develop a serious condition called Haemolytic Uraemic Syndrome (HUS). This may lead to kidney failure.

There have been 16 cases of HUS (Hemolytic uremic syndrome) in individuals, including children, who have been to the Hurghada region of Egypt between 2009 and 2019. There has been one case in 2019.

E. coli infection can cause a range of symptoms, including severe abdominal pain, diarrhoea and blood in diarrhoea.

If you or one of your party fall ill or have an accident during your holiday, seek medical advice and report it to the reception, your travel provider, representative or their local agent.

Read more information about E. coli

<https://www.nhs.uk/conditions/diarrhoea-and-vomiting/>

Williams Rail Review: an update on progress

Good morning everyone.

I am delighted to join you in Bradford this morning (15 July 2019).

This is a city with a proud history.

And this building has played an important part in it.

You might know that Winston Churchill spoke here twice. First in 1914 he gave a speech about Irish Unionism. And then in 1942, as Prime Minister, following the Battle of El Alamein – he gave a rousing address, right outside this building to a cheering crowd of thousands.

Urging Britons to gather up all their strength for the next stage of the War.

It ended with the crowd singing unprompted ‘For he’s a jolly good fellow.’

So admittedly I have something of a tough act to follow today.

But while I can’t promise you Churchillian standards of oratory.

And I’m not expecting you all to burst into song when I’ve finished.

I do want to talk about an issue that it is of immense importance to this country

I am here today because the outcome of my [review](#) will affect passengers everywhere, all over the network, and I want to hear what you think about your railway, both the challenges and opportunities.

The government set up the review because it recognised that the time had come for change.

The [huge disruption that followed the May 2018 timetable introduction](#) caused misery for thousands of passengers, particularly here in the north.

In the aftermath I was asked to lead this review with a brief to deliver 'revolution' not 'evolution'. That's the spirit in which I have taken the review forward.

My objective is to create an industry that is built around its customers and the communities and local businesses it serves.

It must also provide value to taxpayers, who provide a significant amount of the railways funding. Achieving that requires significant change, the scale of which is comparable in some areas to the scale of change seen at privatisation.

The circumstances that led to the review's launch – timetabling disruption, problems experienced with some major investment projects and the collapse of the Virgin Trains East Coast franchise (something that's pertinent to this region) – are all symptomatic of deeper, more fundamental issues in the railway.

The fact is that the railway in 2019 is hugely different from the railway as it was following privatisation. The sector, on the other hand, is much the same.

While we should not lose sight of the significant benefits that the privatised industry has delivered – more trains, more passengers, more investment in infrastructure, as the new ombudsman and the roll out of the DR15 compensation scheme across the network.

Today's railway is not set up to be flexible.

To lead or adapt to major change.

Or to focus the necessary to provide the sort of service that modern passengers expect, and have become used to in other sectors, like aviation.

I won't be setting out my recommendations today.

But what I will do is give a clear sense of the scale of the challenge we face to build a more nimble, responsive railway.

That embraces innovation and change.

And the comes together to focus on the customers – passengers and freight – who keep the railway in business. I will share with you the key areas where, based on what I've heard and the evidence I've seen over the past 9 months, I believe reform should be focused.

I will also set out what I think are the key ingredients of a brand-new offer

for the travelling public.

The ORR has been working with the review in this and I am very grateful to Dan Brown, ORR's Director of strategy and policy, for being here today to talk through the work it has published today on enhancing compensation and accessibility.

The hard work that the ORR has put in is hugely valued and appreciated.

Hopefully, between us, we will tee-up a lively panel discussion, which I look forward too.

Before I begin I want to first mention the tragic event in south Wales a fortnight ago, which resulted in 2 deaths.

Over the last 25 years the UK railway has built a world leading safety record which the industry is quite rightly proud of. Maintaining it has been a central consideration in the development of our reforms.

However, this accident a sad reminder that we absolutely cannot take safety for granted.

I can only offer my sincere condolences to the families and friends of those affected.

Looking back at the listening phase

When the review launched 10 months ago, I started the review by listening.

Myself, members of my expert challenge panel and the team have had hundreds of meetings all over the country.

We have met passengers, train operators, community groups, mayors, politicians, engineers, businesses, campaign groups, investors, trade unions, employees... the list goes on.

We have run a [2 stage call for evidence](#) which has attracted almost 700 responses. Testament to the passion and dedication that people feel towards the railway and the important role it plays in everyday lives.

We have held focus groups, consultation events and roundtables to further test our emerging ideas.

This has given us a clear and evidence-based understanding of what passengers, the industry, and communities across the UK see as the key challenges and opportunities for the railway.

For Bradford, I know that there are some large investments happening to improve journeys in this area. This includes the introduction of modern trains, upgraded signalling and station improvements, as well as the major upgrade work happening at nearby Leeds station.

But I also know the time it is taking to deliver improvements is creating

frustration and means that passengers aren't always getting the quality service they deserve.

I am talking to Richard George, who looked at the northern network in detail in the wake of the timetable crisis, to understand how the review can contribute to his work to improve services across this area.

As well as listening, the review has been building its evidence base and published evidence papers on: the user experience; passenger perceptions and trust; the costs and benefits of the railway for our economy and society, including the importance of freight; comparisons between rail systems around the world; and rail's position in a future well integrated transport network, where passengers will expect to buy seamless door to door travel.

We're now in the process of narrowing down both the options for reform and our final recommendations.

Putting passengers at the heart of reform

When I started the review, I promised to put passengers first.

To ensure we do not stray from that commitment, the measures we are considering all contribute to 10 fundamental, evidence based, passenger needs.

These draw heavily on work done by Transport Focus, ORR, Which?, Campaign for Better Transport and others who responded to our call for evidence.

We see 5 of these as the 'core passenger offer'.

In no particular order, these are:

Reliability and punctuality – which we know are top of passengers' priorities and crucial to re-building trust.

Safety and security.

Value for money – judged based on whether the journey experience and quality corresponds with the price of the fare.

Consistency and transparency – by providing the same high-quality experience, together with a clear and easily comprehensible ticket system.

And lastly accessibility.

A further 5 user needs go beyond the basics, but are important to maintaining high levels of satisfaction. These include:

Accountability and leadership – the travelling public want to know someone is in charge and who to contact when things go wrong.

Accurate information and communication before, during and after journeys and particularly during disruption so that they can make informed decisions

about their journey.

Passengers also want to proper compensation and redress – so claiming is easy and train companies more proactive in telling passengers when compensation is due.

Whatever recommendations I make, they must satisfy these basic passenger needs.

These are our guiding principles.

And when we are engaged in complex and technical discussions on commercial models and industry structures – keep our feet to the fire of what passengers want and deserve from the railway.

We have used them alongside the assessment criteria we published earlier in the year to formulate clear, passenger focused, recommendations.

Over the next few months we'll present these to the Secretary of State, the Chancellor and the Prime Minister, whoever that may be.

This will be followed by a government white paper.

Vision for the future

I have been frank with the department for transport about the scale of change required – including a different role for DfT – to create a genuinely customer-focused industry.

It is onboard with the direction we're heading in.

The Secretary of State has, since the beginning of the review, has challenged me to deliver revolution not evolution. And DfT Permanent Secretary, Bernadette Kelly, has spoken openly of her and her department's appetite for change recognising that that the department has become too immersed in delivery.

She understands that, at the end of this review, simply tinkering at the edges will not be credible.

And the government will have to step back from the railway.

But creating greater distance from government, must also bring the railway closer to passengers.

What comes next must be anchored in the regions and communities – and nearer to the people – the railway serves.

I want to see the creation of a thoroughly modern, 21st century service provider.

A railway that is run in the public's interest, delivering for passengers, supporting local economies, embracing innovation and new business models to

improve journey experience and reduce costs.

It must be open, collaborative, embrace and create opportunities – for its people, passengers, communities and businesses.

It must also sustain and enhance opportunities for our important freight industry, moving goods and materials around the country and helping to reduce congestion and pollution on the roads.

We need to change both the design and culture of the railway so it prioritises customers – passengers and freight.

And for regions like the north and cities across the country, there must be greater opportunities to influence and inform decisions about services and upgrades in your area.

This will require:

Clear leadership and purpose.

A new relationship between the public and private sectors.

A simpler and more agile structure that is responsive to changing travel and working patterns, to new technologies and business models, ensuring the sector can meet the expectations of the 21st century passenger.

And strong regulation to maintain – and wherever possible enhance – safety and protect consumers.

Focus for reform

To achieve this vision, I believe reform should be focused on 5 key areas.

A new passenger offer, focused on customer service excellence and driven by performance measures to bring about genuine behavioural and cultural change.

This offer should also include initiatives to strengthen the consumer voice, improve accessibility, compensation, and passenger information. There will be more on these proposals from the ORR shortly.

Second, simplified fares and ticketing. To create a modern, customer focused railway we must tackle fares reform. The structure hasn't been substantially updated since 1995 and is holding back innovation and customer-focused improvements across the network.

I can't tell you how much change there's been to fares and ticketing in the aviation industry over that time – selling flight tickets has become a major industry in itself.

Some of the companies doing it are worth more than the airlines – innovating and collaborating, driving down costs for the industry and passengers, as well as offering passengers much more choice about how and when they travel.

Companies like Trainline are demonstrating that innovation is possible for rail. But modernising the fares and ticketing structure can unlock much more of this.

Helping to grow ridership by making better use of off-peak services and driving other improvements like the wider rollout of pay as you go.

Both passengers and the industry want to see change. It will require tough decisions, create winners and some losers. But, action is needed if we're to bring the railway into line with what the travelling public expects in the 21st century.

Next, a new industry structure, reducing fragmentation, better aligning track and train, creating clear accountability and a greater distance between government and running the day to day railway.

What has come through strongly in our call for evidence is consensus for a more rational and effective way of organising the industry. And, that organisations at heart of it – including Network Rail, the RDG, DfT, the RSSB and the ORR – are open to change.

A wide range of organisations have argued in favour of a new arm's length body or bodies to act as a 'guiding mind'.

It is an idea we're looking at closely. In principle, it could have clear merit, working to solve some of the challenges the industry faces around accountability and fragmentation.

But what would it really mean to have a new public-sector body when government is providing so much of the funding?

How could that be accommodated?

And what would be the right scope of any bodies responsibilities be?

These are interesting and difficult questions that need consideration.

Wherever we get to, I'm clear that the railway needs a structure that enhances strategic planning, including at the local level, and facilitates better engagement on specification, and delivery of regional enhancements.

Where there is local appetite and capability the new structure could also provide a clear way for regions or cities to make the case to operate and invest in the railway in future.

One thing I am not considering is giving Network Rail control over the trains, as recent reports in the media suggest.

This is no judgement on Network Rail – I've been impressed with their professionalism and the direction of their Put Passengers First initiative. But you don't create a customer focused railway by putting engineers in charge.

Fourth, a new commercial model. What's absolutely clear is that the current franchising model has had its day.

What worked in the 25 years after privatisation is now holding the sector back. It hampers collaboration, stops the railway working as a system and encourages operators to protect narrow commercial interest above passengers.

As a result, passengers experience difficulty moving between different lines and operators particularly during disruption, don't get the information they want and expect about the source delays and how to navigate round them, and are left with a lurking feeling that train companies prioritise profit over customer service.

I won't be recommending what comes next here today, but the principles are clear.

A different relationship between the public and private sector that lets train operators get on with running services in the interest of passengers.

Greater flexibility so that the sector can respond to changing travel patterns and long-term incentives for creativity and innovation.

Given the people related challenges facing the industry – from innovation, through industrial relations to diversity, leadership and skills – we are also developing a range of proposals on leadership, skills, diversity and increased engagement to help reform and involve the rail workforce over the long term.

We want to attract and retain an agile, diverse and flexible workforce.

But there are no silver bullets for the long-standing issues arising from sector fragmentation and a history of adversarial industrial relations.

We've met a lot of hardworking people and while frankly industrial relations are bad, everyone wants the same thing – a great railway.

Nevertheless, reform will take time, will, collaboration and trust.

Conclusion

So, this is where we are.

Listening has told us the government, industry, the regions, passengers, politicians from across the spectrum and everyone else with a stake in the railway are united in a desire for root and branch change. So, the opportunity to deliver genuine, lasting reform here is huge.

The industry is complex and getting to our final destination may take some time, but passengers must see and feel tangible changes quickly if we are to turn around declining satisfaction and trust.

Change will need tough decisions to be taken and require collaboration and partnership working across the sector, but the prize will be big.

I look forward to discussing our emerging think in greater detail with you all and the panel over the next hours or so.

Thank you.

Appointments of Lord and Lady Justices of Appeal: 16 July 2019

The Queen has approved the appointment of one Lady Justice and four Lord Justices of Appeal.

Appointments of Lord and Lady Justices of Appeal: 16 July 2019

The Queen has been pleased to approve the appointment of Mrs Justice Carr as a Lady Justice of Appeal and the appointment of Mr Justice Arnold, Mr Justice Dingemans, Mr Justice Phillips and Mr Justice Popplewell as Lord Justices of Appeal.

These appointments will fill forthcoming vacancies in the Court of Appeal arising from autumn 2019.

These appointments are made by Her Majesty The Queen on the advice of the Prime Minister and the Lord Chancellor following the recommendation of an independent selection panel.