

Official Statistics: Butterflies in England: species of the wider countryside on farmland and in woodland

Trends in Butterflies in England: species of the wider countryside on farmland and in woodland.

Ambitious targets to cut shipping emissions

- zero-emission capable ships to be in UK waters by 2025
- competition launched to spark innovation in clean maritime technology
- Clean Maritime Plan part of long-term strategy to keep UK as world leader in maritime sector

All new ships for UK waters ordered from 2025 should be designed with zero-emission capable technologies, in ambitious plans set out by Maritime Minister Nusrat Ghani to cut pollution from the country's maritime sector.

The commitment is set out in the [Clean Maritime Plan](#) published today (11 July 2019). The government is also looking at ways to incentivise the transition to zero-emission shipping and will consult on this next year.

The plan also includes a £1 million competition to find innovative ways to reduce maritime emissions and is published alongside a [call for evidence to reduce emissions on UK waterways and domestic vessels](#).

The Clean Maritime Plan is part of the government's [Clean Air Strategy](#), which aims to cut down air pollution across all sectors to protect public health and the environment. It will also help deliver the United Kingdom's commitment to be net zero on greenhouse gases by 2050.

Maritime Minister Nusrat Ghani said:

Our maritime sector is vital to the success of the UK's economy, but it must do everything it can to reduce emissions, improve air quality and tackle climate change.

The Clean Maritime Plan sets an ambitious vision for the sector and

opens up exciting opportunities for innovation. It will help make the UK a global hub for new green technologies in the maritime sector.

The maritime sector has already taken significant strides to reduce emissions – hybrid ferries are already being used in UK waters, including in the Scottish islands and on cross-Solent journeys to the Isle of Wight. The Port of London Authority – where the Maritime Minister launched the plan today – also uses hybrid vessels.

Guidance has also today been issued to ports to assist them in developing air quality strategies. This will both address their own operations and support improving air quality across the country.

A further consultation to increase the uptake of low carbon fuels will also take place next year.

The Clean Maritime Plan is part of the government's [Maritime 2050](#), a long-term strategy published in January 2019 to keep the UK as a world leader in the maritime sector for decades to come.

[Update on performance for the Planning Inspectorate](#)

In our [previous performance update](#), we explained the reasons for the time taken to deal with some appeals. These included a rise in the demand for our services and a corresponding lack of supply of inspectors.

The key priority in improving performance has therefore been a recruitment drive to employ more decision makers.

An initial recruitment exercise was undertaken in November 2018 which focused on bringing new inspectors into the organisation. This also included recruiting against a new model of decision making by employing appeals planning officers (APOs) to examine cases and make recommendations on less complex work. Based on this recommendation, some of our more senior and experienced inspectors then make the formal decisions. This recruitment process has seen more than 80 new inspectors and APOs joining the Planning Inspectorate. However, we still need more inspectors and have recently completed another targeted recruitment exercise to recruit more senior inspectors. Our aim is to complete this exercise with the new inspectors in post by the autumn.

The recruitment of permanent staff has also been supplemented by using more non-salaried inspectors. We are now busy focusing our resource in all

casework areas with the aim of increasing performance to meet our targets.

We are beginning to see some clear signs of recovery. At the start of the appeal process, new planning appeals are now being assigned to an inspector with a median timescale of under 4 weeks. This has fallen from a high of 13 weeks due to more inspectors being available following the recruitment process.

Over the next few months we are likely to see a variance in performance as some of our older casework (including telephone kiosk appeals) passes through the system and is determined. Outside of these cases, we are currently seeing cases being determined in median timescales of around 22 weeks.

We remain confident that overall end to end performance, for determining planning appeals via written representations, should meet a target of 18 weeks before December 2019. This makes up around 90% of our S78 casework and around half of all our total overall casework. For all other casework we are expecting to recover by an uplift in performance of around 30% (compared to November 2018), after April 2020.

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Father and sister also convicted

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