

Press release: £5 billion of energy investment projects announced as the Board of Trade meets in Wales

Around £5 billion of energy and infrastructure projects across the UK will be promoted to global investors as part of a new portfolio of opportunities, the International Trade Secretary announced today (15 November) at the Board of Trade in Swansea.

The eleven new projects in the Energy Investment Portfolio will not only create jobs in the energy sector, but will reduce energy costs for hard-working British families and have widespread benefits for the environment.

The opportunities are across the UK, including:

- up to £1 billion of anticipated investment in to the City Leap Programme in Bristol
- £65 million of opportunity in the Mishergas Waste to Fuel Plant, also in Bristol
- £60 million of potential investment to the Carlton Forest Waste to Energy Plant in Nottinghamshire
- around £480 million for new CoGen Waste to Energy Plants in Birmingham, Cardiff and North Lanarkshire.
- around £40 million of investment for a Reliagen integrated electric vehicle and battery storage facility in West London
- two projects worth an estimated total of £135 million in Wales
- two projects worth a projected £1 billion in Scotland, including Aberdeen Hydrogen
- almost £3 billion for UK-wide projects including Gridserve's Electric Vehicle Forecourt Network and Pivot Power's battery storage and electric vehicle charging project

The Energy Investment Portfolio is the latest offer for international investors, following the launch of seven new investment projects in October, worth £2 billion.

International Trade Secretary and President of the Board of Trade, The Rt Hon Dr Liam Fox MP said:

The Energy Investment Portfolio will deliver growth in new innovative sectors, encouraging creativity, creating jobs and driving prosperity across the UK.

My international economic department has established relationships with the world's most influential investors to ensure that the UK continues to be the top destination in Europe for Foreign Direct Investment – and today's announcement is further proof that there

is huge demand for UK projects from investors.

Minister for Investment, Graham Stuart MP said:

With £5 billion of new projects, the Energy Investment Portfolio is great news for communities up and down the country – as well as creating jobs and prosperity, these projects will reduce bills and deliver huge benefits for the environment.

The government's commitment to clean growth and innovation provides huge investment opportunities in the UK's energy sector, which already employs 181,000 people and generates the most offshore wind power in the world. The department has a global network of HMTCs and experts across more than 100 countries who are promoting the UK and attracting the backing needed to make these projects a reality.

The Department for International Trade (DIT) will promote these opportunities to investors in 108 countries through its global network of HMTCs and in-country experts.

The UK is Europe's top destination for foreign direct investment, and recent data released by UNCTAD showed the UK had the second highest level of investment globally in the first six months of this year. [Read Liam Fox's response to this announcement.](#)

It also has one of the world's top five most innovative economies according to the Global Innovation Index, as well as four of the world's top ten universities.

The UK's energy sector is also well-complemented by a burgeoning advanced manufacturing sector which has over 100,000 companies, and more venture capital investment than other country in Europe.

ENGLAND

- **Carlton Forest Waste to Energy Plant, Worksop Nottinghamshire (£60m):** With a capital requirement of £60 million, this project provides an opportunity for investment in the development and operation of a waste to energy plant with diverse revenue streams and strong investment returns. The developers will consider a variety of investor involvement to include combined debt and equity or co-investment. The Project will be owned and operated under a special purpose vehicle to be set-up by the developers.
- **Bristol City Leap programme (£1bn):** Bristol City Council is seeking investment and development partners for a low carbon energy infrastructure programme of between £800 million and £1 billion. The Council is open to a variety of investor involvement to include equity

partners, co-investment or development funding. This is an early stage opportunity to shape the programme and offers the potential for a long-term relationship with this public sector partner.

- CoGen Waste to Energy plant, Birmingham (£190m): CoGen is offering an opportunity for investment into the development of a £190 million waste to energy facility in Birmingham. Using proven technology, the project benefits from a long-term contracted revenue stream and strong investment returns. CoGen will consider a variety of investor involvement to include equity investment, blended debt and equity, or co-investment. This project forms part of a strong development pipeline of waste to energy projects being developed by CoGen, leading to potential wider funding opportunities.
- Mishergas Waste to Fuel plant, Avonmouth, Bristol (£65m): Mishergas is offering an opportunity for investment into the development of a £65 million waste to fuel facility. The project benefits from multiple revenue streams and strong investment returns. The developers will consider a variety of investor involvement to include equity investment, blended debt and equity, co-investment or development funding. The Project will be owned and operated under a special purpose vehicle to be set-up by the developers.
- Reliagen integrated electric vehicle and battery storage facility, West London (£40m): With a capital requirement of £40 million, this project provides an opportunity for investment in the development and operation of an integrated electric vehicle charging and battery storage facility. Reliagen is developing a pipeline of similar sites around London and other cities of the UK, where opportunities exist to integrate commercial scale electric vehicle charging hubs with battery storage facilities connected to the electricity grid. As a result, Reliagen is open to discuss wider development capital investment, as well as outright purchase of this project's development rights.
- Green Hedge Battery Storage portfolio disposal – UK wide (£50m): Green Hedge Energy is offering a £50 million portfolio of development rights in five battery storage facilities at various locations across the UK. A variety of investor involvement is possible, including equity partners and co-investment. The individual facilities provide an investor with the flexibility to maximise returns by creating multiple parallel income streams. Opportunities also exist to acquire development rights of individual battery storage facilities within the portfolio.
- Gridserve Electric Vehicle Forecourt Network – UK Wide (£1bn): With a total capital requirement of up to £1 billion, this project provides an opportunity for investment in the development and operation of a national network of electric vehicle forecourts. The project has the potential to generate diverse and parallel revenue streams from a range

of sources, delivering strong investment returns. GRIDSERVE will consider a variety of investment involvement to include equity, combined debt and equity, co-investment, and development funding. The project's capital funding will be phased over the development cycle.

- Pivot Power, Integrated battery storage and electric vehicle charging project – UK wide (£1.6bn): With a total capital requirement of up to £1.6 billion, this project provides an opportunity for investment in the development of a national network of integrated grid-scale battery storage and electric vehicle charging facilities. The Pivot Power will consider a variety of investor involvement to include equity partners, co-investment or development funding. The project's capital funding will be phased over the development cycle offering the opportunity to partner with a market-leading project.

WALES

- CoGen Waste to Energy plant, Cardiff, Wales (£100m): CoGen is offering an opportunity for investment into the development of a £100 million waste to energy facility in Cardiff, Wales. Using proven technology, the project benefits from a long-term contracted revenue stream and strong investment returns. CoGen will consider a variety of investor involvement to include equity investment, blended debt and equity, or co-investment. This project forms part of a strong development pipeline of waste to energy projects being developed by CoGen, leading to potential wider funding opportunities.
- Morlais Marine Energy Infrastructure project, North West Wales (£35m): Menter Môn is offering an opportunity for investment into the development of a £35 million marine energy infrastructure facility. The project benefits from stable revenue streams and strong investment returns. The developers will consider a variety of investor involvement to include equity partners, co-investment or development funding. The project offers investment opportunities into a market-enabling project.

SCOTLAND

- Aberdeen Hydrogen Infrastructure development programme, Aberdeen and North East Scotland (£850m): Aberdeen City Council is seeking investment and development partners for a £850 million hydrogen infrastructure development programme comprising a strategically co-ordinated range of subsidiary projects. The Council is open to a variety of investor involvement to include debt and equity partners, co-investment, and development funding. This is an early stage opportunity to shape the programme and offers the potential for a long-term relationship with this public sector partner.

- CoGen Waste to Energy plant, North Lanarkshire, Scotland (£190m): CoGen is offering an opportunity for investment into the development of a £190 million waste to energy facility in North Lanarkshire, Scotland. Using proven technology, the project benefits from a long-term contracted revenue stream and strong investment returns. CoGen will consider a variety of investor involvement to include equity investment, blended debt and equity, or co-investment. This project forms part of a strong development pipeline of waste to energy projects being developed by CoGen, leading to potential wider funding opportunities.

[Press release: UK response to Saudi Arabia announcement of charges following the death of Jamal Khashoggi](#)



A Foreign Office spokesperson said:

The UK has been clear that we need to see accountability for the horrific murder of the journalist Jamal Khashoggi. As the Foreign Secretary reiterated to His Majesty King Salman, Crown Prince Bin Salman and other senior figures in the Saudi government this week, we expect Saudi Arabia to take action to ensure such violations of international and national laws cannot happen again.

The beginning of a judicial process should be a step towards accountability but we are watching closely and expect the continuing investigation to proceed in line with internationally recognised legal standards. It is the longstanding position of the UK Government to oppose capital sentences in all circumstances and countries.

Press release: UK response to Saudi Arabia announcement of charges following the death of Jamal Khashoggi

Saudi Arabia announced today (15th November) that 11 people have been charged with the murder of journalist Jamal Khashoggi.

News story: Home Secretary opens conference to tackle FGM and forced marriage

Home Secretary Sajid Javid has rallied governments, campaigners and communities to help boost the response to the “medieval practices” of forced marriage and female genital mutilation (FGM).

Hundreds of activists have convened at the International Conference on Ending FGM and Forced Marriage for a 2-day gathering, organised by the Home Office, aimed to strengthen the response to these barbaric crimes.

This afternoon (Thursday 15 November) the Home Secretary opened the conference and launched a public consultation into whether there should be a mandatory reporting duty for forced marriage and updating the existing statutory guidance on forced marriage.

He also unveiled posters and a video that will be used in an upcoming forced marriage awareness campaign. The materials highlight that forced marriage is a crime and direct victims and concerned parties to contact the Forced Marriage Helpline for help and support.

During his [speech](#), Home Secretary Sajid Javid, said:

Governments worldwide have a crucial role to play in bringing an end to what can only be described as medieval practices.

These are crimes which in my view are despicable, inhumane and uncivilised.

I’m clear that by working together, we can end these appalling

crimes and build a safer world for our children – and more specifically – for our daughters.

The conference, held in London, brings together international FGM and forced marriage experts, law enforcement, politicians, activists and survivors. It acts as a forum to discuss the response to the crimes and to share best practice, strengthen links and consider further action that can be taken internationally.

The [public consultation on forced marriage](#) will consider whether a mandatory duty to report should be introduced. If it is introduced it will identify which professionals the duty would apply to, the specific circumstances where a case would have to be reported and potential sanctions for failure to comply with the duty. It will also explore how the existing statutory guidance for professionals on forced marriage could be strengthened.

The awareness campaign, to be rolled out in due course, has been developed in partnership with campaigners. It aims to educate the public and potential victims on what constitutes a forced marriage and raise awareness of the emotional and psychological pressures that are faced by victims.

Crime, Safeguarding and Vulnerability Minister Victoria Atkins, who speaks at the conference tomorrow, added:

FGM and forced marriage are devastating crimes which can cause severe and lifelong physical, psychological and emotional harm.

Everyone should have the opportunity to make the most of their potential, without fear that they may be hurt by those closest to them.

I continue to be deeply impressed by the extraordinary level of energy and commitment from everyone working towards eradicating these crimes.

According to a City University and Equality Now study, part funded by the Home Office, it is estimated that 137,000 women and girls who have migrated to England and Wales are living with the consequences of FGM. Approximately 60,000 girls aged 0 to 14 were born in England and Wales to mothers who had undergone FGM.

In 2017, the Forced Marriage Unit provided support in 1,196 cases and, to date, more than 1,600 Forced Marriage Protection Orders and 248 FGM Protection Orders have been made to protect victims and those at risk and to assist in repatriating victims.

The UK government has taken the lead in tackling these barbaric crimes. Measures taken by the government include:

FGM

- strengthening the law through the Serious Crime Act 2015 to improve protection for victims and those at risk, including introducing lifelong anonymity for victims of FGM, bringing in civil FGM Protection Orders and introducing a mandatory reporting duty for known cases in under 18s
- developing an FGM communications campaign to educate communities about the long-term health consequences of FGM
- providing resources for frontline professionals, including a resource pack, free e-learning, statutory multi-agency guidance and a range of communication materials

Forced marriage

- we have introduced a specific criminal offence of forced marriage, lifelong anonymity for victims, and criminalised breach of a Forced Marriage Protection Order
- to date, almost 1,500 Forced Marriage Protection Orders have been made to prevent people from being forced into a marriage
- the joint Home Office and Foreign and Commonwealth Office Forced Marriage Unit (FMU) provides support and advice for victims, those at risk, and professionals, through its public helpline – in the last year the FMU's outreach work has improved the capability of thousands of frontline professionals to ensure victims and those at risk are safeguarded

Speech: Ambitious transport programme is fundamental to the Northern Powerhouse

Thank you and good morning, everyone.

It's a real pleasure to be in Manchester today (15 November 2018).

My thanks to David and the Transport Times team for inviting me.

I welcome the opportunity to talk about transport across the North.

Because this is an exciting time.

We have already announced the biggest ever funding package for northern transport.

Just a few examples of what we're delivering:

- £3 billion over the next few years to improve rail journeys between

Manchester, Leeds and York

- £337 million for new Metro Trains in the North East at last year's Budget
- £3 billion of northern road improvements in the current investment period
- smart ticketing for buses and trains
- every train on the Northern and TransPennine networks new or modernised by 2020, and
- so many improvements already completed – from Ordsall Chord to the electrification of the railway between Manchester and Liverpool

But these schemes are just a snapshot of where we are today.

And what we've achieved in government in just 8 years.

Which in the transport industry is not long at all.

In fact, it is just the start.

The start of a sustained programme to rebuild the transport fabric of the North and deliver the Northern Powerhouse.

Something that was much overdue.

I know lots of people here are still sceptical about the prospects for better transport.

I completely get why.

Particularly after the introduction of the new railway timetable earlier this year.

And ongoing industrial action on Northern.

The worst of the summer is behind us, but passengers in the North are still enduring poor performance on many routes.

I am determined to tackle the causes of disruption.

That's why the government has launched a fundamental review of the industry, to recommend significant reforms.

And we're working with franchises to ensure passengers are properly compensated.

But the bigger picture here is that we are playing catch up.

In 2010, we didn't just inherit an economy on its knees.

We also inherited a transport network that had been in decline for decades – particularly in the North.

With a backlog of maintenance schemes that should have been completed long ago.

We knew that for a region of 15 million people, spread over a huge area of the country, transport connections simply weren't up to scratch.

Connections with Scotland, the Midlands and London.

Across the Pennines.

And within cities and between areas of economic development.

What we're doing now is making up for those decades of neglect.

Figures from the Infrastructure and Projects Authority show that in the 3 years to 2021, central government's transport capital investment per head for the North West, North East, Yorkshire and Humber is higher than for London, the South East and South West.

And the area to receive most funding in England over that period is actually the North West.

The government is ambitious for transport in the North – which is why we're delivering £13 billion of investment in the 5 years to 2020.

And this morning I've been finding out where some of that money has gone – by officially opening the new A6 to Manchester Airport Relief Road.

This is a great example of how transport funding can make a big difference.

Delivered as a partnership between central government and local authorities.

The new relief road won't just speed up journeys on the vital south Manchester corridor, and tackle congestion on local roads.

It'll help create 5,000 new jobs.

Generate up to £2.5 billion of extra economic activity.

Get more people cycling and walking.

It will support new housing – such as nearly 1,000 recently built homes at Woodford Garden Village.

And it's critical for the airport too – which has grown into a fully-fledged, global gateway for the North, linking local businesses with fast growing markets around the world.

For example, last week my Aviation Minister Baroness Sugg was there to launch a new route to Mumbai.

But Manchester Airport will not flourish if there's poor surface access for passengers and cargo.

So the new relief road will make journeys better, and help the airport grow.

It will also provide better links to the £1 billion Airport City that's

already proving to be a catalyst for jobs and growth across south Manchester and Cheshire.

Of course, the new road accounts for just a small part of our programme across the North.

That includes:

- plans to dual the A66 across the Pennines, connecting Cumbria with the North East
- the completion of a continuous motorway route on the A1(M) and M1 between Newcastle and London which I opened in May this year
- adding capacity to the M6, M1, M60 and M62 – by making them smart motorways, and
- better road links to the port of Immingham

All part of the biggest road building programme that the region has seen for a very long time.

In October I also announced 2 early win schemes to be developed as part of the Major Road Network programme:

- the A595 at Grizebeck – the infamous Cumbrian bottleneck, and
- work to improve the York Outer Ring road

The wider modernisation of northern roads will continue – through to the next stage of our Roads Investment Strategy between 2020 and 2025.

When for the first time, all the revenue raised by Vehicle Excise Duty will be ring-fenced to spend on roads themselves.

Including £25.3 billion for the Strategic Road Network.

The largest ever investment of this kind.

To build the transport connections that the North needs – and that will provide a legacy for generations to come, we have to be ambitious.

So when I hear Northern MPs saying they'd prefer Northern Powerhouse Rail (NPR) to HS2, my response is simple: we need both.

HS2 was conceived, developed and is now being delivered as a national railway – but in particular to improve connectivity and capacity in the North and Midlands.

That is why the HS2 B Bill is in Parliament now.

It is vital to provide the extra capacity we need on busy North-South rail routes, which are currently among the most intensively used in Europe.

So our commitment to HS2, the full network to Manchester and Leeds, remains undiminished.

We're already seeing signs of the massive impact it will have.

There are 7,000 people currently working on HS2 and over 2,000 businesses have contracts.

In the West Midlands, the regeneration potential is clear around Curzon Street and the interchange station in Solihull.

In Toton, we have announced plans for a HS2 development body to bring forward jobs, homes, and infrastructure.

And in Leeds, demonstrating cross-party support, Councillor Judith Blake recently told me of the huge enthusiasm for the scheme, particularly around the South Bank development.

Rather than talk HS2 down, we want to see this enthusiasm spread across the North.

In fact, there are strong reasons why HS2 should actually pave the way for NPR.

And why the case for NPR is actually bolstered by HS2.

50 years of transport underinvestment means Northern cities don't just have poor connections to the rest of the UK – they have poor connections to each other, and within the city regions themselves.

The last time we built new rail links to the centres of our great Northern cities, Queen Victoria was still on the throne.

Although even as early as 1837 – they were not universally popular. One parish clerk, after seeing a locomotive for the first time, was quoted as saying,

That was a sight to have seen; but one I never care to see again.

Ladies and gentlemen – we don't get these opportunities often.

We need to take advantage of them while we can.

So we can provide businesses with better access to local labour markets – and better national links to suppliers and customers.

Making the whole of the North more attractive for inward investors.

And there was good news for NPR in the recent Budget with an extra £37 million to further develop the business case.

Elsewhere in the Budget, Greater Manchester was awarded an additional £69.5 million – and Liverpool £38.5 million – from the Transforming Cities Fund.

Money that will improve connections between suburbs and inner cities, boost jobs, reduce congestion and support new homes.

Already the 2 city regions have been allocated £377 million from the fund, giving them a significant new resource with which to solve local transport problems.

This comes on top of support for key schemes like Metrolink.

So don't let anyone claim that transport in this part of the world is underfunded.

Nor does the region lack clout.

We have created Transport for the North.

We have handed significant responsibilities to the Mayors of Greater Manchester and Liverpool City Region.

Today the North West has more powers, more responsibility and more control over its transport destiny than ever before.

But let us also remember that the North is not just about cities.

It also has some of the most stunning countryside in Europe.

And a very important rural economy.

That's why we're also supporting local railways like the Hope Valley line.

Network Rail is proposing to modernise sections of the railway between Bamford station and Jaggars Lane Bridge in Hathersage.

And around Dore and Totley station.

We are now updating the business case and anticipate being able to announce a delivery date in the next year.

So it's a pleasure to be here again and to stand up for our record on northern transport.

I'm proud to be part of a government that is delivering palpably more investment for northern roads and railways.

That is empowering transport authorities across the region like never before.

And that will continue to see the growth and prosperity of the North as one of our biggest priorities.

This is a time of real opportunity.

So let's be ambitious for transport in the North.

Let's work together towards a shared vision for the future.

And let's build an enduring transport legacy that the North can be proud of.

Thank you.