

News story: Derailment at Stonehaven, Aberdeenshire

At about 17:03 hrs on Wednesday 10 October, the empty carriages that had formed a ScotRail service from Aberdeen to Stonehaven were being shunted from one line to the other over a crossover immediately south of Stonehaven station. The train was travelling at between 12 and 14 mph (19 – 22 km/h), when two of the three carriages became derailed on the crossover points, and the train stopped. The driver and guard, who were the only people on board the train, were unhurt. There was some damage to the track, and minor damage to the train.

The RAIB sent two inspectors to the scene, to determine the cause of the derailment. The evidence which they collected shows that the points had been set, and the relevant signal had been cleared, for the train to move from one line to the other. After the cab of the train had passed it, the signal reverted to danger and the points moved under the train, causing two carriages to derail.

The RAIB's preliminary examination has eliminated the condition of the train itself, the way it was being driven, and the condition of the track and signalling infrastructure as possible factors in the cause of the accident. The crossover is only used by empty trains travelling at low speed and, in common with many similar crossovers that are only used for shunt moves, the points are not locked by the presence of the train. For this reason, and given that that all other railway equipment appears to have operated as designed, the RAIB has concluded that the potential for safety learning is insufficient to justify further investigation. The RAIB will share evidence with the railway industry parties involved, to assist them with their own investigations into this accident.

Speech: Airports are key to Britain's future prosperity

Good morning everyone.

It's a real pleasure to join you again for your annual conference.

And to start what I'm sure will be a day and a half of stimulating debate.

When the AOA was first formed in 1934, the conference's theme – the Airport of the Future – might have been an equally apt topic.

But a keynote speaker 84 years ago would have needed a vivid imagination to predict the airports of the 21st century.

Who would have dreamt that Gatwick, a former horse racing track, would become Britain's second busiest airport?

Or a couple of farms and a vicarage in leafy Cheshire would be transformed into Manchester Airport – with flights to every corner of the globe?

Or that a collection of fields would one day make way for Birmingham Airport – now the Midlands' gateway to the world.

So Britain's airports have undergone a remarkable change within a single lifespan – transformed from their early roots to the incredibly successful and safe industry represented in this room today.

Importance of industry

An airports industry that supports hundreds of thousands of jobs.

That every week directly generates £270 million for the UK economy.

And that plays a vital role in attracting inward investment to our country by connecting businesses at home and overseas.

You are the reason why Britain today has the third largest aviation network in the world.

Why we imported and exported £170 billion of air freight last year to countries outside the EU.

Why passenger numbers have surged by 64 million in just 5 years.

With 284 million people passing through our airports in 2017.

And recent events have shown that the pace of change in the airport sector is accelerating.

We've ended decades of dithering over Heathrow expansion with [overwhelming support in Parliament for the National Policy Statement](#).

There is massive investment going into airports around the country.

At Manchester, Luton and Leeds Bradford for example.

And you've rolled out new routes to cities in some of the fastest growing parts of the world – for instance the Middle East and China.

Airports are becoming increasingly innovative.

Finding new and diverse ways to benefit the economies and communities you serve.

For example hosting business parks, where SMEs can grow with easy connections

to markets and suppliers.

And by providing education and training opportunities to attract more people into aviation careers – as we're seeing at Stansted.

And let's not forget the smaller airports that maintain essential links for more isolated parts of the country.

From Newquay in Cornwall to Inverness in the Highlands – these busy transport hubs help boost their local economies – making them even more vibrant.

Brexit

And it's absolutely crucial that UK airports continue to thrive after we leave the European Union.

Of course securing the best possible access to European markets is the ultimate goal of our negotiations.

And with 164 million passengers travelling between the UK and EU last year – maintaining current agreements on air transport is clearly in the interests of everyone.

But as we've made clear, it's just common sense that we also plan for all possible scenarios – even if they are unlikely.

The [recent aviation technical notices we released set out the pragmatic approach that the UK would take in the event of a 'no-deal' exit.](#)

Those actions would help avoid disruption to air services, while supporting businesses and consumers. Not just here in the UK, but across Europe.

We will also continue to seek new and improved bilateral Air Services Agreements with the rest of the world.

Aiming, as we always have, to improve connectivity, choice and value for money for businesses and consumers.

We want to continue participation with the [European Aviation Safety Agency.](#)

But whatever the conclusion of negotiations, EU safety rules will be brought into domestic law through the withdrawal act.

So we look forward to an outcome which not only maintains connectivity, but also allows British aviation to grow and thrive.

And of course that includes capitalising on new, global opportunities.

It has never been more important to demonstrate that Britain is open to the world.

Open to collaboration.

Open for business.

And there can be no better way of doing that than through international air connections and our world class aviation industry.

Aviation strategy and airspace modernisation

Projections show that 435 million passengers a year could be passing through our airports by 2050.

Passengers who are a benefit to Britain.

Boosting tourism.

Building business relationships across continents.

Hundreds of millions of opportunities for Britain to grow.

But we can't take future success for granted.

We need a long-term plan for sustainable growth.

So that we better manage the impact of airport expansion on local communities.

So that we improve surface access – making journeys to airports quicker, easier and greener.

So that we address the environmental concerns of growth.

And consider the passenger in everything we do.

These things won't happen on their own.

They can only be achieved by government and industry working in partnership.

And that's why we are [developing our aviation strategy](#).

A comprehensive, long term vision for the sector up to 2050.

A vision for enterprise and growth.

That provides the right framework for the sector to grow responsibly.

Let me give a couple of examples.

Just as important as building new infrastructure or making best use of existing runways is how we optimise use of our skies.

As air traffic grows, modernisation of airspace is an increasingly pressing issue.

We need to get it right, for the benefit of the industry, passengers, and communities living under flight paths.

We've already made good progress on this front with the [publication of our airspace change framework last year](#).

And as part of the aviation strategy we will be examining whether further policy is needed to support these changes.

But we need your help and engagement too.

To help us make best use of airspace.

And growth cannot take place without considering the environment and local communities.

Our recent [Airports National Policy Statement](#) highlights the government's expectation that expansion will be supported by a strong package of environmental and community mitigations.

And the forthcoming aviation green paper will set out proposals to enable sustainable growth across the country.

But to do those things we need you to work with local neighbourhoods, the government and each other to the benefit of every airport across the UK network.

And ultimately to the benefit of passengers.

That's what the aviation strategy is all about.

We have to look at every stage of the passenger journey.

Analyse key trends, and examine how airports can continue to respond to travellers' changing needs.

For while you generally do a great job at innovating to meet new customer demands.

For instance your investment in new screening technologies that could speed up passengers' journey through security.

There is still more to be done to ensure all consumers can travel with confidence.

Inclusive travel and borders

Like providing full accessibility, for instance.

Last year there were 3 million requests for assistive services in airports – a leap of two thirds in 6 years.

And our aging population means demand is likely to further grow.

There's already been some excellent progress.

This year 16 airports, including Edinburgh, Liverpool, Cardiff and Derry,

were rated as very good in the [CAA's accessibility review](#).

Up from just 6 in 2017.

But there are still distressing stories.

And the CAA reviews have found that some airports still need to make vital improvements.

So it's important we all up our game.

That's why in July we launched our [Inclusive Transport Strategy](#) – to ensure disabled people can travel confidently, easily and at no extra cost.

And the aviation strategy provides a great opportunity to explore these issues across the airports sector.

We are considering a range of measures including improved training for airport and airline staff and boosting awareness of assistive services at airports.

While the CAA has recently released new guidelines on supporting passengers with hidden disabilities.

In addition it's vital that we demonstrate that the UK is fully open for business and to the world.

So we want to limit delays at our borders too.

As part of the strategy we are working with [Border Force](#) on ways of creating a smoother crossing for travellers through passport control.

Without compromising security.

And I thank the AOA and the aviation industry for your help so far on this work. Your input has been greatly valued.

Green paper

And I know that many of you have already contributed to the strategy's development so far.

But we hope to hear even more from you.

We will lay out the next steps of its development in a green paper this December (2018).

To be followed by another consultation period before the final document is published next year.

So I urge you to participate.

This will be a great chance to shape the final strategy.

And an opportunity for us to benefit from your experience and that of your customers.

I can't predict what will be top of the agenda at the AOA conference 8 decades from now.

Or imagine how our airports will look in 2102.

But I can promise that through the aviation strategy we are looking ahead to the challenges of the coming decades.

I can tell you that your future in this country is bright.

And I can guarantee that by working together we will set a course that allows Britain's airports to continue to flourish.

Thank you.

Press release: Investigation leads to shutdown of 'asset recovery' company that recovered no assets

Asset Recovery Associates Limited (ARA) was incorporated as a private company in July 2011. The linked company, Asset Recovery Resources (ARR) Limited was incorporated as a private company in December 2012. Both had the same registered office address in Warrington.

The companies held themselves out as being able to recover funds lost by victims of failed alternative investment schemes.

However, an investigation by the Insolvency Service, launched following complaints, found ARR's claims to be false. The reality was that there was little or no prospect of funds being recovered.

The court heard that ARR's staff cold-called victims offering to recover their money in return for the payment of an advance fee.

Victims described the sales staff employed by the company as 'aggressive and persistent' and claiming, entirely falsely, they had been appointed by the Insolvency Service.

The court heard that neither company cooperated with the investigation. Mr Alexander Goodrich, the director of both companies, stated that ARR was a dormant company that had been hijacked by fraudsters and that he had no knowledge of the cold-calling activity.

Mr Goodrich admitted that ARA had been involved in recovering monies lost by individuals in investment scams but told the court that he took the fees out of monies recovered and did not charge clients up front. He failed to produce the company's accounting records to the investigators, claiming he no longer had access to them.

The lack of records has meant it has not been possible to find out how the companies got hold of investors' details.

Commenting, David Hill , a chief investigator with the Insolvency Service, said:

ARR employed aggressive sales tactics to prey on people who had already lost money, seemingly with the aim of scamming them.

Members of the public, who have lost money in any kind of investment, should be wary of anyone calling them out-of-the-blue, claiming to be able to recoup their investment losses.

The Insolvency Service will investigate and shut down the activities of such companies.

On 22 October 2018, the court found that it was in the public interest that both companies be wound up.

Notes to editors

Asset Recovery Associates Limited was incorporated as a private company on 4 July 2011. The current registered office is located at 264 Old Liverpool Road, Warrington, WA5 1DZ.

The current recorded director of the company is Mr Alexander Goodrich.

Asset Recovery Resources Limited was incorporated as a private company on 27 December 2012. The current registered office is located at 264 Old Liverpool Road, Warrington, WA5 1DZ.

The current recorded director of the company is Mr Alexander Goodrich.

The petitions were presented under s124A of the Insolvency Act 1986 on 20 June 2018. By virtue of the winding up orders made on 22 October 2018 the Official Receiver is liquidator of the companies.

Company Investigations, part of the Insolvency Service, uses powers under the Companies Act 1985 to conduct confidential fact-finding investigations into the activities of live limited companies in the UK on behalf of the Secretary of State for Business, Energy & Industrial Strategy (BEIS). Further information about live company investigations is available [here](#).

The Insolvency Service administers the insolvency regime, investigating all compulsory liquidations and individual insolvencies (bankruptcies) through the Official Receiver to establish why they became insolvent. It may also use powers under the Companies Act 1985 to conduct confidential fact-finding investigations into the activities of live limited companies in the UK. In addition, the agency deals with disqualification of directors in corporate failures, assesses and pays statutory entitlement to redundancy payments when an employer cannot or will not pay employees, provides banking and investment services for bankruptcy and liquidation estate funds and advises ministers and other government departments on insolvency law and practice.

Further information about the work of the Insolvency Service, and how to complain about financial misconduct, is [available](#).

All public enquiries concerning the affairs of the company should be made to: The Official Receiver, Public Interest Unit, 4 Abbey Orchard Street, London, SW1P 2HT. Telephone: 0207 637 1110 Email: piu.or@insolvency.gsi.gov.uk.

Media enquiries for this press release – 020 7674 6910 or 020 7596 6187

You can also follow the Insolvency Service on:

Press release: Fourth connected online advertising company shut down in public interest

BVM, a Manchester-based company and its sister companies, all sold customers services to improve their online business profiles, all, to little or no commercial benefit.

All four companies have been wound up following investigations by the Insolvency Service.

In the case of BVM, the alleged customer offer was to manage company business profiles on 'Google Places' for business.

The first of the four companies operating the model to be wound-up (in April 2015), was On Line Platform Management Consultants Ltd, following that the second was Movette Ltd in July 2017 before the third TBL (UK) Ltd, in August 2018.

BVM continued the same or a very similar business to that previously carried on by Movette Ltd (Movette) (which was wound up on 28 July 2017 on the grounds that it operated against the public interest).

The Insolvency Service investigated the company's affairs following complaints from customers. But the investigation was severely limited due to a lack of co-operation from those in control of BVM who failed to produce business documents.

The investigation established, and in winding up the company the Court accepted, that BVM had continued the objectionable business model previously carried on by Movette, by continuing to target the former customers of Movette.

Similarly, customers received little or no commercial benefit from the Google Places management service they purchased from BVM on an annual basis.

Furthermore, the court heard that BVM employed inappropriate and objectionable methods of debt collection and that the company had been abandoned by those controlling its day to day operations.

On 2 October 2018, the High Court sitting in Manchester heard the petition presented on behalf of the Secretary of State for Business, Enterprise and Industrial Strategy.

In the absence of evidence submitted by the company, who failed to attend the hearing, Deputy District Judge Heseltine wound-up the company, in the public interest.

Commenting, David Hope, Chief Investigator with the Insolvency Service, said:

Beyond Vision Media Ltd continued an objectionable business model that used inappropriate methods of trading designed to extract money from businesses under false pretences.

The Insolvency Service will take action to shut down such rogue businesses. Additionally, the business community should take steps to verify the credentials of any third party that contacts them claiming to be continuing the services previously provided by Movette Ltd and/or Beyond Vision Media Ltd.

Notes to editors

Beyond Vision Media Ltd – company registration number 8586915 – was incorporated on 27 June 2013. The company's registered office is at Unit 77 Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB.

The petition to wind-up Beyond Vision Media Ltd was presented under s124A of the Insolvency Act 1986 on 3 August 2018. The company was wound up on 2 October 2018 and the Official Receiver, Public Interest Unit (North) has been appointed as liquidator.

On Line Platform Management Consultants Ltd was incorporated on 25 January

2012. Its registered office was at Suite 125, 23 New Mount Street, Manchester M4 4DE.

The petition to wind up Online Platform Management Consultants Ltd was presented under s124A of the Insolvency Act 1986 on 03 February 2015. The Official Receiver was appointed as provisional liquidator on 10 February 2015. The company was wound up on 13 April 2015 and the Official Receiver was appointed as liquidator. The director of Online Platform Management Consultants Ltd, Roy Junior De-Vent, was subsequently disqualified from acting as a director for a period of 11 years.

Movette Ltd – company registration number 08705982 – was incorporated on 25 September 2013. The company's registered office is at 86 Stonemere Drive, Radcliffe, Manchester M26 1QX and it traded from 23 New Mount Street, Manchester M4 4DE.

The petition to wind-up Movette Ltd was presented under s124A of the Insolvency Act 1986 on 12 May 2017. The Official Receiver was appointed provisional liquidator of the company on 18 May 2017. The company was wound up on 28 July 2017 and the Official Receiver has been appointed as liquidator.

TBL (UK) Ltd (Company number 10084021), was wound up on 20 August 2018.

Company Investigations, part of the Insolvency Service, uses powers under the Companies Act 1985 to conduct confidential fact-finding investigations into the activities of live limited companies in the UK on behalf of the Secretary of State for Business, Energy & Industrial Strategy (BEIS).

Further information about live company investigations is available [here](#). The Insolvency Service, an executive agency sponsored by the Department for Business, Energy and Industrial Strategy (BEIS), administers the insolvency regime, and aims to deliver and promote a range of investigation and enforcement activities both civil and criminal in nature, to support fair and open markets. We do this by effectively enforcing the statutory company and insolvency regimes, maintaining public confidence in those regimes and reducing the harm caused to victims of fraudulent activity and to the business community, including dealing with the disqualification of directors in corporate failures.

BEIS' mission is to build a dynamic and competitive UK economy that works for all, in particular by creating the conditions for business success and promoting an open global economy. The Criminal Investigations and Prosecutions team contributes to this aim by taking action to deter fraud and to regulate the market. They investigate and prosecute a range of offences, primarily relating to personal or company insolvencies.

The agency also authorises and regulates the insolvency profession, assesses and pays statutory entitlement to redundancy payments when an employer cannot or will not pay employees, provides banking and investment services for bankruptcy and liquidation estate funds and advises ministers and other government departments on insolvency law and practice.

Further information about the work of the Insolvency Service, and how to complain about financial misconduct, is [available](#).

By virtue of the appointment of the Official Receiver all public enquiries concerning the affairs of the company should be made to: The Official Receiver, Public Interest Unit, 2nd Floor, 3 Piccadilly Place, London Road, Manchester, M1 3BN. Tel: 0161 234 8531 Email: piu.north@insolvency.gsi.gov.uk.

Media enquiries for this press release – 020 7674 6910 or 020 7596 6187

You can also follow the Insolvency Service on:

Press release: Car hire company director picks up seven-year ban for failing to keep records

Graham Peter Hanson Pender was the managing director and major shareholder of Chauffeurline (UK) Limited. The company was incorporated on 8 March 2013 and had contracts with major airlines chauffeuring pilots to and from Edinburgh Airport and local hotels.

An Insolvency Service investigation followed the administration.

The Edinburgh Sheriff Court heard evidence that:

- Mr Pender failed to ensure Chauffeurline (UK) Limited maintained and/or preserved adequate accounting records and failed to deliver these to the Administrators, as he is required to do
- Chauffeurline had arrears with HMRC in excess of £60,000
- Mr Pender made out cheques, payable to himself, in the final year of trading totalling £116,896.89 and has failed to provide company accounting records that would explain these transactions
- company accounts for the year ended 31 May 2015 disclose fixed assets of £490,078.

Due to the lack of proper records, the Insolvency Service has been unable to sufficiently explain whether assets were disposed of at fair value and for the benefit of the company and its creditors.

On the 26 September 2018, the Secretary of State obtained an order against Mr Pender for failing to deliver and maintain/preserve adequate accounting records.

Rob Clarke, Chief Investigator Insolvent Investigations North, part of the

Insolvency Service, commented:

Companies are under a legal duty to account for their income and expenditure and fulfilling that duty is a key component of the role of a director. There is no place in the corporate arena for those who neglect their responsibilities in this area.

All too often, the lack of records to explain transactions is used to cover up other, more serious misconduct and we cannot determine whether that was the case at Chauffeurline, a fact which is reflected in the lengthy ban now in place.

Mr Pender's ban is effective from 18 October 2018 and lasts for a period of 7 years.

Notes to editors

Graham Peter Hanson Pender is of Edinburgh and his date of birth is 1959.

Chauffeurline (UK) Ltd (Company Reg. No. SC444545) was incorporated on the 8 March 2013.

The order was pronounced by Sheriff Holligan in the Edinburgh Sheriff Court.

Steven Chesney appeared for the Insolvency Service and no one appeared for or on behalf of the defendant.

A disqualification order has the effect that without specific permission of a court, a person with a disqualification cannot:

- act as a director of a company
- take part, directly or indirectly, in the promotion, formation or management of a company or limited liability partnership
- be a receiver of a company's property

Disqualification undertakings are the administrative equivalent of a disqualification order but do not involve court proceedings. Persons subject to a disqualification order are bound by a [range of other restrictions](#).

The Insolvency Service administers the insolvency regime, investigating all compulsory liquidations and individual insolvencies (bankruptcies) through the Official Receiver to establish why they became insolvent. It may also use powers under the Companies Act 1985 to conduct confidential fact-finding investigations into the activities of live limited companies in the UK. In addition, the agency deals with disqualification of directors in corporate failures, assesses and pays statutory entitlement to redundancy payments when an employer cannot or will not pay employees, provides banking and investment services for bankruptcy and liquidation estate funds and advises ministers and other government departments on insolvency law and practice.

Further information about the work of the Insolvency Service, and how to complain about financial misconduct, is [available](#).

Media enquiries for this press release – 020 7674 6910 or 020 7596 6187

You can also follow the Insolvency Service on: