

News story: Just Eat/Hungryhouse merger faces in-depth investigation

Both companies provide online takeaway ordering services. These give restaurants the opportunity to reach a wide pool of consumers and offer them the convenience of choosing from a large range of takeaway providers in one place.

Following its initial investigation into the merger, the Competition and Markets Authority (CMA) has found that the companies are close competitors because of the similarity of their service and their broad geographical coverage.

The CMA also believes that more recent entrants to this market offering delivery services – such as Deliveroo, UberEATS and Amazon Restaurants – represent less direct competition to the companies as these tend to target different types of restaurant (primarily dine-in restaurants without their own delivery services). These recent entrants also offer less extensive geographic coverage than Just Eat and Hungryhouse.

The CMA is therefore concerned that the loss of competition resulting from the Just Eat/Hungryhouse merger may result in worse terms for restaurants using either of the 2 companies.

The merger will now be referred for an in-depth phase 2 investigation by an independent group of CMA panel members – unless Just Eat is able to offer undertakings which sufficiently address the CMA's competition concerns.

Just Eat has until 17 May 2017 to offer proposals to resolve the competition concerns. If it does not offer undertakings, or if the CMA is unable to accept undertakings offered, the merger will be referred for an in-depth phase 2 investigation.

Press release: PM call with President Erdogan of Turkey: 9 May 2017

This evening the Prime Minister spoke to President Erdogan of Turkey to reiterate the UK's continuing commitment to the bilateral relationship between our 2 countries and express her wish to deepen co-operation on a range of issues. The Prime Minister particularly underlined the importance of our strong security partnership.

The Prime Minister and President Erdogan discussed the ongoing Cyprus

settlement talks and the Prime Minister reiterated that while there remains an opportunity for an historic agreement to be reached, all parties need to be prepared to take bold steps. She added that the UK stands ready to play a role in seeking a solution.

On Syria, the Prime Minister welcomed the progress made at the Astana talks and praised Turkey's constructive role in helping to establish de-escalation zones. She underlined the importance of the talks being linked to a broader political process, culminating in a transition of power away from Assad.

The Prime Minister and President Erdogan welcomed the strength of the UK-Turkey trade relationship and reaffirmed their desire to explore the opportunities presented by Brexit. They noted the progress made towards the signature of a deal between Turkish Aerospace Industries and BAE Systems for the preliminary design phase of the Turkish Fighter, and agreed this was a sign of the deepening defence industry relationship between Turkey and the UK.

The 2 leaders looked forward to the upcoming Somalia conference and the Prime Minister welcomed the substantial contribution Turkey has made, as well as their strong leadership in improving security in Somalia.

The Prime Minister and President Erdogan concluded by looking forward to meeting at the NATO summit in Brussels later this month.

[Guidance: Waste electrical and electronic equipment \(WEEE\) public registers](#)

Updated: New EEE producer public register has been published.

2018 registers of EEE producers, approved exporters and approved authorised treatment facilities. Plus a list of WEEE producer compliance schemes and their contact details.

[News story: General Election 2017](#)

As the General Election approaches it is important that individuals and organisations consider their protective security provisions, they remain

vigilant and report suspicious behaviour and items to police at the earliest opportunity. The UK threat level remains at SEVERE, meaning an attack is highly likely. Terrorist groups and individuals continue to encourage individuals to plan and mount attacks in the UK, particularly against symbols of the State and crowded places. Low sophistication, low complexity methodologies are the simplest to execute and require little or no training. We urge the public to be alert but not alarmed and the police service and our partners are doing everything we can to help protect the security of citizens, communities, public institutions and businesses.

There is also valuable advice to assist individuals in keeping themselves safe, although it's important to remember that a key principle of personal security is that the individual must carry the main responsibility and remain vigilant. Whilst it is impossible to provide advice for every eventuality, there is generic advice available from various sources. We would like to direct organisations to the [UK National Counter Terrorism Security Office (NaCTS0) website] (<https://www.gov.uk/nactso>) where a range of protective security guidance is available.

Further protective security guidance is available on the website for [Centre for the Protection on National Infrastructure \(CPNI\)](#) including guidance for personnel security through a staff vigilance campaign.

Protective Security Advice

The message is clear – ‘don't worry, don't delay, just act’ In an emergency call the police dial 999.

Protective security advice is available on the [NaCTS0 website](#) in the guidance ‘Recognising the terrorist threat’ and advises on:

- reporting suspicious activity to the police by calling confidentially on 0800 789 321 or at [gov.uk/ACT](https://www.gov.uk/ACT)
- reporting online terrorist and violent extremist material [online](#)
- understanding how to respond in a weapons or firearms attack follow the [RUN HIDE TELL](#) principles
- understanding how to respond to [suspicious items](#)
- understanding how to respond if there is a [bomb threat](#)
- understand what to do if a [suspicious package](#) is delivered to your home or work address

Personal Security for those canvassing

The [Suzy Lamplugh Trust](#) provide advice for those individuals and groups who are campaigning and canvassing.

Advice for officials

Can be obtained through local authorities or the Electoral Commission [The College of Policing Authorised Professional Practice \(APP\)](#) have produced guidance on [Maintaining order and preventing undue influence outside polling](#)

[stations](#). The APP outlines the necessity for Returning Officers and their respective Police Force to initiate early contact in planning for the Election. The Electoral Commission provide a variety of guidance products, including a handbook for Polling Station staff at www.electoralcommission.org.uk.

Additional Advice

Is available from the [Centre for Protection of National Infrastructure](#)

[News story: Vacancies: Inspectors of Air Accidents \(Engineering\)](#)

Can you be instrumental in determining causes of civil aircraft accidents and serious incidents worldwide? If so, this Inspector of Air Accidents (Engineering) role is for you, and we'd like to hear from you.

The purpose of this role is to investigate the engineering aspects of aircraft accidents and serious incidents involving civil aircraft operating in the UK and to UK registered or manufactured aircraft overseas.

A full job description and role profile is on the [Civil Service Jobs website](#).

Read about a week in the life of an Engineering Inspector below.

The deadline for applications is 7 June 2017.

I am often asked about what I do. When I tell people, the response I usually get is, "wow, that must be fascinating".

Well, actually it is. I am an aircraft engineer and after a successful, broad and varied career in the Royal Navy I joined the Air Accidents Investigation Branch (AAIB) four years ago. It was clear to me when I joined and still is today; if you love aircraft, engineering and are inquisitive by nature, enjoy learning and like puzzling things out, this job is ideal.

So what does it really involve?

Weeks are never the same and my time is taken up with the various stages of my investigations into air accidents and incidents large and small. At any one time I can have three or four on the go.

Accidents by their nature are unexpected and can and do happen any time, day or night. My involvement starts after the Branch has been informed that something has happened and I am assigned along with Flight Data and Operations colleagues to the case. This can be an investigation anywhere in

the UK or to assist worldwide. I am usually at a high state of readiness to deploy as I move up the AAIB engineering duty rota which ensures at least one of 12 engineers is available 24/7, 365 days per year. Once assigned I deploy to wherever the aircraft might be. It can be anything from a micro-light, to a helicopter or even several hundred tonnes of airliner. The aircraft may be in small pieces in a field or parked at an airport stand with no sign outwardly of anything wrong.

This initial stage is fascinating and may take several days. In many cases I have to temper my enthusiasm given that this may well be a stressful or even life-changing experience for those involved. I need to remain calm and sympathetic to people who may be highly emotional, shocked and upset as I unravel what might be the worst day of their lives. Talking to relatives can be a challenging part of the role, but in some ways it can be rewarding, knowing that I am providing the answers they need to help them understand what happened, which may provide some comfort. I also have to be comfortable in myself, mindful that not all – but some – accident sites are dreadful to say the least. While psychological support is provided, the job is not for the faint-hearted.

Having gathered initial evidence with my colleagues, we formally present to the Chief Inspector and our peers our findings and thoughts as to where we think the investigation is leading.

As the engineering aspect of the investigation progresses, lines of inquiry emerge which require exploring in detail. This often means looking at drawings and manuals to understand the workings and design intent of the systems involved. This may then lead to reconstruction or, conversely, dismantling. I may then need to examine further and test components in our hangar or, if needed, with the manufacturer wherever they may be in the world; the job does involve a lot of travel. One day it might be a simple bolt or fastener, the next, a modern avionic system. I deal with both with an open but methodical and questioning mind with the same attention to detail. I constantly interact with knowledgeable experts at all levels and tact and diplomacy comes to the fore during my work and gets things done.

Rigorous and occasionally lively discussions are held with colleagues as the investigation progresses to identify the facts and causes and to formulate effective safety recommendations to prevent reoccurrence. Throughout the investigation I work towards producing a clear and accurate written report which conveys the circumstances and details of the engineering features of the accident so that it can be read and understood by people within aviation and by ordinary members of the public. I also have to be confident in my investigation when I give evidence publically to the Coroner (or Procurator Fiscal in Scotland).

In between investigations, and sometimes simultaneously for that matter, I have the opportunity to learn and train to improve my aviation knowledge and investigative skills. This might be a short course run by an aircraft manufacturer on their product or a university course looking at, for example, new materials. It can also be an in-house course to hone or refine a specific skill, for example microscope photography. Time is also made available for me

to be part of aviation by simulator flying or flying in light aircraft to maintain a private pilot's licence.

An AAIB engineering inspector is a fascinating and rewarding job. No two weeks are ever the same except for one thing, the knowledge that I and my colleagues are working to make commercial and private aviation safer by understanding what went wrong and what went right during accidents and incidents. Although the job can be difficult in some respects, given the sometimes distressing part my work, it is very rewarding and I thoroughly enjoy coming to work at the AAIB.