

[News story: Dangerous occurrence at Broad Oak level crossing](#)

Train passed over Broad Oak automatic half barrier level crossing, with barriers raised, near Canterbury, 29 June 2017.

At around 10:20 hrs on 29 June, a train, already braking because the driver had recognized the hazard, passed over the level crossing with the barriers raised. The last road vehicle had crossed around 12 seconds earlier.

We have undertaken a [preliminary examination](#) into the circumstances surrounding this incident. Having assessed the evidence which has been gathered to date, we have decided to publish a [safety digest](#).

The safety digest will shortly be made available on our website.

[Press release: Outbreaks of Koi herpesvirus \(KHV\) disease in 2017](#)

KHV is a serious viral disease of fish, and is notifiable in the United Kingdom. It affects all varieties of common and ornamental carp (*Cyprinus carpio*), and can result in large scale mortalities.

Fish with KHV disease may show the following signs, especially when water temperatures are between 16 to 28 degree centigrade:

- necrotic (white or brown) patches on the gills
- rough patches on the skin and sloughing mucous
- sunken eyes

You must [contact the FHI](#) if you suspect an outbreak of KHV. This includes fish with the above signs, or deaths of carp or carp hybrids.

There is no risk to public health.

New outbreaks

When laboratory testing confirms KHV disease at a site, the FHI place statutory controls to limit the spread of the disease. These controls restrict movement of animals and ensure equipment is disinfected.

Disease controls have been applied at:

Finished outbreaks

Sites with KHV disease must undergo a 4 year monitoring programme. The FHI visit these sites to look for evidence of disease and to inspect compliance with the conditions of the statutory controls in place. The controls are removed if the disease doesn't reoccur during this period.

Some sites choose to cull and disinfect their stocks, rather than have 4 years of monitoring.

Further information

You can:

Background

Koi herpesvirus (KHV) is a notifiable disease under [The Aquatic Animal Health \(England and Wales\) Regulations 2009](#). KHV outbreaks have been subject to statutory control in Great Britain since 2007. The UK maintains a surveillance programme for this disease.

When the FHI confirm an outbreak, they take steps to control and, wherever possible, remove the disease. This may involve movement controls on susceptible species in the area, enhanced biosecurity, culling of fish, and cleaning and disinfecting of the premises.

Site operators must write to the FHI to get permission to move live fish into, out of, or within the designated area, and to make material changes to the site or site activities. This also applies to fish eggs and gametes.

[News story: New improvements for rail passengers in Wales, the midlands and the north](#)

Passengers in Wales, the midlands and the north will get faster and more comfortable journeys quicker under new plans announced by the government today (20 July 2017).

The Department for Transport is setting out plans for new trains on the Midland Main Line, Great Western Main Line and in the Lake District with increased seats and better on-board facilities.

Modern bi-mode trains will be used on Great Western and Midland Main Line, with passengers in Wales benefiting from new Intercity Express trains which

will each deliver over 130 more seats and faster services.

Long distance journey times from Nottingham and Sheffield will also be reduced by up to 20 minutes in the peak, with the train operator in the Lake District beginning work to trial an alternative-fuelled train in this World Heritage Site.

Thanks to this new technology disruptive electrification works between Cardiff and Swansea, Kettering, Nottingham and Sheffield, and between Windermere and Oxenholme, will no longer be needed.

Passengers will benefit sooner and experience less disruption compared with putting up intrusive wires and masts along routes where they are no longer required.

[Bi-mode trains](#)

The government today also published the [consultation for the next East Midlands franchise](#), which will deliver reduced journey times for intercity services and more seats for long distance passengers at peak hours, as well as dedicated services and more capacity for commuters coming into London. The franchise will maximise the benefits of the upgrade of the Midland Main Line – the biggest investment in the route since it was completed in 1870.

Transport Secretary Chris Grayling said:

We are making the biggest investment in the railways since the Victorian era and upgrading services across the country, including in Wales, the midlands and the north.

Passengers expect and deserve high quality rail services and we are committed to using the best available technology for each part of the network, delivering significant benefits for those who use our railways.

Benefits along the specific routes include:

Cardiff to Swansea

From Autumn 2017, passengers in Wales will benefit from new Intercity Express trains which will each deliver over 130 extra seats, faster journey times and improved connectivity for South Wales to London with 40% more seats in the morning peak once the full fleet is in service.

Network Rail will also develop additional options to improve journeys for passengers in Wales. These will include:

- improving journey times and connections between Swansea and Cardiff, and South Wales, Bristol and London
- improving journey times and connections across North Wales
- direct services from Pembroke Dock to London via Carmarthen on new,

- state of the art Intercity Express trains
- station improvements at Cardiff Station
- station improvements in and around Swansea including looking at the case for additional provision

The Secretary of State also welcomed a proposal for Wales' first privately funded railway station at St Mellons. The department will work with the promoters of the scheme as they develop their plans to the next stage.

The first new Intercity Express trains will enter service from this Autumn and once the whole fleet is introduced and electrification to Cardiff is complete journey times between Swansea, London and other stations along the route will be approximately 15 minutes shorter.

Midland Main Line

The next operator will be required to deliver modern, fast and efficient intercity and commuter trains, including a brand new set of bi-mode intercity trains from 2022, maximising the benefits of the largest upgrade of the Midland Main Line since it opened in 1870. This will improve journeys sooner, without the need for wires and masts on the whole route, with further investment to come to ensure Sheffield is ready for HS2.

Benefits include reducing journey times on long distance services from Nottingham and Sheffield by up to 20 minutes in the peak and delivering over 1000 additional seats an hour in the peak into London, an increase of more than 50%.

Oxenholme to Windermere

Passengers in the Lake District will benefit from 4 direct services a day in each direction between Windermere and Manchester Airport from May 2018.

The government has announced plans to ensure passengers enjoy brand new trains from December 2019. Journeys between Windermere and Manchester Airport will be improved sooner and with less disruption to services and local communities. It also means there is no need to construct intrusive wires and masts in this National Park.

Statement to Parliament: Rail infrastructure funding: 2019 to 2024

I am today (20 July 2017) publishing my [high level output specification](#) (HLOS) and initial statement of funds available (SOFA) for the railway for control period 6, which covers the years 2019 to 2024.

The government is determined that the railway becomes more focused on issues that matter most to passengers – such as punctuality and reliability. A more reliable railway also plays a critical role in underpinning economic growth and bringing the country together. The government is committed to taking action to achieve these outcomes.

The HLOS is therefore focussed on the operation, maintenance and renewal of the existing railway – the areas of activity that will deliver a more reliable railway for passengers. The government is already delivering significant enhancements to the railway, including High Speed 2 and Crossrail and it expects to continue to invest in the enhancement to the wider rail network in the next control period. In light of the findings of the [Bowe Review](#), which emphasised the need to enable better planning, cost control and alignment with the needs of users of the railway, government will take forward the funding of these enhancements separately. The government is developing a new process for delivering enhancements and intends to publish more information on this in the autumn.

On the basis of independent advice from the Office of Rail and Road, as well as from the rail industry, the government has agreed that an increased volume of renewals activity will be needed over the course of control period 6, to maintain safety and improve on current levels of reliability and punctuality, which in places fall short of the levels that passengers rightly expect. This enhanced programme of renewals will be supported by appropriate volumes of operations and maintenance activity required to maintain safety and improve the reliability and punctuality of train services.

Before committing to the specific levels of funding required, I have decided that the government requires more assurance on the likely costs of the work programme. Network Rail's progress on improving its efficiency in recent years has fallen short of my expectations. Improving efficiency is vital if we are to maximise the value of taxpayer spending on the railway in driving improvements for passengers and freight shippers.

The government will therefore carry out further work to examine the approach to setting appropriate levels of maintenance and renewals activity for control period 6 and to improving Network Rail's efficiency. This will enable me to confirm the extent of government's funding envelope through the publication of a statement of funds available by 13 October 2017. This work will draw on a number of sources, including the new independent review of progress on efficiency planning which the regulator has commissioned

Alongside the publication of the HLOS, I am issuing [new statutory guidance to the independent Office of Rail and Road](#). This sets out my priorities for rail regulation. These include supporting the ORR's work to improve Network Rail's efficiency and improving the experience of users of the railway.

I am arranging for copies of the HLOS and SOFA, and of the statutory guidance to the Office of Rail and Road, to be placed in the libraries of the House.

Press release: Minister appoints new Competition Appeal Tribunal members

Today (20 July 2017), the Minister for Small Business, Consumers and Corporate Responsibility, Margot James MP, has appointed 5 new members to the panel of ordinary members of the Competition Appeal Tribunal (the Tribunal).

The Tribunal is a specialist judicial body with expertise in law, economics, business and accountancy. Its function is to hear and decide appeals and other applications or claims involving competition or economic regulatory issues.

The new members are:

- Mr Peter Anderson
- Ms Kirstin Baker CBE
- Mr Eamonn Doran
- Mr Paul Lomas
- Professor Anthony Neuberger

Notes to editors

1. [Ordinary members](#) are selected for their expertise in law, business, accountancy, economics and other related fields. Prior to the making of these appointments, the Tribunal's panel of ordinary members consisted of 21 members (11 of whose terms of appointment end on 3 January 2019).
2. The new members are appointed for 8 years and paid according to the amount of time that they spend working for the Tribunal, based on a daily rate, currently £400. The appointments carry no right of pension, gratuity or allowance on their termination. The appointments announced today will commence on 1 October 2017.
3. All appointments are made on merit and political activity plays no part in the selection process. However, in accordance with the original Nolan recommendations, there is a requirement for appointees' political activity to be made public. None of the new members are politically active.
4. Although these appointments do not come within the remit of the [Office of the Commissioner for Public Appointments \(OCPA\)](#), they have been made following OCPA best practice.

5. The Tribunal is a specialist judicial body with cross-disciplinary expertise in law, economics, business and accountancy. It consists of the President and Chairmen, who are appointed by the Lord Chancellor, and the panel of ordinary members. Cases are heard before a Tribunal consisting of 3 members: either the President or a member of the panel of Chairmen and 2 ordinary members.

6. Support staff and functions to the Tribunal are provided by the Competition Service (CS). The CS has 17 members of staff and it is headed by the Registrar, who is appointed by the Secretary of State for Business Energy and Industrial Strategy (BEIS).

About the new members

Peter Anderson

Peter Anderson has been a solicitor in Scotland since 1975 and a Solicitor Advocate in Scotland since 1994. He was a partner in Simpson & Marwick, Solicitors, Scotland from 1978 and since the firm merged with Clyde & Co Solicitors, a partner there since 2015. He has over 40 years' experience in general insurance work, specialising in complex and high value personal injury claims, professional negligence, commercial litigation and aviation disputes. He has lengthy experience as Chairman and Managing Partner of a sizeable law firm.

Kirstin Baker CBE

Kirstin Baker had a long career in the civil service and was most recently HM Treasury's Finance and Commercial Director. Earlier in her career, she led the Treasury team coordinating public spending policy and managed many of the Treasury's interventions in individual banks in the wake of the 2008 financial crisis. Kirstin has also worked as a competition official in the European Commission, as an EU policy advisor in the Cabinet Office and as a senior civil servant in the Scottish government, leading work on infrastructure investment. Kirstin holds non-executive positions on the boards of UK Financial Investments, The Pensions Regulator and Brighton and Sussex University Hospitals Trust. She is also vice-chair of the Council of Sussex University. Kirstin is also a member of the Chartered Institute of Management Accountants. She was awarded a CBE in 2011 for her work during the financial crisis

Eamonn Doran

Eamonn Doran is a solicitor who has worked at Linklaters LLP since 1986, latterly as a partner, becoming a partner consultant in 2014. He specialised in EU and UK competition law with particular experience of inquiries concerning retail banking and financial services and was head of the London competition group from 2009. He also has experience of the education and charity sectors including, since 2013, as a director of the Laurels School Limited and a trustee of Missio, a Catholic mission charity.

Paul Lomas

Paul Lomas is a solicitor (with Higher Rights of Audience). He has been with Freshfields (subsequently Freshfields Bruckhaus Deringer) since 1982 and a partner from 1990. His experience includes general litigation, including commercial transactions, mergers and acquisitions, capital markets, joint ventures, a wide range of regulatory litigation and defence work, financial services law, energy law, art law and, particularly competition, cartel and EU law.

Professor Anthony Neuberger

Anthony Neuberger is currently Professor of Finance at Cass Business School at the City University of London where, since 2016, he has also been the Deputy Head of the Finance Faculty. He was previously at the University of Warwick as Professor of Finance and the London Business School as Associate Professor of Finance. He also has experience of working for the Department of Energy and the Cabinet Office between 1973 and 1983.