PM outlines his Ten Point Plan for a Green Industrial Revolution for 250,000 jobs

The Prime Minister today sets out his ambitious ten point plan for a green industrial revolution which will create and support up to 250,000 British jobs.

Covering clean energy, transport, nature and innovative technologies, the Prime Minister's blueprint will allow the UK to forge ahead with eradicating its contribution to climate change by 2050, particularly crucial in the run up to the COP26 climate summit in Glasgow next year.

The plan – which is part of the PM's mission to level up across the country – will mobilise £12 billion of government investment to create and support up to 250,000 highly-skilled green jobs in the UK, and spur over three times as much private sector investment by 2030.

At the centre of his blueprint are the UK's industrial heartlands, including in the North East, Yorkshire and the Humber, West Midlands, Scotland and Wales, which will drive forward the green industrial revolution and build green jobs and industries of the future.

The Prime Minister's ten points, which are built around the UK's strengths, are:

1. Offshore wind: Producing enough offshore wind to power every home, quadrupling how much we produce to 40GW by 2030, supporting up to 60,000 jobs.
2. Hydrogen: Working with industry aiming to generate 5GW of low carbon hydrogen production capacity by 2030 for industry, transport, power and homes, and aiming to develop the first town heated entirely by hydrogen by the end of the decade.
3. Nuclear: Advancing nuclear as a clean energy source, across large scale nuclear and developing the next generation of small and advanced reactors, which could support 10,000 jobs.
4. Electric vehicles: Backing our world-leading car manufacturing bases including in the West Midlands, North East and North Wales to accelerate the transition to electric vehicles, and transforming our national infrastructure to better support electric vehicles.
5. Public transport, cycling and walking: Making cycling and walking more attractive ways to travel and investing in zero-emission public transport of the future.
6. Jet Zero and greener maritime: Supporting difficult-to-decarbonise industries to become greener through research projects for zero-emission planes and ships.
7. Homes and public buildings: Making our homes, schools and hospitals greener, warmer and more energy efficient, whilst creating 50,000 jobs

by 2030, and a target to install 600,000 heat pumps every year by 2028.
8. Carbon capture: Becoming a world-leader in technology to capture and store harmful emissions away from the atmosphere, with a target to remove 10MT of carbon dioxide by 2030, equivalent to all emissions of the industrial Humber today.
9. Nature: Protecting and restoring our natural environment, planting 30,000 hectares of trees every year, whilst creating and retaining thousands of jobs.
10. Innovation and finance: Developing the cutting-edge technologies needed to reach these new energy ambitions and make the City of London the global centre of green finance.

Prime Minister Boris Johnson said:

> Although this year has taken a very different path to the one we expected, I haven't lost sight of our ambitious plans to level up across the country. My Ten Point Plan will create, support and protect hundreds of thousands of green jobs, whilst making strides towards net zero by 2050.
>
> Our green industrial revolution will be powered by the wind turbines of Scotland and the North East, propelled by the electric vehicles made in the Midlands and advanced by the latest technologies developed in Wales, so we can look ahead to a more prosperous, greener future.

To deliver on six points of the plan, the Prime Minister has announced new investment, including:

Carbon capture: To revitalise the birthplaces of the first industrial revolution, the UK will be at the global forefront of carbon capture, usage and storage technology, benefiting regions with industries that are particularly difficult to decarbonise.

An extra £200 million of new funding to create two carbon capture clusters by the mid-2020s, with another two set to be created by 2030. This increased the total invested to £1 billion, helping to support 50,000 jobs, potentially in areas such as the Humber, Teesside, Merseyside, Grangemouth and Port Talbot.

Hydrogen: Up to £500 million, including for trialling homes using hydrogen for heating and cooking, starting with a Hydrogen Neighbourhood in 2023, moving to a Hydrogen Village by 2025, with an aim for a Hydrogen Town – equivalent to tens of thousands of homes – before the end of the decade. Of this funding, £240 million will go into new hydrogen production facilities.

Nuclear: £525 million to help develop large and smaller-scale nuclear plants, and research and develop new advanced modular reactors.

Electric vehicles: Following extensive consultation with car manufacturers and sellers, the Prime Minister has confirmed that the UK will end the sale of new petrol and diesel cars and vans by 2030, ten years earlier than

planned. However we will allow the sale of hybrid cars and vans that can drive a significant distance with no carbon coming out of the tailpipe until 2035.

The UK car industry already manufactures a significant proportion of electric vehicles in Europe, including one of the most popular models in the world.

To support this acceleration, the Prime Minister has announced:

- £1.3 billion to accelerate the rollout of chargepoints for electric vehicles in homes, streets and on motorways across England, so people can more easily and conveniently charge their cars.
- £582 million in grants for those buying zero or ultra-low emission vehicles to make them cheaper to buy and incentivise more people to make the transition.
- Nearly £500 million to be spent in the next four years for the development and mass-scale production of electric vehicle batteries, as part of our commitment to provide up to £1 billion, boosting international investment into our strong manufacturing bases including in the Midlands and North East.

This will help protect and create thousands of new jobs, particularly in the Midlands, North East, and North Wales.

We will also launch a consultation on the phase out of new diesel HGVs to put the UK in the vanguard of zero emission freight. No date has been set yet.

Homes and public buildings: £1 billion next year into making new and existing homes and public buildings more efficient, extending the Green Homes Grant voucher scheme by a year and making public sector buildings greener and cutting bills for hospitals and schools, as part of the Public Sector Decarbonisation Scheme.

Greener maritime: £20 million for a competition to develop clean maritime technology, such as feasibility studies on key sites, including Orkney and Teesside.

This follows ambitious plans to make the UK the world leader in clean wind energy, and plans for greater protections for England's iconic landscapes and the creation of new national parks, as set out by the Prime Minister over the last few weeks.

Other key parts of the plan will be driven forward by significant investment set out over the last year, including the £1 billion energy innovation fund to stay ahead of the latest technologies needed to reach new energy targets, £5 billion for alternative greener ways of travel including cycling, walking, and buses, and £5.2 billion to create for new flood and coastal defences in England by 2027.

These new commitments backed by government funding send a clear signal to industries across the British economy to invest in the UK, which is why today the Prime Minister will host a virtual roundtable with green investors to set out his ambitious plan and incentivise further private sector investment.

This marks the beginning of the UK's path to net zero, with further plans to reduce emissions whilst creating jobs to follow over the next year in the run up to the international COP26 climate summit in Glasgow next year.

Foreign flagged ships detained in the UK during October 2020

During October, there was one new detention of foreign flagged vessels in a UK port.

1. In response to one of the recommendations of Lord Donaldson's inquiry into the prevention of pollution from merchant shipping, and in compliance with the EU Directive on Port State Control (2009/16/EC as amended), the Maritime and Coastguard agency (MCA) publishes details of the foreign flagged vessels detained in UK ports each month.

2. The UK is part of a regional agreement on port state control known as the Paris Memorandum of Understanding on Port State Control (Paris MOU) and information on all ships that are inspected is held centrally in an electronic database known as THETIS. This allows the ships with a high risk rating and poor detention records to be targeted for future inspection.

3. Inspections of foreign flagged ships in UK ports are undertaken by surveyors from the Maritime and Coastguard Agency. When a ship is found to be not in compliance with applicable convention requirements, a deficiency may be raised. If any of their deficiencies are so serious, they have to be rectified before departure, then the ship will be detained.

4. All deficiencies should be rectified before departure.

5. When applicable, the list includes those passenger craft prevented from operating under the provisions of the EU Directive on a system of inspections for the safe operation of Ro-Ro passenger ships and high-speed passenger craft in regular service and amending directive 2009/16/EC and repealing Council Directive 1999/35/EC (Directive EU 2017/2110).

Notes on the list of detentions:

- Full details of the ship: The accompanying detention list shows ship’s International Maritime Organisation (IMO) number which is unchanging throughout the ship’s life and uniquely identifies it. It also shows the ship’s name and flag state at the time of its inspection.
- Company: The company shown in the vessel’s Safety Management Certificate (SMC) or if there is no SMC, then the party otherwise believed to be responsible for the safety of the ship at the time of inspection.
- Classification society: The list shows the classification society responsible for classing the ship only.
- Recognised organisation: Responsible for conducting the statutory surveys: and issuing statutory certificates on behalf of the flag state.
- White (WL), grey (GL) and black lists (BL) are issued by the Paris MoU on 01 July each year and shows the performance of flag state.
- Deficiencies: The deficiencies listed are the ones which were detainable. Further details of other deficiencies can be provided on request.

SHIPS DETAINED IN OCTOBER 2020

Vessel Name: BEN NEVIS

GT: 2793

IMO: 9647758

Flag: Malta (white list)

Company: Arena Ship Management Services

Classification society: ABS

Recognised organisation: ABS

Recognised organisation for ISM Doc: ABS

Recognised organisation for ISM SMC: ABS

Date and place of detention: 5th October 2020 at Aberdeen

Summary: Two deficiencies with one ground for detention

Defective item	Nature of defect	Ground for Detention
18203 – Wages	Missing	Yes

This vessel was released 30th October 2020

DETENTIONS CARRIED OVER FROM PREVIOUS MONTHS

Vessel Name: MARCO POLO

GT: 22080

IMO: 6417097

Flag: Bahamas (white list)

Company: Global Cruise Lines Ltd

Classification society: DNV GL

Recognised organisation: DNV GL

Recognised organisation for ISM Doc: DNV GL

Recognised organisation for ISM SMC: DNV GL

Date and place of detention: 19th June 2020 at Avonmouth

Summary: Six deficiencies with one ground for detention

Defective item	Nature of defect	Ground for Detention
01220 – Seafarers' employment agreement (SEA)	Expired	Yes

This vessel was still detained on 31st October 2020

Vessel Name: VASCO DA GAMA

GT: 55877

IMO: 8919245

Flag: Bahamas (white list)

Company: Global Cruise Lines Ltd

Classification society: Lloyd's Register

Recognised organisation: Lloyd's Register

Recognised organisation for ISM Doc: DNVGL

Recognised organisation for ISM SMC: Lloyd's Register

Date and place of detention: 19th June 2020 at Tilbury

Summary: Five deficiencies with three grounds for detention

Defective item	Nature of defect	Ground for Detention
01220 – Seafarers' employment agreement (SEA)	Expired	Yes
18204 – Non-payment of wages	Not according to SEA	Yes
15150 – ISM	Not as required	Yes

This vessel was still detained on 31st October 2020

Vessel Name: ASTOR

GT: 20704

IMO: 8506373

Flag: Bahamas (white list)

Company: Global Cruise Lines Ltd

Classification society: DNV GL

Recognised organisation: DNV GL

Recognised organisation for ISM Doc: DNV GL

Recognised organisation for ISM SMC: DNV GL

Date and place of detention: 19th June 2020 at Tilbury

Summary: Two deficiencies with two grounds for detention

Defective item	Nature of defect	Ground for Detention
01220 – Seafarers’ employment agreement (SEA)	Expired	Yes
18203 – Wages	Missing	Yes

This vessel was still detained on 31st October 2020

Vessel Name: ASTORIA

GT: 16144

IMO: 5383304

Flag: Portugal (white list)

Company: Global Cruise Lines Ltd

Classification society: BV

Recognised organisation: BV

Recognised organisation for ISM Doc: BV

Recognised organisation for ISM SMC: BV

Date and place of detention: 19th June 2020 at Tilbury

Summary: Five deficiencies with four grounds for detention

Defective item	Nature of defect	Ground for Detention

01220 – Seafarers’ employment agreement (SEA)	Expired	Yes
18203 – Wages	Missing	Yes
15150 – ISM	Not as required	Yes
18204 – Non-payment of wages	Non-payment of wages	Yes

This vessel was released 22nd October 2020

Vessel Name: COLUMBUS

GT: 63786

IMO: 8611398

Flag: Bahamas (white list)

Company: Global Cruise Lines Ltd

Classification society: Lloyd’s Register

Recognised organisation: Lloyd’s Register

Recognised organisation for ISM Doc: DNVGL

Recognised organisation for ISM SMC: Lloyd’s Register

Date and place of detention: 19th June 2020 at Tilbury

Summary: Five deficiencies with four grounds for detention

Defective item	Nature of defect	Ground for Detention
01220 – Seafarers’ employment agreement (SEA)	Not as required	Yes
18203 – Wages	Not according to SEA	Yes
01220 – Seafarers’ employment agreement (SEA)	Invalid	Yes
15150 – ISM	Not as required	Yes

This vessel was still detained on 31st October 2020

Vessel Name: LIVA GRETA

GT: 851

IMO: 8801072

Flag: Latvia (white list)

Company: Regulus SIA

Classification society: RINA

Recognised organisation: RINA

Recognised organisation for ISM Doc: RMRS

Recognised organisation for ISM SMC: RMRS

Date and place of detention: 11th January 2020 at Birkenhead

Summary: Nine deficiencies with two grounds for detention

Defective item	Nature of defect	Ground for Detention
11113 – Launching arrangements for rescue boats	Inoperative	Yes
15150 – ISM	Not as required	Yes

This vessel was still detained on 31st October 2020

Vessel Name: POSEIDON

GT: 1412

IMO: 7363217

Flag: Iceland (White list)

Company: Neptune EHF

Classification society: NA

Recognised organisation: NA

Recognised organisation for ISM Doc: DNV-GL

Recognised organisation for ISM SMC: N/A (SMC issued by Flag)

Date and place of detention: 19th July 2018 at Hull

Summary: Ten deficiencies with two grounds for detention

Defective item	Nature of defect	Ground for Detention
02106 – Hull damage impairing seaworthiness	Holed	Yes
07113 – Fire Pumps	Insufficient Pressure	Yes

This vessel was still detained on 31st October 2020

Vessel Name: TECOIL POLARIS

GT: 1814

IMO No: 8883290

Flag: Russian Federation (Grey list)

Company: Tecoil Shipping Ltd

Classification society: RMRS

Recognised organisation: RMRS

Recognised organisation for ISM DOC: RMRS

Recognised organisation for ISM SMC: RMRS

Date and place of detention: 6th June 2018 at Immingham

Summary: Twenty-seven deficiencies with six grounds for detentions

Defective item	Nature of defect	Ground for Detention
10104 – Gyro compass	Inoperative	Yes
10127 – Voyage or passage plan	Not as required	Yes
15150 – ISM	Not as required	Yes
11104 – Rescue boats	Not properly maintained	Yes
11101 – Lifeboats	Not ready for use	Yes
01117 – International Oil Pollution Prevention (IOPP)	Invalid	Yes

This vessel was still detained on 31st October 2020

Vessel Name: CIEN PORCIENTO (General Cargo)

GT: 106.

IMO No: 8944446.

Flag: Unregistered.

Company: Open Window Inc.

Classification society: Unclassed.

Recognised organisation: Not applicable.

Recognised organisation for ISM DOC: Not applicable.

Recognised organisation for ISM SMC: Not applicable

Date and place of detention: 4 March 2010, Lowestoft

Summary: Thirty deficiencies including seven grounds for detention

This vessel was still detained on 31st October 2020

Notes to Editors

• The MCA is a partner in the Sea Vision UK campaign to raise awareness and understanding of the sea and maritime activities. Sea Vision promotes the importance and economic value of the sector and works to highlight the exciting range of activities and career opportunities available to young people within the UK growing maritime sector.

• Follow us on Twitter: @MCA_media

For further information please contact Maritime and Coastguard Agency Press Office, on: +44 (0) 2380 329 401 Press releases and further information about the agency is available here.

Understanding downward social mobility

1 in 5 people experience downward mobility in their lives, with some moving into a vicious cycle of low pay and low self-esteem, a new Social Mobility Commission report has found.

The research carried out for the Commission by Ipsos MORI shows how unfairly that downward movement is shared. Women, notably with children, and non-graduates are more likely to move down than others. But so are children of front-line workers and those from Black, Asian and Minority Ethnic (BAME) backgrounds, particularly those born outside the UK.

While most policy experts look at ways of helping people move up occupational groups to become more socially mobile, many ignore the fact that to do so others have to move down.

In the post-war decades there was room at the top following a mushrooming of professional and managerial jobs. But this is no longer the case and progress is stagnant. Those from professional classes at the top often hang on to their jobs, through networking and help from their parents. While others, whose parents may have struggled to get into high status jobs, have shifted down.

The coronavirus (COVID-19) pandemic has already made us re-evaluate and give higher recognition to key workers such as nurses, porters, cleaners and shop workers and the Commission believes they should also be better rewarded. The Commission calls for a new debate to ensure fairer recognition for a broader range of occupations.

The report Changing gears: understanding downward mobility, is the first to look in depth at the reasons behind downward mobility and the impact it has. It defines those who are downwardly mobile as those who have dropped at least one occupational class below their parents. It also looks at the difference between voluntary and involuntary downward mobility.

The first reason, by choice, could be to improve work life balance or explore a more interesting career. However, others are forced to move down because they don't have the right qualifications, they lose their jobs, or their circumstances change. This in-depth qualitative research looks at the impact on both these groups. Some felt content to shift down a gear. Others felt undervalued and had lost their sense of purpose.

Steven Cooper, interim co-chair of the Social Mobility Commission said:

> Downward mobility can be an acute struggle for many and there has never been a more important time to recognise this. The pandemic has highlighted the essential role played by nurses, porters, supermarket workers and carers. These workers have always been underpaid and often undervalued. Together, we need to start recognising and rewarding them more fairly.

- 1 in 5 men (21%) and 1 in 4 women (24%), aged 30 to 59, experienced downward mobility between 2014 and 2018 in the UK
- 48% of women whose parents worked in the police, fire or military were downwardly mobile. The equivalent figure for men was 43%
- The downward mobility rates for the children of nurses are 48% for men and 40% for women
- 38% of men and 40% of women from Black African backgrounds, born outside the UK, are likely to be move down an occupational group compared to just over 20% from white British backgrounds
- Nearly a third (32%) of women with 4 or more children experienced downward mobility, compared with 23% with no children
- Graduates have a 15% chance of experiencing downward mobility compared to about 30% for those with GCSEs or below – those studying arts, languages and design are more likely to be downwardly mobile than those studying medicine, education or maths
- Downward mobility is lowest for children of lawyers, doctors, teachers and scientists

The Commission does not make direct recommendations but wants to open up the debate about downward mobility and reassess what 'up' and 'down' look like. For example, the data shows that many children of front line workers have moved 'down' an occupation group partly because occupations such as nursing, the police and the military are now much more likely to be graduate-led than in the past.

The Commission argues that those who do not choose to be downwardly mobile need support and recognition for the work they do. Sometimes this will be higher pay, but it will also be about greater use of apprenticeships, extra training in the right skills and better career progression. The Commission has already drawn up an employers' toolkit to help employers attract and recruit a higher proportion of workers from lower socio-economic backgrounds.

Professor Lindsey Macmillan (Centre for Education Policy and Equalising Opportunities, UCL) said:

> Downward mobility is the elephant in the room for policy makers hoping to improve rates of social mobility. With the slow-down in growth in top occupations, the only way that people can move up is for others to move down. While it is hard to identify those who have chosen to move down, the balance of the evidence suggests that this is too often a forced state for many, which is accompanied by long-periods of lower wages.

Ben Page, Chief Executive, Ipsos MORI said:

> While there is a lot of attention on upward social mobility, much less attention is paid to downward social mobility. This new study shows that it is much more likely to affect BAME people, and children of some key workers than professionals and white people. If this continues, Britain won't get any more equal. Already the proportion of people who think there is equality of opportunity in Britain has fallen from 53% to 35% in the last 10 years. The consequences of Covid-19 on top of existing trends could be stark.

The study uses three occupational groupings:

- professional occupations – includes directors, doctors, lawyers, teachers, nurses, journalists
- intermediate occupations – includes police officers, secretaries, shopkeepers, garage proprietors, electricians, chefs
- working occupations – includes dental nurses, fitness instructors, bus drivers, hairdressers, cleaners

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Notes to editors

The Social Mobility Commission is an independent advisory non-departmental public body established under the Life Chances Act 2010 as modified by the Welfare Reform and Work Act 2016. It has a duty to assess progress in improving social mobility in the UK and to promote social mobility in England.

The Commission board comprises:

- Sandra Wallace, Interim Co-Chair, Joint Managing Director Europe at DLA Piper
- Steven Cooper, Interim Co-Chair, Chief Executive Officer, C. Hoare & Co
- Alastair da Costa, Chair of Capital City College Group
- Farrah Storr, Editor-in-chief, Elle
- Harvey Matthewson, Aviation Activity Officer at Aerobility
- Jessica Oghenegweke, Presenter, BBC Earth Kids
- Jody Walker, Senior Vice President at TJX Europe (TK Maxx and Home Sense in the UK)
- Liz Williams, Chief Executive Officer of Futuredotnow

- Pippa Dunn, Founder of Broody, helping entrepreneurs and start-ups
- Saeed Atcha, Chief Executive Officer of Youth Leads UK
- Sam Friedman, Associate Professor in Sociology at London School of Economics
- Sammy Wright, Vice Principal of Southmoor Academy, Sunderland

Ipsos MORI Social Research Institute brings together methodological and public policy experts dedicated to developing and conducting customised research for clients in the government and public sector to help them make better, evidence-based decisions.

The research was carried out with Dr Luke Sibieta (Sibieta Economics of Education) and Professor Lindsey Macmillan from the Centre for Education Policy and Equalising Opportunities, UCL

Quantitative analysis by Professor Lindsey Macmillan and Dr Luke Sibieta based on secondary analysis of major social surveys. Data were taken from:

- the Labour Force Survey (LFS)
- the National Child Development Study (NCDS), a cohort of all people born in one week in March 1958, and the British Cohort Study (BCS), a cohort of all people born in one week in April 1970
- Understanding Society, a household panel survey that followed 40,000 households from 2010 onwards

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New film shows importance of ventilation to reduce spread of COVID-19

- Research shows that being in a room with fresh air can reduce the risk of infection from particles by over 70%
- The film is part of the 'Hands. Face. Space' campaign which urges public to adopt simple health behaviours to help reduce the risk of the virus spreading

A new public information campaign has launched today by the government to highlight how letting fresh air into indoor spaces can reduce the risk of infection from coronavirus by over 70%.

The campaign, which forms part of wider 'Hands. Face. Space' guidance, sees the release of a new short film created with scientists and an engineer at Leeds University.

The film illustrates how coronavirus lingers in the air in spaces with no fresh air, increasing the risk of people breathing in infected particles, and

how the risk can be reduced significantly by regularly ventilating enclosed areas.

The new film will run across social and digital advertising in England.

Research shows that being in a room with fresh air can reduce your risk of infection from particles by over 70%, as fresh air dilutes the particles.

As we spend more time indoors, experts are recommending that people either:

- open windows for short, sharp bursts of 10 to 15 minutes regularly throughout the day
- leave windows open a small amount continuously

This is to remove any infected particles lingering in the room.

Additionally, it is advised that any household systems that use outdoor air, including kitchen or bathroom extractor fans, are used correctly and regularly as an additional method to remove infected particles.

Airing indoor spaces is particularly important when:

- people have visitors (when permitted) or tradespeople in their home, for example for construction or emergencies
- someone from a support bubble is meeting with another household indoors
- a care worker is seeing a patient indoors
- someone in the household has the virus, as this can help prevent transmission to other household members

Public Health Minister, Jo Churchill said:

> We all spend more time inside over the winter, so ventilation is essential.
>
> As the weather gets colder and wetter, letting in fresh air in short burst helps to reduce the risk of coronavirus in our homes. We should all remember: open your windows, and Hands. Face. Space.

Professor Catherine Noakes, from Leeds University who advised on the film, said:

> When a room does not have any fresh air, and where people are generating large amounts of aerosol through activities such as singing and loud speech, that is when transmission of coronavirus is most likely. Fresh air must come from outdoors – recirculating air just means the aerosols containing the virus move around the same room rather than being extracted outdoors.
>
> Ventilation units or any household systems that use outdoor air can be just as effective as opening windows or doors as long as they are limiting the recirculation of the same air.

Coronavirus is spread through the air by droplets and smaller particles (known as aerosols) that are exhaled from the nose and mouth of an infected person as they breathe, speak or cough. They behave in a similar way to smoke but are invisible. The majority of virus transmissions happen indoors. Being indoors, with no fresh air, the particles can remain suspended in the air for hours and build up over time.

The longer people spend in the same room as these particles, the more likely they are to become infected.

GP Dr Amir Khan said:

> As we approach winter, and inevitably spend more time indoors, fresh air is extremely beneficial. For COVID-19, it is important to ventilate indoor spaces if someone in your home has the virus as this can help prevent transmission to other household members.
>
> You should also let fresh air into your home when you have any visitors and just after they leave in case they are infected. Remember, opening windows alongside washing your hands, covering your face and making space is also essential in reducing your risk of COVID-19.

Ventilation to provide fresh air in enclosed spaces is just as important as the other actions, so remember this as well as ‘Hands, Face, Space’. These are the most effective ways we can all control the spread of the virus. Visit gov.uk/coronavirus for more information.

The public are encouraged to continue to be vigilant of coronavirus symptoms. These include a:

- new continuous cough
- high temperature
- loss or change in your sense of taste or smell

If you, or someone you know, display any symptoms, you should get a free test or call 119.

Assets

The importance of ‘Hands. Face. Space’ and ventilation

The recommendations around ‘Hands. Face. Space’ remain important measures to consider as simple but vital behaviours that have the power to protect the public from both the short and potential long-term impact of coronavirus.

Wash your hands

While coronavirus is not likely to survive for long periods of time on outdoor surfaces in sunlight, it can live for more than 24 hours in indoor environments. Washing your hands with soap and water for at least 20 seconds,

or using hand sanitizer, regularly throughout the day will reduce the risk of catching or passing on the virus.

Cover your face

Coronavirus is carried in the air by tiny respiratory droplets that carry the virus. Larger droplets can land on other people or on surfaces they touch. Smaller droplets, called aerosols, can stay in the air indoors for at least 5 minutes, and often much longer if there is no fresh air. Face coverings reduce the dispersion of these droplets, meaning if you're carrying the virus, you're less likely to spread it when you exhale.

Make space

Transmission of the virus is most likely to happen within 2 metres, with risk increasing exponentially at shorter distances. While keeping this exact distance is not always possible, remaining mindful of surroundings and continuing to make space has a powerful impact when it comes to containing the spread.

Ventilation

In addition, airing rooms is important as it reduces the number of infectious aerosols in the air. Simple actions like opening windows regularly throughout the day, especially when you share a space with others, and making sure that mechanical ventilation systems and kitchen and bathroom extractor fans are used correctly, will reduce your risk.

The value of 70% is based on modelled risks within table 3 in the EMG paper. Increasing the ventilation rate from 1 litre per second per person (very low ventilation rate) to 10 litres per second per person (recommended ventilation rate in standards for many buildings) gives a reduction in relative risk between 68% and 86% depending on the viral emission rate and the duration of exposure. This is based on models and is subject to uncertainties. However, the relative influence of ventilation on the removal of airborne contaminants is well understood.

Evidence taken from:

- SAGE EMG paper, Role of Ventilation in Controlling SARS-CoV-2 Transmission

- van Doremalen N, Bushmaker T, Morris DH, et al. Aerosol and Surface Stability of SARS-CoV2 as Compared with SARS-CoV-1. N Engl J Med 2020; 382(16): 1564-7

- C. Fears et al., "Persistence of Severe Acute Respiratory Syndrome Coronavirus 2 in Aerosol Suspensions," Emerg. Infect. Dis., vol. 26, no. 9, Sep. 2020, doi: 10.3201/eid2609.201806

- Beale S, Johnson A, Zambon M, null n, Hayward A, Fragaszy E. Hand Hygiene Practices and the Risk of Human Coronavirus Infections in a UK Community Cohort [version 1; peer review: 1 approved]. Wellcome Open Research 2020; 5(98)

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- W. Chen, N. Zhang, J. Wei, H. Yen, and Y. Li, “Short-range airborne route dominates exposure of respiratory infection during close contact,” Build. Environ., pp. 1–33, 2020, doi: 10.1016/j.buildenv.2020.106859

£16 million to introduce digital prescribing in hospitals

- Digital prescribing systems will replace outdated paper prescriptions, improving patient safety and reducing errors
- The NHS is on course to eliminate paper prescribing in hospitals and achieve the NHS Long Term Plan commitment to introduce digital prescribing across the entire NHS by 2024

More patients and healthcare staff will benefit from single electronic hospital patient records as 16 trusts across England receive a share of nearly £16 million to introduce e-prescribing.

These complete, single electronic records have helped improve patient safety across the NHS and save staff time, which they can spend on patients.

Instead of relying on handwritten notes and paper medicine charts, staff can now quickly access potentially life-saving information on prescribed medicines and patient history. This can also reduce medication errors by up to 30% when compared with the old paper systems.

Electronic prescribing systems have been shown to save time and money by reducing unnecessary bureaucracy. Investing in these systems will help to save money and increase productivity for the NHS overall.

Minister for Patient Safety, Nadine Dorries said:

> We are determined to make the NHS the safest healthcare system in the world. The introduction of digital prescribing systems has helped us reduce potentially deadly medication errors and save our hard-working staff valuable time, enabling them to dedicate their full attention and care to patients.
>
> As we enter what is set to be a challenging winter, the best way we can continue to protect patients and staff is if we all work together and continue to follow the national restrictions to suppress the virus.

The funding is part of a £78 million investment to achieve the NHS Long Term Plan commitment to eliminate paper prescribing in hospitals and introduce digital prescribing across the entire NHS by 2024.

Since 2018, 216 NHS trusts have received a share of this fund and the proportion of trusts with an electronic prescriptions and medicines administration (ePMA) system is expected to have risen from 19% in 2018 to more than 80% by March 2021.

Dr Paul Curley, Deputy Medical Director and Chief Clinical Information Officer at Mid Yorkshire Hospitals NHS Trust, which received £1.6 million in 2018, said:

> At The Mid Yorkshire Hospitals NHS Trust we successfully implemented eMeds, our ePMA system. eMeds has revolutionised prescribing and improved medicines safety across the trust, and a number of benefits have been realised including high staff satisfaction levels, greater visibility of prescriptions and reduced prescribing errors.
>
> We deployed eMeds at significant pace across 3 hospital sites in 10 months, against a planned implementation period of 24 months. We believe that our ePMA project has been one of our most successful implementations and was driven by the objective of clinical improvement. It was completed only months before the COVID-19 pandemic and so was hugely beneficial for our overall response.

NHS trust	Funding
University Hospitals Coventry and Warwickshire NHS Trust	£1,213,000
Mid and South Essex NHS Foundation Trust	£970,000
Manchester University NHS Foundation Trust	£1,423,000
Nottingham University Hospitals NHS Trust	£1,485,000
West London Mental Health NHS Trust	£1,308,000
Sheffield Children’s NHS Foundation Trust	£1,485,000

NHS trust	Funding
Bradford District Care NHS Foundation Trust	£96,000
Central and North West London NHS Foundation Trust	£1,485,000
Somerset NHS Foundation Trust	£400,000
University Hospitals Bristol NHS Foundation Trust	£673,000
Hertfordshire Partnership University NHS Trust	£882,000
Northern Devon Healthcare NHS Trust	£960,000
Medway NHS Foundation Trust	£1,485,000
Pennine Care NHS Foundation Trust	£342,000
Airedale NHS Foundation Trust	£534,000
Salisbury NHS Foundation Trust	£1,188,000