

Views sought on options to streamline driver licensing and support jobs

- call for evidence launched on range of options to help more people access well-paid jobs in haulage
- views will be used to help inform how post-Brexit freedoms could create more opportunities and support jobs
- forms part of ongoing work to tackle driver shortage, support new haulage jobs and bolster UK supply chain

Views are being sought on how to make it easier to land a successful career in logistics, as the government continues to tackle the global driver shortage, support new jobs and bolster the UK's supply chain.

The views submitted by members of the public and industry professionals will help answer important questions and assist the government with ongoing research into how post-Brexit freedoms are used to remove red tape and create opportunities for people across the country.

Some of the potential options set out in the [call for evidence](#) – which was launched today (Friday 5 August 2022) – include creating a formal register of HGV driving instructors and publishing pass rates for instructors. This could help improve HGV driver training standards, raise the profile of the profession and enhance road safety.

The call for evidence will also seek views on whether the UK should permit mechanics who already hold an HGV licence to drive vehicles like buses or coaches for repair purposes and reintroducing other lost so-called 'grandfather rights' in the UK.

Questions around reintroducing grandfather rights explore whether the UK should allow those who hold a normal car driving licence to drive certain larger vans or smaller lorries up to 7.5 tonnes. Prior to 1 January 1997, people who passed their driving test for a normal car also obtained the right to drive heavier, larger vehicles up to 8.25 tonnes in weight and minibuses – these entitlements were removed by the EU.

No decisions have been made on whether these rights should be reintroduced and the government is keen for views from a wide range of stakeholders to inform its future approach to the issue, as well as the rest of the areas under consideration in the call for evidence. Any changes would need to ensure continued safe use of our roads and be economically proportionate. There could possibly be restrictions based on age or driving experience, which is reflected in the questions set out in the call for evidence.

It comes as part of wider government efforts to help more people into work, since this is the best way to support families in the long-term while growing the economy to address the cost of living.

This follows the government's [33 actions](#) already taken to tackle the HGV driver shortage and protect the supply chain, which has seen record numbers of HGV driving test pass rates and positive reports from the sector of stable driver numbers.

Transport Minister Karl McCartney said:

Our country has a robust supply chain and our ongoing and unprecedented support for the haulage sector means that the number of HGV drivers is stabilising.

We continue looking for ways to make it easier and quicker to kickstart a rewarding career in logistics. That's why we're asking people for their views on how we could streamline the licensing process and remove any potential barriers – making the most of our post-Brexit freedoms.

The government's unprecedented actions to help the sector tackle the global shortage of drivers has included making 11,000 HGV driver training places available through [Skills Bootcamps](#), injecting a major and sustained boost to the number of HGV driver tests available, and investing £52.5 million in improvements in roadside facilities and lorry parking.

Since then the sector has started to recover and industry bodies have said they're seeing HGV driver numbers stabilise. They indicate that the initiatives introduced by government and industry have started to yield results, showing that perceptions of the industry are changing as a result of government support and more people are looking to train and qualify as HGV drivers.

New HGV drivers are taking and passing their driving test in record numbers. Between March 2022 and May 2022, the Driver and Vehicle Standards Agency (DVSA) carried out 29,384 HGV tests – 54% more than the corresponding period in 2019 before the pandemic.

The government recently launched the [future of freight plan](#), encouraging millions of people across the UK to kickstart an exciting career in logistics, with a new multi-million pound plan unveiled to bolster the supply chain and create a more resilient and greener haulage sector. The plan includes a major campaign, launched in June 2022, to recruit and retain a skilled workforce in the logistics sector.

[Near miss with track workers at](#)

[Paddington Subway Junction](#)

News story

Near miss with track workers at Paddington Subway Junction, west London, 18 July 2022.



Forward facing CCTV showing the track workers moving clear of the train (courtesy of Great Western Railway)

At around 01:17 hrs on 18 July 2022, a passenger train travelling towards Paddington station was involved in a near miss with two track workers. At the time of the incident, the two track workers were facing away from the train and walking very near to the track on which it was approaching. The train was traveling at around 24 mph (39 km/h) when the near miss occurred. The track workers moved clear of the path of the train around one to two seconds before it passed them.

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 be made available on our website in the next few weeks.

Published 5 August 2022

[Further bankruptcy restrictions for](#)

Bounce Back Loan abuse

Five individuals have separately been made subject to bankruptcy restrictions totalling 48 years as the Insolvency Service continues to identify and tackle abuse of the Bounce Back Loan scheme.

In each of the five separate cases, the Bounce Back Loans were either wrongfully obtained through overstating their businesses turnover, or on behalf of a company that had already ceased trading prior to the pandemic, or were simply misused for personal use rather than legitimate business spending.

- Charlene Wilson was a self-employed beauty therapist based in Jarrow. She received a £50,000 Bounce Back Loan by overstating her turnover and spent around £15,000 on personal expenses. She has accepted bankruptcy restrictions for 8 years.
- Georgiana Cercel ran a beauty business from her home in Lincoln while studying full-time. She received a £50,000 Bounce Back Loan by overstating her business turnover, and gave £10,000 to her sister. She is subject to bankruptcy restrictions for 10 years.
- Florin Bodale worked as a building contractor through his company Varga Construction. He obtained a £50,000 Bounce Back Loan by overstating his turnover, although he told investigators he believed he had been asked for total turnover for the previous 3 years. However this amount would still have been less than half the turnover he stated. He has accepted a 10-year bankruptcy restrictions undertaking.
- Sarah Sweeting ran a farm shop home delivery service from October 2020. She obtained a £22,000 Bounce Back Loan despite not being eligible as businesses had to have been trading prior to March 2020. Of the £22,000, she transferred around £14,000 to her husband. She is subject to a 10-year bankruptcy restrictions undertaking.
- Abbas Moradmand ran a tyre business from 2018 to 2019 after which point he worked as a taxi driver. After a short closure the business re-opened and continues to trade under new ownership. However, Moradmand secured a Bounce Back Loan of £26,894 to which he was not entitled as it was based on an application on behalf of his former tyre business. He has accepted a 10-year bankruptcy restrictions undertaking.

Their bankruptcy restrictions mean none of the above individuals are able to borrow more than £500 without disclosing their bankrupt status. They also cannot act as a company director without permission from the court.

In each of the above cases the local Official Receiver is working on potential recovery action.

Kevin Read, Official Receiver at the Insolvency Service, said:

In all of these cases it was obvious, or it should have been obvious, that they either misused the Bounce Back Loan for personal

benefit, took a larger loan than they were eligible for, or weren't eligible for a Bounce Back Loan at all.

This is taxpayers' money they have abused and we will not hesitate to impose bankruptcy restrictions in these circumstances.

Notes to editors

Charlene Kylie Wilson is of South Shields, and her date of birth is July 1988. Details of her undertaking is available on the [Individual Insolvency Register](#)

Georgiana Mariana Cercel is of Lincoln, and her date of birth is July 1995. Details of her undertaking is available on the [Individual Insolvency Register](#)

Florin Petrisor Bodale is of Harrow, and his date of birth is June 1990. Details of his undertaking is available on the [Individual Insolvency Register](#)

Sarah Louise Sweeting is of Bromley, and her date of birth is November 1974. Details of her undertaking is available on the [Individual Insolvency Register](#)

Abbas Moradmand is of Bournemouth, and his date of birth is January 1971. Details of his undertaking is available on the [Individual Insolvency Register](#)

Bankruptcy restrictions are wide ranging. The effects are the same whether you are subject to a bankruptcy restrictions order or to an undertaking. Guidance on the main statutory consequences flowing from a [bankruptcy restrictions order or undertaking](#).

[Information about the work of the Insolvency Service, and how to complain about financial misconduct](#).

Contact Press Office

You can also follow the Insolvency Service on:

Change of Her Majesty's Ambassador to Chad: Jon Dean

Press release

Mr Jon Dean has been appointed Her Majesty's Ambassador to the Republic of Chad in succession to Mr Mark Matthews.



Mr Jon Dean has been appointed Her Majesty's Ambassador to the Republic of Chad in succession to Mr Mark Matthews who will be transferring to another Diplomatic Service appointment. Mr Dean will take up his appointment at the beginning of September 2022.

Curriculum vitae

Full name: Jon Mark Dean

| Year | Role |
|--------------|---|
| 2020 to 2021 | New York, Head of Corporate Services |
| 2018 to 2020 | United Nations Office of Counter-Terrorism, Secondment, New York |
| 2014 to 2018 | FCO, Head of Iraq Team, Middle East and North Africa Directorate |
| 2013 to 2014 | Juba, Deputy Head of Mission and Consul |
| 2013 | Yaoundé, Deputy High Commissioner and Consul (3 months) |
| 2012 | New York, UK Permanent Mission to the United Nations, Second Secretary Political (3 months) |
| 2009 to 2012 | Brasília, Second Secretary Political |
| 2007 to 2008 | FCO, Desk Officer, Kosovo |
| 2005 to 2006 | FCO, Desk Officer, EU Environment Policy |
| 2005 | Joined the FCO |
| 2002 to 2004 | PricewaterhouseCoopers, Systems Assurance Associate |
| 2001 to 2002 | Oxford University, Master of Science |
| 1999 to 2001 | International Fund for Agricultural Development, Rome, Participatory Impact Assessment Consultant |

Further information

All the latest news is available on the Foreign, Commonwealth and Development Office page of the gov.uk website at: www.gov.uk/fcdo

Published 5 August 2022

First Meeting of the UK Commission on Covid Commemoration

News story

The UK Commission on Covid Commemoration held its first meeting.



UK Commission
on Covid
Commemoration

The Commission met for the first time, virtually, on Friday 29 July 2022.

They considered existing Covid commemoration initiatives highlighting their interest in understanding what is already being done around the United Kingdom. The Commission agreed that the recently launched [local Covid Commemoration survey](#) would provide a great source of information and play an important part in setting a helpful context to their work and ensuring that their work supplements and supports existing initiatives.

The Commission is looking forward to taking this very important work forward and starting to engage with stakeholders and the public.

The Commission will meet again in early September.

Published 5 August 2022