

# Press release: Pensions dashboards to enable more informed retirement planning

Pioneering proposals to give millions of people their pension facts and figures at their fingertips have been unveiled by the government today (3 December).

New free, user-friendly 'pensions dashboards' would allow people to access their information from most pension schemes in one place online for the first time.

Pensions dashboards – an idea welcomed by consumer groups and pension providers – would:

- give people accurate, easy to understand, secure information
- show people clearly how much they have in their pension pots and what they can expect to have to live on in retirement
- put people in control of when and how they check their data and who has access to it
- help people to find 'lost' pension pots

It is envisaged the first pensions dashboard will be established in 2019, with multiple dashboards to be introduced in the following years subject to the necessary consumer protection being in place.

Guy Opperman, Minister for Pensions and Financial Inclusion, said:

Pensions dashboards are another major milestone in our radical pension reforms, harnessing innovative technology to benefit savers. Plain pensions information at the touch of a screen will ensure better-informed, more engaged savers and help many more people to plan effectively for retirement.

Bringing pensions information into the digital age has the potential to revolutionise the way we all think about and plan for later life. People, young and old, should have all the help they need to get ready for retirement and maximise their pension incomes and, working with industry, we will ensure they do.

Now the government is seeking views about what the new services will look like and how they will work. Consumer protection and safeguarding data will be top priorities.

Accessible pensions dashboards would help people to make informed choices and better plan for retirement. The government believes that consumers will benefit from a range of dashboards to choose from, and will work with the

pensions industry to include State Pension information at some stage. Development and design of dashboards will be industry-led and facilitated by government which has committed to legislate where necessary (for example, to compel pension schemes to provide data to consumers via dashboards).

A feasibility report into pensions dashboards, which forms the starting point for consultation on a range of matters including delivery models and governance, has been published by the Department for Work and Pensions today.

Nigel Peple, Director of Policy and Research, Pensions and Lifetime Savings Association, said:

The publication of the feasibility report is a significant step forward for the dashboard project. Pensions dashboards will be an essential tool to help savers plan for their retirement. There are a number of important questions which will need to be worked through, such as on governance, compulsion, regulation, the timetable and funding. We look forward to working with the industry, savers and the government to make a success of the dashboard.

Yvonne Braun, Director of Long-term Savings Policy at the Association of British Insurers, said:

Today, pensions dashboards start moving from rhetoric to reality. Being able to access all your pension information in a single place will transform retirement planning for millions. Dashboards will also help reunite people with an estimated £20 billion in lost pensions money. The government is right to be preparing for legislation – all pension providers and schemes need to be involved, as well as the State Pension. We've been working hard for more than 2 years with our members and partners to lay the groundwork but there's a huge amount still to do. We're excited to get on with the next phase, and to being joined by all parts of the pension system.

Sir Hector Sants, chair of the Single Financial Guidance Body, said:

Pension dashboards will be a major step forward in helping people make the most of their money and pensions. This requires individuals to be informed, empowered and financially capable. Reflecting its mission, the Single Financial Guidance Body will welcome the opportunity to work with industry to deliver dashboards.

Jenni Allen, Managing Director, Which? Money, said:

“The government is right to recognise that pensions dashboards must work for consumers – so we welcome today’s steps towards achieving what could be a game-changing improvement to the way people manage their pensions. Every dashboard must display all the important information consumers need in a clear and accessible way, allowing them to easily understand their pension savings and the costs involved. It’s crucial that all schemes are included, alongside the state pension, so that savers are able to make informed decisions about their retirement savings and plan their lives accordingly.”

For more information or to contribute to the consultation go to [Pensions Dashboards: Working together for the consumer](#)

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## [Statement to parliament: EU Transport Council agenda for 3 December 2018](#)

I will attend the last Transport Council under the Austrian Presidency (the Presidency) taking place in Brussels on Monday 3 December.

The Council will consider proposals from the first tranche of the ‘mobility package’. Under the ‘social pillar’ of the package the Presidency will seek a general approach on proposals: to establish a specific regulatory regime for the posting of workers in the road transport sector; to introduce new regulatory provisions in relation to ensuring that drivers have the option regularly to return home; and to enable drivers to take their regular weekly rest in their vehicles provided that certain welfare-related conditions are met. Under the ‘market pillar’ of the package the Presidency will seek a general approach on proposals: to introduce new regulatory requirements for the operation of light commercial vehicles (vans); and to modify the ‘cabotage’ rules for vehicles operating in countries other than their country of establishment. The government considers the package to be a necessary response to current issues with the functioning of the EU road transport market, in particular, uncoordinated national enforcement action in relation to posting of workers rules, and exploitation of some aspects of the regime by some non-compliant operators. The government is broadly content with the specific proposals, particularly with the compromise gained on limiting the extension of regulatory obligations to operators of larger vans which are also undertaking international haulage work.

Next, the Council is expected to reach a general approach on a proposal from the second tranche of the ‘mobility package’ to revise the current directive on combined transport. The proposal contains provisions that could improve promotion of modal shift across the EU and reduce congestion. The government considers that the proposal includes some positive changes to modernise the processes and, as currently drafted, will provide an acceptable balance

between EU-wide action and national discretion.

Following this, the Council will consider a general approach on a proposal from the third tranche of the 'mobility package' to amend the current directive on road infrastructure safety management (RISM). The current directive was adopted to ensure that road safety considerations are at the forefront of all phases of the planning, design and operation of road infrastructure and currently applies to roads on the trans-European transport network (TEN-T). The government considers that the proposed increase in scope to include motorways and 'primary roads' is a proportionate expansion of the directive and is content with the proposal that member states define the 'primary roads' covered by it. The government believes the proposal strikes a balance that will allow member states to retain judgment over where the directive is applied in their own countries, while upholding the shared principles of robust safety inspection and excellence in road design.

There will be a progress report on the proposal to amend the directive on discontinuing seasonal changes of time, which the government opposes. We have no plans to change Daylight Saving Time within the UK, and feel that the Commission has not provided enough evidence to demonstrate a strong case for changing the existing arrangements.

Afterwards, there will be a progress report on the proposal to revise the regulation on rail passengers' rights and obligations, aimed at strengthening the rights of rail passengers, including by improving access for people with disabilities or reduced mobility.

Following this, the Council is expected to reach a general approach on the proposal to amend the directive on the minimum training of seafarers. These changes will ensure that the legislation is up to date, and will provide the European Maritime Safety Agency (EMSA) with additional time to decide whether to recognise an outside state's certification. The government considers the general approach to be satisfactory on the basis that the amendments are justified and appropriate to ensure that maritime directives are in line with international norms, and so that EMSA can make appropriately informed decisions.

The Council is also expected to reach a general approach on another proposal from the third tranche of the 'mobility package', to revise the current directive establishing a European maritime single window environment. This is intended to further harmonise the electronic submission of ship pre-arrival reporting formalities. The government supports digitisation here as it can provide benefits for business. The UK has engaged constructively in negotiations and has been able to share its existing expertise in many areas. The government welcomes the proposed general approach, which is satisfactory.

The Council is expected to reach a partial general approach on a proposed regulation on the Connecting Europe Facility. The proposal will move into the next multiannual financial framework with broadly the same funding allocation for transport as the current MFF. The overnment supports the value that a well-managed funding programme like the Connecting Europe Facility can bring to transport infrastructure. However, the regulation will take effect after

the UK has left the EU, and the government is still considering its position on future involvement in the programme.

There will be a progress report on a proposal from the third tranche of the 'mobility package' on the proposed regulation on streamlining measures for the realisation of the trans-European transport network (TEN-T). The proposal sets out requirements for the administrative procedures to be followed by the competent authorities in member states in providing approval for projects of common interest on the TEN-T core network.

There will be a progress report on a proposal from the second tranche of the 'mobility package' to amend the directive on the promotion of clean and energy-efficient road transport vehicles. The directive looks to drive the uptake of clean vehicles, including cars, and light and heavy duty vehicles (including vans, trucks and buses).

There will also be a progress report on a proposal from the third tranche of the 'mobility package' for a regulation on electronic freight transport information. This regulation is designed to correct a perceived lack of standardisation of acceptance by member states of electronic freight documents.

The Council will be asked to agree conclusions, which the UK supports, on the potential of inland waterway transport as an environment-friendly transport mode, offering existing capacity to alleviate congestion on roads.

Finally, under any other business, the Presidency will provide information on other current legislative proposals. Additionally, it will report back on the Informal Meeting of Transport and Environment Ministers that took place in Graz on the 29 to 30 October 2018, followed by an update on ASEAN Negotiations. The Luxembourg delegation will present information on the social agenda in aviation. The Commission will supply information on sustainable transport infrastructure charging and internalisation of transport externalities, and finally, the Romanian delegation will provide information on the work programme of their forthcoming Presidency of the Council of the European Union.

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**[News story: Local Industrial Strategies to drive growth across the country](#)**



The entire country will be able to benefit from developing a local Industrial Strategy, ministers announced today (Monday, 3 December 2018).

We will work in partnership with places to develop Local Industrial Strategies that will be long-term plans based on clear evidence and aligned to the national modern Industrial Strategy.

The development of Local Industrial Strategies, through extensive local consultation with businesses, public partners and civil society, will build on unique local strengths to ensure every community, and the country, reaches their economic potential and creates high quality good jobs.

Local Industrial Strategies, led by Mayoral Combined Authorities or Local Enterprise Partnerships, will promote the coordination of local economic policy and national funding streams and establish new ways of working between national and local government, and the public and private sectors.

Business Secretary Greg Clark said:

We know that growth does not happen in the abstract, it happens in the cities, towns and counties of our country, all with their own unique strengths and heritage.

Local Modern Industrial Strategies, designed by local businesses and people, will capture the strengths and opportunities of an area and provide the long-term plan for how we ensure we seize those opportunities.

The Department of Business, Energy and Industrial Strategy has created an interactive map showcasing just a snapshot of some of the innovative work that is going on across the UK, illustrating the modern Industrial Strategy in action.

- [Black Country](#) (PDF, 298KB, 1 page)
- [Buckinghamshire Thames Valley](#) (PDF, 296KB, 1 page)

- [Cambridge & Peterborough Combined Authority Business Board](#) (PDF, 297KB, 1 page)
- [Cheshire & Warrington](#) (PDF, 296KB, 1 page)
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- [Coast to Capital](#) (PDF, 296KB, 1 page)
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1. 6 December 2018 Industrial Strategy local summaries added.
2. 3 December 2018 First published.

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## [Press release: Precious metal investment schemes lands director with 14-year ban](#)

Ozden Hassan (47), from Mottingham, South-East London, originally worked for the family jewellery business before becoming the sole director of two companies offering 'alternative investments'.

Caledonian Ltd was incorporated in 2005 but didn't start trading till June 2012 and Caledonian Commodities Ltd was incorporated later on in November 2012.

The companies offered a range of alternative investment opportunities in commodities such as carbon credits, rare earth metals, gold and coloured diamonds.

However, customer complaints triggered an investigation by the Insolvency Service before the two companies were wound up in November 2016 by Mr Robin Dicker QC.

During the hearing the court heard that the companies' representatives systematically took funds from customers using misleading tactics.

For example, investors were led to believe their funds would be used to buy physical gold items, such as bars and coins, which would then be kept in secure storage, and that they would own that gold.

However, customers' funds were used to buy 'unallocated gold' or speculations in gold futures which were bought in the name of the companies and not the investors. This meant customers had no stake in any of the gold, which was sold to pay running costs of a separate business.

During the hearing, the court heard that the two companies maintained they had no obligation to use funds to buy gold or to hold gold of equivalent value to the amount purchased by investors and they were providing investors with a platform for spread betting on the price of gold.

Investigators concluded that Caledonian and Caledonian Commodities took close to £570,000 for a variety of investments, mostly in precious metals, but also in other investments of dubious value including carbon credits and rare earth metals.

At the winding up hearing the judge found that “the business of the companies has been conducted in a way which does not meet accepted minimum standards of commercial behaviour” and “trading involved mis-selling which, in a number of respects, can only have been deliberate.”

On 1 November 2018 the Secretary of State accepted a disqualification undertaking for 14 years from Ozden Hassan after he admitted causing or allowing the companies to systematically take money from investors on the basis of misleading statements, leading to a shortfall to creditors of at least £510,000.

Effective from 22 November 2018, Ozden Hassan is now banned for 14 years from directly or indirectly becoming involved, without the permission of the court, in the promotion, formation or management of a company.

Anthony Hannon, Official Receiver at Public Interest Unit, said:

These companies seriously misled members of the public to part with their savings and did nothing but bring misery to their customers in order to benefit the directors and salespeople at substantial cost to the investors.

Ozden Hassan’s ban is substantial and clearly demonstrates that this kind of behaviour will not be tolerated.

Ozden Hassan is of London SE9 and his date of birth is November 1971

The companies are:

- Caledonian Ltd (Company Reg no. 05406041) and
- Caledonian Commodities Ltd (Company Reg no. 08300771)

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:

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## **[Press release: Coal Authority and Environment Agency release new data tool](#)**

Developers can now identify mining and groundwater constraints thanks to a free online tool created by the Coal Authority and Environment Agency.

The innovative pilot scheme uses their expertise and data to give essential guidance to local planning authorities, developers and consultants to help them design sustainable drainage systems (SuDS) in coalfield areas.

SuDS cause minimal or no long-term damage to the surrounding environment and can even provide environmental benefits when created in the right way.

Dr Ian Watson, environment manager at the Coal Authority, said: “SuDS are a sequence of water management practices, designed to efficiently and sustainably drain surface water, to minimise the impact on flooding and local water quality.

“SuDS usually incorporate infiltration to ground within their sequence of management practices and it is these systems that this tool can help design.

“In areas with specific geology, in particular those affected by mining, and a high water table, infiltration-based sustainable drainage systems may not work and could result in groundwater flooding or pollution risks. Additionally, such issues might not occur immediately, but could take many years to manifest themselves as mine water levels rise over time.

“For that reason, it is now necessary to consider the potential future spatial pattern of mine water and groundwater levels and the potential pollution impacts together.”

Sally Gallagher, from the Environment Agency’s Groundwater and Contaminated Land Team, said: “The screening tool provides developers and local authorities with a better understanding of what they will need to consider in new development proposals to reduce the impact of drainage systems now and throughout their design life.

“The Environment Agency has provided technical input to help bring this new tool to life. It’s an exciting and successful project that we have worked closely with the Coal Authority on to provide a clear picture of the risks associated with the Durham and Northumberland coalfield. The support of local authorities in trialling and helping develop the tool over the past year has been invaluable.”

“SuDS provide real benefits to society and to the environment, moving surface water from a problem to a valuable resource. This screening tool will help ensure that where SuDS are used in mined areas their design and long term management could provide measurable benefits and improve our environment by reducing flooding and pollution of our rivers, lakes and groundwater.”

The new screening tool covers most of North East England, but there are plans to extend its reach if this pilot project is successful.

[Use the new screening tool to identify mining and groundwater constraints for development](#)