

Press release: Fourteen men fined for fishing without a licence

The Environment Agency is reminding anglers of the importance of having a rod licence after successfully prosecuting fourteen men last month.

The anglers were caught committing the offences in 14 separate incidents across the North East in July, August and September last year, including three in Hexham, and one each in Bellingham, Harlow Hill and Wylam. They received combined fines of £3,749, including £1,784 in costs and £300 victim surcharge. All pleaded guilty with the exception of two who were found guilty in their absence.

Rachael Caldwell, Enforcement Team Leader at the Environment Agency, said:

We've started the year as we mean to go on – taking strong action against illegal fishing.

The majority of anglers fish legally and purchase a rod licence. Those that don't are cheating their fellow anglers and endangering the future of the sport. In addition rod licence cheats risk a criminal conviction, a significant fine and could lose their fishing equipment.

The Environment Agency carries out enforcement work all year round. Fisheries enforcement work is intelligence-led, targeting known hot-spots and where illegal fishing is reported.

All income from rod licence sales is used to fund Environment Agency work to protect and improve fish stocks and fisheries, including improving habitats for fish and facilities for anglers, tackling illegal fishing and working with partners to encourage people to give fishing a go.

Buying a rod licence is quick and easy – you can buy them online at Gov.uk.

Anyone witnessing illegal fishing incidents in progress can report it directly to the Environment Agency hotline on 0800 80 70 60. Information on illegal fishing and environmental crime can also be reported anonymously to Crime stoppers on 0800 555 111.

News story: Batches of Ventolin Accuhaler and Seretide Accuhaler asthma inhalers recalled

People with asthma are being asked to replace specific batches of their Ventolin Accuhaler inhalers, used for the emergency relief of asthmatic symptoms. This is due to a manufacturing issue that results in a small number of the devices not delivering the full number of doses.

The Medicines and Healthcare products Regulatory Agency (MHRA) has today issued a patient level drug alert recalling two specific affected lots manufactured by Glaxo Wellcome UK Limited.

Patients who have used the affected batches of Ventolin may find that their symptoms are not relieved as normal by their Ventolin Accuhaler. If this happens, they should seek medical advice. Affected Accuhalers should be returned to their pharmacist for a replacement.

Additionally, one lot of Seretide Accuhaler, used for the maintenance of preventative treatment of asthma, is being recalled from hospitals, pharmacies, dispensing practices, retailers and wholesalers in the UK.

The recall of Seretide Accuhaler is pharmacy level because this is used for maintenance treatment as opposed to a reliever treatment.

The two affected batches of Ventolin Accuhaler and the one affected batch of Seretide were distributed to the UK market.

Only a small proportion of the units are defective (images below). Other asthma inhalers, including the more commonly used Ventolin Evohaler, are not affected.

Bernadette Sinclair Jenkins, MHRA's Regulatory Assessment Unit Manager of the Inspections, Enforcement and Standards unit said:

It is important people check whether they have an affected inhaler. We want patients and their families to be confident treatment will be safe and effective when required."

People with a Ventolin Accuhaler from the affected lots should take them to their pharmacy or their dispensing practice and speak to a pharmacist who will provide a replacement.

We strongly encourage anyone to report any issues with their inhalers or other medicines or medical devices to MHRA via our Yellow Card Scheme.

Information is also available to patients and healthcare

professionals by contacting GSK's Customer Support Team via customercontactuk@gsk.com or calling on 0800 221 441 (option 4).

Product Description	Lot details	Final market	Expiry Date
Ventolin 200mcg – Accuhaler 1x60D	786G	UK	05/2019
Ventolin 200mcg – Accuhaler 1x60D	754P	UK	05/2019
Seretide 50/250mcg – Accuhaler 1x60D	5K8W	UK	04/2019

Two batches of Ventolin Accuhaler are being recalled

One lot of Seretide is being recalled from hospitals, pharmacies, dispensing practices, retailers and wholesalers in the UK

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Notes to Editor

1. MHRA is responsible for regulating all medicines and medical devices in the UK. All our work is underpinned by robust and fact-based judgments to ensure that the benefits justify any risks. MHRA is a centre of the Medicines and Healthcare products Regulatory Agency which also includes the [National Institute for Biological Standards and Control \(NIBSC\)](#) and the [Clinical Practice Research Datalink \(CPRD\)](#). The Agency is an executive agency of the Department of Health. www.mhra.gov.uk
2. [Link to Drug Alert](#)
3. [Link to Yellow Card Scheme](#)

[News story: Fast Track 2018 opening 28 February](#)

We are pleased to announce that the Civil Service Fast Track Apprenticeship will be opening for applications on 28 February 2018 at 12PM (midday).

Before the window opens we invite you take a look at the 6 choices on offer including the Policy apprenticeship, available for the first time this year.

[Please remember to pre-register your interest and we send you a reminder we have opened.](#)

You can follow us on [Facebook](#), [Twitter](#), [Instagram](#) and Snapchat: csfasttrack.

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[News story: Britain set to launch Combat Air Strategy, Defence Secretary announces](#)

The MOD will work across Government and closely with industry and international partners to explore the UK's future Combat Air capabilities, building on the Industrial Strategy and refreshed Defence Industrial Policy launched last year.

The strategy will examine the operational capability needed in the future and the skills and resource required to deliver it. The work will take new and emerging technology into account, as well as export potential, whilst testing British industry's ability to deliver our future requirements. It is expected to be launched in the summer.

Defence Secretary Gavin Williamson said:

Since the birth of airpower, British industry has been crucial to maintaining our military's world-leading position. As we celebrate 100 years of the RAF protecting our skies, it is fitting that we create bold and ambitious plans to help our brave Armed Forces keep us safe in the face of intensifying threats. The Combat Air Strategy will bring together the best of British engineering, skill and design, and deliver a compelling vision for the future of air power.

Chief of the Air Staff, Air Chief Marshal Sir Stephen Hillier, said:

It is especially fitting that we launch the Combat Air Strategy as our Royal Air Force marks its 100th anniversary. Combat Air capabilities have been at the heart of the RAF's capabilities

throughout its history, and are constantly employed on operations across the world today.

This strategy will ensure that the RAF can continue to remain at the forefront of the high-end airpower technology and innovation we need to deal with future threats, working in close collaboration with UK industry and our international partners.

The UK is already a world-leader in the air sector which accounts for 85% of the Britain's defence export orders. The industry is made up of close to 2,500 companies, generating more than £33.5bn in turnover and employing more than 128,000 people – some 26,000 of them in highly skilled research, design and engineering jobs.

Investment in combat air technology combined with the strengths of UK industry has resulted in the UK being the US' only Tier 1 partner on the F-35 Lightning II programme, with British industry building around 15% of every F-35 which is built. The UK has been able to exploit the operational capabilities of the aircraft, while reinforcing UK industrial capability, skills and wider economic prosperity.

The UK also continues to lead the way in combat air power as one of the four partner nations in the Eurofighter Typhoon programme. With more than 20,000 flying hours on global operations to date, the Typhoon has offered unparalleled reliability and proven interoperability with our allies.

The F-35 Lightning II and the Typhoon are two complimentary multi-role combat aircraft that will make up the RAF's combat air fleet, placing the UK at the forefront of fighter jet technology – with the Typhoon expected to remain in UK service until at least 2040.

Just last week the UK led the bid to replace Belgium's fighter jets with 34 Typhoons with the offer to include a comprehensive defence and industrial partnership between the Governments of Belgium and the UK. The Defence Secretary Gavin Williamson was also in Qatar at the end of last year to oversee Qatar's multi-billion pound purchase of 24 Typhoon aircraft, supporting thousands of jobs across the UK.

The announcement of the strategy comes after an initial review of the defence aerospace sector by the MOD, which involved engaging across Government and with industry. The development of a Combat Air Strategy is consistent with the themes of the Modernising Defence Programme. It will set out in practical terms how the MOD can deliver its critical military capability requirements whilst considering wider economic and international factors, and our national security objectives.

Speech: EEF Manufacturing Conference 2018

Ladies and gentlemen,

There is a manufacturing renaissance gathering pace in Britain today.

With the right support, it can transform not just the prospects of the British economy but the lives of a new generation of men and women for whom a career in engineering will be part of a revolution in the way the world lives.

Because from how we travel to how we generate power.

From technologies that help detect and diagnose diseases to processes that cure them.

From machine learning to new outlets for human creativity.

The transformations that the world is going through are areas where British capability is renowned.

Earlier this month [I opened a new manufacturing facility](#) near Oxford for a company called YASA Motors.

It will produce 100,000 electric motors a year. Cutting the ribbon I was standing next to a vehicle powered by YASA Motors.

A hybrid C-X75 built by Jaguar Land Rover whose Chief Executive Ralf Speth is here tonight.

It's a car with the speed of a Bugatti Veyron and the emissions of a Toyota Prius.

An astonishing example of British innovation and British manufacturing genius.

But, because the motor is just one component of a complex product you could be forgiven for not knowing about it.

And it is a problem that too few people know how successful British engineering is and what opportunities there are within it.

For about 40 years now, too many young people in schools have been put off a career in manufacturing by a tacit, but pervasive, assumption that this was a sector in decline.

That prospects were waning and jobs would be uncertain.

That things would be made overseas and not here in the UK.

That if you were bright and ambitious you should think about finance, not engineering.

Well, that couldn't be more wrong.

We are not experiencing the end of engineering but its rise to primacy.

The domination of design, engineering and technology into every aspect of commercial and consumer life from food production to retailing to healthcare.

And we are already experiencing the benefits.

At the end of 2017, UK manufacturing output was at its highest level for 10 years with the longest run of sustained growth for 20 years.

Employment in manufacturing is on the rise and from conversations I've had with many people in this room would rise further if only you could lay your hands on enough people with the skills you need.

We know, as a nation, that to be more prosperous we have to raise productivity and you in this room show how it can be done.

Productivity in manufacturing rose four times faster than the economy as a whole over the last decade.

At this time of growth for engineering I am determined that your government must be activist in helping you seize the opportunities it presents.

To do that we need to listen to what you say and act on it.

So let me respond directly to Judith Hackitt's 3 challenges:

- Brexit
- Industrial Strategy
- skills

Brexit

First, Brexit.

The first requirement for business is an agreed transition deal.

The EEF, under Terry Scuoler's leadership was instrumental in making the case for the implementation period.

And every Wednesday morning I meet your new Chief Executive Stephen Phipson and other business leaders.

The unambiguous view of businesses – large and small is that there must be no sudden change.

And that businesses must have around 2 years to prepare for our new relationship.

This is what was the Prime Minister committed to in her Florence Speech and it is what was agreed in the joint report with the EU in December.

During this period business wants to count on continuity rather than endure a double change.

So during this time firms of all sizes, will still be able to trade with the EU in the same way, as now.

The rules and standards that govern that trade will apply, as now.

EU citizens will still be able to work in the UK, as now.

And if, as I believe will be the case, this is formally agreed next month that continuity will be available for around 3 years from now.

But I also hear loud and clear from business that an implementation period is necessary but not sufficient.

As Judith said, "ultimately, we need clarity and certainty".

And I agree with those who say that ultimately what businesses need is clarity and certainty of a good deal.

We could have total clarity and certainty tomorrow if we chose to duck the job of getting into weeks of difficult negotiations and opted instead for exit on default WTO terms.

That is not, in my experience the clarity that business wants.

Instead, I believe we need to take the approach of building a good deal.

Building this good deal will mean:

- testing proposals with our counterparties and assessing the response
- harnessing the insights and understanding that come from good personal relationships
- making adjustments and exploring common ground

What do we want to achieve in that good deal?

The ability to trade with a now growing European market without tariffs or complex customs requirements.

And having confidence that non-tariff barriers like regulatory and product standards won't be used to exclude us.

In so many areas, the UK sets the standard on standards.

Our expertise and rigour is renowned around the world and we want to keep British experts influential in international and European standards organisations wherever it makes sense to do so.

We are determined that taking back control should not mean giving up our

influence.

And – of course, modern manufacturing thrives on complex and specialist supply chains in which your products are the accumulation of products from all over Europe.

If you believe, as I do, that British manufacturing has a golden period ahead of it, then it follows that its ability to continue unhindered is foundational.

Brexit isn't the only area in which the government and manufacturers need to work in partnership.

Industrial Strategy

It is crucial to our [Industrial Strategy](#).

The new, independent Industrial Strategy Council will do precisely that:

- set the metrics
- measure progress
- report publicly on that progress; and
- make recommendations to government

And let me say just a word about the objective of our Industrial Strategy.

At a time when new technologies are creating new industries, changing existing ones and transforming the way we live our lives. And when Britain has an outstanding position in so many of them we would be crazy not to prepare ourselves to seize the opportunities of the future.

To help with this our Industrial Strategy sets out 4 [Grand Challenges](#)

- AI and the data-driven economy
- clean growth
- the future of mobility; and
- meeting the needs of an ageing society

Now – we need Britain's public and private sectors our outstanding businesses and universities to join forces and lead the world in seizing these opportunities.

It's backed by the biggest increase in public R&D investment this country has ever seen.

Three billion pounds more invested every year to build on our reputation for excellence.

But we don't want to do what we've done too much in the past.

Come up with the ideas here and then see these applied and developed elsewhere.

One of the tests of the use of this money is to see the impact on manufacturing here in the UK.

It's why as part of our Faraday Battery Challenge we're working with industries to build a Battery Manufacturing Development facility in the West Midlands.

And it's not all about the brand new.

There are so many practices and techniques that the best performing companies in Britain employ that can be spread more widely through supply chains.

I was chatting to John Neill from Unipart earlier.

When I visited their HQ recently the sign on the door said:

Join the productivity revolution.

That's what the [Made Smarter Review](#) led by Juergen Maier of Siemens has set out: how we can diffuse good practice throughout manufacturing.

I'd like to thank Juergen for his personal leadership of this.

It is brimming with ambition to create 175,000 new manufacturing jobs and raise productivity by a quarter.

We're backing his analysis.

We need to do more to spread innovation.

So I have asked Sir Mark Walport, Chief Executive of UK Research and Innovation, to work with Juergen Maier on the development of an Industrial Strategy Challenge on the digitalisation of our manufacturing industry as Mark previously did for the Faraday Challenge.

Skills

But if Britain's manufacturers are to lead the world they'll need people with the right skills.

Last November I visited EEF's Technology Training Centre in Aston.

There, I met apprentices learning about robotics, smart factories and Computer-Aided Design.

EEF does some stellar work with young people including providing apprenticeships for companies like Mondalez who are here tonight.

The reforms to apprenticeship are the largest government has ever made and they are still young but we need to make sure the programme achieves all its aims.

We will listen to you and continue to work with you on how the Levy can spent so that it works effectively for industry.

And – crucially – so that it supports productivity growth.

But there's another crucial challenge we still need to overcome.

So many of you here tonight have one thing in common.

You're engineers.

Yet today, at the exact moment we need the next generation of engineers to help develop tomorrow's technologies we're facing a shortage.

We need to seize 2018 – the [Year of Engineering](#) to dispel some of the myths around this profession like the ones I mentioned earlier.

Part of the answer is about showing our young people the true faces of modern manufacturing. People right here in this room.

So let's tell them how – on Deeside Toyota produce a new engine every 57 seconds.

How – In Hull, Siemens are building wind turbine blades as long as six double-decker buses.

And how – In Stevenage, Airbus Space and Defence built a spacecraft, which travelled nearly 4 billion miles to land a probe on a comet.

Above all – let's send a clear message that whatever part of the UK you're from there's an amazing engineering story right on your doorstep.

Making things runs in our veins.

Again and again, the UK has literally manufactured the future.

The light bulb, the passenger railway, the CT scanner, graphene, the lithium-ion battery, the list goes on and on.

I'm an optimist.

I truly believe that there's no problem that can't be solved by the ingenuity of our engineers.

And no product that can't be made by the sheer determination of our manufacturers.

So let's harness the unbridled brilliance of Britain's makers.

As we put into practice a modern Industrial Strategy for modern British manufacturing.

And let's make the technologies the rest of the world will use tomorrow right here in the UK.

Thank you.