

# CMA blocks planned Cargotec / Konecranes merger

Cargotec and Konecranes both offer a range of container handling equipment and services to port terminals and other industrial customers worldwide. The two companies announced an agreement to merge in a \$5 billion deal in October 2020.

Following an in-depth Phase 2 investigation, the Competition and Markets Authority (CMA) found that the merger would harm competition in the supply of a wide range of container handling equipment products. Within these markets, the CMA's investigation found that Cargotec and Konecranes are competing closely for business in the UK, and that UK customers would have few remaining alternative suppliers after the merger.

While the merging businesses suggested that there would be an increased competitive threat from Chinese suppliers across all markets in future, the CMA found that this would not be sufficient to prevent the significant loss of competition that the merger of two key established suppliers would bring about.

This loss of competition could have serious consequences for UK port terminals and other customers, including higher prices and lower quality products and services across a wide range of container handling products.

Cargotec and Konecranes submitted remedies to seek to address the CMA's concerns. The proposed remedies would have involved carving out packages of assets from within each of their existing container handling equipment businesses, which could then be sold as a new combined business.

Having tested the proposed remedies thoroughly, the CMA found that these asset packages lacked important capabilities, so would not enable whoever bought them to compete as strongly as the merging businesses do at present. The process of carving out these assets from the merging businesses' existing operations, and knitting them together into a new combined business, would be complex and risky, so could significantly impair how effectively the purchaser of that business would be able to compete.

As Cargotec and Konecranes declined to consider alternative remedies that would have involved the sale of one of their existing container handling equipment divisions, the CMA concluded that only the prohibition of the merger could effectively address the wide-ranging concerns that have been identified.

Martin Coleman, chair of the CMA inquiry group, said:

These are global businesses that make significant sales to UK customers, which is why it is critical for us to ensure that competition in the UK is protected.

Container handling equipment is key to the smooth running of UK ports, and events in recent years have shown us how quickly problems in the supply chain can cause problems for UK consumers and businesses.

The solutions put forward by Cargotec and Konecranes failed to effectively address our concerns, which is why we were left with no choice but to block this merger in order to ensure that UK consumers and businesses are not worse off as a result of the deal.

The deal is being reviewed by a number of competition authorities. While each investigation is being carried out independently, the CMA has engaged closely with other agencies throughout its investigation. The European Commission announced the outcome of its investigation on 24 February 2022 and investigations in several other jurisdictions (including Australia and the US) remain ongoing.

For more information, [visit the case page](#).

1. For media enquiries, contact the CMA press office on 020 3738 6460 or [press@cma.gov.uk](mailto:press@cma.gov.uk).
2. The CMA announced [its provisional findings](#) on 26 November 2021. It provisionally found that the proposed merger raised competition concerns in the supply of container handling equipment.
3. The CMA found competition concerns in relation to the supply of seven different types of container handling equipment (rubber-tyred gantry cranes, automated stacking cranes, reach stackers, heavy duty forklift trucks, empty container handlers, straddle and shuttle carriers and automated terminal tractors).
4. In most of these markets, the CMA's investigation found that Cargotec and Konecranes are competing closely for business in the UK, and that UK customers would have few remaining alternative suppliers after the merger. In the emerging market for the supply of automated terminal tractors, the CMA's investigation found that the deal could damage competition between the merged entity and Terberg (which is currently working with Konecranes), who are the two main players at present.

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## [\*\*Ambitious reform for children and young people with SEND\*\*](#)

Better support for children and young people with special educational needs and disabilities (SEND) is at the heart of a new national plan to level up opportunities, with a key focus on ending the postcode lottery that leaves too many with worse outcomes than their peers.

The Government's SEND and alternative provision green paper, published today (Tuesday 29 March), sets out its vision for a single, national SEND and alternative provision (AP) system that will introduce new standards in the quality of support given to children across education, health and care.

The ambitious green paper is the result of the SEND Review, commissioned to improve an inconsistent, process-heavy and increasingly adversarial system that too often leaves parents facing difficulties and delays accessing the right support for their child.

The plans to reform the system will be open for a 13-week public consultation, giving families frustrated by the existing, complicated and bureaucratic system of support the opportunity to shape how a new system will work in the future – and give them confidence that their local school will meet their children's needs so they can achieve their full potential.

Detailed proposals in the SEND and alternative provision green paper include:

- Setting **new national standards across education, health and care** to build on the foundations created through the Children and Families Act 2014, for a higher performing SEND system;
- A **simplified Education, Health and Care Plan (EHCP)** through digitising plans to make them more flexible, reducing bureaucracy and supporting parents to make informed choices via a list of appropriate placements tailored to their child's needs, meaning less time spent researching the right school;
- A new legal requirement for councils to introduce '**local inclusion plans**' that bring together early years, schools and post-16 education with health and care services, giving system partners more certainty on who is responsible and when;
- Improving oversight and transparency through the publication of new '**local inclusion dashboards**' to make roles and responsibilities of all partners within the system clearer for parents and young people, helping to drive better outcomes;
- A new **national framework for councils for banding and tariffs of High Needs**, to match the national standards and offer clarity on the level of support expected, and put the system on a financially sustainable footing in the future;
- **Changing the culture and practice in mainstream education** to be more inclusive and better at identifying and supporting needs, including through earlier intervention and improved targeted support;
- Improving workforce training through the introduction of a new **SENCo NPQ for school SENCos** and increasing the number of staff with an accredited level 3 qualification in early years settings; and
- A **reformed and integrated role for alternative provision (AP)**, with a new delivery model in every local area focused on early intervention. AP will form an integral part of local SEND systems with improvements to settings and more funding stability.

The proposals are backed by new funding to implement them, worth £70 million. This will build on the £9 billion government investment in local authority high needs budgets next year and £2.6 billion for new places for children

with SEND over the next three years.

Taken together, this is a significant, transformational investment for children who need the most support, sitting alongside recent increases to the respite and Supported Internship programmes, as part of measures to invest in the SEND system and in helping children achieve.

Education Secretary, Nadhim Zahawi, said:

Every child has the right to excellent education – particularly those with special educational needs and disabilities, who often need the most support.

We are launching this consultation because too often this isn't the case. We want to end the postcode lottery of uncertainty and poor accountability that exists for too many families, boost confidence in the system across the board and increase local mainstream and specialist education to give parents better choice.

I want to make sure everyone knows what to expect, when to expect it and where the support should come from. I know there are strongly held views and I want to hear from as many parents, teachers and children with experience of the system so they can help shape a future policy that works for them.

The proposals, part of a package of education measures being announced this week and following on from the Schools White Paper, outline a vision for a more inclusive, consistent, transparent and accountable SEND system. The emphasis is on providing the right support to children in the right place and at the right time by:

- boosting confidence in the system and raising standards all over the country;
- changing the culture of mainstream education, putting it on a par with specialist settings;
- streamlining the system from the early years to post-16 so that every pupil receives a good foundation in support all the way through their education;
- requiring the different services involved in providing support for children with SEND, from schools and councils to healthcare providers, to work more closely together increasing accountability and scrutiny; and
- ensuring the SEND system is financially sustainable by making sure funding is targeted where it makes the most difference.

Secretary of State for Health and Social Care, Sajid Javid said:

Every child, regardless of their background, should be able to access the education they need and deserve. These plans will level up opportunities for children and young people with special educational needs.

It is vital that children, families and teachers have confidence in our education system, no matter where they live; we need to hear from them so this new national, integrated system works for the people who need it most.

Capital funding allocations worth £1.4 billion have also been published today for councils to pay for new places and improve existing provision for children and young people with SEND, or those who will benefit from high-quality AP. This funding will help stabilise local systems ahead of any further legislation from the green paper proposals.

The Government will also look to approve up to 40 new special and AP free schools in regions where they are most needed. This is in addition to over 60 special and AP free schools already in the pipeline.

Low-income families with seriously ill or disabled children will be further supported through investment of £27.3 million next year. This funding will help pay for equipment, goods or services – from washing machines and fridges to sensory and educational equipment that they might not otherwise be able to afford.

Over £10 million will also be invested to train over 200 more educational psychologists from September, to give advice and input into EHCP assessments, advise schools on how to support pupils with SEND and offer wider wellbeing support to them, their families and teachers.

The Government will work with Ofsted and the Care Quality Commission to strengthen ability to hold local areas to account against these standards.

Dame Christine Lenehan, Director of the Council for Disabled Children, said:

I am very happy to welcome this green paper. It shows that Government has listened to the frustration across the sector and the toll that has taken on parents, children and professionals alike.

The green paper proposes a welcome framework for change which should support children and families getting the services and support they need close to home. However, this is just a framework and so the consultation response to it will be key as it develops into a programme that delivers the change we need to see. We hope that everyone takes the opportunity to respond and support that

happening.

Mrunal Sisodia and Tina Emery, Co-Chairs of the National Network of Parent Carer Forums, said:

The SEND Green Paper has been a long time in coming. We welcome its publication and are pleased that the challenges faced by families, the problems in the current system and the underlying causes are so clearly recognised. This represents an opportunity to reset the SEND system and improve the opportunities and outcomes for children and young people with SEND. We encourage all parent carers to engage in the consultation processes – it is vital that the voice of families continues to be heard if we are going to make the changes we need to see.

Mark Vickers, Chair of the Alternative Provision and SEND Multi-Academy Trust CEO Network, said:

The proposals in the SEND and AP Green Paper provide a welcome opportunity to set out the important role that alternative provision can play by operating within a continuum of inclusive practice, centred on the individual needs of children and young people to ensure high quality outcomes.

These proposals are an important first step in terms of providing much needed funding stability for the sector.

Dame Rachel de Souza DBE, Children's Commissioner for England, said:

I really welcome the Special Educational Needs and Alternative Provision Green Paper, in particular the focus on children's experiences and outcomes. We know from the largest-ever survey of over half a million children 'The Big Ask' that children with Special Educational Needs or a disability, were ambitious for their future and for themselves.

These children deserve a system that matches that ambition, they or their parents shouldn't have to go to great lengths or adversity to get the support they need. These children should receive high quality support in school, where they are likely to be happier than the overall cohort and doing better. And a consistent national approach will help to overcome the local lottery in variations of quality of support.

The Green Paper proposals will help to improve these children's lives, and alongside a system that dovetails with children's social care and the Schools White Paper we will have all the pieces of the jigsaw to making the system better for them. It is on all of us working with and for children to help create a system that facilitates this, and we must now listen to as many children and families as possible to make sure that these proposals work for them.

Over the course of the Review government has listened to the experiences and insight of hundreds of children and young people, their families, sector organisations, teachers and partners. The Government's SEND and alternative provision green paper sets out a response to their feedback. The consultation will be open for 13 weeks.

Following a contract award, Premier Advisory Group will provide support throughout the Department's application and assessment process for new waves of mainstream, special and alternative provision free schools.

Vulnerable children in care or with a social worker will also continue to be supported through continued Virtual School Head (VSH) funding, backed by £16.6 million for the next financial year, to keep championing the needs of looked-after children and support them with their attainment.

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## **£2.5 million package announced to help disabled people travel more confidently**

- £2.5 million package to improve the accessibility of transport for disabled people
- Accessibility Minister announces £1.5 million to help disabled people travel more confidently
- £1 million new funding to enhance access to lifeline ferry services

The government has today (29 March 2022) announced a £2.5 million package to support disabled people travel more confidently on our transport network as it reopens after coronavirus (COVID-19).

The new funding will include £1.5 million allocated to support all 13 Mobility Centres across England roll out a 'Hubs Mobility Service'. These vital services help people stay mobile after they have been advised to stop driving or if they are unable to learn to drive due to their disabilities, offering them advice on alternatives such as powered wheelchairs, community

transport and local services.

The hubs have been successfully piloted at 7 of the centres over the past 2 years and have already helped over 4,000 people regain and retain confidence to travel. The real-life benefits of staying mobile were highlighted in the [Inclusive Transport Strategy](#), which sets out the link between reduced mobility and access to transport with loneliness and social isolation.

Ahead of the announcement, Accessibility Minister Wendy Morton visited Queen Elizabeth's Foundation (QEF) for Disabled People's Mobility Centre in South London last Thursday (24 March 2022), where she met people who had benefitted from the Mobility Centre's services, to help them stay connected and independent.

Wendy Morton Accessibility Minister said:

This funding will help people travel with confidence and comes just in time as our nation rebuilds from COVID-19.

We want to help everyone to be mobile and these vital Hubs Mobility Services will provide life-changing travel advice, keeping people connected to their friends, work and support networks.

I was delighted to meet people benefitting from this service and to hear about the difference this important work has made to their lives.

The visit coincided with QEF's 40th anniversary, celebrating opening the UK's first Mobility Centre and their first Mobility Open Day since the pandemic.

The Minister was able to see and experience some of the assessments funded by the Department for Transport and carried out at Mobility Centres, including for people interested in using wheelchair accessible vehicles, adapted cars and powered wheelchairs.

Karen Deacon, QEF Chief Executive, said:

We were delighted to welcome Minister Wendy Morton to QEF's Mobility Service to discuss how important it is to support people to improve their independent mobility and access public transport, to enable people to live the life they choose.

Whether that be for young children through the fantastic Bugzi powered wheelchair, or people with a life-long disability or who have had a life changing medical event.

Independent mobility and public transport should be equally accessible to everyone, and it was great to see the Minister personally experiencing the challenges some face when relearning to drive in an adapted car and listening to the day-to-day travel

challenges disabled people face on public transport.

DfT has also announced that it will provide £1 million to lifeline ferries and seaports serving the Isle of Wight and Isles of Scilly to improve accessibility. The funding will improve access to services for passengers with disabilities.

The government has also confirmed that the 1,000th accessibility audit has been conducted at Oban station in Scotland. As part of the [Williams-Shapps Plan for Rail](#), the government committed to audit all 2,565 rail stations in Great Britain.

This 1,000th audit is a huge milestone as we highlight existing areas of excellence and identify scope for improvements. They will help produce a new public database, so people can better plan their journeys in advance and, along with input from disabled passengers, will shape future investment in accessible rail travel.

DfT has today also published a number of reports on transport accessibility:

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## [Green aerospace tech to receive record government funding](#)

- Aerospace Technology Institute (ATI) Programme to receive a record £685 million of government funding over the next 3 years, an increase of more than 50%
- more than £1 billion total funding with industry will support the development of zero-carbon and ultra-low-emission aircraft technology, key to the Green Industrial Revolution
- ATI Programme also to reopen to new funding applications, having already secured more than 81,000 jobs in the past decade

The UK's aerospace technology research programme, the Aerospace Technology Institute (ATI), is to receive record levels of government funding, Industry Minister Lee Rowley confirmed today (29 March 2022), driving forward the research and development of green aviation technology.

The ATI will receive £685 million from the government for the financial years 2022-2023 through to 2024-2025, an increase of £235 million on the previous three-year period. Industry will provide co-funding, taking the total to more than £1 billion.

Funds will be used to capitalise on the UK's world-leading R&D system and support the development of zero-carbon and ultra-low-emission aircraft technology, cementing the UK's place at the forefront of advancing new green

technology, whilst supporting tens of thousands of jobs.

Previous projects supported include ZeroAvia's six-seat hydrogen-electric aircraft, which is the largest such aircraft in the world, as well as Rolls-Royce's development of the largest, most efficient aircraft engine ever.

Industry Minister Lee Rowley said:

Since its formation in 2013, the Aerospace Technology Institute has been an enormous success, already funding world-leading innovations like hydrogen aircraft and 3D printed components. These projects are making a real-world impact and could one day help the global aviation industry transition to net zero.

Today's commitment is a sign of our increasing ambition and will give large and small businesses the confidence to invest in the technologies that will bring civil aviation into the next generation.

Aerospace Technology Institute CEO Gary Elliott said:

I am delighted that the UK Government's commitment to R&T investment in sustainable aircraft has today resulted in an uplift to £685 million for the UK aerospace sector over the Spending Review period, in addition to the commitment at the Budget that the ATI Programme will continue until 2031. With the support of the Aerospace Growth Partnership, and with government investment matched by industry, the ATI will be able to invest more than £1 billion over the next 3 years in the cutting-edge technology needed to move towards our net zero targets. This has allowed us to reopen ATI funding to new applications from April and we will work with BEIS and Innovate UK to ensure that this funding drives UK economic growth and reduces global aviation emissions.

The government has also confirmed today that the ATI Programme will reopen to new funding applications on Monday 4 April.

The ATI Programme began in 2013, has secured more than 81,000 high value jobs and added £97 billion in value to the economy to date. It co-funds industry-led innovation in civil aerospace technology and manufacturing, supporting the development of the next generation of zero-carbon emission or ultra-low emission aircraft, while growing the UK's competitive position in civil aerospace.

As a result of its success, the ATI Programme has received an extension to 2031. This commitment gives industry the confidence to continue to co-invest with the government, driving growth, jobs, innovation and reducing aviation emissions.

Aviation Minister Robert Courts said:

As the government prepares to publish our Jet Zero Strategy this summer it is great to see new funding to support the development of new aerospace technology.

This funding, in addition to £180 million of government funding already announced to support the UK sustainable aviation fuels, demonstrates how we are supporting our aviation sector to decarbonise whilst maintaining its critical role in connecting people.

The ATI Programme is a key component of the government's Jet Zero policy, which includes the Jet Zero Council, established to convene government, industry and academia, and jointly chaired by the Business Secretary and Transport Secretary. A final Jet Zero strategy will be published this summer.

This funding is in addition to £180 million of new government funding announced in the Net Zero Strategy to support the deployment and commercialisation of Sustainable Aviation Fuel plants in the UK.

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## **Failing landlords to be named and shamed as government steps up support for social housing tenants**

- Sub-standard social landlords to be publicly shamed if failing to meet standards
- Resident Panel will give tenants a voice to raise their complaints at the heart of government
- Social housing reforms will transform the experiences of residents by tightening regulation and holding landlords to account
- Measures will help ensure we meet target to half number of non-decent homes by 2030

The government will "name and shame" failing social housing providers as part of major reforms to give residents a stronger voice and drive up standards.

Today's move means social landlords providing sub-standard housing and services would be publicly called out on the government's website and across social media channels.

Measures announced today (29 March 2022) also include a Resident Panel that will allow tenants who live in social housing to be heard directly by

government. Around 250 social tenants from across England will be invited to share their experiences and help us ensure our reforms work to drive up standards.

As set out in the Social Housing White Paper, our reforms – due to be delivered through legislation – will transform the experiences of residents, with a major reform of the way in which social landlords are regulated and held to account for the homes and services they deliver.

The government has already set out a wide range of measures designed to drive up standards and fix a broken complaints system including by strengthening regulation of the sector, improving the Housing Ombudsman Service, and empowering residents to know and exercise their rights.

A package of measures announced today goes even further. It includes:

- Publicising on social media where landlords have breached the Regulator's consumer standards or where the Housing Ombudsman has made its most serious finding – severe maladministration – against them.
- The launch of a Resident Panel, inviting residents to have their say on how to improve the quality of social housing. The Panel will allow residents to scrutinise and influence measures to strengthen the Decent Homes Standard, training and qualification for staff, a new Access to Information Scheme and other planned reforms.
- Publishing [draft clauses to legislation](#) that will reform the regulation of social housing through tougher consumer powers, greater enforcement tools to tackle failing landlords and new responsibilities on social landlords.
- A new [factsheet](#) explaining the role of the Regulator of Social Housing and Housing Ombudsman Service.
- A [single gov.uk page](#), setting out our progress on implementing the measures in the Social Housing White Paper and further measures being introduced to improve quality of social housing.

**Minister for Social Housing Eddies Hughes MP said:**

“Everyone in this country deserves to live in a safe and decent home. It is unacceptable that anyone should have mould covering their walls, risk slipping on a wet floor or have water dripping from the ceiling.”

“We have published draft legislation today to toughen up regulation of social housing landlords. This includes naming and shaming those landlords who fail to meet acceptable living standards and giving tenants a direct channel to raise their concerns with government.”

“This package will help to deliver on our commitment in the Levelling Up White Paper to halve the number of non-decent rented homes by 2030.”

Today's announcement follows the government's campaign to help people secure improvements to their living conditions.

The government's 'Make Things Right' campaign helps residents raise complaints if they are unhappy with their landlord's services and struggling to get problems resolved, with clear advice on how to progress issues to the Housing Ombudsman if necessary. Adverts have run on digital and social media channels, as well as music streaming sites, to raise awareness of the complaints process and barriers to these being progressed.

Any social housing resident can [submit an application to join the Panel](#), which will close on Friday 29 April.

The new panel will be a way for tenants across the country to get involved in our work to drive up social housing quality.

The Resident Panel will be supported by a national survey. Around 5,000 residents will be asked to share their views about their landlord's services during March and April 2022. The survey will be used to monitor the impact our reforms will have on social housing residents.

We will publish on social media where landlords have breached the Regulator's consumer standards or where the Housing Ombudsman Service has made its most serious finding – severe maladministration – against them. See the [latest findings from the Housing Ombudsman Service](#).

The Housing Ombudsman is focused on helping to resolve individual complaints made by tenants, shared owners and leaseholders about their landlords. They can consider complaints and disputes and may help mediate to find a resolution. The Regulator of Social Housing is focused on ensuring that the landlord meets the standards set for social housing providers. This includes that the landlord is well-managed and financially viable, provides tenants with quality accommodation, choice and protection, and that its tenants can hold their landlords to account. Read a [factsheet on the Housing Ombudsman, and Regulator of Social Housing](#).