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Thursday
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PARLIAMENTARY DEBATES
(HANSARD)

HOUSE OF LORDS

WRITTEN STATEMENTS AND WRITTEN ANSWERS

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[I] indicates that the member concerned has a relevant registered interest. The full register of interests can be found at <http://www.parliament.uk/mps-lords-and-offices/standards-and-interests/register-of-lords-interests/>

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Ministers and others who make Statements or answer Questions are referred to only by name, not their ministerial or other title. The current list of ministerial and other responsibilities is as follows.

<i>Minister</i>	<i>Responsibilities</i>
Baroness Evans of Bowes Park	Leader of the House of Lords and Lord Privy Seal
Earl Howe	Minister of State, Ministry of Defence and Deputy Leader of the House of Lords
Lord Ahmad of Wimbledon	Parliamentary Under-Secretary of State, Department for Transport
Baroness Anelay of St Johns	Minister of State, Foreign and Commonwealth Office and Department for International Development
Lord Ashton of Hyde	Parliamentary Under-Secretary of State, Department for Culture, Media and Sport, Whip
Lord Bridges of Headley	Parliamentary Under-Secretary of State, Department for Exiting the European Union
Lord Bourne of Aberystwyth	Parliamentary Under-Secretary of State, Department for Communities and Local Government, Wales Office
Baroness Chisholm of Owlpen	Whip
Earl of Courtown	Deputy Chief Whip
Lord Dunlop	Parliamentary Under-Secretary of State, Scotland Office and Northern Ireland Office
Lord Freud	Minister of State, Department for Work and Pensions
Lord Gardiner of Kimble	Parliamentary Under-Secretary of State for Department for Environment, Food and Rural Affairs
Baroness Goldie	Whip
Lord Keen of Elie	Advocate-General for Scotland and Ministry of Justice Spokesperson
Lord Nash	Parliamentary Under-Secretary of State, Department for Education
Baroness Mobarik	Whip
Baroness Neville-Rolfe	Minister of State, Department for Business, Energy and Industrial Strategy
Lord Price	Minister of State, Department for International Trade
Lord Prior of Brampton	Parliamentary Under-Secretary of State, Department of Health
Baroness Shields	Parliamentary Under-Secretary of State, Home Office and Department for Culture Media and Sport
Lord Taylor of Holbeach	Chief Whip
Baroness Williams of Trafford	Minister of State, Home Office
Lord Young of Cookham	Whip
Viscount Younger of Leckie	Whip

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Written Statements

Thursday, 13 October 2016

Banking Act 2009: Reporting

[HLWS188]

Lord Young of Cookham: My honourable friend The Economic Secretary to the Treasury (Mr Simon Kirby) has today made the following Written Ministerial Statement.

The Treasury has laid before the House of Commons a report required under section 231 of the Banking Act 2009 covering the period from 1 October 2015 to 31 March 2016. Copies of the document are available in the Vote Office.

Call-Out Order for the Reserves to Counter the Threat of Daesh

[HLWS190]

Earl Howe: My right hon. Friend the Minister of State for the Armed Forces (Rt Hon Mike Penning) has made the following Written Ministerial Statement.

With the expiry of the call-out order made on 20 September 2015, a new order has been made under section 56(1B) of the Reserve Forces Act 1996 to enable reservists to be called into permanent service in support of United Kingdom operations to counter the threat of Daesh.

Under the call-out order made on 20 September 2015, 155 reservists have been called out for operations. We anticipate a continued requirement for reservists, with the right skills and experience, over the period the new order will be in force. This is fully in line with our policy of having more capable, usable, integrated and relevant reserve forces.

The new order takes effect from the beginning of 30 September 2016 and shall cease to have effect at the end of 29 September 2017.

Call-Out Orders for the Reserves to Support Defence Objectives

[HLWS191]

Earl Howe: My right hon. Friend the Minister of State for the Armed Forces (Rt Hon Mike Penning) has made the following Written Ministerial Statement.

Changes made by the Defence Reform Act 2014 allow reservists to be called out under section 56(1B) of the Reserve Forces Act 1996 if it appears to the Secretary of State that it is necessary or desirable to use members of a reserve force for any purpose for which members of the regular services may be used. Reservists called out under this power may be required to serve for a period of up to twelve months.

With the expiry of the orders made on 20 September 2015, I have made four new call-out orders under section 56(1B) of the Reserve Forces Act 1996 to continue to allow reservists to be called into permanent service to support Defence Engagement activities (for example the provision of short term training teams and military capacity building overseas); Global Counter-Terrorism and Counter-Piracy; Maritime Security objectives and the operation of our Permanent Joint Operating Bases (PJOBs) in the South Atlantic Islands, British Indian Ocean Territory, Cyprus and Gibraltar.

Under the orders made on 20 September 2015, 492 reservists have been called out (171 for Defence Engagement, 125 for Global Counter-Terrorism and Counter-Piracy, 51 for Maritime Security Operations and 145 for the operation of PJOBs). We anticipate a continued requirement for reservists, with the right skills and experience, over the period the new orders will be in force.

For operations that fall outside the scope of these orders, for example Military Aid to the Civil Authorities, or warfighting, or for operations which are likely to involve a large number of reservists, I would expect to make separate call-out orders.

These new orders take effect from the beginning of 30 September 2016 and shall cease to have effect at the end of 29 September 2017.

Foreign Affairs Council: 17 October

[HLWS192]

Baroness Anelay of St Johns: My right Honourable Friend, the Minister of State for Foreign and Commonwealth Affairs (Sir Alan Duncan), has made the following written Ministerial statement:

My right Honourable Friend the Secretary of State for Foreign and Commonwealth Affairs will attend the Foreign Affairs Council on 17 October. The Foreign Affairs Council will be chaired by the High Representative of the European Union for Foreign Affairs and Security Policy, Federica Mogherini. The meeting will be held in Luxembourg.

Foreign Affairs Council

The agenda for the Foreign Affairs Council (FAC) is expected to include the European Global Strategy, external migration, Tunisia, and Democratic Republic of the Congo. Ministers will have a discussion on Syria over lunch.

European Global Strategy

EU Foreign Ministers will discuss the follow-up to June's European Global Strategy, including the Security and Defence Implementation Plan. The UK remains committed to European security and will engage constructively in these discussions, including ensuring complementarity with NATO.

Migration

Ministers will discuss migration issues. We expect an up-date on progress establishing Partnership Frameworks, currently focussed on cooperation on migration, with five initial priority countries – Ethiopia, Mali, Niger, Nigeria and Senegal. The UK welcomes the comprehensive approach envisaged under the partnerships, including tackling the root causes of irregular migration. We will continue to argue that the EU must also look strategically at the regions and countries which offer the most opportunity for impact, including in Asia, to deliver the most effective and sustainable response to the migration crisis.

There is also likely to be discussion of the follow-up to the UN High-Level Meeting on Large Movements of Migrants and Refugees and President Obama's Refugee Summit in New York in September. The High-Level Meeting, hosted by the UN Secretary-General on 19 September, agreed the New York Declaration for Migrants and Refugees, which announced plans for the adoption in 2018 of two Global Compacts: on Safe, Orderly and Regular Migration, and on Refugees. Strong EU engagement in these negotiations can help deliver a better global system for managing migration. For the UK, this means helping to ensure that refugees claim asylum in the first safe country they reach; better distinguishing between refugees fleeing persecution and economic migrants; and recognising that all countries have the right to control their borders.

Tunisia

Following the recent publication of the Joint Communication on EU support for Tunisia, Ministers will discuss the country's economic and security challenges. The Joint Communication proposes to increase the EU's financial assistance and activity in governance, civil society, tackling unemployment and corruption, and other measures. We expect discussions will also cover options for increasing support on trade and the implementation of economic reforms, in the context of Tunisia's International Investment Conference in November. Ministers will debate the ambition for increased EU activity, and whether the measures set out by the EU are appropriately focussed.

Democratic Republic of the Congo

Discussions will focus on the EU response to the political impasse and recent violence in the Democratic Republic of the Congo. The European External Action Service is preparing a coordinated EU response to press the DRC Government to respect fundamental freedoms and human rights, as well as pressure them to set a date and timetable for Presidential elections in 2017. We are aiming for an agreement in principle on sanctions on figures in the DRC security forces that are responsible for suppression of fundamental freedoms and abuse of human rights. This would be to influence the Government and security figures to respect human rights and focus on finding an inclusive political solution to avoid further bloodshed over the coming weeks and months, especially

around 19 December when President Kabila's democratic mandate expires.

Government Wine Cellar: Annual Statement

[HLWS187]

Baroness Anelay of St Johns: My right Honourable Friend, the Minister of State for Foreign and Commonwealth Affairs (Sir Alan Duncan), has made the following written Ministerial statement:

I have today placed a copy of the Annual Statement on the Government Wine Cellar for the Financial Year 2015-16 in the Libraries of both Houses.

Following the outcome of the review of the Government Hospitality Wine Cellar in 2011, this fifth Annual Statement continues our commitment to annual statements to Parliament on the use of the Wine Cellar, covering consumption, stock purchases, costs, and value for money. The wine cellar has been self-funding since 2011/12, through the sale of some high-value stock and payments made by other Government departments for events organised by Government Hospitality.

The report notes that:

- Consumption by volume fell by 32% in FY 2015/16 due to fewer Government events, particularly during the General Election period;
- Sales of stock amounted to £40,390 (cf. £71,050 in FY 14/15);
- Further funds from other government departments added £15,848 to the overall receipts (cf. £21,514 in 14/15);
- Purchases amounted to £40,177, a reduction of some 43% cf. £70,432 in 14/15;
- The highest consumption level by volume was again of English and Welsh wine, at 44% of the total (cf. 44% in 14/15).

The Statement includes the following attached material:

Annex A [Annex A.doc]

Annex B [Annex B - GH Wine Cellar dataset July 2016.pdf]

Annual Statement on the Government Wine Cellar [Final Annual Statement GH Wine Cellar 15-16 08 09 16.doc]

The material can be viewed online at:
<http://www.parliament.uk/business/publications/written-questions-answers-statements/written-statement/Lords/2016-10-13/HLWS187/>

High Speed Rail (Preparation) Act 2013: Financial Report

[HLWS185]

Lord Ahmad of Wimbledon: My Honourable Friend, the Parliamentary Under Secretary of State for Transport (Andrew Jones), has made the following Ministerial Statement.

The High Speed Rail (Preparation) Act financial report is published today under Section 2 of the High Speed Rail (Preparation) Act 2013. The report covers the period from 1 April 2015 to 31 March 2016.

A copy of the report will be placed in the Libraries of both Houses.

The Statement includes the following attached material:

Expenditure Report [161013 - High Speed Rail (Prep) Act 2013
Expenditure Report 1 April - 31 March.pdf]

The material can be viewed online at:
<http://www.parliament.uk/business/publications/written-questions-answers-statements/written-statement/Lords/2016-10-13/HLWS185/>

Rail

[HLWS186]

Lord Ahmad of Wimbledon: My Honourable Friend, the Parliamentary Under Secretary of State for Transport (Paul Maynard) has made the following Ministerial Statement.

My Right Honourable friend, the Secretary of State for Transport (Chris Grayling), is today announcing that rail passengers will soon be able to claim compensation if their train is more than 15 minutes late under an improved compensation scheme.

'Delay Repay 15' will be introduced within months on Govia Thameslink Railway services, including Southern, and then rolled out across the country. Passengers will be able to claim 25% of the cost of the single fare for delays between 15 and 29 minutes. The existing compensation thresholds will apply for delays from 30 minutes with passengers able to apply for compensation through the train operating company.

Following its introduction on GTR services, Delay Repay 15 will be rolled out across the network starting with the new South Western, West Midlands and South Eastern franchises.

All franchise competitions let by the Department will include requirements to introduce this policy and the Department will explore opportunities to roll this out for all DfT franchises this Parliament.

Delay Repay is currently operated by the majority of operators and a number of existing franchises, including Virgin Trains West Coast and c2c, have also taken steps to introduce automatic compensation for certain ticket types.

The existing Delay Repay thresholds are as follows:

- 50% of the single fare for delays of 30 to 59 minutes;
- 100% of the single fare for delays of 60 minutes or more;
- 100% of the return fare for delays of 2 hours or more.

As well as Delay Repay, the introduction of the Consumer Rights Act on 1st October strengthened the right of passengers to claim compensation for poor service.

Site Assessment Indemnity

[HLWS184]

Lord Bourne of Aberystwyth: My Hon Friend the Minister of State for Local Growth and the Northern Powerhouse (Andrew Percy) has made the following Written Ministerial Statement.

On 02 Oct 2015 the SSI steel works in Redcar was placed into compulsory liquidation and an Official Receiver (OR) was appointed as Liquidator. On 12 October, following no buyer for the steel works being found, the decision was taken by Official Receiver to set about the hard closure of the site. Since that time the Official Receiver has been undertaking a protracted liquidation of SSI, and in the absence of an owner, he has been overseeing the safe and secure hard closure of the site. Government, through the Department for Business, Energy & Industrial Strategy, is currently providing an indemnity to the OR so that he can carry out his duties as liquidator of the Company and ensure its on-going safety and security.

As recommended in Lord Heseltine's report on the Tees Valley "Opportunity Unlimited"; in order to understand the scale and complexity of the site it is necessary to carry out a number of site assessments, which my Department has asked the Homes and Communities Agency to take forward. These site assessments will help inform: costs to decommission the site, costs to regenerate the site and provide the necessary due diligence to enable the future Mayoral Development Corporation (subject to legislation, local processes and agreement) to take forward the regeneration of the area.

These site assessments do not fall within the current indemnity that Government is providing. Therefore Government will be providing an indemnity to the OR to indemnify him against all liabilities, costs, expenses, damages and losses suffered or incurred by him that are arising out of the site assessments. In the coming months the safe management of the site will move to a new Government-owned Company with a new site manager. At this point the indemnity will be transferred to indemnify the new management.

It is not possible at this stage to accurately quantify the value of such indemnity. HMG has considered the risks of this indemnity and I believe the likelihood of such indemnities being called upon is low. The indemnity is limited to liabilities arising as a consequence of the site assessments and the current BEIS indemnity remains in place. If the liability is called upon, provision for any payment will be sought through the normal Supply procedure.

As a matter of record I have attached a departmental minute for both Houses explaining the procedure followed and containing a description of the liabilities undertaken.

The Statement includes the following attached material:

Departmental Minute [Annex C - departmental Minute.docx]

The material can be viewed online at:
<http://www.parliament.uk/business/publications/written-questions-answers-statements/written-statement/Lords/2016-10-13/HLWS184/>

UK Bilateral Loan to Ireland: Statutory Report

[[HLWS189](#)]

Lord Young of Cookham: My right honourable friend the Chief Secretary to the Treasury (Mr David Gauke) has today made the following Written Ministerial Statement.

HM Treasury has today provided a further report to Parliament in relation to the bilateral loan to Ireland as required under the Loans to Ireland Act 2010. The report relates to the period from 1 April 2016 to 30 September 2016.

A written ministerial statement on the previous statutory report regarding the loan to Ireland was issued to Parliament on 26 April 2016, Official Report, column 36WS.

Written Answers

Thursday, 13 October 2016

Apache AH-64 Helicopter

Asked by Lord Moonie

To ask Her Majesty's Government, in the light of their decision to buy Apache AH-64E helicopters through a foreign military sale with the United States government, how many UK companies are part of the AH-64E global supply chain; and by value, what proportion of the total cost of an AH-64E their goods and services represent. [HL2032]

Earl Howe: The UK's Apache AH-64E helicopters are being bought from the US Government through their Foreign Military Sales (FMS) programme. As such, the UK Government does not have a direct contractual relationship with the Apache AH-64E supply chain. It is understood, however, that at least five UK companies have been successful in securing sub-contracts from Boeing, the helicopter manufacturer and lead system integrator, on the Apache programme. Together, these contracts represent about 5 per cent by value of Boeing's contribution to the global Apache programme.

Asylum: Children

Asked by Lord Roberts of Llandudno

To ask Her Majesty's Government how many claims have been made by young asylum seekers in Calais in the past 12 months; of those, how many have been accepted; and how many applicants have been allowed to proceed to the UK. [HL2051]

Asked by Lord Roberts of Llandudno

To ask Her Majesty's Government how many claims made by young asylum seekers in Calais in the past 12 months were refused, and on what grounds. [HL2052]

Asked by Lord Roberts of Llandudno

To ask Her Majesty's Government how many claims made by young asylum seekers in Calais in the past 12 months are still being processed; and how long is the average process time for such cases. [HL2053]

Baroness Williams of Trafford: The number of asylum claims made in France over any given period, and their outcome, is a matter for the French authorities.

The Dublin Regulation is the mechanism for determining responsibility for considering an asylum claim. If accepted for transfer to the UK, the asylum claim is considered in the UK after the individual has been transferred.

The Home Office has accepted responsibility to consider the asylum claims of over 80 unaccompanied minors from France under Dublin since the start of the year and many more are in train.

Dublin transfer requests involving children are now generally processed within 10 days by a dedicated team in the Home Office. Children can then be transferred within weeks and are now arriving in the UK on an almost weekly basis. A senior Home Office official has been seconded to the French Interior Ministry to help speed up the process of identifying children who may qualify for transfer to the UK.

Bus Services

Asked by Lord Bradshaw

To ask Her Majesty's Government what assessment they have made of the economic impact on the bus industry of increased traffic congestion, in particular in respect of (1) bus speeds, (2) the deployment of additional vehicles to maintain service intervals, and (3) the attractiveness of the bus as a means of travel; and whether they have discussed this subject with the bus industry and local highway authorities. [HL2006]

Lord Ahmad of Wimbledon: Managing traffic congestion on the local road network, over which most buses operate, is the responsibility of local highway authorities.

The Government recognises that traffic congestion impacts on the punctuality and reliability of bus services and continues to work collaboratively with the bus industry, local authorities and other stakeholders to promote effective strategies to tackle this issue, such as operator/authority partnership working and the introduction of bus priority measures.

The average traffic speed on locally managed 'A' roads in England is estimated to have decreased by 3.3% since 2014, when the Department started measuring speeds over the full 24 hours of the day.

Bus punctuality data is collected and managed by local authorities, and published by the Department for Transport in online statistical tables.

The Department publishes two measures of bus punctuality for frequent and non-frequent bus services. A frequent service is one that has six or more buses per hour.

For frequent services, statistics by local authority are available in table BUS0903. This measure represents the excess waiting time arising from irregular gaps between services.

The proportion of non-frequent bus services in England running on-time is published in table BUS0902. Both tables are attached to this response.

The latest statistics show that in 2014/15, 83% of non-frequent services ran on-time compared with 80% in 2009/10. 'On-time' is defined as one between 1 minute early and 5 minutes 59 seconds late.

Ministers and officials have discussed the issue of congestion with Greener Journeys and representatives of the bus industry and local authorities, including at an event in the House of Commons on 14 September.

The Answer includes the following attached material:

Bus Statistics - Average excess waiting time [HL2006 - Bus0902.xls]

Bus Statistics - Running on time [HL2006 - Bus0903.xlsx]

The material can be viewed online at:
<http://www.parliament.uk/business/publications/written-questions-answers-statements/written-question/Lords/2016-10-03/HL2006>

Asked by Lord Bradshaw

To ask Her Majesty's Government what assessment they have made of the capacity of the bus industry to meet the challenges arising from the need to deal with levels of air pollution in cities. [HL2007]

Lord Ahmad of Wimbledon: The Government has introduced several measures to encourage the uptake of environmentally friendly buses.

The Low Emission Bus Scheme (LEBS), announced last year, will provide over £30m to help buy several hundred low emission buses. The winners of LEBS was announced on 25 July, building on the success of the Green Bus Fund, which ran to 2014. Under the Green Bus Fund, £89million of Government funding helped to purchase over 1,200 green buses.

The Government is also encouraging the uptake of greener vehicles through the Bus Service Operators Grant low carbon emission bus incentive.

The Bus Services Bill, which was introduced into the House of Lords on 19th May, will provide local transport authorities with new powers to specify the emission standards to be met by local bus services – including through franchising and, with sufficient support from bus operators, under enhanced partnership arrangements.

The Government has also invested over £26million since 2011 under the Clean Bus and Clean Vehicle Technology Funds for local authorities in pollution hotspots across England to retrofit 1000's of buses, and other vehicles, with pollution reducing technology. This includes converting some buses to either natural gas or to electric propulsion.

Delivery Services: Unmanned Air Vehicles

Asked by Baroness Randerson

To ask Her Majesty's Government what discussions they have had, or agreements they have made, with Amazon and other retailers about the use of drones for deliveries. [HL2046]

Lord Ahmad of Wimbledon: The Civil Aviation Authority have assessed an operational safety case submitted by Amazon and granted permission for the current trials to be undertaken. Discussions have taken place between Government and Amazon around their current trials and future plans for the UK. A non-disclosure agreement has been put in place with Amazon that sets out how confidential information relating to their UK drone delivery trials should be handled. No

discussions have been had or agreements put in place with any other retailers about the use of drones for deliveries.

Food: Labelling

Asked by Lord Taylor of Warwick

To ask Her Majesty's Government what assessment they have made of calls for food manufacturers to be forced to put traffic-light nutrition labels on the front of packs. [HL2063]

Lord Prior of Brampton: The United Kingdom's voluntary scheme for colour coded front of pack nutrition labelling has been developed in compliance with Regulation (EU) 1169/2011 on the provision of food information to consumers, but the regulation does not permit national mandatory front of pack labelling.

High Speed 2

Asked by Lord Berkeley

To ask Her Majesty's Government, further to the Written Answer by Lord Ahmad of Wimbledon on 19 September (HL1473), who are the members of HS2 Ltd.'s Conflict of Interest Panel; which cases of potential conflict of interest they have considered in the last year; what was their decision in each case; and whether they intend to publish this information every six months in the future. [HL2001]

Lord Ahmad of Wimbledon: It is not possible to provide the names of HS2 Ltd's Conflict of Interest Panel Members, nor details of specific cases which have been heard as we do not consider doing so would be consistent with the Data Protection Act 1998 (DPA). Unfair disclosure of personal data is a breach of the First Data Protection Principles under the DPA.

In Vitro Fertilisation

Asked by Lord Alton of Liverpool

To ask Her Majesty's Government, in the light of the recent article in the journal Science "Motherless babies!" How to create a tabloid science headline in five easy steps, what consideration the Human Fertilisation and Embryology Authority (HFEA) has given to the role of the Science Media Centre in generating claims about assisted reproductive technologies; and what role members of the HFEA's Scientific and Clinical Advances Advisory Group play in trying to prevent sensationalist or alarmist headlines. [HL1987]

Lord Prior of Brampton: Occasionally, the Human Fertilisation and Embryology Authority (HFEA) engages with the Science Media Centre to deliver press briefings. When it does so, the HFEA works with the Centre to ensure that the relevant science is carefully explained.

The terms of reference of the Scientific and Clinical Advances Advisory Committee are set out in Annex A of the HFEA's Standing Orders, a copy is attached. The

purpose of the Committee is to advise the HFEA on scientific and clinical developments (including research) in assisted conception, embryo research and related areas. The Committee's functions are to:

- make recommendations to the Authority on the safety and efficacy of scientific and clinical developments (including research) in assisted conception, embryo research and related areas;
- make recommendations to the Authority on patient information relating to those scientific and clinical developments;
- advise the Authority on significant implications for licensing and regulation arising out of such developments, and;
- where required, work with the Authority members to consider the social, ethical and legal implications arising out of such developments.

Many members of the Committee are experts in their own right and may comment on published research in their own capacity.

The Answer includes the following attached material:

HFEA Standing orders [20161006 - HL1987
HFEA_Standing_orders attachment.pdf]

The material can be viewed online at:

<http://www.parliament.uk/business/publications/written-questions-answers-statements/written-question/Lords/2016-10-03/HL1987>

Luton Airport: Railways

Asked by Lord Berkeley

To ask Her Majesty's Government whether, in the light of the planned expansion of Luton Airport from 10 million to 18 million passengers a year, they intend to include in the specification for the new Midland Main Line longer-distance passenger service a requirement that four trains per hour per direction should call at Luton Parkway in order to increase the percentage of air passengers arriving by rail. [HL2002]

Lord Ahmad of Wimbledon: The next East Midlands franchise is due to start in July 2018 and we are currently undertaking a process of information gathering to develop the high-level view of the franchise specification. We are due to begin a public consultation later this year to inform the specification. Until the views submitted through the public consultation are understood and further analysis is conducted on the options for the franchise, a firm decision cannot be taken at this stage. I would encourage the noble Lord to make his views known through the formal public consultation process when it opens.

Migrant Camps: Dunkirk

Asked by Baroness Hamwee

To ask Her Majesty's Government whether they are aware of the presence of British citizens, particularly

British children, in the La Linière refugee camp outside Dunkirk. [HL2016]

Asked by Baroness Hamwee

To ask Her Majesty's Government what steps, if any, they are taking to provide assistance to British citizens, particularly British children, in La Linière refugee camp outside Dunkirk. [HL2017]

Asked by Baroness Hamwee

To ask Her Majesty's Government what proposals they have, if any, to provide assistance to British citizens, particularly British children, in La Linière refugee camp outside Dunkirk. [HL2018]

Baroness Williams of Trafford: The Government is not aware of any British citizens, including children, residing in the La Linière migrant camp.

Network Rail: Industrial Health and Safety

Asked by Lord Moonie

To ask Her Majesty's Government on how many occasions over each of the last five years Network Rail has been fined for breaches of health and safety legislation; and what safeguards are in place to ensure that fines are not passed on to the taxpayer or passengers. [HL2033]

Lord Ahmad of Wimbledon: Network Rail has been fined fifteen times over the last five years for breaches of health and safety legislation, however the incidents that these fines correspond with took place over the last thirteen years (2003-2016). All fines must be paid out of existing budgets and no additional funding will be made available by government and no extra can be raised from track access charges.

Asked by Lord Moonie

To ask Her Majesty's Government whether there is any link between the salaries of senior managers in Network Rail and health and safety performance. [HL2034]

Lord Ahmad of Wimbledon: Network Rail's business performance is measured in every four-week period through a scorecard that includes a series of safety measures. Performance against the metrics in the scorecard is linked to the bonuses of senior managers.

In terms of the company's Executive Directors, each year Network Rail's Remuneration Committee assesses performance for the year and decides whether the scorecard out-turn should be adjusted on safety grounds. Network Rail's Management Incentive Plan states that in the event of a serious safety incident during the year, which impacts passengers, the workforce or the public, for which Network Rail was responsible, no incentive would normally be payable to any executive director for that year.

Railways: Competition

Asked by Lord Bradshaw

To ask Her Majesty's Government, further to the Written Answer by Lord Ahmad of Wimbledon on 20 September (HL1612), why their estimates of the financial impact of the Office of Road and Rail's decision on the East Coast Main Line and other associated franchises are considered "commercially sensitive" information when they will need to be disclosed to any bidders for future franchises. [HL2008]

Lord Ahmad of Wimbledon: The information is considered commercially sensitive because of the impact it could have on a listed company if released at this time. This information would only be disclosed to franchise bidders on a confidential basis at the time a franchise is re-let. However, under the normal process we would expect bidders to make their own revenue forecasts.

Road Traffic Control

Asked by Lord Bradshaw

To ask Her Majesty's Government what plans they have to tackle traffic congestion. [HL2005]

Lord Ahmad of Wimbledon: The Government has an ambitious strategy for tackling congestion in our cities and towns and improving performance on our roads. This strategy includes providing significant investment in both our strategic and local road networks, as well as encouraging more sustainable transport including buses, light rail and walking and cycling. We are providing £15.2 billion between 2015 and 2021 to invest in our strategic road network. This is the biggest upgrade to our motorways and 'A' roads for a generation, and it is adding capacity and tackling congestion.

The Road Investment Strategy is providing a transformational level of investment in the strategic road network (SRN), with over 400 extra lane miles of Smart Motorways, including a 'smart spine' linking London, Birmingham and the North West and schemes to improve critical freight routes, such as the £1.5 billion A14 scheme in Cambridgeshire and the M6 in Cheshire.

The drive to improve safety and reduce congestion underpins the vast majority of our schemes. Several schemes, however, are specifically focused on alleviating these problems – the two of which often go hand in hand. On the M25, upgrades to Junction 10 will create a free-flowing interchange with the A3, improving an area which has a high casualty rate. In the North, planning work will start for upgrades to two of the region's most important interchanges: the M62/M1 Lofthouse interchange and the M60/M62/M66 Simister Island junction.

On local roads we have the £12 billion Local Growth Fund to 2021 which has enabled local authorities through the Local Enterprise Partnerships to identify and secure funding for projects to enable among other things, local road improvements and sustainable local transport

projects. This is on top of over £6 billion through to 2021 to councils in England to help maintain their local roads and repair potholes.

This investment is set against the backdrop of a regulatory framework that is intended to provide better conditions for all road users through coordination and proactive management of the road network. The Traffic Management Act 2004 specifically places a network management duty on each local traffic authority in England to manage its road network to secure the expeditious movement of traffic on its own network and to facilitate the same on the network of other authorities. This can be achieved through traditional traffic management methods including effective enforcement of parking and management of street works but increasingly also through the deployment of technology. To support this the Department for Transport is currently inviting local authorities to bid for a share of £2m to fund demonstrator projects to test these new technologies.

Road Works

Asked by Lord Bradshaw

To ask Her Majesty's Government whether, in the light of the impact of highway works and their management by utilities and local authorities on traffic congestion and delays to road traffic, they have any plans to review the operation of the New Roads and Street Works Act 1991 or the Traffic Management Act 2004. [HL2004]

Lord Ahmad of Wimbledon: The Government wants to deliver better journeys for drivers. Roadworks are essential, but that doesn't mean they should be in place any longer than is absolutely necessary. We continue to keep the implementation and operation of the relevant legislation and statutory guidance under constant review, and are taking opportunities to streamline, simplify and de-regulate what has become a complex legislative framework where possible.

In addition, we are modernising and updating secondary legislation and statutory guidance where this is necessary and where it will lead to improvements in the way that road and street works are managed. Recent examples include consultations earlier this year on updated statutory guidance relating to inspections and modernised regulations relating to the qualifications regime. In 2015, we updated regulations and guidance on permit schemes that are now in place in over 55% of local authority areas and which are resulting in more effective management of street works and reductions in the duration of works.

Slavery: Court Orders

Asked by Lord Smith of Hindhead

To ask Her Majesty's Government how many (1) Slavery and Trafficking Prevention Orders, and (2) Slavery and Trafficking Risk Orders, have been made in the last 12 months. [HL2057]

Asked by Lord Smith of Hindhead

To ask Her Majesty's Government how many (1) Slavery and Trafficking Prevention Orders, and (2) Slavery and Trafficking Risk Orders, have been made in the last 12 months relating to persons under 18 years old. [[HL2058](#)]

Baroness Williams of Trafford: 16 Slavery and Trafficking Prevention Orders (STPOs) have been made

on sentencing in the Crown Court under section 14 of the Modern Slavery Act.

Three Slavery and Trafficking Risk Orders (STRO) have been made on application to the Magistrates' Court, of which three have been made.

No persons under 18 years old have been given an STPO or an STRO.

This data has been run specifically to answer this question and is not verified to the same standard as Official Statistics.

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