

[News story: Additional hand luggage restrictions on some flights to the UK](#)

On Tuesday 21 March the government announced [new aviation security measures](#) on all inbound direct flights to the UK from the following countries:

- Turkey
- Lebanon
- Jordan
- Egypt
- Tunisia
- Saudi Arabia

Under the new arrangements, passengers boarding flights from these countries to the UK will not be allowed to take phones, laptops and tablets which are larger than:

- length: 16.0cm
- width: 9.3cm
- depth: 1.5cm

into the cabin of the plane. Passengers with these devices should check with their airlines for more details on transporting these items.

The additional security measures may cause some disruption for passengers and flights, and we understand the frustration that will cause, but our top priority will always be to maintain the safety of British nationals.

Direct flights to the UK from these destinations can continue to operate to the UK subject to these new measures being in place. Travellers are advised to keep up-to-date with the latest [FCO travel advice](#) and to check online with their chosen carrier for further information.

Which devices are not allowed in the cabin?

- large phones
- all laptops
- all tablets and e-readers

Which flights and routes will this apply to?

These new measures will apply on all inbound direct flights travelling to the UK from the following countries:

- Turkey
- Lebanon
- Jordan
- Egypt

- Tunisia
- Saudi Arabia

Passengers travelling on these flights should check online with their carrier if they require further information.

Should I cancel my trip? Is it still safe to go to these countries?

These new measures are concerned with flights into the UK. The UK is not stopping direct flights to and from those countries. Those with imminent travel should contact their airline for further information. The Foreign and Commonwealth Office also publishes [travel advice](#).

What's a 'normal sized mobile phone'?

Most smart phones will be allowed in the cabin, including many common popular handsets such as:

- iPhone7 Plus
- Samsung Galaxy 7 Edge
- Samsung Galaxy Note 3
- LG G3
- Sony Xperia Z2

The new UK measures will mean that phones, laptops and tablets larger than:

- length: 16.0cm
- width: 9.3cm
- depth: 1.5cm

will not be allowed in the cabin.

Can I take items purchased from duty free on board?

Any phones, laptops or tablets larger than the above dimensions will not be allowed in the cabin, regardless of whether they were purchased in duty free.

Why are these measures not in place for flights travelling from the UK?

This applies to inbound flights. The UK has some of the most robust aviation security measures in the world but we keep this under constant review based on assessment of risk.

More about [hand luggage restrictions on electronic devices and items at UK airports](#).

**What about any costs incurred as a result of this?
And what if I want to cancel my flight can I get
compensation?**

This is matter for the airlines. We encourage them to take a customer focused approach.

How long will these measures be in place?

The UK has some of the most robust aviation security measures in the world and we will continue to take all the steps we believe are necessary to put in place security measures we believe will be effective and proportionate. We keep our aviation security measures under constant review.

Is this in response to a specific threat?

It is long standing government policy not to comment on intelligence matters.

**Why isn't the UK following the US and banning all
personal electronic devices from the cabin, why
only phones, laptops and tablets?**

We are confident these measures are proportionate and effective.

**What happens to passengers travelling from
countries unaffected by the measures who are
transferring to an affected flight?**

Transfer passengers who board a flight on a route affected will be subject to the measures.

[Press release: Ruthless fly-tipper jailed](#)

A fly-tipper who left a trail of waste across the Devon countryside was finally brought to justice today when he was sentenced to 20 months in prison.

Martin McDonagh, 23, failed to turn up at Plymouth Crown Court and was made the subject of a European Arrest Warrant following the sentencing hearing. Judge Ian Lawrie described him as a 'persistent offender who showed a

ruthless determination to dump waste wherever it suited.'

McDonagh, who is believed to have fled to the Republic of Ireland, was also ordered to pay a total of £7,000 costs for illegally depositing commercial and household waste at numerous sites in South and West Devon. The court also issued a Criminal Behaviour Order that prohibits McDonagh from being involved in any business enterprise involving the collection, carrying or transport of waste.

The van used during his crime spree was seized and destroyed by the Environment Agency. It is the first time, in the South West, that the agency has ordered the destruction of a vehicle used to commit waste crimes.

The defendant was caught following a joint investigation led by the Environment Agency, with support from Teignbridge District Council, Plymouth City Council, West Devon District Council, South Hams District Council and Devon and Cornwall Police.

Adrian Evans, senior environment crime officer for the Devon and Cornwall area, said:

This case serves as a reminder for people to be vigilant when transferring waste for disposal. Any person who collects and disposes of commercial or household waste must be a registered waste carrier, authorised by the Environment Agency.

Everyone has a duty of care to ensure their waste is disposed of safely and doesn't harm the environment. You should ask to see an operator's waste carrier licence and whether your waste is being taken to an authorised site. Do not let your waste be removed if you are in any doubt. These simple steps can stop rogue fly-tippers in their tracks.

The illegal disposal of waste in the countryside and local beauty spots causes annoyance and upset to local people and visitors. The serial fly-tipper in this case was caught as a result of agencies working closely together, sharing intelligence and resources to protect our environment.

McDonagh cold-called people across Devon offering to take waste away for cash. He told them the waste would be taken to a local tip, but instead he dumped it in the surrounding countryside, including local beauty spots.

Several witnesses said they felt pressured into giving him their waste. One woman, who was at home with a sick child, described the defendant as 'extremely pushy' and said she felt 'increasingly uneasy'. She only agreed to pay for him to take her waste to 'get rid of him'.

Another householder, in Exeter, became suspicious and told McDonagh she didn't want him to fly-tip her waste. McDonagh laughed and replied, 'of course not.'

Sometimes the defendant would ask for more cash after he'd loaded waste onto his van. One woman paid him £75. He returned after she had done some more clearing and tidying of her property and asked for £125 to take the rest of the waste claiming he was 'out of pocket' for the first lot he'd taken to the tip.

Victims of his scam were traced using documents and paperwork found in the fly-tipped waste. Most said they'd been approached by a man driving a 'tatty' blue van.

Up to 40 bags of mixed household waste were deposited at a time at numerous locations. Teignbridge sites included a car park on Little Haldon, a council gravel store off Greenway Lane in Ashcombe, a compound at Teignmouth Golf Club, a bus stop on the A381 near Ware Farm, an unclassified road near Shaldon and beside a road junction in Newton Abbot.

McDonagh also dumped waste at Cold Harbour Cross in the South Hams, a car park on the A386 near Clearbrook and at Calisham Cross in West Devon. The offences were committed over a 12-month period from July 2015.

The defendant was paid between £50 and £400 to remove waste – always in cash. He also offered other services including roofing, decking and power washing.

In August 2015, McDonagh was seen transferring concrete rubble from his Ford Transit van to a similar van parked nearby in Lower Brimley Road, Teignmouth. Teignbridge District Council decided to remove the second vehicle after it was found to have been abandoned.

However, a contractor hired to remove the van was unable to take the vehicle away after he saw what he believed to be asbestos in the back, along with other waste. Police closed Lower Brimley Road for a day while specialist contractors decontaminated the abandoned van. Subsequent analysis of the waste confirmed the presence of asbestos. The vehicle was later destroyed.

Councillor Roger Croad, Devon County Council's Cabinet Member for the Environment, said:

The high level of co-operation between the different agencies and councils involved in this investigation was critical in bringing this offender to justice. The Devon and Somerset Trading Standards Service will continue to do all it can to protect residents and legitimate local businesses from such illegal trading activities.

Councillor Sylvia Russell, Executive Member for Health and Wellbeing at Teignbridge District Council, said:

This is a great outcome for taxpayers and involved a tremendous amount of effort by investigating officers. Tackling the scourge of fly-tipping is a top priority for Teignbridge Council, which works hard to protect the environment. Dealing with fly-tipping is

costly, time consuming, frustrating for law-abiding citizens and wholly avoidable. We will continue to work with the Environment Agency and our partners to find out who is responsible so we can prosecute.

Councillor Rufus Gilbert, South Hams District Council's Portfolio Holder for Commercial Services, said:

We are taking a very robust line on fly-tipping in the South Hams and have issued 13 fixed penalty notices against offenders. We are delighted that these cases are now coming to court. I assure you, we will continue whenever possible to prosecute future offenders.

Councillor Robert Sampson, West Devon Borough Council's Lead Member for Commercial Services, said:

It is crucial fly-tippers are traced and prosecuted for the damage they do to our countryside. This case shows what can be achieved by working closely with our partners.

At an earlier hearing, McDonagh, of Pemros Road, St Budeaux, Plymouth, pleaded guilty to 2 offences under the Environmental Protection Act 1990, of illegally depositing controlled waste at various sites across Devon. He also pleaded guilty to an offence under the Control of Pollution (Amendment) Act 1989, of transporting controlled waste without being registered as a waste carrier.

The second offence under the Environmental Protection Act was for depositing building waste (including asbestos) at Lower Brimley Road, Teignmouth on 9 July, 2016 in a manner likely to cause pollution or harm to human health.

Judge Lawrie said McDonagh would have faced a 2-year prison sentence had he not submitted a guilty plea. Upon issuing the arrest warrant Judge Lawrie said, 'bring him back before the court.'

Members of the public can report waste crime by calling the Environment Agency's free 24-hour hotline 0800 80 70 60 or Crimestoppers on 0800 555 111. [Find further information on waste collection.](#)

[Press release: Ruthless fly-tipper](#)

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News story: Future cities: urban spaces will be 'radically different'

Some of the UK's leading thinkers in urban infrastructure came together today to start a conversation about the challenges of supporting a growing population in cities.

The event was part of the [Future Cities Dialogue](#) project, by [Forum for the Future](#), Innovate UK, [Sciencewise](#) and [Ipsos Mori](#). It coincided with the release of a report which reveals the current trends and challenges in urban development and offers 3 visions for what our cities could look like in 20 years. This is based on substantial dialogue with citizens on the types of cities they would want to live in.

Find out more about our work in [infrastructure systems](#).

[Future Cities Dialogue – 3 potential city scenarios](#)

Growing cities

With more than 70% of people estimated to be living in urban areas by 2040, city infrastructure and design is going to need to drastically change in order to better support its citizens.

Speaking at the breakfast session, James Goodman, Director of Futures, Forum for the Future, said:

The year 2040 will be radically different from today. The population in the UK will be 74 million, climate change will have progressed and food production will have needed to increase between 50 and 80%.

In that landscape, the role of cities is critical because it is where ideas are formed and implemented.

Visit Forum for the Future's [project page](#).

How people are going to live

The group felt that the trajectory of growth in people would place pressure on public and private spaces. The consensus was that infrastructure design will need to get smarter, more collaborative and focus on the needs of people if it is to be effective.

Sophie Thomas, Founding Director of Thomas Matthews and the former Director of Circular Economy for Royal Society of Arts, said:

How are people going to live in these cities? What is the density? That is not going to feel like London and the other cities we know now. Where is all the public space going to go? This is what we really need to be thinking about and what the infrastructure needs to focus on. Where is my 10-year-old going to play football?

Rob Whitehead, Head of Strategy, Future Cities Catapult, added:

The key question is how do we manage the public interest versus the private interest? My optimistic side feels that the promise of what we have ahead of us, is that together we can find better, smarter ways of balancing our interests as a whole in a much more responsive and fine-tuned way than we do now.

Join the discussion

This is only the start of the conversation. Now we want to hear from you. We are hosting a Twitter chat on Wednesday 22 March from 11am to midday to answer any questions about where our urban environments are headed and to gather your thoughts.

Join the Twitter conversation at [#citiesdialogue](#).

Read the [Future Cities Dialogue report](#).

[Press release: Government Ministers visiting Wales as part of Industrial](#)

Strategy engagement programme

- Ministers visiting sites across Wales to explain how plans for a modern Industrial Strategy will benefit Wales.
- Business Secretary Greg Clark to be joined by Wales Secretary Alun Cairns at General Electric (GE) Aviation to tour production line and meet staff.
- Engagement will be followed by an evening reception with leading Welsh businesses and organisations in Cardiff.

The Government's engagement programme for its Industrial Strategy continues today, with Ministers set to meet with universities, companies, and workers in Wales to hear their views on how to get the economy firing all cylinders.

Business Secretary Greg Clark and Wales Secretary Alun Cairns will visit General Electric (GE) Aviation in Cardiff to meet with production staff and management, before touring the plant to see the world-class services GE offers to airlines around the world.

Greg Clark, Alun Cairns and Business Ministers will then host an evening reception at Tramshed Tech in Cardiff with Welsh businesses, trade groups and local leaders, discussing the views of the Welsh business community on the priorities for a modern Industrial Strategy.

Business and Energy Secretary Greg Clark said:

We recognise no two places in the UK are the same with each place having its own unique identity and strengths.

Through our modern Industrial Strategy we plan to build on these strengths in fields such as aerospace, technology and life sciences, to make Wales one of the most competitive areas in the UK to start and grow a business.

We launched our strategy as a Green Paper because we want this to be a conversation with businesses and employees. Today my ministerial team and I are visiting Wales to discuss how the Government can work with business and academia to deliver a high-skill economy, prepared for the future.

Secretary of State for Wales Alun Cairns said:

The UK Government's modern industrial strategy is a plan for everyone. Wales has a strong competitive economy and by pulling together we can build on our strength to grow key sectors and business in Wales.

We need to ensure people throughout Wales benefit from the creation

of a highly skilled and strong workforce; this is what the industrial strategy sets out to do.

Universities and Science Minister Jo Johnson is visiting world-leading engineering and scientific technology company, Renishaw Plc, while Lord Prior of Brampton is visiting a Tata Steel plant in Shotton and the military aerospace facility, Raytheon.

Climate Change and Industry Minister Nick Hurd is going to the Liberty Steel plant in Newport and sustainable cement manufacturer Cenin Cement in Bridgend.

Small Business and Consumer Minister Margot James will be visiting a leading microbrewery, Tiny Rebels Brewery, to find out more about its recent export successes, before visiting the largest animation production company in Wales, Cloth Cat Animation. Margot will then be part of a creative industries roundtable on the Industrial Strategy, with representatives from the creative industry in Wales.

In its Green Paper, Building our Industrial Strategy, the Government has outlined ten key pillars of focus to be discussed as part of a 12 week consultation period, inviting contributions from industries, businesses, local groups and workers across Wales.

With a clear ambition of creating an economy that works for everyone, the Green Paper contains a number of proposed announcements set to benefit the Welsh regions such as:

- The Industrial Strategy Challenge Fund and foundation of UKRI, creating new opportunities for Wales' world class universities to bid for UK Government funding.
- Recognising the excellence in research and innovation that exists across the UK, and investing an additional £4.7 billion by 2020-21.
- Investing in digital infrastructure, which has for too long been a barrier to economic growth across Wales.
- Finding a sustainable way to support energy intensive industries such as steel with energy costs.

The Government has issued an open invitation to industries, businesses and local groups across Wales to visit the GOV.UK website and help set the priorities for a modern Industrial Strategy. The consultation period runs for 12 weeks after which the Government will consider responses before publishing a White Paper later in the year.

Notes to Editors

Industrial Strategy pillars

The Green Paper seeks views from Wales on how the Government can refine its vision to help the UK economy meet future challenges and opportunities. The 10 pillars which the Green Paper seeks feedback on are:

- Investing in science, research and innovation – we must become a more innovative economy and do more to commercialise our world-leading science base to drive growth across the UK.
- Developing skills – we must help people and businesses to thrive by: ensuring everyone has the basic skills needed in a modern economy; building a new system of technical education to benefit the half of young people who do not go to university; boosting STEM (science, technology, engineering and maths) skills, digital skills and numeracy; and raising skill levels in lagging areas.
- Upgrading infrastructure – we must upgrade our standards of performance on digital, energy, transport, water and flood defence infrastructure, and better align central government infrastructure investment with local growth priorities.
- Supporting businesses to start and grow – we must ensure that businesses across the UK can access the finance and management skills they need to grow; and we must create the right conditions for companies to invest for the long term.
- Improving procurement – we must use strategic government procurement to drive innovation and enable the development of UK supply chains.
- Encouraging trade and inward investment – government policy can help boost productivity and growth across our economy, including by increasing competition and helping to bring new ways of doing things to the UK.
- Delivering affordable energy and clean growth – we need to keep costs down for businesses, and secure the economic benefits of the transition to a low carbon economy.
- Cultivating world-leading sectors – we must build on our areas of competitive advantage, and help new sectors to flourish, in many cases challenging existing institutions and incumbents.
- Driving growth across the whole country – we will create a framework to build on the particular strengths of different places and address factors that hold places back – whether it is investing in key infrastructure projects to encourage growth, increasing skill levels, or backing local innovation strengths.
- Creating the right institutions to bring together sectors and places – we will consider the best structures to support people, industries and places. In some places and sectors there may be missing institutions which we could create, or existing ones we could strengthen, be they local civic or educational institutions, trade associations or financial networks.

Department for Business, Energy and Industrial Strategy

The Department for Business, Energy and Industrial Strategy brings together the responsibilities for business, industrial strategy, science, innovation, energy, and climate change. The Department is responsible for developing and delivering the Government's vision for an ambitious industrial strategy, and continuing to ensure that the UK remains at the leading edge of science, research and innovation. The Department leads the Government's relationship with business, and is responsible for improving corporate governance and securing better outcomes for consumers. We also make sure that the UK has

secure energy supplies that are reliable, affordable and clean and take action to tackle climate change, working in partnership with the business community.