

Government response: DIT is attracting top talent to trade team

The Department for International Trade is building a world-class team to develop our future global trading arrangements after Brexit.

A 'Comment is Free' article on the Guardian website on Friday 4 August incorrectly reported that a Canadian trade negotiator was the "first candidate" for the Department for International Trade's (DIT) Chief Trade Negotiation Adviser, claiming that he turned down the job after a pay dispute.

It also incorrectly asserts that we have no trade lawyers.

DIT was established by the Prime Minister in July 2016 to support UK businesses to break into overseas markets, promote the UK as a place to do business and trade with, and negotiate and implement our new global trading arrangements as we leave the European Union.

To do this we need to build a new major capability which was not previously required in the UK government. We have made huge progress in doing so over the past year, and shall continue to do so over coming years.

Here are the facts:

- [we appointed globally respected trade negotiator Crawford Falconer](#), to the DIT Chief Trade Negotiation Adviser role
- Crawford was the top candidate and our first choice: to suggest otherwise is completely false
- with 25 years of public service in international trade and foreign affairs as New Zealand (NZ) Deputy Secretary and Vice Minister for International Trade and Foreign Affairs, and former NZ Ambassador to the WTO, he will lead the new profession within the UK Civil Service
- since its formation in July 2016, DIT's headcount has increased to a global workforce of over 3,200 people
- DIT continues to build on our trade capability – the trade policy team has grown significantly from 45 in June 2016 to over 300 today
- the trade policy team now includes policy and country specialists, as well as expert economic analysts and lawyers
- as with many other government departments, DIT has its own team of dedicated lawyers
- currently there are over 20 lawyers working specifically on trade issues and are based at DIT – this will grow as we enter further talks and negotiations
- there is significant demand for roles at all levels within DIT – in one round of recruitment for 96 roles, the department received 1,608 applications
- our Permanent Secretary and Chief Trade Negotiation Adviser roles

received 111 and 58 applications respectively

News story: Animal medicines seizure: Ms Aneta Szulzycka

Details of the seizure notice served on Ms Aneta Szulzycka, Mansfield, Nottinghamshire. Published in August 2017.

A number of products which had been imported by Ms Szulzycka, Mansfield, Nottinghamshire for administration were seized as they are not authorised in the UK:

- Small quantities of 22 unauthorised veterinary medicinal products. These were mainly from Poland and included wormers, vaccines and antibiotics

This is an offence under Regulation 8 (Administration of the product), Regulation 25 (Importation of an unauthorised veterinary medicinal product) and Regulation 26 (Possession of an unauthorised veterinary medicinal product), of the Veterinary Medicines Regulations 2013.

Press release: 'Orange' emergency areas on M1 smart motorway

The new look emergency areas have bright orange road surfaces to help improve visibility so they are more obvious to drivers on smart motorways. It is also hoped that it will encourage drivers to only use them in emergency situations.

The first of the new emergency areas went live on the M3 near Camberley last month. This change is part of an ongoing review into the design and spacing of emergency areas on smart motorways. A further 14 emergency areas will have the distinctive orange colour added along the M1 between junctions 19 (Catthorpe) to 16a (Northampton) from this month.

Highways England Chief Executive Jim O'Sullivan said:

We recognise the public concern about smart motorways and we also believe that changes such as these will help drivers have

confidence when using them and be clear about where they can stop in an emergency.

That is why we are trialling these highly visible new style emergency areas. The bright orange colouring will make them as easy as possible to spot and should also discourage drivers from using them in non-emergency situations.

This is just one of the ways we are helping drivers to understand smart motorways and their benefits. I hope it helps drivers feel more confident about using a smart motorway.

Smart motorways use variable speed limits to manage traffic and tackle frustrating stop-start congestion, new technology to give drivers better information on road conditions ahead and – in smart motorway upgrades delivered since 2004 – convert the hard shoulder into an extra traffic lane. Evidence shows that smart motorways are successfully adding extra capacity, improving journey times and are just as safe as conventional motorways.

The redesigned emergency area supports Highways England's drive to improve awareness of smart motorway driving, including what to do in an emergency and when to use an emergency area. It sits alongside a national TV, radio and social media campaign covering key themes such as not driving in lanes closed by Red X signs, how to stop in an emergency and the importance of carrying out appropriate vehicle checks, like checking fuel levels, before setting out on a journey to avoid unnecessary breakdowns.

General enquiries

Members of the public should contact the Highways England customer contact centre on 0300 123 5000.

Media enquiries

Journalists should contact the Highways England press office on 0844 693 1448 and use the menu to speak to the most appropriate press officer.

[Press release: Company that pretended to be Google is shut down](#)

Movette sold a service to manage the online 'Google My Business' listings of its customers. The company used the trading styles of 'Online Content Management Services' and 'OCMS' and continued the same or a very similar business to that previously carried on by Online Platform Management Consultants Ltd, which was wound up on 13 April 2015 on the grounds that it

operated against the public interest.

The investigation found Movette Ltd had been the subject of a significant volume of complaints to regulatory bodies such as Action Fraud and Trading Standards during its two-and-a-half year trading history. These complaints, together with information gathered from customers during the investigation, established that the company:

- misled customers by stating or implying that it represented or was affiliated to Google when in reality there was no such relationship
- misled customers by stating or implying that they had an existing contractual relationship with the company when there was no such relationship
- falsely stated or implied that customers would lose their existing services from Google if payment was not made to the company
- failed to make clear to customers that their contracts would automatically renew after 12 months and ignored or rejected requests made by customers to cancel
- used debt collection methods which were offensive and threatening

Movette Ltd charged a fee of between £199 and £249 for a 12 month contract. The company's financial records showed it received fees totalling £537,000.

Commenting on the case, Colin Cronin, Investigation Supervisor with the Insolvency Service, said:

Movette used deceptive methods to persuade customers to sign up for its service, including stating or implying that it represented or was connected to Google.

The company then made it difficult for customers to extract themselves from rolling contracts and used debt collection methods which were coercive and intimidatory.

These proceedings show that the Insolvency Service will take firm action against companies which operate in this manner.

I would urge any business which is contacted by cold-call and invited to sign up for a Google My Business listing to make full enquiries into the service being offered before entering into any agreement. Google My Business is, in fact, a free service which allows businesses to enter and update information with the intention of marketing themselves to users of the search engine.

Notes to Editors

Movette Ltd (company registration number 08705982), was incorporated on 25 September 2013. The company's registered office is at 86 Stonemere Drive, Radcliffe, Manchester M26 1QX and it traded from 23 New Mount Street, Manchester M4 4DE.

The petition to wind-up Movette Ltd was presented under s124A of the Insolvency Act 1986 on 12 May 2017. The Official Receiver was appointed as provisional liquidator of the company on 18 May 2017. The company was wound up on 28 July 2017 and the Official Receiver has been appointed as liquidator.

Online Platform Management Consultants Ltd was incorporated on 25 January 2012. Its registered office was at Suite 125, 23 New Mount Street, Manchester M4 4DE. The petition to wind up Online Platform Management Consultants Ltd was presented under s124A of the Insolvency Act 1986 on 03 February 2015. The Official Receiver was [appointed as provisional liquidator on 10 February 2015](#). The company was wound up on 13 April 2015 and the Official Receiver was appointed as liquidator. The director of Online Platform Management Consultants Ltd, Roy Junior De-Vent, was subsequently disqualified from acting as a director for a period of 11 years.

Company Investigations, part of the Insolvency Service, uses powers under the Companies Act 1985 to conduct confidential fact-finding investigations into the activities of live limited companies in the UK on behalf of the Secretary of State for Business, Energy & Industrial Strategy (BEIS). Further information about live company investigations is available [here](#)

The Insolvency Service, an executive agency sponsored by the Department for Business, Energy and Industrial Strategy (BEIS), administers the insolvency regime, and aims to deliver and promote a range of investigation and enforcement activities both civil and criminal in nature, to support fair and open markets. We do this by effectively enforcing the statutory company and insolvency regimes, maintaining public confidence in those regimes and reducing the harm caused to victims of fraudulent activity and to the business community, including dealing with the disqualification of directors in corporate failures. Further information about the work of the Insolvency Service, and how to complain about financial misconduct, is [available](#).

BEIS' mission is to build a dynamic and competitive UK economy that works for all, in particular by creating the conditions for business success and promoting an open global economy. The Criminal Investigations and Prosecutions team contributes to this aim by taking action to deter fraud and to regulate the market. They investigate and prosecute a range of offences, primarily relating to personal or company insolvencies.

By virtue of the appointment of the Official Receiver all public enquiries concerning the affairs of the company should be made to: The Official Receiver, Public Interest Unit, 2nd Floor, 3 Piccadilly Place, London Road, Manchester, M1 3BN. Tel: 0161 234 8531 Email: piu.north@insolvency.gsi.gov.uk.

Media enquiries for this press release – 020 7674 6910 or 020 7596 6187

You can also follow the Insolvency Service on:

[Press release: Unprecedented conservation project starts in Warwickshire](#)

Work at the Finham Brook site in Kenilworth, Warwickshire, starts this month and includes the creation of 6 new ponds as well as new woodlands featuring over 6,200 trees and shrubs. It's expected to be completed by the end of the year.

The new habitats will support local wildlife species ranging from birds to great crested newts. They are part of an unprecedented conservation project, which will see a green corridor of connected wildlife habitats created alongside the railway, including up to 7 million new trees and shrubs, as well as wetland, ponds, heathland and meadow.

[Finham Brook conservation project](#)

Anthony Coumbe, High Speed Two (HS2) Ltd's Head of Environment for this region said:

The new habitats at Finham Brook will be the first of many to come between London and the West Midlands. They will help us to care for the local environment and serve as a new home to wildlife affected by the future development of the railway.

At Finham Brook, we're creating a bigger and better habitat than local species such as great crested newts currently have. We'll relocate newts to the habitat next year, once it has become properly established, while other wildlife will start to use the area naturally over time.

Ultimately, we're aiming to create a railway that works for nature as well as passengers, with a green corridor of connected habitats running through the spine of the country.

Various preparatory works for the first phase of HS2, from London to the West Midlands, are currently underway. These range from nature conservation activity to archaeology investigations. Main construction work is set to start in 2018/19 following detailed design work.