

[News story: Government and tech industry collaborate to improve cyber security of IoT devices](#)

On 30 April 2019, the Department for Digital, Culture, Media & Sport (DCMS) and Which? convened a roundtable on the cyber security of consumer smart products with senior representatives of leading Internet of Things (IoT) manufacturers and retailers. Chaired by Margot James MP, Minister for Digital and the Creative Industries, the purpose was to hear the steps manufacturers are taking to secure their products and drive the adoption of security good practice.

The UK Government takes the issue of IoT security seriously and is undertaking substantial work to protect consumers' privacy and online security. As increasing numbers of these devices are brought into our homes, it is now more important than ever for industry and government to address the issue.

It was clear from discussions at the meeting that all participating manufacturers recognise the need to prioritise security in the design, development and ongoing support of their IoT products. Retailers in attendance highlighted the need for consumers to feel confident that the products they are purchasing are secure in order for the sector to thrive. We have a shared aim to make it easier for consumers to use their smart products securely – reducing the burden to keep devices and personal data secure.

All of the firms in attendance committed to taking steps to ensure that effective security solutions are being implemented across IoT products on the market.

The UK Government will continue to work closely with industry to move the sector to a place where implementation of good practice, such as set out by the [Code of Practice for Consumer IoT security](#) and the [ETSI TS 103 645](#), is commonplace.

Agreed by organisations represented at the 30 April roundtable including Amazon, Legrand, Miele, Panasonic, Philips, Samsung and Yale.

[News story: Market Exploration: Innovation in Aircrew Protection](#)

Background

Dstl is seeking to research and develop new and innovative designs to safely enhance the protection and performance of military aircrew. To help design the potential challenge we are undertaking market engagement to provide us with an understanding of innovative ideas or capabilities that currently exist in other areas of personnel protection which could potentially address this challenge. This research will investigate technologies or approaches which can be used to improve effectiveness of the human operator, whilst delivering evidence-based guidance to sustain, enhance or augment their physical and/or cognitive performance at times of operational imperative. These techniques will be used in support of the UK's defence and security operations as part of the UK Government's investment in its personnel.

Please note that this request for information is not a commitment to subsequently launch a formal DASA competition.

Challenge Areas

Potential solutions will support personnel during training and operations, in preparation for rapid reaction response or for deployment on long, complex operations to a variety of different challenging environments. We are seeking innovative capabilities to protect personnel operating in a hostile flight and ground environment and use aircrew equipment assemblies (AEA) which includes aircrew helmets, glasses, flying coveralls, immersion suits, anti-g suits, lifejackets, body armour, boots, gloves, protective undergarments and oxygen masks, oxygen supplies, rehydration and urination systems, survival equipment, first aid, ration packs, radios, beacons, torches, flares.. This is in order to best sustain, enhance or augment aircrew cognitive and/or physical performance. There are three specific challenge areas that look to ensure crew in next generation fighter jet aircraft are protected, but we want solutions that can be used across all military air platforms:

1. Protection from cockpit and external environment, and optimising aircrew performance. This should involve modifications to the crew's personal protection and not structural alterations to air platform. Work under this challenge could include, but is not limited to, research into the following areas: use of novel materials/techniques to provide protection from fire/windblast/cold/immersion with reduced material bulk and thermal burden, potential technologies to allow for aircrew urination during long-duration sorties (this should consider both male and female anatomy), investigating new methods of improving pilot systems performance by integrating physiological sensors to AEA, looking at novel approaches to maintaining alertness / countering fatigue, improvements to oxygen mask and helmet comfort and protection and aircrew cooling systems. We are not looking for incremental improvements to current equipment standards; we want to see truly novel investigations into new techniques, tools, technologies and approaches in this area.

2. Improvement in life support systems. Work under this challenge could include, but is not limited to, research into the following areas: novel technologies to supply aircrew with primary and secondary supplies of conditioned and regulated breathing air, and means of improving g-protection and potential to alleviate the need for anti-g strain manoeuvres. Where possible, these technologies should be self-contained, or capable of being isolated from the wider air platform. Submissions should be based on a sound scientific understanding of aeromedical principles (for example, cognisant of the differing requirements of pressure breathing for altitude- and g-protection) and the ability to scientifically investigate any novel technological elements.

3. Innovations in aircraft emergency escape systems (in air and on ground). The current ability of aircrew to escape is constrained in terms of available technology. Work under this challenge is intended to stimulate a more innovative approach and could include, but is not limited to, research into the following areas: investigating novel techniques in assisted escape from aircraft, both on the ground and in the air and post-ejection survival equipment. This can include research and technologies targeted at understanding and reducing ejection-related injury.
Any future challenge end goal is to ensure the Ministry of Defence has the most effective capabilities available to enhance the physical and cognitive performance of aircrew personnel. The aim of this Market Exploration is to provide an overview of potential technologies, to apply during complex training and operations, leading to improved overall system performance, comfort and protection for aircrew.

What we want

We are interested in innovative capabilities and ideas that aim to address one or more of the three challenge areas above, at any level of maturity. Submissions should be provided by teams with the experience and knowledge necessary to establish sound scientific evidence for any potential technology / intervention. By completing the Capability Submission Form neither DASA, Dstl nor yourselves are committing to anything, but your submissions will be used to help DASA focus the direction of the work and shape the requirements for a possible themed call in this area in the future. Your submission will also help us to identify your interests in this area, and where appropriate we can introduce you to your regional DASA Innovation Partner to discuss any future activity.

What we do not want

We are not interested in receiving ideas for literature reviews, plans for paper-based studies or marginal improvements to existing capabilities. This is not a competition and therefore we are not asking for costed proposals at this stage. This is a market engagement request for information exercise and we do not commit to subsequently launch a formal DASA competition.

How to submit a Capability Submission Form

Complete the attached one page form [DASA Capability Submission Form – Innovation in Aircrew Protection](#) (MS Word Document, 887KB) (noting the word limits) and then email it to accelerator@dstl.gov.uk by 26 June 2019 with Aircrew Protection in the subject line. Please only provide details of one product/capability per form. If you have a number of potential solutions then please submit multiple forms. If you have any questions then please email accelerator@dstl.gov.uk with Aircrew Protection in the subject line.

How we use your Information

Information you provide to us in a Capability Submission Form, that is not already available to us from other sources, will be handled in-confidence. By submitting a Capability Submission Form you are giving us permission to keep and use the information for our internal purposes, and to provide the information onwards, in-confidence, within UK Government. The Defence and Security Accelerator will not use or disclose the information for any other purpose, without first requesting permission to do so.

[News story: New appointees to British Transport Police Authority board](#)

- new members bring wide range of experience and expertise to BTPA board
- backgrounds include rail industry, police force, parliament and nuclear industry
- authority plays vital role in overseeing effective and efficient police coverage on rail network

Four new members have been appointed to the board of the British Transport Police Authority (BTPA), Transport Secretary Chris Grayling has announced today (21 May 2019).

Sir Craig Mackey, previously Deputy Commissioner of the Metropolitan Police Service is appointed alongside Andy Cooper, soon-to-retire as Managing Director of Cross Country Trains, former MP and parliamentary private secretary Graham Evans, and former member of the Civil Nuclear Police Authority Kenna Kintrea.

They officially joined the body that oversees the British Transport Police (BTP) on 20 May and will work with Chair Ron Barclay-Smith who took on the role in March last year.

Transport Secretary Chris Grayling said:

The BTPA prides itself on having the expertise and experience to guide British Transport Police performance and objectives, and the new board members will bolster these vital qualities.

With passenger numbers at record levels, it is vital that we ensure an effective and efficient network police force continues to maintain exceptional safety standards, guided by a skilled and adept board.

BTPA chair Ron Barclay-Smith said:

I am delighted to welcome our 4 new members – Graham, Craig, Andy and Kenna. They bring a wealth of experience from across policing, industry and the public sector and I look forward to their contributions towards the work of the authority.

The BTP is a specialist, national force that provides a service to rail operators, their staff and passengers. It also polices other networks – the London Underground, Docklands Light Railway, Croydon Tramlink, Tyne and Wear Metro and Glasgow Subway. It has around 3,000 police officers and around 600 PCSOs and special constables.

The BTPA was established in 2004 to improve the public accountability of the BTP. It is responsible for setting objectives, strategic direction and performance standards for the BTP. It works closely with train and freight operators to ensure adequate policing levels across the network on trains, at stations and other railway property.

[News story: New measures to improve care for people with autism and learning disabilities](#)

The care of every patient in segregation or long-term seclusion will be reviewed as part of plans to improve the model of care for autistic people and people with learning disabilities.

Health and Social Care Secretary, Matt Hancock, has announced that the government will fund specialist, independent advocates who will:

- work with families
- join up services
- work to move people to the least restrictive care and then out into the community

There are currently 2,245 patients in mental health inpatient settings in England. The government has committed to halving this number by 2024. Since 2015, the number has reduced by 22%.

The plans have been announced ahead of the publication of the Care Quality Commission's interim report into the use of restraint, segregation and prolonged seclusion in health and care settings. The report was commissioned by the Health and Social Care Secretary last November.

The Health and Social Care Secretary will accept all of the CQC report's recommendations and has announced a wider package of measures to improve care for autistic people and those with learning disabilities, including:

- funding for specialist advocates to review the care of every patient in long-term seclusion or segregation
- a new working group for learning disabilities and autism, bringing together experts, clinicians, parents and carers to develop a new model of care
- a new awareness campaign, to encourage staff, families and friends to come forward if they have concerns about care

The commitments build on proposals announced earlier this year, which will see all health and care staff undertake mandatory training on learning disability and autism to ensure that the care offered is high quality, sensitive and compassionate.

Learning disabilities and autism are one of the 4 clinical priorities in the [NHS Long Term Plan](#). The plan sets out ways to improve community support and halve the number of people in mental health hospitals with a learning disability or on the autism spectrum by 2024.

Health and Social Care Secretary, Matt Hancock, said:

I have been deeply moved and appalled by the distressing stories of some autistic people and people with learning disabilities spending years detained in mental health units. These vulnerable people are too often left alone, away from their families, friends and communities.

At its best, the health and care system provides excellent support to people, backed by a dedicated workforce. But a small proportion of some of the most vulnerable in society are being failed by a broken system that doesn't work for them.

I commissioned the Care Quality Commission to review the use of segregation in health and care settings to tackle this issue head on. Today I have accepted their recommendations in full. I hope this is a turning point so everyone receives the care they need.

I will not let these people down – they deserve better.

Press release: Travel agency boss banned following unexplained company payments

ICharter Limited was incorporated in November 2014 as a travel agency for private clients, with offices in Chatham, Kent.

The company, however, entered into Creditors Voluntary Liquidation on 5 March 2018 after it could not pay debts of more than £127,000.

Insolvency Practitioners were appointed to wind-up the company and their report to the Insolvency Service triggered an investigation into the conduct of ICharter's director, Helen Jacobs (32), from Chatham, Kent.

The investigation established that, just one year after the company was incorporated, from December 2015 Helen Jacobs failed to maintain ICharter's books and records.

As a result, it has not been possible to determine whether various payments from the company's account worth close to £400,000 were made in the normal course of business. This included £193,000 paid to Helen Jacobs' account and more than £186,000 in debit card transactions.

On 16 April 2019 the Secretary of State accepted a disqualification undertaking from Helen Jacobs, of Chatham, Kent for a period of seven years. Effective from 7 May 2019, she is banned from directly or indirectly becoming involved, without the permission of the court, in the promotion, formation or management of a company.

Martin Gitner, Deputy Head of Insolvent Investigations at the Insolvency Service, said:

Helen Jacobs had a vast amount of experience in the travel industry and should have known that directors have a duty to maintain and preserve a record of financial transactions.

This seven-year ban should reinforce to company directors the importance of maintaining accurate accounts.

Helen Jacobs resides in Chatham and her date of birth is January 1987.

ICharter Limited (Company Reg. no. 09318051).

A disqualification order has the effect that without specific permission of a court, a person with a disqualification cannot:

- act as a director of a company
- take part, directly or indirectly, in the promotion, formation or management of a company or limited liability partnership
- be a receiver of a company's property

Disqualification undertakings are the administrative equivalent of a disqualification order but do not involve court proceedings.

Persons subject to a disqualification order are bound by a range of other [restrictions](#).

Further information about the work of the Insolvency Service, and how to complain about financial misconduct, is [available](#).

You can also follow the Insolvency Service on: