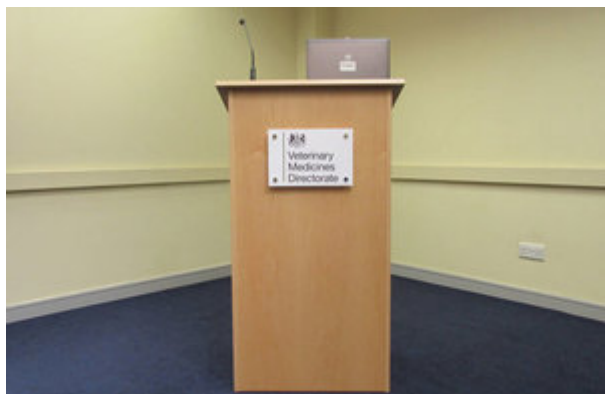


[News story: Animal medicines improvement notice: APG Supplies and Services, County Fermanagh, Northern Ireland.](#)



This notice was issued to APG Supplies and Services.

The following contravened the Veterinary Medicines Regulation (VMR) 2013:

- The advertising and placing on the market of an unauthorised veterinary medicine (Parakill), both online and instore, contrary to Regulation 4 of the Veterinary Medicines Regulations 2013

The improvements required are:

- All medicinal claims to be removed from all AGP Supplies and Services online platforms, including any pictures of Parakill
- All stock with medicinal claims to be removed from sale
- All literature/banners/adverts with medicinal claims are to be removed from customer/public access

Published 12 February 2019

[News story: Animal medicines improvement notice: Aurivo \(NI\) Ltd , Omagh, County Tyrone](#)



This notice was issued to Aurivo (NI) Ltd

The following contravened the Veterinary Medicines Regulation (VMR) 2013:

- Failure to keep proper records for the supply of veterinary medicinal products classified as POM-VPS, contrary to Regulation 23 of the Veterinary Medicines Regulations 2013.

The improvements required:

- All POM-VPS supplies must be prescribed by a SQP and full records kept of purchaser, product, date of supply, quantity and batch number. Records must be maintained for at least 5 years.

Published 12 February 2019

[Press release: Change of British High Commissioner to Australia: March 2019](#)



Mrs Vicki Treadell CMG MVO has been appointed British High Commissioner to Australia

Mrs Vicki Treadell CMG MVO has been appointed British High Commissioner to Australia in succession to Mrs Menna Rawlings CMG who will be transferring to

another Diplomatic Service appointment. Mrs Treadell will take up her appointment in March 2019.

CURRICULUM VITAE

Full name: Victoria Marguerite Treadell

Married to: Alan Treadell

2014 to Present Kuala Lumpur, British High Commissioner
2010 to 2014 Wellington, British High Commissioner
2006 to 2010 Mumbai, Deputy High Commissioner
2002 to 2005 UKTI, Director, North West of England
1999 to 2002 BTI, Deputy Director, Corporate Resources Group
1998 to 1999 FC0/DTI, Head of Professionalism in Trade Unit
1996 to 1998 FC0, Desk Officer, Latin America Department
1993 to 1996 FC0/DTI, Deputy Head of Export Services Section
1992 to 1993 FC0, British Council Quinquennial Review Team
1990 to 1992 FC0, Assistant Desk Officer, Resource Policy Department
1989 to 1990 Kuala Lumpur, CHOGM and State Visits Officer
1986 to 1989 Kuala Lumpur, Assistant Management Officer
1985 FC0, Desk Officer, Western Europe Department
1983 to 1985 FC0, Diary Secretary, Permanent Under Secretary's Office
1981 to 1983 Islamabad, Visa Support Officer
1979 to 1981 FC0, Economic Relations Department

Further information

Published 12 February 2019

Statement to parliament: Government response and consultation on taxi and private hire vehicle licensing

I am today announcing to the House the launching of a [consultation on statutory guidance to be issued to taxi and private hire vehicle \(PHV\) licensing authorities](#) and that the government has issued [its response to the report of the Task and Finish Group on taxi and private hire vehicle licensing](#).

The draft statutory guidance proposes a range of robust measures to protect

taxi and PHV passengers, particularly those most vulnerable. Government and licensing authorities must work together to ensure that, above all else, the taxi and PHV services the public use are safe. The consultation on this guidance will run until 22 April 2019.

The taxi and PHV trade has experienced significant and rapid changes in recent years which have brought with them benefits but have exacerbated concerns over the existing structure of the industry and the environment in which it operates. In particular, many of these changes have highlighted inconsistencies in the licencing standards, and in the rigour with which these standards are applied by some licencing authorities.

The recommendations proposed in the draft statutory guidance are a result of extensive consultation, and in particular learning from the best practice of exemplary licensing authorities.

Consulting on statutory guidance is an important first step to reforming the way the taxi and PHV sector is regulated.

In addition to the statutory guidance consultation, the government is today publishing its response to the report of the Chair of the Task and Finish Group. The government has set out its plans to introduce legislation and bring forward the urgent reforms necessary. I would like to take this opportunity to thank the Chair, Professor Mohammed Abdel-Haq, for his report, and the members of the group for their dedication in considering the issues facing the trade and their potential remedies.

Government will when time allows bring forward legislation to introduce national minimum standards for taxi and PHV licensing, reinforcing the consistently high standards that the statutory guidance will bring to the sector. To ensure that drivers are under the same level of scrutiny when operating away from their licensing area we will legislate to enable enforcement and compliance checks to be conducted by any licensing officer against any vehicle regardless of where they have been licensed. Where drivers or vehicles fail to meet the national minimum standards, they will be able to take appropriate action to protect the public. Underpinning these measures will be the introduction of a national licensing database to assist the sharing of relevant information between licensing authorities and other bodies necessary to ensure that all those in the trade are 'fit and proper' and warrant the trust that is placed in them by the public. This database will build on the work of the Local Government Association and the National Anti-Fraud Network in establishing the National Register of Revocation and Refusals.

Taxis and PHVs provide a vital community service which is used by many people; helping them get to the shops, see their friends, or go to work or school. We will work with the trade, drivers and regulators as well as passenger groups to meet the challenges the sector is expected to face in the future and ensure that change is not at the expense of a safe and well-functioning market.

This work is already underway thorough the [Future of Mobility Grand Challenge](#)

and the Law Commission's consideration on enabling autonomous vehicles. I would encourage all to engage on these issues and help shape a successful sector that all can be proud of.

[News story: New guidance on taxi licensing to protect passengers](#)

Passengers in taxis and minicabs could be kept safer under strict new licensing guidelines planned by the Department for Transport.

The government has today (12 February 2019) [launched a consultation](#) on robust new rules for licensing authorities outlining how they should use their powers to protect vulnerable passengers from harm.

These guidelines would improve safety with enhanced safety standards for taxi and private hire vehicles, which will be consistent across the country. New safety measures proposed include recommending councils ensure every driver undergoes enhanced criminal record and background checks.

[New guidance on taxi licensing to protect passengers video](#)

Taxis Minister Nusrat Ghani said:

While the vast majority of drivers are safe and act responsibly, we have seen too many cases where taxi and minicab drivers have used their job to prey on vulnerable people, women and children.

These rules would make sure that drivers are fit to carry passengers, keeping people safe while stopping those with bad intentions from getting behind the wheel of a taxi or minicab.

The consultation will run up until 22 April and comes as part of the [government's response to the Task and Finish Group's report on taxi and private hire vehicle licensing](#), which made a series of recommendations to reform the sector in September.

The government has also pledged to legislate on national minimum standards for drivers, establish a national licensing database and look at restricting drivers operating hundreds of miles away from where they are licensed.

As part of these minimum standards, the department will consider whether vehicles should be fitted with CCTV. These encrypted systems mean footage can only be accessed if there is a crime reported.