[COP26 President Alok Sharma's Speech at the High-Level Ministerial round table on pre-2030 ambition]

Thank you, Minister Jorgenson.

Can I just remind all of us friends, that at COP26 we did resolve collectively to peruse efforts to limit the temperature increase to 1.5 degrees.

I have always said what we agreed in Glasgow and Paris has to be the baseline of our ambition.

We've got to stick to that commitment. We cannot allow any backsliding.

But we are already at 1.1 degrees global warming and I know I don't have to remind all of you the impact of that around the world.

Even at 1.5 degrees we are still going to have devastating outcomes for many millions. As our friend from Bangladesh reminded us 1.5 needs to be a red line.

And this cannot be the COP where we lose 1.5 degrees.

So, we've got to fight for this and every fraction of a degree absolutely makes a difference.

And it's the difference, for very many, including each of your countries, between a tolerable existence and an impossible future.

Let me remind you a year ago what Mia Mottley said – in Glasgow she said 2 degrees "would be a death sentence" for very many nations around the world.

I believe we can keep 1.5 alive, we've got the business community on our side.

We all would have seen on Saturday, 200 international businesses signing up to an open letter in defence of 1.5.

We are seeing impressive sectoral impacts; renewables, zero emission vehicles.

We've heard about that this morning.

Yes, there is serious work going on with our finances. We need to be in a place where we can see more in terms of MDB reform, we need to do more on JETP. Yes, we need to include more on finance.

But on 1.5 we need to make sure that we reaffirm our commitments to that.

We’ve got a G20 leaders meeting going on right now.

They’ve showed leadership last year. They need to show that again.

They need to, coming out of that G20, reaffirm their commitment to Paris and to Glasgow.

In terms of mitigations outcomes here, really quickly there are four things we need to have.

One is for those countries that have not set out their revised NDC to do so aligning with 1.5. We’ve got 33 countries that have already done so, including the UK.

Secondly let’s make clear our commitments to the science, no rowing back on the science, we heard from the science this morning.

Thirdly, further steps to phasing out coal, phasing out fossil fuel subsidies.

And fourthly we need to agree the legalities on the Mitigation Work Programme to shift the dial on implementation and ambition.

The reality is without progress on mitigation we are going to beyond our ability to adapt. And of course I want to see progress made on loss and damage here, but unless we stick to the mitigation piece all of that is going to be a lot more difficult.

So friends, in conclusion, we’ll either leave Egypt having kept 1.5 alive or this will be the COP where we lose 1.5.

You need to work out how you want future generations to look upon this COP and each of us individually as countries.

It’s really up to us to decide. I hope we will decide to keep 1.5 alive.

Thank you.

Airline merger could see passengers pay more to fly from London to South Korea

Press release

The buyout of Asiana Airlines by Korean Air could lead to higher prices for passengers flying between London and Seoul, as well as impacting air cargo services.

Image credit: CMA

Korean Air and Asiana Airlines are the only carriers operating direct passenger flights between London and Seoul and currently compete closely for customers. The only competition that the merged businesses would face on this route would come from providers of indirect flights, which the CMA’s investigation found are a much weaker option for customers.

On this basis, the CMA found that the merger would risk higher prices and a reduced quality of service for passengers flying between London and Seoul. While customer demand has recently been lower on this route as a result of the Covid-19 pandemic, around 150,000 passengers travelled from London to Seoul in 2019 – and this level of demand is expected to return in the next few years.

The CMA also found that the merger raises competition concerns in the supply of air cargo services. The CMA found that Korean Air and Asiana Airlines are the two main suppliers of direct cargo services between the UK and South Korea and, even when taking into account the more significant competition that providers of indirect flights provide for cargo customers, would not face sufficient competition after the merger. The deal could therefore result in higher costs for UK businesses transporting products to or from South Korea.

The merger remains subject to merger control clearance in the US, China, Japan and the EU.

Colin Raftery, Senior Mergers Director at the CMA, said:

> Korean Air and Asiana Airlines are the two main players on the London to Seoul route and the deal risks UK customers and businesses paying over the odds or receiving a lower quality of service.
>
> Should Korea Air and Asiana Airlines fail to address our concerns, this deal will progress to a more in-depth investigation.

1. According to Oxford Economics there were 143,676 UK arrivals into South Korea in 2019. This fell post-pandemic to 44,021 arrivals in 2022, although numbers are returning to pre-pandemic levels.

2. The CMA is considering the impact of the deal for UK customers – assessing whether other competitors are available to provide alternative passenger or cargo services if Korea Airlines and Asiana Airlines come under common ownership.

3. The CMA's competition concerns relate to:

    - air passenger services on the London-Seoul route.

    - air cargo services on the Europe to South Korea route for customers transporting cargo from the UK to South Korea.

    - air cargo services on the South Korea to Europe route for customers transporting cargo from South Korea to the UK.

4. The parties have until 21 November to submit proposals to address the CMA's competition concerns. The CMA would then have until 28 November to consider whether to accept these in principle or refer the deal for an in-depth phase 2 investigation.

5. All enquiries from journalists should be directed to the CMA press office by email on press@cma.gov.uk or by phone on 020 3738 6460.

6. All enquiries from the general public should be directed to the CMA's General Enquiries team on general.enquiries@cma.gov.uk or 020 3738 6000.

Published 14 November 2022

Animal medicine seizure notice: Parcels shipped from China to a premises in County Antrim

News story

Details of seizure notice served following a parcel addressed to premises in County Antrim was stopped at Belfast Depot.

The following veterinary medicines were identified by a courier company based at a Belfast depot. The products were then detained and subsequently seized by the Department of Agriculture, Environment and Rural Affairs (DAERA).

The parcels were addressed to a residential premises in County Antrim and were shipped from China. The parcels contained

- 4 boxes oxfendazole tablets for dogs & cats
- 3 boxes albendazole tablets for animals
- 2 boxes 20ml florfenicol and metronidazole ear drops for animals
- 1 box 100ml advanced care ear cleaner for animals

These products are intended for use in animals and are not authorised veterinary medicines in GB or NI.

The medicine was seized under Regulation 25 (Importation of unauthorised veterinary medicinal products) of the Veterinary Medicines Regulations 2013.

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Businesses to be given UK product marking flexibility

- Government to continue to recognise the CE product marking in Great Britain for a further 2 years, allowing business to use either UKCA or CE markings
- move will cut costs for businesses and remove potential disruption
- future product marking plans to be reviewed to minimise costs and burdens for business in the longer term

Businesses will be given an additional 2 years to apply new product safety marking, giving thousands of businesses the freedom to focus on growth, Business Secretary Grant Shapps has announced today (Monday 14 November).

The UK Conformity Assessed (UKCA) marking has been introduced as part of the UK's own robust regulatory framework. It shows that products comply with our product safety regulations which are designed to protect consumers.

However, given the difficult economic conditions created by post-pandemic shifts in demand and supply, alongside Putin's war in Ukraine and the associated high energy prices, the government does not want to burden business with the requirement to meet the original (31 December 2022) deadline.

The government will continue to recognise the CE marking for 2 years, therefore allowing businesses until 31 December 2024 to prepare for the UKCA marking. Businesses can also use the UKCA marking, giving them flexibility to choose which marking to apply.

Business Secretary Grant Shapps said:

> The government is determined to remove barriers to businesses so they can get on with their top priorities, like providing quality customer service, enabling growth and supporting their staff.
>
> This move will give businesses the breathing space and flexibility they need at this crucial time and ensure that our future system for product safety marking is fit for purpose, providing the highest standard for consumers without harming businesses.

To support manufacturers, the government is also reviewing the wider product safety framework, ensuring we minimise the burdens on business while keeping our system up to date with new innovative methods such as e-labelling.

As part of this, the government will make it easier than ever for businesses to apply product markings.

This package will give thousands of businesses, including electronics and lift manufacturers, additional time to focus on delivering growth and creating jobs, while giving them flexibility in how they meet their legal obligations.

There will be different rules for medical devices, construction products, cableways, transportable pressure equipment, unmanned aircraft systems, rail products, and marine equipment. Government departments responsible for these sectors are making sector specific arrangements.

The UKCA marking covers most goods which previously required the CE marking, known as 'new approach' goods, in addition to aerosols that previously required the 'reverse epsilon' marking.

Whilst the UKCA marking can be used now this extension means businesses can choose to use the CE marking until 31 December 2024.

This sits alongside measures to reduce the costs of retesting products and labelling.

To reduce labelling costs, we will allow businesses to affix the UKCA marking and include importer information for products from EEA countries on an accompanying document or label until 31 December 2027.

We will also allow conformity assessment activities for CE marking undertaken by 31 December 2024 to be used by manufacturers as the basis for the UKCA marking, until 31 December 2027.

To extend the deadline, the government has today laid secondary legislation before Parliament which, subject to parliamentary approval, will implement these measures.

Businesses have been able to use the UKCA mark since 1 January 2021 to demonstrate their conformity with product standards in England, Scotland and Wales.

Under the terms of the Protocol, Northern Ireland will continue to recognise the CE marking for goods placed on the market in Northern Ireland. They will need to use the UKNI marking if they use a UK Conformity Assessment Body to test their products.

The government has published the UK Market Conformity Assessment Bodies database which businesses can use to identify the appropriate body to certify their products.

To find out which regulations apply to your product, businesses should read the Product safety for businesses: A to Z of industry, guidance published by the Office for Product Safety and Standards.

Animal medicine seizure notice: Parcels shipped from India to premises in County Antrim

News story

Details of seizure notice served following a parcel addressed to premises in County Antrim was stopped at Belfast Depot.

The following veterinary medicines were identified by a courier company based at a Belfast depot. The products were then detained and subsequently seized by the Department of Agriculture, Environment and Rural Affairs (DAERA).

The parcels were addressed to a residential premises in County Antrim and were shipped from India. The parcels contained

- 6 boxes of Pimobendan chewable tablets 5mg for dogs (30 tablets per box)
- 1200 Frusemide Tablets 40mg

These products are intended for use in animals and are not authorised veterinary medicines in GB or NI.

The medicine was seized under Regulation 25 (Importation of unauthorised veterinary medicinal products) of the Veterinary Medicines Regulations 2013.

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