

Crime news: verification deadline for 2022 crime contract

News story

Applicants with offers to deliver work under the 2022 Standard Crime Contract need to submit verification information by 11.59pm on 27 March 2022.



A deadline of 11.59pm on 27 March has been set for applicants holding offers to deliver 2022 crime contract services to submit verification information.

Applicants for this work have now been notified of the outcome of their bids via the e-tendering message board.

Verification requirements

The verification requirements are detailed in the notification letters. The requirements vary from one applicant to another. Applicants should refer to table 2 of annex B in their letter.

Applicants not submitting compliant verification information by the 27 March deadline may not be eligible to join the duty rotas which start on 1 October 2022.

All aspects of the verification process are set out in section 8 of the Information for Applicants (IFA) document. You can download the IFA on the 2022 crime contract tender page – see below. All verification information must be submitted through the eTendering message board.

Supervisory requirements

At least one supervisor declaration form needs to be provided by applicants for each class of work awarded. The required forms are on the 2022 Standard Crime Contract page. Earlier versions of the form will not be accepted.

All applicants must also provide a copy of their current Lexcel or Specialist Quality Mark (SQM) certificate. Indemnity forms are also available on GOV.UK.

All applicants should check their documentation before submitting it to ensure accuracy.

New office applications

Where applicants have applied for a new office, they must provide a completed AC1 form. This can be submitted through the eTendering message board.

The AC1 does not need to be submitted by 27 March. But we are unable to issue contract documentation until a legal aid account number has been added. This could result in applicants missing the October or January duty solicitor rotas.

Further information

[Crime contract 2022 tender](#) – IFA document is second in list and sets out verification process

[Standard Crime Contract 2022](#) – to download supervisor declaration forms

[Personal guarantee and indemnity](#) – to download indemnity forms

[Update your details with LAA](#) – to download AC1 form for new offices

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[New Shipbuilding vision launched](#)

- More than £4 billion of government-wide investment set for shipbuilding sector across next 3 years
- More than 150 new commercial and naval vessels to be delivered through strategy across the next 30 years

During a visit to Cammell Laird Shipyard in Merseyside this afternoon, the Prime Minister and Defence Secretary set out how the [new strategy](#) would level up regions across the UK by supporting high-quality jobs, technology development and boosting investment.

Home to one of the leading British shipbuilding companies, Merseyside is one of the key areas that will benefit from the strategy, with new measures such as better access to finance and opportunities to build crucial skills.

First published in 2017, the National Shipbuilding Strategy outlined ambitions to transform naval procurement, securing export and design contracts for British naval ships to Australia and Canada. Building on that success, today's refresh outlines the Government's further ambitions to reinvigorate the whole British shipbuilding industry contributing to its

levelling up mission to boost productivity, pay, jobs and living standards.

The £4 billion of Government investment will galvanise and support shipyards and suppliers across the UK, and provide funding for crucial research and development into greener vessels and infrastructure.

The strategy will also deliver a pipeline of more than 150 new naval and civil vessels for the UK Government and Devolved Administrations over the next 30 years. Those vessels will include large warships, such as Fleet Solid Support (FSS), Type 26 and Type 31 ships, and Border Force cutters, lighthouse vessels and the new National Flagship.

Defence Secretary and Shipbuilding Lead Ben Wallace said:

As Shipbuilding Tsar, I am proud to be announcing our new strategy, this is an exciting time to be involved in the sector.

With significant government investment, we will be levelling-up across our shipbuilding, workforce, from shipyard to supplier, from procurement to designer, creating tens of thousands of new employment opportunities, boosting living standards and pay.

Our refreshed strategy will see the sector galvanised at a crucial time for our economy and see a vital part of British industry expand and flourish.

Encouraging investment in domestic shipyards, the pipeline seeks to maximise the social value contribution shipbuilding can make in the UK whilst balancing the need to deliver value for money and solutions that fully meet the requirements of the Royal Navy. There are more than 20 ship and boat builders across the UK.

The strategy also includes a range of interventions from across Government to support the sector. A new Home Shipbuilding Credit Guarantee Scheme (HSCGS) will give UK shipyards access to finance for underwriting domestic contracts. This will level the playing field with competitors' export credit guarantees and ensure UK shipbuilders have a fairer chance of securing valuable contracts.

The Department for Transport will invest £206 million in the UK Shipping Office for Reducing Emissions (UK-SHORE) to fund research and development in zero emission vessels and infrastructure and ensure our place as global leader in green technology.

UK-SHORE will help to tackle barriers to investment in clean maritime technologies, including investment in port infrastructure. It also includes a multi-year version of the Clean Maritime Demonstration Competition which ran last year and provided funding to consortia right across the UK.

Transport Secretary Grant Shapps said:

This country has a long and proud maritime history, which has allowed us to become the global outward facing country that we are.

UK SHORE is the biggest, greenest maritime R&D investment this country has seen in generations and will further cement this country's position as world-leaders in ship building and clean maritime technology.

The NSbS Refresh will also establish a new UK Shipbuilding Skills Taskforce, led by the Department for Education. The taskforce will work with industry and training providers across the UK to identify and address skills gaps, ensuring the UK continues to develop and nurture future-focused skills and knowledge to help our shipbuilders deliver world-class vessels.

With the shipbuilding supply chain spread across all parts of the UK, the taskforce will work jointly with the Devolved Administrations in Scotland, Wales and Northern Ireland to ensure shipbuilders and the wider supply chain can access the skills they need.

Education Secretary Nadhim Zahawi said:

We are committed to delivering the skilled workforce this country needs and our Taskforce will bring together experts to develop a new strategy to boost the shipbuilding industry. The work we are doing will support more people to build exciting, well paid careers and level up opportunities across the UK.

A new Maritime Capability Campaign Office (MCCO) within the Department for International Trade will coordinate export support across government and industry. The MCCO will use robust analysis to improve the Government's understanding about global markets, helping maritime suppliers to win export orders and increase UK market share.

International Trade Secretary, Anne-Marie Trevelyan said:

As an island nation with a proud maritime heritage, shipbuilding is a vital part of the UK's industrial identity, supporting over 40,000 high-quality jobs across the country.

As part of the refreshed National Shipbuilding Strategy, our new Maritime Capability Campaign Office will champion export and investments in this sector, unlocking opportunities for our fantastic shipbuilding industry to export their innovative technologies, services and designs around the world.

Working in lockstep with business, we will build on our world-

leading maritime capabilities, strengthening our global reputation as a thriving maritime industrial base and leveraging our strengths in maritime defence and security and low carbon technologies.

This refreshed NSbS moves beyond the Ministry of Defence's commitment to double its shipbuilding investment over the life of this Parliament to over £1.7 billion a year – supported as part of the £24 billion increase in Defence spending over the next four years. This will continue to support jobs and skills around the UK.

Seeking to deliver a globally successful, innovative and sustainable shipbuilding industry, the refreshed National Shipbuilding Strategy follows publication of the [Levelling Up White Paper](#), which will ensure that the government continues to rise to the challenge and deliver for the people of the UK.

UN Human Rights Council 49: UK statement for the interactive dialogue with the Special Rapporteur on the sale and sexual exploitation of children

World news story

The UK delivered this statement and outlined its concerns about the continued complex and evolving threat posed by online child sexual exploitation and abuse.



Thank you, Mr President.

The United Kingdom thanks the Special Rapporteur for her ongoing work in this very important area. We agree with the Special Rapporteur that we can continue to learn from each other through sharing insights and practical approaches to tackle the horrific crime of child sexual exploitation.

The UK is committed to tackling all forms of child sexual exploitation, and shares the Special Rapporteur's view that action is needed right across local, national, and global levels to strengthen our individual and collective responses to keep children safe online and in communities across the world.

The UK remains particularly concerned about the continued complex and evolving threat posed by online child sexual exploitation and abuse. We will shortly be introducing Online Safety legislation into the UK Parliament which will place safety duties on platforms to protect their users, overseen by an independent regulator. We are also continuing to work with international partners to encourage action and transparent implementation of the Voluntary Principles to Counter Online Child Sexual Exploitation.

We would like to ask the Special Rapporteur, what further collective measures should we prioritise to tackle child sexual exploitation and abuse online?

Thank you.

Defence Procurement Minister statement on National Shipbuilding

With permission Madam Deputy Speaker, I would like to make a statement on behalf of my colleague, the Defence Secretary, the Shipbuilding Tsar concerning the Government's refresh of the [National Shipbuilding Strategy](#).

The United Kingdom is a great maritime nation and shipbuilding runs in our blood. At the turn of the last century Britain built 60 per cent of the world's ships and, while we are no longer the world's workshop, our shipbuilding industry remains a global leader in design and technology. It brings in billions to our economy and spreads wealth right the way across our country.

Today our maritime manufacturers are responsible for the state-of-the-art research vessel RSS Attenborough and for constructing the most powerful surface ship ever built in Britain – the Queen Elizabeth class carriers. More than 42,600 people from Appledore to Rosyth owe their livelihoods to this industry.

But, still we need to strengthen the resilience of our shipbuilding industry. It's worth reminding ourselves that even in the digital age, some 95 per cent of UK trade by volume and 90 per cent by value is carried by sea. Given this dependence, it's vital we continue safeguarding our access to global maritime trade even as we open up our sails and seek out new markets and new sustainable technologies.

That's why, in 2019, the Prime Minister appointed the Defence Secretary as the Shipbuilding Tsar. Since then he has been working tirelessly across Government to make our shipbuilding sector more productive, more competitive, more innovative, more ambitious.

There has been real progress.

Not only do we have much greater cross-Whitehall and industry co-operation but we are doubling MOD shipbuilding investment over the life of this Parliament to more than £1.7 billion a year.

We have committed to procuring a formidable future fleet including up to five Type 32 frigates, alongside the Type 31 and Type 26 programmes. We will be growing our fleet of frigates and destroyers over the current number of 19 by the end of the decade.

We have launched a competition to build a National Flagship – the first ship of its kind built and commissioned in Britain.

And last September we opened up a National Shipbuilding Office. A pan-

Governmental organisation, reporting directly to the Shipbuilding Inter-Ministerial Group and chaired by the Shipbuilding Tsar that is driving transformative change across our organisation.

Today, I'm delighted to announce we are going one step further by publishing our refreshed National Shipbuilding Strategy.

Drawing on the multi-talented skills of Government, industry and academia and backed up by more than £4 billion of Government investment over the next three years, this plan creates the framework of our future UK maritime success.

It contains five essential elements:

First, it radically extends the scope of our existing Shipbuilding strategy. I may be standing here as a Defence Minister but, rest assured, this plan is as much about commercial shipbuilding as it is the Royal Navy. Nor are we simply focused on hulls alone but internal systems and sub-systems as well.

Secondly, we are establishing a 30-year shipbuilding pipeline of more than 150 vessels – offering a clear demand signal about our future requirements.

We know a regular drumbeat of design and manufacturing work is vital, not just to maintain our critical national security capabilities, but to drive the efficiencies that reduce longer-term cost.

But we're not just giving suppliers confidence in industry order books, we are going to give them greater clarity about our requirements too. Today we set out our policy and technology priorities – from net-zero commitments to social value requirements.

And we are also determined to ensure these vast shipbuilding programmes leave a lasting legacy that goes beyond procuring a new vessel for the Border Force or the latest battle-winning warship. So we have made it a key requirement for shipbuilders to take account of social value – ensuring we not only deliver the capabilities that each Department needs, but that taxpayers' money is being used to maximum effect. We support jobs, skills and investment, and we will establish a new social value minimum for competitions for Royal Navy vessels of 20 per cent.

Thirdly, our strategy will accelerate innovation. Enabling shipwrights and supply chains to unlock new manufacturing, production and clean maritime technologies.

In recent times, the automotive industry has blazed a trail in the field of sustainability investing in everything from electric to hydrogen to ammonia fuel technologies. But, domestic shipping accounts for more emissions than the bus and rail sector combined. When it comes to decarbonisation, it's high time we made sure shipping doesn't end up in the slow lane.

In 2019 Department for Transport published its Maritime 2050 strategy – amplifying the power of UK maritime business clusters to foster a climate of innovation.

And last year's Clean Maritime Demonstration Competition underlined the sheer depth of the sector's potential with 55 projects winning a share of £23 million to develop carbon-free solutions such as hydrogen fuelled vessels, and shipping charge-points powered by offshore wind turbines.

Building on this success, we will now make this competition a regular event. Creating more opportunities for industry to bring their cutting-edge technologies to market.

Alongside this, I can also announce today that the Department for Transport has committed £206 million to develop a UK Shipping Office for Reducing Emissions. It will fund research and development into zero emission vessels and help roll out the infrastructure that enables the UK to achieve its goal of becoming a world leader in sustainable maritime technologies.

Shipbuilding is a long-term investment. The more we can do to shelter it from market storms the better. So, the fourth aspect of our plan is about providing greater financial support for shipbuilders to win orders.

Access to finance for underwriting contracts is an essential element of any shipbuilding enterprise. Alongside banks and working capital loans, Government too has a role to play in helping finance vessel contracts.

UK Export Finance already offers credit facilities to support British companies winning work overseas. But to make UK shipbuilders more competitive when bidding for orders for new ships from domestic customers, the Department for Business, Energy and Industrial Strategy (BEIS) is now working on plans to underwrite contracts for UK shipbuilders building ships for UK operation. BEIS aims to launch this new Home Shipbuilding Credit Guarantee Scheme in May.

Switching to exports, opportunity is opening up for suppliers to increase their market share. In 2020 we exported £2.2 billion of ships, boats and floating structures. But we believe we should be able to grow our exports by 45 per cent by 2030. To make that happen we're opening a new Maritime Capability Campaign Office. Covering all aspects of the shipbuilding enterprise, from platforms, to sub-systems, to the supply chain, it will use robust industry analysis of global markets to help suppliers reach untapped markets.

Of course, our success in the long-term will hinge on the strength of our skills base. This brings me to the final aspect of our plan. We are determined to develop the next generation of shipbuilding talent. So today we're establishing a UK Shipbuilding Skills Taskforce. Led by the Department for Education and working in tandem with the NSO and Devolved Administrations, it will bridge skills gaps and learn from best practice – particularly in relation to new and emerging technologies. Above all, it will act as megaphone for the varied and exciting careers that shipbuilding can offer up and down the country from designing cutting-edge environmentally friendly ferries to developing propulsion systems for complex warships.

The building blocks of our refreshed Strategy are settling into place. Our

NSO and Maritime Capability Campaign Office are up and running. Our UK Shipbuilding Skills Taskforce is accepting applications from today. And, in the coming months, we will be establishing a new Shipbuilding Enterprise for Growth. Co-chaired by the CEO of the National Shipbuilding Office and a senior industry executive, it will unite the finest minds in shipping to overcome some of the sector's toughest challenges.

In other words, today we offer a powerful vision of what shipbuilding will look like in 2030.

A vision of a supercharged sector with thousands of highly skilled workers.

A vision to make this country the country of choice for specialist commercial and naval vessels and systems, components and technologies.

A vision that generates the increased investment to level up our nation. And a vision that will spark a British shipbuilding renaissance and inspire ever more countries to seek out that 'Made-in-Britain' stamp.

Madam Deputy Speaker, the framework is ready. Now we will be working with our superb shipbuilders, our supply chains and across Government to help transform this great ambition into a prosperous reality.

And I commend this Refreshed Strategy and Statement to the House.

[UK Shipbuilding Taskforce launched to boost skills and jobs](#)

The Department for Education (DfE) is today (10 March) calling on experts from the shipbuilding industry to [apply](#) to become a member of the first UK Shipbuilding Skills Taskforce.

Following the publication of the refreshed cross-government [National Shipbuilding Strategy](#), which sets out a package of government measures aimed at fostering a shipbuilding renaissance across the UK, the DfE will lead work to establish a UK wide Taskforce to develop a world-leading skills strategy to support the industry.

The Taskforce will last for 18 months and aims to build a picture of the industry's skills needs and provide solutions to skills shortages – particularly those related to new and emerging technologies and zero-emissions shipping. Partnering industry experts with training providers, the Taskforce will collect best practice from across the shipbuilding sector to plug skills gaps and promote shipbuilding career opportunities.

Minister for Skills Alex Burghart said:

We are looking for a chair and members for our new Taskforce that will supercharge the shipbuilding industry, bringing together experts who will work together to develop a plan to plug skills gaps and get more people into rewarding jobs.

These roles are an exciting opportunity for people who have the skills, knowledge, and experience to be at the forefront of this vital work, helping to level up opportunities for people across the UK and ensure our fantastic shipbuilding industry will go from strength to strength.

Working closely with the Ministry of Defence (MoD), the Department for Business, Energy, and Industrial Strategy (BEIS) and the Department for Transport (DfT), the Taskforce will also work to ensure training providers are empowered to meet the industry's requirements, drawing on best practice from other sectors and national skills approaches to optimise the available skills funding and opportunities for shipbuilding.

Chair of the Maritime Skills Commission, Graham Baldwin, said:

The Maritime Skills Commission welcomes the establishment of the UK Shipbuilding Skills Taskforce (UKSST) which comes at a crucial time for the sector. The Commission is committed to ensuring the maritime sector has the skills it requires for building back better and the transition to net-zero, but it is imperative that this is supported by Government and industry. Attracting and retaining a diverse pipeline of skilled workers is a priority and the Commission will work closely with the UKSST to ensure this happens. We are delighted to welcome the Chair of the UKSST onto the Commission and together we will work closely to tackle the skills challenges and opportunities now and into the future.

[Applications are now open online](#) for a chair and members for the Taskforce with experience in and a passion for shipbuilding.