

Working together to prevent the proliferation of small arms

Many thanks indeed Mr President and it's very good to welcome you and Minister Bhattacharyya to the Council today. It's good to see you. As you said in your statement Mr President, the diversion and misuse of small arms and light weapons costs hundreds of thousands of lives each year. And as the latest Secretary-General's report makes clear, once again illicit small arms undermine security and sustainable development, drive conflict and fuel crime and terrorism. So this is very much the business of this Council.

I want to turn first to the important role this Council can play in supporting efforts to address illicit flows of small arms and light weapons. Mexico has rightly brought attention to our arms embargoes. In order to be effective, it is vital that embargoes are properly implemented and enforced. And Ms Devoto spelt out I thought very clearly the advantages of doing so, of properly implementing them, and the cost where we don't.

We thank the various panels of experts for the important oversights and implementation they provide. Additionally, weapons and ammunition management support is being provided in a range of settings also on the Council's agenda. This assistance should draw on recognized sources of best practice such as the modular Small Arms Control Implementation Compendium and the international ammunition technical guidelines. By restricting illicit weapon flows, arms embargoes can also present space and opportunity to strengthen state security institutions more widely which is why this Council should think very carefully before we lift them. And where appropriate, the Council should support this through mandating missions to provide security reform assistance and should lift embargoes only when states are fully ready to take responsibility for preventing small arms diversion and misuse.

Mr President, as in all areas sustainable peace requires the full and active participation of women, and this applies equally to the response to small arms trafficking – the Secretary-General's report makes clear the horrific impact of the misuse of these weapons, particularly on women and girls, and we fully support the report's recommendations to the Council in this area.

The Council should mandate the UN to do more in these areas, as well as to identify and transfer best practice, and to better gather, pool and share disaggregated data on small and illicit arms and their effect in conflicts on the Council's agenda. However, activity mandated by the Council should recognise the varying situations and the fine political balances within peace operations rather than being too directive.

Mr President, effective control of small arms and light weapons must play an important part of our wider approach to conflict prevention. The UK is pleased to support UNIDIR in the project to integrate conventional arms control into the UN's conflict prevention work as we've heard today. We've completed a new risk analysis toolkit that will strengthen understanding of

the risks and impact of arms, and how conventional arms control can contribute to UN conflict prevention, management and resolution.

But states must also recognise their responsibilities in this area as other speakers have said. Small arms trafficking networks operate internationally, and all states can support conflict-affected regions by implementing their own robust export control and customs systems. The Arms Trade Treaty is a key multilateral tool to ensure a well-regulated, legal trade in conventional arms, and to address illicit transfers. And we continue to encourage all states to ratify and to accede to the treaty.

For our part, the UK will continue to support other policy initiatives in this area such as the Group of Governmental Experts on Problems Arising from the Accumulation of Conventional Arms and Ammunition Stockpiles in Surplus as they seek to establish better standards for the safe storing of ammunition.

And we will also continue to partner with other states to strengthen arms control frameworks through national legislation, to implement better stockpile management procedures, and to tackle the grave challenges recognized by our briefers today.

Mr President, our peacekeepers, the UK peacekeepers on patrol in Mali, have seen how just a limited number of small arms can be used to terrorise and abuse communities. Where they can, they have confiscated and destroyed such weapons but it would be much more effective to work together to prevent them falling into the wrong hands in the first place. This Council should do all in its power to work to ensure this. As Ms Devoto has said, the tools, the knowledge and the experience are all there. What we require is political will. Thank you Mr President.

[PM speech at the CBI conference: 22 November 2021](#)

Great to be here in Tyneside, the number one exporting region of the UK.

Great to be with the CBI.

And I want to begin with a massive thank you to British business.

For keeping going.

For looking after your employees.

For rising to the challenge.

For responding to the call for ventilators in those first dark days.

Dozens of you,

Kitchen appliance makers,

Hairdryer makers,

Formula one motor car manufacturers,

Turning your production lines over in days to try to save lives.

For making the masks and the gowns and the gloves at such speed.

Turning things round from that awful moment when we realised we simply didn't have the domestic production.

So we have gone from being able to supply 1 per cent of our domestic needs to 80 per cent.

And thank you British industry, enterprise, commerce,

For producing not just one but perhaps half a dozen vaccines.

Because without you, let's face it, we would simply not be here,

And nor would tens of thousands of people in our country and millions around the world,

Who owe their lives to your resourcefulness and inventiveness.

And while I'm on the subject, can I ask who has had your booster?

You all look far too young and thrusting to need a booster but get your booster as soon as you can.

Because it is by vaccinating our country that we have been able to get your staff back to their place of work, to open our theatres, our restaurants and to get back for longer now than any other comparator country to something like normal life.

Even if we are still bumping elbows and wearing masks.

I am not going to pretend that everything is going to be plain sailing.

We can see the state of the pandemic abroad.

The supply chain issues that we're facing.

The pressure on energy prices that we're all facing.

The skills shortages.

But don't forget folks, my friends, it was only last year they were saying we would have an unemployment crisis now on the scale not seen since the 1980s or 1990s.

They were forecasting 12 per cent unemployment.

And what have we got?

Thanks to you, thanks to the resilience of British business, we have employment back in work at pre-pandemic levels.

It was only last year that we experienced the biggest fall in output in a century.

As we were forced to lock down the economy.

We'll look at us now.

Thanks to you and thanks to British business bouncebackability, we are forecast to have the fastest economic growth in the G7.

And I was there in the 70s and 80s and 90s.

And I remember mass unemployment.

And the misery and the drain of the human spirit.

And I would much rather have our problems today – which are fundamentally caused by a return in global confidence and a surge in demand.

Because now we have a massive opportunity to fix these supply-side problems.

To transform whole sectors of our economy and to tackle the chronic problems underlying the UK economy.

The woeful imbalance in productivity across the country.

But also the imbalance between British business.

Between the go-getting world-beaters represented by so many people in this room,

And the long comet tail whose potential is frankly yet to be realised.

That don't have the skills – particularly the IT skills – as Rishi the Chancellor so often points out.

That don't have the banks behind them, that don't have the investment.

And that is the mission of this country – to unite and level up.

Of this government – to unite and level up across the whole country.

And I've got to be honest with you, it is a moral mission.

As you get older, the funny thing is you get more idealistic and less cynical.

It's a moral thing, but it is also an economic imperative.

Because if this country could achieve the same kind of geographical balance and dispersion of growth and wealth that you find in most of our most successful economic comparators,

And if all our businesses could reach more balance in their levels of productivity,

Then there would be absolutely no stopping us.

And we would achieve what I believe we can.

And become the biggest and most successful economy in Europe.

And today fate has handed us an opportunity to do that.

When the first industrial revolution began 250 years ago it was British industry that had first-mover advantage.

For hundreds of years, we maintained that pace.

Right up until the beginning of the 20th century we were producing more coal, smelting more iron, building more ships and boilers and making more machines than virtually any other country on earth.

And today we are on the brink of another revolution.

A green industrial revolution.

And again there are many ways in which we have first-mover advantage.

And today I want to tell you in the CBI how Britain is going to win in the new green industrial revolution.

Provided we act and act now.

I have had some pretty wonderful jobs in my life, but among the most purely hedonistic I would rank motoring correspondent of GQ magazine.

I drove:

- Ferraris
- Maseratis
- Nissan Skylines
- Proton Sagas

You name it, I drove it.

And I learned to admire the incredible diversity of the UK specialist motor manufacturing sector, which is actually the biggest in the world.

And I have spent hours in the traffic, listening to the porridge-like burble and pop of the biggest and most sophisticated internal combustion engines ever made.

And I have heard that burble turn into an operatic roar as I have put my foot down and burned away from the lights at speeds I would not now confess to my protection officers.

In that time, that great era, I only tried two EVs – electric vehicles.

An extraordinary wheeled rabbit hutch that was so tiny you could park it sideways.

And I tried the first Tesla for sale in this country, for GQ, that expired in the fast lane of the M40.

They've got a lot better.

And when a few years later as Mayor of London I tried to get London motorists to go electric and we put in charging points around the city, I must confess that they were not then a soaraway success.

And they stood forlorn like some piece of unused outdoor gym equipment.

But ten years after that – the tipping point has come, hasn't it?

UK sales of EVs are now increasing at 70 per cent a year.

And in 2030 we are ending the market for new hydrocarbon ICEs, ahead of other European countries.

And companies are responding.

Here in the north east, Nissan has decided to make an enormous bet on new electric vehicles and together with Envision there is now a massive new gigafactory for batteries.

And around the world, these cars are getting ever more affordable.

And at Glasgow two weeks ago the tipping point came, as motor manufacturers representing a third of the world market – including the EU and America – announced that they would go electric by 2035.

And of course, Glasgow was far bigger and more important than that.

250 years after we launched the first industrial revolution, we are showing the world how to power past coal.

When I was a kid, 80 per cent of our electricity came from coal.

And I remember those huge barges taking coal up the Thames to Battersea power station and those four chimneys belching fumes into the face and lungs of the city.

By the time I became mayor, Battersea was a wreck.

Closed for being simply too polluting.

And good for nothing except the final shoot out in gangster movies.

But in 2012, we were still 40 per cent dependent on coal.

Today – only ten years later – coal supplies less than 2 per cent of our power.

And by 2024 it will be down to zero

And Battersea of course is a great funkapolitan hive of cafes and restaurants and hotels and homes

Thanks to the vision of the former Mayor.

And every time I made that point to leaders in Glasgow,

About the speed of the switch that we've made from coal,

I could see them thinking about it and I could see them thinking: right, ok, maybe this is doable.

And when I was a kid literally zero per cent of our energy came from wind.

And it seemed faddish and ludicrous to imagine that we could light and heat our homes with a technology that dated from 9th century Persia, I think.

And yet today – look at the coast of the north east where we are today.

Row after row stretching out to the north sea, of beautiful white mills as we claim a new harvest,

Rich and green from the drowned meadows of doggerland.

And on some days we derive almost half this country's energy needs,

With the biggest offshore wind production anywhere in the world – and growing the whole time.

And that tipping point having been reached, the pace of change is now going to accelerate like new a Tesla.

Because I can tell you as a former motoring correspondent, EVs may not burble like sucking doves, and they may not have that arum arum araaaaaagh that you love,

But they have so much torque that they move off the lights faster than a Ferrari.

And we are now embarked on a new epoch.

And in just a few years' time, after almost a century of using roughly the same technology, we are going to change radically.

We are going to change radically:

- our cars
- our trucks
- our buses
- our ships
- our boats
- our planes
- our trains
- our domestic heating systems
- our farming methods
- our industrial processes
- our power generation

And much else besides.

And I can tell you the force driving that change.

It won't be government, and it won't even be business – though business and government together will have a massive influence.

It will be the consumer.

It will be the young people of today,

The disciples of David Attenborough,

Not just in this country but around the world,

Who can see the consequences of climate change and who will be demanding better from us.

And I confidently predict that in just a few years' time it will be as noisome, offensive to the global consumer to open a new coal fired power station as it is to get on a plane and light up a cigar.

And as the world reaches this pivotal moment, post Glasgow, it's vital that we recognise not just the scale of the challenge, but the opportunity now for British business and industry.

Because in the end it is you, it is business people, who will fix this problem.

Governments don't innovate.

Governments don't produce new products and get out and sell them in the market place.

And though governments can sell, governments can spend tens if not hundreds of billions,

We know that the market has hundreds of trillions.

And yet we also know that government has a vital role in making that market, and in framing the right regulation.

And to ensure that you, the British business succeeds in this new world, we have set out a ten point plan for government leadership.

A new Decalogue that I produced exactly a year ago, when I came down from Sinai and I said to my officials the new ten commandments thou shalt develop:

Offshore wind.

Hydrogen.

Nuclear power.

Zero emission vehicles.

Green public transport, cycling and walking.

'Jet zero' and green ships

7: greener buildings

8: carbon capture and storage

9: nature and trees

10: green finance

And for each of those objectives we are producing a roadmap, so that you in the private sector can see the opportunities ahead and what you need to do.

And we are regulating so as to require new homes and buildings to have EV charging points – with another 145,000 charging points to be installed thanks to these regulations.

We are investing in new projects to turn wind power into hydrogen.

And the net zero strategy is expected to trigger about £90 billion of private sector investment, driving the creation of high wage high skill jobs across the UK, as part of our mission to unite and level up across the country.

Not just in the green industrial revolution of course, but in all sectors of the economy.

And to help you, and to build the platform, to give you the advantage you need, we are now waging a cross-Whitehall campaign to solve our productivity puzzle and to rebalance our lopsided economy.

Fixing our infrastructure with investment on a scale not seen since the Victorians.

And we must begin with energy and power generation,

if we are going to have, allow, our manufacturing industry to succeed, we must end the unfairness that UK, high energy-intensive manufacturing pays so much more than our competitors overseas.

And that's why we are going to address the cost of our nuclear power and we are all now paying for the historic under investment in nuclear power.

Which country first split the atom?

Which country had the first civilian nuclear power plant?

It was this one.

And why have we allowed ourselves to be left behind?

Well, you tell me.

So we are investing not just in big new nuclear plants but in small nuclear reactors as well.

And we are consulting on classifying this essential technology as "green investment", so that we can get more investment flowing in and ahead of the EU.

Lenin once said that the communist revolution was soviet power plus the electrification of the whole country.

Well, I hesitate to quote Lenin, Tony, before the CBI, but the coming industrial revolution is green power plus the electrification of the whole country.

We are electrifying our cars, we are electrifying our rail.

Last week we announced three vast new high speed lines.

Cutting the time from London to Manchester by an hour.

And creating a new Crossrail of the north

Cutting the time from Manchester to Leeds from 55 to 33 minutes.

A crossrail for the Midlands,

Cutting journey times from Birmingham to Nottingham from one hour and 14 minutes to 26 minutes.

But these plans are far richer and more ambitious than some of the coverage has perhaps suggested.

To solve this country's transport problems, you can't just endlessly carve your way through virgin countryside.

You have to upgrade, and to electrify.

You have to use the tracks that already exist and bring them back into service.

And we are doing the Beeching reversals – that's putting in lines that were

taken out sadly in the last century.

You have to put other transport networks as well.

You have to put in clean buses, you have to improve,

4000 new clean green buses we're putting in.

And of course, you have to fix the roads as well.

We cannot be endlessly hostile to road improvements.

And we have to do it now, we have to fix it now.

I know that there are some people who think that working habits have been remade by the pandemic, and that everyone will be working only on Tuesday and Wednesday and Thursday, in an acronym I won't repeat.

I don't want to be dogmatic about this, but I have my doubts.

And it is not just that young people need to be in the office to learn, and to compete, and to pick up social capital.

There are also sound evolutionary reasons why mother nature does not like working from home.

So I people prophesy that people will come back, Tony – they will come to the office.

And they will come back on the roads and the rail.

But people also want choice.

And that is why we must put in the gigabit broadband – as we are – which has gone up massively just in the last couple of years from 7 per cent when I became PM to 65 per cent at the beginning of next year.

And with safer streets,

With great local schools,

With fantastic broadband,

People will have the confidence to stay nearer the place they grew up.

To start business.

And business will have the confidence to invest.

And then of course there is one thing that business wants and that this country needs,

Far more than a hundred supersonic rail links,

Far more than broadband,

And that is skills.

And the people that you all need to staff your business.

It's an astonishing fact that the 16-18 year olds in this country are getting 40% less time and instruction than our competitors in the OECD, and so we're turning that round.

We are focusing on skills, skills, skills,

Investing in our FE colleges, our apprentices, in the knowhow and confidence of young people.

And since, as everybody knows, 80 per cent of the 2030 workforce are already in work,

We are giving every adult who needs it the chance to get a level three skill. £3000 for a lifetime skills guarantee.

We are supporting bootcamps for everything from IT to entrepreneurship.

And at this pivotal moment in our economic history, we are taking advantage of our new freedoms.

To deliver freeports as well as free trade deals.

And to regulate differently and better,

To lengthen our lead in all the amazing new technologies of the 21st century:

- AI
- cyber
- quantum computing

And all the rest and all the applications of those technologies to the areas in which we excel.

So you get fin tech, ed tech, bio tech, med tech, nano tech, ag tech, green tech,

So you sound basically like 15th century Mexico.

And that is what this country is doing

There are only 3 countries that have produced more than 100 tech unicorns

and they are, as you will know, well which are they? Let's see who's been paying attention to any of my speeches in the last few ... which 3 nations have produced more than 100 tech unicorns?

Correct. They are the US, China and the UK

And the wonderful thing about the more than the 100 tech unicorns is they are

dispersed now far more evenly across the whole of the UK than the tech unicorns of some of our rival competitor economies.

And that is a fantastic thing.

We want to see the dispersal of this growth and development across the UK. That's why this government has doubled investment in scientific research – and again, we want to see the benefits of that research across the whole of the country

But in the end

And this is the most important message of all.

There are limits to what governments can do.

And I just want to be absolutely clear about this – because this has been an extraordinary period.

There has been the financial crisis of 2008, where government had to intervene on a massive scale.

Then Covid, when government had to intervene on a massive scale.

But government cannot fix everything and government sometimes should get out of your hair.

And government should make sure there is less regulation and indeed less taxation.

And the true driver of growth is not government, it is the energy and dynamism and originality of the private sector

And Tony, yesterday, I went as we all must to Peppa Pig World.

Hands up if you've been to Peppa Pig World – [not enough]

I was a bit hazy about what I would find at Peppa Pig World, but I loved it.

Peppa Pig World is very much my kind of place.

It had very safe streets.

Discipline in schools.

Heavy emphasis on new mass transit systems, I noticed.

Even if they are a bit stereotypical about daddy pig.

But the real lesson for me about going to Peppa Pig World was about the power of UK creativity.

Who would have believed, Tony, that a pig that looks like a hairdryer, or possibly a sort of Picasso-like hairdryer,

A pig that was rejected by the BBC,

Would now be exported to 180 countries,

With theme parks both in America and in China as well as in the New Forest,

And a business that is worth at least £6bn to this country, £6bn and counting.

I think that it is pure genius, don't you?

No government in the world, no Whitehall civil servant in the world, could conceivably have come up with Peppa.

So my final message to you.

As we stand on the brink of this green industrial revolution.

As we prepare to use our new regulatory freedoms in what I believe will be a very strong post-Covid rebound.

We are blessed,

We are blessed not just with capital markets and the world's best universities and incredible pools of liquidity in London, the right time zone and the right language and opportunity across the whole country,

We are also blessed with the amazing inventive power and range of British business.

And that above all is what fills me with confidence, members of the CBI, for the days ahead.

Thank you very much for your kind attention this morning, thank you.

UK Carrier Strike Group's HMS Queen Elizabeth Hosts Senior Visitors from NATO

Press release

HMS Queen Elizabeth has welcomed 30 NATO Ambassadors in one of the final events of the Carrier Strike Group 21 (CSG21) deployment.



F-35 Jets on HMS Queen Elizabeth

They were joined by the Deputy Supreme Allied Commander Europe (DSACEUR) General Tim Radford and representatives from Italy, the Netherlands, the UK and the US. UK Minister for Defence Procurement Jeremy Quin welcomed the NATO delegation to the flight deck of HMS Queen Elizabeth where the visitors watched UK and US F-35 Lightning jets take off.

Minister for Defence Procurement, Jeremy Quin said:

CSG21 has opened the next chapter of the UK's contribution to NATO. The deployment has underlined the breadth, depth and reach of the defence and security partnerships at the heart of the world's longest enduring Alliance.

The visit comes as CSG21 nears the end of its 7-month deployment. It has travelled over 40,000 nautical miles to the Indo-Pacific and back. Ships and aircraft from the group have operated and exercised with over 40 countries – including many NATO allies – in an international demonstration of unity with our allies and partners.

The UK Carrier Strike Group is NATO's first 5th generation carrier strike capability and marks a step change in military technology, interoperability and integration. It demonstrates the UK's unwavering commitment to NATO and to the safety and security of our Euro-Atlantic home.

UK's Permanent Representative to NATO, Dame Sarah MacIntosh said:

It has been an honour to visit Carrier Strike Group 21 with NATO Ambassadors, as HMS Queen Elizabeth returns home.

The Carrier Strike Group is allied by design, and has engaged with over 40 allies and partners across the world during this deployment. We are delighted to have demonstrated Alliance unity in operation.

Yesterday, Italian F-35 jets landed on HMS Queen Elizabeth for the first time, the first European NATO partner to operate this aircraft from the new UK aircraft carrier. They are the same B variant as the joint RAF/Royal Navy and US Marine Corps stealth fighter currently embarked in the Portsmouth-based UK flagship. Italy are the only other NATO partner aside from the US and UK to operate this variant.

Commander of the UK CSG, Royal Navy Commodore Steve Moorhouse said:

The fact that US, Italian and UK F-35Bs are able to fly to and from one another's flight decks offers tactical agility and strategic advantage to NATO.

This activity is a telling demonstration of the UK's Flagship's interoperability with other nations; Italy is the third nation to land an F-35B onto the deck of HMS Queen Elizabeth and the seventh military operating F-35 aircraft that the UK's CSG has exercised with on CSG21.

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[Is your satnav fit for purpose?](#)

News story

The number of bridge strike incidents in the UK remains alarmingly high. Some advice for drivers and operators to help lower this number.



The number of bridge strike incidents in the UK remains alarmingly high. In 2020/21 there were 1624 incidences on the Network Rail infrastructure alone.

There are many more incidences of commercial vehicles using inappropriate routes, including not complying with weight limits, which results in damage to roads, congestion and risks the safety of other road users.

In addition to the potentially catastrophic road safety issues, there are serious financial implications to these incidences. The impact on drivers and operators can also be significant. Following a bridge strike in St. Helens, the traffic commissioner held a public inquiry and concluded that the primary cause of the incident was the driver's failure to carry out his responsibilities in a professional manner. His HGV driver's licence was revoked, and he was disqualified from holding an HGV licence for six months.

However, the traffic commissioner also found that the operator could have done more to prevent the incident and the operator found their licence permanently curtailed.

One of the reasons for these incidences occurring is poor route planning and the reliance on inappropriate satnav systems, which lack commercial functionality to warn the driver of all the critical points on routes. Whilst satnav technology can be employed effectively and efficiently, the devices used must be fit for a commercial role. Good satnav devices will regularly be updated with up-to-date information on the road network, including height restrictions.

Having suitable satnav equipment is not a substitute for effective route planning, but it may assist the driver to avoid some of these incidences, especially when routes change during a journey.

The traffic commissioners expect operators and drivers to treat this issue seriously and take responsibility. Any failure to do so could lead to an operator or driver having to appear before a traffic commissioner.

To minimise the risk of poor road choices always:

- Make sure your satnav is a commercial vehicle satnav, not one designed for a car! Planning a route on a device that thinks you are driving a car has too many risks. Make sure your device is up to date. Roads and maps are constantly changing. It is your responsibility to plan correctly.
- Make sure that if satnavs are provided to drivers, they are trained to use them and, importantly, the correct checks and procedures are in place to ensure they do! They must know how to set the alarm if they run close to an obstacle.
- Have a satnav policy within your operation. Set rules for use of personal satnavs and ensure they are fit for purpose.
- Don't assume you know the restrictions on a road, check first!

- Double check on an up-to-date map. You could use Google Street Views to get a sight of an unfamiliar route or junction, including delivery or pick up points. Operators should establish whether there are any localised issues that impact on routes and include this in customer information notes for drivers.
- Know your vehicle height, width and weight, and ensure your drivers do – provide height conversion charts.
- Even when your vehicle is ‘not in service’ your route must still be planned. Taking unsuitable shortcuts back to the depot or when going for maintenance is a risk.

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[Update to infection prevention control guidance to include seasonal respiratory infections](#)

News story

The infection prevention and control (IPC) guidance for health and care settings during the COVID-19 pandemic has been updated to cover other seasonal respiratory infections.



The [updated guidance](#) is intended to help prevent transmission of seasonal respiratory viral infections focusing on SARS-CoV-2, influenza, and respiratory syncytial virus (RSV) in health and care settings.

The new guidance recommends:

- removal of the COVID-19 high, medium and low risk care pathways following stakeholder feedback so that everyone without symptoms of a respiratory illness will follow the same precautions, such as at least 1 metre physical distancing instead of 2 metres
 - however, the pathways can still be applied by organisations locally if deemed to be appropriate for example in response to high case rates
- screening, triaging, and testing for SARS-CoV-2 should continue over the winter period – testing for other respiratory pathogens will depend on the health and care setting according to local and country-specific testing strategies, for example for RSV and influenza some trusts may use point of care tests and others use tests that are sent to labs
- staff, patients and visitors to wear face masks at all times while in health and care settings over winter
- physical distancing remains at 2 metres where patients with suspected or confirmed respiratory infection are being cared for or managed
- physical distancing can be reduced to at least 1 metre, increasing whenever feasible to 2 metres, for non-respiratory patients across all health and care settings – this could expedite the faster treatment of people with non-respiratory conditions across health and care settings

The IPC principles in this document apply to UK health and care settings. This includes the independent or private sector, mental health and learning disabilities, primary care, care homes (but not care homes in England), care at home, maternity and paediatrics.

Adult social care providers in England should refer to existing [COVID-19 care home](#) guidance already in place.

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