

Appointment of Lay Member to the Legal Services Board

News story

The Lord Chancellor, after consultation with the Lord Chief Justice, has approved the appointment of Gary Kildare, as a Lay Member of the Legal Services Board, for four years from 1 April 2021.



Gary Kildare is the former Chief HR Officer Europe and Global Head of Labour Relations for the IBM Corporation. He is also: a Non-Executive Director (NED) of the Insolvency Service; a NED of the Defence Infrastructure Organisation in the Ministry of Defence (MOD) and Chair of the People Committee; and a board member of the British Quality Foundation.

Gary is a Chartered Fellow of the Institute of Personnel and Development, a Fellow of the Royal Society of Arts, a Global Scot and a visiting professor in business at Edinburgh Napier Business School.

The Legal Services Board (LSB) is the independent body responsible for overseeing the regulation of lawyers in England and Wales. The LSB came into being on 1 January 2009 and took on the majority of its statutory powers on 1 January 2010.

The LSB's goal is to reform and modernise the legal services market place by putting the interests of consumers at the heart of the system. It is independent of government and the legal profession and oversees the approved regulators, which themselves regulate lawyers.

The LSB also oversees the Office for Legal Complaints and its administration of the Legal Ombudsman scheme that resolves complaints about lawyers.

This appointment has been made in accordance with the Cabinet Office Governance Code on Public Appointments and is regulated by the Commissioner for Public Appointments.

The appointment of Lay Members of the LSB are made by the Lord Chancellor in consultation with the Lord Chief Justice for England and Wales.

[Prince Charles sends condolences to PNG on death of its first Prime Minister](#)

World news story

The Prince of Wales has sent a condolence message to the Prime Minister of Papua New Guinea James Marape, following the death of Grand Chief Michael Somare, PNG's first Prime Minister.



HRH with Sir Michael Somare at Clarence House in 2008.

Charles, The Prince of Wales, said:

My wife and I were profoundly sad to learn of the death of Sir Michael Somare. Our thoughts and deepest condolences to the nation on his passing.

Having first visited PNG in 1966 and represented Her Majesty the Queen at your Independence in 1975, I know what a remarkable role Sir Michael played in leading his people to independence, and then as prime minister and parliamentarian in ensuring it accomplished democracy. Sir Michael's service to his nation was exceptional. The people of PNG have lost a statesman who had led international efforts to protect one of our planets greatest assets our rainforest and the wider Asia Pacific community has lost a wide eldest statesman. Our hearts go out to the all the people of PNG at such a very sad time.

For my part I have fond memories of meeting Sir Michael during my

visits to PNG over the past 55 years, and in particular, of his unending energy and dedication in pursuit of peace and environmental sustainability. Without him the connection for rainforest nations simply would not exist.

However inadequate it may be on such a very sad occasion my wife and I wanted to express our profound sympathy to the people of PNG as you grieve the loss of your first prime minister. I trust that Sir Michael's enduring legacy of peace and all that he achieved with the collation of rain forest nations will be maintained by future generations.

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[Speech by Laura Clarke on the challenge ahead for sustainable finance and journey to COP26](#)

E ngā mana, e ngā reo, e ngā iwi, e rau rangatira mā, tenā koutou katoa.

First can I say what a privilege it is to be here today, addressing such an illustrious group of CEOs and leaders in business, public policy and climate action. This is exactly the sort of collective action we need – pooling ideas, sharing responsibility – to tackle the scale of the challenge facing our world, and all those who live in it.

The opportunity

I have been invited to speak in the context of the UK's hosting of the next UN climate change conference – COP26 – in partnership with Italy. We are also President of the G7 while Italy takes on the G20 Presidency.

This makes 2021 a defining year of leadership for the UK and presents us with a golden opportunity to press for greater global ambition – more ambition to reduce emissions, more ambition to build resilience, and more ambition to cooperate and support each other in a green recovery.

We are already seeing momentum building.

China has committed to net zero by 2060; Japan and South Korea have committed to net zero by 2050, and the US has just re-joined the Paris Agreement and in the last few days put the social cost of carbon at US\$51 per unit.

New Zealand is also showing leadership: and as COP26 Presidency we welcome the package of ambitious advice put forward by New Zealand's Climate Change Commission as just discussed by Jo Hendy, and by the New Zealand Government's commitment to respond to the recommendations with ambition. We look forward to seeing New Zealand's updated NDC ahead of COP26.

In addition to ambitious plans to reduce emissions, we want all countries to help speed up progress in five key areas 'in the real world':

In clean energy, we need to shift away from fossil fuels and invest in innovative, low cost, clean technologies.

Renewable energy sources such as solar and wind are already cheaper than coal in most countries. And a recent report from the International Renewable Energy Agency found that boosting investment in renewables would increase jobs in this sector to 42 million globally by 2050, four times more than today.

In resilience, we need to help communities adapt to the worst effects of climate change, through resilient infrastructure and agriculture. Adaptation investments consistently deliver high returns, with benefits between 2 and 10 times the cost.

This is important for both the UK and NZ, as island nations, and of course for Pacific Island states here in this region.

In nature, we need to restore and protect natural habitats by scaling up nature-based solutions – such as tree planting – and greening our supply chains. Nature can provide up to 30% of the climate change mitigation needed to meet our Paris Agreement Goals. New Zealand's Jobs for Nature package is a good example of how we can achieve this.

In transport, we need to bring forward the date when zero-emissions vehicles will be not only cleaner than petrol and diesel but also cheaper.

The UK welcomes the new ambitious action proposed for transport in New Zealand, which has one of the highest per capita road transport pollution levels. We in the UK face similar challenges with road freight.

The fifth area is finance which will underpin all these endeavours – investment that needs to be 'future proofed' – green and sustainable. It can't all come down to the public sector either: we need to mobilise flows of private finance into clean sectors.

Sustainable finance

And this is what I am excited to talk to you about today: green, sustainable finance, and the role that finance, capital and investment have to play on the journey to COP26 and delivery of the Paris Agreement goals AND in helping to build greener, more resilient and sustainable economies.

The big question is "what do we need to do to unlock the investment that

secures a green recovery?”

For me – the starting point is imagining what the economies and societies of the post-COVID world should look like.

I think it’s uncontroversial to say that we would all like to have:

- clean air and clean water
- a stable climate, with temperature rises in check
- thriving biodiversity and healthy oceans
- a resilient economy and green jobs that are future-proofed
- legal and regulatory frameworks that provide clarity and predictability
- and (let’s face it) good returns on investment

In short, we need to get to a point where we are living and interacting with this world in a sustainable way – so that we can be good ancestors, living true to the principle of kaitiakitanga.

And that means planning, making decisions, and investing with that vision in mind.

Which brings me to the COP26 private finance work, which has one simple aim: to ensure that every financial decision takes climate into account. That hasn’t been the case to date: but it’s where we need to be.

Many of you will have listened to Mark Carney’s Reith Lectures, late last year – so lots of this won’t be new to you. But Mark, who was Governor of the Bank of England and is now the Finance Adviser for COP26, has been working with central banks, regulators, and the public and private sectors to collectively build the financial frameworks needed to deliver a net zero 2050.

The frameworks revolve around the 3R’s:

The first is reporting – as Mark Carney would say ‘what gets measured gets managed’.

We’ve made huge progress with the The Financial Stability Board Task Force on Climate-related Financial Disclosures (TCFD). What we are aiming to do for COP26 is to refine those standards and then develop pathways to make them mandatory, so that this is comprehensive and consistent across the global economy.

Last year New Zealand became the first country to announce a mandatory climate-related financial disclosure regime that will require captured financial entities to report against a standard developed by an External Reporting Board. The UK has followed suit – and we hope many more will do the same.

The second R is risk management. We need to see a step change in climate risk management at the heart of the financial system, so with our banks and major insurers.

The best way to do that is through better supervision of these issues and through climate stress testing.

Again NZ is on the ball here with the Reserve Bank joining the world leading Central Banks and Supervisors Network for Greening the Financial System (NGFS) in 2018. This group is focused on accelerating work on environmental financial risk, and scaling up green finance. I'm sure that like me, you've heard Adrian Orr speak many times on this.

And the third R is about Return. The opportunities in the transition to net zero.

Because the good news is that, on every pressing issue we face, there are solutions that are not just available, but cost effective. There are trillions of dollars in sovereign wealth funds, pension funds, insurance and asset portfolios looking for investible and sustainable projects with good long-term value and rates of return.

In these efforts we can also make sustainable options the trusted and attainable options for consumers. After all, market-leading companies have demonstrated that it is entirely possible to be profitable and sustainable at the same time.

In fact, businesses and investments that are Environmental, Social, and Corporate Governance (ESG) aligned are increasingly out-performing those that are not, even in the current economic crisis.

So – in practical terms – what does this transition to green, sustainable finance look like?

It will look like every company in every sector – every bank, every insurer, every pension fund – disclosing a transition plan to net zero. It will see the shift away from investment in fossil fuels vis a vis clean energy, transport and building.

It means thinking harder about investments. It means innovating and developing new investment models. It means examining climate risk as part of portfolios. It means encouraging those seeking investment to share their transition plans.

It means developing global standards and metrics to follow the progress against that strategy. And finally, it means detailing governance and accountability on that strategy.

And I know that all sounds like a lot, like a burden.

But this is exactly where both the UK and New Zealand can show leadership.

The UK is doing its best to walk the talk, driving a clean recovery at home and around the world. Between 1985 and 2016 the UK economy grew by 70 % while emissions fell by 34%. But of course we have more to do.

We are investing NZ\$5.5bn into improving the energy efficiency of homes and public buildings. We have committed NZ\$2bn in the transition to electric vehicles. We are putting over NZ\$1.2bn towards protecting natural habitats. Investing NZ\$10bn in bolstering our own resilience through flood and coastal defences.

We have committed – in line with the Climate Change Committee recommendations – to reduce our emissions by 68% by 2030, to make getting to net zero by 2050 possible. We are doubling our international climate finance contribution to NZ\$22bn over the period 2021 to 2025, to support other countries in making the transition. We issued the first ever Sovereign Green Bond last year to help finance projects that will support the transition to a green economy.

And the UK will become the first country in the world to make Task Force on Climate-related Financial Disclosures (TCFD) aligned disclosures fully mandatory across the economy by 2025, going beyond the ‘comply or explain’ approach. We followed NZ’s lead on this. But went further: bringing every company into the policy.

And just last week, the Bank of England was given a new mandate to support the UK Government’s ambition to become net zero by 2050.

Valuing nature

We are also pushing for a conceptual shift in how we assess or value nature.

Last year, HM Treasury led a global review of the Economics of Biodiversity (known as the Dasgupta Review), which explored the sustainability of our engagements with Nature, and what we must do differently to enhance our collective wealth and well-being, and that of our descendants. Because it cannot be right that – to take the Amazon as an example – our natural resources are worth more dead than alive.

New Zealand is also showing leadership in this area – in making us think differently about how we value things, and how we value nature.

The Aotearoa Circle’s ambition and commitment to pursue sustainable prosperity and reverse the decline of New Zealand’s natural resources is the sort of leadership that every country needs.

It is also good to see the Circle take leadership on both land and water with the National Food Strategy and the Seafood Sector Adaptation Strategy. And including wellbeing in the Sustainable Finance road map is an innovative way to guide investment decisions.

The Climate Leaders Coalition (many represented here today of course), which collectively represents 60% of NZ emissions across all sectors, is also leading the way, with 100 Chief Executives making pledges on reporting and reducing emissions.

The New Zealand Government is also leading the way, with its wellbeing economics, and wellbeing budget – measuring not just output and growth, but the impact on an individuals' wellbeing and the environment.

And as we negotiate the UK-NZ Free Trade Agreement – we've just completed Round three – NZ and the UK have a shared ambition to be early movers on using trade policy to advance our environmental and sustainability goals, and support the shift to a green economy.

In both countries, businesses are making shifts because of the threat that climate change poses to their businesses and investments, as well as the significant economic opportunities that come with being an early mover in the development of new low-carbon goods and services. It is an economic, regulatory, and moral imperative.

But the hard work is yet to come and that is delivering those commitments. For many of those companies the next step is about financing the transition to zero carbon.

Conclusion

So we have the challenge now of setting strong foundations on which to build as the economy recovers from the pandemic, and as we seek to become net zero by 2050.

Lord Deben, Chair of the UK's Independent Climate Change Committee, has been on a virtual visit to New Zealand these last few weeks. Many of you will have seen him talk – but his strong pitch is that the economic recovery and growth, and our net zero ambitions, are complementary, not contradictory: by focussing on a green recovery, we help to meet our 2050 target; and in turn by seeking to meet the target we can help to power our economic recovery. And we need investment to underpin these endeavours – as Mark Carney said, the “power of money” will ultimately play the biggest role in combating climate change.

There is no better time than now to seize the opportunity to change our systems and green our planet, and harnessing the power of business and finance. Generations that follow will be watching.

[£20 million fund to propel green](#)

shipbuilding launched

- competition launched to develop innovations for a greener shipping future, including zero-emission vessels and clean port infrastructure
- maritime investment will drive economic growth and ensure the UK builds back greener from the coronavirus (COVID-19) pandemic
- comes as studies announced to support the recreational craft and offshore wind vessel sectors to transition to net-zero

Hydrogen-powered vessels and e-charge points at ports could soon become a common sight on our seas and in our coastal towns, thanks to a £20 million competition launched today (22 March 2021) to make innovative green maritime ideas a reality.

The fund will be used to support the development of prototype vessels and port infrastructure that could then be rolled out widely – propelling the sector towards net-zero, as the UK prepares to host the [COP26 climate change summit](#) in November.

The government is encouraging scientists and academics to collaborate with UK shipping, ports and shipbuilders to enter ambitious proposals into the competition:

- driving economic growth
- revitalising coastal communities
- creating 1000s of jobs
- positioning the country as a leader in the field

The trials will enable companies to test the new technologies, with a view to them being developed commercially if proven to be successful, helping us build back greener from the pandemic.

[Video about supporting the maritime sector to build back greener](#)

Transport Secretary Grant Shapps said:

We have a proud shipbuilding history and, together with industry, I am determined to build on that as we look to develop the innovations of the future and meet our net-zero target.

We are revolutionising maritime technology and, from electric boats to hydrogen ports, we will change the way this country sails forever, and bring jobs and prosperity to the UK.

Today's competition launch comes as the government prepares to publish its transformational Transport Decarbonisation Plan, which sets out how all modes of transport – sea, rail, road and aviation – can make the switch to net zero.

Maritime Minister Robert Courts said:

This is a turning point for the UK's maritime sector. It's an opportunity for businesses to develop the technologies of the future, not only protecting our environment but driving economic growth.

I urge this country's best thinkers to put their green ideas forward and help us deliver a better, cleaner maritime sector.

The Maritime Minister confirmed the news ahead of the launch of 2 government-funded studies focused on achieving net-zero in both the recreational craft sector and offshore wind sectors.

Developed in partnership with the [Carbon Trust](#), the new study on recreational craft, which will be published in late spring, will set out how we can overcome the barriers to the supply of, and demand for, zero-carbon recreational craft. It will make a series of recommendations to governments and industry, including using alternative fuels. Leisure boats and sports vessels are vital to the UK economy, worth almost £1.6 billion in annual exports and employing 40,000 people across the UK.

This follows the [Prime Minister's ten-point plan](#), which positions the UK at the forefront of shipbuilding and maritime technology to help push forward low carbon travel.

Tom Delay, chief executive of the Carbon Trust, said:

The maritime sector must decarbonise by 2050. Large numbers of people both enjoy and are employed by the recreational craft industry, and there are opportunities for leadership in decarbonisation technologies.

The recreational craft sector encompasses a wide range of vessel types, and there are unique challenges that need to be overcome. A combination of targeted innovation support, cross-industry collaboration and regulatory and financial intervention will be needed to accelerate the development and uptake of low carbon technologies.

A separate study is being developed on the offshore wind sector, produced in partnership with the [Offshore Renewable Energy \(ORE\) Catapult](#) and [Workboat Association](#). It will bring a coalition of industry partners together to break down the barriers to moving all operational and maintenance vessels working in the North Sea offshore wind sector to zero emissions by 2025.

Andrew Jamieson, ORE Catapult chief executive, said,

This report will make clear that the North Sea's offshore wind and maritime industries, made up of wind farm, vessel and port operators, are united in their determination to decarbonise their operations.

We are confident that the UK supply chain has the knowledge, endeavour and innovation to support this ambition while creating jobs and growth in coastal communities and providing a springboard for the UK to lead the clean maritime industry of the future.

Emissions-cutting trucks and next-gen hydrogen buses closer to hitting the road with £54 million government-led funding

- £54 million for projects including motorsport technology in car motors, hydrogen fuel cells for buses, and lightweight structures for electric heavy goods vehicles
- projects in England, Wales and Northern Ireland will secure nearly 10,000 jobs and save 45 million tonnes of CO₂
- investment will help drive energy-saving technology across a wide range of vehicles and propel forward a green economy recovery

Innovative green projects creating the next generation of electric trucks and hydrogen-powered buses are set to secure nearly 10,000 UK jobs and save millions of tonnes of carbon emissions, thanks to over £54 million funding announced today (22 March) by Business Secretary Kwasi Kwarteng.

The 3 projects in Cwmbran, Warwickshire and Ballymena will receive more than £54 million of funding from UK government and industry and are forecast to secure nearly 10,000 jobs across the UK. They could also save 45 million tonnes of carbon emissions, equal to the total amount of emissions produced by 1.8 million cars over their lifetimes.

Investment in new technologies, including hydrogen fuel cells, will help cement the UK's position as a global leader in automotive technology and support the country to build back better and greener from the pandemic by helping to meet the UK's climate goals.

The 3 projects being funded today are:

- £31.9 million to develop electric propulsion systems for heavy goods vehicles in Cwmbran, Wales. This technology could be applied in a range

of ways, such as giving lorries greater travel range and better energy efficiency for coaches and construction vehicles

- £11.3 million to develop and manufacture energy-saving technology from motorsport for use in cars and vans from a centre in Warwickshire
- £11.2 million to develop and manufacture low-cost hydrogen fuel cell technology for buses and create a hydrogen centre of excellence with Wrightbus in Ballymena, Northern Ireland

Business Secretary Kwasi Kwarteng said:

The UK is leading the world by developing cutting edge technology that will help to tackle climate change and lead to a green, competitive future for our automotive supply chain.

These projects will not only help accelerate the wider application of greener technology in lorries and buses, but will also help generate the high-skilled jobs to level up communities across the UK while ensuring we build back greener from the pandemic.

This funding announcement builds on the recent launch of the government's national [Bus Back Better strategy](#) and the Prime Minister's [10 Point Plan for a Green Industrial Revolution](#), both of which aim to accelerate the shift to zero emission vehicles and decarbonise the UK's transport networks.

Transport Minister Rachel Maclean said:

As we look to reduce our carbon emissions, strive towards our net-zero goals and level up right across the UK, the whole transport sector will need to embrace new innovative technology such as green hydrogen and these projects are a fantastic example of doing just that.

I'm proud to see the UK leading the way in the global transition to zero-emission vehicles. In the next decade, we'll continue to be at the forefront of their design, manufacture and use as we build back greener.

Secretary of State for Northern Ireland, Brandon Lewis said:

Northern Ireland and the local economy thrives on innovation, manufacturing and technological advancements, leading the charge in allowing us to reach our ambitious goal of a net zero future by 2050.

With a landmark investment of £11.2 million this will enable Wrightbus to become a centre of excellence for zero-emission technology in the heart of Ballymena.

This is outstanding news for the people of Northern Ireland, protecting more than 1,000 skilled jobs and creating more than 3,000 additional jobs over the next 10 years. This will continue to level up our local economy, allowing Wrightbus to continue producing the next generation of world-leading hydrogen buses.

Secretary of State for Wales, Simon Hart said:

As we work towards net zero by 2050, South Wales will be a hub of innovation and green technology as we transform the UK economy over the coming years.

The investment in electric propulsion systems in Cwmbran will create more than 1,000 skilled jobs. It follows recent UK government backing for the Global Centre of Rail Excellence and to develop a net zero industrial zone across South Wales as we ensure that the region's proud heritage is continued with the industries of the future.

CEO at the Advanced Propulsion Centre Ian Constance said:

We are delighted to have guided the latest investment of more than £54 million in the development and production of innovative powertrains to further accelerate the transition of the automotive sector to a net-zero future. The funding will enable the UK to apply its world-class innovation and experience in electrification of vehicles across the supply chain in Great Britain and Northern Ireland.

From fuel cell technology for buses, designed and built in Ballymena, a lightweight electric powertrain for commercial vehicles developed and manufactured in Wales and an integrated motor and energy recovery systems system for cars and vans based on motorsport technology in Warwickshire, today's announcement secures and creates nearly 10,000 jobs and will cut CO2 emissions equivalent to removing the lifetime emissions of nearly 1.8 million cars.

By investing in new, greener technology for the UK automotive sector, funding of this kind will help realise the government's ambition for the UK to end its contribution to climate change by 2050.

The funding is being coordinated by the Advanced Propulsion Centre (APC) which supports the development of low carbon emission technologies for cars, buses, heavy goods vehicles, and vans. These projects will help further the UK's ongoing efforts to develop a sustainable supply chain for manufacturing electric vehicles by 2026.

About the Advanced Propulsion Centre

The Advanced Propulsion Centre (APC) collaborates with UK government, the automotive industry and academia to accelerate the industrialisation of technologies, supporting the transition to deliver net-zero emission vehicles.

Since its foundation in 2013, APC has funded 150 low-carbon projects involving 375 partners, working with companies of all sizes, and has helped to create or safeguard over 50,000 jobs in the UK. The technologies developed in these projects are projected to save over 260 million tonnes of CO₂, the equivalent of removing the lifetime emissions from 10.2 million cars.

About the winners

Find further [information about the projects](#) which will be funded through this round of investment.

Projects to receive funding from the latest Advanced Propulsion Centre funding competition APC17 include:

1. Next Gen FCEV (Fuel Cell Vehicle) [Ballymena, Northern Ireland] – The UK is a global leader in bus design and manufacturing. Wrightbus in Ballymena is developing hydrogen-powered fuel cell electric vehicle single and double-deck buses. This programme will enable higher volume production at lower cost and create a centre of excellence for zero emissions hydrogen technology to upskill and share knowledge in the UK.
2. EPIC (Electric Powertrain Integration for Heavy Commercial Vehicles) [Cwmbran, Wales] – The next generation of zero emissions heavy commercial vehicles need lightweight 'smart' powertrains to manage extreme levels of electrical power. The EPIC project led by Meritor in Cwmbran integrates the key elements of motor, inverter, gearbox, differential and brakes in a single lightweight system for vehicles up to 44 tonnes and includes coaches, off-highway and construction vehicles. The funding would also go towards the construction of a new technology centre in Scotland.
3. e-MOTIF (e-axle with MOT or Inverter and Flywheel) [Southam, Warwickshire, England] – Weight saving and reducing energy consumption are key to winning in motor racing. The e-MOTIF project led by Shield Manufacturing Technologies in Warwickshire combines lightweight energy recovery technology from motorsport with a new motor and inverter for cars and vans to cut energy consumption and CO₂ emissions. The e-MOTIF project is scalable and cost effective for global manufacturers and will lead to three new manufacturing centres opening across the UK.

Quotes from the winners

Vice President and Chief Technology Officer at Meritor, John Bennett, said:

With this award, our consortium will develop a game-changing electric powertrain for heavy-duty 4x2 and 6x2 vehicles up to 44 tonnes. This technology will provide commercial vehicle OEMs with the optimal solution to meet EU 2025 CO2 reduction targets, in addition to a host of other product benefits including greater efficiency, reduced weight, longer-range capability, and far greater application flexibility when compared to existing systems.

Vice President, Truck, Europe, China, Japan and ASEAN Meritor, Ken Hogan, said:

This grant will put Meritor's highly-skilled Welsh-based engineering team at the forefront of advanced commercial vehicle technologies, positioning South East Wales as the premier location for companies developing clean transportation and technologies. Meritor's existing air disc brake facility in Cwmbran will house a new European eMobility Centre of Excellence with expanded laboratory and R&D facilities.

Managing Director of the Shield Group, Chris Shield, said:

Shield Manufacturing Technologies is delighted to be working with APC and our partners to accelerate the development and production readiness of cutting-edge engineered technologies. The evolving market opportunity for this family of power-dense electric drive modules will generate significant numbers of skilled roles with associated investment across Shield's facilities in the Midlands and opportunities for the region's supplier base.

Executive Chairman of Wrightbus, Jo Bamford, said:

The funding will allow us to realise our ambitions of creating a centre of excellence for zero-emission technology in Ballymena, enabling us to produce the next generation of world-leading hydrogen buses at a higher volume and a lower cost than ever before. It will safeguard more than 1,000 skilled jobs and will allow us to create more than 3,000 additional jobs over the next 10 years, giving a significant boost to the wider economy in Northern Ireland.