

[Call for Evidence launched to progress conservation efforts in 13 more Marine Protected Areas](#)

This marks a further step forward in protecting our marine environment as the government draws on post-Brexit freedoms to protect rare and valuable marine habitats and species.

It follows the [announcement](#) of Byelaws to prohibit damaging fishing activity in four MPAs last month, including Dogger Bank and the Canyons, which will come into force on 13 June 2022.

The MMO are now seeking views on the impacts of bottom towed gear (BTG) fishing in 13 more MPAs which contain some of the most sensitive features at risk from this activity, including rock, and rocky and biogenic reef.

The evidence put forward at this stage will be used to inform MMO's assessments ahead of formal consultation on management of the sites.

Tom McCormack, Chief Executive Officer of MMO, said:

"The Marine Management Organisation is the regulator and manager of 230,000 square kilometres of hugely diverse seas, almost double that of England's land mass, and represents some of the busiest seas in the world.

"Our purpose is to protect and enhance our precious marine environment and support UK economic growth. We support sustainable marine activities, such as fisheries and renewable energy, to co-exist with other users of the seas, while protecting our precious marine environment for the benefit of future generations.

"This call for evidence for these 13 Marine Protected Areas (MPAs) signals our commitment to better protect and manage our seas and coasts."

The Call for Evidence will run for 8 weeks from today (14 May) until 10 July 2022. The draft MMO assessment documents, including all relevant information on how to contribute to this process, are available at this [link](#).

The Call for Evidence applies to the following MPAs:

- Cape Bank
- East of Haig Fras
- Farnes East
- Foreland
- Goodwin Sands
- Haig Fras
- Haisborough, Hammond and Winterton
- Hartland Point to Tintagel
- Land's End and Cape Bank

- North Norfolk Sandbanks and Saturn Reef
 - Offshore Brighton
 - South of Celtic Deep
 - Wight-Barfleur Reef
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[New guide for forest managers to help adapt woodlands for climate change](#)

A new guide setting out how landowners and managers can adapt their woodlands in the face of climate change has been published today (Saturday 14th May) by the Forestry Commission, Scottish Forestry, Natural Resources Wales and the Northern Ireland Forest Service, as National Plant Health Week draws to a close.

The UK Forestry Standard Practice Guide [‘Adapting forest and woodland management to the changing climate’](#) outlines the steps that can be taken to foster woodlands which will be resilient to current and future threats as a result of climate change, such as drought, changing weather patterns and more frequent, severe weather events.

For our forests and woodlands to thrive, adaptation measures must be considered carefully. The guide presents a range of such measures, including diversifying the different types of trees planted across a landscape – such as changing the dominant species – to increase biodiversity. It also advises choosing seeds best suited for the local site and climate to reduce the risks associated with drought, frost, and pests and diseases. It is also recommended that landowners and foresters consider encouraging more natural regeneration. Naturally regenerated areas may reduce wind, drought, frost, pest and disease risk where individuals are better adapted to changing local site conditions.

Chair of the Forestry Commission, Sir William Worsley said:

The woodlands of the future need to be planted and managed differently if they are to be resilient to our changing climate.

By planting a more diverse range of tree species in the right place and in accordance with the UK Forestry Standard, we can foster healthy and thriving treescapes across the country. This new Guide will help land managers protect our precious woodlands and ensure their resilience for years to come.

Today’s publication follows a range of announcements throughout this week promoting the benefits of healthy trees and plants, as part of National Plant

Health Week (9-15 May). These include the launch of the Forest Research Holt Laboratory and the Centre for Forest Protection, both of which will conduct innovative research into tree pests and diseases, as well as ways to manage emerging threats from climate change.

Woodland creation is an important part of the wider adaptation of society to climate change, as forests and woodlands can provide shade and shelter, give flood protection, and reduce both air pollution and soil erosion. Growing trees removes carbon dioxide from the air, stores the carbon in wood products throughout their life and helps manage the risk of flooding.

Implementing these steps into everyday forest management will support the delivery of the [England Trees Action Plan](#), which sets out the Government's long-term plan for the nation's trees, woodlands and forests. It will also underpin wider Government efforts to at least treble tree planting rates in England by the end of this Parliament, plant 30,000 hectares of trees across the UK per year by 2025, and achieve Net Zero by 2050.

The Guide has been produced by Forest Research, part of the Forestry Commission and Great Britain's principal organisation for forestry and tree-related research.

The UKFS Practice Guide to 'Adapting forest and woodland management to the changing climate' can be downloaded free of charge from the [Forest Research online publications catalogue](#). Hard copies will also be available shortly (£12 per copy).

More information on [supporting resources for the Guide is available here](#).

[First ever net zero transatlantic flight to take to the skies in 2023](#)

- Transport Secretary pledges to deliver world's first transatlantic flight fuelled purely by environmentally friendly aviation fuel by the end of next year
- pioneering test flight will be supported by up to £1 million of competition funding and will increase understanding of commercial flights using 100% sustainable aviation fuel (SAF)
- during a speech to industry leaders in the US, the Transport Secretary challenged the sector to deliver the net zero emissions flight between the UK and America, with the wider SAF industry potentially creating over 5,000 UK jobs

World's first net-zero emissions transatlantic flight could be delivered by the UK government and industry as early as next year, ushering in a new era

of guilt-free flying in the coming decades.

The pioneering flight, on an aircraft powered by 100% sustainable aviation fuel, is expected to take off in 2023.

Transport Secretary Grant Shapps announced the ambitious challenge to industry during his visit to the US.

Meeting with airline executives, he invited the international sector to work closely with the UK government to deliver the demonstrator flight in 2023, paving the way for flights on the transatlantic route, and many more, to be powered solely by low-carbon fuel.

The announcement today (14 May 2022) underlines the government's commitment to drive forward the sustainable aviation fuel industry, which has the potential to deliver significant carbon savings, improve domestic fuel security, support thousands of green jobs and put flying on a more sustainable path.

Industry estimates suggest that a UK sustainable aviation fuel industry could support up to 5,200 UK jobs directly, as well as a further 13,600 through global exports – helping to level up the UK and boost the economy. The industry estimates its annual turnover could reach £2.3 billion by 2040.

The new initiative has come out of the [Jet Zero Council](#), a partnership between industry and government that aims to deliver new technologies and innovative ways to cut aviation emissions while supporting the UK economy.

Today's announcement is an important part of plans to reduce emissions from aviation to net zero. Currently one of the highest single emitters of greenhouse gases, aviation is one of our biggest challenges when it comes to making transport green, but the investment and innovations such as SAF are there to make guilt-free flying a reality.

The fuel, made from waste materials, such as household waste or used cooking oil, offers greenhouse gas emissions savings of more than 70% compared to conventional fossil jet fuel when fully replacing kerosene. When combined with greenhouse gas removals, 100% SAF will enable the delivery of a net zero flight.

Transport Secretary Grant Shapps said:

This trailblazing net zero emissions flight, a world first, will demonstrate the vital role that sustainable aviation fuel can play in decarbonising aviation in line with our ambitious net zero targets.

That's not just great news for the environment, it's great news for passengers who will be able to visit the Big Apple without increasing damaging greenhouse gas emissions.

It's crucial that we place sustainability at the heart of the

aviation industry's recovery from COVID-19 and I look forward to working with them on this challenge, which will lower the impact flying across the Atlantic has on the planet.

Current jet fuel specifications do not allow flights to use 100% SAF, meaning SAF use needs to be complemented by additional decarbonisation measures to be fully net zero. The government is committed to accelerating the testing and approval of 100% SAF to unlock the full decarbonisation potential of this technology.

Delivering the transatlantic flight announced today would help to gather the data needed to support ongoing and future work to test and certify sustainable aviation fuel while exploring how engine efficiency improvements, flight optimisation and greenhouse gas removals can contribute to achieving net-zero flights.

Tim Alderslade, chief executive of Airlines UK, said:

UK airlines strongly support the development of a UK SAF industry, which will play a vital role in helping our sector deliver net zero emissions by 2050, as we are committed to doing.

This announcement will provide additional momentum to achieving this and, alongside the recent £180 million in Treasury support for the development of new UK SAF plants, demonstrates the commitment of government to making SAF a key part of the decarbonisation of aviation.

We now need to turbocharge production in order to build the initial 3 SAF plants by 2025 and UK airlines have shown real commitment to making this happen with our partnerships with Philipps 66, Velocys and LanzaTech.

We look forward to working with ministers through the Jet Zero Council to continue to explore mechanisms to attract the required private investment – in addition to a planned mandate – so we can help deliver the government's 10% SAF uptake goal by 2030.

Warren East, CEO of Rolls-Royce plc, said:

This is an exciting and ambitious challenge, which Rolls-Royce is ready to support having successfully tested our large commercial aero engines on 100% sustainable aviation fuel over the last year.

We have the technology to help the UK government achieve its objectives and we look forward to working closely with them to deliver this milestone transatlantic flight.

Just over 100 years ago, Rolls-Royce powered the first ever

transatlantic flight and now we have the innovation and expertise to power the next generation of sustainable aircraft.

Jennifer Holmgren, CEO of LanzaTech, said:

Waste based feedstocks are important as they offer an economic path to much needed volumes of sustainable aviation fuel.

We applaud the UK government's leadership in working with industry and setting ambitious goals for the aviation sector. It is only by working together, that we will see the transformative change needed to deliver on the commitments to meet Net Zero.

Indro Mukerjee, CEO of Innovate UK, which is running the competition with the Department for Transport, said:

Innovate UK proudly supports this pioneering initiative. This flight, driven through collaboration and bold ambition, is a perfect example of how innovation can and will shape our future lives.

The speed at which this has become a reality is down to the inspiration, ingenuity and investment of all those involved.

Fuel specifications are not the only barrier preventing a higher uptake of SAF. High fuel production costs, technology risk at commercial scale and feedstocks availability are some of the challenges that government and industry are jointly working to overcome in order to build a thriving domestic SAF sector.

To do so, the government is exploring a SAF mandate and is supporting the UK SAF industry with £180 million of funding over the next 3 years, aiming to accelerate the commercialisation of SAF plants and the establishment of a fuel testing clearing house in the UK, as announced in the [Net Zero Strategy](#).

This support will build on the progress made through previous advanced fuels grant funding programmes, such as the [£15 million Green Fuels, Green Skies grant funding competition](#).

In addition to the £180 million funding, £400 million of funding is being made available through a government partnership with [Breakthrough Energy Catalyst](#) to drive private sector investment into the next generation of green technologies, through which UK SAF projects may seek additional capital.

Government delays restrictions on multibuy deals and advertising on TV and online

- Restrictions will be delayed in light of unprecedented global economic situation and in order to give industry more time to prepare for the restrictions on advertising
- Rules limiting the location of unhealthy foods in shops will go ahead as planned in October

Rules banning multibuy deals on foods and drinks high in fat, salt, or sugar (HFSS) – including buy one get one free (BOGOF), '3 for 2', and restrictions on free refills for soft drinks – will be delayed for a year.

Restrictions on the placement of less healthy products – a key part of the government's commitment to reduce obesity – will still come into force in October 2022 as planned. These will mean less healthy products are no longer promoted in key locations, such as checkouts, store entrances, aisle ends and their online equivalents.

Economies across the world have been affected by higher than expected global energy and goods prices, leading to increased costs across supply chains which are affecting both businesses and consumers.

The delay to restrictions on multibuy deals will allow the government to review and monitor the impact of the restrictions on the cost of living in light of an unprecedented global economic situation.

The restrictions banning HFSS adverts on TV before 9pm and paid-for adverts online will also be paused for a year, meaning they come into force January 2024. This is due to a delay to the Health and Care Bill receiving Royal assent, as well as a growing recognition that the industry needs more time to prepare.

A consultation on TV and paid-for-adverts online will be launched in the coming weeks.

Public Health Minister Maggie Throup said:

We're committed to doing everything we can to help people live healthier lives. Pausing restrictions on deals like buy one get one free will allow us to understand its impact on consumers in light of an unprecedented global economic situation.

Media, Data and Digital Minister Julia Lopez said:

We are determined to tackle childhood obesity and are working hard to improve young people's health, including by investing £550 million of government and lottery cash to level up access to sport and physical activity right across the country

We have listened to the concerns which have been raised and will not be bringing in restrictions on junk food advertising until confident that the time is right.

Shoppers will now be able to continue taking advantage of multibuy offers on all foods, including healthier foods which were not included in the original restrictions.

Addressing obesity remains a priority for government, and will reduce the strain put on the NHS as it works to tackle the covid backlogs.

Last month saw laws on calorie labelling in large restaurants, cafes and takeaways come into force.

The government will also be launching the Better Health: Rewards scheme in Wolverhampton later this year to test whether financial incentives can support adults to move more and eat better.

The government will publish a Health Disparities White Paper later this year, aiming to break the link between factors such as people's social or economic circumstances and their prospect for a healthy life. This will mean looking at the biggest preventable killers, including obesity.

The government has taken action to support families worth over £22 billion in 2022-23 to help with rising costs. National Insurance starting thresholds will rise to £12,570 from July 2022, meaning people across the UK will keep more of what they earn before they start paying tax.

Households liable for Council Tax in Bands A-D in England will receive a £150 non-repayable Council Tax Rebate, and Local Authorities are receiving extra discretionary funding to help those who are in need but not eligible.

A new statutory instrument will be introduced to parliament to confirm that the restriction of volume price promotions will be delayed.

[Healthy, cost-effective travel for millions as walking and cycling](#)

projects get the green light

- millions of people across the country will benefit from healthier, free local journeys in a boost to air quality and people's physical and mental health
- 'golden age' of cycling and walking galvanised by £200 million government investment, with Active Travel England overseeing 134 ambitious projects – part of a £2 billion commitment to active travel
- government continues to lead the world in tackling climate change, improving low-carbon infrastructure and growing local economies

Millions of people across the country will benefit from cleaner air and cheaper ways to travel and keep active, thanks to £200 million of government funding for new walking and cycling schemes across England announced today (14 May 2022).

The government's new executive agency Active Travel England, led by Chris Boardman, will oversee the delivery of 134 first-rate schemes, backed by £161 million, which include new footways, cycle lanes and pedestrian crossings across 46 local authorities outside London.

The projects will create new routes and improve existing ones, making it easier and cheaper for people to choose active and green ways of getting around while better connecting communities. These include new junctions and pedestrian crossings in Liverpool, new segregated cycle lanes across the north-east and a new "travel corridor" in Gloucestershire with reduced traffic and high-quality cycle routes.

In addition to the £161 million for the 134 local authorities schemes, 19 authorities – including in Nottinghamshire, Hull and Manchester – will also receive a share of £1.5 million for "mini-Holland" feasibility studies, to assess how the areas could be as pedestrian and cycle-friendly as their Dutch city equivalents.

The government has also confirmed it will inject £35 million to improve the quality, safety and accessibility of the [National Cycle Network](#), a UK-wide network of paths and routes for walking, cycling or wheeling managed by the independent charity Sustrans. The new funding will see 44 off-road-sections of the network upgraded to ensure they endure for years to come.

Up to £8 million is going towards a [new programme to accelerate the uptake of e-cycles](#) by offering short and long-term loans of e-cycles. The pilot scheme, which will be delivered by [Cycling UK](#), launched earlier this week in Greater Manchester and will be massively beneficial in enabling those with longer or hillier journeys to cycle and access employment opportunities in a way that's not only more affordable but is easier, faster and good for our planet.

The latest £200 million is part of the unprecedented £2 billion for cycling and walking announced by the Prime Minister in 2020. Earlier tranches of the money have already delivered hundreds of schemes and cycling rose by almost

50% in 2020 to 2021. Active Travel England has been established to hold the budget and ensure that schemes are delivered to the new, higher standards set out in 2020.

Transport Minister Trudy Harrison said:

This multimillion-pound investment will ensure people right across the country can access cheap, healthy and zero-emission travel.

Active Travel England will be working hard to create a new golden age of walking and cycling, enabling everyone to reap the benefits of a more active lifestyle, creating streets where children can play and making nicer places to live.

Active Travel Commissioner Chris Boardman said:

This is all about enabling people to leave their cars at home and enjoy local journeys on foot or by bike. Active Travel England is going to make sure high-quality spaces for cycling, wheeling and walking are delivered across all parts of England, creating better streets, a happier school run and healthier, more pleasant journeys to work and the shops.

£2 million will also go towards [Cycling UK's Big Bike Revival](#) – free events to help people start or return to cycling by fixing bikes, teaching skills and leading rides. People across the country will be able to turn up at events with their bikes and receive a basic service or learn to repair their own bikes at a workshop. They will also be able to learn to ride a bike from beginner level or join a ride to increase their confidence.

People travelling to and around Hope Valley in the heart of the Peak District National Park will be able to do so by public transport, cycling or walking rather than by car thanks to £120,000 of funding also confirmed today. Hope Valley Climate Action's [Travelling Light project](#) will benefit the whole country by leading the way in decarbonising rural travel and giving local residents and visitors more options to benefit their health, as well as conserving the beauty of the national park.

The government is also continuing to ensure cycling is available to all by funding [Wheels for Wellbeing](#). An additional £75,000 will go towards supporting DfT's Active Travel team to implement [Gear change](#), so its benefits reach disabled people. Wheels for Wellbeing will also coordinate an expert panel on inclusive cycling and develop a photobank of inclusive cycling imagery.

Xavier Brice, Chief Executive Officer of Sustrans, the charity that makes it easier for people to walk, wheel and cycle, said:

As custodians of the National Cycle Network, we're delighted that the government is continuing to invest in these vital and much-loved walking, wheeling and cycling routes.

This funding will see improvements made to the network in England, connecting cities, towns and the countryside, making walking, wheeling and cycling a safer, more convenient and more accessible travel option for everyone.

The network is a national asset that is loved locally and continued investment will advance our work with partners and stakeholders across the UK. Together, we're reimagining the ways in which we move around, empowering people to connect with others and helping everyone explore our shared environments.

This all follows the launch of new government cycling and walking body, Active Travel England, earlier this year.

Active Travel England is already delivering on its ambitions to drive up the standards of cycling and walking infrastructure across the country and make walking and cycling the easiest choice for local journeys.